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## Ready for sea duty

Cpl Alex Williams and Private Steve Bergeron perform maintenance on one of the six CH-124 Sea King helicopters at 443 Maritime Helicopter Squadron in Patricia Bay. On July 10, a crew of 19 from Patricia Bay's 443 Squadron were aboard HMCS Vancouver as she left Esquimalt harbour bound for the Mediterranean Sea. They will be part of NATO forces supporting the UN Security Council Resolution 1973 to protect civilians in Libya.

Penny Rogers, Lookout

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# Farewell HMCS Vancouver

On July 10, HMCS Vancouver pulled away from Esquimalt harbour bound for the Mediterranean Sea and the shores off Libya. The ship will replace HMCS Charlottetown, which has been on patrol with NATO forces since early spring.



**Above:** OS Jesse Gisborne embraces Carolyn Ruhland prior to the ship's departure.

**Left:** Commander Canadian Fleet Pacific, Cmdre Peter Ellis shares his hat with OS Julian Halladay's son Kaydin on the flight deck.

**Bottom Left:** OS Halladay's son gives a "thumbs up" before the ship departs.

**Bottom Right:** Chief of the Maritime Staff, VAdm Dean McFadden (right) and Cmdre Ellis bid farewell to Vancouver from the dias at Duntze Head.

Corporal Charles A. Stephen, MARPAC Imaging Services



# Diving into history: artifact recovered

**Ben Green**  
Staff Writer

Descending into the cold, dark, Pacific waters is a daily routine for members of Fleet Diving Unit Pacific (FDU (P)). What awaits them is usually a snared propeller, a bruised hull, or in extreme circumstances, unexploded ammunition.

However, routine turned rarity recently when FDU (P) Clearance Divers played treasure hunter, returning a ship's bell to the surface for the first time in 65 years.

"Believe it or not, it was just sitting there upside down; you could see it was a bell," says CPO2 Robert DeProy, Mine Countermeasure (MCM) Chief Diver and discoverer of the artefact.

The bell belonged to the U.S. Army Transport ship Brigadier General M.G. Zalinski, which sank in Grenville Channel just off the east coast of Pitt Island in September 1946. The extremely narrow channel, about 80 kilometres south of Prince Rupert, is difficult to steer on the clearest of nights, but Zalinski's last voyage was marred by a downpour.

Departing from Seattle, the vessel was transporting cargo up the coast to Alaska. With no radar on board, the crew were bouncing sound signals off the nearby channel walls in order to navigate – it didn't work. Zalinski struck its port side, slicing open its hull, and sank. All 48 crew members managed to clamber into life rafts where they were picked up by a fishing vessel a few hours later.

With Grenville Channel being well over 300 feet deep, no recovery effort was made, and the vessel was

thought to be lost for over six decades.

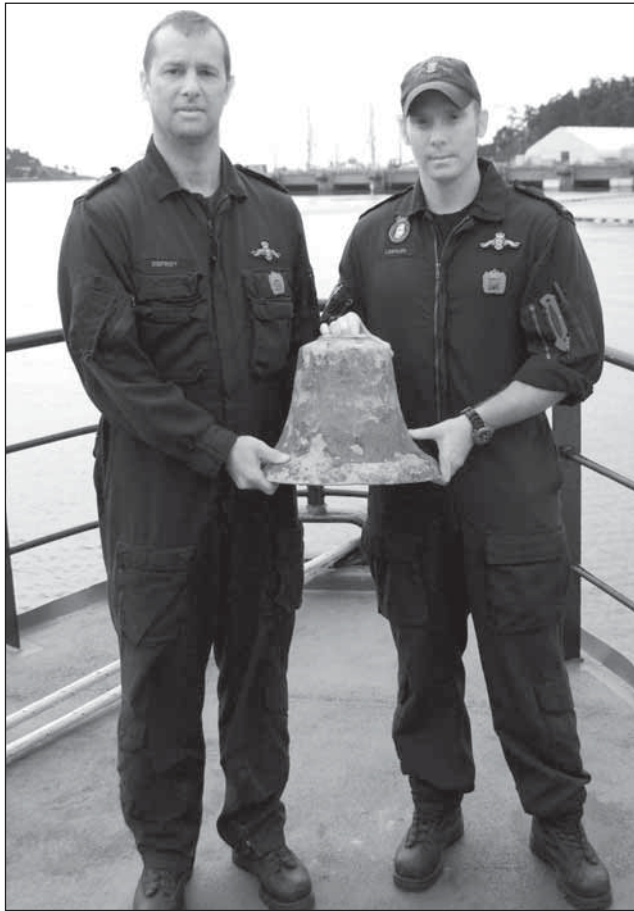
In 2003, the Canadian Coast Guard was alerted to an oil sheen on the west side of Grenville Channel. Upon an investigation, they determined the oil was leaking from a shipwreck 20 to 25 metres beneath the surface. With the oil leaking through the wreck's riveted hull, the Coast Guard eventually contracted a dive company to patch it up before they consulted with various government departments and First Nations groups about removing the remainder of the oil (the wreck is protected under the B.C. Heritage Conservation Act and now houses an abundance of marine life such as barnacles, sponges, and sea anemones).

During the patchwork, items suspiciously resembling general purpose aircraft bombs were discovered inside the wreck. While en route to Prince Rupert for Sea Festival last month, the 12-member FDU (P) dive crew was asked by retired Clearance Diver Tim Flath, on behalf of the DND UXO and Legacy Sites Program, to stop and take a closer look at the suspect items.

"They wanted positive confirmation they were in fact ordnance and not just bottles that looked like ordnance," says CPO2 DeProy.

From June 3 to 7, the dive crew used YDT Sooke as home-base while anchoring closer to the wreck in smaller crafts. After exploring the wreck, which had capsized and now rests with its keel towards the surface, they determined the items were indeed ordnance. As divers broadened their search, CPO2 DeProy squeezed into an opening and shined his light on pay-dirt.

"I've never recovered a



Ben Green, Lookout

**CPO2 Robert DeProy (left) and MS Nicholas LePage (right) hold the bell recently recovered off the sunken Brigadier General M.G. Zalinski. CPO2 DeProy was the sailor who found the bell in one of the ship's forward compartments, and MS LePage was vital in helping raise it to the surface for the first time in 65 years.**

bell off a ship; you read books about people who do this," he says. "It was once-in-a-lifetime to find the heart of the ship."

With the help of fellow divers, CPO2 DeProy attached a small lift bag to the bell hoping to float it to the surface. However, with the solid brass artefact weighing in excess of 60 pounds, they instead attached it to a line and pulled it to the surface.

"It had the name on it, that confirmed it was that boat," he says.

After receiving confirma-

tion to keep the bell from the Archaeology Branch of Natural Resource Operations, FDU (P) is now waiting for the bell's paperwork so it can be cleaned and restored. Once restoration is complete, it will be displayed at the CFB Esquimalt Naval and Military Museum in Naden. Brigadier General M.G. Zalinski was originally commissioned as Lake Frohna in 1919 in the steel freighter class known as a "Laker." The recovered bell is inscribed with "Lake Frohna", dating it over 90 years old.

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# matters of OPINION

## Navy wife no more :o( - retirement loss

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### Penny Rogers Contributor

The room was filled to capacity that afternoon in May when my husband and his good friend held a dual retirement function at the Chiefs and Petty Officers' Mess in Esquimalt. Between the two of them they had served the navy for more than 70 years.

Listening to the speeches and watching the presentations given to each of them on this, their last day in the Canadian Forces, unexpectedly stirred many emotions in me. It was here I realized that not just my husband was leaving behind the life in blue that day.

I never donned a uniform or served a day aboard ship, yet the navy weaved its way through my life as surely as it did his.

Our first date was at the Junior Ranks mess. A year later, on that same dance floor, he asked me to marry him. That was over 30 years ago.

Back then, before Internet and cell phones, before Skype and Expedia, when the ship slipped from the jetty and set sail for places unknown, it meant waiting weeks for a shore call or, worse yet, a call from aboard the ship at sea. I never warmed to the ship-to-shore calls that required me to say "over" after completing a thought and "over and out" after saying "I love you" at the end of the conversation. A conversation you never really knew how many other ears were privy to.

Part of the thrill was waiting for a letter to make its way half way around the world by mail, but that was also one of the downfalls. Days could turn into weeks, and the anticipation would often turn to anger or frustration at the sight of yet another empty mailbox.

I remember sitting in the Wurtele Arena, too often the only spectator, watching my husband dance around with the puck as he played on one ship's team or another. My hands, feet and nose seemed perpetually



photo courtesy Penny Rogers

After 35 years of military service CPO2 Reg Roger retired from the navy. Also leaving the military family is his wife Penny. Above CPO1 Dexter Goulding presents CPO2 Rogers with a shadowbox in honour of his retirement.

frozen some years, especially when the team made it into the base play downs or did well during the Cock of the Walk tournament.

Years later, as his dance on ice slowed and he turned to coaching the old-timers team instead of playing, I still sat alone in the stands watching the game through watering eyes and dripping nose.

During the early years of our marriage I keenly ironed creases into slacks and wrinkles out of shirts. As years turned into decades, the thrill faded and I often passed the iron to a reluctant husband, or hoped that no one would notice the lack of iron on fabric when I pulled uniforms from a hot dryer and hung them quickly onto hangers before stuffing them into the closet and slamming the door.

Conversations over our evening meals more often than not revolved around the latest activity onboard ship or the latest plans for an upcoming trip.

Friends of his became friends of mine. Couples became parents and we watched as their children grew into young adults. When some of those children began joining the military, it simply reinforced the fact that retirement was mandatory.

So, as he leaves 35 years of military life behind, I know these things: I will always be proud of him for his service to this country. I am grateful that he chose me to take along on the ride of a lifetime.

And, I will miss calling myself a navy wife.

## Head of navy gives a strategic perspective

### Lt(N) Haley Mooney Navy PA

VAdm Dean McFadden didn't hold back when he presented a full strategic perspective on the navy today and what he envisions for it in the future at three town halls this past Monday, July 11.

The Pacific Fleet Club was filled for both the Ordinary Seaman to Petty Officer First Class, and the Chief Petty Officer Second Class to Lieutenant(Navy) briefs, and in the afternoon the Admiral had the same energy and gusto in

his presentation to a full house of Lieutenant Commanders and above.

The Chief of the Maritime Staff conveyed several messages during his enthusiastic and frank discussion with navy personnel. He talked about the great things this navy is accomplishing and how the Canadian Navy is "an incredibly innovative bunch" to accomplish so much with a smaller fleet relative to many other countries. He also pointed out that maritime forces are back to doing the business they were

doing 2000 years ago, more so than at any other time in modern naval history.

The Canadian Navy is involved in sea control, protection of international interests and dealing with the rising sense of lawlessness that is pervading the seas and destabilizing the waters around East Africa.

The Admiral then discussed the binary relationship the two coasts currently hold - an "us versus them" attitude when it comes to accomplishments, and spoke about his vision of a future joint-

operationally focused navy, where missions will not be reserved for the navy of only one coast. This has already come to fruition in the case of HMCS Vancouver replacing HMCS Charlottetown off the coast of Libya.

There was a lot to learn from our current head of the navy, and unfortunately limited time to impart his views. It was easy however, to be infected by his enthusiasm and optimism for the future of our flexible and innovative fleet.

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# Air Force pilot serves as Prince's equerry

**Holly Bridges**  
Air Force News

Capt Jean Leroux thought it was a practical joke the day he learned Prince William had hand-picked him to be his equerry for the royal visit to Canada by the Duke and Duchess of Cambridge.

"It was April Fool's Day, so I automatically assumed someone was playing a joke on me," said the CH-149 Cormorant pilot from 442 (Transport and Rescue) Squadron, 19 Wing Comox, B.C. "The next day the commanding officer told me at a mess dinner that it was true. I was pretty excited."

An equerry, from the French word "écurie" meaning stable, acts as a personal attendant to members of the royal family while they are on tour or out in public. Historically, equerries cared for the horses of royalty or high-ranking military officers and the term has continued to this day.

For royal tours to Canada, equerries are chosen from the commissioned officers of the Canadian Forces – typically a major or lieutenant-colonel is appointed for the Queen while a captain is selected for the child of a

monarch.

Capt Leroux was only too happy to be chosen.

"Prince William wanted a search and rescue pilot because that's his job in the Royal Air Force. He also wanted someone who was bilingual."

Prince William reviewed the files that were presented to him and chose Capt Leroux.

"I have to say it is an absolute privilege and honour to be selected."

Capt Leroux says meeting Prince William for the first time was a privilege and very informal.

"I was sitting in the office they have set aside for me in St. James Palace and the prince walked in. He approached me very casually and introduced himself. We talked for a few minutes about the tour and then immediately starting swapping stories about being search and rescue pilots. We may fly different types of helicopters in different countries, but it's the same type of work so we definitely have that in common."

Capt Leroux went to London, England, to combine some CH-149 Cormorant simulator training with learn-



Sgt Pete Nicholson, 14 Wing Greenwood  
**The Duke and Duchess of Cambridge are escorted by Capt Jean Leroux from a Cormorant helicopter after their arrival at Summerside Prince Edward Island Port Authority wharf.**

ing what would be expected of him throughout the royal tour.

"My job is to stay close to the Duke and Duchess to make sure they are on schedule and to handle any last-minute things that might pop up," said Capt Leroux before the Royal visit.

Capt Leroux added Prince William, the Duchess of

Cambridge and their entire staff were all very relaxed, informal yet highly efficient, which made his job that much easier to learn. Upon meeting Prince William's Private Secretary, he learned that Canada was the choice of the prince and his new bride for their first royal visit to a foreign country since their April wedding.

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## SHOP *Spotlight*

# BCE's structural shop, keeping base buildings in top shape

**Ben Green**  
Staff Writer

Leaving dockyard up to the crest of Signal Hill, Peter Jones nods in the direction of the Pacific Fleet Club and the Chief and Petty Officers' Mess.

"Every time I look at a building I see a dozen projects we've done on it," he says.

Jones, a structural coordinator at Base Construction Engineering (BCE), is the lead man for a team of carpenters, brick masons, and a roofer. With about 20 personnel, plus a few apprentices, his crew makes up the other half of BCE's structural shop.

Working in conjunction with Phil Foreland, who's in charge of the painters and sign writer, Jones and his crew have the task of maintaining CFB Esquimalt's 800-plus buildings.

"That's the challenging and the amazing part of the job," he continues. "There are way more tasks taken on by carpenters here on the base than on the outside."

Large jobs go to Defence Construction Canada, medium ones are usually contracted out, and most small jobs are completed by the structural shop.

The majority of work orders are maintenance projects and renovations. These can take anywhere

from a few hours to a few weeks to complete.

The crew are all Red Sealed tradesmen, a top, nationally recognized certification, which means when a job is done, it's done well.

"The stuff we make is made to last," says Jones.

The complexity of work stemming from the diversity of 800 buildings - from a swimming pool to a hospital - really showcases the skills of the trades people, he adds. Armed with saws, drills, and sanders, they transform hard and soft woods into intricate, hand-crafted, cabinets, shelves, desks, and doors.

Occasionally, the crew

orders in rough lumber for a project and mills it down themselves.

Part of the shop's reputation is its ability to attract competent new employees. With a large portion of the crew in their 50s and 60s, it's becoming a priority to have experienced trades people take young apprentices under their wing. Recently they attracted the top two apprentices in B.C.: Brent Snelling and Chris Barlow.

"Brent and Chris placed first and second in their competition each of their years at Camosun," he says. "The young guys are fantastic; they're very skilled, smart mathematically, and

they have the desire to be carpenters."

Jones continually encourages his crew to advance their expertise through courses and certifications. With new buildings construction, his crew needs to be up-to-date on the latest systems and materials. So far, shop personnel have taken courses to improve their knowledge in key cutting, office systems, flooring systems, T-bar systems, and building envelopes.

"The most difficult thing can be the ratio of jobs to guys, the volume of work," adds Jones. "But the guys are good humoured and professional, the job always gets done and done well."

**Bottom left: Al Macdonald, a brick mason with the structural shop, smooths a fresh slab of concrete.**

**Bottom Right: Ron Whitcroft drills hinges onto a cabinet door for a project on the base.**

Photos by Kyla Pawlyshyn



# Now that's refreshing!



# Nanaimo Marine Festival showcases Canadian Navy

**Georgina Nicoll**  
Contributor

Nanaimo's waterfront will bustle with activity this weekend when Canadian Forces personnel, four Canadian warships, and a Cormorant helicopter appear at the 2011 Nanaimo Marine Festival, July 21 to 24.

*Her Majesty's Canadian Ships Nanaimo, Brandon, Edmonton* and *Whitehorse* are feature attractions during the festival. The four maritime coastal defence vessels arrive July 22 and moor at Nanaimo's cruise ship terminal.

*Nanaimo* will be open to the public from 1 to 4 p.m. on Saturday, July 23.

On Saturday at noon, there will be a search and rescue demonstration performed by a 442 Squadron Cormorant helicopter from 19 Wing Comox at Nanaimo's waterfront.

In nearby Maffeo Sutton Park, there will be displays and demonstrations by the Canadian Forces Maritime Experimental and Test Ranges (CFMETR) torpedo recovery team, Fleet Diving Unit (Pacific) with its Explosive Ordnance Disposal truck, and Army reserve units of the 39 Canadian Brigade Group. Displays will open from 10 a.m. to 5 p.m. Thursday to Saturday, and 10 a.m. to noon on Sunday.

On Sunday, the navy will support the World Championship Bathtub Race. In this annual event, small watercraft – called bathtubs because of their shape – race a 36-mile course beginning in Nanaimo's harbour.

*Nanaimo* and CFMETR both have entries in the bathtub race. CFMETR, based out of Nanoose Bay, will monitor the racers from

the Operations Centre on Winchelsea Island. The unit's helicopter will keep watch from the air, while two auxiliary fleet vessels serve as a chase boat for the racers and mark the turning point of the race in Schooner Cove.

"We know these waters well. We are on them almost every day. I suspect that when they're out there, the tubbers – including our own CFMETR entry – will be pretty happy to see our helicopter overhead or to know that our chase boat is just minutes away," says CFMETR Commanding Officer, Cdr Gerry Powell.

The festival promises to be fun for all, including activities for kids, live entertainment, and a chance to see the Canadian Forces in action. For more information, visit the Nanaimo Marine Festival website at [www.bathtubbing.com](http://www.bathtubbing.com).

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# Entries wanted for Fleet Club logo design contest

**Kyla Pawlyshyn**  
Contributor

The Pacific Fleet Club has decided it's time to send its palm tree back to the tropics and create a new logo for PFC Esquimalt home base.

"We want our logo to speak less of Hawaii and more of Victoria," says MS Gordon McKiver, President of the Mess Committee.

The new logo should not only represent home base, but also reflect the West Coast, a subtle hint - anchor or sea life.

Artwork must be original; it cannot be

used for any other organization or purpose and must be submitted by the artist. A key factor in the logo's design is shape and clarity, once submitted it will be scaled down to 2 x 2 inches. The design should have no more than five colors and no text. The PFC will then implement its own lettering to the logo.

The winner will receive a special order jacket with the new logo on it. This contest is open to the Junior Rank members only. Contest ends July 31.

For more information visit the Pacific Fleet Club website [www.fleetclub.ca](http://www.fleetclub.ca)



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# Appreciation Day planned by Royal Canadian Legion

DGPFSS

The Royal Canadian Legion is planning a nationwide Afghanistan Veterans Appreciation Day to demonstrate Legionnaire's gratitude to the serving men and women, and their families, for their dedication during the Afghanistan combat mission, as it transitions to its next phase.

"Words are not enough to show how grateful we are," says the Dominion President, Patricia Varga. "We know

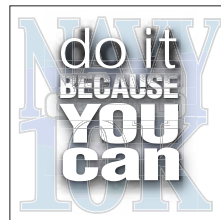
there are many troops still serving overseas in this mission, but we believe the end of this combat phase is a great opportunity to recognize and thank our troops for what they've achieved so far."

As branches have different operating schedules, these events will take place on or about Aug. 20. Afghanistan veterans and their families will be special guests and each veteran will receive a gift and will be offered a free one year membership to the

Legion. Event agendas will vary from branch to branch, but each will include a short remembrance ceremony to honour those who have fallen. Anyone interested in participating in these events should contact their local branch.

"What better way to tell our troops they've made us proud to be Canadian, than to cheer them on in person?" asks Varga.

For information contact Bob Butt at 613-591-3335.



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# BFC Esquimalt séduit des vedettes de la TV

**Georgina Nicoll**  
Collaboratrice

Les caméras filmaient à la BFC Esquimalt quand le personnel de la Marine a accueilli la vedette québécoise de la télévision Geneviève Borne et l'équipe de production de La Petite Séduction, le lundi 20 juin dernier.

Diffusée dans tout le pays, l'émission populaire francophone a plus d'un million de téléspectateurs, et appelle une communauté à « séduire » une nouvelle célébrité chaque semaine. Dans le cadre de leur visite à Victoria, Mme Borne et l'animateur de l'émission,

Dany Turcotte, se sont enrôlés dans la Marine canadienne à titre de marin honoraire d'un jour.

Le Commodore Peter Ellis a officiellement accueilli le duo parmi les Forces maritimes du Pacifique. Les officiers et l'équipage du NCSM Winnipeg les ont courtoisement reçus à bord du navire. La Musique Naden, jouant sur le pont d'envol, a agrémenté leur arrivée.

Plusieurs surprises attendaient Mme Borne, qui ne connaissait pas le programme de l'émission. Elle s'est adaptée de belle façon et a relevé tous les

défis qui lui ont été proposés. Elle a entre autres entrepris une « mission » à l'Unité de plongée de la Flotte (Pacifique). Vous pourrez connaître plus en détail ses aventures lors de la diffusion de l'émission le mois prochain.

« Le projet a été un franc succès », a déclaré Christian Francey, le directeur général de la Société francophone de Victoria et un collaborateur important lors du tournage de l'émission. « Victoria a séduit Geneviève et la mission navale a été le point culminant de son aventure. »

À la fin de la journée, Mme Borne et

M. Turcotte ont rencontré trois familles militaires qui leur ont donné une idée de ce qu'est la vie dans les Forces canadiennes – réalité que connaît bien Mme Borne puisque son père, officier commandant (retraité) du 4e bataillon, a servi pendant 25 ans au sein du 22e régiment.

« La Base nous a vraiment impressionnés », a affirmé Audrey Potvin, la directrice adjointe de La Petite Séduction. « Nous tenons à remercier tout le personnel qui a permis la réalisation de ce projet. »

L'émission sera diffusée le mercredi 20 juillet à 20 h, sur les ondes de Radio-Canada.



Quebec TV stars Geneviève Borne and Dany Turcotte have to hold on to their hats on the windy ride to the Fleet Diving Unit (Pacific).

Geneviève Borne et Dany Turcotte, vedettes de la télé québécoise, doivent tenir leurs casquettes pendant le parcours venteux à l'Unité de plongée de la flotte pacifique.

Photos courtesy Giuseppe Boccoliero



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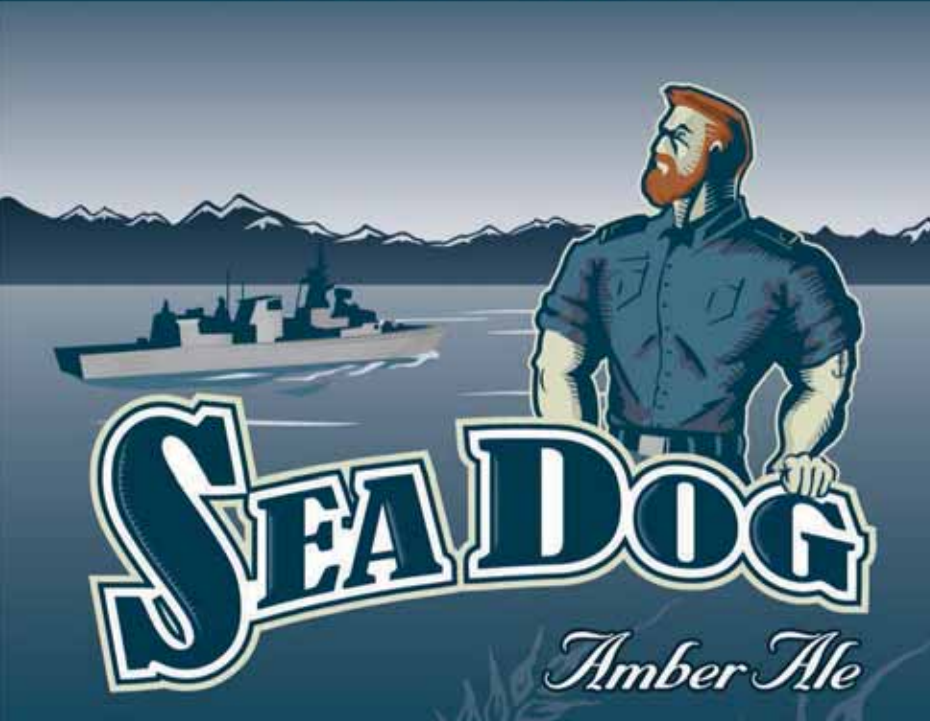


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# Sea King and crew sailing with frigate to Libya waters

**Penny Rogers**  
Staff writer

As *HMCS Vancouver* slipped her moorings on July 10 and made course for the Mediterranean Sea, it took with her a group of 19 men who make up the ship's helicopter air detachment (AIRDET) crew.

Based out of Patricia Bay, 443 Maritime Helicopter Squadron has six CH-124 Sea King helicopters that work with the navy on exercises and deployments primarily throughout the North Pacific, South Pacific and Indian oceans.

But for the next several months, the *Sea King*, its AIRDET, and the officers and crew of *Vancouver* will have the unique opportunity of joining NATO forces in support of United Nations Security Council Resolution 1973 to protect civilian populations in Libya.

Capt Don Philip is an air officer for *Vancouver*. He is looking forward to the deployment and giving a "real-world" application to all the training the detachment has been doing in lead-up to the trip.

"What we do on a daily basis is risky. Even just sailing off the coast of Vancouver Island is a risky job," said Capt Philip. "Does it add more risk knowing of the conflict in Libya? Yes, it does, but again, this is where all the training and preparation comes in, so we're prepared for almost anything they can throw at us, if there is anything thrown at us at all."

The AIRDET onboard the frigate is comprised of two crews with each crew consisting of two pilots, one tactical officer and one airborne sensory operator. The other 11 members are mechanics.

Once in the air, the airborne sensory operator gathers all the sensor information from radars and other kits aboard the *Sea King*, interprets the information, and passes it on to the tactical officer.

Because of the speed and distance the helicopter is able to travel, more information can be gathered from a wider area, resulting in a more detailed maritime picture being sent

back to the ship's commanding officer (CO). Thus, in a short period of time, the CO will know what vessels are in the vicinity and how far away each is.

"From here, the ship's CO will make a decision as to how he wants to deploy us and the other teams and units aboard ship," explains Capt Philip.

If the decision is made to investigate a vessel and the ship's boarding party is dispatched, the *Sea King* crew can assist in several different ways, either providing transport to the team, hoisting them on and off the detained vessel, or as top-cover surveillance, helping to maintain their security.

While onboard *Vancouver* the AIRDET is fully integrated into the ship's company.

According to Capt Philip, "We are all cabin mates, we eat together, we have barbecues together, so there is no isolation. We are part of the ship's company, so we'll even help cook, we clean our own sections, wash the flight



deck, paint." Adding, "They are a little bit fascinated by what we do - flying off the back of a boat. And doing maintenance on the back of a moving ship can be challenging sometimes," he said with a smile.

Even though the helicopters will be put to work in an extreme environment with heat and sand the norm, Capt Philip isn't concerned about their ability to do the job.

"It can handle any weather. It flies well in hot weather," he said.

And, contrary to popular belief, he knows that maintenance issues won't be a problem for the *Sea*

King either.

According to him, the aircraft can fly 12 hours continuously and, after it lands, require only one hour of maintenance before it turns around and flies again. The aircraft can go three weeks straight only requiring minor maintenance, taking from half an hour to two hours total. If a major component needs work, a longer maintenance period is needed but the aircraft will spend more time in the air than on the ground under repair.

But when work needs to be done, he is confident in the 11 men who make up

the AIRDET maintenance crew.

"My technicians are some of the best that 443 Squadron or 12 Wing has. I'm very, very lucky to have them and I trust them implicitly."

The best part of making the trip for Capt Philip is having the opportunity to help out with the international community and serve his country.

The worst part is leaving behind his eight-year-old son.

"He's just like any other kid. He doesn't want me to go but he totally understands what I'm doing and why I'm doing it. And he's proud of me."

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# New services for military families

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The Defence Family celebrated the official launch of two new services: the FamilyForce.ca website and the Family Information Line, which will keep military families better informed, connected and involved.

These new initiatives will connect military families to a wealth of existing programs and resources, as well as help increase their awareness and access to services.

With frequent moves being a way of life for many military families, getting acquainted with a new community and finding out what services, programs and resources are available to them is very important.

The FamilyForce.ca website is intended as a central "one-stop shop", easy-to-use directory that connects families to their local Canadian/Military Family Resource Centres (C/MFRCs), and to national information, services and resources.

The website will allow families to find relevant information about programs and services offered in their location, regardless of whether they live on or off base, in Canada, the United States or Europe.

The Family Information Line is an expanded service that builds on the former Mission Information Line originally set up to give CF families deployment information.

This expanded service will now offer information, support and referral services to all CF families, irrespective of whether a family's loved one is deployed or not.

Established in April 1991, the Military Family Services Program (MFSP) has grown and evolved over the past 20 years and continues to meet families' changing needs.

The Director Military Family Services manages and funds the Military Family Services Program on behalf of the CF and DND.

# Cadets go online

DGRC PA

The Cadets and Junior Canadian Rangers now have their own national publication at [www.xperience.gc.ca](http://www.xperience.gc.ca).

Xperience, a printable online newsletter, highlights stories and images of interest to the Cadet and Junior Canadian Ranger communities.

Who should provide material? Cadets, JCRs, CIC officers, Canadian Rangers, COATS members, CRPG staff, civilian instructors, community leaders, parents, league members, adult committee members, alumni – anyone with a connection to the Cadets or JCRs.

Submit appropriate stories or photographs in either official language to [Xperience@forces.gc.ca](mailto:Xperience@forces.gc.ca)

Suggested topics include interesting corps/squadron/patrol activities, remarkable achievements of Cadets or JCRs, sharing of professional development 'best practices', Cadet/JCR involvement in the local community, Cadet/JCR-related poetry, artwork, or creative writing, Cadet/JCR unit affiliations, traditions, and heritage – really anything goes

so long as it is tasteful and of interest to the Cadet and JCR communities.

Any questions can be directed to Capt John Weingardt, Editor, at 613-996-6135 or [john.weingardt@forces.gc.ca](mailto:john.weingardt@forces.gc.ca).

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# HMCS Esquimalt remembered by family with music and film

**Penny Rogers**  
Staff writer

The son and grandson of HMCS Esquimalt's last Commanding Officer have found a way to honour both crew and family member.

Scott Macmillan, an award winning Halifax-based composer, and son Ian, a Montreal-based filmmaker, have created a unique musical composition and 45-minute film that pays homage to the tragic sinking of the warship on April 16, 1945.

Esquimalt was the last Canadian warship to sink during the Second World War. The ship's commanding officer, LCdr Robert C. Macmillan, was one of 27 survivors from the crew of 71.

"I read an article about how shore was in sight when the ship went down and you think, why didn't they just swim ashore," says the grandson, after visiting the site where the ship sank four years ago. "But being here you realize, yes you can see land, but it's more just a ribbon on the horizon and it's more just there to tease you than to be actually anything obtainable."

Research and filming started April 16, 2007, in Esquimalt, B.C., at the HMCS Esquimalt memorial service that is held each year at the ship's cenotaph. Here they met and interviewed Joe Wilson, Esquimalt's only living survivor at the time, and searched through local museum archives.

After returning to the East Coast, Scott and Ian headed out aboard Glenivis to the actual site of the sinking, and then, a few weeks later, flew to Toronto to interview chief

engineer of German U-boat 190, Werner Hirschmann. Shortly after that, Scott began work on the first draft of his composition.

While father worked laying out all the elements he felt were crucial to the orchestral piece, his son lived with Post-it notes covering his walls, constantly moving them in an attempt to storyboard his film.

For Scott, the composition made the most sense in four movements: the hit, the wait, the rescue and ashore, which is more of a "let's get on with life" segment.

The piece also has tubular bells quoting in long, slow notes the melody of *Lilli Marleen*, a song that both German and American forces held dear. The ship's commanding officer himself also became an element.

"He wasn't a musician at all, but he would sing 'Beautiful Dreamer' a lot, so I wanted to quote that piece to represent him," says Scott.

Another element is the bosun's whistle heard at strategic moments, highlighting respect to the commanding officer.

The music also has characters, according to Scott.

"The guitar represents my father and the sax represents the captain of the German submarine. There are little harmony lines between the guitar and sax, which is just my imagination of what's going through these men's minds at that time. Of course, they couldn't see each other, but nonetheless they had a gig to do and they had to do it. Then there is the brass section that represents the crew of Esquimalt and the string section that represents the

water." The piece, *Within Sight of Shore*, was completed in 2008 and, with Ian's camera still rolling, it debuted at the historic St. John's Anglican Church in Lunenburg, Nova Scotia, on April 26 of that year.

From here, Ian continued with his research for the film, searching for archival footage, and continuing with the paper edit. R.H. Thompson, a well-known film, television and stage actor, came on board as narrator.

With the film being funded out of pocket by Ian and his parents' company, Scojen Music Productions, it was a blessing when CBC came on board and bought a scaled-down version for their Land and Sea series.

Finally, on April 16, 2011, in Charlottetown, PEI, the *'Within Sight of Shore'* DVD/CD package was released.

"That was an incredible feeling," said Ian. "To release it as one package, and to release something with my father, it was just an amazing experience."

For Scott, the final project was about reconciliation.

"That's what it was all about for me. What really happened and why was my father so quiet about it. It's a reconciliation of a war tragedy three weeks before the end of the war and the senselessness of why it all happened. So, in some ways it's my way of saying 'give peace a chance'." The next airing of *'Within Sight of Shore'* on CBC's *Land and Sea* is Oct. 9. Copies of the DVD/CD are available for purchase online at [www.scottmacmillan.ca](http://www.scottmacmillan.ca).

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# Bravo ZULU



Photos by Laura Brackenbury

Canadian Forces Fleet School Esquimalt conducted a Change of Command Ceremony July 8 at the Naden Drill Deck. Cdr Chris Hargreaves relinquished command to LCdr Aaron Gyorkos. Cmdre John Newton, Director General Naval Personnel, was the Reviewing Officer.

**Below:** Cdr Hargreaves was rowed ashore by his officers, as sailors on the shoreline raised their caps to him.



LCdr Ellister Campana is promoted by Cdr Doug MacKeen. Looking on is his wife Leila and son Archie.



Sgt Paul Dobson was presented his certificate of service by Cdr Rod Hughes, CO RCSU(Pac), after receiving his first Canadian Decoration clasp for more than 22 years of service. Sgt Dobson has commenced retirement leave.



LCol Paul Fleet receives the Chief of Defence Staff Commendation (with pins) from Rear Admiral Nigel Greenwood. The awards ceremony took place June 10 in the Wardroom.

Corporal Alex. W. Croskery, MARPAC Imaging Services



Cmdre Peter Ellis (left) and CPO2 Fisher (right) promote PO1 Niezbrzycki to CPO2 on July 13.

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