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Volume 56 Number 31 | August 2, 2011

LOOKOUT

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Doing it “because he can”

Former CF member doesn't let diabetes hold him back

Canadian Diabetes Association

There are moments that mark milestones in one's journey through life. Among many of Yves Provost's personal milestones, his journey was undeniably marked by his diagnosis of diabetes.

Despite being in great shape and eating well, Provost was diagnosed with diabetes at the age of 44. Then retired from the Canadian Forces, he remembers his initial reaction was crying.

“I asked myself what do I do now? What do I eat? I also worried about how to keep up my physical training such as jogging and cycling. I was devastated.”

With the support of his doctors, family and friends, Provost did not let diabetes hold him back.

He continued to maintain his physical activity and reached out for help from the Canadian Diabetes Association and other people who have diabetes.

Provost also started to read inspirational stories of people dedicating their time and passion to good causes, and being an athlete himself, he was particularly impressed by those who ran or cycled long distances to raise awareness about their cause.

This led to another significant moment in the spring of 2009. Provost decided to cycle across Canada to raise awareness and funds for diabetes. He linked this endeavor with the Canadian Diabetes Association's first “Diabetes Summer Surge” campaign, which asked Canadians to add a fundraising component to their summer activities.

After 52 days of cycling from Victoria, B.C., to Halifax, NS, Provost became one of the campaign's top fundraisers and perhaps the most self-sacrificing. With only his 76-year old

father as his support crew, and battling inclines as steep as 20 per cent and temperatures as hot as 45°C for six to seven hours daily, Provost admitted, “Cycling was very challenging. The reward only came later when I had a chance to share my story to give others hope, and to inspire them to take responsibility for their health and support the fight against diabetes.”

Following his incredible physical and personal journey, Provost began travelling around B.C. to share his story of life with diabetes. Like the many inspirational stories he read that motivated him to join the fight against diabetes, Provost hopes to encourage more support for the Canadian Diabetes Association.

Provost's journey with diabetes recently reached another significant milestone. His determination and contributions were honored at the Canadian Diabetes Association's National Annual General Meeting in Edmonton, AB. As a person living with type 2 diabetes and exemplifying a positive healthy attitude, Provost received the 2010 Kurt Kroesen National Inspiration Award, an annual honour given to one individual in Canada who has overcome great odds to manage their diabetes and achieved success in their personal life or community despite the diagnosis.

This summer, Provost continues to support the work of the Canadian Diabetes Association, and the nine million Canadians living with diabetes and pre-diabetes by participating in the Navy 10K and fundraising.


“I suffer with this disease. I live it everyday. I have heard many stories of people's struggles with diabetes and I just want to help in any way I can,” he says.

Join Provost and walk or run in the Navy 10K event on Sunday, August 14. Participants are encouraged to

collect pledges in support of the work the Canadian Diabetes Association does in your community. Prizes will be awarded to the top fundraisers. Contact Rebecca Taylor at rebecca.taylor@diabetes.ca, (604) 732-1331, extension 246 or toll free at 1-800-665-6526, extension 246.

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Bikers wanted for MP charity ride

Ben Green
Staff writer

With the B.C. stages of the third annual Military Police (MP) National Motorcycle Relay Ride approaching in mid-August, local organizers are sending a call-to-bikes to those wanting to hop on their choppers for a noble cause.

To encourage broader participation this year, the event is no longer a nationwide ride, instead being split into stages that will take place on consecutive weekends.

Starting in St. John's, NL, on July 16, the rides will travel west and finish in Comox, B.C., on Aug. 27.

Riders are raising funds for two charities: the Military Police Fund for Blind Children and the Children's Wish Foundation of Canada. Donations will be split evenly between the two charities.

For Sgt (Ret'd) Lamont French, a former MP at CFB Esquimalt and national co-chair for the event, expectations for the B.C. rides are high, but numbers could fluctuate.

"I'm expecting anywhere from 20 to 220 riders," he says. "I'd be excited if I could get several hundred motorcycles."

The first of the B.C. stages actually starts in Jasper, AB, with a meet and greet on Aug. 18. The Royal Canadian Legion in Jasper is providing a free dinner and breakfast the following morning. On Aug. 19, riders will wind their way through the Rocky Mountains and spend the



Riders from last year's Military Police charity ride take a break for a group photo on the steps of B.C.'s Legislature in Victoria.

Photo courtesy of Lamont French

night in Kamloops, B.C. The Royal Canadian Legion in Kamloops will provide a free dinner and the local armoury is providing a place to sleep free of charge. From there, the route will travel through Whistler along the scenic Sea to Sky Highway, with a final overnight stay in Vancouver's Inner Harbour at the historic HMCS Discovery. On the final day, Aug. 21, the Vancouver Police Department will escort the riders down to the Vancouver Convention Centre and the Olympic Flame for a photo opportunity. Afterwards, the riders will continue onto B.C.'s newly named Highway of Heroes to Tsawwassen and

the ferry terminal. The ride will conclude in front of the Provincial Legislature building in downtown Victoria.

The second B.C. ride and final stage of the relay take place on Aug. 27. In the morning, riders will meet at Venture, The Naval Officers Training Centre at Work Point for a free breakfast and a silent auction. The auction will have about 40 items to bid on, ranging from a hair cut to resort accommodations. At the auction's conclusion, riders will make their way north, stopping in Parksville and Qualicum Beach, before finishing at 19 Wing Comox.

"We'd love people to ride and make a donation to

our charity," says French. "If there are a thousand riders but no donations, it means nothing."

French's goal for the two rides is to raise \$10,000. He stresses that riders are more than welcome to do a portion of the stages if that's all they can accommodate.

"I put my heart and soul into this," he adds. "Everyday we're given choices. The choice to make a difference in the life of a child will last forever."

More information on the national relay, the B.C. rides, and the charities can be found at www.mpnmr.ca.

Questions about the ride can be directed to French at lamontfrench@shaw.ca.

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FILM *friday*

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"Friends With Benefits" a different romantic comedy

W. Andrew Powell
The GATE

Opening in theatres across the country: Justin Timberlake and Mila Kunis turn their friendship into something more in the romantic comedy *Friends With Benefits*; and Chris Evans takes to wearing the stars and stripes as he takes on Red Skull in the latest Marvel superhero adaptation, *Captain America: The First Avenger*.

Friends With Benefits

If *Friends With Benefits* sounds familiar to you, don't be too surprised. Director Will Gluck's latest romantic comedy fits well into the mould we've come to expect from this kind of story, but it also bears more than a little resemblance to a recent film with almost an identical premise. The difference, though, is that Gluck is no ordinary director and he worked with a cast that could not have possibly been more perfectly chosen.

Justin Timberlake stars as Dylan, a work-obsessed designer who finds himself single and labeled "emotionally unavailable" by his just-now-ex-girlfriend in Los Angeles while, across the country in New York city, Jamie, played by Mila Kunis, is dumped by her loser boyfriend who calls her "emotionally damaged." Through a quirk of fate, the two are drawn together some months later when Jamie, working as a head hunter, convinces Dylan to try for a job at GQ magazine in New York. Becoming close friends, the two hang out constantly, but neither of them is all that successful at dating, so they come up with a plan.

As Dylan puts it, what if sex was like playing tennis? He suggests to Jamie that it could be as simple as asking a friend to play, which leads the two friends into uncharted territory that oddly enough works out perfectly for both of them. Being emotionally maladjusted, the two seem to find no problem keeping emotions out of their sexual adventures.



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Justin Timberlake stars as Dylan and Mila Kunis as Jamie in "Friends With Benefits."

For some time the arrangement works fine, but they each discover themselves being just a little more open and honest with their friend than they ever were with anyone they dated. That honesty leads to a complication when Dylan invites Jamie to Los Angeles to meet his sister and father for the fourth of July weekend, something he's never done with anyone before, which also leaves his family wondering if there isn't something more going on.

Mocking the usual romantic comedy stereotypes early on, the funny thing about *Friends With Benefits* is that, try as it might, it really can't escape the formulaic vortex of the genre. From the script to Gluck's direction, huge attempts were made to make this film different - and it really is different in the ways that matter - but when it comes to the ending you could likely have predicted it the moment you walked into the theatre.

Unlike Gluck's film *Easy A*, *Friends With Benefits* is a bit more routine, and maybe even a little more uneven in places, but the film is still enjoyable,

hilarious, sweet and funny as it tells this story about two people falling in love.

Timberlake and Kunis have great chemistry together and make the story charming, not to mention sexy. Chances are good you'll see more of both stars here than you ever might have expected, but Gluck doesn't overdo it. *Friends With Benefits* has sex appeal without going too far and the dialogue, while often moderately raunchy, makes the characters seem all the more real.

Other highlights of the film included Jenna Elfman's performance as Dylan's sister Annie, the always amazing Richard Jenkins as Dylan's father, who happens to be suffering from Alzheimer's disease, and a hilariously quirky Woody Harrelson playing Dylan's fabulously gay co-worker, Tommy.

Friends With Benefits is one of my favourite films of the year, and if it falls just short of being a *When Harry Met Sally* for this era, it's still a fantastic follow-up for a director who is quickly becoming one of my new favourite filmmakers.

Captain America: The First Avenger

This week's other big release hardly needs an introduction as Marvel Comics sets up its huge Avenger franchise with one of its longest-running heroes: Captain America.

Fantastic Four star Chris Evans stars as the wimpy-to-heroic Steve Rogers, a man with no brawn, but tons of spirit who volunteers for an experimental program that can turn him into a super soldier at the height of America's war days. Spectacularly successful, the experiment turns Steve into the brawny hero he always wanted to be, and has him leading the charge against an organization known as HYDRA, which is led by the terrible Red Skull, played by Hugo Weaving.

Featuring Hayley Atwell as Cap's love interest, Peggy Carter, and starring Dominic Cooper as Howard Stark, and Tommy Lee Jones as Colonel Chester Phillip, *Captain America: The First Avenger* is exactly what you should expect from a comic book adaptation, and while it's not flattening critics, it has received some good reviews.

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Lt(N) Hayley Mooney, MARPAC Public Affairs
Sub-Lieutenants David DeFehr and Mireille Roman cool the hatch to the capstain compartment onboard HMCS Regina with "Viens voir ici" host Micheline Marchildon while the film crew tapes the action.

Film crew captures action in HMCS Regina

Lt(N) Hayley Mooney
Navy Public Affairs

It was a normal workday for the crew of HMCS Regina on July 20 alongside C3 Jetty when an alarm sounded – FIRE! FIRE! FIRE!

SLt Jeremie St-Jacques zipped up the collar of his naval combat uniform and headed in the direction of the alarm, followed by a camera man, a guy holding a giant microphone and Micheline Marchildon, the host of "Viens voir ici."

"Viens voir ici" is a French-Canadian tourism show that highlights places to go in Canada for francophones outside of Quebec. The

film crew stopped by CFB Esquimalt to do a tour of the base and take a look at one of the ships.

SLt St-Jacques, a bridge watchkeeper on Regina, began with an informative tour of various spaces on board the ship while keeping up with the pun-sprinkled dialogue of Marchildon.

LS Nicholas Ferraro, a naval electronics technician, had given a detailed description of the damage control console, and was in the middle of his part of the tour when the alarm went off for the fire exercise.

After some hilarious antics involving the rapid response team and the correct usage

of a fire extinguisher, the film crew moved on for a thorough tour of the base, given by base tour guide, Amanda Bens. Bens pointed out interesting trivia while leading the crew around the base on the windy Wednesday. Marchildon peppered her with questions as they walked.

It will be interesting to see what parts of the day will make it to TV screens. There were many funny moments caught on tape, especially those involving the size large firefighting gear on a very small host.

The show will air as part of season three of "Viens Voir Ici" this fall, for TVA.

Basic training grads arrive on base

CPO1 Tom Eustace
Contributor

The latest group of navy recruits, who recently graduated from the Canadian Forces Leadership and Recruit School in St. Jean, QC, commonly referred to as Basic Training, recently arrived at CFB Esquimalt.

More than 60 per cent of the two graduating platoons were comprised of naval occupations and the highly visible white caps dominated the graduation ceremony.

The 13-week-long intensive basic training prepared them for life in the navy with classes in physical fitness, first aid, drill and parade instruction, field training, small arms and marksmanship, as well as classroom instruction on topics such as rules and regulations, ethics, leadership and general service knowledge. These future sailors comprise a number of stressed navy occupations including marine engineering mechanics, electricians, communicators and sonar operators.

They will join the existing



Reviewing Officer, LCol James Stewart, accompanied by Maj Alain Proulx and CPO1 Tom Eustace, inspect the latest basic recruit graduates.

group of personnel awaiting training (PATs) here at the base to await Naval Indoctrination and Naval Environmental Training as well as follow-on specific occupation training at Canadian Forces Fleet School Esquimalt before receiving a posting to their first ship.

The PAT Platoon, with the recent addition of these 19 graduates, is comprised of about 200 sailors. PATs are temporarily employed at the base, in Fleet School and in the ships of the fleet to carry

out tasks such as storing and de-storing of ships, acting as deck hands and participating in various parades and ceremonies. In addition, they will take time to tour the various base sites and experience life aboard ship while they await the next phase of training.

During their off time, they will no doubt familiarize themselves with both the base and dockyard and enjoy the many tourist attractions and activities in the city, as Victoria is now their home port.

CHILEAN TALL SHIP VISITS

Aug. 1, 10:15am - Exchange of 21-gun salute with escort ship HMCS Edmonton.
Aug. 3, 10:30am - Parade to the B.C. Legislature to lay a wreath at the cenotaph.
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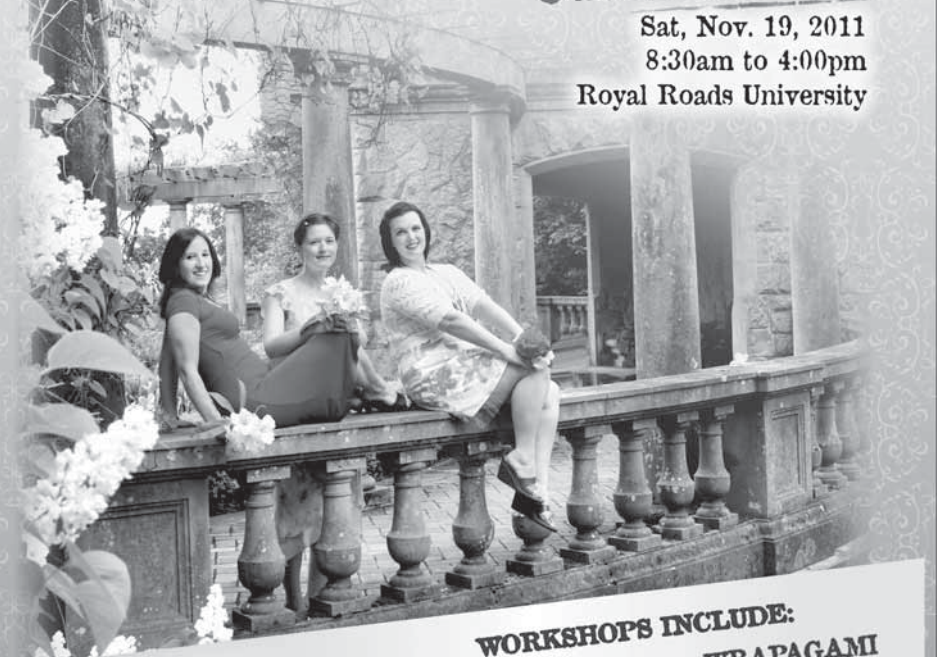


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During a Change of Command ceremony outgoing Commanding Officer of Sea Training Pacific, Cdr Hugh FitzPatrick (right), signs over the unit's leadership to Cdr Richard Dowker (left). Cmdre Peter Ellis (centre) was the reviewing officer.

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HMCS Vancouver crew says "Thanks Fitz"

HMCS Vancouver

On a bright, sunny day in mid-July, Cdr Hugh FitzPatrick or "Fitz" as he is commonly known throughout the fleet,

crossed the brow of *HMCS Vancouver* to embark on his final work up program as Commander Sea Training Pacific (ST(P)).

Since being at the helm of ST(P) he has blown much smoke throughout the flats of each and every ship in the fleet. More importantly, he brought a new philosophy to training. Under his command, ST(P) has trained the fleet in a series of high intensity and focused drills and evolutions, all designed to prepare ships' companies for life at sea either in local waters or on extended deployments.

Sailors expect constant stress, little sleep and plenty of hard work. This was no less evident during Cdr FitzPatrick's final sail in *Vancouver*.

Cdr FitzPatrick's dedication to training the fleet has earned him the respect and trust of anyone who has had the pleasure of doing work ups with him.

With Cdr FitzPatrick at the helm, the ship was led through realistic scenarios on the operations that *HMCS Charlottetown's* team faces on a day-to-day basis while deployed on Operation Mobile.

Cdr FitzPatrick's good nature and positive attitude inspired the fleet to strive higher. Always engaged, he could be seen running through the pre-wet mist with a big grin on his face as *Vancouver's* crew fought its way through the final ST(P) scenario.

His dedication to training the fleet has earned him the respect and trust of anyone who has had the pleasure of doing work ups with him. While he casts off his lines from ST(P) in preparation to slip and proceed as commanding officer of Queen's Harbour Master, the officers and crew onboard *Vancouver* would like to wish him fair winds and following seas.

Thanks Fitz!

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Capt Kimberley Banaszekiewicz, National Youth PAO

Twenty-two Royal Canadian Army Cadets have been selected to participate in the Army Cadet Exchange (ACE) Program.

Cadets "ACE" the summer

Capt Kimberley Banaszekiewicz
National Youth PAO

School's out for summer, but 22 Royal Canadian Army Cadets continue to "ACE" their own efforts this summer as they participate in the Army Cadet Exchange (ACE) Program.

Travelling to Australia is B.C.'s own WO Rachel Lee Rienks from 2458 Rocky Mountain Rangers (Revelstoke) Army Cadet Corps.

Reaching her advanced training years, WO Rienks has demonstrated superior leadership performance, interest in adventure and expedition skills, and has

attained at least a bronze standard of physical fitness, allowing her to be selected for the program.

"We are the top army cadets from our provinces and have earned this opportunity based on our achievements and leadership abilities," says WO Rienks.

Starting on July 10, the selected cadets have been participating in pre-course training at the Connaught National Army Cadet Summer Training Centre in Ottawa, ON. They have undertaken an intense series of tests and received training aimed at ensuring that they possess the necessary skills to

safely undertake advanced training.

The training includes a physical fitness test, obstacle course runs, team sports, small group tasks, challenge activities, confidence-building tests, orienteering exercises, adventure training, and cultural briefings.

Playing clarinet for five years and having the opportunity to play with the Cadet Honour Band has been a highlight for WO Rienks; however, she says, "I am very excited to see Australia, experience a different culture and to represent Canada in this new chapter of my cadet experience."



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Keeping naval simulators up-to-date

Ben Green
Staff writer

The only thing that seems to distinguish the Navigation and Bridge Simulator (NABS) at Venture, The Naval Officers Training Centre, from a real ship's bridge is its lack of salty ocean air.

That's because the simulators are constantly being upgraded to keep pace with changes to Canada's naval vessels and to simulator technology.

"The progression of this type of technology is extremely rapid and obsolescence comes quickly without upgrades," says Ken Scotten, the simulator manager of NABS. "That is the bad news. The good news is that this equipment gets less expensive with time. Hence, we have software upgrades annually and hardware about every five to 10 years."

The facility's most recent update, in March, converted two of its four radar-only bridges to full simulators, bringing the total number of interactive bridges to six.

"Electronic charts are standard in the navy and the use of radar blind backup in the operations room is now redundant," says Scotten.

Interactive bridges are equipped with the latest technology and software, allowing naval officers to confidently learn seamanship and navigation before stepping foot

in a vessel.

The simulator, built in 1997, contains the same instruments and displays that one might find on any Canadian naval vessel, from destroyers to submarines. It's equipped with radars, depth indicators, helm controls, speed indicators, a pelorus and ever-changing digital maps. The bridges' high definition flat screens create a continuous 180 degree horizon for the officers, which allow them to "buy-in" to the simulations more easily.

"The projection system and the displays have been upgraded to state-of-the-art; there's usually a five year window with this technology," says Scotten. "It enables the HD [high definition] information to be displayed and greatly adds to the realism of the simulator."

NABS was originally procured to train junior officers in bridge-manship, but with more interactive spaces now, the facility has added curriculum to test maritime surface and subsurface officers, fleet navigational officers, as well as executive and commanding officers.

"The additional bridges add a 50 per cent visual bridge capacity and gives NOTC more training flexibility," says Scotten. "It also provides more simulator availability for the fleet, whose priority was second to NOTC training."

Growing demand has NABS operating about 90 per cent of the work year. It's even available for evening shifts (4 p.m. to midnight) at least 60 per cent of the year. And with each simulation being recorded visually and audibly, officers can review their training sessions from home or in one of the facility's multimedia theatres.

In addition to hardware upgrades, annual software upgrades provide sailors with a real-world environment in which to get their feet wet. Kongsberg Systems, a Norwegian-based company considered to be a leader in the simulation industry, upgrades the software by matching any real world changes to cities, landscapes, harbours and ships in the following year's program. For example, if a new building is erected in Esquimalt Harbour, it will appear in the next update.

Scotten, former commanding officer of *HMC Ships Athabasca* and *Provider*, says the recent additions to NABS provide the current generation of sailors with a level of training he never could have dreamed of when he was serving.

"[When I was in the navy] it was nowhere near this level of competence of training," he says. "The young officers we're training in here are far better prepared than in the old days. Back then, if a ship didn't work you missed a day of training. Now, if it breaks we move



Photos by Ben Green, Lookout

Above: Lt(N) Craig Cook uses one of the simulators to practice navigation through a foggy scenario.

Below: LCdr Derek MacInnis, from HMCS Algonquin, uses one of the Navigation and Bridge Simulators to practice pulling a destroyer into a jetty at the San Diego harbour.



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So you want to be a hull tech...

Shelley Lipke
Staff writer

In the general stores training cell at Damage Control School Galiano, QL3 instructor MS Vince Hadley-O'Shaughnessy stands with clipboard in hand assessing 11 hull technician students as they shore hatches.

In three corners of the cell, teams pound the rough cut timbers into place with mallets, strengthening the structure to keep the hatch tightly closed.

A team leader from each group stands several metres back, eyeing up uniformity and angles, and shouting out commands while another sailor measures the distance required for the next piece of wood before running outside to cut it with a saw.

MS Hadley-O'Shaughnessy, standing in the middle of the room, swivels to catch the action of each station while ticking boxes and writing comments on timing, precision and accuracy.

"The hatch must be able to withstand a blow from a three pound hammer," he says, before stepping up to one workstation and testing this theory with a bang. The wood moves slightly, but the hatch remains fixed.

"I look at the angle of cuts, length of wood and strength," he said. "The shoring also must be completed in 20 to 30 minutes."

If there was a flood on the ship, the hull techs would need to perform these skills at sea to slow the flooding and provide time to pump the water out.

Damage control is an integral part of being a hull tech.

"It usually takes four to five people to shore a hatch," says MS Hadley-O'Shaughnessy. "A square



Shelley Lipke, Lookout

Hull techs OS David Bloom and LS Mike Aiken work to shore a hatch in the Damage Control School as part of their QL3 training.

shore is the most difficult to put together as the middle pieces have to go in first to put pressure on the whole door. It takes above and below strength to push against the door to stop the water."

Damage control training is a nine day phase of the QL3 course and the last day will test the students' ability to secure hatches in waist deep water in the flood simulator at Damage Control School Galiano. Because wood floats, it's more difficult to shore a hatch underwater.

"This phase of the course is really in-depth to the damage control as it's vital to the organization of the ship. They must be efficient and fast thinking. Every scenario is different and they must communicate well with each other. It's all about teamwork. The last day of the course will be challenging when they do this in water as a wet run. Everything will be flooding and they act as members of the damage control team hammering plugs and

wedges to plug the hole or shore a door or a hatch. By that stage they have honed their skills and are quicker at it," he says.

The 11 students all have one thing in common – they enjoying working with their hands.

A hull tech is a flood engineer, mechanic, fire fighter and shipwright all at the same time.

They are experts at damage control and fixing things.

On a frigate there are eight hull techs.

At 0730 hours, they muster in the hull tech shop where they are assigned their tasks for the day. "When we get down to business the Petty Officer Second Class or Master Seaman will come in and tell us the work that needs to be done. We then work individually or together to get the jobs done," says MS Hadley-O'Shaughnessy. "I like welding and fabricating things with metal the most."

Hull techs also work closely with the air detach-

ment on ship when a helicopter is taking off or landing on the flight deck. "We are involved in all fire fighting evolutions and are an integral part of the helicopter crash rescue team," explains MS Hadley-O'Shaughnessy.

In his 10 years of service as a hull tech, he's found great diversity in his job fixing things on ship.

"It's a great job. We are handymen and learn skills we can take home and use everyday," he says.

Once his students finished the damage control school portion of their course, they had just two months left in the six month course.

OS Thomas Clowaters says becoming a hull tech made sense given his interests, "I did welding and woodworking in high school. I like hands-on work and learning new skills, so I thought this was a good technical trade for me to learn. You are on board doing fabricating, welding, woodworking, plumbing and damage control. I'm really enjoying this course."

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Formation Fun Day Grand prize winners PO2 Keith Lush, wife Alenda and son Sydney took home a \$2,000 travel voucher from Uniglobe Travel. They plan to use the prize to attend a family reunion later in the year in the United States.

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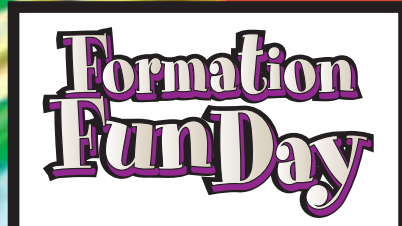
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 Marty the Marmot from the Victoria Royals
 The Francophone Society of Victoria



Navy and units celebrate new leadership



Cpl Dianne Neuman, CFSU(O) Photo Services

On July 22, VAdm Dean McFadden (right) relinquished the navy's top job as Chief of the Maritime Staff to VAdm Paul Maddison (left) in a change of command ceremony in Ottawa, ON. Gen Walter Natynczyk (centre), Chief of the Defence Staff, oversaw the change in leadership.

On Friday, July 29, the Wardroom hosted the Change of Command ceremony for CFB Esquimalt's Base Administration Officer. Cdr Doug MacKeen (left) was replaced by Cdr Tim Allan (right). Base Commander, Capt(N) Craig Baines (centre), was the reviewing officer.



Ben Green, Lookout Newspaper



HMCS Quadra's outgoing Commanding Officer, Cdr Peter Kay, salutes the ship's company one final time while being rowed ashore. Cdr Kay handed command of the Sea Cadet Summer Training Centre in Comox to Cdr Mike McCormick.

Photo courtesy of HMCS Quadra

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Sailor rocks Canada Day concert

Ben Green
Staff writer

As LS Roland Barrett gently cradled his custom Martin HD35 Signature Series guitar, the butterflies creating havoc inside his stomach fluttered away with the first chord he struck. Snugly pressing the instrument's Indian rosewood and bubinga wood tri-back into his midsection, he began to lay some 'Tragically Hip on the biggest audience he'd ever set eyes upon.

"As soon as I got on stage I knew I couldn't turn back," says LS Barret, a naval communicator with Base Information Services. "I would've rather failed in front of 10,000 people than walk away and quit."

It wasn't 10,000 people, it was 35,000. The sea of red and white-clad Victorians celebrating the nation's birthday swallowed every available space in the Inner Harbour and disappeared over the hill on Government Street.

LS Barrett was a small, but memorable part of the Canada Day concert held on the Legislature lawn. Invited to play some old school Canadian hits in between the sets of headline bands Vince Vaccaro and Current Swell, he serenaded the stadium-size crowd with songs such as "Brian Wilson" by the Barenaked Ladies. He laughs now at the fact he contemplated making a run for the exit prior to his set.

"[The set] was awesome. I got a big smile from one of the headliners and the producer [of the concert] gave me a wink and a nod," he says.

His journey to the July 1st stage started humbly enough. Almost a decade ago, he bought a guitar during a deployment to the Persian Gulf and after playing casually for a few years he upgraded the rudimentary instrument to the Martin he now owns and started practicing up to six hours a day.

"I was just determined to get good at it," he says. "I wanted to learn guitar



Photo courtesy of LS Roland Barrett
LS Roland Barrett with his Martin guitar.

good enough so that if I ever was out of a job I could play for a sandwich."

The practice led to some awkward karaoke nights, which then spawned into less embarrassing open mic nights at local bars. Realizing his voice wasn't as bad as he thought, LS Barret tried his luck playing at some larger venues.

"The first open mic night I ever did, the guy who invited me to do the Canada Day set was the feature act,"

I got a big smile from one of the headliners and the producer gave me a wink and a nod.

-LS Roland Barrett

he recalls.

That man was Jeremy Walsh. Walsh, who emceed the Canada Day concert, heard LS Barrett's smooth renditions of Canadian classics and invited him down to perform at Victoria's Irish Times Pub. After hearing the sailor sing Steve Earle's "Copperhead Road" Walsh invited him into a partnership of sorts. If LS Barrett taught him some Canadian oldies, Walsh would teach him traditional Irish songs. After two or three jam sessions of good music and good company, Walsh asked LS Barrett to be in the Canada Day concert, which was less than a week away.

LS Barrett says the magnitude of the event nearly got the better of him. Accustomed to playing in front of 80 people a few pints deep, the thought of playing for a crowd of thousands left him nauseous, slightly depressed and forgetting the lyrics.

All the sickening emotions he felt leading up to his Canada Day performance were immediately washed away by the warm response of the crowd and the positive reviews he received afterwards. While he's not quite sure if he's honed his own sound yet, he says the experience has given him the confidence to try and emulate a few musical legends.

"I really like Dave Matthews, Ray LaMontagne, Neil Young's style, it's very nostalgic," he says.

LS Barrett isn't concerned with becoming famous or playing in front of sold out crowds. As long as he's got his six-string, he'll be happy.

"Music is like coming home, music is a nice place to live in. There are things that are comforting in life, music encompasses everything for me."

LS Barrett's show schedule is available at www.rolandmichaelbarrett.com. He will be playing the Coombs Community Festival on Aug. 27 and the Salmon Festival in Port Alberni on Sept. 5.

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MS Doerksen named sailor of the quarter

The Canadian Fleet Pacific initiative to recognize a sailor for outstanding achievement has selected MS Kurtis Doerksen, Sonar Operator from HMCS Algonquin.

MS Doerksen enrolled in the Canadian Forces as a Sonar Operator near his home town of Tisdale, SK, in January 2004. After Basic Training, he was employed for six months at Port Security Unit Esquimalt prior to commencing his Qualification Level 3 trade training. MS Doerksen then joined Algonquin for his first operational posting in March 2005 and has never looked back.

Throughout his time onboard, he has excelled in career courses, earning top student honours on both his Qualification Level 5A's and Professional Leadership Qualification course. He has sailed with Algonquin through numerous work up programs and was recognized by Sea Training

(Pacific) staff for his outstanding performance and leadership. He also served with distinction through two Rim of the Pacific Exercises, a multitude of Task Group Exercises and Operation Pacific Amistad.

Always ready to volunteer for a task, MS Doerksen has been instrumental in introducing Monitor Mass in Algonquin, taking the lead in administering the program and training the ship's company in its uses.

He also demonstrates dedication to his own professional development. Concurrent to his many shipboard responsibilities, MS Doerksen is undertaking a Bachelor of Arts in Political Economics at Athabasca University while studying his Officer Professional Military Education courses through Distance Learning.

Off the ship, he is a dedicated community volunteer. He sits on the military committee at Broadmead Lodge,



MS Curtis Doerksen

where he acts as a liaison between the senior living centre and the Canadian Forces.

His outstanding performance, professionalism and dedication to the navy make him an excellent choice as sailor of the quarter.



Cpl Malcolm Byers, MARPAC Imaging Services
Members of the Maritime Forces Pacific Public Affairs team accept the Public Affairs Communications Award of Excellence for their contributions toward the 2010 Canadian Naval Centennial celebrations. Left to right: Gerry Pash, LCdr Nathalie Garcia, Sara Helmeczi, Brenda Kipot and Ducan Ayre. Not pictured, but also awarded were Capt Marguerite Dodds-Lepinski, Lt(N) Mark Fifield and Lt(N) Michael McWhinnie.



Cadet Sgt Troy Sampert, Contributor
Jacqueline Martin is promoted to Lieutenant by LCol Richard Mudryk (left) and CWO Mike Turcotte (right) at the Albert Head Air Cadet Summer Training Centre on July 13.



Left: Lt Kathryn Pratt receives her Canadian Forces Commissioning Scroll from LCol Richard Mudryk, Commanding Officer of Albert Head Air Cadet Summer Training Centre.

Right: 2Lt Shannon Martin receives her Commissioning Scroll from LCol Richard Mudryk.



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