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Volume 56 Number 39 | September 26, 2011

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Our sailors at sea



Photo by Cpl Brandon O'Connell, MARPAC Imaging Services, Esquimalt

Top: Naval Communicator PO2 James Wilson maintains visual contact with a Vessel of Interest while HMCS Vancouver prepares to send its boarding party to investigate the vessel's cargo.

Above: The ship's Commanding Officer, Cdr Bradley Peats speaks to the boarding party prior to their departure to search the vessel of interest during Operation Mobile.

Under authority of the United Nations Security Resolution 1973, HMCS Vancouver together with Canada's NATO partners is enforcing an arms embargo and taking actions to protect civilians in Libya as part of Operation Unified Protector.

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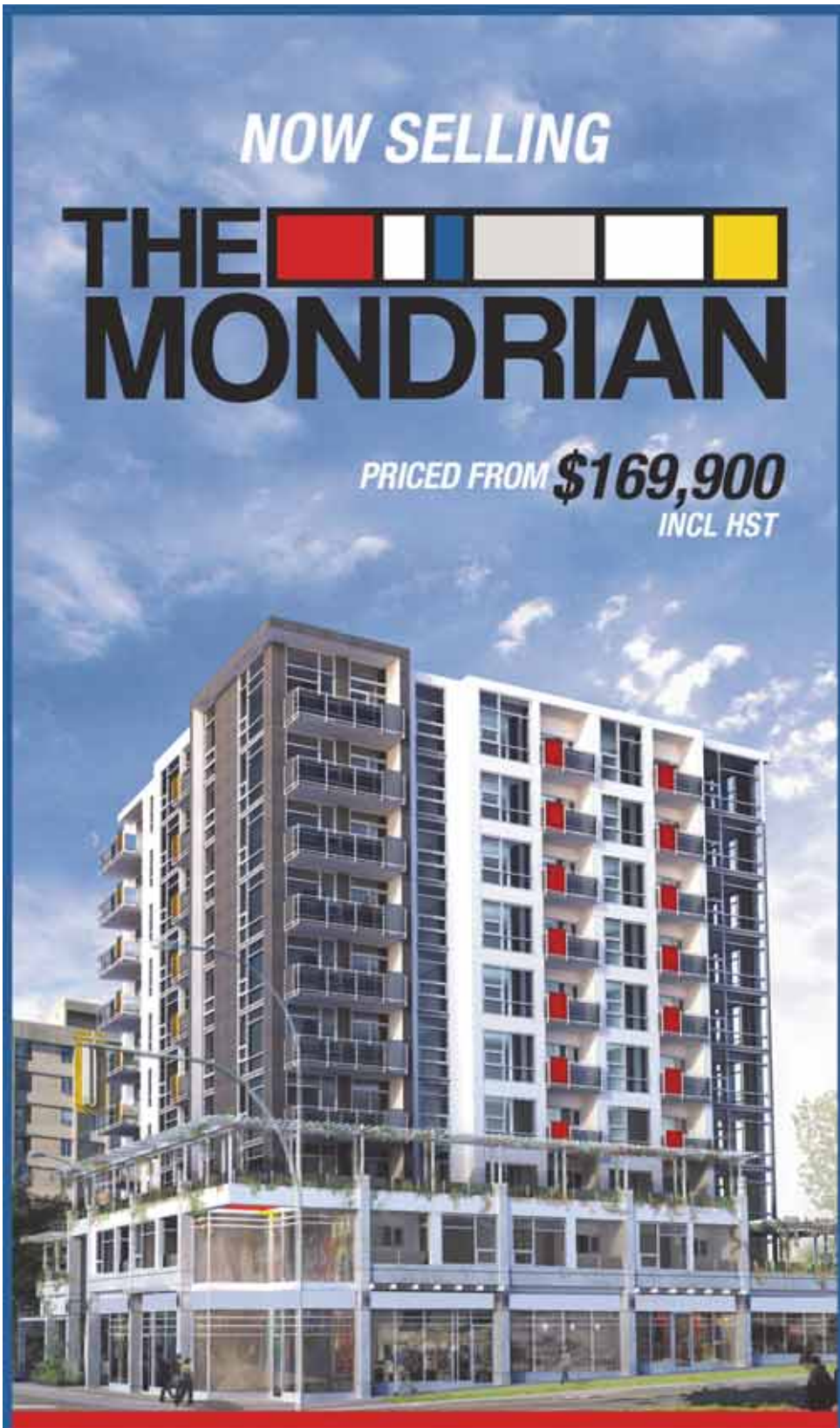


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Sea Dog Ale earns top award

Ben Green
Staff writer

Two weeks ago, brewers and brewery representatives from all over the country met in Toronto to compete in the 2011 Canadian Brewery Awards. The annual gala, which looks to give gold, silver, and bronze tap-handles for Canada's most sumptuous suds, is the premiere national competition for judging beer and is widely recognized as a symbol of brewing excellence in the country.

When all was said and drank, Vancouver Island Brewery, Victoria's own regional craft brewery, took home three medals in several categories including a top award for its navy-inspired Sea Dog Amber Ale.

"We are proud to call Victoria home and we're excited at the opportunity to brew Sea Dog in support of the Canadian Navy and CFB Esquimalt as they are important pillars in our community," says Rob Ringma, sales and marketing manager at Vancouver Island Brewery. "We were thrilled with the opportunity to brew this beer, and the unique chance to truly showcase our appreciation and support for our Canadian Navy and the work they do for the country."

The Canadian Brewery Awards has 31 style categories and a panel of approximately 20 certified beer judges. These judges blind taste test each brew and grade it on five criteria – aroma, appearance, flavour, mouthfeel, and overall impression.

Vancouver Island Brewery was awarded gold medals for their Hermannator Ice Bock in the Bock Traditional German Style category, and Sea Dog Amber Ale in the North American Style Amber/Red Ale category. Their Hermann's Dark Lager was also awarded a silver medal in the North American Dark Lager category.

"I think anytime we can put our beers up against other quality beers in Canada

and win a medal it's quite an honour," says Ringma. "If we had even received one medal we'd be over the moon."

Jim Dodds, general manager at Vancouver Island Brewery, says the quality of the field at this year's competition makes their awards all the more significant.

"The level of brewing quality continues to rise across Canada and this event is a great showcase of the talent and strength of the craft brewing movement in Canada," he says. "We are very lucky to have a dedicated and passionate group of brewers at our small brewery who live to brew great beer everyday for our customers. We are extremely proud of these beers and their accomplishments."

Ringma says the brewery, which accounts for 90 per cent of its revenue from island sales, doesn't see its recent success at the competition as an opportunity to expand its brand, but rather a reaffirmation they're on the right path.

"We're focused on the fact that it's confirmation we're doing the right thing here," he says.

In particular, Sea Dog Amber Ale was only created last year to celebrate the Canadian Naval Centennial, but has already picked up a silver medal at the 2010 World Beer Championships in Chicago and now gold in this year's national competition. The brewery worked hand-in-hand with Maritime Forces Pacific to create the design for the ale, and this year changed the bottle's neck label from the centennial logo to read "Proud to Support the Canadian Pacific Naval Fleet."

"We took a lot of time to try to get Sea Dog right, from the recipe, to the name, to the label; we wanted to ensure we reflected a proud and strong image that our navy personnel could be proud of," adds Ringma.

Vancouver Island Brewery started in 1984 with the mission of crafting local, all natural beers for locals to enjoy. Their premium brands include Spycopier Honey Brown, Piper's Pale Ale, Hermann's Dark Lager, Vancouver Islander Lager, Sea Dog Amber Ale, and Double Decker IPA.



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MESSAGE FROM THE *Commander RCN*

Navy faces a future of challenges and modernization

Vice-Admiral Paul Maddison
Commander Royal Canadian Navy

It is with great pride that I assumed command of our navy July 22 at a ceremony in Ottawa. I am humbled by the enormous responsibilities that I now shoulder, especially with the transition to our future fleet and all its attendant challenges now well and truly upon us.

These are very exciting times, and I am extremely honoured to be your commander. Although there are many former ship-mates and colleagues among the thousands of you that make up the naval defence team, there are many more of you whom I have not yet had the pleasure to meet.

Yet, in assuming command, I feel a strong sense of connection with you and your families, a connection forged through a shared passion for service to this great country, and the noble universal values for which Canada stands in the world and that her navy defends both at sea and from the sea.

Accordingly, I look forward to meeting as many of you as I can over the months and years to come, whether you serve under-

Let there be no doubt, the demand signal for our navy to act at sea in the national interest or for the greater good will grow.

way or alongside, whether you are regular, reserve or civilian, in order for me to share in your accomplishments, to hear of your challenges, and to learn from you in ways that will enable me to better shape a course towards assured success as: one navy, one vision, one team.

Changes of command give rise to both reflection and renewed commitment. I am acutely aware that I am but one in a long line

of admirals, stretching back to Adm Kingsmill in 1910, whose focus has remained firm: the building of warships and the training of officers and sailors to put those ships confidently in harm's way when it mattered to Canadians to do so.

I recognize the debt that I owe to those who have gone before me, including my own brother VAdm (Ret'd) Greg Maddison, as well as the responsibility I have to you, your families, and those who will follow us all as leaders of tomorrow's navy.

In this regard, I must also acknowledge the deep debt of gratitude we all owe to my predecessor, VAdm Dean McFadden, whose steady and seasoned hand was at the helm of the navy for the past two years: a period of intense preparation during which he charted the passage plan that will guide our efforts during my watch and well beyond, as we replace today's fleet with the fleet of tomorrow.

I have known and admired VAdm McFadden for 25 years. It is thus on the basis of long experience and friendship that I can say that there is none in uniform whose intellect I respected more, whose vision for our navy was more sweeping, whose ability to communicate that vision was more eloquent, or whose capacity to inspire others towards achieving that vision was more evident.

There is no doubt that he has guided the navy closer to the Canadian people than during any other period I can recall, as a result of the coherence and compelling vision he championed for our navy, our role in Canada's national defence and our broader relationship to the country we serve.

That we are now so well secured for sea to make our way through the most intensive fleet modernization and replacement program the navy has perhaps ever attempted, is a result of a level



MCpl Angela Abbey, MARPAC Imaging Services

VAdm Paul Maddison, Commander Royal Canadian Navy (RCN), addresses the Honour Guard upon his arrival to Maritime Forces Pacific three weeks ago. It was his first visit to the base since his appointment as Commander RCN.

of institutional leadership, vision and determination by VAdm McFadden that history, I am confident, will mark as truly exceptional, even in that inspiring company of admirals I have just joined.

Nonetheless, there will be heavy seas ahead. What sailor among us has not pounded through huge waves in a gale, stood firm on watch, managed the risks, kept our ships and ship-mates safe, and stood stronger and prouder as a result, having accomplished the mission?

We have just begun the passage into the second century of naval service to Canada. There will be periods of calm when we're further along and shaping a course for open water with a bone in our teeth, but for now special sea duty men will remain closed-up as we step out together to make this navy's destiny our own.

Let there be no doubt, the demand signal for our navy to act at sea in the national interest or for the greater good will grow. Our challenge, simply put, will be to build tomorrow's fleet to answer that demand signal while continuing to gener-

ate maritime forces today that mark us as one of the world's most competent and respected navies.

This means that:

- We will focus on both managing the modernization of the frigates, and on rapidly mastering the impressive new capabilities that they, along with the Cyclone maritime helicopter and the upgraded Aurora maritime patrol aircraft, will bring to the joint operational environment.

- We will continue striving toward full operational status and crewing of weapons-capable submarines on both coasts by 2013.

- We will manage the end-life of the venerable destroyers and tankers, while driving the replacement joint support ship and Canadian surface combatant projects smartly forward, with a view to mitigating the capability gaps that will inevitably arise in the process.

- We will prepare for the very important new capability that the Arctic offshore patrol ship will bring to our three-ocean navy, along with any new capability requirements that are emerging as the CF hoists in lessons from

recent and on-going joint operations.

In that light I am particularly keen to work alongside the commanders of the air force and the army in exploring a joint sea-based humanitarian and disaster response capability for the Canadian Forces.

We will continue our urgent efforts to ensure the navy's organizational structure is better balanced and optimized to deliver future success in how we develop, generate and employ our ships and sailors, while ensuring that structural changes are nested within the broader CF DND transformation and strategic change agenda.

- Finally, it means that we will continue to focus on our sailors and families, and on our distinct naval culture as a proud, unique armed service within the Canadian Forces, and a treasured national institution of which all Canadians will continue to be proud.

To achieve all of this will require individual and team imagination, ingenuity, high speed and effective human communication, enthusiasm, physical toughness and mental resilience. By mixing these

leadership ingredients we will ignite and sustain the fast, elegant and shared solutions that will continue to be necessary across all of our activity lines in order to drive us all forward as one navy.

In doing so, I ask that you dare to stand tall on the shoulders of those who served Canada at sea before us, and who exemplified service before self, so that we can do them proud, while concurrently celebrating who we are and taking every opportunity to share our nation-building story with all Canadians.

What a great set of opportunities and challenges to have as we step out to work hard in common purpose towards a bright future.

As we go, I have every confidence in your determination, skill and leadership. And as we go, I urge you to enjoy yourselves, and to be proud of the choice you have made to serve your country at sea, one navy, one vision, one team.

I look forward to visiting you where you serve and describing in more detail what lies ahead on the next several tracks of our passage plan.

matters of OPINION

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Published each Monday, under the authority of Capt(N) Craig Baines, Base Commander.

Le LOOKOUT est publié tous les lundis, sous l'égide du Capt(N) Craig Baines, Commandant de la Base.

The editor reserves the right to edit, abridge or reject copy or advertising to adhere to policy as outlined in CFAO 57.5. Views and opinions expressed are not necessarily those of the Department of National Defence.

Le Rédacteur se réserve le droit de modifier, de condenser ou de rejeter les articles, photographies, ou annonces publicitaires pour adhérer à l'OAF57.5. Les opinions et annonces exprimées dans le journal ne reflètent pas nécessairement le point de vue du MDN.

LOOKOUT
NEWSPAPER

Circulation - 4,500

One year subscription - \$37.³⁶

Six month subscription - \$18.⁸⁴

Three month subscription - \$12.⁵⁶

A Division of Personnel Support Programs
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WHAT SAY YOU

BPSO Bits & Bytes: Don't blame the recruiting centre

LCdr Kathryn Hodgson
BPSO

"That's not what they told me at the recruiting centre!"

It's a statement that I have heard at least a gazillion times since I became a Personnel Selection Officer (PSO) over 14 years ago (excuse the hyperbole, but it definitely feels like a gazillion).

In fact, it's a statement that all of us serving and retired military personnel could make. Seriously, why would anyone join an organization if they were first told that for a few years of the job they'd be, "yelled at, laughed at, sleep deprived, made to clean public toilets, sleep beside people they don't like, awoken to 'bong bongs', thunderflashes, or shrill whistles at ungodly hours, be away from family for extended periods of time (sometimes with

which comes serious stress, strain, and emotional upheaval), and oh yeah, the job, pay, and benefits are okay?"

Honestly, I'm hard pressed to think of a recruiter who would over-emphasize the negative, whilst minimizing the great aspects of a particular job.

Nevertheless, the crux of the matter is not what "they" did or didn't say to us at the recruiting centre. In fact, it doesn't even matter if we had selective hearing during the recruiting process, and consequently we're actually the individual responsible for being in the occupation we're in.

Instead, the most important issue at any given moment in our military career is what we think and feel about our current situation. Looking back with blame on our minds does nothing for our current state, neither does wallowing in misery and negativity. If we're not

happy, then the next step is to determine the possibility of changing the situation, and then decide if we are truly ready and motivated to take the necessary action to make the changes.

If so, then we must take action - no one else is going to do it for us.

If you are stuck in a bit of a repetitive slump and are playing the same "oh woe is me" song over and over again in your head, perhaps you need a little help pressing "change track." Sometimes, a fresh perspective that comes with a selection of realistic possibilities is enough to either help you see opportunities or perhaps that the current state isn't so bad after all.

We're ready at the BPSO to help you with some career and/or education counselling. Just give us a call at 250-363-4091.

Next week: Being paid to go to school - what a deal!

People Talk

Lookout asked this question:
If you could have free unlimited access to a chef, chauffeur, housekeeper, masseuse or personal secretary, which one would you pick and why?

Got a good people talk question?

Email it to
melissa.atkinson@forces.gc.ca



I would pick a housekeeper to give my wife a break and more time to herself.

CPO2 Bruce Stauffer,
Staff Officer, Personnel
Coordination Centre



A masseuse because I'm athletic and I can cook and clean for myself.

SLt Doug Priestley,
Base Information Services



A cook because I spent eight years in the reserves as a cook. It would be nice to have someone cook for me.

LS Susan Hopkinson,
RMS Clerk



I'm a good cook, so not a chef. I don't need a secretary and I like driving. I'm thinking of retiring after 35 years in the navy, so I think I'd pick a good masseuse for my poor tired muscles.

LCdr Glen Thomas,
Commanding Officer,
Canadian Fleet Pacific
Headquarters



I love cooking but I hate dusting and cleaning windows. Actually, I hate housework and I only trust my driving, so I would pick housekeeper.

Margaret Palendat,
Administrative Assistant,
Canadian Fleet Pacific
Headquarters



Housekeeper. I used to be a maid and it sucked. It would be nice to have someone else clean my toilets.

LS Hazel Chevrier, TD Clerk,
Canadian Fleet Pacific
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Renting comes with rules and regulations

Ben Green
Staff writer

Residential Housing Units (RHU) have provided affordable lodging for military families since the 1950s.

In Victoria, the homes are located on eight Department of National Defence land-holdings: Naden, Signal Hill, Work Point, Rocky Point, Royal Roads, Colwood (Wilfert Rd), Dockyard and Belmont Park.

These rental units fall under the management authority of the Canadian Forces Housing Agency (CFHA), who ensures both the asset and related occupant concerns are being addressed properly.

However, living in rental properties brings with it the responsibility of following regulations passed down by a landlord, and military housing is no exception, except the landlord here is

the Base Commander.

"It's run like a business," says Anne Corkery, Chief of Business Operations at CFHA Esquimalt.

When occupants first move into military housing, they are given a welcome package by CFHA that includes a "Condition of Occupancy" – a 15-page booklet outlining the rules and regulations that must be followed. This booklet contains information from property liability and insurance to housekeeping practices and landscaping restrictions.

While some regulations comply with municipal or provincial legislation (water restriction guidelines, dig safe protocol and animal control), others are unique to living on base property, such as the cost of garbage pick-up. In Esquimalt, this expense is rolled into the property tax, but in

Colwood it is purchased and paid for by the base.

Just like other rental units in Victoria, occupants need pre-approval from their landlord before starting any home alterations. For extensive work such as painting or landscaping, RHU occupants must consult CFHA before making a trip to Rona.

Occupants are encouraged to call the CFHA information line (250-363-4421) with any questions regarding unit changes or regulations in general.

"Definitely call when in doubt," adds Corkery.

CFHA Esquimalt maintains 710 RHUs on CFB Esquimalt property. They also look after six leased houses in Masset on the Haida Gwaii Islands, 66 houses and 44 single rooms in Vancouver, and nine units in Matsqui just north of Abbotsford.

RHU Facts

- Each unit can access up to \$75 per fiscal year for beautification projects. Materials shall be pre-authorized and purchased by CFHA at designated Canadian Tire, Rona, and General Paint locations.
- No boats, trailers or recreational vehicles (RVs) are to be parked at a unit. They must be kept at an external storage site. Allowances are made for packing and unloading with pre-approvals.
- CFHA does not keep spare keys for units. If keys are lost, it is an occupant responsibility to secure replacement through a locksmith.
- Thirty days written notice must be given to CFHA before occupants move out.
- Preapproved sheds and fences must be built a certain distance away from RHUs, and must be taken with occupants when they leave, unless new occupants agree, in writing, to keep them.
- A contact number and name must be given to CFHA if occupants leave for more than 48 hours.
- Smoke detector batteries and furnace filters must be replaced twice a year by occupants.



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Second place softball success

**Lt Rebecca Sparkes
Sgt Cindy Kennedy**
Contributors

With four new players, and barely anytime to practice, the Pacific Region Women's softball team still managed to earn a second place finish at the 2011 CF National Slo Pitch Championships.

With coach Switch Rousseau coordinating their play, the women's team, which included four new players from 19 Wing Comox, took to the ball field at CFB Borden over three days at the end of August.

The team, who had not practiced together at all prior to the Nationals, met each other at their first practice the day before the tournament began.

Operational tempo had drastically changed the roster following regional with the deployment of HMC Ships Vancouver, Ottawa and Algonquin.

The first game had the Pacific Region playing the Quebec Region, represented by Montreal. Quebec held the lead until the 7th inning when the Pacific Region, led by MCpl Cindy Leduc, scored the winning "runs batted in" to take the win with a final score of 14-13.

The second game was against the Prairie Region represented by 4 Wing Cold Lake. It was a competitive game that ended with the Prairie team taking the win 13-6.

The following day saw the toughest part of the

tournament for the Pacific Region. The game against the Atlantic Region represented by CFB Gagetown was a back and forth battle for the lead. Pacific Region came out on top with a win to the tune of 17-12.

The next game against Ontario Region represented by Petawawa would be under the evening lights of CFB Borden. The score was close the entire game. Pacific was down going into the 6th inning, but some fantastic base running had Pacific 13-11 going into the 7th inning. Great defensive skills by the Pacific infield secured the 13-11 win.

After the final count was done, Pacific Region clinched the first spot after the round robin. The semi finals saw Pacific Region against Quebec Region (4th spot). Pacific Region was determined to claim the name "Come Back" girls and came out "swinging" against Quebec Region. The final score was 6-0.

The women were on fire defensively and nothing made it past the infield. The win gave Pacific a berth to the finals, and everyone anxiously await the outcome of the Ontario vs Atlantic Region to determine who would play them. Atlantic prevailed and took the win against Ontario.

The Pacific then prepared for their toughest game yet. After seven hard-played innings, Atlantic dominated offensively with heavy hitting, and Pacific had to settle for second place finish with a loss of 3-19.

All was not lost though. Three team members claimed Most Valuable Player (MVP): MCpl Cindy Leduc, Capt Heather Smith and Sgt Cindy Kennedy, two players were named to the All Star Team - Capt Tina Verbenkov (19 Wing), and PO2 Alana Power- and Capt Heather Smith was named the overall tournament MVP.



Photo courtesy of CFB Borden

Front row from left to right: LS Daisy Lessard, Sgt Melanie Levesque, Lt Pam Harris and PO2 Alana Power.

Back row from left to right: Capt Tina Verbenkov, MCpl Cindy Leduc, Capt Heather Smith, Lt Rebecca Sparkes, Sgt Cindy Kennedy, MCpl Anita Kwasnicki, Sgt Karen Shields and Coach Switch Rousseau.

NOTC NEWS: OFFICER TRAINING

Life on MARS III-do or die

A/SLt Logan Stroud
Contributor

Editor's note: The following is one student's account of summer training in MARS III at the Naval Officer Training Centre in Work Point. No easy feat by their account!

MARS III is the first introduction to the leadership positions on the bridge of a ship for MARS Officers under training.

In June, Nabob MARS III students first took their seats in one of the classrooms at Venture. We had little knowledge of the process laid out before us.

Most of our class had just graduated from the Royal Military College. The rest of the class were either direct entry officers or ROTP civilian university graduates.

After settling into our new accommodations, learning began with all dispatch for the students of the flagship MARS III course of summer 2011.

In the first few days we got our books. They were great hulking tomes on all things nautical.

Our Course Training Officer, Lt(N) Sleen started teaching us the basics of global time zones and astronomical phenomena, while the Marine Science Instructors, all retired naval personnel, taught us tides, relative velocity, and the rules of the road.

Our days were full of new concepts and practice.

The last half of the academic phase was navigation passage planning. It took two weeks of instruction for us to understand the basics of how to properly plan a passage.

Passage planning is a time-consuming process. For someone with only a few days logged at sea, there are many concepts that are difficult to grasp.

We hoisted in the ideas as quickly as we could since the passage planning exam was quickly approaching.

The exam, a four hour titan, represented our last hurdle before the sea phase. Our course was particularly fortunate to have the end of the academic phase punctuated by a day sail to Vancouver on board the Chilean Tall Ship Esmeralda.

Our course split into four groups and embarked in Orca-class vessels in the middle of August.

After slipping all lines and proceeding to sea, we were immediately overwhelmed by putting our theoretical knowledge to the practical test.

When we started, we had only the theory of navigation, rules of the road, and a basic idea of how the officer of the watch works with the navigator. Everyday, each student stood a watch rotation that included one hour of navigation, an hour of watchkeeping and an hour as Second Officer of the

Watch. The hours were full of learning opportunities.

Each night we came alongside in Gulf Island ports such as Nanaimo, Ganges, and Chemainus. By the end of our three weeks in the Gulf Islands we knew the very basics of the three positions that would be assessed in the coming weeks.

We returned to Venture to begin our simulator phase. We entered our first week of developmental navigation runs with the tools and knowledge earned during our time at sea.

Each simulated bridge had a mentor, a retired Commander or above, as well as a CTO. They were tasked with mentoring, assessing and preparing us to meet the standard required to pass.

After seven days, the assessments arrived. All the stress from the past three weeks culminated in three days of "do or die."

It was a long three days. To pass the assessments we had to pass all three positions: NavO, OOW, and FixO, two times.

Each day we would rotate through the different jobs. Our first day saw 70 per cent of the runs result in failures. We quickly learned from our mistakes and banded together.

Sixteen of 21 students were successful.

As the course winds down, we look forward to the future challenges of MARS IV.

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NEWS Nuggets

Cadets in space

In November 2012, astronaut Chris Hadfield will carry the Royal Canadian Air Cadets' crest and ensign into space when he boards a Russian Soyuz spacecraft. The Milton, ON, native dreamed of spaceflight growing up on his family's farm and said his five years in cadets helped launch his career. Hadfield was a part of Milton 820 Royal Canadian Air Cadets Squadron from 1973-1977.

Hercules returns

On Sept. 15, the last

CC-130T Hercules from 435 Transport and Rescue Squadron returned to 17 Wing Winnipeg from its mission with Operation Mobile, Canada's contribution to Operation Unified Protector, the NATO-led effort to protect civilians in Libya by enforcing an arms-embargo and no-fly zone. The squadron deployed two aircraft and 40 personnel in mid-May, completing 139 missions and delivering about 3.8 million pounds of fuel to allied fighter aircraft.

Scholarship opens

Women in Defence and Security (WIDS) Canada, a national security organization affiliated with the Canadian Association of Defence and Security Industries is now accepting applications for the WIDS Memorial Scholarship. There are three scholarships totalling \$10,000 and applications are due no later than Nov. 1. WIDS will announce the successful candidates in March 2012. Information is available on their website www.wids.ca

Recognize a phenomenal woman

Jon Chabun
MFRC

The Military Family Resource Centre (MFRC) is accepting nominations for the 2011 Phenomenal Woman Award. The honour recognizes an outstanding woman in the Defence Community who demonstrates initiative, is a great role model, contributes to the quality of life of others, and shows great commitment to their community. Nominees may include a CF member, a military spouse/partner or a DND employee.

"Everyone knows someone who fits the bill," said Sara Mansi, MFRC coordinator of

volunteers. "Often they aren't looking for recognition, but it's important to celebrate their amazing contributions."

Submit a nomination online at www.esquimaltmfrc.com or pick up a nomination form from any MFRC location and submit it by Oct. 21.

The winner receives a free ticket to Pacific Women's Day, the MFRC's annual women's conference. The award ceremony is part of Pacific Women's Day, taking place on Saturday, Nov. 19, at Royal Roads University's Hatley Castle. For more information, contact the MFRC at 250-363-2640 (toll free: 1-800-353-3329).

Sailors awarded Medal of Bravery

Halifax NPAO

Lt(N) Christopher Devita and LS Cory Bond were awarded with the Medal of Bravery by the Governor General in Québec City last week.


Details of the citation are as follows:

"On May 27, 2008, Lieutenant(N) Christopher Devita and Leading Seaman Cory Bond rescued the captain of a small sailboat in dangerous weather conditions, off the coast of Halifax,

Nova Scotia. A distress call was received from a boat that was taking on water. The captain had been braving the elements and bailing his vessel for many hours. Despite the rough seas, high winds and thick fog that caused extremely poor visibility, Lieutenant(N) Devita launched out with Leading Seaman Bond in a Rigid Hull Inflatable Boat (RHIB) to assess the stricken vessel's situation and conduct the safe rescue of its captain. The sailboat repeatedly

struck the inflatable boat, making it nearly impossible and extremely dangerous for the men to attach a tow line. They struggled through the risky conditions for over two hours before finally securing the line. Leading Seaman Bond then manoeuvred the rescue craft close to the sailboat, while Lieutenant(N) Devita caught the victim as he leapt onto their boat. They towed the sailboat to a nearby Canadian Coast Guard ship and safely transferred onboard."

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TIGHTENING

Time for a New Approach

Christian Bedford
Office of Asia-Pacific

The statistics speak for themselves. In 2010, there were 49 successful hijackings undertaken by Somali pirates, up from 45 in 2009.

Pirates increased their operational range, spreading several hundred miles further east and south, and now are endangering the exclusive economic zones of India, Madagascar, and Mozambique.

Through the first five months of 2011 there were more than 130 reported acts of violence against vessels by Somali pirates, with 21 ships being hijacked with a combined total of 362 hostages. In total there remained 26 ships and 522 crew held hostage by Somali pirates through late May 2011, according to the International Maritime Bureau.

An analysis of future trends in Somali piracy offers little in the way of hope that the situation will improve. A recent study conducted by Geopolicity, an economics consultancy, found that pirates earn between USD \$33,000 and \$79,000 per year, and that the next best alternative in Somalia would earn them roughly \$500 per year. Based on current trends and the

financial incentives for pirates, the study estimated the number of pirates in Somalia could double by 2016, increasing at a rate of between 200 and 400 new pirates per year.

Annually, Geopolicity estimates that piracy cost the global economy between \$5 billion and \$8 billion, and sees that figure rising to between \$13 billion and \$15 billion by 2015.

Beyond the number of ships and people, and the increasingly vast sums involved in this illegal activity, perhaps the most worrying trend has been the dramatic increase in violence that is being exhibited on both sides.

In February 2011, four American sailors were killed by their Somali captors after an attempted raid on their vessel, the S/V Quest. Reports of hostages being roughed-up and beaten by their captors are increasingly common.

Many analysts attribute this rise in violence to the fact the ranks are being filled with fighters and militants, instead of former fishermen that formed the original core of Somali pirates. The rising violence could also be explained because navies are becoming increasingly assertive when dealing with pirates.

The gloves have come off in the past two years, with various navies now taking the fight directly to the pirates. Both India and Russia have engaged mother ships with their vessels' guns and have sunk several pirate



THE NOOSE: against Somali Pirates?

dhows. The U.S. uses force when American lives are in peril. In January 2011, South Korean naval commandos operating from the ROKS Choi Young launched a brazen raid on M/V Samho Jewelry, a South Korean-operated chemical tanker, in which eight pirates were killed. Less than a week later, Malaysian naval Special Forces, supported by an attack helicopter, freed an oil tanker after shooting three pirates on board.

Both pirates and international naval forces are clearly increasing the level of violence on the Indian Ocean, and it is difficult to know how far this cycle will spiral.

The situation has changed from fairly straight forward hijacking-hostage taking-ransom payment model that typified Somali piracy from 2007-2010. More countries are sending ships to cover a larger area, and are in effect chasing pirates all over the Indian Ocean, with little to show for it. Clearly, current strategies at sea are not working.

To underscore this point, in May 2011 the U.S. Navy (USN), seeking new strategies and ideas to combat pirates, launched a Massive Multiplayer Online War Game Leveraging the Internet, or MMOWGLI. In a nutshell, the USN is looking to online gamers and amateur naval strategists to help craft a new response to Somali piracy.

Perhaps it is time to re-consider a naval blockade of the Somali coast. This idea was

proposed twice before, once by the head of INTERTANKO, a group that represents the owners and operators of three-quarters of the world's tanker fleet, in late 2008; and once by the African Union in 2010, though the AU's call for a naval blockade was in order to stop the infiltration of foreign fighters into the country.

NATO in the past has rejected the idea of a naval blockade, citing the length of Somalia's coastline – Africa's longest – at over 3,000 kilometres. However, international naval vessels could achieve the desired effect of reducing the number of pirate dhows and motherships heading out to sea by focusing their efforts on Somalia's most active pirate ports. If navies enforced a blockade between Haradheere in the south to Bosaasso in the north – an area that encompasses other known pirate lairs such as Eyl and Hobyo – that 3,000 kilometre-plus long coastline could be reduced to just over 1,000km.

With 20-odd ships operating as part of NATO, EU, and CTF 150/151 task groups, this would leave roughly 50km of coastline each to patrol and monitor, not counting countries such as India, Japan, and China that operate outside these formal coalitions.

Clearly, there are numerous complicating factors and threats that exist in the littorals that do not exist out in the open ocean. Given the level of instability and militant activity onshore in Somalia, the threat posed by small boats could be significant, with the USS Cole bombing not far from sailors' minds.

Also, rules of engagement would have to be modified, as would a determination on how to intercept pirate ships while allowing fishermen and other innocent seafarers passage to and from shore. Further, there would have to be a determination as to how to deal with pirated vessels that attempt to land hostages ashore.

While these and other issues are no doubt daunting, they nonetheless should not discourage naval planners from at least seriously considering such an option. The advantage of such a plan is that, instead of chasing pirates across a vast ocean space that international navies can never hope to police adequately, it focuses naval assets into a more compact geographic region, reducing response times and concentrating hulls to achieve greater effect. Such a strategy could also focus air assets that are increasingly being used to combat piracy: instead of employing UAVs to scan wide swathes of blue water, these eyes-in-the-skies could be used to monitor activity in and around pirate ports, so vessels at sea could have better intel on the movements and plans of pirates. Moving assets closer to coastlines could also open the door for other naval platforms, such as offshore patrol vessels and corvettes designed for littoral combat. These vessels could either steam to the region on their own, or could potentially be transported there by heavy-lift ships if they were coming from farther away.

If the status quo remains, the trends indicate piracy will become more deadly, more costly, and affect an ever-greater portion of the Indian Ocean. Naval vessels would undoubtedly still operate farther out at sea as part of a layered approach, but it is logical that, in order to achieve some measure of success against highly capable Somali pirates, a new approach to fighting them must be undertaken.

Pirates increased their operational range, spreading several hundred miles further east and south, and now are endangering the exclusive economic zones of India, Madagascar, and Mozambique.



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COMMUNITY NEWS: FSNA IS ON YOUR SIDE

Watchdog over Public Service benefits

Ben Green
Staff writer

For those in military, RCMP or public service occupations, a career spent working for Canada is distinguished by a well-earned pension and benefits package upon retirement.

Benefits are the foundation to a secure standard of living in retirement, and one organization has spent almost 50 years ensuring both benefits and employees are protected from an uncertain future.

The National Association of Federal Retirees (FSNA) is a non-profit organization that looks to protect and enhance the pensions, health, and dental benefits of retired federal employees and their partners. These federal employees include members of the Canadian Forces, the Public Service of Canada, Royal Canadian Mounted Police, and retired federally appointed judges.

"In these times of government restraint it is more important than ever the FSNA advocate on behalf of all federal retirees to ensure their pensions and benefits are protected," says Col (Ret'd) John Finn, FSNA national director for B.C. and the Yukon.

Finn adds that for military personnel, it's vital to protect their benefits.

"Under current legislation, the federal government has full authority to amend the Canadian Forces Superannuation Act, as well as other federal pensions without recourse by

The federal government has full authority to amend the Canadian Forces Superannuation Act, as well as other federal pensions without recourse by its members.

-Col John Finn (Ret'd)
FSNA National Director for B.C. and the Yukon

its members," he says. "As a CF member gains more seniority and becomes eligible for an annuity, it becomes critical it has an organization that can protect the pension they have paid into throughout their career to ensure their future standard of living."

Acting as a pensioners' representative, FSNA negotiates on behalf of seniors with employer representatives, the Treasury Board, and a number of other stakeholders, for improvements to the health care plan that coincidentally covers all dependants of military personnel. In addition to this service, FSNA offers members a range of programs that include discounts on travel, home, auto insurance, hotels and car rentals.

FSNA has approximately 175,000 members in 84 regional branches located throughout the country.

These branches are key components when advocating issues with local federal Members of Parliament and provincial Members of the Legislative Assembly.

"Branches are the direct interface to our members, providing updates on current issues the FSNA is involved in through periodic meetings, branch reports, and training sessions," says Finn. "In addition, they provide services to our members such as assisting them [through the branch health benefits officer] in resolving issues related to their pensions, health, and dental benefits."

The local Victoria branch is FSNA Victoria - Fred Whitehorse Branch and is located on Douglas Street in Victoria. For more information on FSNA or any questions regarding their services, visit their website at www.fsnavictoria.ca or for the national site www.fsna.com or call 250-385-3393.

Out of FSNA's 175,000 members, about 51,000 (or 30 per cent) are from the CF. Fifteen B.C. branches care for the approximately 26,000 provincial members, 5,000 of which are in the Greater Victoria area. FSNA is governed by a national board of directors and relies on membership as its main source of revenue. Membership is \$15 per calendar year for currently serving CF, RCMP, and Public Service employees, \$34.20 for a regular membership, or \$44.40 for a family.

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History of Warrant presentation

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The Warrant Presentation Ceremony is a reflection of our rich naval heritage. Custom has established that this ceremony be designed to strengthen the respect for the recently promoted Chiefs and provide an opportunity for family, friends, shipmates and the Divisional System to recognize their dedicated service which is vital to any military organization, but in particular to our navy.

The term "warrant" comes from the old French word warrant, which meant:

A "protector",
A "defense" and;
An authorization".

The warrant officer corps can be traced back to the beginning of the British royal navy, at around the 16th century.

In those early days, English ports began furnishing warships to the king, in exchange for certain privileges. This meant that the ship, having been requisitioned by means of a "warrant or authorization", signed by the sovereign of the day, arrived in the king's yard, complete with stores

and a crew, whose officers were comprised of the sailing masters, boatswains, sail-makers, gunners, carpenters, midshipmen and cooks.

At that time, nobles, who were royal blood officers, assumed command of the new navy. They adopted the army ranks of lieutenant and captain. These royal blood officers often had no knowledge of the life aboard ship – let alone how to navigate such vessels or operate the rigging, guns or machinery.

They relied heavily upon the expertise and cooperation of the senior sailors. These senior sailors tended to all technical aspects of running the ship including, operating the weaponry.

These sailors became indispensable to the much less experienced officers and were subsequently rewarded by the British admiralty with a "royal warrant".

This warrant was a special designation, designed to set them apart from other sailors, yet not violate the strict class system that was prevalent during the time.

This "warranted" officer was now regarded as the highly specialized expert and trainer who, by gaining

progressive levels of expertise and leadership...sailed, operated, maintained, administered and managed equipment, support activities and the technical systems of the ship –and were the standing officers of the navy. These "warranted" officers were also the permanent members of the ships' companies, staying on with the ship in port between voyages as the ship's caretakers, responsible for supervising repairs and refitting the ship while other crewmembers and soldiers might change with each voyage.

During subsequent centuries, the gunner, surgeon, chaplain, master-at-arms, schoolmaster and others signed on and with extensive time at sea, they too, earned a "warrant".

Historically, the warrant officer of the army and the air force, evolved from the experienced soldier with a leadership capability - specifically selected for the job by the colonel of the regiment, much the same as the captain of a ship of war, selected his petty officers from the ablest of the Able Seaman.

Today, the chief warrant officer replaces the former



Cpl Alex. W. Croskery, MARPAAC Imaging Services

Left to right: CPO1 Steve Cockerill, CPO1 Darrel Colwell, RAdm Nigel Greenwood, CPO1 Jeff Bombay and CPO1 Dexter Goulding after the ceremony at which RAdm Greenwood presented these four sailors with the Warrant designation.

warrant officer class one of the army and air force, and corresponds with the chief petty officer first class of the navy.

Today, a "warrant" is presented to those sailors, soldiers and airmen and airwomen who are promoted to Chief Petty Officers First

Class and Chief Warrant Officer respectively.

The promotion and warrant, presented today represents an outstanding accomplishment in their careers and as well, it recognizes the many years of hard work, dedication and commitment to Canada,

the Canadian forces and navy. It marks yet another step in their ladder of success toward institutional leadership.

The "warrant" presented today, bears the signature and seal of the minister of national defence at the time of the promotion.

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Regina pride displayed during daysail

Sub-Lt Jérémie St-Jacques
HMCS Regina

In early September, *HMCS Regina* took to the sea with an unusual crew.

Alumni from Royal Road University joined the crew, Rear-Admiral Nigel Greenwood and Jean Crowder, Member of Parliament for Nanaimo-Cowichan for a day sail.

The ship slipped from A2 jetty under the curious eyes of the guests and proceeded to sea.

Shortly after exiting Esquimalt Harbour, Oscar the dummy "fell" overboard. The ship was quickly brought to rescue stations and less than five minutes later Oscar was safe in the zodiac. With that exercise, the guests were able to appreciate the speed of the evolution and, of course, the maneuverability of a frigate.

Following the exercise, guests were split in groups for a guided tour of key areas in the ship. Then everyone enjoyed a lunch prepared by *Regina* cooks, eating on the flight deck with the beautiful Haro Strait and a few Orcas to view.

After lunch, *Regina's* Naval Boarding Party demonstrated their skills while the Damage Control organization did the same on their side.



Photos by CPO2 Michael Moarse, HMCS Regina

Top: Oscar is scooped from the sea by Regina sailors.
Above: A member of Regina's Damage Control division demonstrates one of many skill sets to guests enjoying a day sail in the ship.

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Photo Courtesy Ken Hanson

Over the September long weekend, the crew of Blue Boat YFB 318 participated in the Classic Boat Festival. They won Best Work Boat and were runner up for the Hospitality Award.

The crew pictured here are left to right: Tony Steward, Captain, Acting Marine Superintendent; Ken Hanson, Ship's Engineer; Kevin Bauml, Ship's Captain; and Paul White, oiler.



A new group of Naval Communicators have graduated from their QL3 course 0100. These up and coming Naval Communicators are: (Back row, left to right) OS Campbell, OS Gates, OS Reilly, OS Middle rank: OS Loughead, OS Thornill, OS Nash, and OS Rowland. In the front row are instructor MS Salamon, Fleet School Communications Training Chief CPO2 Lesperance and Communications School Senior Instructor PO1 Hales.

Base Information Services awards



LCol Michael Wooley presents a Base Information Services Bravo Zulu Level 2 award to Jay Harper and LS William Cox for "embracing change and maintaining a professional demeanour despite a constantly changing process landscape"



PO2 Shawn Preston gets his stripes from LCol Michael Wooley with the help of CPO2 Preston's fiancée Sandra Thibodeau.



LCol Michael Wooley congratulates MCpl Mathew Ralph on his promotion.

Now that's refreshing!



VANCOUVER SAILORS on deployment



HMCS Vancouver left this summer for a six-month deployment. It is now in the Mediterranean Sea for Operation Mobile.

Under authority of the United Nations Security Resolution 1973 Vancouver, together with Canada's NATO partners, is enforcing an arms embargo and taking actions to protect civilians in Libya as part of Operation Unified Protector.

Vancouver's presence demonstrates Canada's willingness and ability to assist in North Africa by creating a sustained maritime presence in the region while providing a range of readily deployable capabilities to the Government of Canada.



photos by Cpl Brandon O'Connell, MARPAC Imaging Services

Above: PO2 Allan Macmillan, a Naval Marine Engineer, works on one of HMCS Vancouver's diesel engines.

Left: A boarding party member covers fellow team members during a boarding exercise on the ship.

Right: OS Courtney Beere, Naval Electronic Sensor Operator, monitors her console in the operations room.



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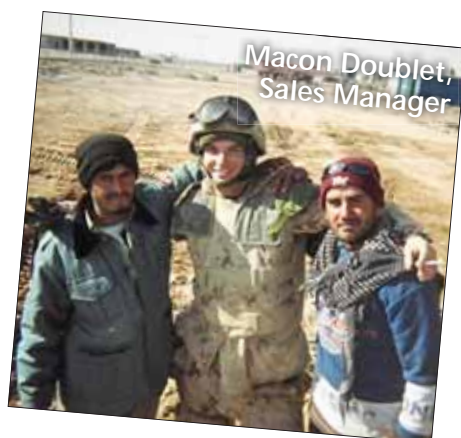
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