

Volume 56 Number 44 | October 31, 2011

# LOOKOUT

MARPAC NEWS CFB Esquimalt, Victoria, B.C.

www.lookoutnewspaper.com



## In step with Fleet Week



Crew members from HMC Ships Brandon, Nanaimo and Saskatoon parade during San Francisco Fleet Week.

...more on page 16

**Win Royals Tickets**  
See page 5

Photo by MS Emil Edwards, HMCS Brandon

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On Oct. 23, a Sikorsky-64 Air-crane helicopter hovered over the Yarrow's site as a lift was staged to place the roof on the developing D250 building in dockyard. Typically used for heli-logging and oil and gas mining support, the helicopter was brought in as the constrained construction site limited the locations of where a conventional crane could sufficiently lift and install the 12,000 pound roof-mounted heating and ventilation units. Stuart Olsen Dominion Ltd, the general contractor for the Fleet Maintenance Facility Cape Breton Project 4360, engaged the services of Canadian Air-Crane to hoist the massive units onto the roof. The operation required coordination by the DND Project Management Office, Defence Construction Canada, FMF CB, Base Construction Engineering, and Port Operations and Emergency Services Branch. A permit was required from Transport Canada and permission to use the air-space was required from the municipalities of Victoria and Esquimalt.




Photos by Lt(N) Michael McWhinnie, Base Public Affairs Officer




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# International conference stresses cooperation and collaboration in Arctic SAR

## Canada Command

Search and rescue (SAR) experts from the eight Arctic Council states came together in an historic meeting in Whitehorse, Yukon, in early October, 2011. For the first time ever, SAR experts and observers from all of the countries whose territories fall within the Arctic Circle conducted a table-top exercise to explore how they could come to each other's assistance during SAR missions in the challenging arctic environment.

The 32 delegates and nearly 60 observers examined the strategic and operational aspects of the Agreement on Cooperation on Aeronautical and Maritime Search and Rescue in the Arctic, signed in Nuuk, Greenland, on May 12, 2011, an agreement that sets out an obligation for each country to share its knowledge and resources.

"Domestically, the North is one of the main priorities of the Canadian government as expressed in Canada's Northern Strategy," said Lieutenant-General Walter Semianiw, Commander of Canada Command and host of the exercise. "The challenges posed by the landscape, climate and vast distances should not get in the way of us fulfilling our SAR responsibilities. Developments in the Arctic however, means we must all work together to ensure those who live in the North can expect timely responses when they are in distress."

During the two day exercise, the eight Arctic Council States discussed aeronautical and maritime SAR scenarios. The delegates all agreed that because of each country's limited SAR resources and large areas of responsibility, an international response is needed. However, they pointed to several issues which still need to be addressed such as limited radar coverage in the North, a lack of international agreements on reporting points for aircraft using commer-

cial polar routes, jurisdiction and identification of dedicated and coordinated aeronautical and maritime frequencies.

Delegates also discussed issues relating to cross-border movement during an operation including customs and immigration, as well as casualty care and the repatriation of passengers and casualties.

"This exercise is the first step towards implementing the multi-national agreement on SAR and we are pleased to be a part of these discussions," said Mr. Victor Chernov, Head of State, Marine Pollution Control, Salvage and Rescue Administration of the Russian Federation. "These two days have brought together air and marine SAR specialists and different agencies which does not happen very often. The next logical step would be to have a 'real-time' SAR exercise in the Arctic."

Delegates also recommended setting up a web-based resource site where each nation would list all its SAR resources including the capability of deployable survival kits, medical facilities and personnel, and the locations of ice-runways in their northern territories. The website would also be used to post lessons learned from each nation's SAR exercises.

The two day exercise and the Arctic SAR Agreement signed earlier this year, are indicative of the common desire that the eight Arctic council nations share to provide a comprehensive SAR capability and highlights the importance of partnerships and interoperability within the international community.

"By coming together over the last two days, we have had the opportunity to enhance our understanding of how to harmonize procedures and exchange critical information," said Brigadier-General Guy Hamel, Commander of Joint Task Force North. "We learned a great deal from each other, all in the name of preserving life."



Lieutenant General Walter Semianiw (left) welcomes representatives of eight Arctic Council countries to the first-ever gathering of the member states Search and Rescue Agencies to discuss strategic and operational aspects of aeronautical and maritime, SAR in the Arctic. The gathering attracted 80 delegates and observers from Denmark, Finland, Iceland, Norway, Russia, Sweden and the United States to the city of Whitehorse for three days of talks. Capt(N) Steve Waddell looks on.

Erik Nygaard, the Chief Superintendent, Governor of Svalbard/RSC Svalbard, talks about the Norway acting Search and Rescue procedures according to the scenario given at the Westmark Whitehorse Hotel & Conference Centre at the Table Top Exercise. Also in this photograph; Orjan Delbekk, RCC Controller, JRCC North-Norway, MWO Greg Smit, Canada Command J3 SAR Ops, and Capt Kristin MacDonald, Deputy Officer in Charge JRCC Victoria.



Photos by Cpl Michael Bastien, MARPAC Imaging Services.

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# matters of OPINION

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## WHAT SAY YOU

### People Talk

Lookout asked this question:  
*What do you find is your greatest obstacle to working out and how do you overcome it?*



"For me, it's the cardio aspect and the running. It's hard to achieve what I want but I just keep pushing myself and I know I'll eventually overcome it."

**Pte Chris Pearson,**  
**HMCS Regina Supply Tech**



"For me it's the discipline of getting up at 5 a.m. every morning. But I try to overcome it by getting to bed by 9:30 every night"

**Steve Ellington,**  
**Fleet Maintenance Facility Rigger**



"For me it's being forced to listen to the acid rock they play here at the gym so I wear my headphones and listen to jazz."

**Roy Redford,**  
**Submarine Engineer**



"I don't have any obstacles to overcome. You just have to get into a routine. It's like brushing your teeth every morning. You just have to get up and do it."

**Rob Brooks,**  
**Fleet Maintenance Facility Welder**



"My greatest obstacle is just waking up in the morning so I bring a friend with me to make sure I get here and help me stay motivated."

**MS Frances Greffard,**  
**HMCS Regina Radar Operator**



"For me the hardest part is getting up early so I go to bed early and set multiple alarms. Plus, my boss makes me do this so that's always a good motivator."

**PS James Butchers, HMCS Regina Radar Operator**

**Got a People Talk question?**  
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**Melissa.Atkinson@forces.gc.ca**

## WHAT SAY WE

### BPSO's Bits and Bytes: CANSOFCOM Recruiting Brief in Esquimalt

**LCdr Kathryn Hodgson**  
Contributor

Viam Invenimus, or for us non-Latin readers, "We Will Find a Way," is the motto of the Canadian Forces Special Operations Command (CANSOFCOM).

The motto highlights some of the Command's core values, truths, and operational imperatives: relentless pursuit of excellence; indomitable spirit; courage; creativity; humans are more important than hardware; flourish in conditions of ambiguity and chaos; relentless task; and mission focus.

Having served with CANSOFCOM for three years as their Command Personnel Selection Officer, I can tell you first-hand their motto is also representative of their recruiting and selection methodology in finding the best and most suitable personnel to serve in any of the four units that comprise CANSOFCOM.

Joint Task Force 2 seeks personnel to train and serve as Special Operations Assaulters (NCMs and Officers), Special Operations

Boat Coxswains, and Specialist Med Tech and Sig Ops.

427 Special Operations Aviation Squadron scopes the RCAF for pilots (Rotary Wing) and flight engineers.

Canadian Joint Incident Response Unit is on the constant lookout for non-commissioned members to apply for an occupational transfer to chemical, biological, radiological, nuclear operator; officers to serve as a CBRN Officer, or Med Techs and EOD Techs to serve in specific specialist positions.

Canadian Special Operations Regiment searches for Special Operators and Specialist Med Tech and Sig Ops.

Finally, all four units, plus the Command's HQ, need highly skilled and motivated support personnel.

Everyday, all CANSOFCOM personnel strive toward fulfilling the motto. You'll never hear "we can't do it", instead you'll hear "let's get it done." If you think you possess any of the above qualities, you excel when things are chaotic and ambiguous, you pursue excellence on a daily basis in all

that you do, and you have boundless energy, then a career or a posting to CANSOFCOM might be an interesting avenue for you to pursue within the CF.

The CANSOFCOM recruiting team will be here in Esquimalt Nov. 23 with the purpose of educating CF members about CANSOFCOM units and the employment opportunities. The presentation is unclassified and open to all military personnel. To ensure that everyone has an opportunity to attend, two presentation timings have been scheduled: 1330 and 1830 (1:30 p.m. and 6:30 p.m.). The location for both presentations is the Seamanship Training Centre in Naden, building N126. There's no need to register for either of these briefings; just show up to learn how you might be able to contribute to CANSOFCOM in adapting and evolving in providing "the government and people of Canada with requisite response to deter, disrupt, dislocate and when necessary destroy those entities that would do harm to Canadians, our allies and friends, or our national interest."

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# NEWS *Nuggets*

## Final assembly for helos

On Oct. 21 the final assembly for the launch of the first CH-147F Canadian Chinook Helicopter began as the project is moving forward on time and on budget. The Government of Canada will acquire 15 of the Chinooks (being built by Boeing at their plant in Pennsylvania) that will feature long-range fuel tanks, an infra-red and electro-optical camera, a self-protection system, and improved electrical systems. The first of the helicopters is scheduled for tests and evaluation flights in June 2012. In June 2013,

a new squadron at CFB Petawawa is scheduled to receive the first deliveries.

## No fees for military

Starting on Oct. 19, WestJet has waived all baggage fees for military personnel travelling for business or pleasure (in uniform or civilian clothing) anywhere WestJet flies. The airline will waive these fees upon presentation of military identification, including those from other countries. This means military personnel can travel with up to four checked bags without additional cost; however items that exceed maximum size or weight

will not be accepted and will be shipped via cargo.

## Weapons engineering dinner

On Nov. 24, from 6-11 p.m., the first annual West Coast Weapons Engineering Mess Dinner will be held at the Chief and Petty Officers' Mess. All serving and retired weapons engineers, combat system engineers, and NCS engineers are invited. The cost for the event is \$50 and may be paid by cash or cheque to CPO1 Kevin Woods (250-363-7967 or kevin.woods2@forces.gc.ca) or CPO1 Dexter Goulding (250-363-1032

or dexter.goulding@forces.gc.ca).

## Logistics conference

The annual West Coast Logistics Conference Mess Dinner will be held on Dec. 14, beginning at 6:30 p.m., at the Wardroom. All army, navy, and air force logisticians at or above the rank of PO2/Sgt serving in the area or visiting are welcome to attend. This year, RAdm (ret'd) Girouard will be the guest speaker. The cost for the dinner is \$55, and interested personnel are asked to RSVP no later than Nov. 25 to Lt(N) Q.K. Cope via email or by phone (250-363-5412).

# Yukon cap chosen for harsh Canadian winters

**Ben Green**  
Staff Writer

This winter, the Canadian Forces will receive the first instalment of fur-lined caps to help take the bite out of the frost in Canada's coldest conditions.

Known as the Yukon Cap, it is made of 100 per cent wool and has a natural muskrat fur edging.

"The Department of National Defence (DND) is procuring 1,000 black Yukon Caps, similar to the Royal Canadian Mounted Police, to meet the annual requirement of the guards of honour," says Josée Hunter, public affairs officer for the Assistant Deputy Minister.

The initial cost for the first 1,000 caps will be \$65,000 with a subsequent two-year sustainment cost of just over \$16,000. DND explored numerous hat designs in order to meet this unique requirement, and following a variety of trials and technical evaluations determined the Yukon Cap met the CF's needs most adequately.

Fur has been used in military headdress, overcoat collars, mittens, footwear, and gloves in this country since the 19<sup>th</sup> century. British personnel serving in Canada wore fur head coverings and the Royal Canadian Corps of Signals, today known as the Communications and Electronics Branch, wore a similar muskrat cap in the 1920s and 1930s while manning the far north Yukon Radio System.

In the 1980s, a synthetic fur cap replaced the Royal Military College's astrakhan cap (sheep's wool), while a winter toque replaced

the women's mink fur hat a decade later. The incoming Yukon Cap will replace the winter toque and the synthetic version of the cap as it is not meeting the military's requirement in Canada's harsh winter climate.

"The uniforms worn by CF are a reflection of Canada's proud heritage," says Hunter. "This style of cold weather headdress for CF members is distinctly Canadian, reflects well on the professionalism of the CF, and is appropriate for the Canadian climate."

For most military dress, DND has switched to synthetic materials and lining where possible. However, in the case of the Ceremonial Guard for example, bearskin caps are still worn, a tradition that dates back to the 19<sup>th</sup> century. DND continually searches for appropriate synthetic replacements and extends the life of existing fur caps by re-using ones that were previously acquired.



The wartime Officer's Winter "Yukon" style hat was made of fine wool serge or barthea and was trimmed with rabbit fur.

Photo courtesy of Canadian Military Police Heritage Museum collection

## Police *Corner*

### Sgt Benoit Rheume

Military Police, Community Relations

The CFB Esquimalt Military Police Unit often receives complaints concerning cougars or bears in residential areas. As our unit take this type of event very seriously, I've gathered a few important points to remember if you see or hear a cougar or a bear in your area. As you know, our MP dispatch needs as much information as possible in order to better serve our community.

Upon receiving your cougar or bear complaint, our unit will immediately inform the Conservation Officer Service (Department of Wildlife) and send MP patrol to validate the complaint. The following details would be useful when reporting such a sighting:

1. Your name, address and phone number;
2. Exact location of sighting;
3. Complete description of animal or sound (if observed); and
4. Direction of travel/location of the animal.

The complainant will be provided with the contact number for the Conservation Officer Service in order to ensure

accurate response to the incident as the cougar/bear may have moved to another location.

As your security is our primary concern, you should always stay away from the animal. Taking a nice picture of the animal may be a great idea "at the time" but getting bit by the animal will leave you with an even greater souvenir when you tell your story to the hospital staff!

Any complaints about injured or sick animals, such as deer or wild birds, will be handled the same way. A Military Police patrolman (or patrolwoman) will attend the scene and see what could be done to save the animal or determine an appropriate response. Any decision will be made by the shift I/C after considering officer's public safety.

The proper handling of these complaints is important to us and rest assure that Military Police Unit Esquimalt will take proper actions to ensure your safety/security.

To report a cougar/bear sighting, call the CFB Esquimalt Military Police: (250) 363-4032 or for emergency call 9-1-1.

To confidentially report information relating to any crime, visit:

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# Student gets financial support through bursary

**Dawn Bennett**  
Staff Writer

Last Tuesday, Base Construction Engineering (BCE) awarded John Fenton, a student at Esquimalt High School, with a \$250 bursary to put towards pursuing his dream of becoming a ticketed carpenter.

While the bursary won't cover all his future costs, Fenton is thrilled about earning the grant.

"I'm really excited to have won this but I'm not sure yet what I'm going to do with the money," says Fenton. "Right now, I'm going to put it away until I need it. It will probably go to textbooks."

BCE has been giving out bursaries to qualified Esquimalt High School students since 2005. To be eligible for the bursaries, the students must graduate high school and plan to continue their training and education in the construction field.

"This is a program that I'm very proud of," says LCol Darlene Quinn, commanding officer of BCE. "The money for the

bursaries all comes from the fundraising efforts of the folks here at BCE and that makes me doubly proud."

Through several annual fundraising events within the BCE offices, they have raised \$3,750 for the program so far.

Marian Cranston, BCE's

**To be eligible for the bursaries, the students must graduate high school and plan to continue their training and education in the construction field.**

compensation and labour assistant, is the Events Committee representative. When she was a secretary of the Fraternal Order of Eagles (F.O.E.) Ladies Auxiliary, she watched the F.O.E. give out bursaries and thought BCE could do the same.

"We decided on Esquimalt High School because we couldn't guarantee a specific amount every year and they were the school that was most flexible," says Cranston. "It's an added bonus that Esquimalt High has a lot of kids from military families."

"I'm a big booster of the Events Committee," adds CWO Doug Heath, Chief Warrant Officer at BCE. "I think it's a great idea to encourage young people to become trades people and this bursary can help start them on their journey."

Fenton happens to be from a military family; his father is on a two year posting to Ottawa which has temporarily separated the family.

"John applied for the program without me even knowing," says Janet Fenton, John's mother. "I didn't know anything until I got a call from the school telling me that he'd won. I'm really impressed with his initiative."

It was a combination of his grades, his attitude and that initiative that earned him the bursary.

"He was the top of his class in Industrial Education," says Ken Lidstone, BCE contract coordinator and co-chair of the Events Committee. "The scholarship committee [from his high school] picked him because of that as well as his excellent attitude."

Pat Bohaker, a counsellor at Esquimalt High School says, "I was thrilled for John for a number of reasons. I like the philosophy of being involved with the community and this bursary program sends a positive message to our kids about their futures. In today's economy, jobs are scarce and our students depend on scholarships now more than ever."

**Above: LCol Darlene Quinn presents John Fenton, Esquimalt High School grad with the BCE bursary of \$250.**

**Right: Fenton stands beside his proud mother, Janet Fenton, after the official presentation.**



Photos by Dawn Bennett, Lookout



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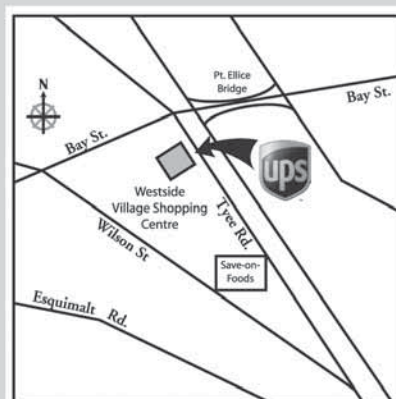
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Photo by Ben Green, Lookout

On Oct. 19, three representatives from the Canadian Forces Postal Unit's western detachment, based at CFB Esquimalt, visited Ted Dodge in Vancouver. Dodge, a 98-year-old retired postal clerk, is the most senior veteran from the Canadian Postal Corp. The Canadian Forces Postal Service (CFPS) is currently celebrating their centennial this year, and as part of this they are personally visiting and interacting with past generations who've served before them. Here the unit presents Dodge with a specially designed picture that signifies CFPS' service over the past 100 years. From left to right: MWO Debra Keegan, Ted Dodge, Capt Thesa Wheaton, and Cpl Joel Livingstone.

## Postal Service honours oldest veteran

**Ben Green**  
Staff Writer

This year, the Canadian Forces Postal Service (CFPS) is celebrating 100 years of delivering letters, parcels, packages, and morale to Canadian troops stationed around the world. Two weeks ago, as part of the festivities, three representatives from the Canadian Forces Postal Unit (CFPU) in Esquimalt personally visited Pte (ret'd) Edward 'Ted' Dodge in Vancouver, a 98-year-old retired postal clerk and eldest veteran from the Canadian Postal Corp.

"This year marks the 100<sup>th</sup> anniversary of the CF postal service, a lot of work has been put in for a year of celebration," says Capt Thesa Wheaton, western detachment commander for CFPU.

The postal occupation is the first of the logistic branch trades to reach the centennial. In recent months, several members of the unit have been busy travelling throughout the country visiting other CFPU detachments and postal sections at Trenton, Edmonton, Cold Lake, Winnipeg, Valcartier, and Halifax. At each stop they've celebrated the milestone with various mess dinners, meet-and-greets, and even a unit boat cruise here in Victoria.

Especially important to the unit was involving retired postal veterans in the celebrations as well.

"Just because they're

retired doesn't mean they've gone away," says MWO Debra Keegan, western detachment sergeant-major. "Once a postie, always a postie."

After some fine detective work by MWO Yves Arsenaault, a postal clerk at 1 Service Battalion in Edmonton at the time, Maj Catherine Déri, commanding officer of CFPU, had the unique opportunity to visit Leon D'Hondt in Windsor, ON - a 97-year-old postal veteran and the oldest in the CFPS, or so they thought.

A few months after the visit, MWO Arsenaault was contact by Jack McCuaig, the nephew of Pte (ret'd) Dodge. Pte (ret'd) Dodge was also a postal veteran and happened to be one year older than D'Hondt.

"We thought at the time he [D'Hondt] was the oldest, but it came to light that Mr. Dodge was the oldest," says Capt Wheaton.

Pte (ret'd) Dodge was born in 1913 and served in the CPC for the majority of the Second World War. He served overseas in London during the last stages of the conflict, eventually leaving the unit in 1946 to start a career with Canada Post.

After speaking with Pte (ret'd) Dodge and his nephew Jack by phone, Capt Wheaton was able to organize a visit to his home in Vancouver on Oct. 19. Taking the ferry over in the morning, Capt Wheaton was accompanied by MWO Keegan and Cpl Joel Livingstone for the

visit. The three sat down with Pte (ret'd) Dodge for over an hour, asking questions about his time with the postal service, the CF, and listening intently to the stories he fondly recalled. Afterwards they presented him with a commemorative 100<sup>th</sup> anniversary CFPS envelope and a beautiful picture representing CFPS' century of service.

"We make sure they [the unit's veterans] are not forgotten," adds MWO Keegan. "It's because of them what we do is easier."

Capt Wheaton says the importance of Pte (ret'd) Dodge, D'Hondt, and other veterans of CFPS are best described by a story Maj Déri once told her.

Maj David Currie was an armoured officer during the Second World War and received the Victoria Cross from King George VI the day before returning home (still in his dirty tank uniform). On Dec. 6, 1944, he was interviewed by CBC upon his return to Canada and he was asked, "What is the most important thing to our soldiers at war overseas?"

He responded, "There are three things important to a soldier's life, and they come in this order - mail, sleep, and food. No matter how long we have been working, when mail comes in, everything stops. Mail is important to the morale of the soldier."

While CFPU has certainly changed since it was officially stood up on May 3,

1911, MWO Keegan says it is mail's timeless impact that keeps them treating each piece like it's their own.

"Seeing the look on their face [of a deployed soldier] when they get that letter or package, that validates why you're there," she adds.

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The Victoria District Office of Veterans Affairs, Occupational Stress Injury Social Support (OSSIS), and Bureau of Pension Advocates (BPA) are moving from their current location at 816 Government Street at the end of October.

**When:**

On Thursday November 10, 2011, the Victoria District Office of Veterans Affairs, OSSIS and BPA will be closed for moving.

On Tuesday November 15, 2011, the three offices will open to the public at their new location in the Atrium Building at the corner of Blanshard and Yates Street.

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# Naden Band teams up with Lieutenant Governor for CD



Photo by Shelley Lipke, Lookout

**Above:** The Honourable Steven Point has teamed up with the Naden Band and other local musicians to release and sell a CD in order to raise funds for the Salvation Army's Beacon of Light House.

**Below:** The Naden Band in parade formation. **Below right:** A member of the Naden Band plays the bass drum in one of the many ceremonies where the band has performed.



**Ben Green**  
Staff Writer

In collaboration with a variety of local musicians, the Honourable Steven Point, Lieutenant Governor of B.C., has released a CD and given it to the Salvation Army. Copies of the CD are available by donation to the Salvation Army and proceeds will go towards the establishment of a recovery house for young women.

After recently touring the Salvation Army's Beacon of Hope House in Victoria (an addiction recovery centre for young men), the Lieutenant Governor suggested a similar idea to the charitable organization for a centre for young women. The Salvation Army loved his suggestion and securing funds for the Beacon of Light House is now underway.

"When I heard the Salvation Army was going forward with this project, I felt it was important for me to contribute in some way," says LGov Point. "I had written these two songs and decided to make them available through the Salvation Army as a way

to raise awareness about the recovery centre."

The CD, titled *A Dedication to the People of British Columbia*, features two songs both with music and lyrics by LGov Point. The first track, called *British Columbia*, features musical arrangements by the Naden Band of Maritime Forces Pacific.

"The Lieutenant Governor asked PO2 (ret'd) Roy Kaighin to create an arrangement for the Naden Band in order to accompany a vocal group [Louise Rose and the Victoria Good News Choir]," says Lt(N) (ret'd) Robert Byrne, commanding officer of the Naden Band at the time.

Inside the band's building in Naden, the track was constructed by "putting down a bed track" involving the band. Once the band track was recorded, they were able to layer on the vocal group using the band as an accompaniment. The band track was played into the singer's headphones as they sang, recording their voices on the computer.

The second track on the CD did not involve the band. Called, *God, Grant*

*Me a Sign*, it features vocals from the Lieutenant Governor and the Victoria Good News Choir.

"The band agreed to this project because the Formation has an important relationship with both the Salvation Army and the Lieutenant Governor," says Lt(N) (ret'd) Byrne. "The Lieutenant Governor is an Honorary Captain (Navy), the Admiral sits on the advisory board of the Salvation Army, and the Naden Band regularly supports the annual Salvation Army Christmas concerts in Victoria and Vancouver. The Lieutenant Governor is strongly behind this project and we, the Formation and the Naden Band, support his Honour's initiative."

"The Salvation Army is honoured that the Lieutenant Governor places such confidence in our Army to get the job done," adds Maj Brian Venables, divisional secretary for public relations of the Salvation Army's B.C. division. "His pride in our province and compassion for its people is truly inspirational."

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Photos by Cpl Brandon O'Connell, MARPAC Imaging Services

HMCS Vancouver's boarding party inspects a small empty boat found off the coast of Libya. HMCS Vancouver found two boats drifting and used its Rigid Hull Inflatable Boat (RHIB) to deploy boarding party members to get a close look at the suspicious vessels in the Mediterranean Sea during Operation Mobile. Under authority of the United Nations Security Resolutions 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. HMCS 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.

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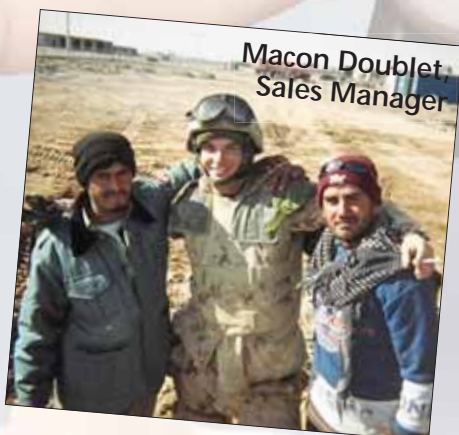
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# Small fella living large

Lookout took advantage of a rare opportunity to interview the nomadic Gnaval Gnome.

**LOOKOUT (LO):** Welcome, Gnaval Gnome, and thank you for agreeing to be interviewed today.

**Gnaval Gnome (GG):** You're very welcome, it's great to be here. As for the interview, we gnaval gnomes have always strived to get our story out there, but for years our public relations were handled by the same firm that represented the Amazing "Banjo Butt" McSpindlepiffings.

**LO:** Who was the Amazing "Banjo Butt" McSpindlepiffings?

**GG:** Hmmm yes, just my point.

**LO:** I see. So, Gnaval Gnome, can you tell our readers something about how you got involved with the Royal Canadian Navy (RCN)?

**GG:** Well, you may not know this, but gnaval gnomes have been around since the very first days of ships going to sea, even as far back as Gnoah's Ark. Some of the greatest maritime figures from history were in fact gnaval gnomes, like Gneptune himself, and Horatio Gnelson.

**LO:** That's fascinating. How long have you been with the RCN?

**GG:** Right from the start. I sailed out of Halifax in the Gniobe when the RCN first started up. Mostly I stood gnight watches back then. Since gnomes have a gnatural sense of direction, eventually I became a gnavigator, and sailed in Gnabob, Gnipigon, and Gnainimo, to gname but a few.

**LO:** You must have travelled about a good deal with the navy. What was your favourite place to visit?

**GG:** I'd have to say Gnome, Alaska.

**LO:** I should have known. What's your favourite thing about going to sea with the navy?

**GG:** That would be the soup. I particularly like the gnavy bean, and the chicken gnoodle, of course. It may interest you to gknow I've designed a gnew type of trouser for the Gnaval Combat Dress (GCDs) that has a rubber lining and holds a volume of clam chowder inside. If a sailor falls overboard, they have both warmth and sustenance from the chowder in their trousers. I call them "chowders."

**LO:** Ingenious. Won't that feel a little sloshy for daily wear?

**GG:** You'd be surprised how comfortable it is. I'm still working on how to keep the chowder warm. I'm thinking of an outer garment made from trained squirrels.

**LO:** Excuse me for saying so, but that just sounds silly.

**GG:** Well then, let's not discuss the trained marmot hat I've developed.

**LO:** What is it about the navy you like in general?

**GG:** As you can tell from my midships section, I love the duff! Especially the Gnainimo



bars. That, and saying things like "abaft" and "athwart." I particularly like the way the navy takes words and replaces letters with apostrophes, like "fo'c'sle" and "cox'n". I'm trying to start a movement to call the first meal of the day "br'k'st".

**LO:** I understand you've been hanging out with the Naden Band a good deal lately?

**GG:** Oh yes, I love the Naden Band, or GNADEN Band, as I like to think of them. In my book, they're the best band in the land. They're just so darned musical. I'm actually working with them on a dance re-mix version of Heart of Oak right now. And I have an idea for an all-gnaval gnome drumline.

**LO:** So you have musical talent?

**GG:** Oh yes, all gnaval gnomes are musically inclined. As a lad I was a member of a boy's band, the "Gnew Kids on the Block." Now don't confuse that with that other band, the "Gnu Kids on the Block", which was made up entirely of yaks.

**LO:** I thought gnomes were into gardening; do you do much gardening yourself?

**GG:** Well it's true gnomes have a green thumb, and Naden has some truly splendid flower gardens and green spaces. But gnaval gnomes in particular are quite multifaceted when it comes to our interests. For

instance, I like to go down to the Base Library at lunch and watch the readers digest. I also enjoy making dried-apple head dolls of great gnaval figures. This one I've brought with me is of the RCN's Admiral Gnelles.

**LO:** It doesn't have a head.

**GG:** Well no, I ate it on the way over here.

**LO:** Hmmm. Do you live on the Base?

**GG:** Yes, I have a lovely little place in Dockyard under an old hollow tree, which I've decorated myself. The curtains are drawn, but the rest of the furniture is real.

**LO:** It sounds very cosy. Do you have pets there?

**GG:** Well, between all the other gnaval gnomes, and the army elves, and the air force sprites, it's quite crowded. I think there's also a few Logistics Leprechauns about the place. We do look after the deer and geese, mind you, not to mention the raccoons. And of course I keep some gnoming pigeons too.

**LO:** I want to thank you again Gnaval Gnome for chatting with us today. Good luck with all your gnaval endeavours.

**GG:** It was very gnice to talk with you. Fair winds and following seas to you and your readers! I have to run over to the galley now; today I'm the gnome on the range. Cheers.



He's not just your garden variety gnome! While he can often be found sunning in the garden, the Gnaval Gnome likes to socialize and chooses his company well. Seen here (left) with the new commanding officer of the Naden Band, SLT Matthew Clark, this little fella is no stranger to navy hospitality. Below: Always popular anywhere he goes, he even has a special gift with the ladies. He was warmly welcomed with a greeting kiss from one of his admirers as he made the rounds during one of his many outings.



# From the wreckage

Photos by Ben Green, Lookout

Earlier this month, a team from CFB Esquimalt Fire Rescue made their way to Work Point to practice an auto extrication exercise. The exercise was meant to provide a working situation for securing a crashed vehicle and retrieving mock casualties. Using a variety of hydraulic tools such as cutters, spreaders, and saws, the team practiced opening doors, windows, and hoods of vehicles that might be compromised in a real motor vehicle accident.

**Above:** Here the "jaws of life" are used to pry open a rear door.

**Top right:** Michael Yakubowich breaks apart the car's rear window as if there were passengers to evacuate from the wreckage. Becoming familiar with life saving techniques and equipment keeps the team ready for any real life situations they must respond to.



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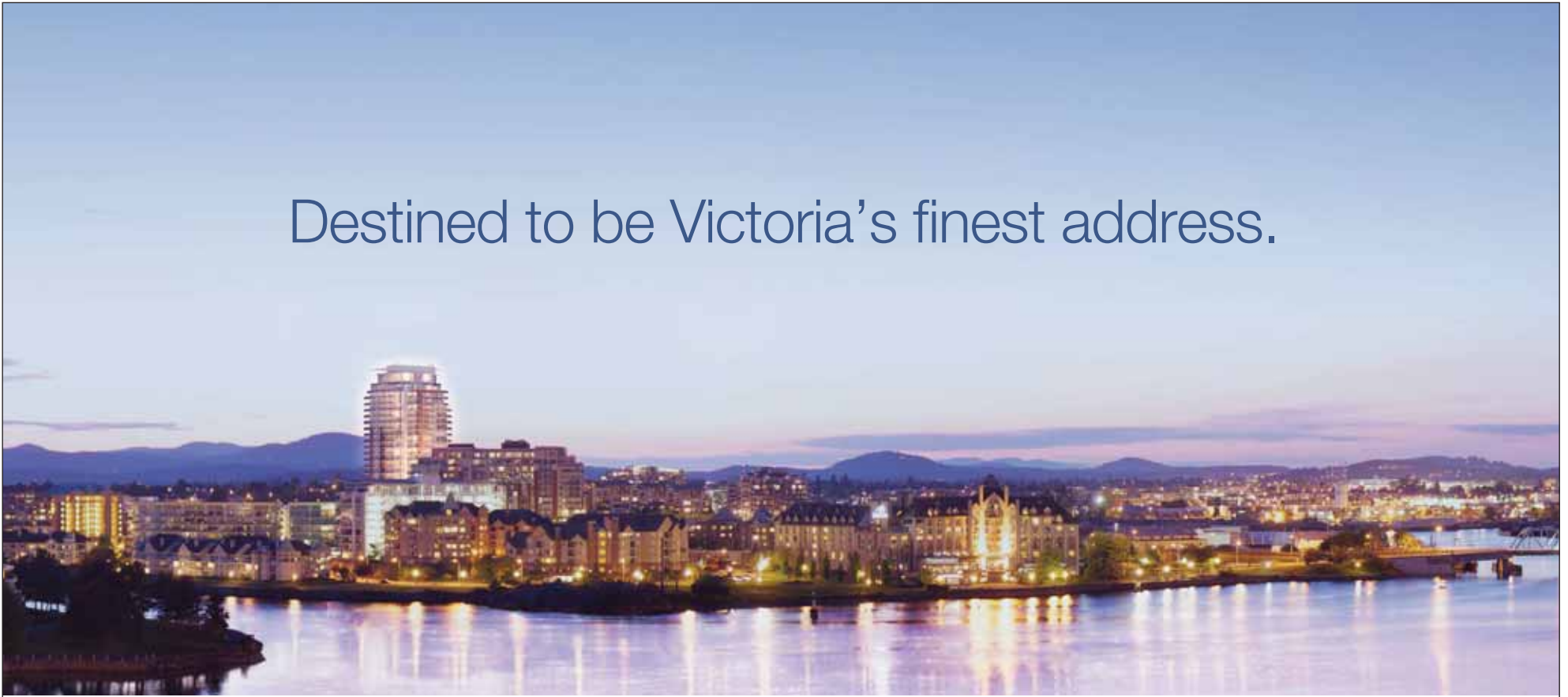
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Photo courtesy of Capt Becky Olacke

On Oct. 8, Capt Becky Olacke competed in the Ironman World Championship in Hawaii. The dental officer from CFB Esquimalt overcame a potential life-threatening crash on her bike to get back to the races she loves. Here Capt Olacke poses with her husband J.P. Richard for the finisher photo at the World Championship.

# Base dentist competes in Ironman World Championship following horrific crash

**Ben Green**  
Staff Writer

In January 2010, Capt Becky Olacke hopped on her bike for a quick road ride; a normal portion of her day's training regimen and something she had done hundreds of times before. The dental officer from CFB Esquimalt trained 20-25 hours a week, two or three times a day, to increase her speed, strength, and endurance for the punishing Ironman races she loved to compete in.

She woke up in the hospital three days later.

With 14 breaks in her face and seven in her neck and back vertebrae, she came to find out a steel dumpster positioned on a downhill had ruined her bike, her body, and her possibility of competing in an Ironman race that year, or possibly ever again.

A former swimmer at Laurentian University in Ontario, Capt Olacke suffered from burnout midway through her degree and dropped the sport. While coaching a master's swim team in her spare time, she came across two women, both who had just turned 50, who were training for an Ironman. Intrigued, she began training for one herself. In 2006 she competed in her first race in Penticton, B.C., has since finished five more, and plans on racing in one every year.

"Some people [think I'm crazy], or they're like, 'wow I've always wanted to do that,'" says Capt Olacke smiling. "I think anyone could do it, it's just do they want to do it."

Amazingly in June 2010, only four months after her accident, she completed a half-Ironman and last November completed a full one down in Cozumel, Mexico.

"You know yourself, you know when you're back to normal," she says.

Not only did she finish in Cozumel, but she finished with the second best time in her age category which qualified her for the Ironman World Championship in Hawaii earlier this month.

The 3.8 kilometre swim, 108.2 kilometre bike, and 42.2 kilometre run is a gruelling feat for even the fittest athletes. With Capt Olacke occasionally feeling some effects from her collision still, she

spent the year preparing as normally as she could. By adding in some interval training, cross-fit, and rock climbing, she worked on strengthening stabilizer muscles that would protect areas still recovering from the accident.

Going into the World Championship in Kailua-Kona, Hawaii, on Oct. 8, she was hoping to finish in 12 hours but knew each Ironman possesses its own unique challenges.

"I find every race different," she says. "You learn a lot about yourself, it's kind of a meditative state."

The race started off well with Capt Olacke feeling no ill effects through the swim, the bike, and for the first 20 kilometres of the run. As each race marker came and went, dehydration began to take its toll both physically and mentally.

"I felt great until kilometre 21," she says. "After that I stopped sweating, my mouth got super dry, that's probably why it was so mentally hard."

From the race's three sections, she says the endless kilometres on the bike were by far the most difficult. With the island closing down the main Queen Kaahumanu highway from all vehicle traffic, the racers become isolated for large portions of ride.

"You have this fabulous cheering section [at the beginning], but as soon as you leave the town you're alone."

As she crossed the finish line, 13 hours 22 minutes and 35 seconds after she started, her disappointment in not quite reaching her goal was quickly put into perspective by another competitor who had completed 79 Ironman races himself.

"[He said] just getting to the start line you've already won, the race is just a victory lap," she says.

With the off-season now upon her Capt Olacke will change her training routine slightly; focusing more on power and technique and less on distance. She's already working towards her next race, hoping to complete the 90 kilometre Comrades Run in South Africa next June and an Ironman in Arizona next November – something she is not taking for granted.

"I'm lucky to be alive, I'm lucky to still be doing this."

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# Bravo ZULU

On Oct. 25 at CFB Esquimalt, MGen Alain Parent, Commander of 1st Canadian Air Division, presents Maj Stephen Carius with his First Clasp for his Canadian Decoration. Maj Carius was also awarded his Iraq service medal for his postings as an Exchange Officer in support of Operation Telic from Jan. 5 to Mar. 2, 2007, and Feb. 22 to Apr. 4, 2008.



MGen Alain Parent, Commander of 1st Canadian Air Division, presents Col (Ret'd) Veenhof with a Chief of Defence Staff Commendation for his contribution to Operation Podium as the Air Component Commander.

Photos by Cpl Alex. W. Croskery, MARPAC Imaging Services

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**Heroic contributions**

Photo courtesy of Canadian Portrait Academy

On Oct. 21, RAdm Mark Norman, Deputy Commander Royal Canadian Navy, unveiled a portrait bust of Second World War Chief Petty Officer Max Bernays at HMCS Bytown. Created by Canadian sculptor Christian Cardell Corbet, the bust was commissioned to honour Bernay's heroic contributions during the Battle of the Atlantic in 1942. The portrait was sculpted above life-size and presented publicly alongside Corbet's smaller portrait bust of Sir Admiral Charles Kingsmill which was presented to a private audience of VAdm P. Dean McFadden in January 2011. From left to right: CPO1 Claude Laurendeau, Command Chief Petty Officer, RAdm Mark Norman, Deputy Commander RCN, sculptor Christian Corbet, and Rich Gimblett, Command Historian.

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Photo by LS Brandon Bourne, HMCS Brandon

HMC Ships Nanaimo, Brandon and USS Chief conduct manoeuvres in the waters off Southern California

## MCDV's participate in bi-lateral exercise

**LCdr Michele Tessier**  
Commanding Officer  
HMCS Nanaimo

HMC Ships *Brandon*, *Nanaimo* and *Saskatoon* recently returned from a busy month at sea with participation in San Francisco Fleet Week and a bi-lateral Mine Countermeasures Exercise (MCMEX) with the U.S. Navy in the approaches to San Diego harbour.

The exercise was designed to improve communications and interoperability between Canadian and U.S. naval forces in a MCM environment as well as to certify Mine Countermeasures Squadron Three Crew Persistent for an upcoming deployment. In order to challenge the ships' crews, an exercise scenario was created that required localizing and clearing inert practice mines placed in

vicinity of the harbour by a fictitious drug cartel.

*Brandon* and *Saskatoon*, along with U.S. Ships *Champion* and *Chief* (Avenger Class MCM vessels) were mission-outfitted with MCM equipment to assist the U.S. Navy in clearing the exercise minefield. *Brandon*, using side-scan sonar, surveyed more than eight miles of the ocean floor and identified 28 contacts of interest from amongst hundreds of detected objects. Contacts were classified based on qualities such as size, shape and strength of sonar return. *Saskatoon* then investigated the mine-like contacts using a bottom object inspection vehicle (BOIV). Taking pictures and video of the items, they validated whether the area was safe for the transit of other vessels. U.S. Explosive Ordnance Disposal (EOD) Unit One utilized divers to neutralize, raise and

recover the mines.

*Nanaimo*, without an embarked MCM capability, provided force protection support to the MCM vessels in the conduct of their duties. Ironically, *Nanaimo* was the first Canadian ship in the exercise to discover a mine when a moored mine-shape broke its tether and surfaced just outside the mine field.

The exercise proved to be a huge success as many of the anticipated communications and interoperability issues were resolved in the first day, providing all units the ability to carry on with their respective duties.

MCMEX also laid the initial survey work for next year's Rim of the Pacific (RIMPAC) exercises, which will see *Brandon* and *Saskatoon* returning to southern California with *HMCS Yellowknife* to conduct further mine hunting operations.



Photo by MS Emil Edwards, HMCS Brandon

Crew members from HMC Ships *Brandon*, *Nanaimo* and *Saskatoon* parade during San Francisco Fleet Week.



Photo by Ens Davies, MCMRON 3

LCdr Francois LaPlante, Commanding Officer of HMCS *Brandon*, explains the side scan sonar system to Capt(N) Mucklow.



Photo by MS Emil Edwards, HMCS Brandon

Crew members from HMC Ships *Brandon*, *Nanaimo* and *Saskatoon* with local pageant winners at the San Francisco Fleet Week parade.



# Rounders Bus Schedule



NOTIC WKPT	BASE HOSPITAL	NADEN (Main gate)	NADEN GYM	NELLES BLOCK	BERNAYS BLOCK	CF FLEET SCHOOL (E)	Y JETTY	CE / FUEL PUMPS	NAVAL TENDER SECTION D 539	D 213	D 51	D 85	B JETTY	D 51	D 210	BASE SUPPLY	WARDROOM (BUS STOP)
07:00	07:05	07:07	07:08	07:13	07:14	07:15	07:16	07:17	07:18	07:19	07:20	07:25	07:26	07:27	07:28	07:29	
07:34	07:39	07:41	07:42	07:47	07:48	07:49	07:50	07:51	07:52	07:53	07:54	07:59	08:00	08:01	08:02	08:03	
08:08	08:13	08:15	08:16	08:21	08:22	08:23	08:24	08:25	08:26	08:27	08:28	08:33	08:34	08:35	08:36	08:37	
08:42	08:47	08:49	08:50	08:55	08:56	08:57	08:58	08:59	09:00	09:01	09:02	09:07	09:08	09:09	09:10	09:11	
09:16	09:21	09:23	09:24	09:44	09:45	09:46	09:47	09:48	09:49	09:50	09:51	09:56	09:57	09:58	09:59	10:00	
10:05	10:10	10:12	10:13	10:18	10:19	10:20	10:21	10:22	10:23	10:24	10:25	10:30	10:31	10:32	10:33	10:34	
10:39	10:44	10:46	10:47	10:52	10:53	10:54	10:55	10:56	10:57	10:58	10:59	11:04	11:05	11:06	11:07	11:08	
11:13	11:18	11:20	11:21	11:26	11:27	11:28	11:29	11:30	11:31	11:32	11:33	11:38	11:39	11:40	11:41	11:42	
11:47	Drop off only - driver switch																
12:00	12:05	12:07	12:08	12:13	12:14	12:15	12:16	12:17	12:18	12:19	12:20	12:25	12:26	12:27	12:28	12:29	
12:34	12:39	12:41	12:42	12:47	12:48	12:49	12:50	12:51	12:52	12:53	12:54	12:59	13:00	13:01	13:02	13:03	
13:08	13:13	13:15	13:16	13:21	13:22	13:23	13:24	13:25	13:26	13:27	13:28	13:33	13:34	13:35	13:36	13:37	
13:42	13:47	13:49	13:50	13:55	13:56	13:57	13:58	13:59	14:00	14:01	14:02	14:07	14:08	14:09	14:10	14:11	
14:16	14:21	14:23	14:24	14:44	14:45	14:46	14:47	14:48	14:49	14:50	14:51	14:56	14:57	14:58	14:59	15:00	
15:05	15:10	15:12	15:13	15:18	15:19	15:20	15:21	15:22	15:23	15:24	15:25	15:30	15:31	15:32	15:33	15:34	
15:39	15:44	15:46	15:47	15:52	15:53	15:54	15:55	15:56	15:57	15:58	15:59	16:04	16:05	16:06	16:07	16:08	
				16:15													

16:20 Buses will only stop at highlighted bus stops except for pick-ups or drop-offs.

Online at <http://www.lookoutnewspaper.com/rounders-bus.php>

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This decanter has been hand cast from porcelain, and hand decorated using glass colored inks, not plastic, that have been permanently fired into the ceramic at temperatures approaching 1600° Fahrenheit. It will provide more than a lifetime of service without any degradation to those who appreciate fine and unusual objects.

Of special mention is the bottom of the decanter’s base, on which most every RCN ship that was

commissioned over the past 100 years is listed in alphabetical order, more than 300 ships in all. If you served, your ship or ships should be on there.

All of the decanter’s decorative elements are of historical significance. Encircling the neck are the 13 Provincial and Territorial Flags.

One of the main cameos on the shoulder depicts HMCS SACKVILLE (K181). Commissioned in 1941, she was one of more than 120 Corvettes built for the RCN during WW II. She saw heavy action from 1941 to 1944, and is the last surviving Corvette.

The adjacent cameo, to the right of SACKVILLE, salutes the Merchant Navy with a painting of the FORT WALLACE. She was one of the Fort Ships that carried vital supplies on perilous voyages to the Allies throughout the Second World War.

The third cameo, “READY, AYE READY” - the RCN’s motto - is backed up by the White Ensign of World War II on the one side, and Canada’s

national flag on the other.

The final cameo, composed of maple leaves and Leviathans, quotes Churchill on the importance of winning the Battle of the Atlantic. Here the RCN played a vital and major role in its victory at a very high cost of ships and men. If that battle had been lost, so might the war in Europe.

The blue ribbon surrounding the base lists the Seven Seas in Latin.



**Stopper Detail**

The top of the stopper (shown above), commemorates the RCN’s 100th Anniversary, in gold leaf.

This Decanter is certainly a fitting tribute to all of those who served over the past 100 years in both the RCN and the Merchant Navy, and to those who still serve today in the cause of freedom.

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