

Last Tuesday, the Victoria Royals supported CFB Esquimalt in their Government of Canada Workplace Charitable Campaign fund raising activities by hitting the ice for a friendly game of hockey. The teams were a mix of the two organizations and the game proved eventful with a 4-4 end after regulation. After a shoot out, the "blue" team took home this year's trophy.

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Sergeant Craig Fiander, MARPAC Imaging Services

Parade Commander LCdr Mark Cunningham leads veterans, Canadian Forces members, emergency services personnel, cadets, and other community groups from the Esquimalt Legion to Memorial Park in Esquimalt for the 2011 Remembrance Day service. The township hosted the Remembrance Day service at the War Memorial to honour those men and women who served and continue to serve our country during times of war, conflict and peace.

Devin Right: LS Snashall walks the rows of headstones after HMCS Vancouver's Remembrance Day Ceremony at the Souda Bay War Cemetery on the Island of Crete, Greece. Members of Vancouver participated in a ceremony at a Commonwealth War Cemetery during a port visit.

Cpl Brandon O'Connell, MARPAC Imaging Services





Cpl Malcolm Byers, MARPAC Imaging Services



Ed Dixon, MARPAC Imaging Services

PO2 Amanda Gall, Chief Bosun's Mate aboard HMCS Nanaimo, assists retired Cdr Evan Pettley-Jones, a 92-year-old naval veteran, in laying a wreath. The ship's company of Nanaimo was in Nanaimo for Rememberance Day after spending several days on a maritime security patrol.

CPO1 David Bliss, Fleet Chief Petty Officer, looks on as Commodore Ron Ellis, Commander Canadian Fleet Pacific, lays a wreath on behalf of the Canadian Forces at the British Columbia Legislature



Looking Forward - Looking Back Agreement grants Nanoose First Nation access to DND land

Lt(N) Michael McWhinnie Base PAO

The crackle and pop of an open fire cast its warmth about the clearing nestled in a forested area along the rocky shore of Nanoose Bay. Greetings and conversation bridged two groups as they came together recently to reaffirm an important accommodation between them.

Led by Chief David Bob, approximately 30 people from the Nanoose First Nation had made the short trip across the inlet 15 kilometres north of Nanaimo. Known locally as *Snaw'Naw'As* (the bay pushing inwards) the Nanoose reserve sits on 54 hectares of property perched halfway up an upland slope overlooking Canadian Forces Maritime Experimental Range (CFMETR).

There to greet them were 15 Department of National Defence representatives led by Capt(N) Craig Baines, Commander of CFB Esquimalt. Accompanied by his wife, three children and other departmental employees who had travelled from Victoria, Capt(N) Baines had come to renew the military's commitment to the Nanoose people in the form of a letter of agreement granting them access to the natural lands within the test range.

The land associated with CFMETR was expropriated in 1951 when the Royal Canadian Navy purchased 580 acres for \$75,000 from the previous owners, Powder Point Ranch. Security concerns common to all defence establishments led to diminished access of the Nanoose people to traditional resources on the property.

As casual conversation was replaced by formal address,

Chief Bob began by emphasizing the importance of the land to his people, pointing out culturally significant geographic features and recounting childhood memories. Any casual observer would be forgiven their confusion as to which group constituted the "guests" and which were the "hosts." "I remember as a boy, coming here to hunt venison," said

Chief Bob. "I would drag my cance up onto the land and hide it so as not to be discovered by the navy patrols."

CFMETR has been in operation continuously since 1965 and runs a unique three-dimensional sonar underwater tracking facility that is a jointly funded by Canada and the United States Navy.

The continued management of the land as a defence property has precluded both the development and logging that has occurred elsewhere along the peninsula and within the reserve itself. The unintended consequence is that the natural environment within CFMETR boundaries has largely been preserved in its original state.

"Our children will be able to walk the land and experience it as their forefathers did," said Chief Bob. "This agreement means the Nanoose people will no longer be forced to trespass to in order to come to this place."

After greeting those assembled, Capt(N) Baines expressed his support for the accord.

"I am very pleased that we were able to come to arrangement that made sense both for the navy and the Nanoose people."

 $\operatorname{Capt}(N)$ Baines went on to emphasise his desire to foster a sense of common community with the test range's neighbours.



Left: Joel Salazar listens to Chief David Bob speak while young son Mateo seems less interested in what the grown-ups have to say.

Below: Travis Bob reconnects with the earth as Chief David Bob (back turned), Capt(N) Craig Baines and guests share a sense of community around an open fire.



With advance notice of intended visits, the Nanoose First Nation will be able to access specific wilderness areas along the shoreline and at the southern end of property. Controlled access to CFMETR will be maintained, while hunting and overnight stays remain prohibited.

Through conversation it became clear the Nanoose people place great emphasis on nurturing their Coast Salish cultural identity, including maintaining their language and traditions. Communing with the natural lands at CFMETR will be a valued additional resource available to the 210 Nanoose living nearby. Several of the women expressed an interest in rediscovering the native berries and plants used in traditional diets and medicines that can be found within the territory.

Although the connection is to the past, as Chief Bob emphasized to his group that represented several generations from elders to toddlers, the agreement will most benefit the children and future generations of Nanoose.





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Grandson honours his grandfather

Ron Simpson Contributor

On November 11th, we Canadians remembered those who fought and died during battles for our country and with our allies.

Those Canadians who gave the ultimate sacrifice for our freedom must always be remembered. Approximately, 45,000 military Canadians died during the Second World War, but many more returned home survivors of the largest military conflict in human history.

The average age of a Canadian veteran who served during the Second World War is 88. Fewer and fewer of these amazing men are with us as time ticks by.

This is the other side of Remembrance. Honouring those who are still with us and entering the final days of their lives.

If you were like me you probably did not know the name Claude Choules until he died earlier this year. He had a great 41-year military career and published his first book at the age of 108. Yet, he only made the headlines when died because he was the last First World War combat veteran in the world.

How much time do we have until Canada's last remaining Second War World veteran makes the headlines with their passing? How important are Canada's remaining survivors to you?

For me, my grandfather Thomas Joseph Simpson is one veteran who needs our remembrance. This is his amazing story of survival:

In the early days of the war in 1939, Thomas Simpson joined the Royal Canadian Navy; however, he was only in for six months as he was released due to complaints by his Aunt to a local Member of Parliament. His Aunt said that since he was the eldest, he was needed at home to help take care of his parents (both mutes) and family.

In 1942, Simpson re-enlisted a second time on his 21st birthday – Nov. 6, 1942. He spent his time training on both coasts as a Radar Operator before being drafted to his first ship, the original HMCS Shawinigan. While posted to Shawinigan in 1944 he was hospitalized for two months due to an injury he suffered carrying four-inch gun shells. He tripped and fell over a wire landing on his chest. While in the naval hospital in Halifax, Shawinigan was deployed on a mission never to return. Shawinigan was sunk with all hands lost in November 1944. Simpson lost many of his friends and still suffers from survivor guilt to this day.

A year later, Simpson joined HMCS La Hulloise. While doing sweeping exercises in the Irish Sea an incident occurred. Three Canadian ships were sweeping for submarines they thought were in the vicinity because, at that time, there were vessels coming out of England that were taking troops into Italy. They got a message there was a German submarine, U-775, that had torpedoed the British sea boat [SS] Empire Geraint. On the emergency call frequency a message from the damaged ship went out.

Canadian Frigates, La Hulloise, HMCS Strathadam and HMCS Thetford Mines went looking for this submarine. The three ships took up formation with Strathadam as the command vessel. Now, La Hulloise, which Thomas Simpson was on, took the port side position with Thetford Mines on the starboard. It was approximately 10 PM when Simpson was in the radar cabin and they were closed up, prepared for radar sweeping.

As the sweep continued at approximately 3 AM, just off St. George's Channel, the Officer of the Watch acknowledged that Simpson had picked up a radar contact, but it was just a buoy sitting out there at the tip of land's end and Simpson was told to continue his sweep.

Upon a second sweep, the Officer of the Watch was informed, again, the radar showed two pips off the port beam. The Officer of the Watch responded to Simpson that he was seeing gremlins. Simpson told the Captain of the second contact and that the officer ignored it. To which the skipper ordered the ship to be brought around and headed in the direc-

auce

tion of the buoy.

At approximately a hundred yards from the buoy, the skipper ordered two signal lights to pinpoint the buoy. Upon closer inspection a snorkel came into view. A submarine was hiding alongside the buoy in an attempt to avoid being detected as it expelled carbon dioxide from its battery.

At that moment La Hulloise fired off star shells to illuminate the night sky, and then descended upon the area of the snorkel. At that point, the submarine captain realized it was being attacked and started to dive. There was a contact between the ship and the sub, which sent the sub to the bottom, where she stayed.

The other two vessels, Strathadam and Thetford Mines, launched a depth charge attack, the attack continued over some time until an oil slick and debris was observed. Items from the sub came to the surface, boats were launched to recover the debris and, among other things, personal letters and journals from the engine room were found by the crew members of La Hulloise. It was later determined it was not the U775, rather the U-Boat 1302.

This U-Boat had sunk three ships in three days.

Thomas Joseph Simpson received the Distinguished Service Medal from Field Marshal, the Right Honourable Harold Alexander, the Earl Alexander of Tunis, for his great actions at sea and in battle.

Thomas Simpson is a veteran. Let us thank him and others like him as we continue to remember those who did not return.

More information is available about Thomas Simpson's story at www.facebook.com/ thomasjospehsimpson.d.s.m







ignored it. To which the skipper ordered the ship to be brought around and headed in the direc-MILLYARY APPRECIATION 20% OFF FOOD



Great turnout for Remembrance Day

Given the sacrifices made by the men and women of all Armed Forces and civilians for past and ongoing wars or conflicts, I directed that Remembrance Day be designated a class A function (duty) for all Formation military members. I also directed that all were to attend a Cenotaph of their choice in uniform.

Civilian members of the team were encouraged to attend a cenotaph of their choice.

I am extremely pleased with our contribution to this very important day in that more than 700 service men and

women paraded at 10 events on Vancouver Island, and the attendance at numerous cenotaphs on lower/mid-Vancouver Island were extremely well attended. Furthermore, there were 117 remembrance week speaking engagements that were filled by an overwhelming number of volunteers, which exceeded the number of requests.

Lastly, HMCS Algonquin was in Vancouver and equally engaged in Remembrance Day events on the lower mainland.

Bravo Zulu to the MARPAC defence team.

RAdm Nigel Greenwood



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The Joint Task Force CF mission in Kingston, Afghanistan Cenotaph to Our Fallen in Afghanistan, currently at Kandahar Air Field (KAF), will soon find a permanent home at a yetto-be-identified location in our Nation's Capital.

The cenotaph was deconstructed Nov. 12 and will be transported to, and stored in, the National Capital Region until an appropriate location is identified.

The cenotaph was erected in 2006 at KAF and has 189 plaques honouring Canadian Forces members, civilians, and U.S. military personnel who were killed while serving under Canadian command.

One plaque has yet to be added for MCpl Byron Greff who was killed at the end of last month.

Mission complete

Jamaica, has finished. Since Aug. 10, three CH-146 Griffon helicopters and 65 CF personnel have been on the island by request from the Government of Jamaica for military aviation and search and rescue (SAR) support.

As of mid-November, Task Force Jamaica supported the operation with 29 SAR missions, casualty and medical evacuation missions assisting 31 Jamaicans, and over 445 hours of SAR training resulting in qualifications for 17 pilots and flight engineers.

All CF personnel are scheduled to be home by end of the month.

Football party On Nov. 27, the Wardroom will be hosting their Grey Cup party. The Operation Jaguar, the bar will open at 3 p.m.

with kickoff at 3:30 p.m. There will be more than \$300 in prizes and gifts. Admission is free, but you must register with Megan Ilott in advance (250-363-2689).

Also on Nov. 27, the Chief and Petty Officers' Mess and the Pacific Fleet Club will commence their Chili Cook Off at noon. Contact Lilli Smith (lilli. smith@forces.gc.ca) to enter the competition and for more details.

Food will be available for \$5 at the Pacific Fleet Club for the football game as well as a number of door prizes for those who stay and watch the game.

Contact MS Gord McKiver (Gordon.mckiver@forces.gc.ca) for any further details about the day's events.





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Sharing the lane: beware bikes and cars

At CFB Esquimalt, hundreds of military and civilian personnel peddle their way to the base from surrounding communities, often having to compete with personal vehicles, base vehicles, construction vehicles, machinery, and city transit that frequent the surround-

As colder conditions chase even more people to the confines of a warm morning drive, Darren Marr, president of the Greater Victoria Cycling Coalition (GVCC), says following simple rules and practicing a little common courtesy can reduce the number of cyclist-driver accidents during the winter months.

"I would advise that cyclists be conspicuous while riding on the road," he says. "That is, make yourself visible and let drivers know where you are at all times. This means use arm signals when you are turning, changing lanes, or stopping; take the lane if the lane is too narrow; follow all traffic rules such as respecting stop and yield signs; and not ride too close to the

Marr says the use of lights and reflectors at night, as well as wearing a helmet at all times, is not only common sense but required under the law. He says predictability in cycling is a must so motorists aren't trying to guess the actions of someone in their lane.

"I always suggest that if you can't do it in a car, don't do it on a bike," he says. "To give an example, if you see traffic lining up at an intersection you should line up with traffic, not alongside it; unless there is a bike lane."

While there are many guidelines cyclists can adhere to for a safer ride, Marr says drivers have to be just as vigilant.

"I suggest that drivers keep an eye out for us, particularly when parking along a bike lane," he says. "Before you open your car door, please look in your side view mirror before you open it as a cyclist may be passing by. I would also emphasize looking out for us when making turns; specifically passing us on the left then suddenly making a right turn. Not only is that dangerous, but inconsiderate."

Julie Eustace, from Formation Safety and Environment, says while there are only a handful of reported accidents involving cyclists around the base each year, many more close-calls and collisions go unreported.

Despite the inevitability of some incidences occurring, keeping a cool head is a must when looking to deescalate the situation. Marr says in the heat of the moment it can be difficult for saner heads to prevail, but a resolution is often impossible otherwise.

"If the event is a driver/cyclist collision, there are legal procedures to follow similar to a driver-on-driver one," he says. "These are best done when the parties involved are not involved in a heated discussion themselves."

Despite the risks that can sometimes accompany urban cycling, Marr adds city-wide cycling safety courses such as Bike to Work Victoria are great resources in teaching riders of all experience levels the fundamental rules of the road

Anyone looking for an in-depth review of cycling safety can visit www. bikesense.bc.ca. For more information on the GVCC visit www.gvcc.bc.ca.











Eleven uniquely painted military helmets were on display at CFB Halifax during the morning of Nov. 4 in Juno Tower. These helmets were painted into distinctive works of art as part of a province-wide tour named the Art for Heroes Helmet Tour. The helmets were auctioned at the Atlantic Maple Leaf Gala hosted by the True Patriot Love Foundation.







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Ben Green Staff Writer

It was in Cyprus, 1980.

Cpl (ret'd) Chris Barr, part of the United Nations Peacekeeping Force, was deployed to investigate an explosion in a farmer's field.

When he arrived the tractor was in pieces: its occupant alive, but not fairing much better.

Despite residents in the region being cautioned that much of their land was mined, some chose not to heed the warnings. The often subdued conflict zone on the tiny Mediterranean island had just become very real for the young soldier.

"Your training takes over," says Cpl (ret'd) Barr, now retired and working in the graving dock across the harbour. "You think about it later, but at the time you trust your training."

Accompanied by his captain and an Australian Vietnam War vet who was policing the area, Cpl (ret'd) Barr was ordered to venture into the field to retrieve the casualty. Seconds before wandering out, he received some potentially lifesaving advice.

"[The Australian said] just walk up the tracks of the vehicle, don't stray either side," he recalls.

It's been 33 years since that mine went off, but the stench of burned flesh still lingers in his consciousness.

"We went up there and brought him [the

farmer] back to safety. To this day I can't stand the smell of barbeque."

Back in 1978, Cpl (ret'd) Barr was deployed to the island for six months with 1 Princess Patricia's Canadian Light Infantry, the Canadian contingent of U.N. forces in the country. Stationed at Camp Maple Leaf inside the U.N. Protected Zone, which was situated around the airport on the outskirts of the capital Nicosia, it was their job to man observation posts at certain checkpoints within their allotted district.

"[Camp Maple Leaf] was an old Finnish camp, full of stone buildings, not a heck of a lot of grass," says Cpl (ret'd) Barr. "It was predominantly dry, dusty, and hot."

The conflict in Cyprus had been waging long before he arrived. With Greece and Turkey both claiming ownership, the U.N. had been manning the island with peacekeepers for years. A "green line" basically split the island in two and was patrolled by international forces at all times.

However, besides the occasional mine detonating or an isolated skirmish breaking out, Cpl (ret'd) Barr says his first foreign tour was fairly calm.

"It was boredom, heat, and flies," he says smiling. "It was like 96 per cent boredom, four per cent excitement."

After his tour ended, Cpl (ret'd) Barr returned to Canada and re-mustered to Lord Strathcona's Horse (Royal Canadians) as a crewman. Coincidentally, a year after



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leaving Cyprus he found himself right back on the island for his second deployment. Having already served in the region, he was given the task of liaising humanitarian assistance between either sides of the "green line". This promotion in duties made his stay slightly more comfortable than his first time around.

"The second tour we stayed at the Ledra Palace hotel," he recalls. "Because it was on the 'green line' tourists couldn't use it, so the U.N. requisitioned it as a barracks. It had a maid service and some really nice bars."

During his time in Cyprus, Cpl (ret'd) Barr says the concern about being attacked by animals was often greater than dealing with the conflict at hand. The fighting had displaced pets, which over the years had returned to a wild state. They were often sick or infected and a bite could lead to serious medical issues if treatment was unavailable.

"The thing I hated the worst was the wild cats and feral dogs," he says. "Pets aren't people, they'll turn wild."

In August 1980, about five months after his second Cyprus tour, Cpl (ret'd) Barr was posted to Germany and re-badged to the Royal Canadian Dragoons as part of 4 Canadian Mechanized Brigade Group.

"My best time was in Germany," he says. "You got paid well, you were right in Europe; you really got to practice your trade."

Living in a small town off-base called Seelbach, Cpl (ret'd) Barr joined military personnel from Britain, Germany, the U.S., the Netherlands, and France in weeks of massive cooperative exercises roaring over the Bavarian countryside.

"In my day, Germany was the posting that every soldier I knew strived for," he says. "You got to work with foreign troops, see all sorts of interesting places, and enjoy great food and grand beer."

Back home on the Alberta plains (he was previously

posted to CFB Calgary), Cpl (ret'd) Barr says they never exercised in anything over a brigade. In Europe, a brigade was tiny.

"In Germany you exercised in brigades, divisions, army groups; it was the big time," he adds.

After four years overseas, he once again returned to Canada and was posted to the Combat Training Centre at CFB Gagetown in 1984. Shortly after his posting, an opportunity to join the reconnaissance troop for the Royal Canadian Dragoons at CFB Petawawa presented itself. Seeing as he was already jump qualified from the basic parachute course he took almost a decade earlier, he agreed to the transition and began serving with the 2nd Special Service Force (which combined the Canadian Airborne Regiment with 2 Brigade).

"It was something I had been waiting for [jumping], but before then it wasn't advertised much," he says.

In total, Cpl (ret'd) Barr says he made about 45 jumps as a Dragoon. Unfortunately, an injury during the final jump of his career put a stop to hurling himself from planes.

"I got it out of my system," he says with a laugh. The injury forced him to return to the Combat Training

Centre for the rest of his career, eventually retiring at CFB Chilliwack in 1997.

Having spent over two decades proudly wearing the fatigues in the Canadian Forces, Cpl (ret'd) Barr says it was deployments during the Cold War era that our country became synonymous with peacekeeping. For the thousands of men and women that completed these tours without the use of force, he says their recognition should be no different from any other veteran.

"Everybody who served in the Forces deserves to be remembered and honoured, not just the ones who saw combat."





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EAST COAST NEWS: PROUD COXSWAIN



Photo by A/SLt Blake Patterson

CPO2 Perry Colley accepted the Coxswain's Cutlass from Scotian's Commanding Officer LCdr Derek E. Vallis, on Sept. 28, 2011, at a change of coxswain ceremony. The cutlass, like the Commanding Officer's Sword, is a symbol of his authority as the senior non-commissioned member of the Scotian ship's company.

First African-Nova Scotian takes helm

A/SLt Blake Patterson HMCS Scotian

In September, *HMCS Scotian* officially welcomed its first coxswain of African descent.

CPO2 Perry Colley became the first African-Nova Scotian to be named Coxswain of the Naval Reserve Division in Halifax. A ceremony marking the event was held Sept. 28, at *Scotian*, located on the Halifax waterfront.

"CPO2 Colley is a very accomplished sailor who has a solid reputation in the fleet," said LCdr Derek Vallis, Commanding Officer of *Scotian*. "He was chosen not only because of his achievements in the navy, but his dedication to sailors, connection with community and example as an excellent role model."

LCdr Vallis explained the coxswain of a ship, historically, is in charge of the captain's personal boat. The coxswain motivates the crew while they row the boat, and the crew looks to the coxswain for support and determination.

"The coxswain must be strong enough to steer the shell, shrewd enough to detect the faults in the crew's performance and aggressive enough to correct them when necessary," said LCdr Vallis. "The coxswain must also show understanding and compassion, but know when and why the hammer must be brought down to enforce navy discipline."

As Coxswain of *Scotian*, CPO2 Colley is the ship's senior non-commissioned member and part of the command team. He provides the commanding officer with authoritative advice on matters such as conditions of service, morale, discipline, administration and ceremonial procedures.

"I am very proud to announce that CPO2 Colley is the first African-Nova Scotian to be appointed as Coxswain of *Scotian*," said LCdr Vallis. "This is a very significant event for *Scotian*, the Naval Reserve and the Royal Canadian Navy."

The appointment is also significant for the African-Nova Scotian community. CPO2 Colley has received a steady stream of congratulatory emails and phone calls since the appointment was announced in July.

"As a community we celebrate milestones achieved by people of African descent – be it in politics, business, or in my case, the military," said CPO2 Colley. "It's becoming more important as we in the community try to teach more about our history in the military."

Despite a natural tendency toward modesty, CPO2 Colley recognizes the importance of letting people know about his achievement and the many successes and firsts of the African Nova Scotian community. He said role models are key to helping build and motivate communities.

"When we have someone from the African-Nova Scotian community who achieves something like this, it's very important that we get the word out," he said. "It's important for everybody to understand there are possibilities and goals that can be reached."

CPO2 Colley is from East Preston and currently lives in Enfield, N.S. For the past 34 years, with the exception of times when he was deployed at sea, he has served *Scotian* in a variety of roles, including divisional petty officer, trainer, subject matter expert and regulating petty officer.

"Scotian has afforded me the opportunity to see many parts of the world I would likely not have seen on my own," said CPO2 Colley in his address to the Scotian Ship's Company. "As I was supported in my career with Scotian, I will assist in providing you the opportunities to develop as a member of Scotian and the Naval Reserve."

Naden receives major fibre optics upgrade

Ben Green Staff Writer

For the past month, a team of uniquely skilled trades people have been working feverishly below the streets of Naden updating hundreds of fibre optic cables that connect the base via underground access points.

The crew of five linemen, (MCpl Yates, Cpl Rivard, Cpl Keegan, Cpl Parker and Sgt Bailey), from 1 Line Squadron of the Canadian Forces Joint Signals Regiment, provide first, second and third level cable and antenna design, construction, and maintenance to CF operations, domestically and abroad.

"We were installing, fusion splicing, terminating, and testing single-mode and multimode fibre optic cables that we installed on the telephone poles and in telecomm manhole systems at Naden as part of the base's fiberization upgrade," explains Sgt Ken Bailey, Project Foreman for 1 Line Squadron. "When completed, we will have installed approximately 5.5 kilometres of single-mode fibre and 2.2 kilometres of multimode fibre.'

A recent mandate from the Department of National Defence has stated all buildings under their authority be upgraded to both single-mode and multimode fibre. Many of the buildings within CFB Esquimalt, especially Naden, don't have any fibre lines and are using old copper lines from decades ago. The copper lines are an analogue system, which means the transition to digital fibre lines allows the base much more flexibility with newer technologies it wants to install.

But even between the two sets of fibre cables there's a discrepancy.

"The ultimate goal is to get rid of the copper cables and eventually the multimode fibre," says Karen Poynter, Director Information Management Technologies, Products, and Services at Base Construction Engineering. "Singlemode is the wave of the future.'

Single-mode fibre is capable of hosting the base's most important systems such as DWAN and VoIP, while multimode fibre hosts systems such as building alarms and other slower applications. Poynter says around Victoria, large communication companies such as Shaw and Telus are continuously updating to single-mode fibre to meet the needs of larger and faster technologies.

When Ottawa mandates a fibre upgrade to a military installation in B.C., Poynter works collectively with Base Information Services and other BCE personnel to create a directive and design for the linemen to follow. When the line crew is deployed, they liaise with Poynter to receive their instructions.

During Naden's six week upgrade, the crew was required to access seven fullsized telecomm manholes, six smaller pull pits, and scale 19 telephone poles to install fibre cable. The intricacy of the work explains why the trades people are highly sought after for deployments around the globe.

"First we install fibre optics, and then fuse the individual fibres together using a fibre optical fusion splicer," says Sgt Bailey. "The ends of the fibres are terminated in 23 buildings located across Naden. Once splicing and terminating is complete, we test each fibre strand, there are several hundred, using specialized equipment to ensure it meets our strict standards. When all fibres are tested and passed inspection, the fusion splices will

be sealed inside pressurized splice closure positioned at key locations around the base."

Despite the base being more of a construction zone than a conflict zone, Sgt Bailey says at times Naden proved to be a challenging work environment. With many of the manhole locations situated in the middle of roadways, the crew had to consistently test the air quality as vehicle exhaust fumes could build up in the confined spaces.

"Due to the high volume of traffic our work sites had to be very well marked at all times to ensure the safety of ourselves and the public," he says. "Base Operations did a great job of getting the word out of our presence on the base. The cooperation of the base made our work much easier."

Next on the agenda for fibre upgrade will be Rocky Point, as Dockyard's upgrade has been postponed due to the construction of its new utility corridor. The entirety of CFB Esquimalt and it's outlying sites should have complete fibre capability within the next 5 to 10 years.

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Capt(N) Dermot Mulholland, J3 COS Operations, presents the Bar to the General Campaign Star - SWA to Capt Slade Lerch during an honours and awards ceremony held at Maritime Forces Pacific Headquarters.



Capt(N) Dermot Mulholland presents the 1st Clasp (Bar) for the Canadian Forces Decoration to PO1 Patrick Parnell.



Capt(N) Mulholland presents the 1st Clasp (Bar) for the Canadian Forces Decoration to MS Patrick Fisher. Photos by Sergeant Craig Fiander, MARPAC Imaging Services

Base recognized with award

Mike Hillian Contributor

CFB Esquimalt has won the national award for comprehensive planning from The Real Property Institute of Canada (RPIC). Jon Burbee of Base Construction Engineering (BCE) accepted the award last week at the 24th Annual Real Property National Workshop in Ottawa.

The Real Property Awards recognize groups or individuals who have made a major contribution to the federal real property community. The Base beat out 18 contenders, the most of any category, to win the award, which was selected by senior (Assistant Deputy Minister) officials. They won it for their implementation of the Capital Planning Management Solution (CPMS), and through the efforts led by Marcel Gingras.

CFB Esquimalt started using the CPMS in 2009 when they partnered with VFA Canada Corporation to complete a five-year rolling assessment of all of the buildings in the Base's portfolio. Headquartered in Burnaby, British Columbia, VFA Canada Corporation is a leading provider of solutions for facilities capital planning, and recently helped CFB Halifax with a similar project.

"We went to VFA because Halifax had been using it for eight years before then and it had been working well with them," said Jon Burbee, Manager of Real Estate Services. "They'd worked out some of the bugs already about working with our computer systems and knowing our vocabulary, and knowing how we classify things."

The main objective of the partnership was to address challenges posed by building age and condition, seismic concerns, operational requirements, and heritage building preservation. The VFA plan combines facility assessment services, webbased software and business consulting services to manage every stage of a building's lifecycle.

The Base beat out 18 contenders, the most of any category, to win the award which was selected by senior (Assistant Deputy Minister) officials. " -Jon Burbee

Manager, Real Estate Services

"It provides you with a means of systematically evaluating every building and giving you a numerical score about what kind of shape it's in, and based on its score it allows you to do some lifecycle management," said Burbee, who was working directly with BCE when the process began. "On vehicles or ships or communications equipment there's a very carefully managed lifecycle. We don't do that for buildings, but [the CPMS] has helped us implement a more systematic process where someone goes in and evaluates a building the same way."

Although VFA's Capital Planning Management Solution provided the framework for winning the award, Burbee credits the hard work of Base engineers for adding value to an existing tool. So far the solution has brought about many financial and logistical benefits.

"Not only are we making better use of our limited investment money, but it's actually brought leadership to a position where they can make decisions to have replacement infrastructure like you're seeing all around here right now," said Burbee. "You can objectively demonstrate that it's costing you more to maintain this old facility and that it's a better investment to replace it."

Past winners of this award include Parks Canada for their Heritage Lighthouse Protection Act and the Canadian Food Inspection Agency for their Real Property Management Framework. As manager of CFB Esquimalt's real property services, Burbee does not underestimate the honour of an award like this.

"In that community, [the Real Property Institute of Canada] is the principal organization in Canada that looks at this stuff," said Burbee. "To have the Base recognized as the best of that community is pretty noteworthy. It's in the big deal department."



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