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Volume 56 Number 48 | November 28, 2011

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Photo by Cpl Shirley Edel

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# Naden Band tunes up for holiday season concerts

**Ben Green**  
 Staff Writer

With December only days away, the Naden Band of Maritime Forces Pacific aims to bring good tidings – and music - to all during the holiday season with their Christmas concerts in Victoria and the mainland.

First on the agenda is the band's Vancouver concert at the downtown Vogue Theatre on Dec. 8. A few days later, the band's Victoria concert series begins when they play the Royal Theatre Dec. 12, 13, and 14.

For both venues, ticket holders are asked to bring a new, unwrapped toy on the night of the performance. The band will donate them to the Salvation Army afterwards.

"The Christmas concerts are really fun," says PO2 Karen Shields, public relations officer for the Naden Band. "The audience is so enthusiastic; it's definitely worthwhile. There will be toys out front and last year some were really expensive. The doors open at 6:30 p.m. and people line up well before then."

This will be the band's first series of Christmas concerts under the leadership of new Commanding Officer and Director of Music, Lt(N) Matthew Clark. However, Lt(N) Clark says he has a great understanding of how much these performances are enjoyed after receiving an invite to last year's concerts from then-Commanding Officer, Lt(N) Robert Bryne.

"To say it was an eye-opener was an understatement," he says. "Walking around and listening to people [at the concerts], the appreciation was quite palpable. They'll be there because they want to be."

An addition to this year's performances is a raffle for patrons as they file into the theatres. For a small donation they can enter a ballets into a box where the band will choose a name during intermission. The lucky winner will be whisked on stage

to conduct the band during their set of *Sleigh Ride*.

"It's a great Christmas classic, a standard everyone enjoys and recognizes," says Lt(N) Clark. The contest is something we can build on in the future. We'll see how people react to it and go from there."

The band will play a mixture of classic holiday tunes with a few vocal melodies. At concerts' end, the band will play a three-set tribute to military personnel and their families.

The first tribute song, titled *Bring Him Home*, will be dedicated to the military family. The song, by Claude-Michel Schönberg and arranged by PO2 Matthew McCrady, will feature Ken Lavigne as a guest vocalist.

The second tribute song, titled *I'm Coming Home*, will be dedicated to the men and women of the Canadian Forces. The song is by Ken Lavigne, arranged by Roy W. Kaighin, and once again sung by Lavigne.

The final tribute song, titled *I Saw Three Ships*, will be the Naden Band's personal dedication to all those involved with the Canadian Forces. The song, arranged by Roy W. Kaighin, will be sung by Lavigne and Stephanie Greaves.

During the tribute sets, a PowerPoint will display images of military soldiers, sailors, and airmen and airwomen to compliment the music.

Since going on sale Nov. 14, tickets for the venues are almost sold out. Tickets for the Vancouver concert are \$10 for adults and \$5 for children, plus a toy; for more information visit the Vogue Theatre online at [www.vogue theatre.com](http://www.vogue theatre.com).

Tickets for the Victoria concerts are \$7, plus a toy; for more information contact the Royal and McPherson box offices at 250-386-6121, or online at [www.rmts.bc.ca](http://www.rmts.bc.ca).

For further information on the concerts, contact the Naden Band at 250-363-5698, or visit [www.nadenband.ca](http://www.nadenband.ca).

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# Collaborative effort saves life of retired Petty Officer after collapsing

**Ben Green**  
Staff Writer

Going into the corner along the left side boards, OS Brian Witteveen hooked the stick of PO1 (Ret'd) Andre Papineau and cleared the puck from his zone. The quick defensive play earned the young sailor a wink and a smile from the retired Petty Officer as he glided down the ice to follow his pass.

However, Papineau never left the corner.

**Nov. 9, 12:17 p.m.**

With play continuing at the other end of the rink, AB John Helpard glanced to the right of his crease and saw a clearly winded Papineau sprawled on his back.

"He put his hand up, I thought he was waving at me," says AB Helpard, initially thinking Papineau was taking a few seconds to catch his breath.

But he couldn't.

"I soon realized he needed help," says AB Helpard, who tore off his mask and tossed his glove and blocker to the ice. "I looked him in the eyes and yelled to call 9-1-1."

The piercing shout from AB Helpard echoed through Wurtele Arena and within seconds a handful of skaters were at his side. Mike Wellington, the arena operator, relayed the call for 9-1-1 to Everett LaRoy, the arena supervisor, as he rushed to retrieve first aid supplies. As LaRoy contacted emergency crews, the group of sailors watched the distressed hockey player gasp for every breath he could.

"It was very laboured and troubled breathing," says CPO2 Steven Gracey. "[With his eyes] he was like 'what's happening to me, what's going on?'"

**12:21 p.m.**

With LaRoy using the closest available phone, a cell, the call was dispatched to police headquarters downtown. They in turn routed it to B.C. Ambulance who then notified CFB Esquimalt Fire Rescue. Only landline calls go directly to base emergency operators in dockyard.

As Papineau's extremities twitched slightly on the ice, the sailors gathered at his side were unsure if he was suffering from a seizure or a cardiac episode. LS Daniel Arbouw quickly loosened Papineau's equipment, removed his dentures, and ushered the group a few steps back to give him room to complete his movement. Frantically asking if anyone knew his medical history, CPO2 Gracey was informed by one of the hockey players that Papineau had suffered a heart attack years earlier.

As the shaking stopped, Papineau's shallow breathing ceased all together. So did his pulse. This wasn't just a seizure.

LS Arbouw began CPR as MS Mitchell Milligan and AB Helpard kept the airway open and provided breaths. Others rotated doing sets of chest compressions. Each time they paused in-between sets, it became clear Papineau's body was starving for oxygen.

"His body was going blue," says OS Witteveen. "After sets of chest compressions, the body colour started to come back, but there was no response.

It was terrible."

AB Helpard says between the group on the ice and the crowd in the stands, they did what they could to keep him alive until paramedics arrived.

"What each person didn't know the other one knew," he says. "Everyone worked together to make sure he had the best possible treatment."

With LaRoy feeding instructions to the group from the 9-1-1 operator, they grabbed scissors from a nearby first aid kit and cut through Papineau's jersey. LS Arbouw continued chest compressions as they quickly dried off Papineau's chest in preparation to apply the defibrillator. After MS Yves Chiasson attached an AED pad to Papineau's upper right chest and another one to his lower left chest, LS Arbouw yelled for everyone to keep their hands off Papineau as the machine began to analyse. When the command came across to shock him, the group stood clear.

Simultaneously, AB Helpard felt a hand on his shoulder. It was the base firefighters.

**12:24 p.m.**

From the time AB Helpard noticed Papineau in the corner to the time the group was relieved by emergency crews, approximately seven minutes had passed.

"Time stood still, it was like everything was in slow motion," says CPO2 Gracey.

**12:26 p.m.**

The ambulances arrived and the paramedics took over. For another 20 to 25 minutes, emergency crews continued to work on Papineau on the ice. For the sailors that just battled to save him, all they could do was watch. Retreating to the locker room, AB Helpard says it took him 30 minutes just to take his pads off.

"I thought when he left the rink that was going to be it," he says. "I've never experienced that in my life. Andre was the hardest worker, the oldest guy out there. He never misses shinny [pick-up lunchtime hockey]."

Immediately following their work on Papineau, each sailor was interviewed by the paramedics. The medical professionals wanted to know as much information as possible about the situation and any treatment administered before they arrived.

"At the end of it [the interview] she said what we did for the first seven minutes, if he makes it, will have saved his life," says OS Witteveen.

The mandatory first aid course sailors receive every three years proved to be a lifesaver. Recalling the techniques, they managed to do enough to keep Papineau alive until medical help arrived.

"I was impressed with the professionalism and how we systematically checked things off," adds CPO2 Gracey.

Lt Keith Lee, from CFB Esquimalt Fire Rescue, says the dire situation was mirrored with a series of fortunate circumstances for Papineau.

"He had a lot of things going for him," he says. "He had his fellow hockey players' right there; they took the initiative with the AED and started CPR. Another thing was we were in

Naden right when we got the call, it probably cut our response time by three-quarters."

In addition to the firefighters' speedy response, the first ambulance on scene just happened to be travelling along Colville Road towards Naden when they received the call, cutting minutes off their response time. The Advanced Life Support ambulance followed shortly after.

Lt Lee says there's no doubt the access to first aid equipment and the sailors' quick initiative in using it kept the retired Petty Officer alive until emergency crews took over.

"I would give a lot of credit to his fellow players," he adds. "Those guys deserve a lot of credit."

Papineau was transported to the Royal Jubilee Hospital's Cardiac Care Unit where he was put in induced hypothermia (body temperature lowered to 30 degrees Celsius) for three days. After the first 72 hours, his body temperature was slowly warmed. Tests at the hospital revealed his heart was healthy but was receiving inconsistent electrical pulses. To counter this, Papineau now has a pacemaker in his chest that will keep the pulses at a strong and consistent rate.

After nine days at Royal Jubilee, Papineau is now resting at home. Although his energy level is low, he says he hopes to be back playing shinny by the fall of next year. He'll have to wear a protective pad over his chest to cover the defibrillator when he plays, but other than that he's expecting to have no limitations when he returns to the ice.

*Papineau has been attending shinny at CFB Esquimalt for years. He personally knew almost everybody on the ice when his incident occurred on Nov. 9. He's read the incident report of what happened and couldn't be more pleased with the response of everyone involved; he'd like to pass on his thanks and express what a great job they did.*

The following base personnel assisted in First Aid and CPR of PO1 (Ret'd) Papineau:

**LS Daniel Arbouw, HMCS Calgary** – Administered CPR and the AED.

**AB John Helpard, CFFS(E)** – First call for 9-1-1 and assisting with the airway and breathing.

**MS Mitchell Milligan, CFFS(E)** – Assisted with the airway and breathing.

**MS Yves Chiasson, CFP** – Assisted with the airway, breathing, and the AED.

**CPO2 Steven Gracey, CFFS(E)** – Assisted with preparation of AED and CPR.

**OS Brian Witteveen, CFFS(E)** – Assisted in first aid.

**Mike Wellington, BAdm/PSP** – Assisted with 9-1-1, the AED, and scene control.

**Everett LaRoy, BAdm/PSP** – Called 9-1-1 and relayed operator information.

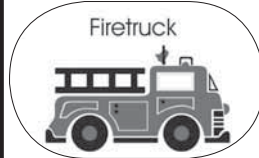
**CFB Esquimalt Fire Rescue** – Lt Keith Lee, Firefighters Ron LaRoy, Jim Hatcher, Bryce Patey, Jon MacDonald, Ryan Hyland, Stephen Cullimore, A/Capt Gary Rumenovich – continued CPR, monitored AED and inserted an airway.

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## WHAT SAY YOU

### People Talk

Lookout asked this question:

*After the Canucks' slow start, how do you think they'll do for the rest of the season?*



"I don't think they're going to do too much better than they did last year. I think they might do a little bit better than they are now, but it's a little bit of a disappointing start this year."

**OS Derek Blue**  
HMCS Regina



Well, I hope they meet the Toronto Maple Leafs in the Stanley Cup and lose."

**PO1 Ian Crawford**  
HMCS Regina



"I think they'll do great. They're going to turn it around."

**Lt (N) Mai Guo**  
HMCS Regina



"Sadly I don't think they're going to pick it up. I think it's going to be a slow year."

**SLt Jeff Lura**  
HMCS Regina



"Not well enough to spark a riot like they did last year."

**SLt Iain Richardson**  
HMCS Regina

## Got a good people talk question?

Email it to

[melissa.atkinson@forces.gc.ca](mailto:melissa.atkinson@forces.gc.ca)

## WHAT SAY WE

### BPSO's Bits and Bytes: reassignments, why so limited

**LCdr Kathryn Hodgson**  
Contributor

A question we hear often at the Base Personnel Selection Office is, "What trade is open?" Unfortunately, the answer to that question is, "It depends."

That is, whether or not an occupation is "open" to receiving new personnel depends on the plan of intake. For example, the Intelligence Operator occupation may be an available option for the Annual Voluntary Occupation Transfer Program (AVOTP), but it may be closed for intake through reassignment.

Or the Logistic Officer occupation may be an available option for the Officer Voluntary Occupation Transfer Program (OVOTP), but it too may be closed for intake through reassignment.

Why? What's the difference between these two programs and why is the occupation available for one program and not the other?

Occupation "reassignment" is the term used to describe one of two cases:

1. A Compulsory Occupation Reassignment (COR) occurs if a person has failed their initial occupational training and the Training Review Board (TRB) recommends retention in the CF but in another occupation; or,
2. A Voluntary Occupation Reassignment may occur if the member is not yet qualified in their current occupation and they want to request to change occupations. It may look like the only difference between a COR/VOR and an Occupation Transfer (OT) is that a person requesting an OT is trained and qualified in their occupation, but the differences do not stop there.

Two other major differences are: the administrative process of the file; and, the availability of positions within the requested occupations, which is dependent upon the Strategic Intake Plan (SIP) of each occupation.

Every year, each occupation determines the exact number of personnel they wish

to accept into their occupation through the specific intake plans. For example, a specific occupation could state that they want to intake 30 boatswain at the recruiting centre, 10 through AVOTP, and five through reassignment (remember, this is just an example and is not an actual reflection of the boatswain trade). As the year progresses, these numbers will change as intake occurs.

So following this example, it's possible that the boatswain trade could be open for OT but not for reassignment if all of the five reassignment positions have been taken earlier in the year.

I know this may seem a little confusing and so if you or your chain of command needs help in understanding your specific situation, we're happy to help. We at the BPSO office have the most current information regarding the status of occupations and we are always willing to provide you the best advice we can, given your individual set of circumstances. Please call us to set up an appointment or perhaps a quick professional development briefing to your section or unit. 363-4091.

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**MPCORNER**

# Road rage, tips to lessen irritation

**Sgt Benoit Rheume**  
Military Police  
Community Relations

From time to time, our unit receives complaints about aggressive drivers. This, as you are no doubt aware, is more commonly referred to as "Road Rage."

Recent events have shown these situations are on the increase in our area, so I have decided to address the issue and make suggestions on how to deal with this potentially dangerous situation.

There is no national definition for the term "road rage." However, it is commonly defined as a societal condition where motorists lose their temper in reaction to a traffic disturbance. In most cases, the traffic situations encountered are typical of today's normal driving conditions and higher traffic volumes. "Aggressive driving" refers to an angry motorist attempting to intentionally injure or kill another driver because of a traffic dispute. Aggressive drivers react negatively and use their vehicles to retaliate by making sudden, threatening manoeuvres.

This makes "road rage" a serious issue of traffic safety - the safety of yourself and others.

Experts say aggressive driving behaviours are triggered by a variety of stimuli. Some are provoked by the actions of another driver; others are set off by roadway congestion. Most are caused by the drivers' own moods and reactions when they get behind the wheel.

Persons who exhibit aggressive behaviours cross all age, race, socioeconomic and gender lines. Even persons who are usually "mild-mannered" can blow their top behind the wheel. These persons may only become mad when they're on the road. However, persons who are characteristically cynical, rude, angry or aggressive are prone to get angry more often. Those persons are "raging" at home, at work and on the road.

**Common Motorist Irritants.**

- Tailgating to pressure a driver to go faster or get out of the way.
- Flashing lights in order to signal persons to move to another lane.
- Obscene gestures.
- Changing lanes without signalling.
- Travelling in the passing (left) lane at a slower speed, making it impossible for others to pass.
- Cutting people off.
- Slowing down after passing someone.

- Not reacting quickly after the red light turns green.

**What Motorists Can Do**

- Use directional lights to indicate a lane shift.
- Be polite and courteous.
- Stay within the speed limits.
- Drive at a safe following distance.
- Stay mostly within one lane (Remember that the left lane is a passing lane).
- Put some physical distance between you and drivers who are behaving erratically.
- Don't show a reaction to the aggressive driver; especially, avoid eye contact.
- Avoid behaviours that antagonize or irritate others.
- Learn to control your temper and keep your cool in traffic.
- Keep the music in your vehicle at a level that doesn't annoy others.
- Be tolerant of those who exhibit non-conforming traffic behaviours.

I highly recommend reporting dangerous driver to the closest Police detachment. CFB Esquimalt Military Police: (250) 363-4032 or 9-1-1

To report information relating to any crime, visit: [www.victoriacrimestop-pers.com](http://www.victoriacrimestop-pers.com) or call 1-800-222-8477.

**LETTER TO THE EDITOR**

## PWD, a wonderful homage to women

I would like to thank the many hard working volunteers of the Military Family Resource Centre and other affiliates who helped organize this year's Pacific Women's Day held on Saturday, Nov. 19.

This event, advertised as an "All Inclusive Getaway" promising great food, fun, and an opportunity to connect with other women in the local military community fulfilled all of these promises and more.

The historical Hatley Castle at Royal Roads provided a regal and relaxing atmosphere for the many workshops and activities, while the lunch provided by Truffles Catering, the keynote speaker, and Sail Away Party, including a magic show by local magician Shayne King, were all held in the

adjacent Grant Building, and provided an opportunity for participants to connect with old friends, meet new ones, and share their workshop experiences.

I left my inaugural Pacific Women's Day feeling relaxed, recharged and realizing that as a DND civilian employee, I was part of this group of women in the local military community.

So thank you to the Military Family Resource Centre for uniting this community of women and providing them with a day to fellowship, have fun, and realize that they are all connected by a common bond.

Lorna Leggett

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# An untraditional traditional wedding

**Ben Green**  
Staff Writer



As LS Lindsey Bookham prepared for her Oct. 8 wedding date, her dress choice became slightly more complicated than finding something white.

"We had decided that my husband was going to wear a kilt, so we had to find a dress that would compliment," says the deck hand in HMCS Regina. "Usually it's the other way around. The groom matches what the bride has chosen to wear."

After months of searching through boutiques, magazines, and the Internet, she eventually decided to match the kilt and go with a tartan dress.

"Most of the traditional stuff didn't really catch my eye," she says. "I thought maybe a vintage dress would look nice with a kilt, but the tartan dresses really struck me. When my mom was married 35 years ago she wore a tartan skirt, so having something similar was special to me."

Unfortunately, her choice of dress didn't quite narrow down her options. Just as there are endless cuts, fabrics, and styles with traditional white wedding dresses, she found out wearing a tartan would be no different.

"I was told that whatever tartan you wear it has to have meaning for you," she says. "I thought of using the maple leaf tartan, which was part of my school uniform as a kid; black watch, which any Canadian could wear; Mackay, my family's tartan; Alberta, where I was born; but decided on Royal Canadian Navy (RCN) because my husband and I met in the navy, so it would have meaning for both of us."

In fact, LS Bookham's naval roots extended far beyond just her and her husband. Her father was a naval reservist in the late 1960s, and her grandfather and great-grandfather both served in the British military in the First and Second World Wars respectively.

It was through her father she connected with Sadie Livingston at the Victoria Highland games in May. Livingston has been sewing kilts and dresses for about 50 years and owns Scottish Design, a business that focuses on making traditional Scottish apparel.

"I make everything myself," says Livingston. "I have made many wedding dresses over the years but this was a first using the tartan."

At the games, Livingston showed LS Bookham a variety of drawings of sleeves, necklines, fronts, and backs from dresses she had made previously. LS Bookham indicated which ideas she liked and Livingston began her custom design from there.

"I had a very simple idea and she worked her magic," says LS Bookham. "She did give me some options to choose from so I could really make it my own. I'm sure she would have allowed me to have total customability, but I figured since she was the seamstress and had all the experience I should let her make the big decisions."

Taking the reigns, Livingston made two visits to LS Bookham's house to measure her and make alterations. Using white satin and a man-made fibre tartan, the dress evolved into a pattern reminiscent of an 18<sup>th</sup> century Highland look complete with an underdress, an overskirt, and a corset. Livingston even made a matching dress for LS Bookham's baby daughter.

"I received quite a few compliments on the dress," says LS Bookham. "People really liked how I was able to take the overskirt off and just wear the white dress with the corset after the dinner. They also commented on how it was quite unique."

Now two months removed from the wedding, LS Bookham is unsure of when or if she'll ever have the opportunity to don the dress again. One thing is for sure though, she's not getting rid of it.

"I am holding onto the dress," she adds. "I am not sure if I will ever be able to wear it again, but I wore the tartan skirt my mom had worn when she got married so maybe I will keep it for my daughter Juno to wear someday."



Trevor Ball Photography

**Above:** LS Lindsey Bookham poses in her tartan wedding dress with her bridesmaids during her wedding on Oct. 8.

**Left:** Sporting a matching tartan, LS Bookham's daughter, Juno, takes a moment to congratulate her mom on her wedding day.





# Sundaes at sea



Vice-Admiral Paul Maddison visited HMCS Vancouver Nov. 22 while it was deployed in the Mediterranean Sea.

**Above (left to right):** HMCS Vancouver coxswain CPO1 Robert Spinelli; Command CPO1 Claude Laurendeau; Commander Royal Canadian Navy, Vice-Admiral Paul Maddison; and HMCS Vancouver Chaplain, Captain Alan Bennett serve ice cream to the crew during "Sundaes on Tuesday" aboard HMCS Vancouver.

**Left:** VAdm Maddison chats with naval communicator LS Cosette-Bourassa on the bridge.

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

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# Training the

## New shipboard course p

**Ben Green**  
Staff Writer

Last week, CFB Esquimalt hosted the first Personnel Support Programs' (PSP) Deployment Support Shipboard Training and Selection Course, which aimed to properly prepare fitness instructors for extended deployments at sea.

In the past, many ships facing long periods away from port have requested PSP instructors to plan and coordinate physical fitness, sports, and recreation programs on board. The ability for instructors to meet these specific needs and promote a healthy lifestyle among the crews enhances the effectiveness of the naval asset while away from port.

The course, mandatory for all deploying PSP fitness, sports, and recreation coordinators nationwide, looked to introduce them to the unique

environment that is life on board a vessel of the Royal Canadian Navy.

"With deployment aboard a ship there are obviously inherent risks and dangers when deployed at sea, thus it is important that PSP staff receive appropriate training for their environment," says Chris Giacobbi, Deployment Training Manager at Director General Personnel and Family Support Services (DGPFS). "Most fitness, sports, and recreation coordinators do not have experience in this environment so it is important that they are introduced to the risks and the living conditions before they actually deploy."

Focusing specifically on naval deployments is a first for DGPFS, although PSP Deployment Support has trained more than 1,200 civilian employees in support of Canadian troops deployed in areas such as Bosnia, Haiti, and




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## e t r a i n e r s

### prepares PSP staff for sea

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The course was divided into various sections with subject matter experts teaching their area of expertise. For example, the Seamanship Division of CF Fleet School Esquimalt delivered sea survival training, basic ship knowledge orientation, a tour on board a vessel secured alongside, and operational security.

“There was also job-specific training delivered by PSP subject matter experts including the PSP fitness instructor’s roles and responsibilities specific to their position while deployed on a ship,” says Giacobbi. “Health Promotion briefed the candidates pertaining to messaging on a ship in addition to stress management. The candidates were also required to conduct a 15-minute PT session keeping in mind the setting of being on a ship or alongside in port.”

Open to all qualified inter-

nal PSP fitness instructors, the course had been narrowed down to a pool of 18 applicants from bases across Canada. They were evaluated on their resourcefulness and creativity in conjunction with core characteristics such as positive attitude, competence, focus, and being a team player. It was also an opportunity for the applicants to see if they were able to live in a tight environment where personal restrictions are a little more stringent.

“The biggest benefit of the course is that it will ensure the overall preparedness of PSP fitness instructors prior to deploying aboard HMCS Ships,” adds Giacobbi. “They received the necessary safety and job-related training in addition to an indoctrination to the culture and to the routine of the Royal Canadian Navy.”

**Above:** Grouped in Naden’s pool, fitness instructors from bases across the country take instruction from MS Shawn Beckett, Fleet School Esquimalt, during their sea survival training.

**Left:** By holding on to the straps and leaning back, Audray Gauthier from CFB St-Jean had no problem scaling the inverted life raft in the middle of the Naden pool.

**Right:** Sylvain Verrier from CFB Esquimalt uses his weight and muscles to flip the raft.

Photos by Ben Green, Lookout

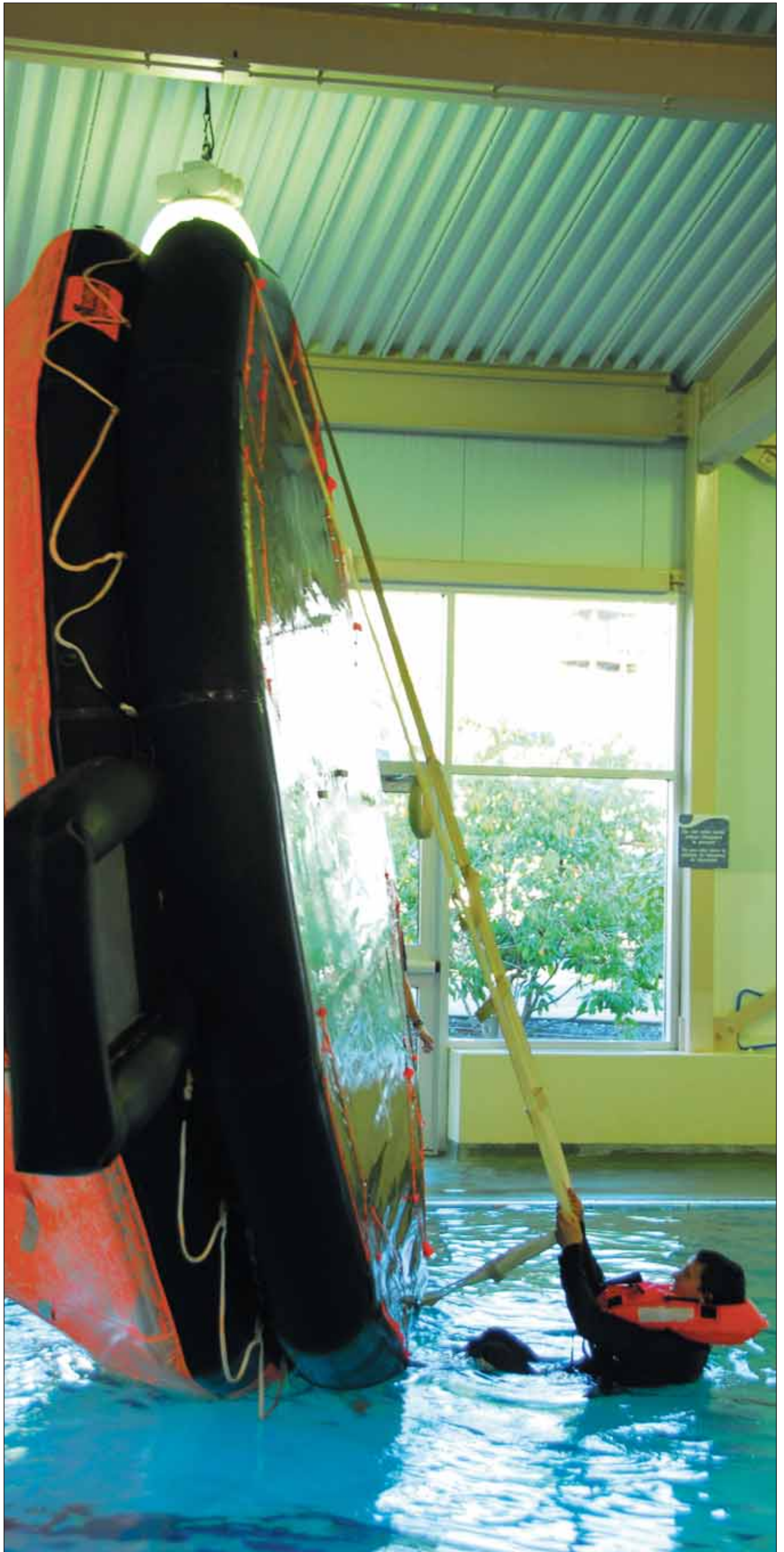






Photo by PO2 Al van Akker

## INFOCUS

**Above:** Members of the Mission Transition Task Force are getting their mustache check for Movember.

**Far left:** At CFB Esquimalt, Cpl Alex Turcotte sits comfortably as Joanne from Canadian Blood Services monitors his donation.

**Left:** PO1 Mike Mitchell uses a first-aid fire extinguisher during HMCS Malahat's training day on Oct. 29.



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# Reserves get their own day

**Ben Green**  
Staff Writer

This Thursday, approximately 2,600 army, air force, and naval reservists serving in B.C. will be honoured as the province celebrates Reserve Force Day.

The proclamation was made official at the end of October and declares Dec. 1 to be the day for the designation.

"We are proud to serve," says Cdr Steven Pokotylo, Commanding Officer of Victoria's naval reserve unit *HMCS Malahat*. "Keeping this kind of pace, balancing our civilian lives with our family commitments and our military career has to mean more to us than a part-time job. Our motivation has to be high, this type of career is for those that can, and do, commit fully. Of course, having the Government of B.C. recognize the thousands of reservists is noteworthy and we are thankful of this honour."

The naval reserves, much like army and air force reserve units across the province, dedicate hours to training each week. Reserve personnel can also be found in Canadian Forces operations both domestically, like Operation Podium at the Vancouver Olympics, and internationally, such as postings in Afghanistan or Bahrain.

2Lt Ian Carter, Unit Information Officer for 4<sup>th</sup> Canadian Ranger Patrol Group in Victoria, says the Reserve Force in Canada, and the Canadian Rangers in particular, provides a cost effective and flexible military presence in remote areas of the country. He says the proclamation validates reserve units as

being part of the Canadian Forces as a whole.

"As a large army reserve unit headquartered in B.C., it's great to be recognized by the provincial government," he says. "I will be notifying our B.C. companies of this special recognition."

MWO William Oliver, Training Coordinator/ Recruiting Warrant Officer with 19 Air Reserve Flight in Comox, echoes 2Lt Carter's thoughts.

"Flexibility and the ability to surge from part-time to full-time service while maintaining currencies and qualifications is the greatest benefit the Reserve Force provides," he adds. "Reserve personnel provide stability and continuity within the unit as we tend to stay in the same community for a greater amount of time."

Cdr Pokotylo says being in the reserves is a constant balancing act between civilian life and the responsibility to their communities and units.

"For many it means getting home from school or work, having a fast dinner, and then donning their uniforms; literally changing hats to go into *HMCS Malahat* for three hours on a Tuesday and Thursday

***Flexibility and the ability to surge from part-time to full-time service while maintaining currencies and qualifications is the greatest benefit the Reserve Force provides.***

-Cdr Steven Pokotylo  
President, Canada Post

evening. While many are enjoying a lazy Saturday, we are climbing out of bed Saturday morning to be at *HMCS Malahat* for 7:50 a.m. for a full day of training."

For many reserve units, the recognition from the province strengthens the appreciation and pride they have towards the defence of Canada; so much so that some are even taking a few minutes on Thursday to celebrate.

"As a matter of fact we're in the midst of planning a get together of sorts to celebrate Reserve Force Day with fellow reservists and a cake," says MWO Oliver.

Cdr Pokotylo adds that his unit would also like to partake in the festivities, but duty calls.

"I will read the proclamation to all during Hands Fall In at Parade on Dec. 1 at 7 p.m.," he says. "Although I would like to do more, not only is Thursday a training night full of classes and hands-on training, but we are responsible for a regional port security exercise starting the next day running on the water off Ogden Point over the weekend. Reading the proclamation will remind us that the citizens of B.C. care about what we do."

B.C. is home to over 20 different reserve units from across all three military sections, including naval units such as *HMCS Malahat* and *HMCS Discovery*, air force units such as 19 Wing Air Reserve Flight and 192 Construction Engineering Flight, and army units such as 11 Service Battalion and The Seaforth Highlanders of Canada.

## Want a better workplace for Persons with Disabilities?

**David Lin**  
Contributor

We need your ideas to make our workplace welcoming to persons with disabilities. As part of the Maritime Forces Pacific (MARFAC) celebration of International Day for Persons with Disabilities on Dec. 2, we invite you to enter a contest with your suggestions on "What can MARFAC do to make the workplace more supportive of Persons with Disabilities."

Prizes include: an overnight stay with breakfast at The Inn at False Creek Vancouver, a Victoria Royals jersey, \$50 gift certificate to Applebee's, and a gift certificate to Moxies. Get your entry ballot on Dec 2 at kiosks set up at Dockyard gate from 7-8 a.m., Nelles Block 11:30 a.m. - 12:30 p.m. or contact David Lin by phone 363-7626/ email david.lin@forces.gc.ca with your ideas by Dec. 3. The top suggestions will be awarded the prizes, with winners and their suggestions printed in the Dec. 12 edition of Lookout.





## Fallen Canadians

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# NEWS Nuggets

## Extended operation overseas

The Honourable Peter MacKay, Minister of National Defence, has announced that a Royal Canadian Navy warship will remain in the Mediterranean Sea until the end of 2012. *HMCS Vancouver* will remain in the region until early 2012; it will be relieved by *HMCS Charlottetown*. Both ships will be assets in Operation Active Endeavour, the NATO counter-terrorism effort in the region.

### Follow VAdm Maddison on Twitter!

VAdm Paul Maddison, Commander Royal Canadian Navy, now has a Twitter account at the following address: @COMD\_RCN. RCN personnel can now follow the Admiral and his tweets online.

Maritime Forces Pacific also has a Twitter account and can be followed online at the following address: @MARPAC.

### In Memory

RAdm Nigel Greenwood, Commander Maritime Forces Pacific, regrets to announce the death of Michael Baranyai who died on Nov. 12. Baranyai had been working at Base Construction Engineering for more than nine years. A ceremony was held for family. In lieu of flowers donations can be made to the United Way (GCWCC).

### New CF Initiative

A new Canadian Forces initiative called Shoulder to Shoulder has been launched to provide integrated, compassionate, and enduring support for families of CF members who die while serving. Building on

existing services, and augmenting current regimental and unit support, the CF will offer administrative, peer, and professional support tailored to individual needs for as long as they need it. For more information on Shoulder to Shoulder visit [www.family-force.ca/sites/shouldertoshoulder](http://www.family-force.ca/sites/shouldertoshoulder)

### Change in Nelles Lunch Schedule

From Nov. 29 to Dec. 2, lunch timings in Nelles Pacific Galley will change due to the traditional Veterans/Senior Citizens Yuletide Luncheon on Nov. 29/30; the Junior Ranks Christmas Dinner on Dec. 1; and the Fleet School Christmas Dinner on Dec. 2. Lunch hours during this period are as follows:

Nov. 29/30 – lunch available 11 a.m. to 12:30 p.m.

Dec. 1/2 – lunch available 11 a.m. to 12 p.m.

### Bake Sale!

On Dec. 2, a base wide bake sale will be held in the lobby of Nelles from 11 a.m. to 1 p.m. in support of the Government of Canada Workplace Charitable Campaign (GCWCC). Bakers are asked to confirm their participation and what they're baking to Pamela Kelly ([pamela.kelly3@forces.gc.ca](mailto:pamela.kelly3@forces.gc.ca)) by no later than Nov. 29. Each branch that has participating bakers will receive an equal portion of the funds raised towards their GCWCC Branch goals.

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# Co-op students enjoy HMCS Regina sail

**Mike Hillian**  
Contributor

Co-operative students clambered on board HMCS Regina for a day sail to North Vancouver Nov. 18.

More than 20 students working at CFB Esquimalt attended to get the full naval experience during their work terms.

Regina's crew also hosted family and friends, and a party from the Victoria Chamber of Commerce. Guests saw every kind of weather, from sunny breaks to snow flurries, while enjoying a full day of tours and demonstrations.

"It's nice to see how the ship actually works," said Lizzie Kirby, a co-op student from Fleet Maintenance Facility

Safety and Environment. "You can see the outside, but it's nice to get to know the crew, know each of their roles, and know the equipment and how it all comes together."

The ship departed CFB Esquimalt at 11 a.m. and made a path for Vancouver through the Gulf Islands. After lunch in the Junior Ranks Mess, guests took in a firefighting demonstration and a Sea King helicopter fly by in the early afternoon.

In mid-afternoon, the ship showed off its impressive manoeuvrability, making sharp 90 degree turns and stopping from full speed within a ship's length. For University of Victoria engineering co-op Steve Roberts, it was great to see all the mech-

anical equipment put to use. "It's crazy how massive everything is," said Roberts. "It was really eye-opening how much power they have and how such a big ship can manoeuvre so easily."

Later in the day, guests received an extensive tour of the ship. They saw the control and ops rooms, the different messes, and even witnessed the command team in action in the bridge. Regina arrived in North Vancouver at 4:30 p.m., and students agreed it was a travelling experience like no other.

"It was really different because we always go to Vancouver on a ferry," said business co-op student Kevin Li. "On a ship you can see how fast it goes. You can see the engine and see all the

weapons systems and how they do practice and exercises. It's awesome."

The co-op program brings college and university students out of the classroom and into the workplace for four month terms. Maritime Forces Pacific is a leader in student hiring within the region, usually employing more than 20 students each term around the Base. Although it was back to work on Monday, the day sail seemed to enhance an already excellent employment experience for many students.

"Co-op opens us up to a lot of opportunity that you don't get anywhere else, especially here with DND," said Li. "Without it I wouldn't be on this ship."



## New Activity Guide coming Dec. 5!

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3005 11 Svc Bn ARMY CADETS has a great, fun, safe, purposeful program. There is no cost and youth M/F 12-18 years of age are eligible to join. Weekend and Summer Camps, Band, First Aid, and Marksmanship are all offered. Thursday 6:30 - 9:00 pm, 724 Vanalman Ave Victoria. Call 250-363-3194 or email 3005army@cadets.net.

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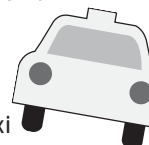
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# Rescue centre runs for charity

**Cpl Russ Vandeputte**  
Contributor

Running as a unit activity is something familiar for most military members.

However, Joint Rescue Coordination Centre (JRCC) Victoria's recent unit run didn't just mean morning PT—it meant 30 kilometres with wind, rain and mud. But the JRCC team didn't just do it for the PT, this time they did it for charity.

On Nov. 21, JRCC Victoria helped raise money for the GCWCC by holding their own run for charity at Elk Lake. On the morning of the run, there was a wind storm strong enough to cancel the ferries. With a forecast for rain, the runners were prepared for multiple long cold journeys around the lake.

This unyielding attitude resulted in a distance covered of 110km with only five

runners, and \$820 donated to charities.

"We wanted to do something special for the GCWCC this year," said Maj James Pierotti, the JRCC OIC. "We aimed to prove our fitness and raise additional funds for charity, and are pleased we met our goals"

Next year, JRCC plans on challenging other units to participate in this event.

**Maj James Pierotti (Blue shirt) and Sgt Dan Bodden (Yellow shirt) run for charity.**



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