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Lighting winners announced



SPORTS 7

Sailor wins gold



FEATURE 8

The evolution of Base IT



Holiday treat

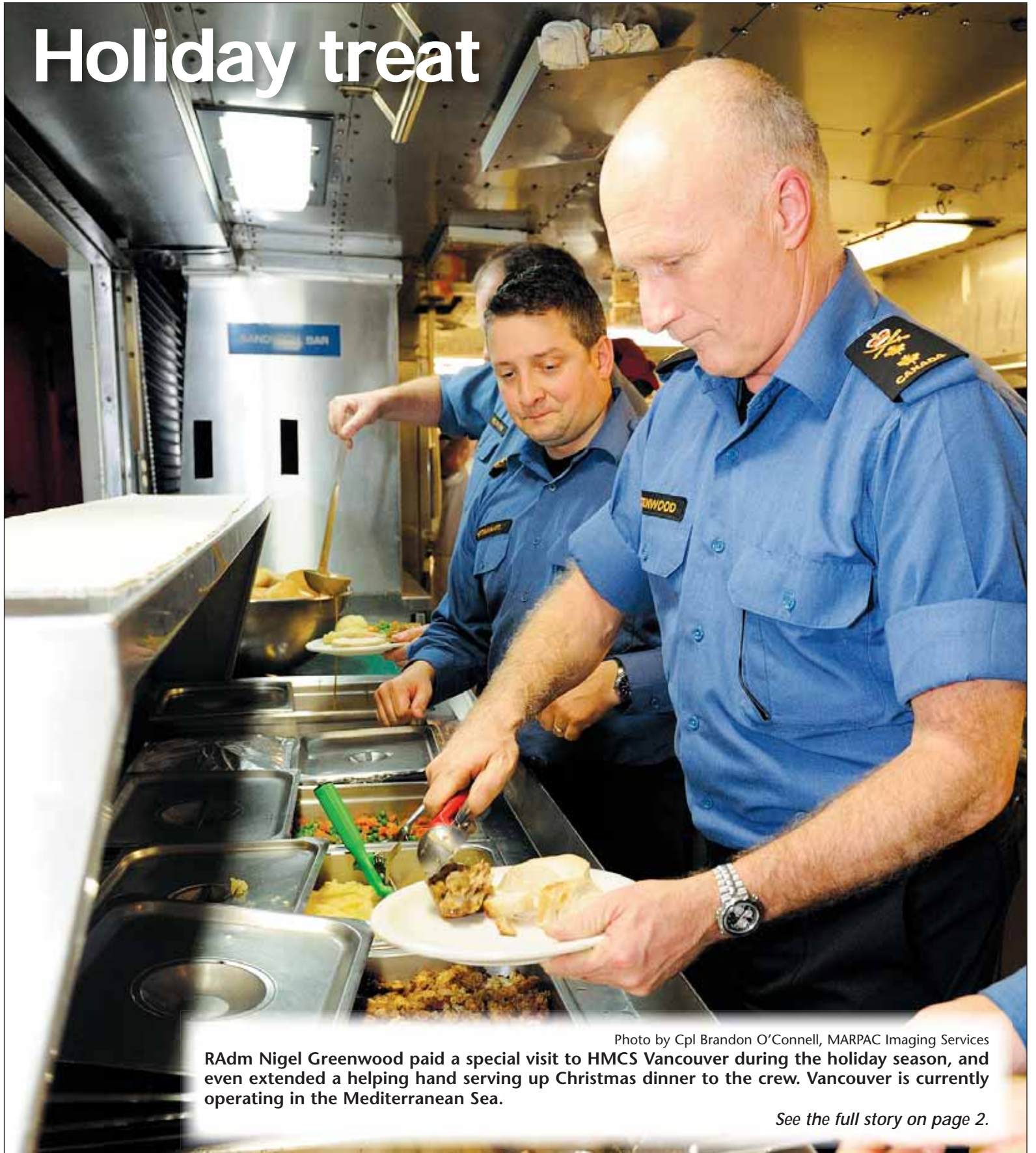


Photo by Cpl Brandon O'Connell, MARPAC Imaging Services
RAdm Nigel Greenwood paid a special visit to HMCS Vancouver during the holiday season, and even extended a helping hand serving up Christmas dinner to the crew. Vancouver is currently operating in the Mediterranean Sea.

See the full story on page 2.

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11 January - 26 February

Admiral celebrates Christmas with Vancouver crew

Lt(N) Tony Wright
HMCS Vancouver

RAdm Nigel Greenwood, Commander of Maritime Forces Pacific, and CPO1 Paul Helston, his Formation Chief, made the last leg of their around-the-world trip by CH-124 Sea King helicopter, outward bound from the coast of Italy to the middle of the Mediterranean Sea to spend Christmas with the ship's company of *HMCS Vancouver*.

Shortly after arriving on Dec. 24, RAdm Greenwood conducted town hall meetings with the crew in each mess, and with the officers in the wardroom. His primary objective was to answer any questions members of the ship's company might have about what's happened at MARPAC and

in the navy since last July, when *Vancouver* left Esquimalt.

The light-hearted Christmas Eve nativity play, which featured a decidedly naval theme, gave RAdm Greenwood a chance to show off his acting chops in the role of King Herod.

Early on Christmas Day, crew members retreated to private spots to open gifts from loved ones back home. Later, departments and sections got together to conduct their "Secret Santa" gift exchanges.

Christmas dinner followed Canadian Forces tradition, with service by the officers, chiefs and petty officers, led by RAdm Greenwood and *Vancouver's* Commanding Officer, Cdr Bradley Peats. The youngest member of the crew, OS Michael Wilson, became Cdr Wilson for the evening, wearing Cdr Peats' rank badges to preside over the merri-

ment in time-honoured fashion, while OS Peats reported to the Machinery Control Room for rounds.

On Boxing Day, Dec. 26, the ship pulled in to Souda Bay on the Greek island of Crete, where RAdm Greenwood and CPO1 Helston were scheduled to disembark. Before their departure, the crew assembled in the hangar for the presentation by RAdm Greenwood and CPO1 Helston of several commendations and decorations, and 48 Sea Service Insignia to deserving shipmates.

Vancouver is currently patrolling with the fleet deployed on Operation Active Endeavour, the NATO counter-terrorism initiative in the Mediterranean Sea and the Strait of Gibraltar. The ship will begin the journey home to Esquimalt in mid-January.



Photo by Cpl Brandon O'Connell, MARPAC Imaging Services

RAdm Nigel Greenwood, Commander Maritime Forces Pacific (MARPAC) and CPO1 Paul Helston, MARPAC Formation Chief Petty Officer, demote Cdr Bradley Peats, Commanding Officer of HMCS Vancouver, to Ordinary Seaman during the ship's Christmas ceremony. A part of Canadian Forces Christmas tradition, the youngest member of the unit takes over as Commanding Officer for the Christmas dinner ceremony.



Photo by Cpl Brandon O'Connell, MARPAC Imaging Services

OS Michael Wilson is promoted to acting Commanding Officer of HMCS Vancouver by RAdm Greenwood and CPO1 Helston.

Below: The Governor General of Canada David Johnston, CPO1 Robert Cléroux, the Canadian Forces Chief Warrant Officer, and Chief of Defence Staff General Walter Natynczyk serve supper to deployed members of HMCS Vancouver.



Photo by Cpl Brandon O'Connell, MARPAC Imaging Services

Chief of Defence Staff, General Walter Natynczyk tries on a Christmas hat while visiting deployed members of HMCS Vancouver. Vancouver had the honour to host Team Canada, which included Governor General of Canada David Johnston, Gen Natynczyk, and Peter MacKay, Minister of National Defence, during a port visit in Italy. With the successful completion of NATO operations in Libya, Vancouver has now joined NATO's Operation Active Endeavour, which was launched in October 2001 under Article 5 of the North Atlantic Charter to support the United States in the aftermath of the 9/11 attacks.



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

CFB Esquimalt Fire Rescue with its decked out fire truck won best building in the 24th annual Navy Lighting Contest. The contest takes place every year. Buildings and ships all over dockyard decorate to show their Christmas spirit. A bus takes visitors to see the lighted ships and buildings all for a donation to the Mustard Seed Food Bank. At the end of the contest, votes were tallied to see who is the year's winner. HMCS Regina scooped best ship.

Firehall, Regina earn most votes

By popular vote, HMCS Regina and the CFB Esquimalt Fire Station are co-winners of the 24th Annual Navy Lighting Contest held at CFB Esquimalt Dec. 15 to 24, 2011.

Seventeen buildings and ships decorated and competed in this year's contest. More than 5,700 visitors

showed their generosity by donating \$30,724 in cash and food for the Mustard Seed Food Bank, an increase from the \$18,215 raised in 2010.

It was another close contest with only 102 points separating Regina from the runner up ship *Protecteur*; however, the Fire Station was the runaway favourite

building again this year.

"The Mustard Seed is extremely grateful to the Navy for hosting this event once again and for the response of Victorians attending the contest," said Brent Palmer, Director of the Mustard Seed Food Bank. "We would like to wish everyone a healthy, prosperous 2012."

More than 175,750 people have toured HMC Dockyard during the Navy Lighting Contest since its inception in 1988.

Calling all Marchers



Briefing Feb. 17 at 11:30 a.m.

The 96th Nijmegen International March will take place in the Netherlands February 17-20.

A Maritime Forces Pacific contingent of 11 military volunteers will be assembled to reflect a diversity of units, ranks, trades, environments and gender.

Teams must complete the four-day 160-km (4 x 40 km) march in CADPAT carrying a minimum rucksack load of 10 kg.

Interested volunteers, both regular and reserve force, are encouraged to attend an information brief at 11:30 a.m., Feb. 17 in the MSE Theatre at CFFS(E), Engineering Division. Team training will start Feb. 27.

For further information contact CPO2 Chris Koblun at 363-1680.

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matters of OPINION

MPCORNER

Slick weather a concern for cyclists

Sgt Benoit Rheume
MP Community Relations

I need to address an on-going issue concerning bicycle usage during the winter months.

Winter months bring frost and ice on our roads, and no matter where you live, roads are slippery early in the morning and again late at night.

Driving a car at sub zero temperature is challenging enough, but riding a bicycle is even more dangerous and challenging. You may not get hurt if you slip on the icy/frosty road; however, the car or truck following you may not have time to react quickly enough to stop or change course.

Bicycle riders have rights; but they must also follow the rules of the road. If you go down, odds are you are going to get hurt, or worse.

Remember the coefficient of friction: frost/ice reduces your traction by more than 50 per cent (the same rule applies to motorcycles).

If you ride your bicycle, here are a few tips to keep you safe.

Be seen: get a headlight and red tail light. If you're riding at night or early in the morning, you absolutely should be using a front headlight -it's required by law. Even for daytime riding, a bright white light that has a flashing mode can make you more visible to motorists who might oth-

erwise cut in front of you. Headlamps mounted on your head or helmet are the best, because then you can look directly at the driver to make sure they see your light. Don't forget to change the batteries. Too often, the bicycle light is so weak that motorist won't see you until the very last few meters.

Slow down: if you can't make eye contact with the driver, especially at night, slow down to the point you are able to completely stop if you have to. Sure, it's inconvenient, but it is better than being struck by a vehicle.

Ride further left: you're probably used to riding in the "A" line, very close to the curb

because you're worried about being hit from behind. But take a look at the car, when that driver is looking down the road for traffic, he/she is not looking in the bike lane or the area closest to the curb; he/she is looking in the middle of the lane for other cars. The farther left you are, the more likely the driver will see you.

Common sense prevails. Ultimately, you are responsible for your actions on the road.

CFB Esquimalt Military Police: (250) 363-4032 or 9-1-1.

To report information relating to any crime, visit: www.victoriacrimestoppers.com or call 1-800-222-8477.

Winter brings about three dangers in Dockyard

CPO2 Anthony Specht
Contributor

Once again we find ourselves in a season unique to the West Coast. The sun sets earlier and rises later. There are more rainy days and the damp weather has us bundling up against the bone-chilling commutes. The threat of snow is always present.

Also, well into daylight savings, we now begin to deal with fatigue, and the dangers associated with it.

This type of weather is dangerous enough in a downtown setting or on the road. But Dockyard, as with any other industrial area, contains more potential for danger with respect to hazards in a much more condensed setting.

Within Dockyard there are forklifts, small trucks, large trucks, portable cranes, delivery vehicles, fire and emergency vehicles, shop utility Gators and any number of shop bicycles mixed with personal bikes, motorcycles, runners, walkers, etcetera. There is a constant movement of personnel and materiel, and now we add darkness, rain and eventually snow to the mixture.

So what should we be aware of? What are we looking for that's different from the summer months?

We can approach it from three different dangers: darkness, frequent weather changes and other people.

The lack of daylight hours is the big danger. If you cannot see or are not seen by others, this will eventually lead to an incident or an accident. Wear lighter colours or reflec-

tive items. Carry a flashlight and ensure your bike has the proper lights. Give your vehicle a regular check to ensure all lights are working properly. How many times have you made a disparaging comment about the person driving ahead of you with their tail lights out or a headlight blown? What about that person wearing black clothing who just stepped out from behind the delivery truck? Be aware of personnel moving throughout dockyard and the base. Just because you see them does not mean they can see you. If there is no light, bring your own.

The frequent weather changes can create any number of hazards. A day that began with a bright sun can end up with heavy rain or even snow within a moment's notice. The snow that had been melting during the day can create a slick jetty or flight deck. While you are working on a ship, in the dockyard, outside or inside, be sure to have the proper clothing. That warm sunny day can turn into a downpour in minutes and have you scrambling from building to building. People tend to rush more in cold, wet weather, both to stay warm and to lessen exposure to the elements. Rushing creates inattention and that leads to the potential of stepping in front of vehicles, other people or objects that appear out of nowhere, such as poles and large containers.

While there is a continuous vigilance with respect to jetty cleanliness and safety, once snow has covered the hoses, cables, machinery and stores, there is even less room for emergency services to respond to the ships. If a kiosk is blocked or should materials

become covered in snow, this could create a hazard to responders and maintainers alike.

The ships and the Blue Boat jetties have been supplied with salt containers in preparation for the nastiness that has been forecasted. Personnel will clear snow and put down sand and salt. It takes time and patience to do it right.

Proper footwear is especially important in an industrial area. Whether you are transiting the area or work in it, you should make sure you have footwear that will help prevent slips, falls, protect your feet from the elements and the dangerous surroundings. Do your part to stay safe and report hazards if you feel it has not been addressed properly and in a timely manner.

"Other people" cause accidents. "Other people" don't know how to drive or walk and they don't pay attention. The reality is, we all play a part in safety and we all have the responsibility to assist others in keeping safe. Watch what others are doing as you move about your workplace. Be aware of where they are looking or if they are doing something unsafe. You may think your forklift is visible or the person walking behind your truck is not wearing ear buds. You may also think that everyone knows that smoking on the jetties is not permitted and therefore the truck pumping fuel from the ship is safe. You may be aware of the rules and procedures and know how to work safe but not everyone does. Watch yourself, watch for others and watch things become safer.

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Photo courtesy of Bill Gard

HMCS Sackville's 70th anniversary cake was prepared by Commanding Officer and 'resident chef' Wendall Brown. VAdm (Ret'd) Hugh MacNeil, left; Cdr (Ret'd) Wendall Brown and RAdm David Gardam share 70th anniversary cake cutting duties aboard HMCS Sackville.



Fallen Canadians

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NEWS Nuggets

Register for child library

Books for Babies

Military families with babies born in 2011 to a serving regular force member or class B/C reservist at CFB Esquimalt are now eligible to register at the Military Family Resource Centre for the Imagination Library program. The program looks to send registered families a free, age-appropriate book for the child each month. Interested families must register by Jan. 31 and can contact the MFRC for more details at 250-363-2640 or toll free at 1-800-353-3329.

Hatha Flow Yoga

Personnel Support Programs is offering a new Hatha Flow Yoga course Jan. 10 to Feb. 28 at Work Point's Nixon Gym. The eight classes cost \$80 and run from 4:15-5:30 p.m. The class is suitable for all levels and participants are asked to bring their own mats. To register, contact the Naden Kiosk at 250-363-5677 or CPAC at 250-363-1009.

RCAF to Blame for Lights

The Search and Rescue squadron at CFB Comox was likely responsible for the bright lights over Squamish on the night of Dec.

29. A Buffalo aircraft and a Cormorant helicopter were dispatched just northeast of Pemberton to search for a skier who had been caught in an avalanche. Many witnesses saw the lights and subsequent phosphorus para-flares in the area, with some drawing conclusions to a possible UFO sighting. Unfortunately, a Whistler Blackcomb ski patroller died of his injuries sustained in the avalanche.

Sikorsky Yet to Pay Fine for Late Helicopters

U.S.-based Sikorsky has yet to pay \$8 million in fees the Canadian government charged against it for failing to deliver the new Cyclone helicopters purchased to replace the aging Sea Kings. The original plan was to have the first Cyclone delivered by late-2008, with the rest completed by early 2011. So far, only an interim helicopter has been sent to Shearwater, NS, but the Department of National Defence hasn't accepted the delivery of the aircraft. Sikorsky maintains it plans to deliver the helicopters sometime in 2012.

In Remembrance

RAdm Nigel Greenwood, Commander Maritime Forces Pacific, regrets to announce the death of Ken Anderson who died Dec. 23 after a brief battle with cancer. Anderson was

employed at Port Operations and Emergency Services Branch where he worked as an engineering officer with Canadian Forces Auxiliary Fleet. He'd been a member of the Defence community

since August of 1986.

A private ceremony is planned, no funeral service will be held. Upon Anderson's request, he will be buried at sea in the spring.



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Photo by MCpl Chris Ward, Canadian Forces

Lt. Laura Locklin, a construction engineer from CFB Comox, installs a population and distance sign donated by the City of Victoria to the British Columbia Canadian Forces personnel stationed at Camp Alamo in Kabul, Afghanistan. More than 270 Canadian Forces advisors and support staff serve at Kabul Military Training Centre (KMTC) as part of the Canadian Forces contribution to the NATO Training Mission in Afghanistan (NTM-A).

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Local sailor wins in Taekwondo

Mike Hillian
Contributor

In November, when LS Chris Jenkins greeted Canadian Forces members from around the country at the Radisson Hotel in Toronto, he was struck by how nice everyone seemed.

It was strange to think he'd be trying to kick these men in the head the next day.

But in order to get gold in Taekwondo at the CF Nationals, that's just what he needed to do. And that's just what he did.

From Nov. 11 to 13, he fought and defeated several contenders in the senior men's welterweight division. This was a major milestone in a journey that started almost 20 years ago when LS Jenkins first discovered the sport.

He was born in Mississauga, Ontario, in 1979, but grew up in Grand Falls-Windsor, Newfoundland. While other kids played the traditional sports, LS Jenkins strove to find something unique to fill his free time.

"I grew up in Newfoundland and everyone played hockey - I wanted something different," says LS Jenkins, 32. "One day I walked past a school and overheard a commotion in the gym. They were doing taekwondo. I tried it and never looked back."

He competed regionally for years, but didn't enter the high performance level until his late twenties. He moved to Victoria six years ago when he joined the CF, and started competing nationally through the CF National Sports program.

Taekwondo nationals are held in Toronto every November. In LS Jenkins' division, matches involve three rounds of full-contact, one-on-one competition, monitored by a centre referee and three or four judges who keep score. Points are awarded for every kick to the head or torso. Hands are also used to strike the torso, but there's no grabbing or throwing.

As LS Jenkins notes, physical prowess is important in Taekwondo, but it takes more than just strength to succeed.

"Agility is a key component, as is speed, but you also need to understand distance and timing," he says. "It's very strategic in that it's not as simple as going out there and throwing kicks and scoring points. You've got to be able to position yourself in a way that your opponent will try and strike you, so you can counter and follow up and score."

This year at nationals, LS Jenkins proved he has the right combination of agility and strategy. He won all three of his matches at the event to

secure the Gold.

He trains at the Naden Gym almost every day, and says he owes a lot of his success to Personnel Support Program (PSP) initiatives.

"PSP helped me out quite a bit," says LS Jenkins. "They let me train during their noon hour classes if I'm around and they never kick me out of the gym. They're always there to help me out."

Next up, he hopes to get to Vietnam for the 20th World Military Taekwondo Championship this summer. He's also busy organizing the Base Taekwondo club. They meet 6 to 7:30 p.m., Tuesdays and Thursdays, at the upper Naden Gym, and are always open to new members.

Taekwondo is a major part of LS Jenkins' life, and he would love to see more people get involved.

"A lot of people get intimidated when they see all these flashy kicks and spins and board breaks, but I've seen men and women between their 50s and 70s doing these kicks and breaking boards," says LS Jenkins. "It's also not always for those that want to compete. It's an excellent martial art and it's an excellent form of recreation to help you get in shape."



Above and below: LS Chris Jenkins lands a kick to the face of Sgt Doyon at the CF National Taekwondo Championship at the Variety Village Athletic Centre in Toronto Nov. 12.



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Evolution of BIS through employee's eyes

Ben Green
Staff Writer

Before there was BIS

On May 2, 1988, Al Thomson interviewed for an IT position at the Systems Development Division (SDS) of Naval Engineering Unit (Pacific). The unit provided CFB Esquimalt with computer accessibility from a central mainframe in Borden, ON., a decade before Base Information Services (BIS) was even a thought.

The interview didn't quite go to plan.

"In the interview I started an argument with them," says Thomson with a laugh.

The direction of computers was murky at best in the 1980s. While many agreed with the popular concept of central mainframes supporting external terminals, including his interviewers, Thomson was in the minority. He believed the future had a CPU at every desk, powered through a distribution of networks.

Despite the initial friction, Thomson was hired as a system analyst and programmer for SDS.

It would only take the young, candid, self-described "techy nerd" a few months to become part of the computer based revolution, not only at CFB Esquimalt, but in the entire Department of National Defence.

Desktop was born

In the late 1980s, SDS' budget was being spent entirely on hardware. Software was not a component at that time. Instead, base computers were visual outlets for whatever the central mainframe fed them from Borden; they had no individual processing power.

"I took a look at the base's main computer design, and saw it was flawed," says Thomson. "I had a solution for them."

With the assistance of a Vancouver-based company, Thomson showed his superiors at SDS two work terminals being powered by an external server. Not only was it an overwhelming success, but if implemented, would cost one-third of SDS' annual budget.

"[The demonstration] ushered in a new technology, it was way faster," he says. "You buy new soft-

ware and distribute it to a desktop. The adaptation of this technology was phenomenal, everybody wanted it."

It would take three years before CFB Esquimalt was allowed an individual server. However, the base eventually became the first DND location outside of HQ in Ottawa to have its own network.

Within one week of the Base's network going live, the initial 25 terminals set up in Naden and dockyard expanded to 45. Today, CFB Esquimalt has approximately 6,000 computer terminals and about a dozen networks, all serviced by BIS.

Any User, Any Desktop, Anywhere

The 1990s saw the base grapple with many expansions in its computer systems, with Thomson always involved, including the evolution of email.

"It's been quite interesting to see how business has changed through email," he says.

At the time, units could email within their structure, but not beyond. In 1992/93, DND began linking all the individual networks into metropolitan area networks (MAN).

"[We] started interconnecting them, giving them much more interoperability," he says.

As the only employee from SDS qualified with the base's new server system, Thomson's hours and workload expanded. Remote IT support had not been created, so any computer-related problem on base meant Thomson had to physically attend to it. His hours stretched from 6 a.m. to 6 p.m. everyday.

"There were islands of networks [at CFB Esquimalt], and I was supporting all of them," he says.

By the mid-1990s, these ideas had spread to pretty much every DND facility nationwide. However, different bases were using different email systems that weren't interoperable. So, in conjunction with Ottawa, Thomson saw the first series of the national

email system within DND. The Defence Email System (DEMS) allowed various bases to be email compatible. By 1995/96, the second series of DEMS, DEMS 2, permanently standardized email across the entire DND spectrum. It was eight years from vision to implementation and Esquimalt could now email from any terminal, to any DND facility in Canada, with the click of a button.

BIS is Born

In the mid-1990s, Naval Engineering Unit (Pacific) merged with Fleet Maintenance and Ship Repair. SDS didn't quite fit in with the new platform of Fleet Maintenance Facility, so they were moulded into their own unit, Base Information Services (BIS), in 1998. Around this time, BIS obtained a space for themselves after spending four years overcrowding a few rooms at Maritime Forces Pacific headquarters (MARPAQ HQ).

"Our role was no longer just network support," he says. "We needed a new home; we couldn't live in MARPAQ HQ where we were. We were outgrowing our server farm at the time."

With the growing reliance of computer-based support, information, and technology during naval operations, BIS annexed two floors of building 199 in dockyard, where their primary operations occur today, after Defence Research Establishment (Pacific) vacated the building. After some modifications to house its classified and unclassified servers, BIS transitioned their entire unit over in one weekend.

The past 10 to 15 years has seen BIS expand from outfitting base infrastructure to developing multi-network solutions on board ships of the Pacific Fleet. By installing portable MANs, BIS has enabled quicker ship-to-shore communication, and has given sailors the capability to transfer files, email, and other applications without the help of a naval communicator.

Since 2001, Thomson says BIS has focused even more on the ships of the Pacific Fleet to fully prepare them for extended overseas operations. This focus has given Royal Canadian Naval assets the ability to seamlessly communicate with friendly navies at sea.

"The event [9/11] enabled us more satellite leases, more multi-bearer networks over a single satellite session, and essentially made the Canadian Navy leaders in allied naval communications afloat," he adds.

Future Base Communications

Two-plus decades on, Thomson is now the Change and Configuration Manager at BIS. While the administrative position doesn't allow him to get his hands dirty as much, his time working with SDS/BIS has never lacked excitement or innovation. Through much personal and unit determination, the technological transition in Esquimalt and DND has been unprecedented.

"Essentially moving from paper-based manual systems to today, we have technology usable to any generation of people in the country that works for DND or the Canadian Forces," he says. "And we're only going further."

Just as he was looking forward 23 years ago, Thomson is still looking ahead to the development of the base's computer communications. In the near future, we will see more video and audio applications in terminals across the Formation providing more real-time interoperability between personnel on base, between bases, and even across various government agencies.

A favourite quote of Thomson:

"The only constant is change, continuing change, inevitable change that is the dominant factor in society today. No sensible decision can be made any longer without taking into account not only the world as it is, but the world as it will be."

-Isaac Asimov



Photo courtesy of Al Thomson

Al Thomson works at a station in BIS. His 24 years working for DND has seen him play an intricate part in ushering CFB Esquimalt into the modern era of computer technology.

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Centre streamlines personnel movement

Ben Green
Staff Writer

With the creation of the Personnel Coordination Centre Esquimalt (PCC Esq) at the start of the year, a personnel management system has followed that changes the way sailors are transferred within Maritime Forces Pacific (MARFAC).

PCC (Esquimalt) joined PCC (Halifax) as the first centres to be stood up, transitioning from J1 Personnel and Training. PCC locations for the Naval Reserve in Quebec City and for the Capital Regional District in Ottawa have since been established.

The transition from J1 to PCC has seen procedures, checks, and verifications of personnel transfers become formalized throughout Canada. Prior to 2010, the movement of military personnel was often handled differently depending on the region. This lack of a standard transfer method often led to redundancies or inadequate fits within units.

CPO2 Bruce Stauffer, Staff Officer Military Personnel for PCC (Esquimalt), says at times, transfers were approved more to plug holes rather than finding a best available position.

"Part of the problem was the procedures differed between coasts and regions," he says. "We wanted to create a one-stop shop so everyone was on the same page."

Through this standardized approach, PCC now takes a variety of factors into consideration before moving an individual. On a case-by-

case basis, PCC staff look at what the coastal priorities are, what training if any the sailor needs to complete, what employment best fits the individual, and what employment best fits the Formation. Each centre deals with personnel movement within their region, but CPO2 Stauffer says they coordinate inter-regionally occasionally if transfers take place between them.

He says a main goal of PCC is to meet the RCN's mission and training requirements while trying to balance quality of life of sailors. This includes avoiding transfers that might put an individual at risk of burnout, something they call Operations Tempo.

"We rationalize Op Tempo and data track," he says. "We track how long a person has been deployed for."

Prior to PCC being stood up, CPO2 Stauffer says J1 staff was much less robust, which meant tracking issues such as Op Tempo was very challenging.

"For them to provide required oversight, it was very challenging because of the lack of staff and the different standard operating procedures."

Within PCC (Esquimalt), the staff is split into three cells – personnel analysts, training, and tasking – which all deal with specific personnel issues.

Personnel analysts keep ongoing tabs on sailors and look at what shortages MARFAC units might be incurring. Based on an individual's capabilities, they could possibly be a good fit to shore up these spaces.

The training cell follows the training requirements of all personnel. If an individual requires training to

complete an apprentice package, this cell will see what requirements they still need to complete and will coordinate with a unit or ship that can sufficiently meet them.

The tasking cell deals with operations both domestically and internationally. If an operation has specific personnel or trade requirements, PCC liaises and coordinates to try and support that need.

PCC (Esquimalt) doesn't just deal with personnel seeking long-term reassignment. For example, if an individual is unable to sail with their ship for a week due to a scheduled medical procedure, PCC will look to move them into a shore-based unit for a few days.

"Anything in excess of eight hours requires an attached posting message," says CPO2 Stauffer. "An attached posting message is a direction for a member to report to a new, temporary unit."

With the unit's one year anniversary quickly approaching, CPO2 Stauffer says the development of PCC on the West Coast has created a more efficient workforce, not only in MARFAC, but throughout the entire Department of National Defence.

"I believe and we have received positive feedback on the betterment of the quality of life," he adds. "We've been able to meet all requirements in manning units and provide command with insight."

PCC (Esquimalt) consists of approximately 30 staff divided into a handful of buildings within dockyard. Sometime in the New Year all staff will consolidate under one roof.

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During a visit to HMCS Regina, Gen Walter Natynczyk, Chief of the Defence Staff, handed out awards and promotions.



AB Davidson is promoted to Leading Seaman.

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MS Pollard receives the CF Excellence Award for his participation and quick actions during a life saving situation of a fellow crewmember.



AB Connors is promoted to Leading Seaman.



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SLt Richardson receives his bridge watchkeeper ticket.

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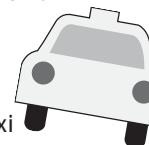
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