

Volume 57 Number 16 | April 16, 2012

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## Sweet on the navy

Photo by Cpl Charles A. Stephen, MARPAC Imaging Services

Rainbow Royal Canadian Sea Cadet Corps members PO1 Leif MacEachern, CPO2 Hailey Surgin, and CPO1 Bevan Payter are among the first to sample the new navy themed chocolate bar produced by Rogers' Chocolates. Read the full story on page 2.

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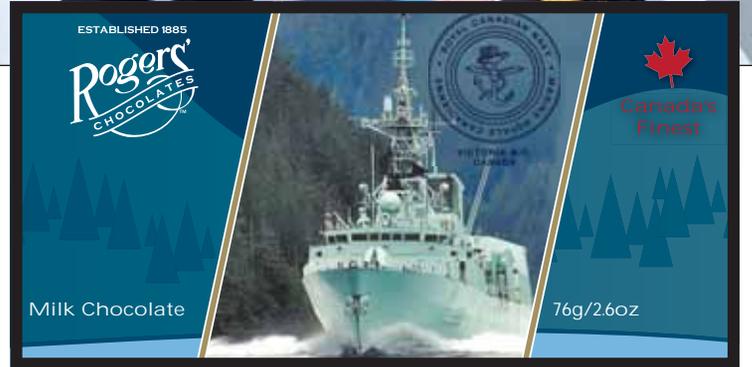
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Photo by Cpl Charles A. Stephen, MARPAC Imaging Service



**Above:** Larry Sullivan from Rogers' Chocolates, and RAdm Nigel Greenwood officially launched a chocolate bar with a wrapper featuring a Royal Canadian Navy Halifax Class Frigate during a ceremony on board HMCS Vancouver.

# Roger's and Navy unite

**Shelley Lipke**  
 News Staff

Yummy goodness arrived on base last Friday in the form of a chocolate bar wrapped with a naval image.

The sweet surprise was officially launched on board *HMCS Vancouver's* flight deck. Larry Sullivan, Chief Executive Officer of Rogers' Chocolates, joined MARPAC Commander, RAdm Nigel Greenwood in unveiling the Navy's own milk and dark chocolate bars in front of invited guests and cadets from Royal Canadian Sea Cadet Corps Rainbow.

This initiative follows on the success of the commemorative HMCS Rainbow tin produced by Rogers' Chocolates in honour of the Canadian Naval Centennial during 2010.

"It's significant that Rogers' has chosen to perpetuate their efforts from the naval centennial and create the navy chocolate bar," said RAdm Nigel Greenwood.

The navy chocolate bar wrapper features a photo of *HMCS Winnipeg* exiting a small

channel. This image was photographed from the ship's Rigid Hull Inflatable Boat during a Maritime Security Patrol by CFB Esquimalt Image Technician Cpl Alex Croskery. The wrapper was graphically designed by Lookout Newspaper and Creative Services' Shelley Fox.

"We are looking forward to selling these products in our stores and giving them a high profile," said Sullivan. "We anticipate an overwhelming level of support from the local community, but as well from the many visitors to Victoria who will be well aware of the many accomplishments of the Royal Canadian Navy."

The chocolate bars retail for \$3.99 and 50 cents from each chocolate bar will be donated directly to the base morale and welfare fund.

Locally, the chocolate bars will sell at Rogers' Chocolates stores in Sidney, Saanich, Oak Bay and Government Street, as well as three locations in Vancouver and one in Whistler. Additionally, online orders can be placed at [www.rogerschocolates.com](http://www.rogerschocolates.com).

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**LOOKOUT NEWS ONLINE**



# New lease on life for Oriole

**Ben Green**  
Staff Writer

Since the beginning of the year, *HMCS Oriole* has been inside a giant temporary shed at Port Hope Shipyard, only a stones-throw away from Victoria's downtown Inner Harbour and the open ocean.

The longest commissioned ship in the Royal Canadian Navy is turning 91 years old this summer, and the docking work period looks to inject another nine decades of life into the historic training ship.

"There is an entirely new lower half of the ship," says LCdr Jeff Kibble, *Oriole's* Captain. "So the hull plating, the ribs, the frames, effectively the lower 10 feet of the ship, or almost everything below the water line, is being replaced in its entirety."

Her keel sits atop a moveable steel grid and her hull is supported by giant wood and steel beams. *Oriole* is literally a shell of its former self. The engine, generator, tanks, fridges, and even sections of the two-inch thick teak deck have been removed to allow workers full access to her steel hull

and frames.

On the "to do" check list are painting the hull and interior shell, and repairing all underwater valves, propeller, rudder and shafts. However, the area receiving the most attention is replacing the entire keel and rusted structural supports.

Glen Shippam, *Oriole's* refit manager, says her age still presents unique obstacles despite many of Port Hope Shipyard workers having been involved in the ship's refits since the 1970s and 80s.

"The major challenges with working on a 91-year-old ship are getting the original drawings and then carrying out the repairs on original structures using welding procedures in lieu of rivets," he says. "Riveting in ships has gone the way of the buggy whip and horses."

When built in the early 20<sup>th</sup> century, *Oriole* was pieced together using rivets. Modern ship-building techniques have long replaced rivets with welding, which is stronger and more durable. And while work periods over the past two or three decades have slowly replaced much of *Oriole's*

original riveted hull and structure, some remain in very workable shape and are found in certain sections.

"There are still lots of the original riveted frames above the water line, but the hull and the ship is effectively a new ship," says LCdr Kibble. "She's good for another 100 years."

A lack of original documentation and archaic technology has required Port Hope Shipyard workers to find creative solutions; LCdr Kibble says the shipyard and all the various teams are doing a fantastic job. Visiting the site at least once a week, he says each piece, component, or machine being repaired or replaced is done so with artful precision and care.

"All the Port Hope Shipyard workers I talk to really take pride in the work they do on *Oriole*," he says. "They really respect the ship and its history. They've worked on it over the years and so you can see the great results."

For 16 hours a day, six days a week, about a dozen welders, platers, fitters, sandblasters, painters, machinists, and electricians take shifts working away inside and outside

the ship. A symphony of welding sparks, hammering and heavy metal music from a nearby radio are coaxing *Oriole* back to life.

Once the work period is completed in mid-May, all systems, radios, lights, batteries, stoves, and engines will be rigorously tested by Port Hope Shipyard to ensure everything is working correctly. Only then will *Oriole* will be transferred back to the navy's care where she will run through a further series of tests.

The current work period is the largest and most significant in *Oriole's* history and will be the ship's last major structural refit. Come May, only about 15 per cent of the original *Oriole* will remain.

"I can't wait, and I think I speak for the crew as well, to get back out on the water and do what we love doing," says LCdr Kibble.

The tall ship was launched in June 1921, and in 1952 joined the Royal Canadian Navy as a training vessel for sailors. Included in *Oriole's* birthday celebration this year will be a commemoration of her Diamond Jubilee - 60 years services in Canada's navy.



Photo by MS Peter Nemeth

**Above:** HMCS Oriole sits high and dry on blocks at Point Hope Shipyard as modifications are made. **Inset:** LCdr Jeff Kibble, Commanding officer of HMCS Oriole, watches portions of the deck being cut and fitted. Since January, HMCS Oriole has been under the knife receiving major hull modifications that will make the 91-year-old vessel good for another 100 years.

Photo by Ben Green, Lookout

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## MPCORNER: A few things to know before travelling

**Sgt Benoit Rheume**  
Military Police  
Community Relations

My last article covered some details about travelling to the U.S., such as required documents and personal exemptions for yourself and your children.

As some of you may be contemplating travelling a bit further to more exotic places around the globe, some info or travelling tips are in order to make this trip a delightful one.

As a service member, you need to be briefed by Military Police personnel on the current status of some countries, such as Cuba.

In the past, Canadian service members have been approached for information on military assets, deployments, technology and communication systems.

As a civilian or service member, there is a wealth of information available on government websites. But the best website for up-to-date information is the Foreign Affairs International Trade Canada website: [www.voyage.gc.ca/index-eng.asp](http://www.voyage.gc.ca/index-eng.asp)

There, you will find information on current warnings, safety and security concerns, info on most common crimes, demonstrations and riots, proper ways to identify yourself upon contact with local law enforcement agen-

cies or military force, emergency services provided by the nearest Canadian Embassy or consulate, entry requirement (you may need a VISA to travel to some countries), dual citizenship issues that may arise such as mandatory military service, information on marriage, health issues, laws and customs, illegal activities, same sex marriages and issues and adoption.

Most Canadians are now aware of fraud attempts carried out by companies or individuals in foreign countries, especially in Africa. However, many Canadians are still victimized and cheated out of merchandise, services and money. Nigeria,

Ghana, Togo, Burkina Faso, the Ivory Coast, Morocco, Algeria, Guinea and Senegal are some of the countries where fraud is a popular and lucrative activity.

Whether you're planning a short vacation or a long-term stay abroad, sign up with Registration of Canadians Abroad. This free, confidential service will keep you connected to Canada in case of an emergency, such as an earthquake or civil unrest, or informed about an emergency at home. CFB Esquimalt Military Police: (250) 363-4032 or 9-1-1

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**The Canadian Scottish Regiment (Princess Mary's) 100 Years of Service**

Photo by Ed Dixon, MARPAC Imaging Services

Lieutenant Colonel Eric Boucher, Commanding Officer Canadian Scottish Regiment (Princess Mary's), looks on as His Honour, Honorary Lieutenant Colonel Judd Buchanan, OC, makes the first cut in the 100th anniversary cake. The Canadian Scottish Regiment (Princess Mary's) hosted a reception at Government House on April 12 to launch the celebration of the Regiment's 100th birthday.

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# Ready to RAS-Charlottetown at sea

**LS Norman Snook**  
HMCS Charlottetown

The pipe was made, “Starboard watch, special sea-duty men, RAS teams three and five: close up for RAS with FGS Rhön! Dress: naval combat dress, negative ball caps.”

Personnel from all messes in *HMCS Charlottetown* began to take up their positions for a “liquid RAS” — replenishment at sea with fuel — with Rhön, the German refuelling ship accompanying Standing NATO Maritime Group 1.

Sailors put on their game face, for no one ever knows precisely what to expect: a calm, co-operative sea, or that stubborn windswept kind with spray tossing over the guardrails. Heavy weather can make a RAS more difficult than it already is.

In my opinion, replenishment at sea is one of the riskiest things we do in a Canadian warship, and we do it all the time. On this deployment, *Charlottetown* is patrolling as a part of NATO task force, so we are usually at sea for more than two weeks. To keep the fuel tanks topped up, the ship

needs to RAS every three to four days.

To conduct a RAS, two ships with a combined mass equivalent to about 25,000 automobiles must maintain station about 50 metres apart for hours, often in difficult seas, while thousands of pounds of diesel fuel flows through 10-inch hoses suspended between them from heavy steel cables under tremendous tension.

The ships are never more than a few seconds from colliding, so a mechanical failure or the smallest mistake by the bridge team could be disastrous.

Nevertheless, with thoughtful preparations based on generations of experience, the crew of a Canadian warship minimizes the risk to the greatest extent possible before the refuelling ship is even in sight.

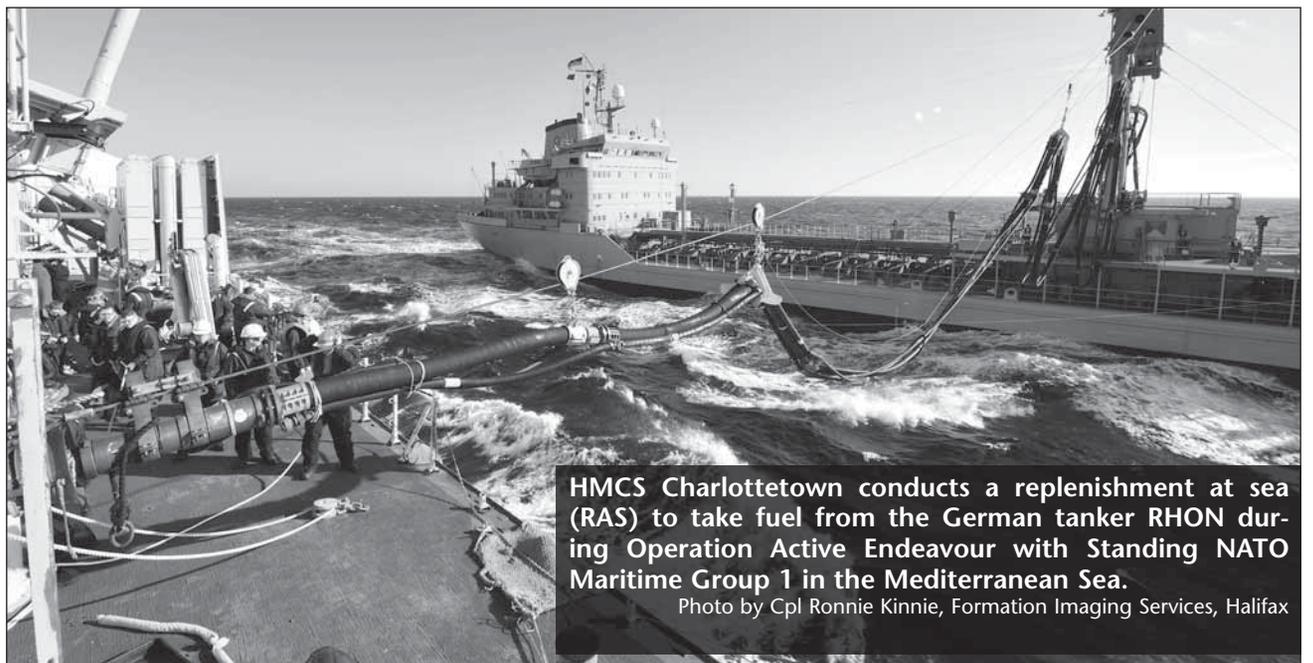
The bridge team isn’t the only group with an important job to do. On the RAS deck, where it all goes down, there are many hazards that everyone must be aware of.

We have to be particularly careful in the “dump” area, where the 10-inch hoses from the refuelling ship connect to the receiving ship. If either vessel lurches the wrong way, the cables that carry the hoses could snap in the blink

of an eye and lash across the deck, tearing through everything (and everybody) in their path. Also, the guard rails have to be removed to accommodate the hoses, and this is where a fuel spill is most likely to happen. A careless move at the wrong time, and you could be over the side before you know it.

“A RAS certainly has the potential to be dangerous,” says PO2 Class Peter Strickland, *Charlottetown’s* Chief Quarter Master and the Petty Officer in charge of the RAS Deck. “It is critical that all personnel are trained and equipment is well maintained. Complacency or a mechanical failure could result in equipment damage, injury to personnel, or even loss of life. But with proper training, experience and confidence, it normally runs smoothly and without incident.”

As in every task *Charlottetown* undertakes, teamwork is the key to success in a RAS. It’s an all-ship evolution, which means the entire ship’s company works together as one. No matter what the circumstance may be, high winds or hard rains, *Charlottetown* is always ready to RAS.



HMCS Charlottetown conducts a replenishment at sea (RAS) to take fuel from the German tanker RHON during Operation Active Endeavour with Standing NATO Maritime Group 1 in the Mediterranean Sea.

Photo by Cpl Ronnie Kinnie, Formation Imaging Services, Halifax

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# NEWS Nuggets

## Workshop on human trafficking

Thursday, April 19, 9 a.m. to 3:30 p.m.  
Pacific Fleet Club

A series of speakers, panellists, performers and individuals are on hand to raise awareness and provide information about human trafficking and sexual exploitation of youth in Victoria and around the world.

Guest speakers include:  
• Rosalind Currie, of the Office to Combat Trafficking in Persons,

- Ministry of Public Safety and Solicitor General
- Theresa Tuttle, Mobile Youth Support Team (MYST) Victoria Police
- TCO2 (Taking Care of Ourselves, Taking Care of Others), which puts on interactive performances in schools to help students be aware of internet luring and recruiting
- Panelists from local agencies working with youth
- Experiential youth

Refreshments and lunch will be provided at no cost.

Registration is free and is made possible through funding from the Ministry of Public Safety and Solicitor General, the Victoria Family Court and Youth Justice Committee and the Capital Region Action Team for Sexually Exploited Youth (CRAT).

To Register contact Colleen Matthews, Colleen.matthews@vicpd.ca 250-995-7500.

## April is Oral Health Month Sink your teeth into oral health

April is Oral Health Month and the Dental Corps is taking this opportunity to remind all CF members to practice good oral hygiene and preventive measures as part of a healthy lifestyle.

Poor oral health may have a deleterious impact on one's operational readiness and quality of life, and certain diseases such as oral cancer can be debilitating and life threatening. Current scientific reports also demonstrate that poor oral health can negatively influence other medical conditions. Thus, keeping your teeth, your gums and your mouth in good health through good oral health practices and regular visits to a

dental professional is essential to maintain good overall health.

This month, we invite you to learn more about oral health and adopt the following five steps to a good oral health:

1. Brush your teeth and tongue twice a day using fluoride toothpaste, and floss every day.
2. Eat a well-balanced diet.
3. Check your mouth regularly for signs of gum disease and oral cancer.
4. Don't smoke or chew tobacco.
5. Visit your dentist regularly.

# JOSEPH KING, MD



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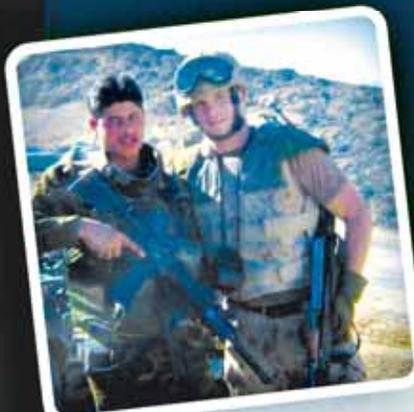


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Photos by Cpl Martin Roy, Formation Imaging Services

Her Majesty's Canadian Ship (HMCS) Windsor was undocked on April 11 at Fleet Maintenance Facility Cape Scott in Halifax, N.S. Undocking is when the submarine is moved from the Synchrolift, where it was being worked on is placed back in the water for further work, meaning the final phase of its Extended Docking Work Period is nearing completion. It is expected to undergo sea trials this year and be fully operational shortly thereafter.



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# Under watchful eyes, communication flows

**Ben Green**  
Staff Writer

Behind the coded door of Base Information Services' Operations Centre, CPO2 Jim Morrow keeps a vigilant eye on incoming and outgoing ship-bound communication. One of the centre's five Watch Chiefs, CPO2 Morrow's sole purpose is to ensure messages from vessels of the Pacific Fleet never fall on deaf ears.

CPO2 Morrow oversees 10 members during any given 12-hour shift, who in turn provide voice, teletype, and classified/unclassified data networking services over a host of carriers to Canadian warships all over the globe. Not only operational traffic from the ships, but also quality of life services such as personal email, pay/administrative and supply networking services.

The Operations Centre is split into three separate, but deeply integrated cells – the Network Operations Centre, the Communication Centre, and the Naval Communication Section.

The Network Operations Centre assigns deployed ships commercial satellite leases on behalf of Maritime Forces Pacific. With about eight different satellites to possibly monitor, personnel ensure the connection with the ships is maximized so email and other communication capabilities have the highest availability. During the Base's silent hours, this section also takes call from the help desk, troubleshooting other Information Technology issues.

The Communication Centre manages messages coming into and leaving base units and departments, including the ships when they're alongside. Liaising with a central node in Ottawa, the centre receives messages to distribute on base, or sends them off to Ottawa to be distributed to external locations.

Finally, the Naval Communication Section deals with communication directly to and from the ships of the Royal Canadian Navy and maritime patrol aircrafts. Allied vessels of foreign navies can also liaise with the centre if needed. Responsible for hundreds of messages a day, personnel within the centre must carefully check every line of a message to ensure proper formatting and destination.

"The content [of the message] is their business," says CPO2 Morrow. "Our job is to ensure it's readable and to make sure it gets to the right place."

Communication with the ships enters and exits the centre in one of two ways, either by email or teletype. With email being a much newer, quicker, and more reliable form of message transport, ships will send most of their communications this way if possible. This includes straightforward quality of life emails, as well as detailed operational emails that are embedded with messages. If for whatever reason email is unavailable (perhaps a downed satellite), then they turn to teletype.

Developed in the 1950s, teletype sends coded messages over a high frequency radio wave where a modem receives the signal and translates the code back into its original format. It's the centre's job to first ensure ships are operating at the correct frequency depending on where they are in the world, and second, that all lines of the message have been sent or received in a legible manner. If sections of the message come through distorted or missing, it must be resent.

"With the teletype and voice services, we have to ensure that we indeed establish two-way communication when they call us," he says. "Once that is done and messages are sent, we check each message line by line to ensure the copy we forward is error free in format and text. One hundred per cent error free is our goal. Messages that are emailed through our network services are also checked for format and that they are 100 per cent error free."

With military email systems varying by nation, CPO2 Morrow says teletype has managed to survive as a reliable backup due to its universal operating standard. However, with teletype messages usually being about a half-page in length and taking close to 30 minutes to receive and send off at times, he believes it will one day be phased out.

"Morse code left in the mid-90s," he says referring to the communication system that is pretty much obsolete. "I think other things are going to replace it."

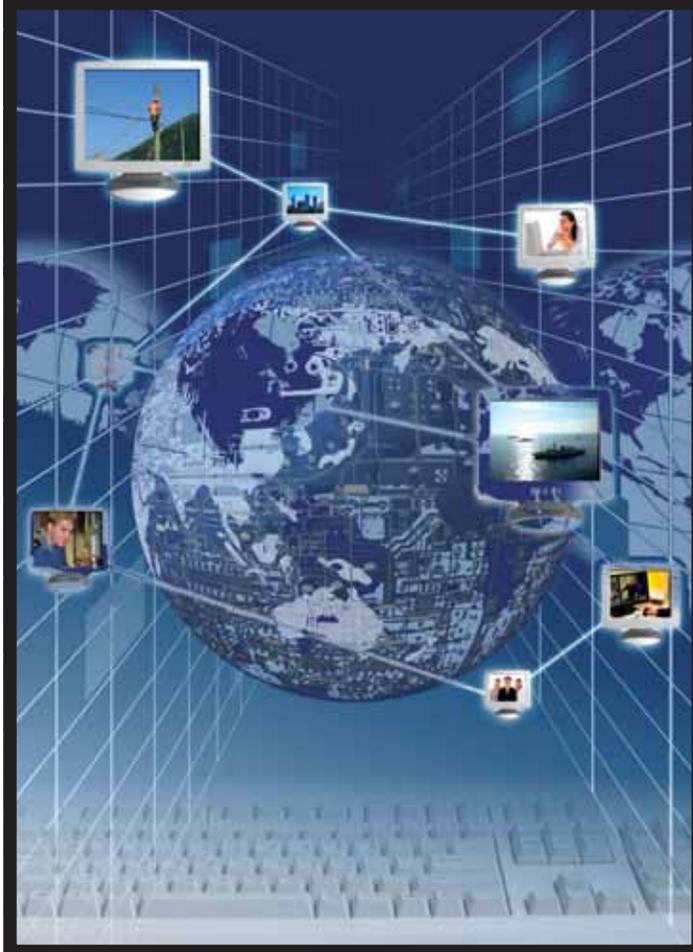
Despite such a large quantity of messages being processed everyday, he says that very few are flagged because of the centre's back-up systems such as the Maritime Semi-Automatic Exchange, which ensure things are going where they're suppose to. Any errors are usually operator related.

"It would have to be a wrong indicator for that to happen," he says referring to any messages being flagged. "It would be a mis-routed message; we have a whole process for that. They're extremely rare nowadays."

Whether ships are at sea or secured alongside, CPO2 Morrow says the Operations Centre must be alert to respond to crisis, big or small, at any hour of the day. Frequent troubleshooting issues that come down the wire often include vessels experiencing server malfunctions or frequency problems.

"I love the work, especially when ships and aircraft are deployed," he says. "It's never boring as there is always something on the go."

Working in a technology-based environment means adaptation is vital; what's common procedure or equipment today could be archaic tomorrow. With the recent additions of submarines into the Pacific Fleet, CPO2 Morrow says his team has had to adapt to the unique communication constraints of an underwater vessel. By liaising with the



**Above:** CPO2 Morrow from his seat in the Operations Centre. CPO2 Morrow takes on an integral role at Base Information Services as he keeps the vital Operations Centre running smoothly. Behind closed doors, the centre keeps operational, personal, and administrative traffic flowing from ship to shore and vice versa.

Photos by Ben Green, Lookout

submarine community and Fleet Maintenance Facility Cape Breton personnel, his team is becoming accustomed to the very brief windows submarines operate in to get their traffic in and out.

"Basically, the submarine will come to or near the surface to gather their traffic and make reports," he says. "They can do this employing a variety of services. We must be prepared to receive their traffic at any time and it is imperative that their time on the surface not be delayed by encountering any potential communication problems."

Being one of the old seadogs in his trade, CPO2 Morrow says he's constantly impressed with

the younger generations of sailors coming under his tutelage.

"The kids that began in communication school as Naval Communicators are now progressing their way through the trade hierarchy and are displaying their talents most positively," he says. "The skill sets they carry have been noticed outside of the navy where their networking and ISSO [Information Systems Security Officer] skills are becoming quite in demand."

With retirement looming on the horizon, CPO2 Morrow says his three-and-a-half decades in uniform have given him a lifetime of experiences he never thought possible when recruiters plucked

him from a forestry camp in the Yukon. But with the near future bringing a variety of projects such as Protected Military Satcom and a Maritime Command Satellite Upgrade, he says he's confident his team will meet every change and challenge, whether he's there supervising or not.

"There are many more solutions that are basically at the think-tank level that I know will pass through BIS for their inputs," he adds. "The navy is getting entrenched in a 'netcentric' environment and it is always growing and expanding. All facets of BIS will be there to assist with delivery solutions as they've been doing so reliably since inception."

# Ottawa sailors go back to school

**Slt C. Black**  
HMCS Ottawa

On a sunny spring morning in March at the western end of British Columbia's Johnstone Strait, the crew of *HMCS Ottawa* found themselves going back to school.

At least that was the case for some crew members, who acted as part of a team speaking to local elementary and high school students in the coastal communities of Port McNeill and Alert Bay. The purpose of the visit was for the crew to share their experiences of life in the navy, and to strengthen ties between Canadians and their Canadian Forces.

During the weeks from March 19 to April 6, *Ottawa* was home to students on the Royal Canadian Navy's Fleet Navigation Officers Course. It was this navigation training and an assigned Maritime Security Patrol of our coastal waters, that brought *Ottawa* close to these communities.

After coming to anchor near Cormorant Island, two parties disembarked *Ottawa*. The first was bound

for North Island Secondary School in Port McNeill and the second en route for Alert Bay Elementary School.

Once ashore in Alert Bay, the party from *Ottawa* was received alongside by the village's Mayor, Michael Berry. Local citizens and the RCMP detachment offered a ride to the sailors, taking them from the jetty to the school.

In Port McNeill, the reception was also friendly, with teachers from the school volunteering to pick up the sailors from the jetty.

At the elementary school, the feeling of excitement was hard to contain. Enthusiastic staff and shy, yet smiling students greeted the sailors.

The ship's crew spoke to students from Grade two to seven. The *Ottawa* crew brought with them a photo slideshow, meant to illustrate *Ottawa's* role within the navy, as well as the sailors' lives at sea.

Of the greatest interests to these young students were the demonstrations provided by fire-fighting, damage control, diving and boat-work experts. These sailors brought

with them full fire-fighting gear and breathing apparatus, wet-suits, flash-gear, and inflatable life-jackets. The students and their teachers asked many questions about marine mammals, how big the waves are, whether or not the crew gets seasick, and just what the navy does.

At the high school the sailors were greeted somewhat differently. They were challenged to a round of "soccer baseball" against a gym class. In the end, the students won, but everyone had fun.

Afterwards, sailors talked with students from Grade nine to 11. The presentation was the same as the elementary school's, but focused on more mature subjects such as career options and deployments.

In the end, this field trip brought a welcome few hours ashore, and brought sailors closer to Canadians in communities they might not have otherwise had a chance to visit. For the students, it was not only a break from the three Rs, but an opportunity to meet and learn from the sailors of their own Royal Canadian Navy.



A group photo with students from the Elementary School (T'lisalagi'lakw) of Alert Bay during a school visit to promote the Canadian Forces. CF members in this photo from left to right: LS Dame, S/Lt Aubrey, PO2 Mack, S/Lt Black, MS Roberts and AB Wesley.

Photo by Cpl Michael Bastien, MARPAC Imaging Services

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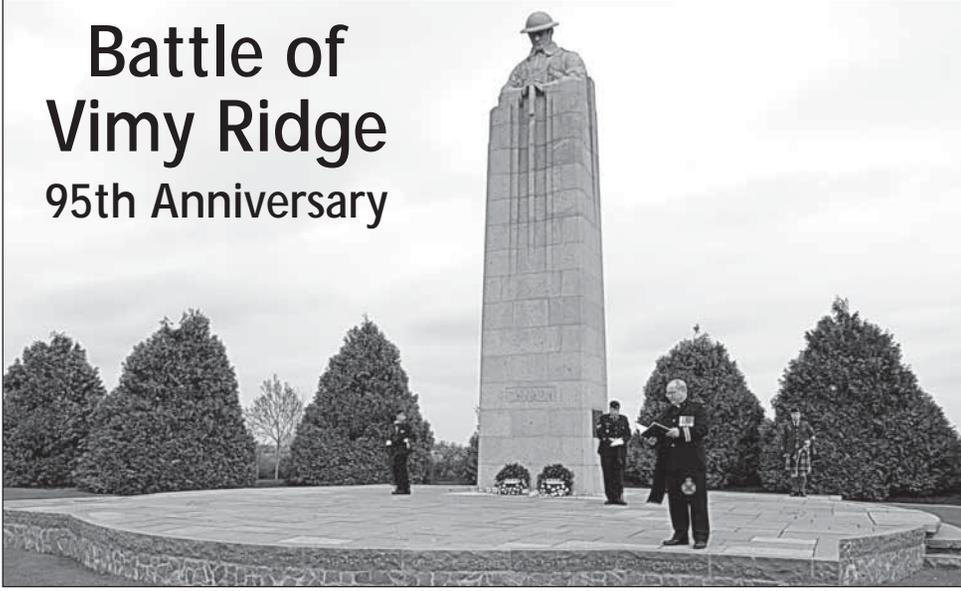


Photo by MCpl Pierre Thériault, Imaging Services (Ottawa)

Major Neil Parker, Canadian Forces chaplain, says a prayer during the ceremony of wreath laying at the memorial of St. Julien. A contingent consisting of 105 CF members participated in the commemoration ceremonies surrounding the 95th anniversary of the Battle of Vimy Ridge April 7-11 in Europe.



Photo by MCpl Pierre Thériault, Imaging Services (Ottawa)

Guard ceremony at the Last Call Memorial, Menin Gate.

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# U.S. battles counterfeit parts

**Nicole Johnson**

Office of the Asia-Pacific Advisor

A recent United States government investigation found that over the past three years, more than one million counterfeit parts have entered the U.S. Department of Defense supply chain.

Many people are concerned the increased presence of counterfeit components in U.S. weapons, the majority of which reportedly originate from China, will pose new security risks, and potentially lead to increased expenditures that could amount to hundreds of millions of dollars.

Reports of counterfeit parts in U.S. military equipment emerged in December 2009 after Boeing discovered dozens of hardware parts from the same lot were defective, and certain parts, which should have been identical, differed in size and shape.

Further investigations that involved roughly 1,800 separate cases found more than one million counterfeit parts in at least seven aircraft types between 2009 and 2011, including Boeing's P-8A Poseidon maritime patrol aircraft, and Lockheed Martin's C-130J transport plane.

About 70 per cent of these counterfeit parts were traced back to China. Statistics also demonstrate the majority of these fake parts were made from salvaged electronic scrap, also known as e-waste, that was shipped from the U.S. to China. It was then disassembled by hand, washed, and dried on city sidewalks. Parts were sanded down to remove existing part numbers, and then re-coated to hide sanding marks, a process known as black topping. In some cases, fake

markings were placed on certain hardware parts to indicate they were of higher quality, and had capabilities to withstand extreme temperatures and faster speeds.

These hardware components, which essentially look brand new, were then sold to U.S. firms that supplied niche components to major defense contractors.

Though Chinese officials assured Washington they would clamp down on the production of counterfeit parts, the U.S. continued to find bogus components.

In 2011, the American government created a fictitious company to investigate vendors selling military-grade electronic parts over the Internet. They found that of the 396 companies that offered to supply components, 334 were based in China, and all the parts eventually bought from 13 of these Chinese companies were counterfeit.

These parts are often unfit for intense military use, as they are much less reliable, and render platforms in which they are placed inoperable. Reports indicate that counterfeit components in US defense systems will eventually lead to a five to 15 per cent annual decrease in weapon system reliability.

Counterfeit parts also lead to higher maintenance and replacement costs, as many hardware components are typically tiny computer circuits and fasteners, which are extremely difficult to inspect and identify as fake products.

In response to growing calls from U.S. officials demanding Washington provide greater protection against counterfeit electronic parts entering the defense supply



system, the U.S. government enacted a National Defense Act in December 2011. The new law includes the potential for civil and criminal liability against contractors that fail to detect counterfeit parts in their defense systems. Though the new law marks a positive step towards combating

the presence of bogus hardware components, the true supply of counterfeit parts in U.S. inventories still remains unknown.

*The Office of the Asia-Pacific Advisor provides unclassified daily news summaries on security events around the world. Email Ashley.Milburn@forces.gc.ca to sign up.*

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# Bravo ZULU



**Above:** Lt Chris Larouche was commissioned from the ranks and promoted from Sergeant to his current rank effective April 1, by the Base Construction Engineering Officer, LCol Darlene Quinn, at a brief ceremony held in the Base Construction Engineering office.

**Right:** MS Keith Freer is promoted to Petty Officer 2nd Class by Commander Canadian Fleet Pacific, Cmdre Peter Ellis and CPO2 Gillcash at CANFLTPAC HQ on April 4.



**LS Lisa Wilcox** receives the Canadian Fleet Pacific Sailor of the Year Award from Commander Canadian Fleet Pacific, Cmdre Peter Ellis in HMCS Ship Protecteur's shore office.

Photo by Cpl C.A. Stephen, MARPAC Imaging Services



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# Halifax Real Estate Agent Turns TV Star

By Tristan Stewart-Robinson

Vanessa Roman will be adding TV star to her resume later this year. The mom of three and Halifax real estate agent hosts "Reno vs Relocate" which premieres on May 28<sup>th</sup> at 9:00 PM on the HGTV network. In the show, Vanessa helps families decide whether they should renovate their existing home, or find a new one.

But for military families, a relocation is no simple task. Choosing the wrong real estate agent can make it a nightmare.

"The biggest pitfall a member faces when relocating is choosing the wrong agent," says Vanessa Roman, a successful Halifax agent and a military wife. "In real estate, mistakes are costly. If the agent you choose doesn't give you sound advice, you risk buying the wrong property, at the wrong price in the wrong neighbourhood."

Roman says she's seen far too many military families burdened with two mortgages because they can't sell their house when it comes time to relocate again.

Because relocating members usually only get a week for their house hunting trip (HHT), Roman says they need to select an agent who can dedicate themselves to the housing search for the full week they are in town.

"Generally, members move every four years," she notes. "They must use agents who will find them a new home which suits their needs, is within budget and will sell quickly, and for more money, when they are posted out of the area."

Along with finding a home that is close to such amenities as schools, shopping, doctors' offices, recreation facilities, Roman says it's also extremely beneficial to have other military families in the neighbourhood.

"Having the support and friendship of other military families is key when moving to a new city," she explains. "Too many families have felt isolated from

their civilian neighbours because they can't understand the unique stress of military life – deployments, language barriers, and the constant stress of saying goodbye to friends and family during posting season."

Roman knows those stresses all too well. Married to Major Jason Roman, a helicopter pilot at CFB Shearwater, she says her experience as a military spouse is invaluable when it comes to working on a military relocation.

"I am the agent every military member wants to have on a house hunting trip," she adds. "I come from a military family, I am married to a military guy, I have personally been through the relocation process, and I grew up in Halifax."

"I understand the unique challenges of a military posting. But, more importantly, I am a confident and extremely successful real estate agent. I have the education, the area knowledge, the negotiating skills and the reputation to get the member the best deal on the property."

Roman is a registered real estate agent with Brookfield Global Relocation, is an active member of the Nova Scotia Association of REALTORS® and a member of the Canadian Real Estate Association. She holds degrees in Economics from Dalhousie University and Journalism from the University of King's College.

Her skills have even drawn the attention of producers at the HGTV network, who have handed her hosting duties on a new real estate series called "Reno vs. Relocate," which premieres on May 28<sup>th</sup> at 9:00PM on the HGTV network.

"Hosting a national TV show hopefully means someone thinks I know what I'm talking about when it comes to buying and selling real estate," Roman jokes.

You can contact Vanessa Roman through her website at [www.vanessaroman.ca](http://www.vanessaroman.ca). You can also follow her on Twitter @VanessaRomanTV.



Premieres Monday May 28 at 9 pm on HGTV  
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**SHARE YOUR RECREATIONAL INTERESTS** this fall by supporting a person with a disability to become more active! By donating only 1-2 hrs a week you have the opportunity to change someone's life while having a great time doing it. To get involved or for more info, please call Kim at 250-477-6314 ext. 15 or email volunteers@rivonline.org or visit http://www.rivonline.org/Volunteering.htm

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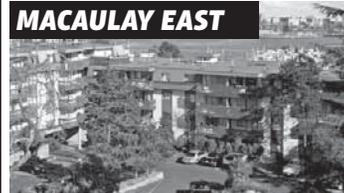
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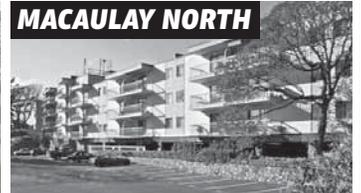
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Please contact resident manager at **250.388.9384**

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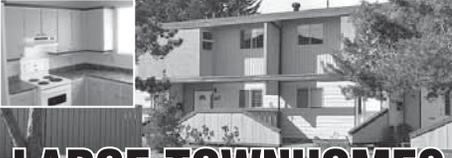
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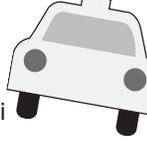
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**Job description:** Will be working supervising an Infant & Toddler and a 3 to 5 Early Childhood Education centre. Duties will include frontline supervision, staff development (including mentoring and coaching), program development, administrative duties and evaluation of program and child care educators.

Please apply by mailing in resume  
ATT: Children's Services Coordinator  
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PO Box 17000 Stn Forces, Victoria V9A 7N2  
Only short-listed applicants will be contacted.



**EMPLOYMENT OPPORTUNITY**

**The Esquimalt Military Family Resource Centre is seeking a full-time Operations Manager.**

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- Proficiency in French is an asset.

Full job description available on request. Interested applicants should forward resume by April 16th to:  
**Anne-Marie Breton**  
Esquimalt Military Family Resource Centre  
Phone: 250.363.3590  
Fax: 250.363.3108  
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O most beautiful flower of Mount Carmel, fruitful vine, splendor of heaven, blessed mother of the son of God, immaculate virgin, assist me in my necessity. O Star of the Sea, help me and show me that you are my mother, O, Holy Mary Mother of God, Queen of heaven and earth, I humbly beseech you from the bottom of my heart to help me in my necessity. (Make your request.) There are none that can withstand your power. "O Mary conceived without sin, pray for us who have recourse to you." (Three times.) "Holy Mary place this prayer in your hands." Say this prayer three consecutive days and then publish it and it will be granted you. JK

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# Search and rescue mission recovers lost fisherman

**Shelley Lipke**  
Staff Writer

Illumination from flares dropped by a CC-115 Buffalo aircraft helped to locate a missing fisherman on April 11 off the coast north of Tofino.

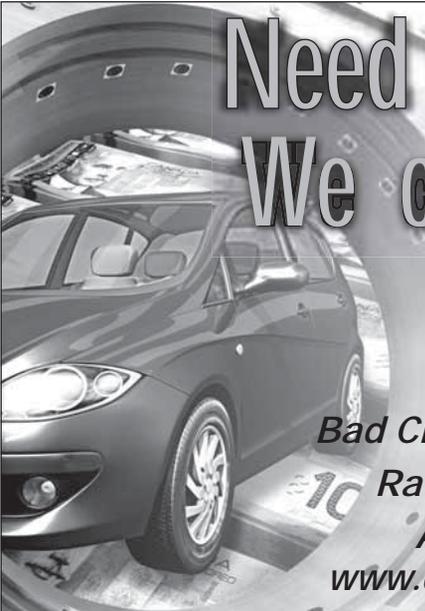
The Victoria Rescue Coordination Centre received a call shortly before 9 p.m. that the Kyuquot area fisherman and his 20-foot fishing vessel were overdue.

A CC-115 Buffalo aircraft and CH-149 Cormorant helicopter from CFB Comox joined Coast Guard Ship Tanu and several private vessels

already searching for the man. With the Buffalo providing flare illumination, the man was spotted by a private search vessel at 12:45 a.m. in three metre seas clinging to his overturned boat, which had capsized due to poor weather conditions.

The man was found five kilometres from shore near Lookout Island, 130 km north-west of Tofino off the West Coast of Vancouver Island. He was suffering from hypothermia and transported by the small boat that recovered him to a nearby nursing station at Kyuquot.

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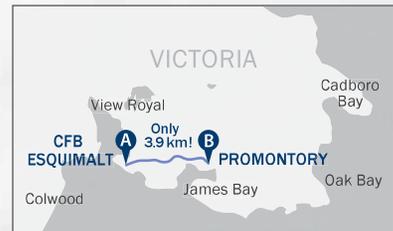


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