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Volume 57 Number 18 | April 30, 2012

LOOKOUT

MARPAC NEWS CFB Esquimalt, Victoria, B.C.

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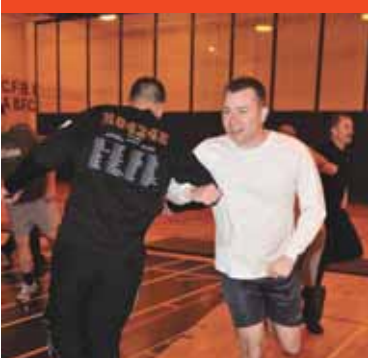
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The Rise of Robo Sailors



Jaws of Life demo at Expo

Shelley Lipke
Staff Writer

Seeing the Jaws of Life, peel, pry and cut through metal on a car to free a trapped person inside is enough to make anybody use more care and attention when at the wheel.

During the May 10 North American Occupational Safety and Health (NAOSH) Expo, a team of 10 CFB Esquimalt firefighters will demonstrate the hydraulic rescue tool in dramatic fashion.

The "Jaw" will spring to life at 10 a.m. in a mock rescue scenario on the gravel parking lot behind the Naden Drill Shed where the Expo is taking place.

"This is the first year we have done this demonstration for the NAOSH Expo," said firefighter and acting lieutenant Ron Petrini. "People are generally very careless when they are driving. Talking on cell phones is one of the major causes of vehicle accidents. I am hoping this demonstration will resonate with people about their own safety."

The Jaws of Life were first used in 1963 as a tool to free race car drivers from their vehicles after accidents on the race tracks. It was later adopted in 1971 by North American fire departments.

At the back of the ladder truck, the three tools are attached to the 100 foot hose and operated hydraulically.

Continued on page 11



Inside the vehicle, firefighter Pedro Arauz practices spine control on the casualty while Paul Obersteller uses Jaws of Life tools to gain access to the vehicle and safely extract the casualty.

Photos by Shelley Lipke, Lookout

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LCdr Sam Patchell (white) and OS Colin Puff work together in a strength training exercise.
Photo by Shelley Lipke, Lookout

Orca-fit, new wave of training

Shelley Lipke
Staff Writer

CPO2 Dave Morse doesn't mess around when it comes to fitness.

As the coxswain of the Patrol Craft Training Section, he tells his sailors, "There are three reasons why you go to the gym. You owe it to yourself, you owe it to your family and it's the right thing to do for your job."

About a month ago, he noticed that scores for his sailors on the EXPRES test weren't as good as they could be.

It can be hard to keep fit when the workspace is the small Orca platform.

"The mere size of the Orca doesn't afford them the opportunity, like a frigate with treadmills and flight decks, to run on," he says.

His answer: Orca-fit, a weekly PT class that pushes fitness goals to the max.

Developed by the unit's two basic fitness trainer assistants, this class sees all members working in partners with teamwork, morale and fitness in mind.

"I think because it's a circuit training program it forces the sailors to work within

their limitations, and because they are around their peers it forces them to push themselves," says CPO2 Morse. "I think the sailors are extremely happy to be doing this, and it has given them an opportunity to meet some of their workmates in a different forum than normal. I've seen an improvement in morale with the implementation of this program."

Fitness trainer PO2 Matt Goodwin is a former boot camp instructor and brought his knowledge forth to help create the classes with co-trainer LS Derrick Welsh.

The Orca-fit class is held in the Naden Gym every Wednesday morning.

"We have created a series of classes for strength training, muscular endurance training, and cardiovascular training that are geared to the EXPRES test," said PO2 Goodwin.

"Regina was doing a unit PT and their EXPRES test exemptions have gone through the roof. They are at 60 per cent exemption rate and we are trying to get to that standard where we are physically fit and passing the EXPRES test without any issues," he said.

PO2 Goodwin wants to

show his fellow sailor just what can be achieved without much equipment.

"They can still maintain their fitness without having a space or equipment, just using body weight and resistance. When I explain to the class what we are doing they think it's easy, but by the end they are exhausted."

The class involves a lot of partner work using body resistance to strengthen.

"It's about getting the team excited about what they are doing. When they see the Lieutenant Commander pushing himself as hard as he can it drives the Ordinary Seaman to push himself. One of our engineers said this was the hardest he ever worked himself," said PO2 Goodwin.

The reaction has been well received.

Senior engineer PO2 Jack Sleeman said, "You push yourself further because of the interaction of a team. I have lost 65 pounds since November, but with the addition of this unit PT my weight loss has accelerated. I am taking the stairs with a much better spring in my step. Working with a team you can't slack off, and as a leader you have to set the example," he said.

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Photo by Shelley Lipke, Lookout

HMCS Winnipeg sits in the drydock at Victoria Shipyards where it will undergo Frigate Life Extension Program. Prior to transport across Esquimalt Harbour, a test was done to ensure the ship was balanced.

The art of "balancing" a warship

Shelley Lipke
Staff Writer

Before sending *HMCS Winnipeg* across the harbour to Victoria Shipyards for its rotation in the Frigate Life Extension program, a team from Fleet Maintenance Facility (FMF) had to ensure it could be safely docked in the PWGSC drydock.

To do this, they had to perform an inclining experiment at the end of March to measure the ship's vertical centre of gravity of it's "as is" condition.

"Whether it's a B.C. Ferry or a tanker at sea, naval architecture like this must be done on the ship to determine if it is safe to sail," says FMF engineering design technologist, Brian Hutchinson.

Riggers and crane opera-

tors prepped the experiment by manoeuvring four 5,500 kilogram concrete weights and two sets of pendulums on board.

Once the massive weights were on board, the brow was lifted and tugs gently nudged the frigate away from the jetty allowing it to float freely in the water about 10 metres away, but still in crane's reach.

The wind was measured with a hand held anemometer.

"Weather conditions were very important for this experiment," explained Hutchinson. "We can't have wind speed over five knots. We need flat wind conditions or we won't get an accurate reading."

The wind velocity was deemed appropriate for the experiment. The sea state was flat, and all boat traffic

into the harbour was minimized while the experiment was underway.

"We literally lifted up the weights in a prescribed order with the crane and took them from the port to the starboard side to get the vessel to list. Because we had pendulums forward and aft in the ship, we could measure and calculate the amount of weight that it would take the ship to heel over to what would be considered an unsafe condition," says Hutchinson.

Docking Officer Golam Morshed called the shots, while riggers lifted in harmony with the crane operators, and shipwrights took readings of all four marks in three intervals. Those were used to determine the list and trim of the ship by Morshed for his calculations.

Hutchinson says this

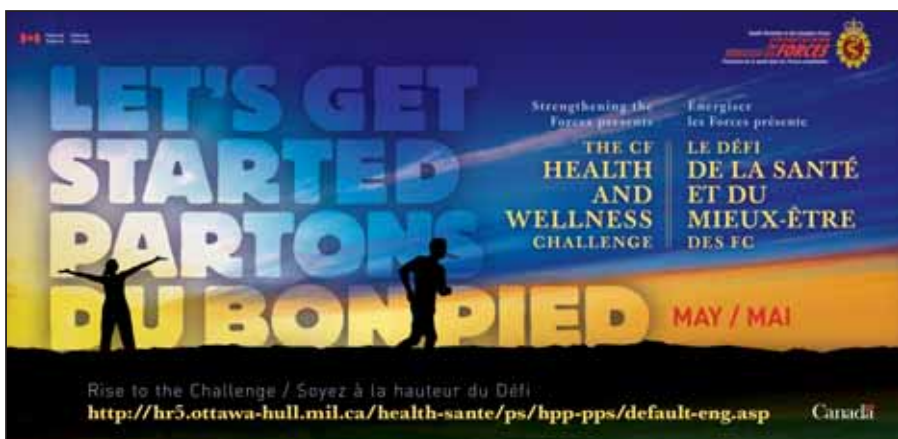
experiment is conducted many times over the course of a ship's life because it becomes lighter or heavier as new equipment is put on and old equipment taken off, and everytime a ship has gone through a refit

After the experiment, the boat travelled across the harbour to Victoria Shipyards for its midlife refit and continued modernization.

The experiment itself took most of the morning to complete and involved about 65 workers.

"After the experiment there was a lot of number crunching and days spent on computers to arrive at the proper calculations," said Hutchinson.

After *Winnipeg* is finished its FELEX refit, it will undergo another inclining experiment prior to sailing back across the harbour.



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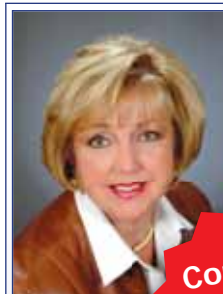


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WHAT SAY YOU

Handling debt, the responsible approach

LCdr Keith Guinchard
Contributor

Prior to his current employment at VENTURE NOTC, LCdr Keith Guinchard was employed for six years in the Victoria area as a Certified Financial Planner. This was followed by four years as a non-profit Debt Counsellor. He maintains a keen interest in all things financial and stays current on financial issues and their impact on Canadian families. His opinions are meant for general awareness only and are not to be construed as specific financial direction.

The military, in many ways, mirrors the society in which we live. We enjoy the benefits of earning a good income; we can purchase a home, a car and obtain credit cards.

Incurring debt is also part of the cost of doing business in Canada. Try booking an airline ticket, rent a car or reserve a hotel room without having access to a credit

card. Unfortunately, like the rest of the Canadian population, we can also get into serious debt difficulty.

For members of the Forces, acquiring too much debt can have consequences that often do not exist outside of the military.

We live in a culture that highly values teamwork. We must always be ready to perform our duty, often at short notice and under stress. We deploy, frequently for extended periods of time that can put strain on both our families and ourselves. High debt levels can increase our stress and impair our ability to effectively perform our duties. This can affect our performance as members of the military, our team and our families.

The military understands that debt is part of life. Mechanisms have been developed to assist those who get in over their heads.

In the workplace, members of the military are encouraged to seek assistance through the chain

of command for problems they feel are beyond their control.

Key to assisting those in difficulty is the SISIP Financial Services (FS) organization. Among its services, it offers confidential financial counselling and access to the Canadian Forces Personal Assistance Fund (CFPAF).

When debts get beyond our capacity to handle them, we are required to take action. A failure to resolve the situation can lead to administrative action. A Canadian Forces Administrative Order (CFAO) spells out the process for handling a failure to settle a private debt. The situation, if not rectified, can lead to remedial measures under the Defence Administrative Orders and Directives (DAOD's).

These measures, progressive in their application, could ultimately lead to release from the Forces.

There are National Defence Security Instructions that deal with personnel security.

Supervisors are required to advise their Commanding Officer of changes in subordinates' personal circumstances. If judged to be serious enough these circumstances could affect the subordinates' security clearance and possibly their employment.

The development of heavy indebtedness or other financial problems are examples of a reportable change of circumstances.

Incurring debt is a normal part of life in Canada. For members of the Forces a failure to handle debts can lead to career consequences that do not exist in the typical civilian workplace. The career repercussions can become quite serious.

Rather than let the situation get out of control, we are encouraged to seek help through our chain of command.

We also need to avail ourselves of the professional services offered by agencies such as SISIP FC.

See ad on page 14.

WHAT SAY WE

As a DND employee, be cyber security aware

Shelley Lipke
Staff Writer

In this digital age of technology, anything is possible with the touch of a button. Maritime Forces Pacific headquarters wants to beef up security from the inside, increase awareness, and offer advice on how people should protect themselves and the organization from hostile intelligence services, hackers, cybercriminals, scams and frauds.

At work be aware of the following:

Spear Phishing Emails:

These are targeted emails crafted so users consider them to be from a viable source, but they have an attachment such as a PDF or a web link. When the attachment is opened the workstation is compromised, and an outside connection to a malicious server is established. This allows data to be filtered and shipped out through that connection over the Internet. Effectively, information is being accessed and stolen.

Spear phishing looks like it's from a reputable user, but often the contents of the link are unexpected.

The user's computer might act differently

after a spear phishing email.

If you receive an anti-virus warning or if it becomes obvious that the email is a fake:

- Delete it
- Do not reply or forward
- Do not follow any links within the email
- Do not open attachments

Inform your Unit Information Systems Security Officer or PO1 Lanigan at MARPAC Headquarters at 250-363-2497.

USB Seeding:

USB devices, camera cards and any device that stores and transfers data from computer to computer are a common vector for compromising security.

USB seeding is when a USB stick is left in parking lots or other places and then picked up and plugged into a computer system.

Once plugged in, a malicious code infects the computer and creates an outbound network connection to an outside controlling server.

Information is then compromised and sent over the Internet.

If you find a USB device at work Inform your Unit Information Systems Security Officer or PO1 Lanigan at MARPAC

Headquarters at 250-363-2497.

USB in multiple networks:

Do not use a USB stick at work that is not a DND-issued stick.

Malicious code and viruses can be spread from your home computer or from computer to computer with USB sticks.

DND issued USB sticks should be used for DND business only.

DND USB sticks can be requested for valid business requirements. Ask your supervisor to request one if you require one for work purposes.

Other personal security:

Don't put work-related posts on Facebook, Twitter, or other forms of social media.

Recognize that wireless devices and cell phones can be eavesdropped; therefore, be careful what you talk about while using them.

Think of operational security in terms of conversations, and understanding your environment when you are having sensitive discussions at work.

To arrange an in-depth security briefing for your unit contact Wendy Arthurs at 250-363-5221.

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Cdr Clerihue takes on the Challenge

Q & A

Cdr Barb Clerihue, Officer in Charge of the Joint Personnel Support Unit (JPSU), is no stranger to challenge.

Becoming one of three female Commanding Officers on the West Coast has been no easy feat. And like her male counterparts, she's had to prove her abilities time again in order to move up the career ladder. She's also had to hit the physically fit mark for her job, and that has not been as easy.

On May 1, she'll serve as a role model for those coming up the ranks by tackling the National Health and Wellness Challenge.

Health Promotion Director Maryse Neilson sat down with Cdr Clerihue to learn more about why health and wellness are so important to her as a military leader.

Why are you participating in the Challenge this year?

I was always the last kid to be picked for teams in school. I am a terrible runner, have no hand-eye coordination at all, and, quite frankly, I have no idea how I made it through the CF this far as a self-declared "sports failure."

My strength has always been my mind, not my athletic ability. As I grow older, I have found that stamina and perseverance in athletic pursuits has served me better than my ability to run fast or serve a volleyball.

Since 2003 I have been incrementally making changes in my life that will ensure I age in a healthy fashion, starting with weight training and periodically using the services of a personal trainer.

Do you have a specific goal with this year's Challenge?

This year I am going to focus primarily on the area of nutritional wellness. I tend to think I eat well, but recently I recorded my food for a week and came to the conclusion that a lunch of coffee and a O Henry bar are probably not reflective of "wise food choices." The hardest thing on the list of things under that heading on the challenge worksheet, for me, will be to eat a healthy breakfast - I don't like to



Cdr Barb Clerihue takes on the 2012 National Health and Wellness Challenge, a compliment to an already active lifestyle.

eat breakfast at all, and tend to subsist on my Timmies large one-and-one until 10:30 a.m. when I do get hungry.

Of the four health priority areas covered in Health Promotion (Active Living & Injury Prevention, Addictions Free Living, Nutritional Wellness, and Social Wellness), which area is toughest for you in terms of healthy living?

I'd say social wellness, for a couple of reasons.

First, I am an introvert - so I recharge by distancing myself from people at the end of the day, and the more stressful my day, the more likely I am to withdraw from friends and family. Working in a high-extroversion, high-touch, high-stress workplace takes a considerable amount of energy out to me and I tend to lose touch with the friends that sustain me.

Second, I struggle with work-life balance and I'm not certain that any sort of proper balance is possible right now on a day-to-day basis with the various obligations I have. I try over the course of a year to feel

as though I've had some balance - hopefully that counts!

What is one healthy behaviour you've already mastered?

I would say addiction awareness. My mother was a smoker, and I decided very early on that smoking was not for me. That's probably a good thing because it turns out I have a very addictive personality. It manifests itself most publically at work - I have been, from time to time, the classic workaholic, something that probably contributed to the dissolution of my marriage if I am honest with myself. As a high-risk person, I am very cautious with gambling and alcohol, and try and divert my addictive nature into more personally and socially productive avenues, and to stop and take notice when those hard-to-control "gotta do" or "gotta have" urges hit.

What can leaders do to promote healthier lifestyles in their units?

The best thing a leader can do is model a healthy lifestyle. Easier said than done! Sometimes each of us has a different version of what a "healthy lifestyle" looks like, and we tend to get caught up in the daily routine all too easily.

I would suggest making one change and sticking with it for the full month - it will take that long for the commitment to become a habit.

Oh, and I read recently that, contrary to wisdom that says you should share your resolutions so that public pressure will help you to keep them, the best thing to do is not share them. Researchers have found the act of sharing a goal actually makes your brain think you have accomplished it.

So pick one thing - not the easiest thing on the list and not the hardest - that is a lifestyle change you want, and do it. Also, work with your Unit Health Promotion Representative and come up with one thing your unit might be able to get behind, such as a vegetarian potluck, having a "most steps in a day" contest, or running the June 3 Navy 10K.

So join Cdr Clerihue and take the Challenge yourself this May! Go online to www.pspesquimalt.ca and follow the links for all the materials you require.

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The road to Nijmegen is paved with blisters

SLt Jaqueline Holland
Contributor

This year marks the 96th time the Nijmegen Marches have been held since they began in 1909, and the 60th anniversary of Canadian participation.

Nijmegen is an international training exercise that is also the world's largest walking event, attracting thousands of civilian participants, as well as hundreds of military teams each year.

For military participants, the Nijmegen Marches is a stern test of physical and mental stamina; each member must complete 160 km in four days, while carrying a standard military rucksack weighing at least 10 kg.

During the months of training required to be selected for the MARPAC contingent, candidates, such as myself, march an average of 1,200 km with rucksacks.

The math is simple: five days a week x 6 a.m. step off timings x five months.

Thus, never did I question that Nijmegen training was going to be both mentally and physically difficult.

The first nine weeks have been challenging, entertaining, surprising and rewarding, as well as the obvious, exhausting.

Our training is very well structured; Mondays and Wednesdays consist of 10km marches through Esquimalt, Saxe Point and

any hill our 2IC can find. On one particular Monday morning our team was faced with both pouring rain and 50km/h winds. Needless to say, it was many of our first experiences of physically being blown off of the sidewalk, and by being soaked by Pacific Ocean waves whilst fully clothed on land.

Our team is being trained professionally on Tuesday and Thursday mornings by Tak Tanaka, a PSP fitness and sports instructor at the Naden Gym. Either Tak received direction to make our PT extremely intense, or he just likes seeing people sweat and mimic having a cardiac arrest.

I've physically challenged myself in a multitude of different sports and fitness events throughout my life; however, the circuit training that Tak makes the team do is even a new level of fitness for me.

Many of our Tuesday or Thursday morning PT ses-

An individual also needs to possess dedication, an enthusiastic attitude and a positive outlook to be a beneficial part of the team and to enhance team spirit and morale.

sions have drawn spectators peering into the lower gym with amazed (and some disgusted) looks on their faces; which is probably more attractive than the painful look on mine.

Our lengthier marches occur on Friday afternoons; we begun marching 10k's, completed a few 15km marches, and have started adding 5km to each Friday march. This Friday we have an ambitious 35km ahead of us.

Healthy, well-groomed feet are a thing of the past, and the "who's blisters are bigger" games have begun. By the end of this month, we will be at our maximum marching of 40km between the hours of 0700-1700; therefore, if you see or hear a group of marching troops please wave, honk, or slow down to give us the cookies you graciously baked for us.

The number one lesson I've learned since starting Nijmegen training is that being physically fit is only one of many necessary attributes one requires to succeed. An individual also needs to possess dedication, an enthusiastic attitude and a positive outlook to be a beneficial part of the team and to enhance team spirit and morale.

In the end, the 2012 MARPAC Nijmegen team has become quite a cohesive unit, and are well on our way of becoming a well oiled marching machine.

Now that's refreshing!



Car pooling - base introduces a great driving/parking incentive

Shelley Lipke
Staff Writer

The road to better parking at CFB Esquimalt starts with the new car pooling program.

Effective May 1, Dockyard and Naden will each have 10 prime parking spots available for carpoolers who join the base program. The base will create more as needed.

Saving gas and time, and treading a bit lighter on the environment are all good reasons to fill your car seats says the Base Chief of Staff, Michael Morrison.

"We would like people to take advantage of an opportunity to reduce the number of cars on the road," he says.

More than 40 per cent of the people that work in the Formation commute

from the Colwood area, and right at the Colwood Pacific Activity Centre there are 150 unused parking spots.

"Imagine if people from the Western Communities meet there and drive to Dockyard in one car and take three other cars off the road. They alternate cars and drivers each day while the group of individuals share the parking pass," says Morrison.

People can take turns driving; the carpool pass can be transferred between the vehicles in a registered carpool group.

Senior leadership is encouraging the program and asks that supervisors respect employees' needs to leave on time as part of the carpool program.

"I think it's a great idea because you reduce traffic

and instead of sitting in traffic alone, you can get to know some co-workers better," says Morrison.

Each car must have a minimum of three registered car poolers to qualify for the car pool designated parking area, which is located at the Naden Drill Shed and in "X Lot" beside the Commissionaire's gate at the entrance to Dockyard.

"We have started with 20 new parking spots and we will scale up as needed," says Morrison.

To find like-minded car poolers read the notices on OUR BASE and contact the individuals directly. To register your group, phone Christine Loder at 250-363-2218.

Full details about registration requirements are posted on the notice board.

NEWS nuggets

Contract awarded at CFB Halifax

Peter MacKay, Minister of National Defence, announced last week a contract award to a joint venture between SNC-Lavalin and AECON Atlantic Group for the design of a new accommodation tower and dining and messing facilities at CFB Halifax. The contract, valued at \$2.5 million, will help sustain the economy in the community and region.

Kitchen Scraps Strategy

The Capital Regional District (CRD) Board has voted to implement a region-wide kitchen scraps strategy starting in 2013. Kitchen scraps include meat, bones, grains, dairy products, eggs, vegetables, fruits and soiled paper products.

The initial phase of the strategy will include a \$20/tonne incentive, in 2013 and 2014, for waste haulers who deliver separate kitchen scraps loads to CRD-approved transfer stations and composting facilities. In addition, in 2014 there will be a 20 per cent surcharge at Hartland landfill on garbage loads containing kitchen scraps to discourage their disposal as garbage. In the final phase of the strategy the CRD will implement a ban on kitchen scraps from Hartland landfill starting Jan. 1, 2015.

Female youth explore military careers

Seven female students and two teachers from Middleton Regional High School visited 12 Wing Shearwater on Tuesday, April 17, to explore Canadian Forces trades and career opportunities for young women within science and technology-related occupations.

The goal of Techsploration is to increase the number of women working in science and technology-related occupations by assisting young women from diverse backgrounds to explore a wide range of career options in these fields.

The group toured the Shearwater Aviation Museum where they had the opportunity to view vintage aircraft displays and try

their hand at a flight simulator.

Participants then proceeded to 12 Wing's Maritime Helicopter Operational Support Centre where they met with a number of servicemen and women in varying technical occupations. The group was then fitted with flight gear and briefed prior to a trip on the CH124 Sea King helicopter.

Charity golf

The Sailors for a Cure Charity Golf Tournament will be Wednesday, May 23, at Highland Pacific Golf Course. It will be a 9 a.m. Shotgun start (a foursome begins on each hole). Registration will be \$75 and includes nine holes on the Pacific 9, warm up range balls, half a power cart, and a burger luncheon. Please include your lunch selection and whether you will require rental clubs with your registration. Your registration fee also includes a donation to each of the two charities. More information is available upon request, on the Facebook "Sailors for a Cure" community page, or at www.sailorsforacure.webs.com. To register email: bruce.bevil@forces.gc.ca

Model ship tribute

The Victoria Model Shipbuilding Society will honour Battle of the Atlantic fallen at the society's fourth annual tribute to the Battle of the Atlantic Sunday, May 6 at 10:45 a.m., at Harrison Pond, on Dallas Road near the foot of Government Street.

There will be a minute of silence and a speech in honour of the sailors of the Royal Canadian Navy and Canada's Merchant Navy who lost their lives during the battle.

Models of warships will be on parade in the pond, in recognition of the Canadian ships that were sunk by German U-boats and bomber aircraft, as allied and German forces fought for control of the Atlantic Ocean.

For details of the Victoria Model Shipbuilding Society's tribute, please call 250-385-9552.

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For more information, please contact Megan Larsen, Fitness Coordinator, Naden Gym. Tel 363-4495, megan.larsen@forces.gc.ca

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Steven Blaney, Minister of Veterans Affairs, meets Cpl Joel Green, the painter of painting now hanging in the Minister's office in the East Block of Parliament Hill.

Minister chooses portrait of Afghanistan ramp ceremony

Steven Blaney, Minister of Veterans Affairs, announced last week he has selected a heart-wrenching painting by Corporal Joel Green to hang in his office on Parliament Hill.

The Minister invited the artist to witness the installation of the powerful ramp ceremony portrait. Entitled Slow March, the painting features four members of the Canadian Forces carrying the casket of a fallen signal operator from Cpl Green's unit, during a ramp ceremony in

Afghanistan in 2007.

"Corporal Joel Green's portrait is a remarkable painting that captures in the faces of just four soldiers all the emotions we feel as Canadians when we watch one of our fallen heroes brought back home," said Minister Blaney. "This painting conveys the ultimate sacrifice of our men and women in ways that mere words could never express."

Cpl Green said he was inspired to paint the ramp ceremony after experiencing a "deep emotional

response" to the look on the face of his good friend Private Daryl Janssen, who helped to carry Cpl Matthew McCully's casket.

Cpl McCully was killed when he stepped on an improvised explosive device in May 2007.

"I mainly painted this for our common friends, for Cpl McCully's friends, and their ability to soldier on and hold it together despite their inner turmoil," Cpl Green said. "It really struck a chord with me and I was very proud of them."

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On call DAY and NIGHT, so that others MAY LIVE

Sgt Dan Bodden
2nd LT Leroy Aqiqi
Contributors

The tempo at Joint Rescue Coordination Centre (JRCC) Victoria changes with the ringing of the telephones, especially during the summer months.

Any summer day could start with a radio call from Victoria Marine Communication and Traffic Services (MCTS), who receives Mayday distress calls and passes them along to JRCC.

Here's a classic example of a summer day at JRCC:

A 30-foot fishing boat's engine has failed and the vessel is at risk of running aground in Active Pass. A Marine Coordinator, an experienced Canadian Coast Guard Navigation Officer, takes their position and dispatches a Coast Guard vessel from Ganges Harbour for immediate assistance.

His partner is managing a prior incident where two people fell overboard from a pleasure craft north of the Queen Charlotte Islands. Even in the summer months, B.C. waters are cold and hypothermia is a constant enemy.

The on-duty Air Coordinator, an experienced Canadian Forces Search and Rescue (SAR) Pilot or Air Combat Systems Officer, is busy passing along coordinates to 442 SAR Squadron at 19 Wing Comox. A CC-115 Buffalo fixed wing aircraft and CH-149 Cormorant helicopter to begin their search for the persons in the water. In the back of these aircraft, the Search and Rescue Technicians (SAR Techs) prepare themselves for a busy day.

An hour later, the JRCC receives a 911 call from the RCMP. A concerned family member reports missing hikers near the West Coast Trail. The hikers have been out all night and possibly injured or lost. Whitehorse Airport then reports an overdue aircraft and an investigation as to its whereabouts is underway.

The JRCC is responsible for all marine and air incidents in the area encompassing B.C., the Yukon and several hundred miles west of the Canadian coast. The JRCC is manned by experienced Canadian Forces SAR personnel and Canadian Coast Guard officers, 24 hours a day, seven days a week.

In 2011, the JRCC Victoria received more than 3,000 calls and deployed SAR resources to investigate or provide aid in more than 2,500 of these cases.

Any of these people in distress could have been you, accidents happen.

Preparation is often the difference in surviving any such ordeal and making it home alive, and well. Hope for the best, prepare for the worst. Here is how:

- Inform friends and family of a planned trip, hike, day-sail or flight.

- Always pack sufficient food and water, warm or water-proof clothing and a first aid kit. In many cases, these simple items have made the crucial difference in surviving a situation long enough for SAR resources to render assistance.
- Emergency beacons make it much easier for SAR assets to find you if in trouble.
- For boaters, Emergency Position-Indicating Radio Beacon (EPIRBs) signal distress on the water and can be triggered by a collision, sinking or overturning thereby removing the requirement for a mariner to manually activate the beacon.
- The aircraft equivalent of an EPIRB is an Emergency Locator Transmitter (ELT). This device can also automatically or manually signal aircraft distress.
- Personal Locator Beacon (PLBs) are used by hikers, kayakers, climbers and anyone spending time outdoors.

All of these life-saving devices transmit an immediate signal to the 406MHz SAR satellite network and are investigated worldwide without delay.

Spot Beacons are managed by a private company who contact the nearest police authorities via Bluetooth or civilian satellite technology, based on its registration.

Some research and comparison will help you decide what beacon best suits your needs.

The 406 and Spot beacons send a digital signal that carries registration and contact information of the owner in addition to the distress pulse. These new systems have rendered the older 121.5MHz beacons obsolete. One word of caution, these are serious pieces of lifesaving equipment and are not toys. If you activate a beacon, someone will come looking. Once the beacon has been activated, it is usually best to stay where you are if possible.

If you have a cell phone signal, call 1-800-567-5111 to be connected directly to JRCC. Don't rely on a cell phone signal alone, upgrade to an emergency beacon today.

Accidents do happen and for such occasions there are SAR services at work for you night and day. It is everyone's responsibility to be aware of the risks involved in outdoor activities and the steps one can take to prevent a fun day outdoors from turning into a disaster.

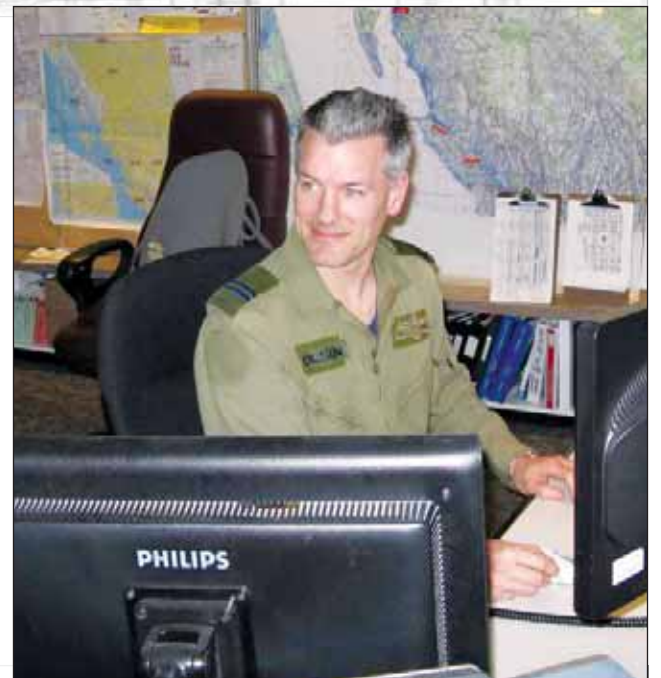
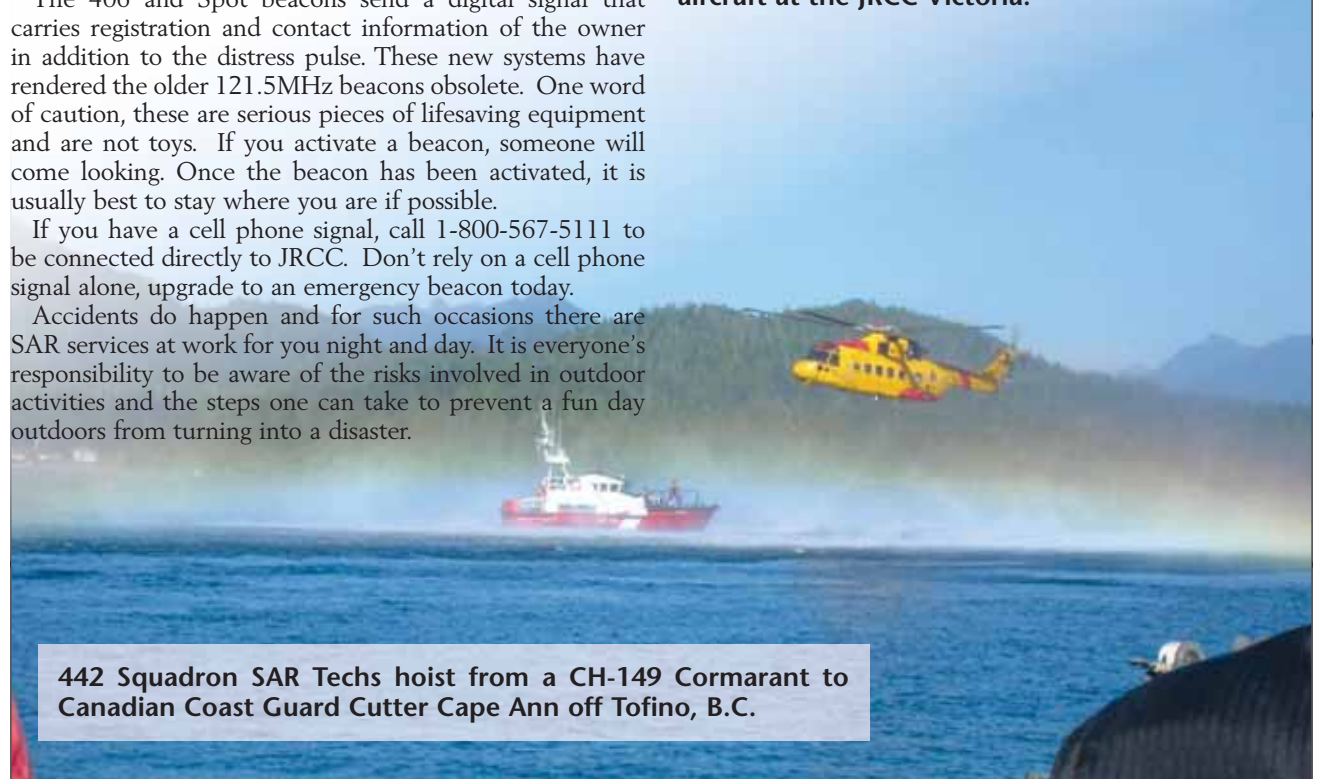


Photo by Sgt Dan Bodden

Air co-ordinator, Capt Justin Olsen tracks CF SAR aircraft at the JRCC Victoria.



442 Squadron SAR Techs hoist from a CH-149 Cormorant to Canadian Coast Guard Cutter Cape Ann off Tofino, B.C.



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Jaws of Life...

Continued from front page

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Before District of Esquimalt firefighters received their own Jaws of Life, CFB Esquimalt fire and rescue teams were called on to assist crashes with their equipment.

The NAOSH Expo on May 10 is from 10 a.m. to 3:30 p.m. at the Naden Drill Shed. More than 50 vendors ranging from workplace safety to home health and safety and non-profit organizations will be on hand to answer questions and show their products and services.

New this year is the Mark’s Work Warehouse fashion show with their highly visible and fire retardant line of clothing.

Base Commander, Capt (N) Craig Baines will open the Expo with safety awards before CFB Esquimalt firefighters perform the Jaws of Life demo.

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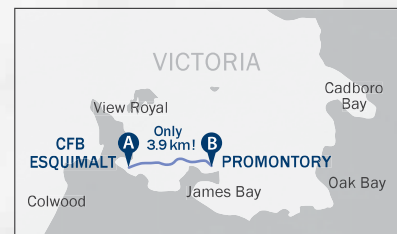
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Behind the cage door

What really happens in the Communications Control Room?

MS Joanne Franklin
HMCS Charlottetown

Behind a barred metal window like something out of Kingston Penitentiary lies the Communications Control Room or CCR, an important piece of HMCS Charlottetown's operational effectiveness.

This is where the ship's naval communicators (Nav Comms) do most of their work.

It's clear what Nav Comms are doing when they're in the Operations Room, on the bridge or handling flags, but their work in the CCR is a mystery to most.

The CCR and the Communications Equipment Room tucked in behind it are two spaces that very few members of the crew ever get to see. That cage doesn't open even for the obligatory firefighting tours that are part of naval environmental training for all members of the ship's company.

What's really going on in there?

LS Steven Burtt summed it up in seven words: "Messages come in and messages go out."

"Messages are received and sent from the CCR, and Intranet, as well as Internet usage and traffic are monitored," says LS Chris Roddick, one of the ship's Resource Management Support Clerks. "Most things computer-related are, if not actually controlled, at least overseen, from the CCR."

The CCR is exactly that, the room from which all communications are controlled. Using a variety of equipment, the Nav Comms working in there handle all shipboard message traffic.

During this deployment,

satellite communication is the primary means of staying in touch with the world.

Essentially, it's a ship-to-shore-to-ship email system that also provides Internet access to the ship's company.

These days, almost every trade, both ashore and aboard ship, rely on the Internet for day-to-day business, and the CCR is responsible for ensuring that Internet connectivity is uninterrupted and reliable.

In addition to work-related communications, the Nav Comms also ensure their shipmates can stay in touch with home and friends through their web-based email, and, of course, Facebook.

In co-operation with communications technicians

...the CCR is responsible for ensuring that Internet connectivity is uninterrupted and reliable.



Photo by Cpl Ronnie Kinnie, Formation Imaging Services

MS Joanne Franklin, a Naval Communicator, helps a customer at the Communications Control Room on board HMCS Charlottetown. The ship is deployed on Operation Active Endeavour with Standing NATO Maritime Group 1 in the Mediterranean Sea.

aboard and at various shore facilities, the Nav Comms maintain the best possible connectivity for the ship.

So to set the record straight, if your Internet on ship isn't working, it's not because they're streaming the Super Bowl, the Oscars or the latest Leafs-Habs game in the CCR; it's because Internet service at sea is slow at best, and band-

width is limited to some parts of the ship to speed up the dispatch and reception of operational messages and large attachments such as photos and major documents.

So what's up with the cage? Is that to keep people out, or the Nav Comms in?

Here's the straight dope: the CCR houses a variety of communications equipment

and it's where they ensure that everyone aboard is connected to the outside world, and the outside world is connected to them.

Much of what Nav Comms do is strictly "need to know" — hence the cage. It isn't personal. Most Nav Comms are actually quite friendly and approachable. Just don't feed us after midnight.

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NPSW Photo Contest at DND – May and June 2012

In the spirit of celebrating and recognizing the contributions of civilian employees at the Department of National Defence, the 2012 edition of the National Public Service Week (NPSW) photography contest will run from May 1 to June 30.

This participative and fun activity across all regions of the Department of National Defence aims to make a strong connection through the use of images – telling the story of civilian employees in various work environments and in different locations, and by highlighting the diversity of dedicated people and jobs with the unique culture of National Defence.

The contest is open to all civilian employees and

military members of the Defence Team and the photos must include civilian employees.

In addition to an award for the top three photos, other entries will be selected for inclusion in the DND Civilian Photo Library for use in future promotional and communications products.

This is a great opportunity to have fun and be creative, challenge your colleagues, engage your teams, and make sure your area (base/wing/station) is featured in this contest.

Get clicking! Deadline: June 30 2012.

For further information, email : +DND Photo Contest - Concours photo MDN@ADM(HR-Civ) DDWB@Ottawa-Hull

18th Annual Naden Open • Hosted by Olympic View

The 18th Annual Naden Open will take place on June 21. Entry fees are \$85 for Military and DND, and \$105 for guests.

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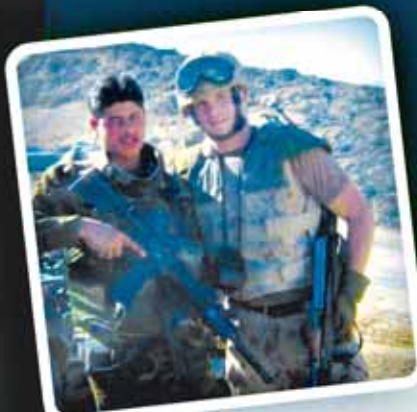
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GOODYEAR **DUNLOP**



Photo by Sgt Ronald Duchesne, Rideau Hall, OSGG

David Johnston, Governor General of Canada, presented two Stars of Courage and 37 Medals of Bravery at a ceremony at Rideau Hall on Friday, April 20.

Above left: His Excellency presents the Medal of Bravery to LS Patrick S. Moulden.

Above right: His Excellency presents the Medal of Bravery to Lt(N) André D. Bard.

Members of Fleet Diving Unit Pacific receive medals for their brave actions

Two members of the West Coast military diving community received top honours for their live-saving efforts.

Lt(N) André D. Bard and LS Patrick S. Moulden were presented Medals of Bravery by David Johnston, Governor General of Canada, at a prestigious ceremony at Rideau Hall April 20.

The Decorations for Bravery were created in 1972 to recognize people who risked their lives to save or protect the lives of others. Medal of Bravery recognizes acts of bravery in hazardous circumstances.

Lt(N) Bard is the Operations Officer at Fleet Diving Unit (Pacific). The citation for his award declares:

“On September 23, 2009, while working as a dive team, Lieutenant André Bard and Leading Seaman David Denman risked their lives to search for possible live ammunition in a pond, in Stewiacke, Nova Scotia. An unknown number of grenades had been thrown into a large pond.

One of the explosives had malfunctioned and was in an extremely dangerous state. Using a metal mine detector in the murky water, the dive team searched the bottom of the pond, where they found the unexploded grenade buried deep in the mud. The device was carried a safe distance away and detonated. Lieutenant Bard and Leading Seaman Denman continued their thorough search of the pond, finding and removing other weapon fragments. (*The award to Leading Seaman Denman of Halifax, N.S. was presented at a previous ceremony.*)

LS Moulden, a diver at Fleet Diving Unit (Pacific), was awarded for his service in Afghanistan. The citation explains:

“On April 3, 2010, Leading Seaman Patrick Moulden risked his life to ensure the safe evacuation of a wounded soldier, in Afghanistan. Leading Seaman Moulden and his team responded to an emergency call after an improvised explosive device (IED) critically injured a soldier. When a second device was discovered, Leading Seaman Moulden proceeded to dismantle it by hand before the rest of the counter-IED team arrived. With limited safety equipment at his disposal, Leading Seaman Moulden exposed himself to great danger to ensure that the IED was dismantled in a timely fashion, in order to permit the safe landing of a helicopter sent to evacuate his wounded comrade.”

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I QUIT

The I Quit! Challenge took place March 1 to April. Personnel had to find two supporters to verify they remained tobacco-free for the month of March. Participants were entered into a random draw.

Left: Fleet Chief of Staff, Capt(N) Mike Knippel shakes hands with second place winner LS Katlin Manion who won a \$125 CANEX gift card.

Below: Wade Walters of SISIP and Capt(N) Knippel awarded the supporter prize of \$50 to Sgt Dana Haley.



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Helen Bates
Contributor

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Above: Everyone was eager to dive into the cake! Capt(N) Mike Knippel, SISIP manager Wade Walters, and MFRC's Linda Scott made the first cut.



Above: The "big cheque" was unveiled: \$5,000 from SISIP to cover the cost of the event. Accepting the money was Capt(N) Knippel, Linda Scott, Wade Walters and PSP manager Dave Molinari.



2012 SISIP Volunteer Appreciation Night



Above: After dinner, guests enjoyed a physical game of "music bingo."

Jon Chabun
MFRC

Volunteers of all ages united at the Chief and Petty Officer's mess for a night of back pats and honours.

More than 180 volunteers from the base museum, Personnel Support Programs and the Military Family Resource Centre took part in the 10th annual SISIP Volunteer Recognition evening on April 18.

SISIP Financial Services once again played a large role in the event, contributing \$5,000 as the official event sponsor. The night included a buffet dinner for the volunteers and their guests, speeches and music bingo as the night's entertainment.

The night included speeches from PSP manager Dave Molinari, who also acted as emcee, Capt(N) Mike Knippel, SISIP manager Wade Walters, and MFRC board chair Craig Smith.

Speakers highlighted volunteers as "an essential component of all that we do." The MFRC, PSP and the museum all engage volunteers in every level of service delivery in an effort to meet and serve the needs of the DND community.

More than 400 active volunteers currently provide a variety of services for the museum, the MFRC and PSP. In total, those volunteers have contributed 20,000 hours of their time for a combined dollar value of over \$440,000 for the military community

The evening's entertainment, music bingo provided by Carlos Mengual from Base Information Systems, proved a huge hit with attendees. As the night came to a conclusion, nobody was ready to go home - a sure sign of a successful event.





Lauren Gates, from the Office of Naval Research (ONR), introduces Octavia to visitors during Fleet Week New York 2010. Octavia is a mobile, dexterous, social (MDS) robot that can move around on wheels (mobile), pick up objects (dexterous) and express a range of human-like facial emotions (social).

Photo by John F. Williams, U.S. Navy

New developments in naval robots

Georgina Nicoll
Office of the Asia-Pacific Advisor

If current research and development trends are any indication, navy ships of the future will increasingly employ some distinctly mechanical crew members.

The U.S. Navy (USN) and the Royal Canadian Navy (RCN) already use some autonomous marine systems, but the USN is now making research on robots and autonomous vehicles a priority, and aims to have humanoid robots deployed on upcoming missions to support human crew in damage control, searching and monitoring activities.

In March, the USN officially opened its new Laboratory for Autonomous Systems Research (LASR) at the Naval Research Laboratory in Washington DC. The 50,000-square-foot LASR complex includes testing facilities that reproduce the terrain and climatic conditions of desert, rainforest and shoreline ecosystems for testing robots, sensors, and power systems.

One of the projects currently being tested in the new lab is a social, humanoid robot, which is specifically designed to fight fires on board warships. Known as Octavia, the

robot is mounted on Segway-style wheels and has eerily feminine facial features. It is capable of assessing and extinguishing fires, and features limited problem-solving capabilities. Other projects being developed at LASR include the Pectoral Fin Swimmer robot, inspired by the movements used by fish, and a hydrogen fuel cell propulsion system that will be used for small unmanned aircraft.

This month, the USN and General Dynamics unveiled a model of a new autonomous unmanned undersea vehicle currently under development, which is specifically designed for detecting and identifying mines. Officially called a Surface Mine Countermeasure Unmanned Undersea Vehicle, but informally known as Knifefish, it is intended to be launched from the USN's new Littoral Combat Ships. The 20-foot-long cylindrical vehicle will reportedly weigh around 3,000 pounds. It can detect and identify naval mines using low-frequency broadband synthetic aperture sonar, which can produce images 10 times clearer than standard sonar. Powered by lithium batteries, it will autonomously propel itself around a minefield using GPS for navigation. A working prototype of Knifefish

should be ready by 2015, with initial operational capability expected in 2017.

North of the border, the RCN has not pursued the development of autonomous marine systems to the same extent as the USN; however, it has achieved excellent results in the field, notably for mine countermeasures (MCM) and ocean mapping. For example, the Canadian-developed Interim Remote Mine-hunting and Disposal System (IRMDS) – also known as Dorado – has been deployed since 1999 and has proven effective even in harsh weather and strong currents. Dorado is a semi-submersible underwater vehicle that navigates autonomously using GPS, and tows a multi-beam side-scan sonar unit. It features real-time data transfer over a radio link, broadcasting via its above-surface mast, and can operate up to eight kilometres from its home ship.

Canada is also home to private sector industry leaders in autonomous underwater vehicles, such as International Submarine Engineering Ltd (ISE), based in Port Coquitlam, BC. ISE is internationally renowned for its submersible and semi-submersible unmanned vehicles. Their advanced Sonar technology and seabed sur-

veying capabilities have attracted buyers such as the American National Oceanic and Atmospheric Agency, the French Research Institute for Exploration of the Sea, and various research universities.

Developing autonomous technology and integrating it into naval operations is seen as advantageous for several reasons. Firstly, using machines for certain tasks could improve productivity, since it would free up sections of the human workforce to pursue other activities. Secondly, machines with automated sensors can maintain constant awareness at higher levels, for longer periods, and over a wider area than humans can, offering increased surveillance and data collection capabilities. Furthermore, sending robots and unmanned vehicles to perform risky missions could potentially save lives by keeping navy personnel out of danger.

Yet navy personnel need not fear for their livelihoods. Even if the newest robots are capable of simple reasoning, for the vast majority of naval missions there is simply no replacement for a living, thinking sailor.

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Queen's Diamond Jubilee
Naval Ball
2 June 2012

Hosted by
The Honourable Steven L. Point
Lieutenant Governor of British Columbia
At Government House



For ticket information, go to
www.esquimaltmfrc.com or phone: 250-363-2640

Net proceeds to benefit the Esquimalt Military Family Resource Centre

The Naval Ball is being held to commemorate the 1897 Ball hosted by the Lieutenant Governor of British Columbia in honour of Queen Victoria's Diamond Jubilee.