

Above: Soldiers from Australia, Canada, Indonesia, Korea, Malaysia, New Zealand, Tonga and United States stand on the flight deck of amphibious assault ship USS Essex for manning the rails.

Below: The same flight deck became the playing field for a hockey game between sailors from the "Iron Gator" and soldiers from 3rd Company, 2nd Battalion Princess Patricia's Canadian Light Infantry.



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Love letters story goes viral

It started with a simple post on a social media website, but soon turned into a hailstorm of media attention.

Shelley Lipke Staff Writer

Each military member has his or her own unique way to say "I love you" to the people they leave behind when deployed

HMCS Regina Naval Communicator LS Devin Maxwell chose to write 241 love letters to his wife Crystal – one for each day he would be away.

Several hours after the ship sailed away on July 3, Crystal learned of her husband's expression of love and was so touched she decided to share it on "reddit.com", a social news website where users exchange thoughts on various topics.

"I simply couldn't believe he did this. I was so touched," she said. "It was such a great surprise and such a sweet story I wanted to share it."

Crystal soon learned about the incredible power of social media.

The post went viral and soon after she received an interview request through Reddt.com from a Globe and Mail reporter. The day after it was published there were more than 26 million hits to the website.

"I had no idea it would get this big," admitted Crystal. "I received calls from CTV, Global, CHEK, and Shaw shortly after."

Each wanted to cover the heartfelt story – one example of a couple's love separated by duty.

"I have received a lot of wonderful responses from people online. I believe it is really inspiring people and it made me happy to make them so happy," said Crystal.

Though the overwhelming response



Photo by Shawn O'Hara, Lookout

LS Devin Maxwell and wife Crystal share a hug before the Regina's departure.

has been positive, Crystal has received some negative feedback.

"One military spouse expressed resentment at the attention being drawn to Devin's gesture and said she felt the story diminished the service of the other sailors onboard *Regina*. Of course this was never the intent and it made me sad that someone would react in this way. I know firsthand how difficult it is for everyone separated from their loved ones during a deployment. We are all making sacrifices," she said. "I encourage other families to share their stories too."

How's LS Maxwell faring after all this media hoopla?

"We have an amazing story we can tell our kids one day," LS Maxwell said to his wife

The story has also been well received on board *Regina*. Feedback that LS Maxwell has received from shipmates has been in good humour, and mainly about how he may have inadvertently raised the bar for other husbands and boyfriends deployed at sea. Even the

Commanding Officer has commented on the story.

"Leading Seaman Maxwell's example shows all of us the importance of the connection between those of us at sea and those we have left behind," says Cdr Jason Boyd. "I congratulate him for this imagination."

He adds that connection between home and deployed members is what keeps a family strong and adds to a military member's resilience at sea.

"Whether sailors have written a love letter before they depart or choose to dash off a quick email to say 'I love you' while at sea, it shows the importance of keeping in touch. Equally, it reminds us that a letter or email from the spouse at home telling the sailor about important moments, such as a child's first goal in soccer, are equally important to all of us on board *Regina*. Communication in any form is important to keep up morale both at home and onboard. I would like thank all the families for their unwavering support"

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Photo by MC1(SW) Kurt Riggs, USS Essex Public Affairs, Navy

Minister of National Defence, the Honourable Peter MacKay, and Commander Maritime Forces Pacific, Rear Admiral Bill Truelove, promoted Commodore Peter Ellis, Commander Canadian Fleet Pacific, to Rear Admiral on board United States Ship Essex July 20. Newly promoted Rear Admiral Ellis is currently taking part in RIMPAC 2012, a large scale multinational exercise where he is serving as the Commander Combined Task Force 176, an amphibious Task Group led by the United States Ship Essex. Rim of the Pacific (RIMPAC) is the world's largest international maritime exercise. About 1,400 Canadian Forces members joined approximately 25,000 military personnel from 22 nations including Australia, the United States, Russia, Japan and the Republic of Korea in the waters surrounding the Hawaiian Islands for six weeks of intensive naval training.

Medical emergency leads to ship's u-turn

Shawn O'Hara Staff Writer

A medical emergency had HMCS Vancouver making a u-turn on its way to Hawaii with HMCS Regina.

On July 11, Cdr David Mazur, Commanding Officer of Vancouver, received a report from medical personnel that a crew member was experiencing a serious medical issue.

The ship was out of helicopter range, and 1,800 nautical miles away from

The captain decided to

change course and bring the ship to a destination where a Cormorant search and rescue helicopter could medevac the sick sailor.

"We knew the patient had to get ashore, probably in the next 24 hours or so,' said Cdr Mazur.

When the sailor's condition worsened, extra measures were taken.

"It became clear the patient would need potentially life-saving surgery within the next few hours, so we had to find a way to meet search and rescue a lot sooner," recounts the

ship's captain.

Engineers revved up both engines and took manual control. They also drained the ballast tanks to make the ship lighter so it could travel faster.

Vancouver rendezvoused with a Comox search and rescue helicopter 240 miles off the shore of Vancouver Island, marking the farthest possible trip by a Cormorant helicopter. The patient was airlifted off of Vancouver at 2:30 a.m. July 12 and taken to Victoria General Hospital for surgery. The sailor was

released from hospital two days later.

Vancouver won't be heading back to Hawaii. Cdr Mazur says the display of teamwork between Vancouver's crew and search and rescue, and getting the crew member to safety was what was important.

"It all went very smoothly," says Cdr Mazur. "The work that was done between the crew, the engineers, and search and rescue made it so we could get the patient the medical attention they required."

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WHAT SAY YOU

People Talk

Lookout asked this question:

If you could be a master in one skill you don't have, what would it be and why?



I'd love to be a master of calculus. If I had that, it would have made getting my Masters degree a lot easier.

Lt(N) Meghan Lobb



I'd want to be a master of communication. If you're a master communicator you can pretty much get whatever you want.

MS Roland Barrett



I'd want to be a master at talking to women. I think that's pretty self-explana-

Rob Senkpiel



I'd want to be a master of public speaking. It would be nice to be able to get a message out there, skilfully, and eloquently.

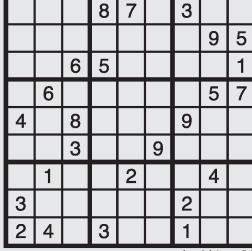
Soula Galloway



I'd want to be a master pilot. It's something that I've always been interested in but never had the time to pursue.

Stan Dzbik

SUDOKU



Fun By The Numbers

Like puzzles? Then you'll love sudoku. This mind-bending puzzle will have you hooked from the moment you square off, so sharpen your pencil and put your sudoku savvy to the test!

Here's How It Works:

Sudoku puzzles are formatted as a 9x9 grid, broken down into nine 3x3 boxes. To solve a sudoku, the numbers 1 through 9 must fill each row, column and box. Each number can appear only once in each row, column and box. You can figure out the order in which the numbers will appear by using the numeric clues already provided in the boxes. The more numbers you name, the easier it gets to solve the puzzle!

6	8	ŀ	L	9	3	9	Þ	2
9	Z	2	G	Þ	ŀ	6	8	3
ω	Þ	G	8	2	6	L	ŀ	9
8	ŀ	9	6	S	Þ	3	2	L
2	ω	6	9	ŀ	7	8	G	Þ
L	9	Þ	3	8	2	1	9	
L	2	Z	Þ	6	g	9	3	8
G	6	8	2	3	9	Þ	L	ŀ
7	9	3	L	L	8	2	6	g
ANSWER:								

Mental Health at Work

Heid Bada EAP

At time, it can be a struggle to get through the day. You enjoy your job, yet stress can creep in. Where does it come from? It could be your personal life, work life, or both. Most of the time, we handle change without help. However, it may be time to get help if disruptive feelings last, such as:

- Low mood
- Low energy level
- Short temper

Question yourself. How strong are your peer interactions and enthusiasm for work? Pay attention if you begin to feel miserable or tired. There may be simple solutions. Stress, depression, and anxiety are more common than you may think. Help is available, but you need to take action.

DND provides resources:

• Website with list of peer helping Referral Agents and links to stress and mental health resources, http:// esquimalt.mil.ca/eap/ index.htm

- Referral Agents listen and help find resources for your concerns if needed
- Lending library of coping, stress, and mental health books and videos at D29 room 105, phone: (250) 363-4614
- Employee Assistance Program (EAP) referral hotline 1-800-268-7708, 24hr help to reach a counsellor in your area, for yourself and immediate family

New behaviours practiced daily (such as getting more sleep) will become a habit. Get support from a Referral Agent or counsellor. Visit the EAP library; a whole chapter of the book 1,001 Ways to Relax is devoted to work stress. Another great book you'll find is Break Free From Burnout. Tips from the library shelves suggest looking at negative thoughts from multiple viewpoints, and making time for exercise and hobbies.

Change takes time. Set a goal to help you enjoy seeing improvements over time. To support your change, you'll find many tools at DND including Referral Agents and 24-hour hotline.

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LOOKOUT • 5 July 30, 2012

Building community bridges

Shawn O'Hara

Staff Writer

On a quiet street near Work Point, smoke billowed from an empty building.

Fire trucks from both CFB Esquimalt and Esquimalt Fire and Rescue responded to the call; a structure fire with pos-

In a display of team work, fire fighters from both departments entered the smoke-filled building, fortunately fire free, recovering the victims: a life-sized mannequin and a small doll.

The simulated structure fire was part of an exercise between fire fighters from the CFB Esquimalt Fire Department and the Esquimalt Municipal Fire Department. Both fire fighting organizations recently signed a mutual aid agreement. The agreement allows each department to call on the service of the other in times of need.

According the Assistant Fire Chief Randy Morton, the close proximity of CFB Esquimalt's station and Esquimalt Municipal Fire Department allows either station to provide

'We have 10 individuals available, and if we get a call from them we can mobilize a response team fairly quickly," says Morton. "CFB Esquimalt's Fire Department is committed to creating beneficial relationships between the region's fire departments, and this agreement highlights that."





Fire fighters Frank Csinos and Duff Johnston carry a mannequin out of the building during a mututal aid exercise between CFB Esquimalt Fire Department and Esquimalt Municipal Fire Department.

Photos by Shawn O'Hara, Lookout



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U.S. Navy EOD Unit shares training, fosters international partnerships.

Ernesto Bonilla, RIMPAC Combined Info Bureau

Sailors are participating in joint training operations July 16-22 with Australian, Canadian, and Russian explosive ordnance disposal (EOD) units during exercise Rim of the Pacific (RIMPAC) 2012.

Training activities for the EOD members during the month-long RIMPAC include shooting drills, fast roping, simulated underwater demolition, and improvised explosive device (IED) disposal.

Lt. Eric Bond, an EODMU 11 battle watch captain, said the exercise was an excellent opportunity to strengthen ties with participating countries, and to share methods and training, and that RIMPAC is not as

much about the exercise scenarios as it is about bringing together military members from other countries, and getting to know them.

"If we go to, or run, operations in Australia or Canada, we know exactly what these guys can do," said Bond. "We know their capabilities and we can seamlessly integrate."

During the first week, small familiarization operations were conducted "to assess each others capabilities and TTP's (tactics, training and procedures) to make sure we're all playing the same game," said Bond.

While Sailors from EODMU 11 and participating nations share similar missions, there are some differences between the explosive ordnance disposal units and the types of missions each performs. These differences include equipment, techniques, logistics,

and locations for IED and ordnance disposal.

"Other units are a little more hands on than we are," said Bond. "We try to do everything as remotely as we possibly can, with the use of robots and pull lines. They have interesting ways of dealing with things remotely without the tools we use. It's a lot of fun to see."

Explosive Ordnance Disposal Technician 2nd Class Stephan Blanz, a member of EODMU 11, said the tactical differences between the militaries were a catalyst for promoting knowledge sharing.

"During a shooting evolution we ran drills with Canadian and Australian personnel demonstrating tactics such as barricaded shooting, how to scope around cover and how to take accurate shots while exposing as little of yourself as possible," said Blanz.

In addition to knowledge sharing, Able Seaman Clearance Diver Kevin McEwan, assigned to Australian Navy Clearance Diving Team Four, said he formed lasting friendships with the other divers during the exercises

"When you work with other (foreign) operators you also become mates and you never know, some day you might be somewhere like Afghanistan and you'll have an idea of how they get things done," said McEwan.

The world's largest international maritime exercise, RIMPAC provides a unique training opportunity that helps participants foster and sustain the cooperative relationships that are critical to ensuring the safety of sea lanes and security on the world's oceans. RIMPAC 2012 is the 23rd exercise in the series that began in 1971.

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Above: Base Commander, Capt(N) Bob Auchterlonie; Chris Alexander, Ulrich Suesser and Chief of Staff, Capt(N) Luc Cassivi pose for a photo following a press conference announcing a major project. **Right:** Parliamentary Secretary to the Minister of National Defence, Chris Alexander makes the announcement.

Contract awarded to improve weather services

Shelley Lipke Staff Writer

Weather watching just got a boost.

Last Tuesday, Chris Alexander, Parliamentary Secretary to Minister of National Defence, announced a \$61,980 contract has been awarded to renovate the Meteorological and Oceanographic Centre (METOC) at CFB Esquimalt.

Joining him at the Wardroom was Base Commander, Capt (N) Bob Auchterlonie; Chief of Staff, Capt(N) Luc Cassivi; and Officer in Charge of METOC, Ulrich Suesser.

Two other bases - CFB Gagetown and CFB Halifax – are being upgraded, collectively part of the \$28.1 million Canadian Forces Weather and Oceanographic Service (CFWOS) Transformation Project.

"Weather services play a vital role in the operations of our personnel on all three coasts, and on deployments around the world," said Parliamentary Secretary Alexander. "This project will help to achieve better results for our men and women in the field who depend so heavily on accurate information to make crucial decisions for the safety and security of Canadians. This project will make Canadian Forces weather more centralized, support technology and create a constant global weather watch, and allow us to deliver weather to our commanders on shore and at sea. Having accurate weather reports is especially important for our sailors and search and rescue technicians."

The project includes the construction of a new wing at CFB Gagetown, renovations of the Meteorological and Oceanographic

traction control, power windows/locks, keyless entry.

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Centres at CFB Esquimalt and CFB Halifax, personnel relocation and the procurement of new information technology systems.

Stantec Consulting of Edmonton has been awarded the contract for design work associated with renovations at CFB Esquimalt and CFB Halifax, while the \$5.1 million contract for construction of CFB Gagetown's new wing has been awarded to Maxim 2000 Inc., of Saint John, New Brunswick.

The projects on all three bases are due to be completed by June 2014.

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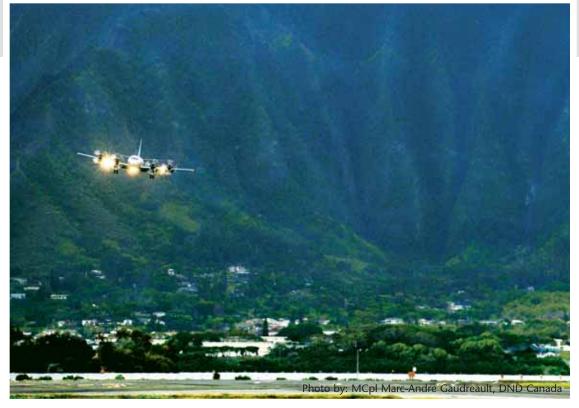
Below: A Canadian soldier from Princess Patricia Canada Light Infantry returns fire during force-on-force training on the windward side of Oahu during Rim of the Pacific 2012.

Bottom: Members of the 2nd Battalion Princess Patricia's Canadian Light Infantry from Shilo, Manitoba, and 1st Battalion, 3rd Marines from Hawaii, United States, board a CH-53E Super Stallion helicopter at Marine Corps base Hawaii to practice the fast rope insertion extraction system.



A Royal Canadian Air Force CP-140 Aurora aircraft from 14 Wing Greenwood, Nova Scotia, approaches for landing at Marine Corps Base Hawaii, Kaneohe Bay, Hawai.



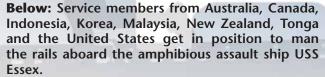




July 30, 2012



Twenty-two nations, more than 40 ships and submarines, more than 200 aircraft and 25,000 personnel are participating in RIMPAC exercise from June 29 to Aug. 3, in and around the Hawaiian Islands. The world's largest international maritime exercise, RIMPAC provides a unique training opportunity that helps participants foster and sustain the cooperative relationships that are critical to ensuring the safety of sea lanes and security on the world's oceans. RIMPAC 2012 is the 23rd exercise in the series that began in 1971.



Bottom: Ships arrive at United States Navy Base Pearl Harbor-Hickam in preparation for the RIMPAC 2012 exercises.





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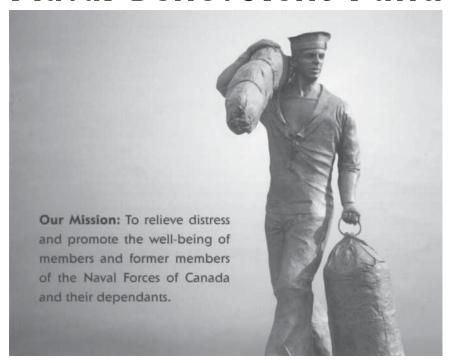








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Photo by OS William Cawthorne

Ordinary Seaman Josh Rose is a Steward aboard HMCS Algonquin, which is currently participating in the multi-national naval exercise RIMPAC. When not assisting with the preparation and serving of food for the ship's crew, he is re-acting to emergencies as a member of the ship's casualty response team. Earlier this year, OS Rose passed the Naval Boarding Party (NBP) course. Due to his training as a Steward, he is an asset to the NBP and is able to act as medic during boardings. As part of an exercise seen here, he apprehended the master of a vessel transporting illegal cargo. He enjoys the challenges faced by naval boarding and hopes it will gain him the experience he needs to receive a nomination to face the even greater challenges of becoming part of the ship's dive team.

Sailor Profile - Meet OS Rose

A Steward and Naval Boarding Party (NBP) team member aboard HMCS Algonquin.

Description of Job: A Steward prepares and serves food for the ship's crew, as well as assists with managing supply and store inventory for serveries and the ship's canteen. Stewards, as part of the Logistics Division of a ship's organization, also have the secondary duty of acting as members of the ship's Casualty Clearing Team in the case of emergencies.

Hometown: Rutherglen (North Bay) High School Graduated: Chippawa Highschool

Parents' Names: Luc Rancourt (Uncle) Brief Summary of Military Career:

- Joined in 18 Aug. 18, 2009, and served aboard HMCS Protecteur
- Passed Boarding Party Course Winter of 2012
- Posted to HMCS Algonquin in the Spring of 2012

Most Memorable Moment/Experience during Deployment:

Visiting the Mighty Mo, the sight where the declaration of surrender by the Japanese was signed ending WWII. He also enjoyed snorkelling at various points around the island of Oahu, getting to explore the natural and man made reefs.

Hobbies & Interests: Motorcycle enthu-

Now that's refreshing!



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NCM honoured to review graduation parade

Shelley Lipke Staff Writer

For the second time in Canadian naval history a non-commissioned member served as the reviewing officer for a Primary Leadership Qualification (PLQ) graduation ceremony.

The PLQ course is a Canadian Forces wide course which is mandatory for all members prior to becoming a Master Seaman or Master Corporal.

On July 17, CPO1 Claude Laurendeau, Chief Petty Officer of the Royal Canadian Navy, oversaw the PLQ 0106 Graduation parade held in the Naden Drill Shed.

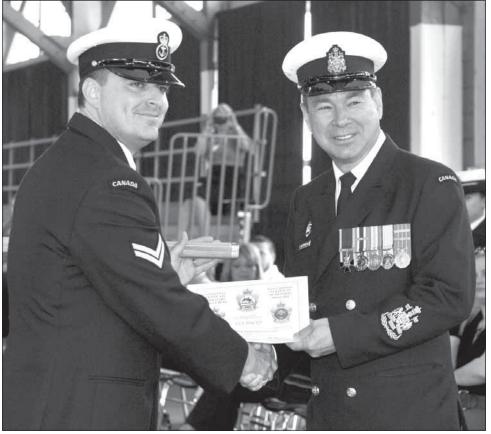
"It is truly a privilege to be reviewing today," said CPO1 Laurendeau to the 26 reservists and six regular force graduates from across Canada. "The PLQ is challenging, physically and mentally, and it is where you go from there that really matters."

Thirty years ago CPO1 Laurendeau was in their shoes and remembers the challenges and rewards.

"The course has evolved so much over the years, but the premise is the same. These men and women are well on their way. I am glad they picked me to be the reviewing officer. I am due to retire this year so this honour meant a lot to me."

Normally MARPAC senior naval officers serve as reviewing officers for graduation parades, but for this parade CPO1 Laurendeau flew in from Ottawa.

Last month during a PLQ graduation ceremony in Halifax CPO1 Bob Cleroux reviewed the course and was the first non-commissioned member to do so.





CPO1 Claude Laurendeau, Chief Petty Officer of the Royal Canadian Navy, presents LS Joseph Ducey (left) with his certificate of achievement for the primary leadership qualification course.

CPO1 Claude Laurendeau, Chief Petty Officer of the Royal Canadian Navy, presents LS Mathieu McWhinney (left) with his certificate of achievement for the primary leadership qualification course.



PO2 Jason Hanevelt is promoted to Petty Officer First Class at FMF Cape Breton by Capt(N) Don Smith and Lt(N)Shawn Walsh.



MS Shawn Mosson is promoted to Petty Officer Second Class at FMF Cape Breton by Capt(N) Don Smith and CPO2 Brent Lynds.

July 30, 2012 LOOKOUT • 13

Machinist Specialist course 0031 Graduates

The Machinist Specialist 20 month course. course, offered through Canadian Forces Fleet School Marine Systems Engineering Division once per year to qualifying Stokers, has been a specialty course offered to the trade for over 25 years.

Only a handful of QL5 graduates qualify for the opportunity to embark on this course due to its high academic and practical prerequisites.

Marine Systems Engineering Technicians must first be graduates of the trade's highly demanding QL5 technician course, and secondly must have obtained a passing grade of 80 percent or higher during the machinist phase of that

Obtaining a passing grade on the Mach Spec course isn't a guarantee by any means as machinist specialist students are required to manufacture components with the smallest possible

Parts made for practical shipboard use must sometimes be within fractions of a thousandth of an inch; specifications in these components that are invisible to the naked eye.

PO2 Dan Lefranc, (a recent instructor at the Fleet School machine shop and former Mach Spec student) has had the opportunity to manufacture machinery components for HMCS Algonquin's main gun, radar

cooling system, the ship's main engines and the helicopter fuelling system on board, to name a few.

The skills and knowledge required to machine the necessary part were obtained on his Machinist Specialist course.

According to PO2 Lefranc, "The major benefits of the course are increased hand skills and knowledge of the different approaches to manufacturing for the graduates. The course gives an increased understanding of safety, reading technical drawings, turning, milling and grinding processes, in addition to casting metal (at the Dockyard Foundry)."



The graduating class, left to right: Lt(N) Bayne, PO1 Reay, MS Pope, MS Joyce, MS Woytowich, and front center LS Ivany, tool crib operator.



PO1 Jensen is promoted to his new rank by Cdr Harrigan, PCC Commanding Officer, and CPO2 Chapleau, PCC Training Chief.



OS Ellis is promoted to Able Seaman by LCdr Sheila Heffernan, Logistics Officer, and CPO2 Tom Weston, Logistics Chief.







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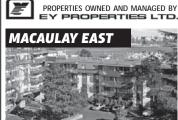
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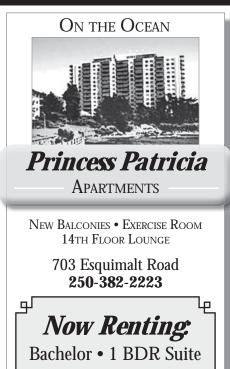
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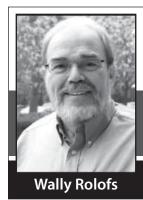




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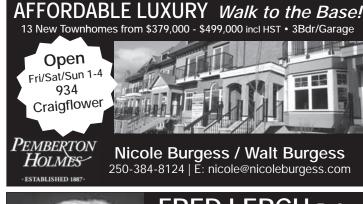


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