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New Fleet leader

Above: With pens in hand, departing Commander of Canadian Fleet Pacific (CANFLTPAC), RAdm Peter Ellis; Reviewing Officer, RAdm Bill Truelove; and the new leader of CANFLTPAC, Cmdr Scott Bishop sign the Change of Command Certificates Aug. 9 that officially transfer Fleet command responsibility to Cmdr Bishop.

Left: RAdm Peter Ellis receives a Shadow Box from CPO1 David Bliss.

Photos by Cpl Michael Bastien, MARPAC Imaging Services



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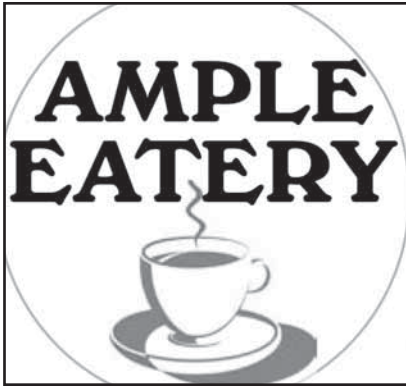
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Long way down for charity

Shawn O'Hara
Staff Writer

OS Dallas O'Dell plans to trade his Naval Combat Dress for something a little more, or less heroic.

On Sept.13, in a patchwork costume resembling the villain Boba Fett of *Star Wars*, he'll rappel down the side of the 13 storey CIBC building in downtown Victoria, all in the name of charity.

He'll be doing this as a part of the Easter Seals Drop Zone, an event that raises money to send children with disabilities to summer camp at Shawingan Lake.

As a member of the Canadian Forces, OS O'Dell feels it's important to become involved in the community.

"Working with the community is part of our job. It shouldn't just end at the base," he says. "I think that Drop Zone is a great cause. I'll take any chance I can to contrib-

ute and be a super hero for a child in need. I think everyone, not just Canadian Forces members, should live by that."

While he admits rappelling down the outside of the towering office building is intimidating, he is just as afraid to not meet his fundraising goal of \$1,000, the minimum amount required to participate.

"This event is really important to me," he says. "To put all this effort and thought into it and not meet my goal would be a huge disappointment. It's for the kids after all."

OS O'Dell is well on his way, having collected more than \$300 to date, but he needs more to make the rappel in a quirky costume.

To donate, you can contact him directly in *HMCS Protecteur*, go to the donation page at www.thedropzone.ca, call 778-317-3991 or email dallas.shears@yahoo.com.



OS Dallas O'Dell of HMCS Protecteur hopes to raise enough money so he can rappel down the 13 story CIBC building in downtown Victoria dressed as Boba Fett as a part of the Easter Seals Drop Zone charity event.

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Photo by Raegan Elford, Lookout

With a Maritime Coastal Defence Vessel as back drop, command of Coastal Division was passed from Cdr James Sprang to Cdr Lorne Carruth in a change of command ceremony last Wednesday. A congratulatory hand shake sealed the passing of command.

New leader for Coastal Division

Shawn O'Hara
Staff Writer

Coastal Division said goodbye to a fine leader last Wednesday.

In a change of command ceremony on Y Jetty, command of Coastal Division was passed from Cdr James Sprang to Cdr Lorne Carruth.

Cdr Sprang will become Commanding Officer of HMCS Malahat.

At the podium, he addressed the assembled ships companies and reminisced on two years at the helm of Coastal Division.

"It feels like just yesterday

I was preparing to give the last speech, instead of the first," says Cdr Sprang. "It has been my privilege to be your Division Commander. I have been humbled by your character and perseverance as you embraced the navy's motto of ready, aye, ready, and I thank you for your service."

RAdm Peter Ellis, Commander of Canadian Fleet Pacific, was the Reviewing Officer for the ceremony, and took some time to say a few words about Cdr Sprang's service to the military.

"He is a true professional whose dedication to Canada and the navy

is inspiring. He's a great Canadian, and a tremendous leader. We all owe him a debt of gratitude for his leadership and his guidance."

RAdm Ellis then addressed Cdr Carruth, congratulating him on his new postings, and the new phase of his career.

"Lorne, you've got some huge shoes to fill, but I think you've got the focus and the determination to do this job," he said. "I'm sure under your guidance Coastal Division will continue to grow."

Following the address, the papers were signed, officially relieving Cdr

Sprang from the post of Commander of Coastal Division, making way for Cdr Carruth to address the officers and sailors of his new position.

"As I'm sure you've all heard at ceremonies like this, I've got big shoes to fill. My only concern is that the feet in those shoes are capable of executing a perfect roundhouse kick to the head if I screw this up," Cdr Carruth said jokingly to the crowd. "Thank you for the opportunity to fill those shoes. I plan on bringing the same level of quality out of Coastal Division, based on the high bar that Jim has set."

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WHAT SAY YOU

MOVIE *Review* Spider-Man amazing indeed

Jennifer Fielding
Contributor

The *Amazing Spider-Man* is the first film of the new franchise directed by Marc Webb.

I had low expectations for this film having become a Tobey Maguire and Kirsten Dunst fan in the last series of Spidey flicks.

My doubts were swept away as the story unfolded in cinematic perfection. The cast was excellent and the story had emotional depth.

Andrew Garfield (*The Social Network*) is utterly compelling in his portrayal of the young man with two sides: misfit Peter Parker struggling to find his place in the world until he puts on the mask of Spider-Man, which allows him the freedom to express himself, gaining the confidence to take risks and show true bravery in the face of danger.

Emma Stone (*The Help*) plays Peter's high-school classmate Gwen Stacy, who is attractive,

but also kind and intelligent. She shares his love of science and has a strong relationship with her family. She and Garfield have incredible chemistry.

Peter and Gwen's courtship dance, awkward at the start, is as genuine as it is endearing, and once their feelings for each other are made plain, their connection is electric. However, Emma's father is none other than Police Captain Stacy (the fiery Denis Leary), who erupts with animosity when Peter attempts to discuss Spider-Man. He believes the super hero to be a vigilante preventing the police from doing their job.

I found it deliciously amusing to witness Leary's characteristic impatience and irritation reach new heights as Peter tries to convince Stacy he knows who is the true hero and what is the true threat.

In flashbacks, we see a child Peter in his father's study, which has been broken into, and soon afterward, his parents spirit him

off to Uncle Ben (Martin Sheen, note-perfect) and Aunt May's (Sally Field, in a heart-wrenching turn). His parents are never to be seen or heard from again.

Now an adolescent with a passion for science, Peter looks through his father's files and finds scientific research that he was working on at Oscorp with Dr. Curt Connors (Rhys Ifans, *Anonymous*, with a quiet intelligence but an air of mystery). Peter figures out a way in to the company in order to find clues to his parents' disappearance. It is at Oscorp that he is bitten by a genetically modified spider, giving him his super abilities.

Peter gives Connors his father's notes and partners with him in new experiments. Infatuated with his newfound super abilities and discoveries, Peter unwittingly sets off a chain of events that culminates in Uncle Ben's fatal shooting by a robber.

Spider-Man's crime fighting career begins with Peter's obsessive search for his uncle's killer.

Garfield conveys beautifully the intense guilt visibly ravaging Peter and the terrible secrets burdening him that drive his quest.

His nemesis slowly becomes his father's partner Dr. Connors, who purposely uses a genetically altered serum that gives him a genetic advantage gone awry. Spider-Man must be the one to stop him, but he needs more than superpowers on his side; he also needs Police Captain Stacy's bravery and Gwen's scientific and technical know-how.

The only downside to this film was the length of the scenes where Dr. Connors, aka the "Lizard", is wreaking havoc. I felt the scenes where he is at Peter's school were unnecessary and too drawn out, and that the scenes downtown leading up to the climax were too long.

Amazing Spider-Man 2 is forthcoming in 2014.

Rating: 9/10

Opportunities abound for first-time home buyers

Carl McLean
Contributor

If you've been thinking about purchasing your first home, but haven't yet made up your mind, now is an ideal time to think about taking the plunge into homeownership. Since Canada's currently in a buyers' real estate market and interest rates have dropped to historic lows, now is the perfect time to consider your mortgage options.

Your first step in the home-buying process should be to talk to a licensed mortgage professional. These experts have access to a vast array of lenders that enables them to negotiate the best possible mortgage products and rates on your behalf. In comparison, if you approach your bank with a mortgage request, they can only offer you a narrow choice – namely, their own products.

Thanks to the latest federal budget, there are a couple more reasons why

now is the optimal time to purchase your first home.

First, the budget proposes a \$5,000 increase to the RRSP Home Buyers' Plan, meaning first-time homebuyers can now withdraw up to \$25,000 from their RRSPs for a down payment – tax- and interest-free.

The budget also proposes a \$750 tax credit for first-time homebuyers to help with closing costs, such as legal fees, disbursements and land transfer taxes.

The tax credit is based on an amount of \$5,000 for first-time homebuyers who acquire a qualifying home after January 27, 2009 (ie, the closing is after that date).

An individual will be considered a first-time homebuyer if neither the individual nor the individual's spouse or common-law partner owned and lived in another home in the calendar year of the home purchase or in any of the four preceding calendar years.

In Memoriam

COOK, Kenneth January 22, 1933 - August 6, 2012

After a valiant but tough struggle, Ken succumbed to Mesothelioma at home, surrounded by his loving family. Ken worked for 36 years in HMC Dockyard as an Electronics Technician (Radar/IFF), proudly serving his country from ashore. Predeceased in 2007 by his beloved wife of 49 years, Faye (nee Jamieson), Ken is survived by his four children; Terri (Jay) Watts, Leslie (Mark) Raines, Kevin (Bonnie) Cook and Vicki (Dave) Willis. He will also be remembered by his grandchildren; Cameron, Richard, Laura and Diana; Emily, Marlie and Gemma; Ashley, Brandon and Keiran; and Michael and Michelle. Ken was a beloved Husband, Father, Grandfather and Best Friend. Sadly missed but always loved. Special thanks to Dad's best friend and cousin Mike Hanna, special friends Bert and Betty Watts and nurses Catherine and Rosemary. There will be a Celebration of Life for Ken at the Esquimalt C & PO's Mess, Lyall St., on Sunday, August 26th, 2012 at 1 p.m. The family requests donations to the Victoria Hospice Society in lieu of flowers. Online condolences at www.sandsvictoria.ca

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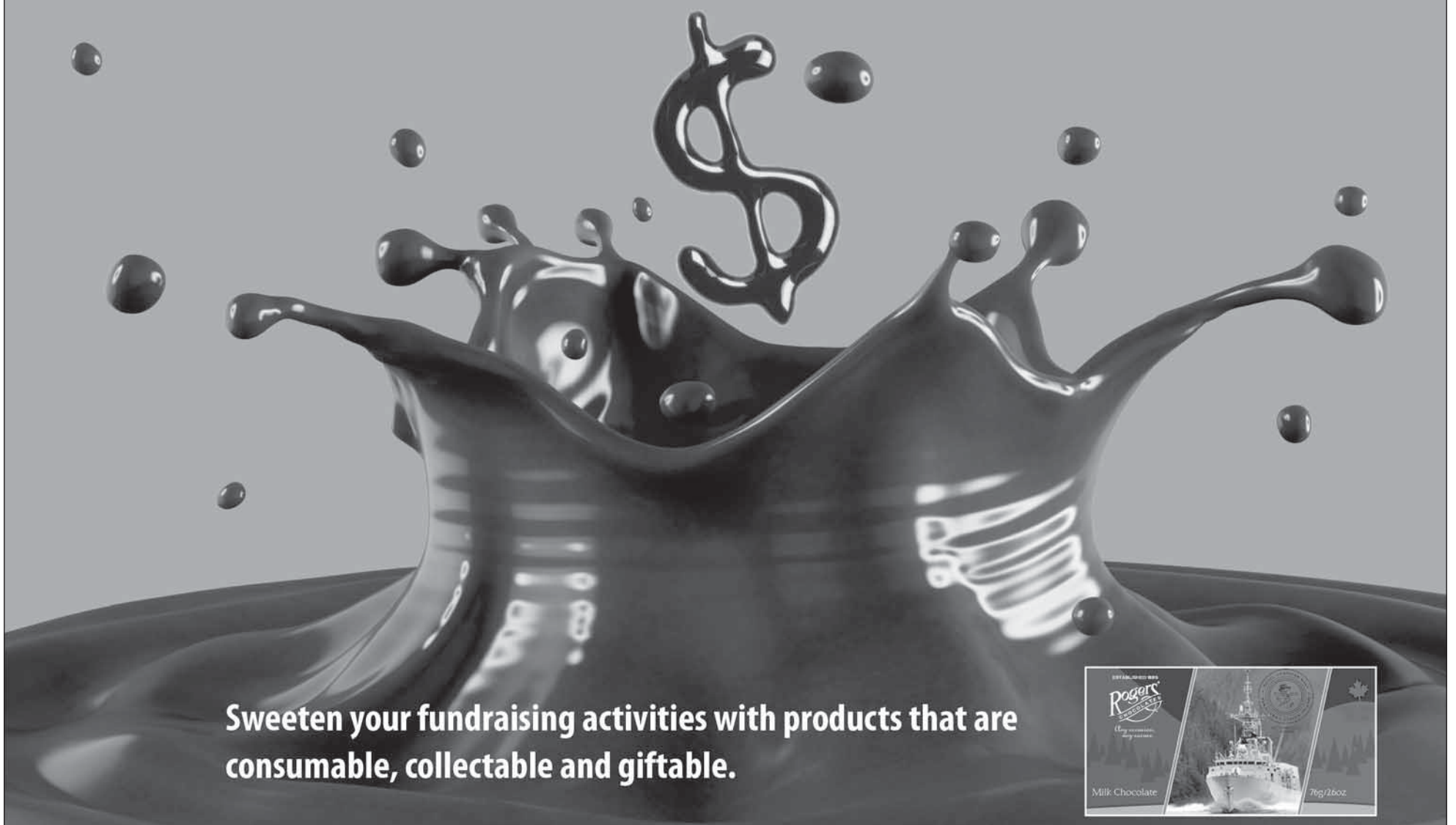
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Photo by MCpl Charlotte McShane, 12 Wing Imaging Services

Christine Hines, Shearwater Aviation Museum Curator, thanks everyone involved in the acquisition of the Grumman Avenger.

Museum scores vintage plane

Capt Tyrone Grande
12 Wing PAO

The Shearwater Aviation Museum acquired a vintage gem a few weeks ago and it landed on their doorstep.

Against blue skies with wispy cloud, a Grumman Avenger aircraft landed at 12 Wing Shearwater July 26.

The Avenger, known as Tanker #23, was formerly operated out of Forest Protection Ltd in New Brunswick. It was successfully signed over to the museum from the Museum Foundation to become the newest addition of its naval aviation collection.

“On behalf of the Shearwater Aviation Museum, we feel so lucky today to not only have a working Avenger to add to

our exhibit, but also for the wonderful folks at the Foundation who have been so generous,” said Christine Hines, Shearwater Aviation Museum curator.

12 Wing personnel and aircraft enthusiasts turned out to witness the landing of Avenger 23 at the Shearwater Heliport by pilot John Webber. It was followed by a brief announcement and the signing of the aircraft’s ownership to the museum, stories from veterans, and review of a static display.

The donated Avenger was originally delivered to the Royal Canadian Navy as aircraft 53610 in 1950 and served until January 30, 1958, after which it was procured and serviced by a number of airlines prior to finding its home with Forest Protection Ltd in 1976.

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Artist sketches on display in Halifax

Virginia Beaton
Trident

The Maritime Command Museum has a new display of sketches by Annapolis Valley-born artist Tom Forrestall.

The sketches are his preliminary work before painting HMCS Assiniboine, a mural-sized image that hangs on a wall in the Wardroom.

Forrestall was present for the official opening of the display and, with the

assistance of RAdm Dave Gardam, unveiled the focal artwork, an egg tempera painting of *Assiniboine* in battle with German submarine U-210 in August 1942.

Acting museum curator Rick Sanderson thanked the 76-year-old artist for his contribution of sketches.

“For me as a curator, it’s important to know the history that these sketches represent,” said Sanderson. “When you look at these sketches, there is a beauty to them. I find it a fascinating look into the mind of

an artist.” Each sketch was made in preparation for the mural-sized painting that depicts the painter’s view of a battle at sea.

“You have certainly captured the life of the mariner,” said RAdm Gardam. “Everything from the quality of light to the sea state contributes to the realistic and accurate effects. For those of us who have stood on the bridge [of a ship] you have captured our memories with precision.”

RAdm Gardam pre-

sented Forrestall with a MARLANT Certificate of Appreciation in acknowledgement of his service to the Royal Canadian Navy.

In his remarks, Forrestall thanked LCdr (ret’d) Doug Thomas, who acted as a consultant from 2004-05 during the creation of the painting. He also expressed his appreciation for the navy and their support of his work, and in particular, the *Assiniboine* mural that was unveiled during Battle of the Atlantic Weekend in 2005.



Commander Maritime Forces Atlantic, RAdm David Gardam, (right) and Thomas Forrestall, (left) unveil a painting as part of the official opening of his art exhibit.

Photo by MCpl Robin Mugridge, Formation Imaging Services



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THE FUTURE OF SHIP BUILDING

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Royal Roads University, the Asia Pacific Center for Security Studies, and Maritime Forces Pacific will be holding the biennial Maritime Security Challenges conference in Victoria BC from October 1-3, 2012. One of the conference panel discussions will focus on developments in the naval shipbuilding industry. This article explores some key developments and challenges facing world navies in their plans to modernize their fleets. More information on MSC 2012 can be accessed at www.msconference.com

Depending where you are, the state of shipbuilding is either looking promising or disappointing.

In 2012 the UK government announced its largest cuts in state spending since the Second World War, including USD \$6.6 billion from the Defence Ministry, a decision that has serious consequences for the Royal Navy (RN): for example, although two Queen Elizabeth-class aircraft carriers will be built, the RN will only operate one.

Although it will remain the world's foremost navy, the U.S. Navy (USN) cut its long-range naval construction plans this year to 300 ships from a planned expansion to 313. In its 2009 White Paper, Australia outlined ambitions to acquire 12 submarines, up to four air warfare destroyers, two new Landing Helicopter Docks, and completely replace its eight Anzac-class frigates (though there is some question about these plans being realized after Canberra cut \$5.2 billion from the defence budget in May).

Meanwhile, in Canada, the National Shipbuilding Procurement Strategy bidding process was completed in October 2011, with shipyards on both coasts selected for CAD \$33 billion worth of contracts for 28 navy and Coast Guard vessels. Furthermore, with the promulgation of the 2012-13 budget in February, up to \$5.2 billion more may be spent on Coast Guard vessels.

In addition to budget challenges, navies account for several trends that will also affect their procurement plans. One consideration is changing demographics and shrinking military-age labour pools. As baby boomers retire, the generations behind them are fewer in number, and may choose employment in areas other than the navy.

Another issue is the rising cost of fossil fuels. Upheaval in the Middle East, increasing demand from China and India, and deteriorating production in countries such as Mexico and Venezuela mean that the cost of fueling navies is almost certainly on an upward trajectory. Finally, the nature of naval weaponry is changing. Although kinetic weapons such as missiles will remain the norm, new systems, such as lasers, will require new shipboard support.

CHANGING DEMOGRAPHICS

Canada's 2011 census revealed several demographic trends that have implications for the navy. The working age population (those aged 15 to 64) accounted for over two-thirds of the population, and of that segment, almost half are baby boomers (those aged 45 to 64). Meanwhile, the number of children aged four and under increased from 2006, but still lags behind the boomers numerically. These statistics suggest the Canadian Forces may face a shortage of young personnel between when baby boomers retire and when the newest generation reaches working age.

Australia's population is in a better workforce-related position, with the percentage of the population aged 20 to 44 the same or greater than that of boomers. This indicates that the Australian military should have less trouble maintaining - or even increasing - its numbers. However, such is not necessarily the case: the Royal Australian Navy (RAN)

has had difficulty recruiting and retaining personnel, especially skilled sailors, with the country's booming resource sector. The submarine force has been particularly hard-hit, with sufficient personnel to man only two of its six Collins submarines. As a result, the RAN is taking advantage of personnel cuts in the UK, such as resolving a shortfall of 200 engineers by targeting outgoing RN engineers.

Aside from seeking qualified personnel from foreign navies, a solution to fewer sailors is automation. The USN has already launched several ships that automate functions: USS Makin Island reduced engine equipment in its new hybrid design and integrated systems to be centrally monitored by computer, which requires fewer sailors. The Littoral Combat Ship (LCS) design prioritized automation so that at any one time, the ships require a "core" crew of 40, with an additional 35 sailors to operate the LCS' mission-specific module. Compared with the Royal Canadian Navy's 4,700-ton Halifax-class frigate, which has a crew complement of around 220, the 3,000-ton LCS represents approximately 100 fewer personnel, ton-for-ton.

Finally, Singapore's Endurance-class Landing Ship Tank features integrated bridge, navigation and communications systems that manage most on board platforms, and an Aircraft Ship Integrated Secure and Traverse (ASIST) system that eliminates the need for deck personnel when securing a helicopter upon landing. Despite being 50 percent larger than its predecessor class, the Endurances have half the crew, at 65 personnel.

FUELING NAVIES

As First Lord of the Admiralty of the RN, Sir Winston Churchill made the transformational decision at the beginning of the 20th century to move RN battleships from coal fuel to oil, based on fuel efficiency, personnel savings, and greater possible speeds. Since then, with the exception of nuclear-powered aircraft carriers and submarines, navies have been propelled by petroleum.

Meanwhile, the cost of oil has increased dramatically from USD \$20 per barrel then to above \$60 a barrel since the mid-2000s, and sometimes breaching \$100 per barrel. This price increase is highly significant for navies' budgets; U.S. Secretary of the Navy Ray Mabus lamented that every \$1 increase in the price of a barrel of oil costs the USN \$31 million. As Western defence budgets face cuts to support government austerity, fuel costs should be minimized to maximize funds for operations and personnel.

A possible solution to rising fuel costs has been available in commercial automobiles for years: hybrids. The aforementioned Makin Island is a hybrid ship: she has gas turbines paired with an Auxiliary Propulsion system, which operates at lower speeds for up to 75 percent of the time. On her maiden sail, Makin Island saved an estimated 3.4 million litres of fuel worth \$2 million, and will save approximately \$250 million in fuel costs over the course of her life. Future shipbuilders also have several other fuel efficiency and alternative fuel options, such as bulbous bows and stern flaps, fuel cells, and solar panels.

ACCOMMODATING FUTURE WEAPONS

Since the beginning of the age of sail, naval weapons have been kinetic: one ship launches a physical projectile at a target. The form of these projectiles has evolved over centuries, from arrows to cannonballs to missiles. The next stage of naval weapons includes weapons such as the electromagnetic railgun and lasers.

A railgun channels electromagnetic energy along

two parallel rails to "push" a projectile at far greater speeds and distances than current, conventional weapons propellants can. In December 2010, the USN's Office of Naval Research (ONR) fired a solid projectile with a railgun at over 1,600 metres per second, or at eight times the speed of sound. Such tremendously high speeds have the potential to fire projectiles at least 90 kilometres - an ONR goal by 2017 - well beyond five-inch main guns' 13-kilometre limit.

After decades of research, in March 2012 ONR said that the USN is within four years of having a working prototype of a ship-mounted laser capable of targeting planes, ships and missiles, including China's DF-21D anti-ship ballistic missile.

In April 2011, ONR successfully fired a 15-kilowatt laser from the decommissioned destroyer Paul Foster, which set fire to the outboard engine of a moving motorboat 1.6 kilometres away, disabling the boat. A 15-kilowatt beam is fairly weak, comparable to 140 desk lamps; the true success is sustaining a concentrated laser against a moving target. The baseline for what is considered to be a militarily useful laser is 100 kilowatts, with ONR working on a free electron-type laser with a potential output of a megawatt, or enough power to burn through six metres of steel per second.

These future weapons face several challenges before they become fully operational and integrated into ships, including the major issue of power generation and transmission. At the moment, prototype railguns use more energy than what Arleigh Burke destroyers, among the largest in the USN, can generate.

Furthermore, a large part of the difficulty is transferring sufficient power to the weapon; dedicated power generation could theoretically be added to ships to power these future weapons, but this is hampered by the low capacity of wiring in between the generator and weapon.

Finally, the electricity involved in firing a railgun is so great that it destroys projectile electronics, removing the possibility of firing advanced precision munitions, which reduces accuracy and in-flight re-targeting.

The USN is considering incorporating the physical capabilities for these weapons in their new ships. In particular, the next flight of Arleigh Burkes, which the USN aims to begin procuring in fiscal 2016, may be built with the physical space and equipment to allow for the addition of railguns and lasers if and when they become operational. Similar design allowances for totally new ships, such as the next generation of destroyers, big-deck amphibious ships, and Ford-class aircraft carriers are also under consideration.

PREDICTING THE FUTURE

The Danish physicist Niels Bohr warned against making predictions, especially those based in the future. However, naval shipbuilders do not have the luxury of foregoing predictions; the task of planning future navies involves making educated guesses about naval requirements years - if not decades - in advance. Changing demographics, the rising cost of conventional fuels, and future weapons are all considerations that procurement managers must bear in mind when planning for future navies. At stake is, at the least, millions or billions of dollars in additional operational and/or refitting costs, and at the worst, being unable to effectively operate in a hostile situation.

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Retired pilot, cancer survivor and charity advocate

Christina Rogers
Contributor

He has flown the Royal Family, a Pope and the late Prime Minister Pierre Elliott Trudeau, but for retired Brigadier-General Jeffrey Brace, his time spent with people facing cancer is one of the most rewarding experiences of his life.

A distinguished member of the Royal Canadian Air Force, BGen Brace had a long and exciting career before being diagnosed with prostate cancer 10 years ago.

Bitten by the flying bug as a young air cadet in Montréal, Que., BGen Brace rose quickly through the ranks. He served as a crew member on the 1973 Trudeau mission to China; commanded 437 Transport Squadron, 8 Wing Trenton, ON., where he flew members of the Royal Family and Pope John Paul II; and served, not only as commander at Canadian Forces Base Trenton, ON., but also as commander of Canada's military air transport and search and rescue forces.

New beginnings

Upon his early retirement from the Canadian Forces in 1996, he became the executive director of the National Air Force Museum of Canada in Trenton until 2002. That year, he participated in a clinical trial for early detection of prostate cancer. The doctors found something.

BGen Brace admits it was "jaw-dropping" to discover he had cancer, but he quickly realized he needed a plan.

"When you face something like this, you don't run around in circles; you sit down and you lay out a plan, and you follow it," he says. "I know the military and its regi-

mented ways gave me the planning skills I needed to deal with something that, at the time, was a crisis in our family lives."

After he and his wife June assessed the risks, BGen Brace underwent surgery on the advice of his doctors.

Ten years later, he is cancer-free.

Survivor who serves

"Cancer still scares me to death," he says. "One of the things that really helps is working with people who have been diagnosed with cancer. That changes you."

BGen Brace has been actively involved with the Canadian Cancer Society for nine years. He has served as president of his local unit in Belleville, ON; as a peer support person helping other Canadians diagnosed with prostate cancer; and as a spokesperson for the cause to service clubs, government employees and even Queen's Park.

"Jeff's contribution to the cancer cause is significant and comprised of more than considerable time; Jeff has his heart in his volunteer work," says Heather Gray, manager of the Hastings-Prince Edward County unit of the Canadian Cancer Society. "He has provided great guidance to those around him. We are very lucky to have him."

Annual charity campaign

The Canadian Cancer Society is just one of the 15 Canadian health charities supported by payroll donations to Healthpartners in the fall Government of Canada Workplace Charitable Campaign, which takes place annually.

"Thousands of Canadians like Jeff have been helped thanks to payroll donations to Healthpartners by Government of Canada employees," said Eileen Dooley, national executive director of Healthpartners.

"Together, we have raised \$80 million to find cures, build awareness and run local support programs for people facing critical illnesses and their families."

Making a difference

BGen Brace's latest and most rewarding role has been facilitating a self-management course for post-treatment cancer patients and their caregivers called Living Well Beyond Cancer. Developed by Stanford University and licensed to the Canadian Cancer Society, the six-week course aims to help people with a long-term condition manage their symptoms and live healthy lives.

After his first course wrapped up in June, BGen Brace recalls the dramatic changes in

the participants.

"People who had been crying and reluctant to participate six weeks earlier were talking up a storm," he says. "Their whole demeanour had changed. They were interacting and were more positive – even those with stage-four cancer"

"Listening to their stories and hearing how they felt, I thought, 'I really am doing something that is helping,' and it truly feels good."

If you would like to make a donation to the Canadian Cancer Society or one of the 16 charitable organizations involved in the health field, consider donating this fall during the Government of Canada Charitable Workplace Campaign.



BGen (Ret'd) Brace (left) took his retirement from the CF in 1996. (Right) BGen (Ret'd) Brace was diagnosed with prostate cancer in 2002 and has since spent much of his time as a volunteer with the Canadian Cancer Society.

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

LCol Woolley, outgoing Commander of Base information services (BIS) with Base Commander Capt(N) J.R. Auchterlonie and incoming BIS Commanding Officer, Cdr Allsopp sign Change of Command certificates on July 30 at CFB Esquimalt.



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

CPO1 Devlieger, Major Thompson and Dora Jessen present LCol Woolley, outgoing Commander of Base Information Services, a certificate during the change of command ceremony.



LS Jeremy Snider from HMCS Protecteur is promoted to MS effective May 14. In the photo are LCdr Sheila Heffernan, Acting CO/Logistics Officer, and PO1 (Mark) Bateman, Acting Buffer.

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Whidbey Islands facility celebrates 25 years

LS Grant MacDonald
NOPF Whidbey Island

Twenty five years ago – July 13, 1987 - a building at Naval Air Station Whidbey Island opened with the classified mission of providing long-range acoustic tracking of contacts throughout the Pacific Ocean.

Few people outside the unit had any idea of (then) Naval Facility Whidbey Island's purpose. In a wry twist, the secrecy, double fences, security cameras and female-dominated staff lead to its nickname "the women's prison." It's a name that endures within the Naval Air Station and local community despite the mission being declassified in 1991.

From the beginning, Naval Facility Whidbey Island was staffed with both U.S. Navy Ocean Systems Technicians and Canadian Forces Oceanographic Operators. This cooperative approach continues today with Canadian Sonar Operators and Acoustic Technicians providing personnel for both the maintenance and operations departments. This includes the watch floor and aboard USNS surveillance towed array sensor system ships deployed throughout the

Pacific Integrated Undersea Surveillance System area of responsibility.

This model of cooperation is unmatched within the Canadian Forces and provides a unique opportunity for our sailors to learn from the expertise and historical data available, and then apply those skills to real-time operations.

Anniversary Ceremony

The anniversary ceremony was marked in July with the return of several plank holders; former NOPF Commanding Officers; Commander Undersea Surveillance, Captain Scott Rauch; and Commander of Submarine Force U.S. Pacific Fleet; Rear-Admiral James Caldwell.

Canada's commitment to the mission of NOPF was evident by the presence of Consul General Denis Stevens; Chief of Staff Operations and Plans for MARPAC and JTF (P), Captain (N) Luc Cassivi; and Commander Andrew Muir.

Commanding Officer, Cdr Jason Vogt began the ceremony by highlighting that which has stayed consistent throughout the 25 years of NOPF Whidbey Island: team-work, cooperation, secrecy and Canadian commitment.

Captain Rauch explained how the facil-

ity had grown from its humble commissioning crew of 78 into the present complement of almost 400 personnel.

Rear-Admiral Caldwell had the misfortune to begin his speech just as the rain began to fall in earnest. In a well-timed attempt to raise spirits he explained that his original plan of having a bald eagle deliver a salmon was waylaid by the weather, only to have the local resident eagle perform a flawlessly timed fly-by. After a hearty laugh the ceremony concluded with Command Master Chief Hinshaw, USN (Ret) and the first Command Master Chief of NAVFAC Whidbey Island, accepting a statue of Poseidon dedicated to all plank holders and presented by Commander Vogt.

Attendees quickly retreated to a pavilion for the reception and cake cutting by Chief Warrant Officer 4th class Shawn Philp. He began his career as a Seaman at Whidbey Island in 1987. Now he is the QA Department Head where he serves as a role-model and mentor.

"I remember cutting the cake as the youngest sailor at NOPF in 1987; I never thought I might be cutting this cake again as the oldest."

The future of Royal Canadian Navy involvement with the Integrated Undersea Surveillance System is likely to be one of even greater involvement. An informal briefing with Canadian Detachment Commanding Officer, LCdr Nicholas Underhill, Capt(N) Luc Cassivi and Cdr Andrew Muir was held with all available Canadian personnel attending. Discussion revolved closely around the potential for RCN sailors to provide additional crew to USNS Surtass ships. These sea-going opportunities could be invaluable to increase and maintain the proficiency of Sonar Operators particularly as the Halifax-class frigates see reduced sea-time during the Halifax Class Modernization program.

Naval Ocean Processing Facility Whidbey Island began life as one small part of a large network of facilities providing undersea surveillance. Through advances in technology it now stands as the epicenter of the Integrated Undersea Surveillance System mission in the Pacific Ocean. From the Plank holders to our current members, NOPF Whidbey Island continues to be recognized for its cooperation, integration and acoustic excellence.



Outgoing Commander Canadian Fleet Pacific, RAdm Peter Ellis presents Sandra Pinard with a Certificate of Acknowledgement for her outstanding deployment support to fleet personnel and their families.



RAdm Ellis presents Tracy Beck with a Certificate of Acknowledgement for her outstanding deployment support to fleet personnel and their families.

Photos by Cpl Michael Bastien, MARPAC Imaging Services

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MFRC *News*

Lampson services have relocated

Jon Chabun
MFRC

The Military Family Resource Centre (MFRC) has officially moved out of the second floor of Lampson Street School. The building is once again in the hands of the school board and all MFRC office staff at Lampson now work out of either Signal Hill MFRC or the Colwood Pacific Activity Centre (CPAC).

A few key MFRC services will remain at the bottom floor of the Lampson School. The daycare, the preschool, casual child care, and children's deployment workshops will still be accessible in Esquimalt at this location.

Walk-in services for families in Esquimalt such as the issuing of military family identification cards, payments for daycare, and dropping off mail packages for deployed military members will be available at the nearby Signal Hill MFRC.

The Esquimalt ver-

sion of deployment coffee nights will be available at the St. Peter's and St. Paul's Anglican Parish. French as a second language classes are still finalizing a new location.

One social worker and the operations manager will move to Signal Hill.

The Francophone services coordinator, a couple of deployment staff, and a couple of information and referral staff will now operate out of the Colwood Pacific Activity Centre.

A few renovations took place at the Colwood Pacific Activity Centre to accommodate the changes. The MFRC reception desk is now located close to the main hallway. Behind the reception in the main office space are a couple new cubicle-styled offices. Three other offices are now located in two rooms across the hallway from the reception.

For more information, feel free to contact the MFRC at 250-363-2640.



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Got some spare time? Consider a base tour

**Drew Danelesko
Elena Lopez**
Contributor

Hundreds of visitors have taken advantage of CFB Esquimalt's free summer tours in order to get a better glimpse of life on the naval base. Since late May, University of Victoria co-op students have been guiding the public on walking and bus tours throughout Naden and Dockyard. Until August 24th, locals and tourists alike are invited to experience the extensive history and modern-day operations of the Royal Canadian Navy.

The first permanent naval establishments in Esquimalt were three hospital huts built in 1855, designed to care for British sailors and soldiers wounded in the Crimean War. Only one sailor suffering from scurvy used the facilities. However, the Royal Navy soon made greater use of the site by transferring the Pacific Headquarters from Valparaiso, Chile, to Esquimalt in 1864.

Since 1910, the Royal Canadian Navy has called Esquimalt home. Its history is reflected in the many heritage buildings still standing. Unsurprisingly, there are a couple ghost stories connected to the base, including the ill-fated Lt. Reginald Scott who is purported to haunt the Commodore's Residence.

Contrasting the historical aspects of CFB Esquimalt is its modern facilities and navy vessels. The Fleet Maintenance Facility Cape Breton, the second largest integrated industrial complex in North America, undertakes major repairs

to the ships. The vessels docked on base serve as an imposing reminder of Canada's commitment to naval defence.

Visitors also experience first-hand the atmosphere of military life. Marching groups saluted greetings, and snappy uniforms are all common sights on base. By offering these tours, CFB Esquimalt is trying to create a better understanding within the public community of the work the Royal Canadian Navy carries out, both at home and abroad.

So far, there have been many diverse visitors to the base. They vary from cadets eager to gain more information on the Royal Canadian Navy, photography enthusiasts looking for interesting sights, tourists visiting from near and far, and military families newly posted to CFB Esquimalt. Visits by school groups and summer camps have introduced the younger generation to the military base. As well, many retired military members made the visit in order to see how CFB Esquimalt has changed over time, and often provide fascinating tales about its past.

The free summer tours of CFB Esquimalt are a great opportunity for an up-close and personal visit. Be sure to plan a visit before summer is over! Bus tours leave daily from Museum Square at 11 AM. Walking tours leave Saturdays from Dockyard Main Gate at 11 AM. Photo identification is required for those over 16 years old. Closed-toe shoes required for walking tours. For more information or to book a custom tour, call 250-363-2595 or email cfbesquimalt@shaw.ca.

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