





Ships damaged during tow-ex

MARPAC PAO

On Friday, Aug. 30, at approximately 11 a.m. PST, HMC Ships Algonquin and Protecteur collided at sea while conducting exercise manoeuvres en route to Hawaii.

Algonquin sustained significant damage to the hangar on her port side while Protecteur sustained damage of a lesser degree to her bow.

There were no reported injuries, and both ships have returned to their home port of CFB Esquimalt.

The full details of the incident are not yet known but a thorough and rigorous damage assessment has commenced. The goal is to get both ships back to sea as soon as possible.

A Board of Inquiry will be convened to further investigate the incident and circumstances surrounding it, and will make recommendations as to how to prevent a similar event from occurring in the future.

The ships were conducting a towing exercise where *Algonquin* was required to make a close approach to Protecteur in order to pass the necessary gear to take her under tow, simulating a loss of propulsion onboard Protecteur.

This activity was being conducted as it is a routine training exercise. RCN ships may be called upon at anytime to conduct this evolution in any environment to aid a stricken vessel.

This training exercise is necessary so ships are prepared to respond to an emergency at sea in any environment.

Most navies maintain an ability to take another vessel under tow.



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Above: OS Cady Marie Fitzgerald (left) receives a Métis Sash from Lissa Smith, Minister responsible for Health and Veterans, and Métis elder Stella Johnson during a Metis Belting ceremony. **Left:** Judith Guichon, Lieutenant Governor of B.C. (right), inspects Raven program graduates. With her are Lt(N) S. Kelly (left) and Base Commander, Capt(N) Luc Cassivi.



Above: LCdr Michelle Tessier (right), Division Commander of the Raven Program, and OS Michaelia Rose Drever (left) cut the Raven graduation cake.

Right: Raven graduates and their instructors march past LGov Judith Guichon on the dias.





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CPO2 Jamie Lone, Bob O'Blenis, Jack Panter, Richard Vandekamp, and Jim McEachern dip their tires into the Pacific Ocean following the 2013 cross country Military Police Motorcycle Relay Ride.

Ocean to ocean ride funds MP charity

Shawn O'Hara Staff Writer

After an 8,338 kilometres trek in the saddle, CPO2 Jamie Lone was relieved to see the Pacific Ocean.

The Fleet School Hull Standards Chief returned Sunday Aug. 25 from a 20-day cross-country charity ride that began in Halifax as part of the 5th Annual Military Police National Motorcycle Relay Ride.

Flanked by his team of three West Coast riders, CPO2 Lone backed his rear tire in the ocean at Macaulay Point for a salty dip.

It was the finale to a ride that began Aug. 6 with a dip in the Atlantic Ocean in Halifax.

"We wanted to give ourselves a physical goal," he says. "Knowing the Pacific and home was waiting for us on the other side was a pretty great motivator."

As part of the relay, around 125 riders from provinces across Canada joined a leg of the journey, We met a visually impaired girl who had recently applied for funding through the Military Police Blind Fund. She was such a smart, vibrant young girl and the kind of person we were helping with our ride.

-CPO2 Jamie Lone

but only four rode all the way across the country.

"We would meet provincial riders and they'd ride with us to the other side of their province," says CPO2 Lone. "It was awesome to have that level of support from riders we'd never met before."

Sleeping in bases and armouries, and eating in legions along the route, the four-member team met hundreds of supporters. Some drove home the reason they were on the ride.

"We met a visually impaired girl who had recently applied for funding through the Military Police Blind Fund," he recalls. "She was such a smart, vibrant young girl and the kind of person we were helping with our ride."

To ensure they made their 20 day time frame, riders were on the road up to 12 hours; for two consecutive days they covered more than 1,500 km to cross northern Ontario.

"That was a long one. Sitting for 12 hours straight never feels great," he says. "Everyone was a little sore that day, but we agreed that it was worth it."

The team donated a \$35,000 cheque to Atlantic Provinces Special Education Authority (APSEA) just before their ride began, but donations continued to roll in along the route.

"We were waiting at the ferry terminal to get back to the island and a little girl walked up with her piggy bank to give us a couple twoonies," says CPO2 Lone. "We tried to tell her she should keep it, but she said 'I want to help the kids'. That's what it's about."

With the ride, and the breadth of Canada behind him, CPO2 Lone is already looking forward to next

year. "It was a very emotional and enlightening ride," he says. "I'll definitely be back again next year."

From CPO2 Lone: On behalf of all the children of Canada whom we ride for, we wish to personally thankyou for believing in and supporting the Military Police National Motorcycle Relay Ride. Together we will continue making a difference in their lives. We salute you for your support and understanding while knowing:

A person never stands as tall as when they kneel to help a child.



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and why?

Lookout asked this question:

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We introduced poutine in the IMP that, although made with cooked, rather than fried potatoes, has chicken and cheese curds and a rich gravy. During the trials, soldiers loved it and are now even blogging about it. -Julie Brooks

Technical Assistant

an assembler in Montreal who packages all the food and non-food items together to form the various ration packs. Other rations such as the Vegetarian/Halal/Kosher and survival rations for life rafts are purchased readymade on a yearly basis.

The IMP main course is packaged in a retort pouch made from layers of flexible laminate. All food items need to have a shelf life of three years and be consumable straight from the pouch without adding water or heating.

The challenge says Ann Delaney, a Technical Assistant with the Programme, is to ensure that everything in the ration pack be eaten so that soldiers are getting optimal nutrition. She explains that packaged peaches are an example of a food that looks and tastes fine in a test situation, but doesn't work out so well in practice.

"The peaches are slippery and impractical to eat under field conditions. So we are currently looking for alternatives to this fruit."

Beef jerky, on the other hand, is ideally suited to the field. Included in a ration pack it can be slipped in a pocket and consumed whenever and wherever.

Delaney says the jerky is one of many additions and improvements that have been made to the IMP in recent years. A good protein bar and hot sauce have also been crowd pleasers. Chocolate bars are now

included with both lunch and dinner IMPs, and a new sliced bread product has been a welcomed addition.

"One of the refinements we're looking at is trail mix with nuts. Nuts are very good nutritionally but our challenge has been shelf life. We're looking at coated nuts as an option or a mix that is packaged with nitrogen instead of air," says Delaney. In 2014 soldiers can look forward to an IMP hamburger and a vastly improved coffee that is espresso-based and much richer in flavour, says Julie Brooks, also a

Programme. "Food is very important for morale. Soldiers want food that is familiar. We introduced poutine in the IMP that, although made with cooked, rather than fried potatoes, has chicken and cheese curds and a rich gravy. During the trials, soldiers loved it and are now even blogging about it," she

Technical Assistant with the

All three team members have degrees in food science, but agree that food is about more than science.

savs

"Of course we need to ensure that our soldiers are getting the nutrition they need," says Jutras. "But it is also vitally important to us that the food is tasty, easy to eat and we include items soldiers want in their rations. We're really looking forward to sitting down with soldiers in the field and finding out what they think."



Meal rations are being reviewed in the field by Ann Delaney (left), Edith Jutras (centre) and Julie Brooks (right).

Rations testing, a tasty improvement

field with the troops will

build an understanding of

what soldiers like and don't

like about their rations, and

will help steer improve-

"The troops will have a

chance to meet and talk

directly with us," she says.

"In the past few years we

have focussed our efforts

on improving food taste

and variety. Now we will

evaluate the packaging in

order to make it more in line

with soldiers' needs. We've

already cut down the num-

ber of loose items in the

ration pack in response to

soldier comments, and we're

looking at switching to reus-

ments in years to come.

Materiel Group International Communications

This fall, soldiers on exercises at various field units will be eating their lunch with the team from the PMO National Combat Rations Programme who will be hearing comments and opinions on the food and its packaging in an operational environment.

Edith Jutras, Manager of the Program, says ration packs used to have feedback forms inside, but the rate of return was extremely low.

She believes being in the







able packaging if possible." National The PMO Combat Rations Programme is part of the Directorate of Food Services in the DCOS division and is responsible for the shelf-stable packaged meals that are provided to soldiers in the field.

The small three-person team designs the rations and validates requirements, works with industry to develop recipes and new products, contracts for all the components, supervises production and assembly, conducts testing and quality validation, and provides expertise on stock management.

Combat rations must

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adhere to NATO standards for nutrition and interoperability so allied soldiers can easily eat rations during joint operations.

The team works years ahead due to a long production and procurement process; currently they are developing menus for 2015.

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Enter the photo contest, win big

Jen Seipp CFMWS

Whether it's for work or fun, we all love to take pictures.

But what makes a truly great photograph? Is it excellent technique, engaging subject matter, great timing or an emotional draw?

For 45 years it has been the job of the Canadian Armed Forces (CAF) Photography Contest judges to answer that question. Each year, highly qualified individuals from multi-disciplinary backgrounds are invited to judge thousands of contest submissions and use their expertise to select the best images of the year.

This year, MWO (Ret) Christian Coulombe will join the judging panel, bringing years of experience and a unique passion and perspective to contest.

"I look forward to the challenge of being a judge this year. Photography is important for the CAF as it forever captures what the soldiers, sailors, airmen and airwomen do," he says.

As a judge, what will he be looking for?

"The quality of the image itself, sharpness, and

structure of composition," he says. "Does the image display an angle or aspect never seen before?"

The context of the image and its emotional impact are also very important to MWO (Ret) Coulombe.

"I will look for images which depict an event so close to our heart that even without reading the caption, I am moved, disturbed, informed, or so close that I can feel the joy or pain that the people in the image actually feel."

Judging of the entries takes place Oct. 9 and 10 at the National Research Council Campus in Ottawa, and visitors are welcome.

Do you have a great image to share? There is still time to enter the contest and see if your photos will catch a judge's eye. The CAF Photography Contest is accepting submissions until Oct. 1. Photographers will be eligible to win a selection of great prizes, and each contest participant will also be entered into a grand prize draw for a round trip anywhere in Canada, courtesy of Via Rail.

For full contest rules, eligibility criteria, and to enter, visit www.cafphotocontest. ca.



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Location: CPAC MFRC 650A Mon Sept 16 & Nov 18 6:30-8:30pm Free

Part 2 - Parenting Session

Do you have children at home? Are you prepared to help your children deal with the challenges of having their parent away? Would you like a chance to meet other parents who are also facing the same challenges? Have your questions answered by those "in the know." Free onsite childcare also available by request. It is recommended that all participants take Part 1 of the Dealing with Deployment series prior to this session. Location: CPAC

MFRC 650B Mon Sept 23 & Nov 25 6:30-8:30pm Free

All participants are asked to register at least five days in advance by calling the MFRC at 250-363-2640.

Newcomer's Coffee Night Connect with others at the weekly coffee night. Military families new to the area are welcome to join in, meet new people and learn more about the community. MFRC staff will be

on hand to answer questions and provide information. Participants are required to register 5 days in advance by calling 250-363-2640 (toll free: 1-800-353-3329). Free child care provided if required and booked a week in advance.

Location: CPAC Wed Sept 18 6:30-8pm Free

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Curb that fall spending frenzy

Tricia French **SISIP** Financial Counsellor

It takes savvy money management to survive the onslaught of fall expenses.

The good thing about the soaring expenses between September and December is they're predictable: kids always go back to school in September, Thanksgiving is always in October, and Christmas is always on of Dec. 25.

Fortunately, it's much easier to plan for events you know will happen.

How can you plan to not just survive but thrive?

Use these three steps to put together your plan: Review, Reflect, and Rework.

First, review your spending over the same time period last year by looking at receipts, cash withdrawal slips, and bank and credit card statements. We usually underestimate what we spend, so checking your previous year's spending helps you be accurate and realistic.

Second, reflect on whether you'll spend the same amount this year. If you were comfortable with the amount you spent, great. If spending got out of hand, strained your budget, or added to your debt load, then now's the chance to commit to a new spending limit. A spending limit ensures you don't carry costs of those events well into the New Year, often

costing hundreds of dollars in interest.

Once you've decided what you're going to spend, the final step is to rework your budget to set aside money for those expenses. It's much easier to save a little at a time over the year and it's never too late to get into the habit.

Try these reliable strategies for saving for planned expenses. Earmark a bank account specifically for savings for annual expenses like back-to-school costs, sports registrations, or holiday spending. Start an automatic deposit of a set amount into a savings account each pay using online banking or a pay allotment.

Don't feel you're a good saver?

Try these tricks that are hard to sabotage. Buy a gift a month to prepare for birthdays or Christmas. Buy gift certificates or gift cards from retailers throughout the year to help with the increased spending demands during the holidays. You can even set up an automatic withdrawal with your employer for Canada Savings Bonds and cash them annually to pay for your holiday expenses.

Setting up a system takes a bit of time and practice. Security comes from knowing you can afford what you and your family value without getting into debt.

This article is for general information purposes only and is the opinion of the writer.





NAVY EAGUE



CPO1 Chris Koblun and the 2013 MARPAC Nijmegen Marching Team present RAdm Bill Truelove, Commander Maritime Forces Pacific, with the Woodhouse Trophy, which the team earned as the top Canadian contingent during the march this summer.



"Sometimes the Gnaden Band uses me as a their metroGnome," says the Gnavel Gnome. The little fellow joined the Naden Band of the Royal Canadian Navy at Transfer Beach in Ladysmith for Ladysmith Days.



power and importance of being honest and frank with this injury and now speaks to others who are suffering and have not yet discovered what to do about it. CANEX Esquimalt • Sept. 12 • Noon - 3pm

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Maj Bill March Air Force History & Heritage

Some had slept. Probably the veterans, those fighter pilots and bomber crews who knew what it was like the night before a "big show."

Others, new to the idea of going into combat, likely tossed and turned, thinking of the thousand and one details that had been briefed the day before, or trying not to think at all, lest their thoughts stray to the unthinkable.

It did not matter now. Fresh or tired, the crews donned their goggles, gloves, boots and Mae Wests as they made their way to their squadron areas. Perhaps someone made an oft-heard joke about how the life preserver owed its nickname to the buxom movie star. Others may have spoken boastfully to their comrades of deeds to come, while others enjoyed the moments before dawn in thoughtful silence awed in part by what they had been told the day before.

It was Wednesday, the 19th of August 1942 and Operation Jubilee was about to commence

The aircrew had been told that Jubilee was to be "raid in force" involving more than to life, shattering the early dos, supported by naval and Seventy-seven fighter and

Spitfire pilots from 401 Squadron wait for their aircraft to be refuelled between flights on Aug. 19, 1942, during Operation Jubilee. From left to right: Flight Sergeant Ed Gimbel of Chicago, Illinois, Flight Lieutenant Jim Whitham of Edmonton., Alta., Flight Sgt. Bob Reesor of Peace River, Alta., and Pilot Officer "Scotty" Murray of Halifax, N.S.

Top right: The front page of "Wings Abroad," the RCAF war-era overseas newspaper, painted a rosy picture of the Dieppe raid in its Aug. 26, 1942, edition.

Bottom right: Flight Sqt Mehew "Zip" Zobell, of Raymond, Alberta, brought this Spitfire back safely home after the Dieppe affair despite the fact that his forehead had been injured — not seriously — by an exploding cannon shell from an enemy fighter.

There were broader strategic and operational considerations, but if the airmen had been told that Jubilee would divert German attention from the beleaguered Russians on the Eastern Front, or acquire intelligence information and equipment, these considerations were well above their pay grade. These lofty considerations were for the likes of Air Marshal Leigh Mallory, the Royal Air Force (RAF) officer commanding 11 Group and their "boss" for Jubilee.

For the young men who would shortly climb into their Spitfires, or Mustangs or Boston and Blenheim bombers, the focus was hit the target, dominate the airspace, protect the assault force and "have a go at Jerry."

Aircrew tasked to fly the first sorties climbed into their aircraft as the ground crews purposefully went about making final checks. The airmen knew they had to be over the beaches by 0500 hours, the time of the initial assault.

Engine after engine sprang

air forces, and the target was bomber squadrons had been the French port of Dieppe in assembled for Jubilee - almost umns of smoke from burning crosses, moving at incred-Occupied France. It was to 1,000 aircraft manned by men naval craft, vehicles and buildbe a hit and run operation; a brought together to defeat ings climbed ever upward like chance to "poke Jerry in the a common enemy. There were Poles, Czechs, French, Norwegians and others from German occupied lands. There were Americans whose fighter and bomber units had finally arrived in England and some, who came to the party early, in the uniforms of the RAF and Royal Canadian Air Force (RCAF).

Then there were the Canadians

Nine RCAF squadrons (400, 401, 402, 403, 411, 412, 414, 416 and 418) would take part in Jubilee, but as was always the case, there were many more Canadians scattered amongst the RAF units. For these pilots, gunners and observers, Jubilee had a more personal feeling as their countrymen, most from the 2nd Canadian Infantry Division, made up the bulk of the invasion force.

The first aircraft arrived over Dieppe just as dawn was beginning to break. A clear sky, deceptively calm, greeted the airmen. However, as the squadrons began their deadly tasks, the sky quickly filled with aircraft darting hither and yon, puffs of smoke from detonating anti-aircraft shells and 6,000 soldiers and comman- morning with aviation noise. the frighteningly beautiful lines of tracers arcing through it all.

As the day progressed, col- full of aircraft, some with black a forest of black, foul-smelling trees. Squadrons that took off later in the day used these columns as guideposts to where they should go. Each airman, according to

their aircraft and mission, would have had a very different impression of that day. pilot regained his bearings Although surrounded by their comrades, each Spitfire pilot was alone, cocooned in his aircraft with only the roar of the engine and his own thoughts to keep him company. Occasionally a voice over a hurried meal, and then back the wireless (radio), sometimes calm, sometimes excited, sometimes frightened would interrupt these thoughts. Calm and excited voices were to be acknowledged or obeyed; frightened voices were to be ignored with a "thank God it's not me.

Depending on fuel and distance, actual time in the vicinity of Dieppe was often measured in minutes, but when German fighters appeared, each minute seemed like an eternity. Combat was brief, vicious, and demanding on both body and mind. Aircraft were thrown through the air in manoeuvres that tested the limits of both flesh and metal. Suddenly, the sky would be







ible speeds with each trying to close the gap between hunter and hunted to mere yards before firing. Shells from cannons and machine guns streaked through the air like

nimble fingers seeking a vital spot in machine or man. And then...it was over... and the sky empty as the and sought the comfort of his wingman or squadron once again. A quick check of the aircraft to see if there was damage, then it was back to the airfield for a gulp of water, for a repeat performance two,

Hurricanes and bombers

three or four times.

For aircrew in close support aircraft, the Hurricanes and bombers, their air war was slightly different. Their first attacks were made over pristine beaches and against untouched targets. By late morning they approached over broken and burning craft, the sprawled bodies of Canadian soldiers, and flew into the plumes of smoke that brought with it the bitter taste of defeat. View obscured, they raced through the ever present flak with only seconds to attack the designated target before they were through into deceptively welcoming clear skies harbouring enemy fighters. Then it was

Mustang pilots flew reconnaissance flights far from the battlefield keeping close watch on the approaches to Dieppe. Often with only a solitary wingman for company, they were to fight only as a last resort; knowledge was their primary weapon and speed and stealth their best defence. However, their missions brought them closer to enemy

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Mustang pilots

fighters and when "bounced" it was often unexpected...with deadly results. Mustang pilots would suffer the largest percentage of air losses during the battle.

Enemy action was not the only thing to be feared on that day. The fog of war can deliver some nasty surprises. A 418 Squadron Boston aircraft joined the first sorties of the day, but a mistake by ground crew unfamiliar with this aircraft meant that an undercarriage safety bolt was not removed, and when airborne the aircraft's wheels could not be raised. Aborting the mission, the Boston became easy

"meat" for a German fighter and was shot down - fortunately the crew survived. Not so lucky were Pilot Officers John Gardiner (23. Ottawa, ON) and Norman Monchier (19. Dartmouth, NS) with 403 Squadron who were killed when their Spitfires collided during combat over Dieppe. Flak also claimed its share of

victims such as Flight Sergeant Stirling Banks (19, Poplar Grove, PEI), flying a Hurricane with No. 3 Squadron RAF, who was killed attempting to ditch his damaged aircraft in the sea off Dieppe.

The vast majority of casualties suffered by the Allied air forces that day were inflicted by a determined and skilled Luftwaffe. Although total numbers are still debated, in 16 hours of combat approximately 106 aircraft were lost by the Allies as compared to 48 German. Still, the Allied air forces had succeeded in their primary mission – they had put up a virtually impenetrable air umbrella over Dieppe and the naval convoy. Attacks by the Luftwaffe were negligible with only one major ship damaged (it was later sunk by the Allies). Sixty Allied airmen were

killed of which 13 were



Canadian serving with RCAF and RAF squadrons. And this number would have been much higher except for the often unrecognized heroism of the Air-Sea Rescue organization. Yet, this number pales in comparison to casualties suffered by the Canadian Army at Dieppe.

part in Jubilee, 907 were killed and over 1,900 wounded and captured. The Canadian Army units that fought at Dieppe have this name inscribed with honour on their Colours and so do nine RCAF Squadrons.

If you want to know more about the air battle at Dieppe, I recommend you read Norman Of the approximately 5,000 Franks, Dieppe: The Greatest Canadian soldiers who took Air Battle, 19th August 1942.





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443 MH Squadron has a new leader



Top left: Outgoing Commanding Officer LCol Steve Maude, Reviewing Officer Col Lise Bourgon, and incoming commanding officer LCol Patrick MacNamara sign the Change of Command Certificates for 443 Maritime Helicopter Squadron on Aug. 22.

Above: Maj Jennifer Kennedy (right) and Maj Donald Leblanc (left) present LCol Maude with a departure gift.

Left: Reviewing Officer Col Lise Bourgon returns the General Salute during the Change of Command.

Photos by Cpl Michael Bastien, MARPAC Imaging Services

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Congratulations divers

The latest Fleet Diving Unit (Pacific) QL5 Graduation ceremony was held at FDU(P) on Aug. 9.

Cpl Michael Bastien, MARPAC Imaging Services



Lt(N) Kevin Okihiro (left) receives his certificate of Completion from Capt(N) Bradley Peats.



CPO2 Robert MacKay (left) receives the second clasp to his Canadian Forces Decoration (CD) for 32 years of services from Capt(N) Bradley Peats.



MS Nick LePage is promoted to Petty Officer Second Class by LCdr Todd Bacon (left) and Capt(N) Bradley Peats (right).



PO2 Mike Hales is promoted to Petty Officer First Class by LCdr Todd Bacon (left) and Capt(N) Bradley Peats (right).



PO1 Don Morris is promoted to Chief Petty Officer Second Class by LCdr Todd Bacon (left) and Capt(N) Bradley Peats (right).



CPO2 Rob DeProy is promoted to Chief Petty Officer First Class by his father and Capt(N) Bradley Peats (right).



Tom Essery (right) presents Lt(N) Kevin Darling with his Course Certificate and Clearance Diver Dolphins.



Henry Mark presents SLt Mulcahy with his Course Certificate and Clearance Diver Dolphins.



Dirk Van Ek presents LS Shaun Charpentier with his Course Certificate and Clearance Diver Dolphins.



Charlie Savard presents LS Hector Ladron De Guevara with his Course Certificate and Clearance Diver Dolphins



Marketa Lund presents LS Mark Littler with his Course Certificate and Clearance Diver Dolphins.



Mark Oliver presents LS Raphael Marcouiller with his Course Certificate and Clearance Diver Dolphins.



Mark Paton presents LS Adam Mullin with his **Course Certificate and Clearance Diver Dolphins.**



with his Course Certificate and Clearance Diver Dolphins.



Sean Williams presents LS Marc-Andre Ouimet Bruce Irwin presents LS James Rolfe with his Course Certificate and Clearance Diver Dolphins.



Hayley John presents LS Raphael Marcouiller with The Joseph Lucien Gilles DeChamplain memorial award, which is presented to the student who demonstrates Superior Fitness throughout the course.



LCdr Todd Baccon presents Lt(N) Kevin Darling with The Stephan Flynn Academic Achievement Memorial award, which is presented to the student who attains the highest Academic standing throughout the QL5A/CLDO Clearance Diving courses.



Capt(N) Bradley Peats presents SLt Mulcahy with the Top Student award, which is presented to the Clearance Diver Student who demonstrated a consistent outstanding performance in all areas of the year-long course.



CPO2 Dale Crewe presents a \$500 cheque on behalf of the Chief and Petty Officers' Mess to Peter Grant, Lyall Street Service Station, during a recent ALS Fundraiser.



PO1 D. Simpson is promoted to Chief Petty Officer Second Class by Cdr C.J. Hargreaves, Acting Commanding Officer of Fleet Maintenance Facility Cape Breton, and spouse, Kerri Simpson on Aug.21.

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Veteran and dog walk to raise money for PTSD treatment

Sarah Kester Trident

As part of a fundraising initiative called Paws Fur Thought- Long Walk to Sanity, Capt (Ret'd) Medric Cousineau and his service dog Thai have embarked on the first steps of their 50-day journey.

The walk is to raise money for Post-Traumatic Stress Disorder (PTSD) treatments.

Dog and man are walking from 12 Wing Shearwater to Ottawa to raise \$350,000, and pair 50 veterans who suffer from PTSD with 50 service dogs.

Destination stops include Truro, Gagetown, Quebec, Trenton and Toronto.

Over the past several years, service dogs have built a positive reputation for their role in improving PTSD symptoms.



According to the Canadian be a right Mental Health Association, PTSD will affect one in 10 Cc people, and the cases of the disorder can be more common in former or current ing a

members of the military. Cousineau, a sufferer of PTSD for almost 27 years, is hoping to "put down the stigma."

A ceremony was held in Cousineau's honour at MacCormack's Beach in Eastern Passage on Aug. 1. Civilian and military supporters attended the event to witness Cousineau and Thai take the first steps on their journey.

"I know you don't consider yourself to be this, but you truly are a hero," said MLA Becky Kent.

MP and Official Critic for Veterans, Peter Stoffer, also spoke, saying, "Medric is one more shining example of what it takes to stand up, be accountable and do the right thing."

Cousineau, a former Air Force Navigator, began his battle with PTSD following a rescue mission of two American fishermen.

He received the Star of Courage for his brave act; however, he sustained a serious injury and returned to ordinary life as a different person. Along with PTSD, which Cousineau describes as a "living hell," he has also experienced periods of addiction, depression, panic, anxiety and anger.

"I will continue to fight my PTSD daily for the rest of my life, but now I have something that was so desperately missing—I have hope. And that hope is spurring me on to get others help."

Last year, with the help of Branch 164 of the Royal Canadian Legion and the Canine Assistance Rehabilitation Education Services (CARES) program, Cousineau was paired with his service dog.

"The three most important things that she does is nightmare intervention, watching my back in public, and flashback dissociative recall," says Cousineau. "She's truly my best friend."

With the walk now underway, the two expect to reach their destination Sept. 19.

To donate or find updates on Cousineau's journey, visit www.pawsfurthoughtl.com or check out the Paws Fur Thought Facebook page.





Secondary Student Apprenticeship program student Janae Sjerven spray paints a decorative crown in the Fleet Maintenance Facility Paint Shop.

Apprenticeship program gives youth hands-on experience

Shawn O'Hara Staff Writer

Up until last year, Janae Sjerven, 18, had no idea what career to pursue.

But when her older brother got involved with the Secondary School Apprenticeship (SSA) program, the options started presenting themselves.

"I was still in high school and he was doing all this work with the electrician shop," says Sjerven. "Seeing him go through this whole program and come out on the other side with a job made me reconsider my options."

The SSA program is a partnership between Industry Training Authority (ITA) and the B.C. Ministry of Education. SSA lets students begin the work-based training component of an apprenticeship program while still in high school. Students 'earn while they learn' getting dual credits toward both their high school diploma and apprenticeship on-thejob training.

SSA provides a smoother transition from school to trade certification, while also earning a paycheck.

Since early July, Sjerven has been trialling jobs in the paint, electrical, lagging, shipwrights, rigging, and sail loft shops.

"It's been really interesting seeing what goes into each shop," she says. "I've met a lot of people who have taught me a lot of things."

Sjerven's most recent and final job was in the paint shop where she learned how to paint with pressurized spray, make decals and signs, and create logos.

"It's been awesome," she says. "The minute I stepped in the shop I felt welcome. They've really helped me feel comfortable."

With so many trade options to explore, Sjevren says the paint shop was the most interesting. "I was really excited to get there. The other shops were cool but I was waiting for painting," she says. "I like that it's kind of artsy, and everything you make has a real and practical use."

Sjevren hopes to take what she has learned with the SSA program and turn it into a career.

"I feel like I've learned so much and have a good handle on any trade I'd want to do," she says. "I would love to come back to the base and work. It's such an open, welcoming atmosphere."

Secondary School Apprentices receive on-thejob training as a registered youth apprentice with a sponsor employer. SSA students complete up to 480 hours of work experience that counts toward their apprenticeship and 16 graduation credits.

Those interested in next year's SSA program can find more information at www. itabc.ca. Base Taxi Service for Naden, Dockyard & Work Point Operates 7:30am to 3pm Monday to Friday. Try to use Base Rounders before calling the Base Taxi to reduce wait times.

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An initiative to amend the *Police Act* KNOW THE RULES

If you plan to participate in the initiative campaign, it's important that you know the rules.

- The *Recall and Initiative Act* allows registered voters to propose new laws or changes to existing laws.
- On Monday, September 9, 2013, petition sheets for the initiative to amend the *Police Act* will be issued to the proponent, Dana Larsen.
- The proponent has 90 days to collect signatures from at least 10% of the registered voters in each of the province's 85 electoral districts. The petition must be returned to the Chief Electoral Officer by Monday, December 9, 2013.
- To sign the initiative petition, a person must be a registered voter on September 9, 2013 and may sign the petition only for the electoral district in which they are currently registered.
- A person may sign the initiative petition only once.
- Only registered canvassers may collect signatures.
- Initiative advertising may be conducted only by the proponent or a registered advertising sponsor.



Elections BC is a non-partisan Office of the Legislature responsible for the administration of the *Election Act, Recall and Initiative Act,* and conduct of referenda under the *Referendum Act.*

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Vigilant Eagle - protecting airspace

DND

North American Aerospace Defense Command (NORAD) and the Russian Federation Air Force (RFAF) conducted their third cooperative live-fly air defence exercise from Aug. 26 to 30 over the Bering Sea.

The exercise, named Vigilant Eagle, began as a jointly pursued initiative between the United States and Russia to improve cooperation and response to a hijacking scenario involving commercial aircraft and involves RFAF, Royal Canadian Air Force and American military personnel and aircraft operating in Russia and the United States.

This year's exercise consisted of aircraft simulating two international flights: one originating in Alaska and travelling into Russian airspace, followed by one originating in Russia and travelling into U.S. airspace. In the exercise scenario, a foreign flagged commercial air carrier on an international flight was seized by terrorists and did not responding to communications. This situation required both the RFAF and NORAD to launch or divert fighter air-

craft to investigate and follow the commercial carrier. The exercise focused on the cooperative hand-off of the aircraft across boundaries by the participating nations.

Vigilant Eagle exercise series has been conducted four times since its inception. It started in 2008 with a computer-simulated exercise, followed by the first live-fly exercise in August 2010, which included interceptors, tankers and AWACS aircraft from both sides. This event marked a significant milestone in Canada's continued cooperative efforts to keep international boundaries safe. It was followed by another successful live-fly in 2011. In 2012, an additional computer simulated exercise was conducted at the request of the RFAF.

These exercises continue to foster the improved cooperation between the RFAF and NORAD in their ability to respond quickly to threats of air terrorism.

Working side-by-side allows further opportunities for Russia, Canada and the U.S. to enhance their international partnership and to cooperatively detect, track, identify, intercept, and follow a simulated hijacked aircraft as it proceeds across international boundaries.



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Photo by Cpl Vicky Lefrancois, DAirPA A CF-18 Hornet from 409 Tactical Fighter Squadron in Cold Lake, Alberta, flies in the Alaskan airspace in preparation for Exercise Vigilant Eagle 13 on Aug. 25.







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