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U.S. Navy photo by Mass Communication Specialist 1st Class Jay M. Chu/Released
Above: A tug boat assists HMCS Protecteur as it arrives at Joint Base Pearl Harbor-Hickam after being towed back to Hawaii by USS Chosin, USS Michael Murphy and USNS Sioux.

Right: U.S. personnel wait on the jetty as tugboats assist HMCS Protecteur in coming alongside.

Read more on page 2.



U.S. Navy photo by Mass Communication Specialist 2nd Class Tiarra Fulgham/Released

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HMCS Protecteur arrives in Pearl Harbor

Lt(N) Paul Pendergast
 MARPAC Public Affairs

"The incredible courage of the crew of HMCS Protecteur and the resiliency of their families during this tumultuous time is truly inspiring. The RCN is appreciative of the tremendous support that has been provided by the United States Navy, United States Coast Guard and all those involved in helping get HMCS Protecteur and her crew safely back to Pearl Harbor."

- RAdm Bill Truelove, Commander Maritime Forces Pacific

When HMCS Protecteur arrived in Pearl Harbor last Thursday, there were smiling faces of relief among the crew who went about securing the ship with mundane but necessary tasks, such as landing garbage.

It was one week ago on Feb. 27 when the ship suffered a fire in its engine room and sustained significant damage.

"The first time we went down to attack the fire, the smoke was so thick I could not see the rungs of the ladder as I was climbing down," said LS Curtis Korolyk. "And along with the smoke, let's just say it was warm."

After several hours of fighting the fire, it was



U.S. Navy photo by Mass Communication Specialist 1st Class Jay M. Chu/Released

Crew members in HMCS Protecteur wait as the ship is secured after reaching Pearl Harbor.

finally put out. But with no propulsion or electricity, the ship was stopped in the water 340 nautical miles northeast of Hawaii. Fortunately, the United States Navy responded immediately with USS

Chosin, USS Michael Murphy and ocean tug USNS Sioux dispatched to their location at full speed.

"I have never been so grateful to see anyone in my life," said LS Korolyk. "Just the fact that they were there to help us, passing over food and water. They even sent over their personal water bottles, and I'm still using one."

With their ship now safely alongside the jetty in Hawaii, the crew will shift their focus to supporting the fire investigation and preparing Protecteur for its eventual return to Esquimalt.

"I could not be more proud of the courage, determination and perseverance of my ship's company," said Cdr Julian Elbourne, Commanding Officer Protecteur. "It has been a very demanding period for all on board and the crew has responded to the many complex challenges with the utmost professionalism and ingenuity. We are also thankful for the tremendous support of the U.S. Navy, U.S. Coast Guard, our friends and colleagues in the RCN, and of course our loved ones back home with whom we are looking forward to reuniting."

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Family members safe in Hawaii after supply ship fire

Lt(N) Paul Pendergast
MARPAC Public Affairs

When United States Ship (USS) Michael Murphy arrived in Pearl Harbor, Hawaii, on March 4, there were 17 passengers onboard who had been through a once-in-a-lifetime experience.

They were all family members of HMCS *Protecteur* crew members, who had embarked on the ship for the "Tiger Cruise" transit from Pearl Harbor to Esquimalt, B.C. at the end of the ship's two month Mid-Pacific Oiler deployment.

As Mid-Pacific Oiler, *Protecteur* provided replenishment and refueling for allied ships in the Pacific. Having family members on board for the last part of a sail is a common practice with Royal Canadian Navy ships returning from extended operations, and one that family members appreciate.

They were expecting to enjoy a leisurely journey, getting a glimpse of life at sea in the Royal Canadian Navy. Instead, they got a first-hand view of their loved ones in action, doing what they are trained to do, respond to a serious fire at sea.

At around 10 p.m. on the second day of their journey, the lights suddenly went out, followed by a fire alarm and emergency pipe announcing the fire was in the engine room space. The engine room is the largest compartment inside the ship, and is filled with machinery, fuel lines, and high voltage electric cables.

They were 340 nautical miles from land, and with no other vessels close enough to assist, the crew of *Protecteur* was on their own. They would have to solve this problem together, and their lives depended on it.

Wade Keller, father of AB Sam Keller, said, "They mustered us with the rest of the crew on the dispersal deck. They separated us and accounted for each of us, as

The crew of HMCS *Protecteur* saved our lives, and they saved their ship.

Paul Smith
Father of LS Matthew Smith



Above: Seventeen civilians wave goodbye to the crew of guided-missile destroyer USS Michael Murphy after being dropped off at Joint Base Pearl Harbor-Hickam in Hawaii. The civilians were on HMCS *Protecteur*'s Tiger Cruise when a fire broke out.

Right: A crew member from the USS Michael Murphy bids farewell to one of the civilian passengers.

Below: Cdr Alistair Harrigan briefs the media after the arrival of USS Michael Murphy.

they did for each department of the crew. The fire teams were quickly suited up; you could tell they had practiced this many times, as they all seemed to know their role. There was no panic among the teams as they were dispatched to fight the fire. We were all in awe. I will never forget the sight for the rest of my life."

Arlene Veenhof, mother of Capt Nick Veenhof, said, "At first I thought it was a drill, but then I quickly realized this was the real thing. Looking back, I probably should have been afraid, but I wasn't, because the crew seemed so calm and organized."

Paul Smith, father of LS Matthew Smith, added, "To put it bluntly, the crew of *Protecteur* saved our lives, and they saved their ship."

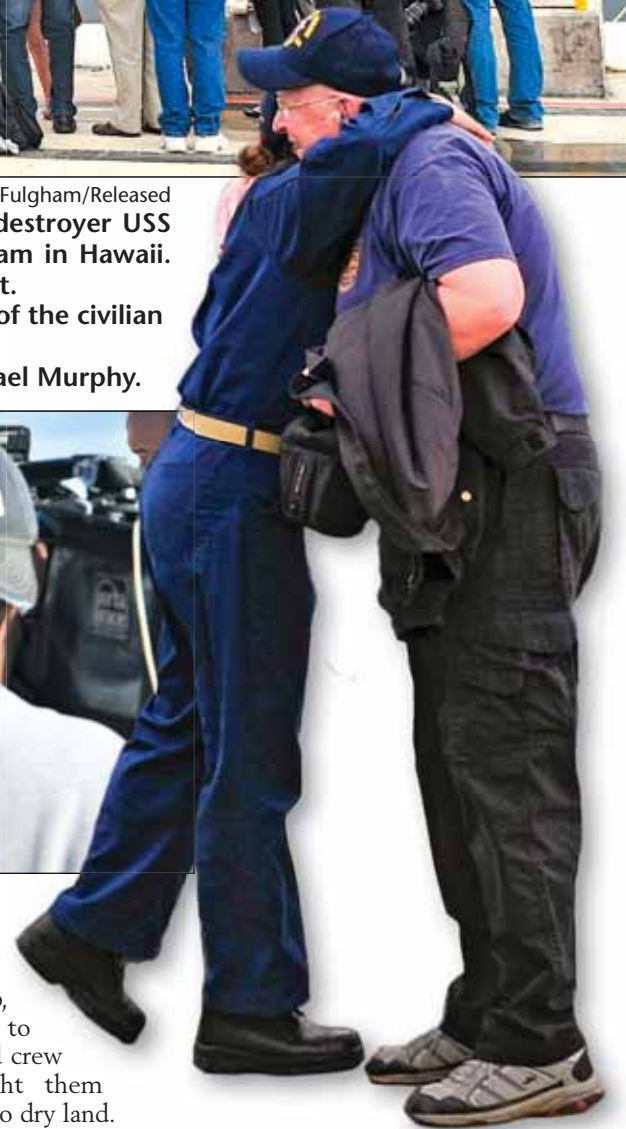
As *Protecteur* was taken under tow for the return to Pearl Harbor,



the family members were airlifted to the Guided Missile Destroyer USS Michael Murphy and quickly delivered to safety at the expansive U. S. Navy Base in Hawaii.

To show their gratitude to the crew of the Murphy, the "Tigers" gathered on the jetty after crossing

the brow and gave a big cheer of "Hip, Hip, Horray!" to the ship and crew who brought them safely back to dry land.



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WHAT SAY YOU

From the Admiral: HMCS Protecteur's crew safe

It was with a collective sigh of relief that we all learned of the safe arrival of *HMCS Protecteur* into Pearl Harbor last Thursday morning.

The Commander of the Canadian Fleet Pacific, Cmdre Bob Auchterlonie, joined the ship on her way into the harbour and took the opportunity to commend the ship's company for their incredible response during the fire, and for their follow-on actions to get the ship safely back to port.

He was also able to tour the ship and see firsthand the scale of the damage sustained.

It wasn't long after that we heard *Protecteur's* crew were in good spirits, moving into temporary accommodation, cleaning up, and taking a deep breath.

I heard *Protecteur's* Commanding Officer, Cdr Jules Elbourne, talk about his team

I recognize that there are many questions out there about the future of the ship and crew, and I ask that everyone remain patient as all of this is determined.

readying for the next phase of assisting with the work needed to get the ship, her crew and embarked Sea King home.

At the same time, the CAF Fire Marshall's team commenced their fire investigation.

Within Maritime Forces Pacific Headquarters, the Battle Watch, composed of members

from all ranks across the formation, continues to work exceptionally hard around the clock since the fire occurred. They are in close contact with the ship while also progressing important and detailed analysis on a range of options to get the *Protecteur* team and ship home.

It will take some time, but I look forward to seeing the ship and her crew start to make their way home.

Ensuring the families are provided timely and accurate information, along with necessary support, has been a priority for me since the fire occurred.

Cmdre Auchterlonie and his team have updated the families routinely, providing much-appreciated information during briefs at the Colwood Pacific Activity Centre. We encourage family members to continue to contact the Military Family

Resource Centre with any questions they may have.

Thursday night I was able to finally get some sleep, comforted in knowing that *Protecteur* and her team were safely back in port.

While this marks an important moment in this event, it is far from over. I now turn my greater focus to getting the ship's company home to their families, and the ship and helicopter back to Canada.

I recognize there are many questions about the future of the ship and crew, and I ask that everyone remain patient as all of this is determined in the weeks and months ahead.

I look forward to updating you again.

W.S. Truelove
Rear-Admiral
Commander MARPAC

Ypres visit highlights horrors of the Great War

LS David McColl
HMCS Regina

As the 100th anniversary of the Great War nears, once again our attentions turn to Europe, where millions of men fought and died in mud and blood.

During my Home Leave Travel Assistance for Operation Artemis, I had the honour and the privilege of visiting the town of Ieper, in northern Belgium, also known as Ypres.

From 1915 until the armistice, Ypres was the very centre of a war zone. Where now lies green pastures and grazing farm animals there once was broken earth, splintering trees and dying men. It is also where Canadian soldiers revealed their mettle for the first time.

Steve Douglas, an Ontario man, owns The British Grenadier Bookshop in Ypres, and also runs Salient Tours. He was my tour guide that day and, in the final days of a European winter, with the sky graying and the wind blowing fiercely, he escorted me to some of the most important places in Canadian military history:

- Kitcheners' Wood, where two Battalions of Canadian infantry were ordered to hold the line against the first ever attack of chlorine gas, and drive back an advancing German Army;

- Mouse Trap Farm, the headquarters of the 1st Canadian Division in 1915;

- Brooding Soldier memorial in St. Julien, dedicated to the men and women of the Canadian Corps during the 2nd Battle of Ypres, Passchendaele, where, during the 3rd Battle of Ypres in 1917, the Canadian Corps fought desperately for the eponymous hamlet; and

- Tyne Cot Cemetery, where the men who died on the Ypres salient are buried - 12,000 soldiers lie here, 1,000 of them Canadian, and 8,000 known only to God

Back in the town of Ypres, I visited the In Flanders Fields museum, courtesy of Piet Chielens, the director. This is a moving and chilling account of four years of brutal warfare that burned across France and Belgium, with displays ranging from newspaper clipping and

children's games encouraging nations on the road to war, to the horror of the trenches, and the ultimate human cost of constant warfare.

The museum uses articles from diaries and memoirs, offering a deeply personal account associated with all sides of the war. The atmosphere is unsettling, as it is meant to be, and arguably one of the most important monuments of our time.

Of all the fields of battle of the Great War, more blood was shed by a generation of Canadian

men on the Ypres Salient. Their names cover almost the entire eastern half of the Menin Gate Monument to the Missing, and a monument stands today in the small town of Passchendaele to commemorate their efforts in 1917.

Their names liveth forevermore.

Special thanks to Steve Douglas of The British Grenadier Bookshop (www.salienttours.be), and Piet Chielens, (www.inflandersfields.be) Director of the In Flanders Fields Museum.

Congratulations to these active people

The following individuals have reached the target for active living (30 minutes a day for adults and 60 minutes a day for children) for one full month.

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- AB Sean Martin
- Sylvie Gagne
- Maryse Neilson and family
- LS David Sinai
- LCdr Judith Harlock
- Kimberly Maine



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Cpl Michael Bastien, MARPAC Imaging Services

LS Rebecca Charlesworth and Stephanie MacLean reload a .50 cal heavy machine gun during a training exercise to trial the newly installed Herstal mount on the starboard bridge wing.

Regina arrives in the operational area

Lt(N) Mark Fifield
Op Artemis PAO

HMCS Regina is currently conducting maritime security and counter-terrorism operations at sea off the east coast of Africa as part of Operation Artemis.

Op Artemis is Canada's contribution to Combined Task Force 150 (CTF 150), a multinational maritime task force combating terrorism across the Red Sea, Gulf of Aden, Indian Ocean, and the Gulf of Oman.

Regina's mission is to deter and deny terrorist and transnational criminal organizations from using merchant shipping lanes to smuggle weapons and illicit cargo, while simultaneously enabling the free and fluid movement of goods and services in the region.

In general, Regina's mission is similar to what previous HMC Ships such as Toronto have done in the region, although each ship has been assigned to different areas within the Operation Artemis Joint

Operations Area.

"We are taking valuable lessons learned from previous rotos and adapting them to the constantly evolving maritime operations picture in the area," said Cdr Dan Charlebois, Regina's Commanding Officer. "Our presence also provides the Government of Canada with the flexibility and capability to respond to an emerging crisis in the region on their behalf."

Regina and its CTF 150 coalition partners are

working closely to promote security, stability and prosperity in an area that spans over two million square miles in one of the world's most important shipping routes for transoceanic commerce and trade.

The Joint Operations Area includes the main shipping routes from the Far East to Africa, Europe and North America with one third of the world's oil passing through the area and over 23,000 shipping movements each year.

It also contains three nar-

We are eager to continue the good work of HMCS Toronto and build upon her successful mission.

-Cdr Dan Charlebois
CO, HMCS Regina

row waterways, or choke-points, where ships have to pass closely between two shorelines that restricts their maneuverability and makes them more vulnerable to a littoral attack.

The area poses unique operational challenges as it is large and contains many diverse countries, cultures and people. It is also an area that has seen significant poverty, conflict and political instability over the course of many decades, which further complicates efforts to maintain law and order on the oceans and internal waterways of the region. Terrorism and criminal activity flourishes in these kinds of conditions, which is why these organizations choose to conduct and base their operations there.

"Once we determine what the normal pattern of maritime activity is in this area, then we can distinguish that from what is considered abnormal or suspicious," said LCdr Gordon Roy, Regina's Executive Officer. "From that point on, we can target suspicious activities and vessels to determine if they are smuggling illicit cargo and/or persons of interest that are directly

or indirectly supporting terrorism."

When illicit cargo such as narcotics is discovered and linked to the support of terrorist or transnational criminal organizations, Regina is authorized to seize and destroy the cargo at sea, thereby depriving these organizations of a key source of funding for their operations. This supports the counter-terrorism and maritime security mission of promoting security and stability in the maritime environment, while denying international terrorists, and criminal organizations the free use of the seas as a venue for attack or to transport personnel, weapons, or other illicit cargo.

"The ship's company has worked hard to prepare for this deployment over the last year, and we are eager to continue the good work of HMCS Toronto and build upon its successful mission," said Cdr Charlebois. "We are ready to execute a number of missions across a broad spectrum of operations, including humanitarian assistance and disaster relief, counter-terrorism, regional military engagement and capacity building as well as international diplomacy."

B.C.'s top cadet musicians to entertain with free concert

Lt(N) Peggy Kulmala
RCSCC

The 2014 B.C. Cadet Honour Band will give a free performance at the McPherson Playhouse on Tues., March 18 from 7:30 to 9:30 p.m.

The full concert band will play a selection of varied and light music including marches to commemorate the centennial of First World War and the 75th anniversary of the Second World War.

"I attended the B.C. Cadet Honour Band performance last year with my family and we were all thoroughly impressed," said RAdm Bill Truelove, Commander of Maritime Forces Pacific, as well as regional commander of the more than 7,000 cadets in B.C. "The cadets are tremendously talented musicians and the program was lively, creative, and entertaining. It is even more impressive when you consider the cadets come from around the province and have only three days to rehearse and put it all together. I encourage

you to attend. You won't be disappointed."

The 42 musicians were carefully selected for the one-week "spring break" band based on their musical skill. Most of the cadets have achieved a Level 5 - the highest level attainable - with the Cadet National Music Program, which can be compared to a Grade 5/Grade 6 with the Royal Conservatory of Music.

"Selection for the annual B.C. Cadet Honour Band is considered a coveted prize amongst the 1,600 cadet musicians in B.C.," said Lt(N) Carl McLean, 2014 B.C. Honour Band Director of Music. "The Honour Band showcases the cadets' impressive musical abilities, something I am confident their families, friends and communities are proud."

Lt(N) McLean is a professional musician with 34 years' experience performing with military bands, including 19 years with the Naden Band of the Royal Canadian Navy.

The young musicians range in age from 14 to 18 years old, and are a mix of sea, army and air



B.C.'s Cadet Honour Band performs.

cadets. Many teens also play in their community or school band, as well as their cadet band.

The annual Honour Band provides cadet musicians an opportunity to come together and play in a high profile concert band setting, unique from what they would typically be

performing at home.

The 2014 B.C. Cadet Honour Band will also perform in Nanaimo (March 19), Burnaby (March 20), and Vernon (March 22).

After the week of travel and performances, the cadets will return home, with new friends

and memorable experiences.

The Cadet Music Program exposes cadets to a variety of opportunities, including travel, performing at high profile community events, marching in community and memorial parades, and receiving instruction from professional musicians.

Scientists study sleep patterns at CFS Alert

Lt Irina Jakhovets
DND

Canadian Forces Station Alert, located on the northern tip of Ellesmere Island, is the perfect place to study the effects of round-the-clock darkness on sleep habits and circadian rhythms.

From mid-October to late February the sun does not rise above the horizon at this most northerly, permanently inhabited location in the world, and total darkness lasts from the end of October to mid-February.

On Jan. 14, Defence Research and Development Canada (DRDC) personnel arrived at CFS Alert – during the 24-hour darkness period – to gather data for their Arctic Circadian Rhythm Sleep Study.

Thirteen Canadian Armed Forces members volunteered to participate in the three-week study. Participants were required to wear an ActiGraph watch and record data about their sleep habits in a log book every day for the duration of the study. They also had to participate in two 24-hour melatonin data collection sessions.

After a week of getting

used to a bulky ActiGraph watch, and remembering to complete the daily log, volunteers participated in their first melatonin data collection.

Melatonin is a hormone produced by our body that acts as a regulator of the sleep/wake cycle. CFS Alert's 24-hour darkness period in the winter makes it the perfect place for such a study.

While it is known that disruptions to circadian rhythms can have an adverse effect on performance, the specific nature of the disruptions caused by continual darkness are less understood. Scientists planned to investigate the effect of 24 hour darkness on people's circadian rhythm and sleep habits and then develop and evaluate the effectiveness of individualized treatments to correct the disruptions.

At 8:30 a.m. on Saturday,

CFS Alert's 24-hour darkness period in the winter time makes it the perfect place to study how round-the-clock darkness affects sleep.

Jan. 18, 13 lounge chairs were set up in the main gymnasium while DRDC staff awaited the arrival of the subjects.

Participants were sequestered for 24 hours in a dark gym, lit only by coloured Christmas lights and a big projection screen. As light affects melatonin production, the subjects were not allowed to use electronic devices or be exposed to light levels above five lux.

Lux is the unit of measurement used to describe the intensity of light. For instance, a full moon on a dark night measures about 0.27 to one lux, office lighting measures about 320 to 500 lux and full daylight, but not direct sunlight, measures about 10,000 to 25,000 lux.

Participants found staying awake during the day was a challenge since they were only allowed to sleep between 11 p.m. and 7 a.m.

the next morning.

They also had to provide saliva samples every two hours; this consisted of chewing on a cotton swap for 45 seconds and then letting it sit in their mouths to absorb the saliva for an additional 45 seconds.

At 11 p.m., participants were allowed to go to bed, but they were wakened every hour and 40 minutes for the next sample.

Once all the samples had been compiled and analyzed, members were told about their results. Everyone was anxious to know if they would require treatment or not.

Treatment consisted of wearing a visor with an 8,000 lux green light shining into their eyes. Essentially, this was a portable sun lamp that would help decrease inopportune melatonin production, and help participants re-align their sleep patterns.

Eight of the 13 participants needed light treatments and were affectionately nicknamed 'aliens' because of their green glowing eyes. The other five became the control group.

The second 24-hour data collection, which studied



Lt Irina Jakhovets

Seven subjects from the treatment group pose with their luminescent green visors. Left to right are: Pte Seon Kyu Han, Cpl Jason Perrin, MCpl Chris Hodge, Corporal Trevor Hill, Cpl Trevor Mclean, Lt(N) Kaighley Brett and Cpl Justin Chamberlain.

responses to the light therapy treatment, occurred after 10 days of treatment.

The process was the same as it had been the previous Saturday. Once all data was collected and analyzed, members were again given their melatonin profile and were finally able to remove their ActiGraph watch.

The preliminary results showed there was some improvement in the circadian rhythms of the treatment group, although, at the time this article was written, the final results

were pending.

DRDC staff plan to return to CFS Alert in June to complete the same protocol during the 24-hour sunlight period to see what effect 24 hours of light has on circadian rhythm compared to 24 hours of darkness.

While those stationed at CFS Alert may not miss the 'aliens' walking around the station, we look forward to the impact these studies will have on managing the sleep pattern changes seen up here in CFS Alert, as well as across the Canadian North.

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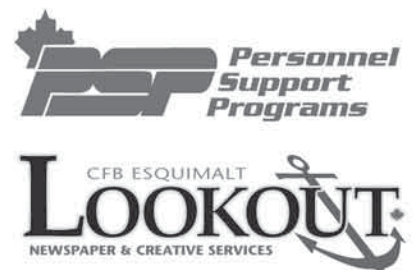


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Cadets collect in HMCS Calgary

Above: Commanding Officer of HMCS Calgary, Cdr John Wilson, inspects the Sea Cadets from the Royal Canadian Sea Cadet Corp (RCSCC) Rainbow during their visit to the ship.

Right: A cadet from the RCSCC Rainbow views a thermal imaging camera, which is used as a firefighting tool on board the ship.



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Base hosts international militaries

Chelsea Falconer

Navy Public Affairs Office

The command team of Maritime Forces Pacific (MARFAC) hosted senior leaders from international militaries at the Three Party Talks and North American Maritime Security Initiative (NAMSI) at CFB Esquimalt from Feb. 25-28.

Through these initiatives the Royal Canadian Navy (RCN) continues to develop maritime interoperability with international forces.

Three Party Talks

MARFAC hosted the Three Party Talks that brought together members of the United States Coast Guard (USCG) and United States Navy (USN) and RCN. Three Party Talks are instrumental in coordinating these forces on shared maritime security and defence issues.

Rear-Admiral Bill Truelove was joined by Vice-Admiral Kenneth Floyd from the USN and Rear-Admiral Charles Ray from the USCG. Talks featured an Asia-Pacific round table during which perspectives on Asia-Pacific international engagement were discussed.

The goal of the talks was to continue building relationships with U.S. forces and collaborate on areas of mutual maritime interests. As host of the talks, MARFAC was provided with an opportunity to showcase the RCN's operational abilities to a strong ally.

NAMSI

Following the Three Party Talks, MARFAC command welcomed delegates of the North American Maritime Security Initiative to the base. NAMSI improves interoperability between



LS Ogle Henry, MARFAC Imaging Services

Above: NAMSI delegates on board a Patrol Craft Training vessel Orca during a morning sail around Victoria Harbour.

Below: VAdm Kenneth Floyd, Commander of the 3rd fleet, United States Navy (left) visits with RAdm Bill Truelove, Commander Maritime Forces Pacific.

Canadian, American and Mexican forces in response to regional maritime threats. Canadian Joint Operations Command (CJOC) is the Canadian lead for NAMSI.

Senior Canadian leaders from CJOC, MARFAC, and Maritime Forces Atlantic (MARLANT) were joined by senior representatives from the Mexican Navy, USN, Joint Interagency Task Force, United States Northern Command, United States Southern Command, and United States Fleet Forces Command.

NAMSI provides a means for these three nations to build cooperation in maritime defence

strategies and operations.

The current initiative focussed on further developing standard operating procedures and protocols for naval force interoperability.

The Canadian Armed Forces has also increased involvement with Mexican allies in order to counter transnational criminal organizations through this initiative.

NAMSI was established for the U.S., Canada and Mexico to share information and improve domain awareness, maritime defence and joint response to maritime threats.



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Search and Rescue Technicians from 442 Transport and Rescue Squadron discuss their plan of action on the ground as a Cormorant helicopter comes in to land on top of a mountain near Hope, British Columbia during an annual Search and Rescue Exercise.

Bdr Albert Law,
39 Canadian Brigade Group

Plane crash at the heart of search and rescue exercise

19 Wing Comox Public Affairs

442 Transport and Rescue Squadron from 19 Wing Comox and local Civil Air Search and Rescue Association (CASARA) members conducted a search and rescue exercise (SAREX) in Abbotsford under the control of Joint Rescue Coordination Centre (JRCC) Victoria from Feb. 25 to 28.

The team practiced their collective ability to respond to a plane crash.

"This exercise highlights the importance of partnerships and interoperability within the SAR community. Collective search and rescue efforts between the Canadian Armed Forces, other government departments and volunteer organizations help promote education and training, which is fundamental to saving lives," said RAdm Bill Truelove, Victoria Search and Rescue Region Commander and the commander of Joint Task Force Pacific.

The squadron provided CH-149 Cormorant helicopters and CC-115 Buffalo aircraft. More than 70 members from the squadron and 19 Wing Comox participated, along with 35 CASARA members who provided aircraft and assistance in the exercise. Aircrews practiced homing in on emergency locator beacons, parachuting to crash scenes and evacuating patients from remote areas.

Search coordinators were located at a command centre in Comox, deployed air and maintenance crews were in Abbotsford, while RCAF Cormorant heli-



Bdr Albert Law, 39 Canadian Brigade Group

Above: Sgt Rob Hardie, Search and Rescue Technician, leaps off the back ramp of a 442 Squadron Buffalo aircraft.

Below: Search and Rescue Technicians are hoisted into a hovering Cormorant helicopter.



copters, Buffalo airplanes and CASARA aircraft were launched to the Hope and Chilliwack areas of the Lower Mainland to conduct the exercise.

Members of the local CASARA provided their own aircraft and local knowledge to assist 442 Squadron personnel. CASARA aircraft are used in a search role and CASARA personnel can be used as spotters onboard military aircraft.

"When searching for an aircraft in a remote part of British Columbia, it is sometimes necessary to move our SAR aircraft closer to the search area to increase efficiency and effectiveness," said Maj Geoff Miedema, 442 Squadron SAREX coordinator. "During the exercise, we worked with our SAR partners, like CASARA, as we would in real life."

Cormorant and Buffalo aircraft from 442 Squadron are JRCC Victoria's primary means for aviation SAR responses in the Victoria search and rescue region (SRR). The region includes 920,000 square kilometres of mainly mountainous terrain in British Columbia and the Yukon, extending approximately 600 nautical miles offshore into the Pacific Ocean.

JRCC Victoria is one of three JRCCs in Canada operated by the Canadian Armed Forces in conjunction with the Canadian Coast Guard; the others are in Trenton, Ontario, and Halifax, Nova Scotia. The JRCCs, jointly staffed by trained Canadian Forces and Canadian Coast Guard personnel, are manned 24 hours a day.

Bomb disposal experts have a blast during Taz-Runner

19 Wing Comox Public Affairs

In the Royal Canadian Air Force (RCAF), the job of disposing explosives is key for an air weapons system technician (AWS tech).

While the primary role of an AWS tech is to maintain, load and unload the weapons systems of aircraft such as the CF-18 Hornet, they also perform a host of explosives handling, and storage and disposal duties at air bases across Canada and overseas.

At 19 Wing Comox, AWS techs joined other members of the Canadian Armed Forces' explosive ordnance disposal (EOD) community for the past three years during Exercise Taz-Runner to practice, learn and discuss the delicate skills required to defeat the ubiquitous threat of improvised explosive devices (IED) found in conflict zones around the world.

"There is a new generation of air weapons techs coming out now," said a member of 19 Explosive Disposal Flight (19 EDF), the EOD unit based at 19 Wing. "EOD skills are now a big part of our courses and our operational role." [IED operators cannot be named due to operational security considerations.]

Many AWS techs are drawn to become EOD operators due to the adventure, specialization of training and the challenge of defeating the IED.

"It's very much out of the ordinary work," said an EOD operator. "It's a job that definitely takes you out of your comfort zone."

For those AWS techs entering the EOD field, there is a high degree of specialization that

must be done before one can even apply to become an EOD operator. First, there is a basic conventional munitions disposal course, which enables successful candidates to identify and blow-in-place defective, old or unsafe ammunition and pyrotechnics from around the world. An advanced course is offered at Elgin Air Force Base, Florida, permitting successful graduates to render safe and transport live munitions.

Once these two courses are complete, AWS techs can volunteer to be selected for the IED operator assistant course, learning about the tools, robots and equipment in order to help operators defeat IEDs. After serving as an assistant, technicians can apply to become IED operators, following a six-week course in Canadian Forces Base Gagetown, New Brunswick.

"It's a tough course and they stress you out," said another operator. "You learn the processes of tackling IEDs and it is designed to push you so that you can become a team leader."

Courses are just a small part of what it takes to be on a counter-IED team though.

"Given the ever-changing nature of IEDs, it is important to stay current and keep abreast of the changing technology, so we can meet the challenge," said Lt Edward Jensen, flight commander of 19 EDF. "We routinely run exercises that will challenge the problem solving abilities of our teams, to ensure they are ready to defeat these devices in the real world."

One of these exercises is Taz Runner '14, a two-week training opportunity held at 19 Wing and surrounding training grounds



Cpl Pierre Létourneau

Above: An Explosive Ordnance Disposal operator, wearing a bomb suit, approaches the site of a simulated Improvised Explosive Device.

Below: A Canadian Armed Forces Explosives Ordnance Disposal operator investigates a simulated Improvised Explosive Device.

that enables members to share experiences and knowledge with members from other bases across Canada. Teams from the Royal Canadian Navy, Canadian Army, RCMP and RCAF take part.

"We don't like to pretend in the EOD world," said a member of 19 EDF. "Everyone in the EOD community likes to come here because we keep the scenarios realistic, and rarely will two teams find themselves completing the same scenario."

For 19 EDF, it takes a lot of work to ensure things are ready to receive the teams from across Canada, but the end training is worth it. "We spend a lot of time preparing scenarios and sorting out logistics which isn't so fun, but once the exercise starts – it's a blast!" remarked one IED operator.



Pte Dan Moore



Cpl Pierre Letourneau

Participants of Exercise Taz-Runner 2014 tested different blowing up techniques on the Explosive Ordnance Disposal range at 19 Wing Comox.

CF Sports Awards call for nominations

It is time to send in your nominations for the 2013 CF Sports Awards. Submit your nominations to the local PSP Sports Office by **March 14**. For info or help, contact the Formation Sports Office at 250-363-4068 or 4069.



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Play it safe with social media

Navy Public Affairs Office

Do you post pictures of your vacation on Facebook, or post that you are heading out of town? Or tweet about your terrible boss and the people you have to work with? Do you express personal opinions about your work or other people's activities?

The information below may make you think twice about what you share with the public through social media.

Approximately 60 per cent of Canadians use social media networking and one in three use social media every day, according to Statistics from the Vice Chief of Defence Staff. This increase in online communication raises concerns around safety, privacy and workplace ethics.

Sharing opinions through social media can have serious consequences.

In May 2012, four soldiers faced a court martial for making hateful online comments about protesters during the student protest in Quebec.

More recently, two military members were arrested by Military Police regarding defamation and inappropriate comments allegedly made from a Facebook page called Cpl Bloggins.

Research also shows that home break-ins often occur as a result of postings on social media. Richard Wright, PhD, a professor of criminology and criminal justice at the University of Missouri and author of *Burglars on the Job: Streetlife and Residential Break-Ins*, explains "the number one

thing that puts you at risk of a break-in is over sharing the details of your life."

Posting online that you are going on vacation this upcoming Spring Break could be the equivalent of hanging a sign in front of your house saying – "free stuff inside – come in and get it."

Facebook, Twitter, and GPS-enabled cell phones have created more ways to share sensitive information to a much larger group of people. In letting your "friends" know where are you are, you are also letting them know where are you are not.

Applications such as Instagram and Foursquare allow users to cross-post to Facebook and Twitter, so your location can be disclosed to many in a very short period of time, making a

burglar's job much simpler.

Last November, the Taylor family from Kamloops, B.C., posted online about their weekend trip to Vancouver to see a Canucks game. When the family returned home, they found that thieves had stolen their car and driven off with \$20,000 worth of their belongings.

As a result of increased social media usage, the line between personal and professional lives is becoming more blurry, and the impact it has is of greater consequence. You may want to ask yourself before you post online – what are the implications of doing so, in both your personal and professional life?



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Ontario soldiers return home after training

Approximately 300 members of 4th Canadian Division's Arctic Response Company Group (ARCG) and Domestic Response Company completed Exercise Trillium Response 2014 on Feb. 23, following 10 days of training in Canada's North.

The soldiers from Army Reserve units across Ontario spent the exercise honing their skills in survivability, mobility and sustainability around Rankin Inlet, Nunavut, supported by members of 1st Canadian Ranger Patrol Group.

Members of the ARCG

successfully completed two long-range patrols, travelling nearly 375 kilometres across sea ice and tundra to reach the communities of Chesterfield Inlet and Whale Cove.

Despite temperatures that fell below -50°C, the soldiers conducted presence patrols, live fire ranges, tactical ambush operations and with the support of the 440 Squadron of the Royal Canadian Air Force, airmobile insertions to set up camps on the sea ice of Hudson Bay.

Quick Facts

- Nearly 300 members from Army Reserve units

based across Ontario participated in Exercise Trillium Response 14, along with 25 Canadian Rangers from 1st Canadian Ranger Patrol Group and air crew from 440 Squadron, Royal Canadian Air Force.

- Soldiers used 66 Light Over Snow Vehicles (LOSV) during the exercise, travelling nearly 375 kilometres on two long-range patrols and were airlifted into remote camps on the Hudson Bay sea ice aboard a CC-138 Twin Otter transport aircraft. The soldiers were armed with C7 rifles, C9 light machine guns and C6 medium machine guns.

HMCS Toronto completes mission abroad

The crew of HMCS Toronto arrived home in Halifax on Feb. 27, reuniting with family and friends after more than seven months deployed in the Arabian Sea.

Quick Facts

- This represents one of the longest naval deployments of a single hull in recent history. Toronto spent 375 days away from home and 279 days at sea, travelling close to 80,000 nautical miles (more than 146,000 kilometres) over the span of

the deployment. This is the equivalent to just over 3.5 times around the world.

- Toronto departed Halifax Jan. 14, 2013 for its mission on Operation Artemis. Although Toronto was maintained in operations in the Arabian Sea region for over one year, the entire crew rotated out in late July 2013. The second crew completed the mission on Feb. 2, 2014.

- In total, Toronto successfully intercepted and destroyed nine narcotics

shipments, totalling approximately 8.5 metric tonnes.

- Toronto's CH-124 Sea King helicopter logged over 800 flying hours, and the unmanned aerial vehicle detachment logged over 1,200 operational hours.

- Toronto also conducted 16 port visits designed to reinforce relations with strategic partners, and demonstrate that Canada is actively involved in setting the conditions for security and stability in the Arabian Sea region.

RCN and RCAF conduct training exercise

Approximately 900 personnel from the Royal Canadian Navy and Royal Canadian Air Force are participating in a major fleet exercise until March 14, off the Eastern seaboard.

This exercise also has the contribution of United States Coast Guard vessel, USCG Campbell, and the Federal German Ship (FGS) Bonn, a Berlin-class replenishment ship.

Quick Facts

- Participating units from Canada are HMC Ships Iroquois, Preserver, Ville de Quebec and Windsor, as well as a 14 Wing Greenwood Aurora aircraft and a 12 Wing Shearwater Sea King helicopter.

- Naval exercises are designed to build and strengthen interoperability and combined effectiveness between the RCN, RCAF and principal allies.

- Exercises provide naval and air force personnel with the most realistic training possible under difficult environmental conditions that stress the entirety of ships' teams. This training develops the skills that will be utilized when called upon to provide support to

the Government of Canada in a wide range of continental and international missions.

- This exercise will prepare Ville de Québec to conduct pre-deployment training of a ship's company in preparation for future naval deployments.

- Canada's recent decision to recapitalize our

fleet replenishment capability utilizing a design from ThyssenKrupp Marine Systems, similar to that used for the construction of FGS Bonn, increases the excitement for the participation of this Berlin-class ship. RCN members will be able to witness first hand some of the capabilities offered by this class of vessel.



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Inspection searches and your rights

MP Unit Esquimalt

If you have ever been stopped at a Base access point and asked to consent to a search, you may be curious about the legal authority to conduct these searches and your rights in these circumstances.

The goal of this article is to educate the CFB Esquimalt community on DCAARs and ISDRs.

Policy - ISDRs and DCAARs. What do they mean in relation to searches?

ISDR: Inspection Search Defence Regulations authorizes search of military personnel while entering or exiting a Controlled Access Area.

DCAAR: Defence Controlled Access Area Regulations authorizes search of civilians while entering or exiting a Controlled Access Area.

What is a "Controlled Access Area"?

Both the ISDRs and DCAARs define a Controlled Access Area as "any defence establishment, work for defense or materiel and includes any restricted area within such place or materiel."

Who is authorized to enforce these regulations?

A "security guard" may enforce both ISDR and DCAAR regulations. A Security Guard is defined as a peace officer, such as a Military Police, a member of the Corps of Commissionaires, an officer or non-commissioned member, or an employee or other person engaged

directly or indirectly by the CAF or the DND to whom a designated authority has assigned duties relating to the enforcement of these regulations.

A "designated authority" may also enforce these regulations which include the officer in command or person in charge of a controlled access area.

The above allows designated duty watch personnel, such as Cpl of the Gangway and Formation Auxiliary Security Force (FASF), to act in the capacity of a security guard, as well.

How do search regulations apply to CAF members?
According to ISDRs, CAF members must submit to a search without warrant of their person, property or vehicle, prior to entering or exiting any Controlled Access Area if requested to do so by a designated authority.

A member who wishes to enter a Controlled Access Area, but does not submit to a search will be directed to leave the Controlled Access Area.

A member who wishes to exit a Controlled Access Area, but does not want to be searched may still be searched by a designated authority that will use only such force as necessary for that purpose.

How do search regulations apply to civilians?

According to DCAARs, civilians are subject to search of their person, property and vehicles upon entry and/or exit of a Controlled Access Area.

If a person refuses to submit to a

search upon entry they will be denied access.

A person who wishes to exit a Controlled Access Area, but does not want to be searched may still be searched by a designated authority that will use only such force as necessary for that purpose.

Summary

The Base Commander recognizes the importance of security and actively supports Military Police policing and security initiatives.

In fostering a culture of security, Military Police Unit Esquimalt has been conducting random identification checks and searches at access control points.

Your cooperation is appreciated as all personnel entering and exiting a defence establishment are subject to random searches and are not something to be taken personally.

Everyone regardless of their rank, position or status must do their part to support both security and force protection measures.

The Corps of Commissionaires, CFB Esquimalt Duty Personnel, FASF, Military Police, DND employees and service personnel must work together to nurture a security climate.

Security is in all of our hands.

If you have any questions regarding searches on a defence establishment please contact Military Police Unit Esquimalt Support Operations, WO Dave London at 250-363-4413.

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Chaque fois, c'est la démocratie qui gagne

Local cadets make waves in Miami

Shawn O'Hara
Staff Writer

Two local Sea Cadets tackled the warm Florida waters in hopes of earning a spot on the world stage this July in the International Sailing Federation Youth Worlds (ISAF) in Portugal.

PO2 Chris Volkens and PO1 Stewart Clark placed 52nd out of 100 teams at the United States Mid-Winter Regatta in Miami, Florida in February, a sailing competition that sees competitors from across the U.S. and Canada.

Their goal was to place in the top half of the competition, but they also were the top Canadian team in their age group after combining their Canadian and American scores.

"We're thrilled to be the top Canadian boat but we'd love nothing more than to perform on the world stage," says Clark, a member of Royal Canadian Sea Cadet Corps (RCSCC) Rainbow in Victoria. "We put in the work, and now all we can do is wait. It's an exciting time."

Unfortunately, they were five placements shy of making it to Portugal.

The path to Miami started for the two youth in 2013 with a second place win at the Cadet National Sail Regatta, three first place finishes in B.C. regattas and a third place finish in the Canadian Youth Nationals last August.

"It's been a lot of work, but it's all very rewarding," says Clark. "I've been in love with this sport for five years now, and to be doing as well as we're doing and competing all over the world is such a thrill."

Training for the regatta involved an extensive amount of time on the water every week. Volkens and Clark sailed out of the Royal Victoria Yacht Club to perfect their technique and keep their instincts sharp.

"A lot of the American teams are able to sail all the time, but here we're limited by the weather," says Clark. "We had to take advantage of every opportunity we had, so unless it was freezing cold or super windy we were on the water every Saturday and Sunday."

With their place in the regatta secured and their training underway, Volkens and Clark had just one more obstacle to overcome.

Being just 15 and 17 years old the main obstacle in their quest for international competition was money; they needed around \$9,000 to cover registration costs, housing, airfare, and more.

"It was definitely a concern," says Clark. "We weren't



Local Sea Cadets PO2 Chris Volkens and PO1 Stewart Clark.

sure how we were going to do it but we were determined."

The two turned to the cadet community for donations to make their dream come true. A deluge of donations followed from friends, family, current and past cadets, and anonymous donors, including one who covered the full airfare for the pair. Within weeks \$7,000 had been raised, giving the two the leg up they needed to get to Miami.

"It was overwhelming," says Clark. "We're just so thankful for all the help we have been given."

On the water in Miami, Volkens and Clark were in their element in the two-man Club 420 sailboat. However, racing in eleven events in three days with dozens of boats on the water at once was an adaptation the pair



had to make.

"It was a very different race than we were used to," says Clark. "When we raced in competitions around the Island, with our experience we would pull ahead pretty easily. There everyone is just as experienced, if not more. They're all going the same speed, so if you had a bad start you had a bad race. It upped the stress factor considerably."

The stiff competition, as well as the change in environment, was something both had to get used to.

"It was weird, because here

when you get splashed you tense up for the cold, but in Miami the water is really warm," says Clark. "I didn't expect it, but it was a welcome surprise for sure."

Clark says he came away with an appreciation for the competitive edge around the world, and hopes to come back again next year.

"We're dedicated. This is just a taste of what international competition is like so we have an idea of what to expect next year," he says. "I know when we come back we'll do even better. It's the benefit of our practice."

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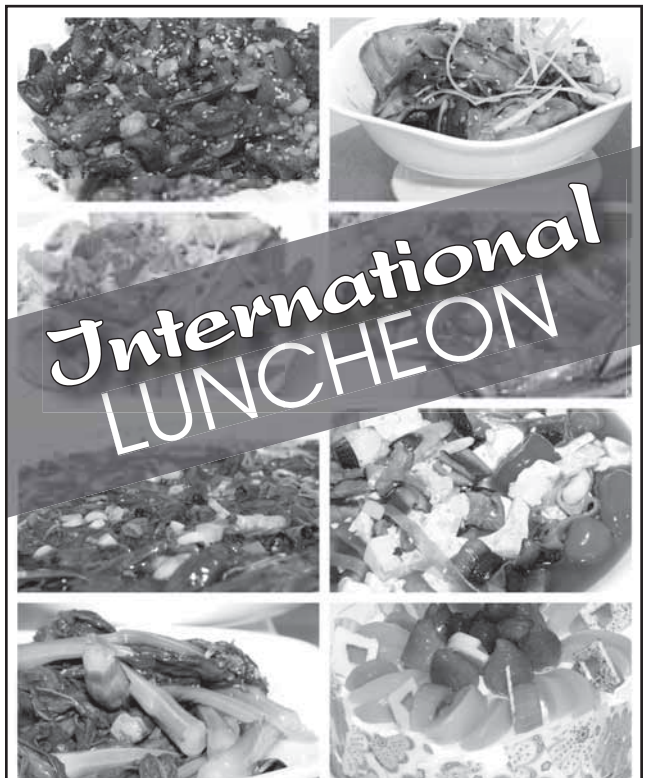
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Students take to the sea for full sailing naval experience

Shawn O'Hara
 Staff Writer

Nineteen students in the Maritime Surface and Subsurface (MARS) IV program recently experienced three weeks of naval operations during an extended at-sea training phase.

Students boarded four Orca class training vessels with the objective of conducting a wide range of tasks, from simple manoeuvres to more complex, operations based exercises.

"The main purpose is to teach them how to perform the duties of an Officer of the Watch on a ship at sea," says Lt(N) Cory MacKay, Course Training Officer at Naval Officer Training Centre (NOTC) Venture. "At a basic level, this revolves around having the ship in the right place, at the right time, ready to execute the right tasking with the right people. That's our focus."

This extended at-sea phase is the students final phase of training before they graduate and are posted to the Fleet, he adds.

This phase of training includes simulated exercises and operations, including response to search and rescue taskings, formation manoeuvring, small boat operations and maritime interdiction operations.

Two weeks ago, the group performed a maritime interdiction exercise, in which one Orca-class Patrol Craft Training vessel took on the role of a Vessel of Interest while the other took the role of a patrol craft tasked with intercepting, hailing, and boarding the vessel of interest.

"It's great because it gives the students the hands-on, real life feel needed to drive training home," says Lt(N)



A MARS IV student practices his skills at the pelorus.

MacKay. "Walking through an interdiction step by step is the best way to prepare for the real thing."

For many of the trainees this will be their first extended at-sea period in Orcas. Lt(N) MacKay says initially it was hard for the students to adjust to life at sea, but they have since found their groove.

"They found it difficult to adjust to the routine and pace of operations. It can be difficult to become accustomed to work not ending at 1600 like it does when you're ashore," he says. "Overtime, they built routines that help them balance their responsibilities, while also staying rested, alert, and mentally prepared, which is a huge part of at-sea deployments."

While the focus is on the duties of an Officer of the Watch, Lt(N) MacKay says this routine building is another beneficial by-product of the training, as students are exposed to a

routine that is as close as possible to that of a major warship.

"The sea phase is an exercise in time management as much as anything else," he says. "Their success as officers will be directly linked to their ability to work together effectively, so we're teaching them ways to achieve their objectives together while still achieving an acceptable amount of downtime."

The MARS training program at VENTURE was recently restructured to give students more extensive hands-on training in an effort to better prepare them for the demands of life on a warship. Lt(N) MacKay says the results so far have been positive.

"The students are performing very well, and are really enjoying their time at sea," he says. "They've exceeded many of the expectations we placed on them when we left, so I think everyone is happy with how it's working out."



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Cdr Harrigan, Commanding Officer of PCC(P), presents PO1 Warwaruk with the second clasp to his Canadian Forces Decoration.



Cdr Harrigan presents LS McGregor with the 2nd level of Aerobic Excellence award with Gold Seal. This represents 24,000 units of aerobic activity.



LS Ogle Henry, MARPAC Imaging Services LS Kevin McCall, a Boatswain in HMCS Calgary, receives the Primary Leadership Qualification Course Top Student award from Don Cook of the Chief and Petty Officers' Association during the PLQ Graduation.



LS Ogle Henry, MARPAC Imaging Services MCpl Stephan McNeil, a firefighter in HMCS Protecteur, is presented with the Formation Chief Petty Officers Award from CPO1 Michel Vigneault, Fleet CPO, during the Primary Leadership Qualification Graduation.



LS Ogle Henry, MARPAC Imaging Services LS Katherine Walker, a Naval Electronics Sensor Operator, is promoted to Master Seaman by Cmdre Bob Auchterlonie, Commander Canadian Fleet Pacific, during the Primary Leadership Qualification Graduation.



Cpl Malcolm Byers, MARPAC Imaging Services CPO2 Loway MacDougall (centre) is promoted to Chief Petty Officer First Class by Capt(N) Mike Knippel (left) and Cdr Lori McAllister during a ceremony at Maritime Forces Pacific Headquarters.



LS Ogle Henry, MARPAC Imaging Services PO2 Victor Clement receives his Canadian Decoration second clasp from Capt(N) Christopher Earl, Commanding Officer of Fleet Maintenance Facility Cape Breton.



LS Ogle Henry, MARPAC Imaging Services PO2 Andre Thibault receives his Canadian Decoration second clasp from Capt(N) Christopher Earl.



Doug Hux (left) and Stan Dzibik (second from left) of Fleet Maintenance Facility Cape Breton receive a certificate for 25 years of dedicated service from Capt(N) Christopher Earl. Christopher Nixon (right) also receives a certificate for 15 years of dedicated service.



Damon Foster-Stone (left) and LCdr James Ashcroft of Fleet Maintenance Facility Cape Breton receive a Bravo Zulu from Capt(N) Christopher Earl.



Members representing Fleet Maintenance Facility Cape Breton pose with commanding officer Capt(N) Christopher Earl (third from left) with their Letters of Appreciation. From left: Lt(N) Alec Fraser, Lt(N) Robin Sheffield, Jeffery McDonald, LCdr Ben Thomson, Lt(N) Craig Newman.

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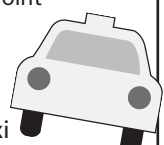


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