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RIMPAC



Sgt Matthew McGregor, Canadian Forces Combat Camera

HMCS Victoria arrives in Pearl Harbor on July 1 to take part in Exercise Rim of the Pacific (RIMPAC). See more photos on page 13.

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No bicycles allowed in Ship Repair Zone

A/SLt Ron MacDougall
MARPAK PA

Safety is always a priority at CFB Esquimalt and anyone who drives, walks or bikes through Dockyard is well aware of the busy environment.

In particular, the Ship Repair Zone (SRZ), the area surrounding of Fleet Maintenance Facility Cape Breton (FMF) and the eastside of the graving dock, is especially hazardous for cyclists.

CPO1 Gino Spinelli, coxswain of FMF, describes the SRZ as "an industrial zone that is not meant for bicycles. There are simply too many dangers."

With a myriad of cranes, fork-lifts, delivery and contractor vehicles amidst both civilian and military foot traffic, it is evident the area is unsuitable for cyclists commuting to and from work. Add to that the significant hazard posed to cyclists by the

crane tracks that cross through much of the SRZ.

For this reason, personal bikes are progressively being moved out of the Zone to protect cyclists and tradespeople working in the area.

There have been several "near-miss" incidents between cyclists and vehicles over the years. In 2011, a cyclist fell and sustained a serious back injury while attempting to avoid an oncoming service vehicle. The injury was exacerbated when the cyclist tried to avoid material in a lay down area.

Designated bicycle parking areas within HMC Dockyard are already being restructured as part of the infrastructure renewal initiative. By mid-summer, a new bike parking facility will be available on the old D49 building site; the temporary bike stowage location at the main gate, and the older racks located at various jetty locations will eventually

be removed.

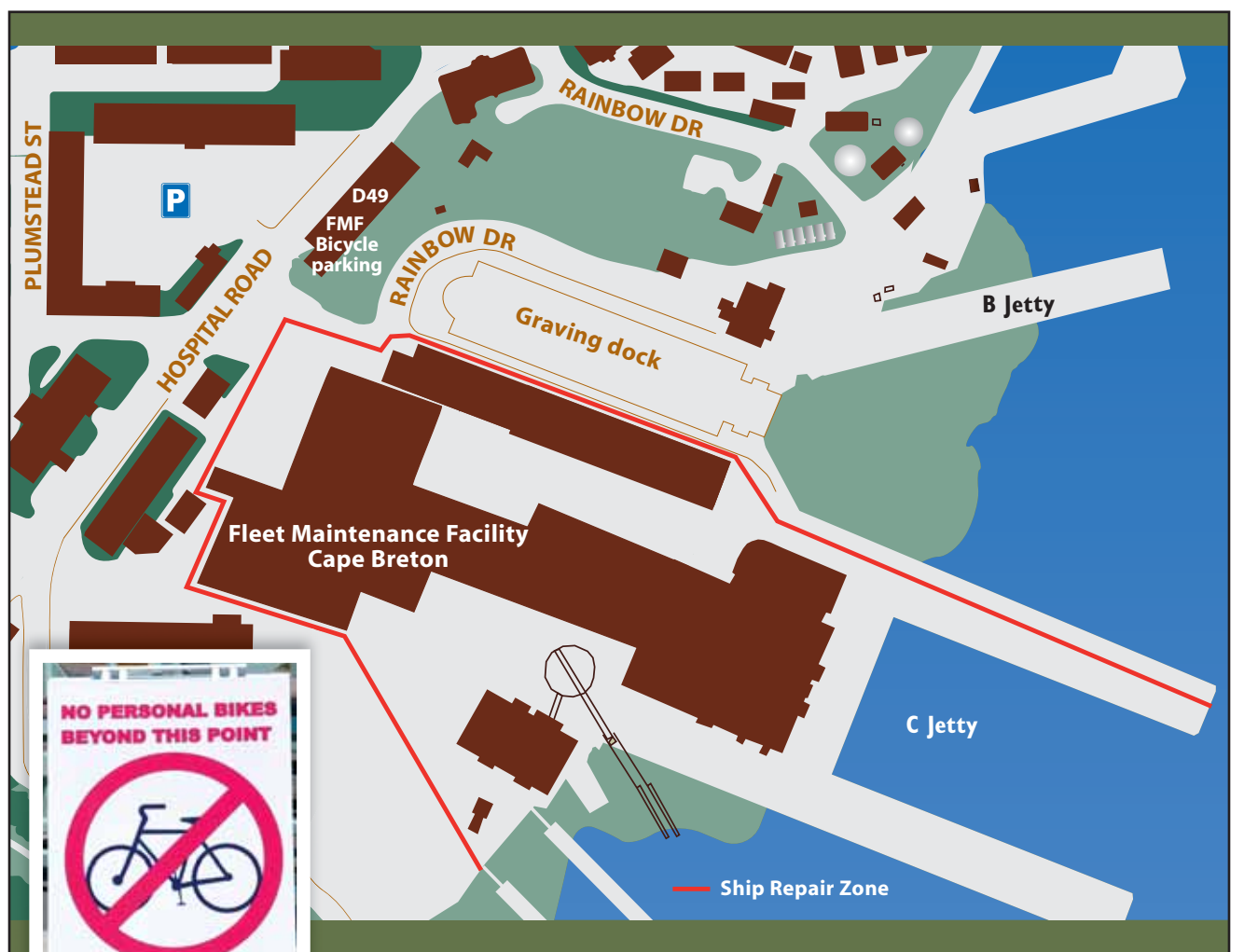
This change should significantly decrease the number of cyclists trying to enter the SRZ, says Chief Spinelli.

Shop bicycles will continue to be used by FMF employees for commuting between satellite shops and the main FMF building. Shop bikes are clearly identifiable according to their shop, and are subject to restricted usage.

Members deploying from C jetty who wish to bring their bicycles down to their ship are permitted to walk their bicycles through the SRZ.

FMF continues to support active living and a healthy lifestyle for all military and civilian personnel. This subtle change is simply about safety, says Chief Spinelli.

"Our main concern is safety. So by taking a proactive approach to this issue we hope to keep cyclists safe and sound," he adds.




Above: The red lines in the map above depict the Ship Repair Zone. Personal bicycles are no longer allowed to travel through this area.

Left: This sign is now on display outside the Zone.

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VAdm Mark A.G. Norman - at week 52



VAdm Mark A.G. Norman
Commander Royal Canadian Navy

The aim of this message is to reflect upon your accomplishments since I assumed command of the RCN one year ago today, as well as to look forward towards some of our future challenges and opportunities as we continue to:

- (1) ensure excellence at sea,
- (2) enable the transition to the future fleet,
- (3) evolve the business of our business, and
- (4) energize our institution.

The ultimate test of any warfighting organization is success in operations. Our primary aim therefore is to ensure our ability to succeed today and tomorrow, and, by this measure, you can take great pride in your accomplishments over the past year.

We knew that 2014 was going to be a pretty tough year with the frigate modernization hitting full stride. We made the most of our available platforms and air detachments for Operation Artemis and Operation Caribe, as well as Op Reassurance, to achieve strategic effect at home and abroad, all the while improving our capacity to sustain deployed operations. In the Indian Ocean, your Op Artemis successes seriously disrupted the maritime networks used by regional terrorist organizations to finance their operations, while your Op Caribe patrols in the Caribbean and eastern Pacific kept tons of narcotics off Canadian and American streets.

More recently, *HMCS Regina's* seamless transition to Op Reassurance demonstrated how readily forward deployed maritime forces can respond to unfolding events.

I am equally impressed by ships' companies that didn't deploy on named operations. You showed determination and ingenuity in making the most of your allotted days at sea to perfect your skills as mariners and warriors. I am especially proud of our destroyer and AOR crews, who worked hard to preserve the RCN's core skills in air defence and underway replenishment for the coming transition to the future fleet, in the face of mounting sustainability challenges. And to the crew of *HMCS Protecteur* specifically: no one will ever doubt the sheer tenacity and raw courage you demonstrated in saving your ship, even as we begin to extract lessons learned for the benefit of future generations.

Our submariners continued to make great progress. Thanks to the technical and logistics teams backing them, the Victoria class integrated logistics system is now largely in place and EDWPS, henceforth will be conducted exclusively by industry. Three boats will be at sea late this year, marking our arrival at Victoria class steady state. One of our boats, *HMCS Windsor*, is being fitted now with an upgraded bow sonar that, together with the MK48 torpedo, provide Canada's submarine force with a 21st century warfighting capability. The growing success of the Victoria class is even more encouraging as we celebrate the centennial of Canada's submarine service this year.

I wish to reflect on the importance of *HMCS*



Halifax's recent missile firings, because the results speak in so many ways to what we're getting right as an institution. We have entered into a partnership with defence industry to create a shared sense of ownership in modernizing the frigates, from yard workers and software programmers building capabilities for the RCN, and the program management teams delivering them to the fleet, to technical staffs setting those capabilities to work, and finally to ships' companies getting rounds on target. As a result, we are on track to successfully complete this highly complex, multi-billion dollar activity by early 2017.

There's still a tremendous amount of work to be done, but the results of *HMCS Halifax's* missile firings give me great confidence about the new capabilities we are bringing to the Canadian task group, clearing the way to the future fleet.

Our force developers continue to work hard to bring that future fleet to fruition. It won't be too long before the results of that work begin to fully occupy the RCN's waterfront organizations, as we:

- (1) continue to modernize the frigates with all dispatch,
- (2) activate the entire available coastal defence fleet,
- (3) introduce the cyclone maritime helicopter into fleet service,
- (4) pay off our older platforms, and
- (5) prepare for the arrival of the new ships, of which the first to be delivered, the arctic offshore patrol ship, should see steel being cut next year.

We are not simply looking at a transition to new ships and aircraft, but rather to the building of new skills and fleet competencies, including for sustained operations in Canada's high Arctic. I am really energized about the opportunities, especially for the newest members of the RCN team. Continuous introduction of new capabilities and technologies will soon become the RCN's "new normal", thanks to the Canada First Defence Strategy and the national shipbuilding procurement strategy, over the next two decades.

Our new normal will require fresh approaches about how we organize and prepare for operations. In the coming months, we will continue to apply new thinking to a number of initiatives. In particular, I look forward to evolving our approach to maritime interdiction operations in standing up naval boarding party 3.0 as a deployable, one navy capability that is open to regular force and reserve sailors alike.

That's because one navy means looking beyond



individual cap tallies towards the naval institution as a whole, whether you are in uniform or not, full-time or part-time. We have made great progress towards this goal in the past year, whether we're talking about the integration of our naval training system, the creation of a readiness authority or the realignment of our naval reserves to mention but three one-navy initiatives. But what encourages me most is the fact that we are moving forward with a shared vision for our institution and collective ownership across the RCN team.

Ultimately, reinvention is at the heart of the RCN executive plan. That's why we have put so much effort into evolving the business of our business over the past year, with impressive results achieved in changing core RCN processes, structures, practices and behaviour. While much of this important work is transparent to the coalface, the bottom line is that changes we are making today will position the RCN for success tomorrow.

Expect a signal soon from the DComd RCN, summarizing our progress, but let me provide our shared assessment: we are on track and proceeding with all dispatch, in getting our ships to sea, ready aye ready, and keeping them there.

In closing, I wish to acknowledge the crucial role played by deck plate leaders across the fleet and ashore, in getting our ships to sea and keeping them there. You are the guardians of our institution – developing our sailors as mariners, warriors and future leaders and managers – upholding the exacting standards of excellence.

Our profession demands setting examples of personal loyalty, integrity and service to Canada. You can take great pride in what your people have accomplished this year under your leadership, even as I remind you how crucial it is for you to continue nurturing the values and expectations upon which our institution ultimately stands.

And finally, to your families and loved ones, my deepest thanks for their enduring support that allowed us all, from the waterfront to Ottawa, to remain fully focussed on the RCN mission. We owe them our gratitude for helping us make a difference for Canada, at home and abroad.

matters of OPINION

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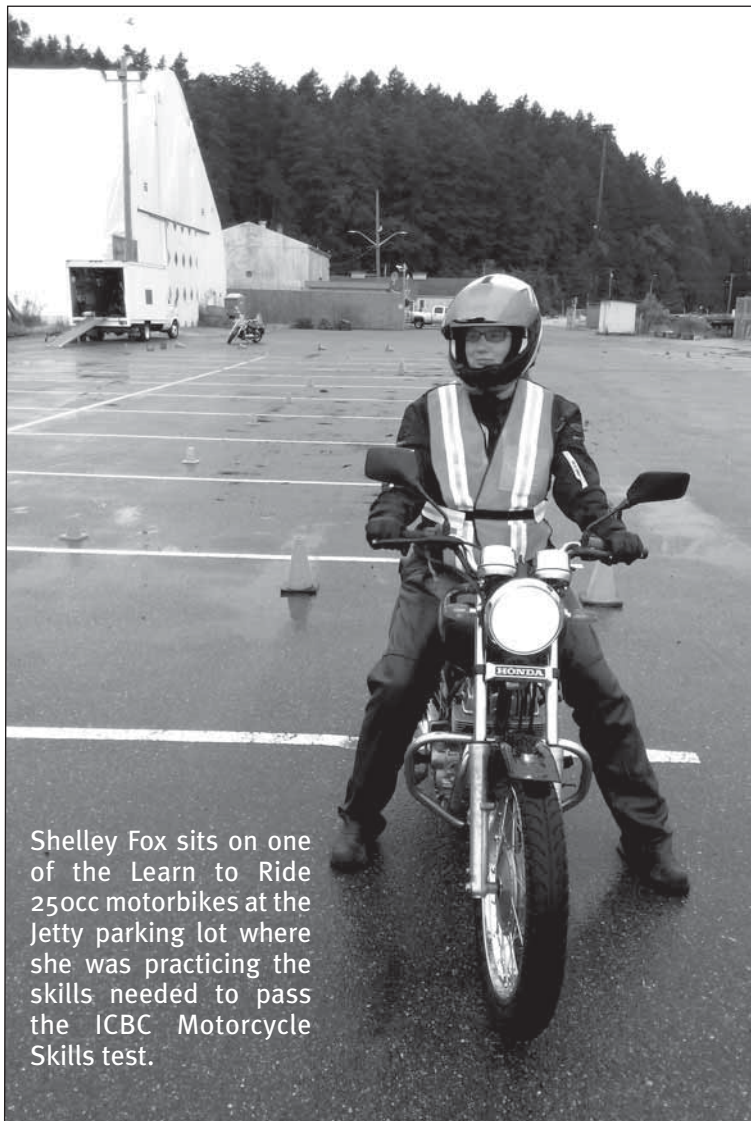
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Shelley Fox sits on one of the Learn to Ride 250cc motorbikes at the Jetty parking lot where she was practicing the skills needed to pass the ICBC Motorcycle Skills test.

Shelley Fox Staff Writer

This was it; 2014 would be the year I learned to ride a motorcycle and ride with the pack.

None of my friends would ride with me unless I took a proper "learn to ride" course. And, as if the hog gods were listening, an ad appeared in the *Lookout* newspaper for "Learn to Ride" motorcycle training.

I could almost hear leather-clad angels cooing "ahhhhh."

With my application accepted and Class 6/8 Learner's License obtained, I was set for the two evenings of four hour classroom theory, and two full days of learning on a 250cc motorbike – courtesy of Learn to Ride Motorcycle Training Ltd.

In hopes of staying ahead of the pack, I eagerly studied the ICBC "Learn To Ride Smart" booklet.

A few days later, I was seated next to four other rider wannabes at the Econo Lodge Gorge View board room, our eyes set

on Richard Beaumont, a Petty Officer Second Class sailor who has 14 years experience on two wheels, and seven as a certified trainer.

He tossed out bike jargon that I found novel such as "space cushion." No, not a silver lamé throw pillow, but a descriptive term for the necessary distance in front of you that allows time enough to stop or react safely.

Or "road snakes," the literal meaning sounds more fantastical than the actual. It pertains to the wiggly tar lines meant to repair the cracks in the road. They are slippery, especially when wet and are to be avoided where possible.

In terms of real world threats to a motorcyclist, road snakes are on the lower end of our worries. We learned that everything is a potential hazard when you are riding, and it is best to practice SIPDE: scan, identify, predict, decide and execute.

From the classroom, we ventured to a parking lot on base where we each straddled a loaner motorbike. For the others it came

What do space cushions have to do with motorcycle riding?



roaring to life easily- I kept forgetting to turn the ignition key or the gas switch (petcock) or pull the clutch in or set the choke. The learning curve for learning to ride is steep and unforgiving.

Slow speed control, while not the stuff to smatter bugs on one's faceplate, trains a rider to start smoothly from a full stop. It was tough trying to find the sweet spot where the engine begins to engage as the clutch is released. My left hand ached for a week.

Coordination of the controls didn't happen flawlessly. The challenge outweighed my patience.

Many of the shiny new cones lining the course – making a figure eight, slalom, and u-turn – were now wearing tire tracks.

We buzzed and choked, stuttered and stalled, and eventually traversed through the cones seamlessly. The course design ensured our skills progressed as the hours ticked by. By the end of day one, we made a full trip around the base.

On the second day we revved up the throttle and went faster, adding to our skills higher speed turns, emergency stopping, and debris avoidance.

The rule "you will go where you look" is true. I experienced a few gut wrenching moments that thankfully did not lead to any mishaps.

To round out the morning we took a mock skills test designed like the course ICBC puts new riders through. Once we had ridden through the course to the satisfaction of our instructor we were cleared to ride on the street in the afternoon.

PO2 Beaumont laid out the rules, the route we would take, and who would lead the group.

We rode in formation to down-

town Victoria and back again. We stopped every so often to discuss what was done right or wrong, what needed specific improvement, and who would lead the next part of the ride.

We trialed lane positioning, safe lane change, and shoulder checks.

By the end of the Sunday, we were ready to take ICBC's motorcycle skills and license tests. We also received a MARPAC Riders patch to display our membership. When we signed up for the course we also became part of the MARPAC Riders Club.

The club's mandate is to provide these three aspects of club stewardship:

- to promote the social aspect of group riding,
- to assist in self-help repair, and
- to provide a mentorship program geared towards new riders.

The club goes a step further by providing a supervisor to ride with a new rider, and to help them practice for the skills test.

To ride as a fully licensed biker will take two more tests. The skills test and the Class 6 road test. For now, I just want to keep practicing so I don't lose the skills I worked so hard to gain.

The entire experience was intense and required determination and fortitude. PO2 Beaumont's shows a clear dedication to teaching how to ride safely, and the course follows a progressive learning curve. I was able to build my skills and confidence with each module. I am thrilled and cautiously optimistic about my future as a competent and safe motorcycle rider.

For more information on upcoming course times and registration please visit: www.eamtortid.ca



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People Talk

Lookout asked:

What was your favourite childhood summer activity and why?



Mountain biking. There were a lot of great backwoods trails near my house, so I loved getting out as much as possible.

MS Daniel Sanders



Playing soccer with my friends gave me a lot of great memories.

OS Niko Ghag



I started playing volleyball as a kid and I haven't stopped playing it since.

SLt Krista Sequin



I spent a lot of summers cycling. It was easy enough to do and it kept me active.

LS Kevin Ho



Rugby. It was a great way to stay fit and meet people, and I still love playing it today.

PO2 Stuart MacDonald



I liked digging holes in the garden and gnude sunbathing - if you consider that a sport.

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Left to right: Dan Dugie, Program Manager, FMF Cape Scott; Capt(N) Christopher Robinson, Commanding Officer of Submarine Sea Training Atlantic; Erin O'Toole, M.P. for Durham, Ontario; Brigadier-General (Ret'd) The Honourable J.J. Grant; Rear-Admiral John Newton and Honorary Capt(N) Myra Freeman cut the ribbon to officially open the Captain Bernard Leitch Johnson facility.

East Coast unveils new sub facility

A/Slt Jamie Tobin
 CFB Halifax Public Affairs

HMC Dockyard on the East Coast unveiled the newest asset at CFB Halifax June 13, the Captain Bernard Leitch Johnson facility, a new submarine and vessel maintenance facility, and Syncrolift system upgrade.

The \$52 million facility measures 2,400 square metres and is part of Fleet Maintenance Facility Cape Scott. It allows crews to conduct year-round maintenance and repairs on the submarine fleet in a climate controlled environment.

The Syncrolift system, which is used to raise and

lower submarines and ships to and from the water, received upgrades to its electrical and mechanical mounts.

There are also two overhead cranes capable of removing heavy submarine components, and a third level mezzanine so maintenance crews can work on the submarine's upper decks and hull.

"The Captain Bernard Leitch Johnson facility is a state-of-the-art complex that will help fulfill our submarine and fleet maintenance needs for decades to come," said Rear-Admiral John Newton. "Submarines and ships can now be docked with ease and maintained all year, and without recourse to

commercial contracts, thus facilitating greater readiness in the fleet to protect Canada's maritime interests at home and abroad."

The complex was named after Captain Bernard Leitch Johnson, a Canadian submarine warfare pioneer who served in both World Wars. He was the first reserve officer to command a submarine, and was awarded the Distinguished Service Order for courageous leadership after he sailed his submarine over 300 nautical miles through enemy waters to safety after a mine strike.

A ribbon cutting ceremony was held on the jetty at the entrance to the facility and several dignitaries were on hand

to share in the celebrations. Speeches were delivered by the Lieutenant-Governor of Nova Scotia, Brigadier-General The Honourable J.J. Grant; (Ret'd), Rear-Admiral John Newton, Commander of MARLANT and JTF(A); and Erin O'Toole, the Member of Parliament (M.P.) for Durham, Ontario. More than 300 members of the CFB Halifax community were on hand to observe.

Construction of the project was completed in March 2014, and *HMCS Windsor* was moved into the facility for maintenance after it was completed. The facility will service Victoria Class submarines throughout their life cycle.

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Reservist Cadet Instructor makes Orca certification history

Shawn O'Hara
Staff Writer

A personal and professional milestone was achieved earlier this month when Lt(N) Ellen DeLong from the Cadet Instructor Cadre (CIC) completed her tender charge check ride, certifying her to act as Officer in Charge (OIC) of Orca training vessels.

This certification makes her the first woman from CIC to receive this qualification.

"It's interesting to think I made a bit of history," she says. "The number of reservists with this qualification is fairly small, and the number of female reservists with the qualification is even smaller. Once you get down the female reservists in the CIC it's just me, and that's pretty cool."

The certification is the last thing in a long line of qualifications, which has included tests, training, and at-sea exercises spread out over the past five years. While she began the process in 2009 things were put on hold for two years while she focused on her family.

"For some reason they don't let you go to sea when you're pregnant," she says, laughing. "I had to take a bit of break to raise my child; so getting back on the water felt really good."

For the check ride portion Lt(N) DeLong set out on a fully-crewed Orca with Cdr Lorne

Carruth, Commander Coastal Division riding shotgun. As her boss, Cdr Carruth acted as judge and jury that day, analysing Lt(N) DeLong's performance.

"He was very supportive and really helped me feel at ease," she says. "I was a little on edge, it being my first shot at something I'd worked very hard for over the years, but it was still a great experience."

Performing manoeuvres, coming alongside, drills, and vice docking were just some of the things she had to walk her crew through.

"The back down approach, where you bring the ship alongside in reverse, is stressful. It's a much more finicky kind of docking, but I think I handled it well," she says. "Everyone one of the crew worked so well together, it was a thrill to take command of the vessel and they made it all the more enjoyable."

The new certification allows Lt(N) DeLong to temporarily captain an Orca training vessel, taking command of training exercises for military personnel and Royal Canadian Sea Cadets alike.

"It's always a great opportunity to train at-sea, there really isn't any alternative," she says. "Especially for cadets getting out on the water is an experience they don't often get and I love being able to provide that kind of thing for them."



Lt(N) Ellen DeLong has made her mark in the history books by becoming the first female officer in charge of an Orca training vessel.

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USS Nimitz made rare visit



With the sunshine coast in the background, USS Nimitz, CVN-68, sails on Area Whisky Golf in the Strait of Georgia. A U.S. torpedo weapons retriever with two recovered Mk-48 exercise torpedoes speeds by the Nimitz.

Capt Jeff Manney
CFMETR

One of the largest warships in the world made a rare visit north of the border June 17-18 when the supercarrier USS Nimitz sailed into the Strait of Georgia near Nanaimo.

Based in Everett, Washington State, the 330-metre, 100,000 tonne vessel spent two days participating in a series of torpedo tests in Area Whisky Golf. The 200-square-kilometre military testing area, operated by the Canadian Forces Maritime Experimental and Test Ranges (CFMETR), is home to a fully instrumented, three-dimensional range capable of tracking targets above, on and below the surface. The tracking range is a joint

facility that has been operating under a treaty between Canada and the United States since 1965.

Nimitz's operations were in support of an ongoing program known as Surface Ship Torpedo Defence (SSTD). The program develops next generation technology that will integrate a variety of new ship defensive systems, such as towed sensors and anti-torpedo torpedoes with more conventional defences such as evasive manoeuvres and decoys in order to protect surface vessels from modern torpedo threats.

A facility unique to North America, CFMETR has been supporting SSTD testing since the late 1980s and routinely sees visits of Fleet warships from the United States Navy, the Royal Canadian Navy and other allied nations.



Photos by Deanne Gillespie

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MARINE GROUPS FORM NEW SEARCH AND RESCUE UNIT

Jamie Cook
MARPAC PA Office

With the summer season entering full swing, many recreational mariners will be exposed to the dangers and hazards of yachting, sailing, paddling or boating on British Columbia's ocean waters.

To keep Canadians safe at sea, a partnership between the Canadian Coast Guard and the Royal Canadian Navy is in place to aid in search and rescue (SAR) operations.

Naval sailors and university summer students have

joined Coast Guard Rescue Specialists to staff four Inshore Rescue Boat units located at Nootka Island, Telegraph Cove, Cortes Island and Vancouver Harbour - locations of high recreational traffic within the Victoria Search and Rescue Region.

In these more isolated or highly used sites, accidents, equipment failures or medical emergencies can quickly put mariners' lives in danger.

Each station is equipped with a Zodiac Hurricane Technologies 733 or 753 Rigid Hull Inflatable Boat – a twin-engine, seven-metre

fast rescue craft.

Following intensive training in June, six sailors and 10 students have joined eight Coast Guard coxswains in providing search and rescue services during the summer.

Services include search and rescue, first aid and marine medevac, and assistance to disabled vessels. They operate 24 hours a day in all types of weather and conditions.

During the 2013 summer season, Inshore Rescue Boat units responded to more than 200 separate SAR incidents across the Victoria SAR region



Photos courtesy of MARPAC PA

Top: Inshore Rescue Boat crew members practice recovering a person from the water via "parbuckling".

Above and below: An Inshore Rescue Boat patrols Vancouver Harbour.



Some choices are hard.

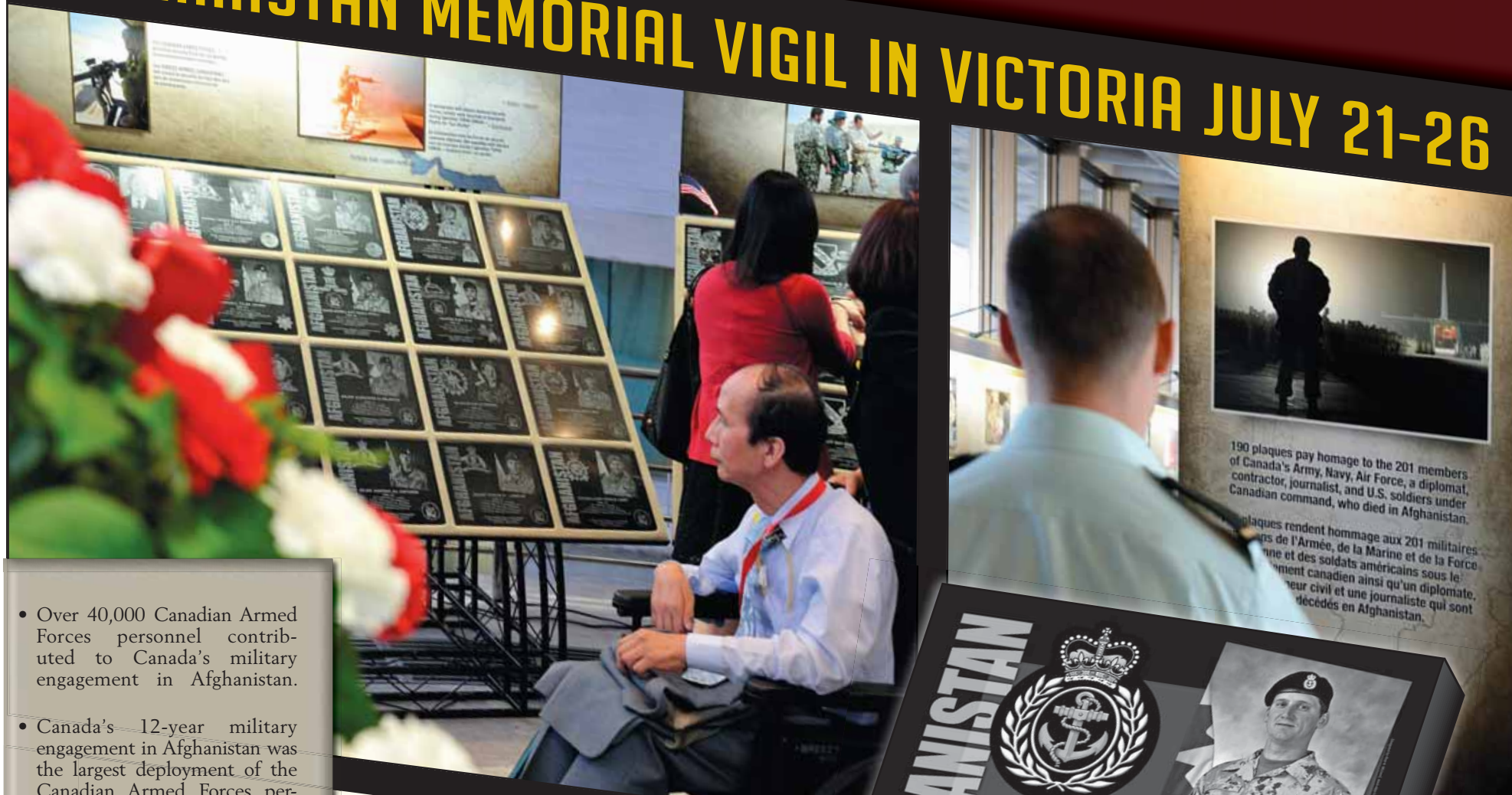
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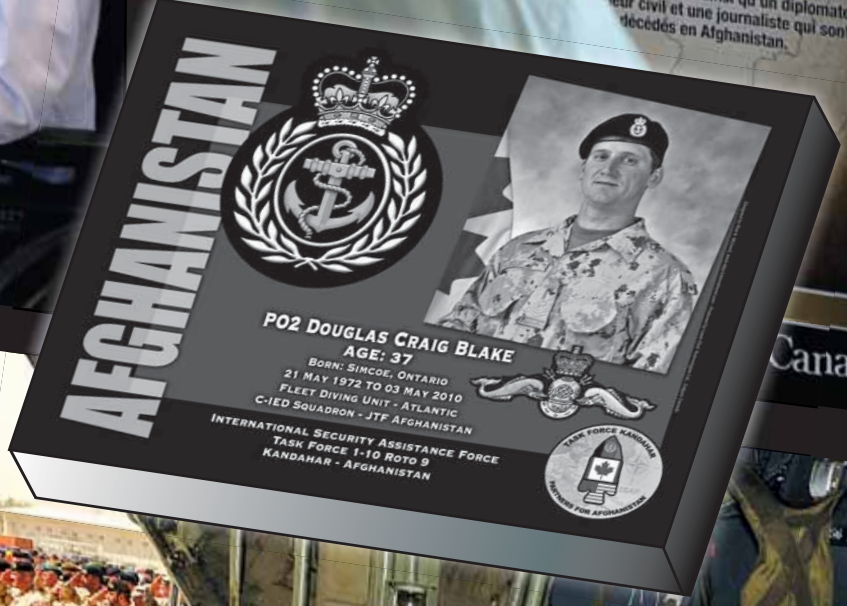
AFGHANISTAN MEMORIAL VIGIL IN VICTORIA JULY 21-26



- Over 40,000 Canadian Armed Forces personnel contributed to Canada's military engagement in Afghanistan.
- Canada's 12-year military engagement in Afghanistan was the largest deployment of the Canadian Armed Forces personnel since the Second World War.

- The Canadian Armed Forces conducted operations in Afghanistan in a number of different roles involving air, land and sea assets. Military activities included combat, security, development, support and training operations in varying capacities and regions in Afghanistan.

- The Afghanistan Memorial Vigil is a memorial structure that commemorates the Fallen who were deployed in Afghanistan. It consists of 192 plaques along with interpretation information and artifacts.



- The 192 plaques represent 158 Canadian Armed Forces personnel, a Canadian diplomat, a civilian contractor with the Department of National Defence, a Canadian journalist who was embedded with the Canadian Armed Forces and 43 United States Armed Forces members who were under Canadian command during our military engagement in Afghanistan

- The plaques were formerly part of the Kandahar Air Field cenotaph. The cenotaph was built by soldiers for soldiers to commemorate their Fallen comrades who made the ultimate sacrifice while deployed in Afghanistan.
- The Afghanistan Memorial Vigil will travel to 20 cities across Canada and to Washington D.C. between May 3 and Nov. 12, 2014.

- The Afghanistan Memorial Vigil remembers and honours those who have fallen in Afghanistan. It also acknowledges the bravery, dedication, valour and professionalism of all members of the Canadian Armed Forces who have served in Afghanistan and supported the mission.

- The Afghanistan Memorial Vigil commemorates the hard work and dedication the Canadian Armed Forces have shown over the last decade of Canada's mission in Afghanistan, and remembers Canada's Fallen.
- The Afghanistan Memorial Vigil provides an opportunity to thank the families and friends of CAF members and all Canadians who have shown their support for our troops and Canada's mission in Afghanistan.

In Victoria the Afghanistan Memorial Vigil will be on display in the B.C. Legislature Rotunda. It will be open to the public on the following dates:

Monday, July 21
Noon to 5 p.m.

Tuesday, July 22 until Saturday July 26
8:30 a.m. to 5 p.m.

A Canadian Armed Forces officer and a civilian guest visit are visibly moved by the plaques and imagery on display.
Sgt Norm McLean, Combat Camera



Canadian Armed Forces soldiers stand as honour guards during the Afghanistan Memorial Vigil ceremony at the Canadian Embassy in Washington DC, United States.
Sgt Norm McLean, Combat Camera



Afghanistan Memorial Vigil - opportunity to reflect

Alycia Coulter
CJOC HQ

The Canadian Armed Forces' (CAF) 12-year mission in Afghanistan recently ended. It assisted in making the war-torn country more secure, better governed and more stable, but it did not come without sacrifice.

While serving their country with honour, 161 Canadians – 158 CAF personnel, a diplomat, a Department of National Defence contractor and a journalist – lost their lives in Afghanistan. In addition, 43 United States Armed Forces members sacrificed their lives while serving under Canadian command during operations in Afghanistan.

"One of the ways Canada is commemorating the mission in Afghanistan is by honouring the fallen through the Afghanistan Memorial Vigil, which will travel across Canada this year and in 2015," said Capt Indira Thackorie, Canadian Joint Operations Command (CJOC) Public Affairs Officer.

The Afghanistan Memorial Vigil consists of 192 plaques representing the 204 fallen. Originally, the plaques were part of the Kandahar Air Field cenotaph – a memorial structure built for soldiers by soldiers to commemorate their fallen comrades while deployed in Afghanistan.

The first stop in the Memorial Vigil travel schedule was May 4 in Trenton, Ontario. On May 9, it was displayed in the Hall of Honour on Parliament Hill during the National Day of Honour and

some of the families of the fallen were in attendance.

Three CAF personnel – Captain Patrick Lottinville, Corporal Martin Labelle and Chief Warrant Officer David Mahon – will travel with the exhibit across Canada.

During his time in the Canadian Army, CWO Mahon has been deployed to Germany, Egypt and Afghanistan. This task, however, holds an important significance for him. The opportunity to be a part of the Vigil Party will round out his 41-year career with the CAF.

"Working with soldiers who are tasked to set up and tear down the Vigil, and then discussing the intent and meaning with Canadian citizens has been the most meaningful experience of my career," he explained. "My task is ceremonial and drill. I feel that my years in the field and on parade squares make me extremely well suited for this type of work."

At each stop, CWO Mahon works with up to 20 personnel to prepare the Vigil. Although the travel schedule has just begun, he can already see the impact the Vigil has on the crew at each site.

"Every member of the work parties understand they are being permitted to take part in something that honours their fallen comrades, and you can see this effort put forward by all personnel. It is inspiring to take part in something where every person involved is giving 100 per cent."

While the Vigil offers an opportunity for all to reflect on the mission, the emotions it evokes is different for everyone.

"For people who didn't know those who are included on the Vigil, for them it's sometimes a call to action to support those who have lost loved ones. For those who have lost family members or friends, it's a stop along the journey towards closure," said Capt Thackorie.

Over 40,000 Canadians served during the mission in Afghanistan, and thousands of other CAF members supported the mission. The Vigil stands as a reminder for everyone who has a connection to the mission to never forget those who fell. "It doesn't matter if you're a private to a colonel. If you've fought in Afghanistan, you had comrades, you lost your best buddies...your comrades in arms," said CWO Mahon.

As the final task of his career in the Canadian Armed Forces, CWO Mahon will travel with the team to the remaining stops across Canada before it returns to Ottawa between Nov. 5 and 12.

"To be entrusted with the responsibility of ensuring that the ceremonies are orchestrated in a manner that depicts the pride in which all of us have served is most gratifying," said CWO Mahon.

The Afghanistan Memorial Vigil will be in Victoria July 21 to 26 at the B.C. Legislature, before traveling to Canada Place in Vancouver.

Page 10 photos:

Top Left: A family member of Private First Class Benjamin J. Park looks at his loved one's photo during the Afghanistan Memorial Vigil at the Canadian Embassy in Washington DC, United States on May 22, 2014.

Sgt Norm McLean, Combat Camera

Top Right: A Canadian Armed Forces member views the Afghanistan Memorial Vigil during its showing at National Defence Headquarters in Ottawa, Ontario, Sept. 18, 2013.

Sgt Matthew McGregor, Combat Camera

Inset: A close up image of an individual memorial plaque for PO2 Douglas Craig Blake.

Bottom: A ramp ceremony held at Kandahar Airfield on May 20, 2010, for Colonel Geoff Parker who was killed in a Vehicle Born Improvised Explosive Device while traveling a NATO convoy in Kabul, Afghanistan, on May 18, 2010.

Sgt Daren Kraus, Image Tech

Advertorial

Sudden hearing loss: *the importance of early treatment*

Sudden Hearing Loss is sometimes also called “Sudden Sensorineural Hearing Loss (SSHL) or “Sudden Idiopathic Deafness (SID).” The word “idiot” is seen here in this last name; this is because the cause is not definitely known. The hearing loss is usually noted in one ear only and it can take place over the time span of one day to several days. It should always be treated as a medical emergency, and not as a temporary nuisance. This is because the earlier the treatment, the better are the chances of having the best recovery.

As we know, hearing loss can occur due to various causes, such as outer or middle ear (conductive) pathology or inner ear (sensorineural) pathology. SID is of the latter group. As physicians, it is most important to first rule out conductive pathology. Those who experience SID might easily confuse it with a temporary blockage of excessive cerumen or else as an ear or sinus infection. They would thus put off seeing a physician for some time. When finally seeing the family physi-

cian, a referral to an ear, nose and throat specialist {ENT} would delay early treatment even more, so that by the time the client sees an ENT, it is too late to do anything about it.

Some people notice the sudden hearing loss when waking up. Some notice it when trying to hear on the phone with the affected ear. Some experience it as a sudden “pop” just before the hearing loss occurs. In some cases, SID may also be accompanied with tinnitus or dizziness. As mentioned earlier, SID is almost always unilateral. In contrast to typically bilateral Presbycusis, unilateral sensorineural hearing loss (SNHL) is relatively rare.

Prevalence of SID is often quoted to be about 5-20 in 100,000. This can be compared to the prevalence of VIII nerve tumours (1 in 100,000) and Meniere’s disease (roughly 200 in 100,000). SID usually occurs in adults, equally for males and females, from ages 30-50. The incidence and prevalence of SID are somewhat difficult to ascer-

tain because some people recover some hearing back over the course of a week or two.

Causes of bilateral SNHL are almost always related to cochlear hair cell damage, and this is



Ted Venema
Audiologist, Educator

by far the most common cause of all hearing losses. Causes of unilateral SNHL however, can be a tumour of the VIII nerve, Meniere’s disease, head trauma, vascular, or even some type of autoimmune disease. In contrast to SID, tumours of the VIII nerve

and Meniere’s disease are more gradual in onset, and can often be assessed and diagnostically differentiated by means of audiological testing. Causes of the SID are less well known and are often assessed as being vascular, metabolic, or autoimmune. In most cases of SID, we just do not know the cause.

Audiological evaluation of SID is done by means of a hearing test which shows hearing sensitivity for low to high frequencies across an audiogram. The common criteria by which to diagnose SID is a sudden hearing loss of at least 30 decibels for three adjacent frequencies. Normal hearing under headphones in a quiet room can be assessed down to 0 decibels; on the other hand, the ceiling of normal loudness tolerance is about 120 decibels. A hearing loss of 30 decibel is commonly found with Otitis Media. It is significant enough to reduce the loudness of average conversational speech (normally about 60 decibels) to being barely audible. Most cases of SID cause a much greater degree

of unilateral SNHL. Other tests such as blood testing, vestibular or balance testing, or MRI are also employed to find the root cause of one’s specific SID.

As mentioned at the beginning, with immediate treatment the chances of hearing recovery from SID are fairly good. In an effort to save valuable time, many ENT physicians will take referrals for suspected SID straight from non-physician hearing health care providers, such as Audiologists or Hearing Instrument Practitioners. Corticosteroids taken orally within the first few days can often reverse or at least stem the tide of SID. As we know, this medication reduces inflammation and helps to combat the progression of so many types of pathology. Some ENTs have also experimented with intratympanic injection of corticosteroids so as to enable a quicker and more direct route for the steroids to affect the inner ear. Research is as yet inclusive at to the added benefits of this approach.

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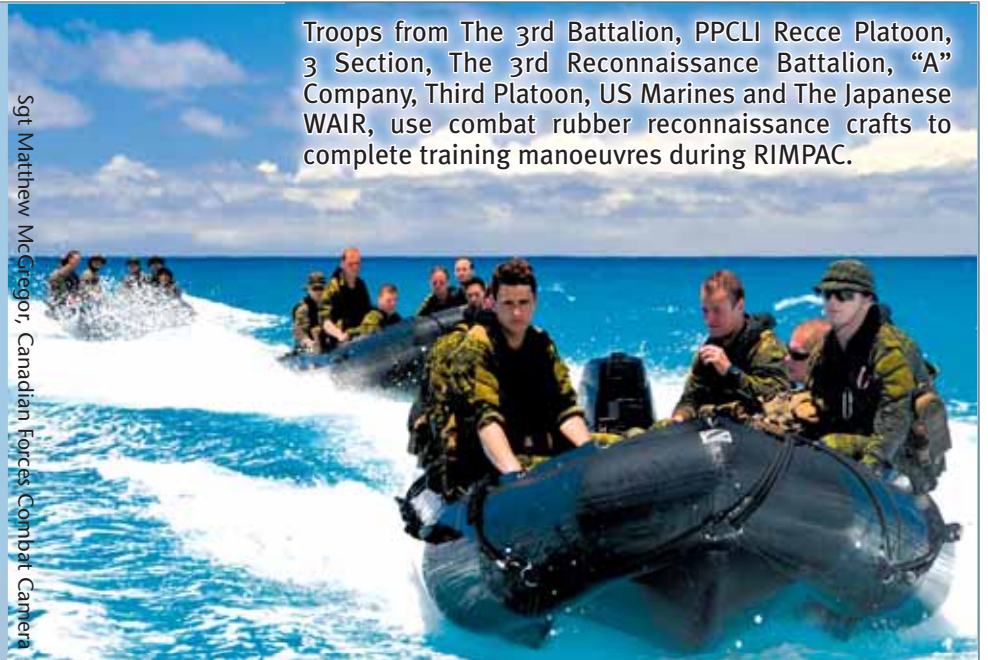
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Sgt Matthew McGregor, Canadian Forces Combat Camera

Consul General of Canada Cassie Doyle is welcomed on board HMCS Calgary by RAdm Bill Truelove, Commander Maritime Forces Pacific, during RIMPAC at Pearl Harbor on July 1.



Sgt Matthew McGregor, Canadian Forces Combat Camera

Troops from The 3rd Battalion, PPCLI Recce Platoon, 3 Section, The 3rd Reconnaissance Battalion, "A" Company, Third Platoon, US Marines and The Japanese WAIR, use combat rubber reconnaissance crafts to complete training manoeuvres during RIMPAC.

Military arrive for Rim of the Pacific exercise

HMCS Whitehorse and HMCS Nanaimo fully dressed on Canada Day at 4 jetty, San Diego Naval Base, California, prior to participating in Rim of the Pacific Exercises (RIMPAC).



Cpl Blaine Sewell, MARPAC Imaging Services

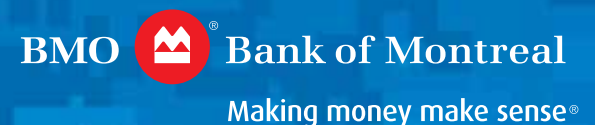
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Colonel Tim Grubb joins Chris Payne, David and Nancy Payne, and Cameron Payne at the bridge dedicated to their loved one Corporal Randy Payne. The Highway 2 bridge at Highway 401 (exit 648) in Gananoque is dedicated to Cpl Payne, a Military Police officer who was killed in Afghanistan April 22, 2006.

Good Question

What can you do if a Canada Goose attacks you?
Remain neutral and stare down your attacker.
Slowly back away. Don't turn your back, or stop looking at the goose.



Bridge named after fallen soldier

The Government of Ontario has dedicated the Highway 2 bridge at Highway 401 (Exit 648) in the township of Gananoque in honour of Corporal Randy Joseph Payne, a fallen Military Police member of the Canadian Armed Forces.

While serving with the inaugural Military Police close protection team in Kandahar, Afghanistan, Corporal Payne was killed when the armoured G-Wagon he was travelling in was hit by an improvised explosive device (IED) on April 22, 2006.

In Corporal Payne's honour, four memorial signs - two on each highway - displaying his name and the Military Police crest have been erected.

This is the first bridge named in honour of a fallen Canadian Armed Forces Military Police member in Canada. Since 2002, Ontario has dedicated 50 bridges and other highway structures across the province in memory of police officers killed in the line of duty.

At the time of his death, Cpl Randy Payne was a member of a close protection team which is a high-readiness, specialized protective service organization capable of conducting a broad range of special protective missions and tasks at home and abroad in support of the Canadian Armed Forces and other Government of Canada departments and agencies.

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What happens if military members are injured while playing sports?

Reprinted with permission from the The Defence Occupational Health and Safety Newsletter.

Daryl Allard
PSP Director of Fitness

Keeping physically fit and ready to serve is part of the job for military personnel. The requirement to participate in physical fitness training is mandated by DAOD 5023-2, and a certain level of physical fitness is required to meet the Minimum Operational Standards Related to Universality of Service.

Fitness training, evaluation and support are provided by Personnel Support Programs through the FORCE Program, the new approach to military fitness launched in 2013.

The program includes a fitness test, called the FORCE Evaluation, and a personalized exercise prescription available through www.DFit.ca, the online fitness training resource. This resource generates exercise prescriptions that include an extensive variety of training recommendations, including traditional PT such as cardio and weight training, as well as sports, recreation and cross training.

The FORCE Program provides important tools that could help members in building supporting documentation for a disability claim, but it is important to note DND/CF has no decision-making authority regarding entitlement to disability benefits. Veterans Affairs Canada and the Veteran's Review and Appeal Board determine whether an injury is related to military service in accordance with the Canadian Forces Members and Veterans Re-establishment and Compensation Act and Regulations, and evaluate each case on its own facts.

Injuries sustained during physical fitness activities organized or authorized by a military authority are presumed to be service-related for the purposes of a disability award. If a CAF member sustains an injury while exercising or playing sports and needs to apply for a disability benefit from Veterans Affairs Canada, the FORCE Program provides several tools that may assist with his/her claim. For instance, if she/he was injured while participating in an activity that was recommended through the DFit.ca exercise prescription, the member may be able to use his/her prescription record and exercise logs to sup-



port the assertion that he/she had CAF authorization to participate in that activity.

Likewise, if a CAF member sustains an injury while training for or conducting their FORCE Evaluation, the member may be able to use their FORCE Program Form (DND 279) to demonstrate that he/she was injured during a CAF authorized activity.

Injuries sustained by members during physical fitness activities that are not authorized or organized by the military may still be considered service-related, and a disability award granted. However, such injuries do not benefit from a presumption that they were service-related unless the decision-making authority determines

that the physical activity was performed in the interests of service.

There are also a variety of resources available to help CAF members stay safe while participating in PT and sports. The CAF Health Promotion Program offers a variety of resources focused on Injury Prevention and Active Living, free to CAF personnel on bases and wings across Canada. The fitness resources available on DFit.ca also provide a great selection of video tutorials which demonstrate how to complete exercises safely and effectively.

Finally, PSP Fitness staff is available on bases and wings across Canada to provide one-on-one and group fitness training and support.

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A new class of leaders graduate

Cmdre David Craig, Commander of the Naval Reserve, presided as reviewing officer for the graduation parade of Primary Leadership Qualification course 0044 at the Naden Drill Shed June 24.

Photos by Cpl Malcolm Byers, MARPAC Imaging Services



LS Colleen McInnis, a Boatswain on HMCS Yellowknife, receives the top student award from Don Cook of the Chief and Petty Officers' Association.



CPO1 Paul Helston, Formation Chief Petty Officer, presents LS Ryan Burrell, a clearance diver with Fleet Diving Unit (Pacific), with the Formation Chief Petty Officer's Award.



LS Brian Kim, a musician with HMCS Tecumseh, receives a drill award from CPO1 Michael McCallum, Coxswain at Canadian Forces Fleet School (Esquimalt).



LS Julien Godding receives his appointment to Master Seaman from Cmdre Craig.



LS Miriam Searle receives her medal for Operation Carribe from Cmdre Craig.



LS Robert Hubert receives his certificate of completion from Cmdre Craig.



LS Harrison Baycroft receives his certificate of completion from Cmdre Craig.



MS David Benson receives his certificate of completion from Cmdre Craig.



LS Dianne Montgomery receives her certificate of completion from Cmdre Craig.



LS Stefan Ludin receives his certificate of completion from Cmdre Craig.



MCpl Brian Barton receives his certificate of completion from Cmdre Craig.



LS Adam Oswell receives his certificate of completion from Cmdre Craig.



LS Jessie Hanna receives certificate of completion from Cmdre Craig.



LS Vincentdepaul Nameni-Yamsi receives his certificate of completion from Cmdre Craig.



LS Cameron Auld receives his certificate of completion from Cmdre Craig.



LS Christi Haslip receives her certificate of completion from Cmdre Craig.



LS Steven Bachalo receives his certificate of completion from Cmdre Craig.



MS Adam Parsons receives his certificate of completion from Cmdre Craig.



LS Phillip Row receives his certificate of completion from Cmdre Craig.



MS Jeremy Moore-Cosby receives his certificate of completion from Cmdre Craig.

Bravo ZULU



LS Amanda Stacey receives her certificate of completion from Cmdre Craig.



MS Stephanie Ouellet receives her certificate of completion from Cmdre Craig.



LS Karan Walia receives his certificate of completion from Cmdre Craig.



MS Tyler Grant receives his certificate of completion from Cmdre Craig.



MS Matthew Chalovich receives his certificate of completion from Cmdre Craig.



MCpl Bradley McKibbin receives his certificate of completion from Cmdre Craig.



LS Jared Wiseman receives his certificate of completion from Cmdre Craig.



LS Kelly Bradley receives her certificate of completion from Cmdre Craig.



LS Brian Bourassa receives his certificate of completion from Cmdre Craig.



LS Graeme Webb receives his certificate of completion from Cmdre Craig.



LS Kent Boudreau receives his certificate of completion from Cmdre Craig.



MS Sebastien Perrotte receives his certificate of completion from Cmdre Craig.

CF Health Services Centre Pacific promotions



Cpl Payie is promoted by LCol Joane Simard, Canadian Forces Health Services Centre (Pacific) Commanding Officer.



OCdt Tiekheinrich is promoted by LCol Joane Simard.



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ANNOUNCEMENTS

STV TUNA IS LOOKING for CF/Ex-CF/DND civilian members to join the forces offered sailing program. Any one interested in sailing or learning to sail is encouraged to join us. All skill levels are welcome. For more information about the program please contact Sgt Steve Wright 902-427-4417 or steven.wright@forces.gc.ca or check us out on facebook (STV Tuna) for more information.

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CAREGIVING FOR SOMEONE with dementia? The Alzheimer Society of B.C. has support groups for caregivers. Contact the Alzheimer Resource Centre at 250-382-2052 for info and to register.

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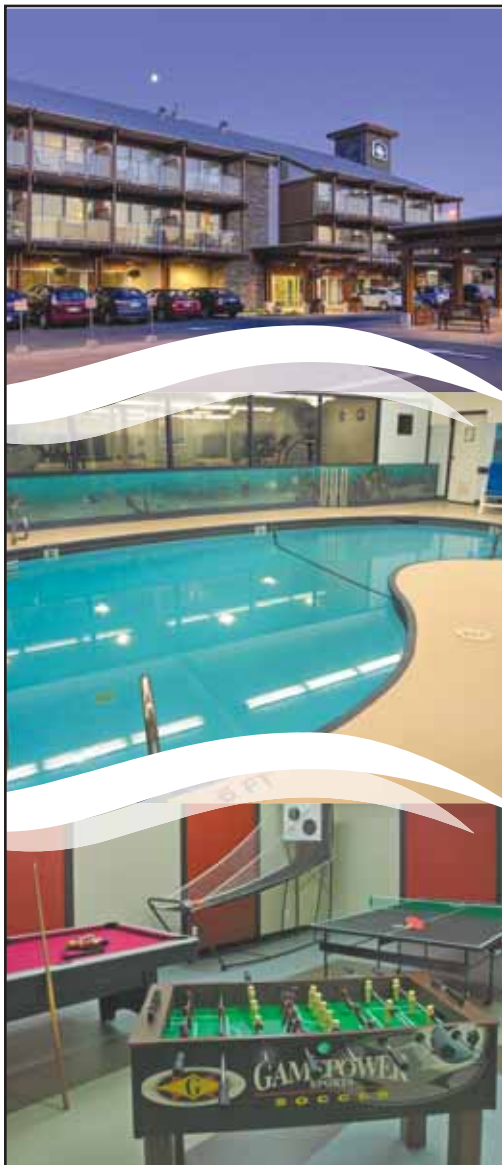
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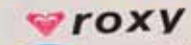
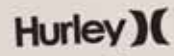
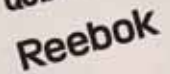
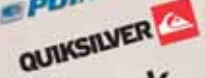
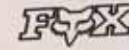
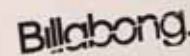
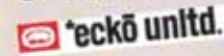
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