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Volume 59 Number 43 | October 27, 2014



LOOKOUT

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MARPAC NEWS CFB Esquimalt, Victoria, B.C.

Flags at half mast



Flags are flying half mast at all Government of Canada buildings and establishments in honour and recognition of fallen soldiers Corporal Nathan Cirillo, a member of the Argyll and Sutherland Highlanders of Canada Regiment, in Hamilton, and Warrant Officer Patrice Vincent, a member of the Joint Personnel Support Unit, Integrated Personnel Support Centre St-Jean, in Saint-Jean-sur-Richelieu, Quebec. Pictured here, warship HMCS Vancouver with the Canada Flag at half mast.

LS Ogle Henry, Formation Image Technician

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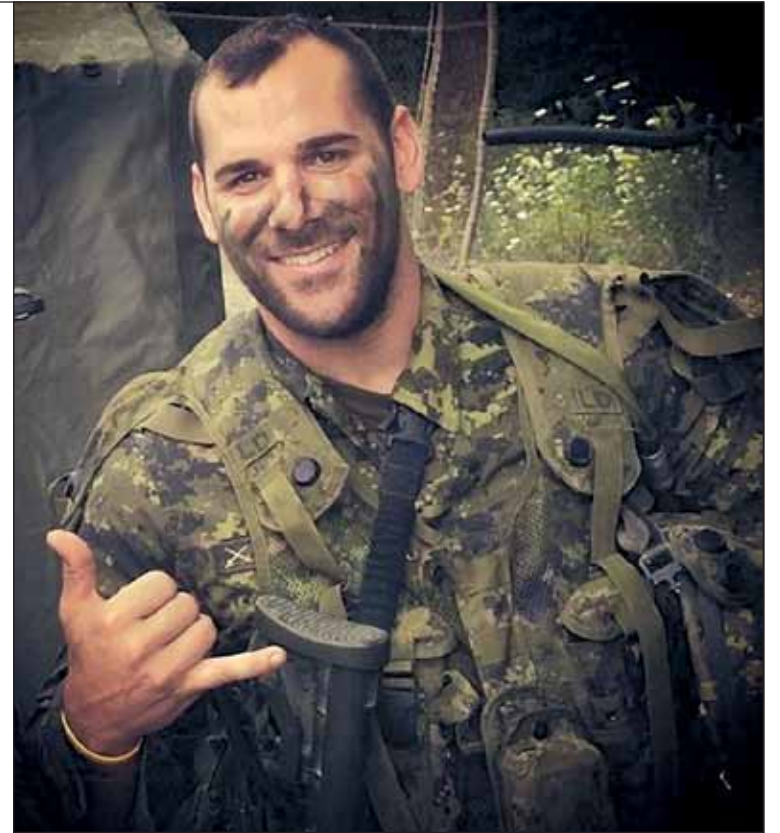
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Message from the Chief of the Defence Staff

Left: Fallen soldier WO Patrice Vincent.

Right: Fallen soldier Cpl Nathan Cirillo.



Ladies and Gentlemen,

By now many of you will be aware of the incident in which Corporal Nathan Cirillo was shot, and later died of his wounds. Corporal Cirillo fell while standing guard over Canada's National War Memorial. This cowardly attack on our member, and on our institution, will not shake our resolve. It will in fact strengthen it.

We will take appropriate precautionary measures as we move forward to reduce unnecessary risks, and we will continue our efforts to defend Canadians and Canadian interests, both at home and abroad, with steadfast resolve.

We will not be deterred.

On my order, the Commander of Canadian Joint Operations Command has issued direction for bases across Canada to increase local Force Protection measures as appropriate. In the National Capital Region (NCR), this resulted in the lock-down of all Canadian Armed Forces facilities. While this lock-down has since been lifted, beginning Oct. 23 members in the NCR have been instructed not to wear their uniforms when travelling to and from their places of work. This is to be a temporary measure.

The intent will be to resume wearing uniforms when transiting to and from our place of duty as soon as practicable.

This order was not given lightly. As Canadian Armed Forces members, we wear our uniforms with pride and we will continue to do so. However, with the recent attack in Saint-Jean-sur-Richelieu, in which we lost Warrant Officer Patrice Vincent, and with the shooting in Ottawa Oct. 22, this is viewed as an appropriate and measured response.

I have further instructed the CJOC Commander to develop and issue updated Force Protection instructions CAF-wide to include restricting access to DND bases and facilities. Additional information on this will be forthcoming. These orders build on other measures

that have been implemented in recent days to increase security.

In the days to come we will continue to monitor this space, and may take further action. The safety and security of our members, our families, and our civilian partners depend on this diligence.

I am proud of the work that you do, of the operational excellence that you demonstrate in service to our country, and of all that we are able to accomplish together. You, and your families, should be proud too.

TJ Lawson
General
Chief of Defence

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Message from the Minister of National Defence

On Oct. 23 at 3 Wing Bagotville and 8 Wing Trenton, approximately 140 personnel from Canadian Forces Bases and Wings across Canada deployed on their mission to Southwest Asia in support of Operation Impact.

In light of recent events, I am proud and thankful that our Canadian Armed Forces' men and women stand courageously for peace and stability. Their resilience demonstrates our values internationally.

Canadian Armed Forces contribution to coalition operations against the

Islamic State of Iraq and the Levant (ISIL) includes approximately 600 personnel, including members already working with Americans in an advisory and assistance role by providing strategic and tactical advice to Iraqi security forces and aircrew support elements, such as command and control and logistics.

Our contribution also includes, six CF-188 Hornet fighter aircraft, one CC-150T Polaris aerial refueller to support coalition air operations and two CP-140M Aurora surveillance

aircraft to provide reconnaissance capabilities.

We will not be intimidated. More than ever, we remain committed and determined to work with our allies and partners around the world to fight against the terrorist organizations to prevent the spread of terror and tyranny.

**Honourable Rob Nicholson,
Minister of National Defence**



Operation Impact deployment

LS Alex Roy, 3 Wing, Bagotville

A CF-188 Hornet pilot prepares his aircraft to depart from Canadian Forces Base Bagotville Oct. 23 to take part in Operation Impact.



Cpl Audrey Solomon, 4 Wing Imaging, Cold Lake, AB

Canadian Armed Forces members from 4 Wing Cold Lake depart Cold Lake for Operation Impact on Oct. 19.

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WHAT SAY YOU

Book Review

Canada submarine backdrop for fiction novel

Cpl Alex Greer,
39th Service Battalion

In the waters of naval fiction, works about submarines usually have the most depth.

Tom Clancy's *The Hunt for Red October* and *Red Storm Rising* were bestsellers in the Cold War era.

Now from the deep a new uniquely Canadian submarine story has surfaced, *Terror on the Alert*.

This is the second novel by lawyer-turned-author Robert Mackay. His first was *Soldier of the Horse*, a story based on his father's experiences as a cavalryman in the First World War.

Terror on the Alert takes the reader deep into a battle space Mackay is quite familiar with. He had been a Canadian submariner in the 1960s. With that experience Mackay has crafted an engaging tale, using his technical knowledge with his skill as a novelist to create believ-

able characters in exceptional circumstances.

The book is written in a third person narrative; the story revolves around the main character Lieutenant Ted Hawkins, a dedicated submarine officer. Ted is unexpectedly seconded to HMCS Alert, a fictional Canadian submarine based on the conventional diesel-electric British Amphion-class of the post-Second World War period.

While trying to perform his duties, Ted tries to exorcise personal demons from a traumatic auto accident. He is also absorbed in thoughts about his lonely wife ashore, and tries to deal with an antagonistic and ambitious Executive Officer who has it out for him.

Ted's personal dilemmas are complemented by the author's attention to the technical details of the A-class boat. Mackay had served in HMS Alderney from 1966 to 1967.

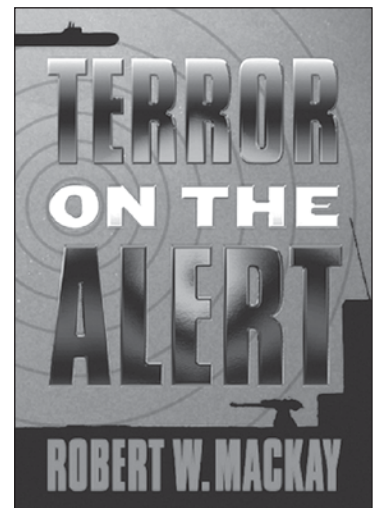
The fictional Alert is a die-

sel-electric submarine based in Alderney, and these boats have to periodically surface, or snort, to recharge their electric batteries needed for submerging, a process that occurs throughout the story.

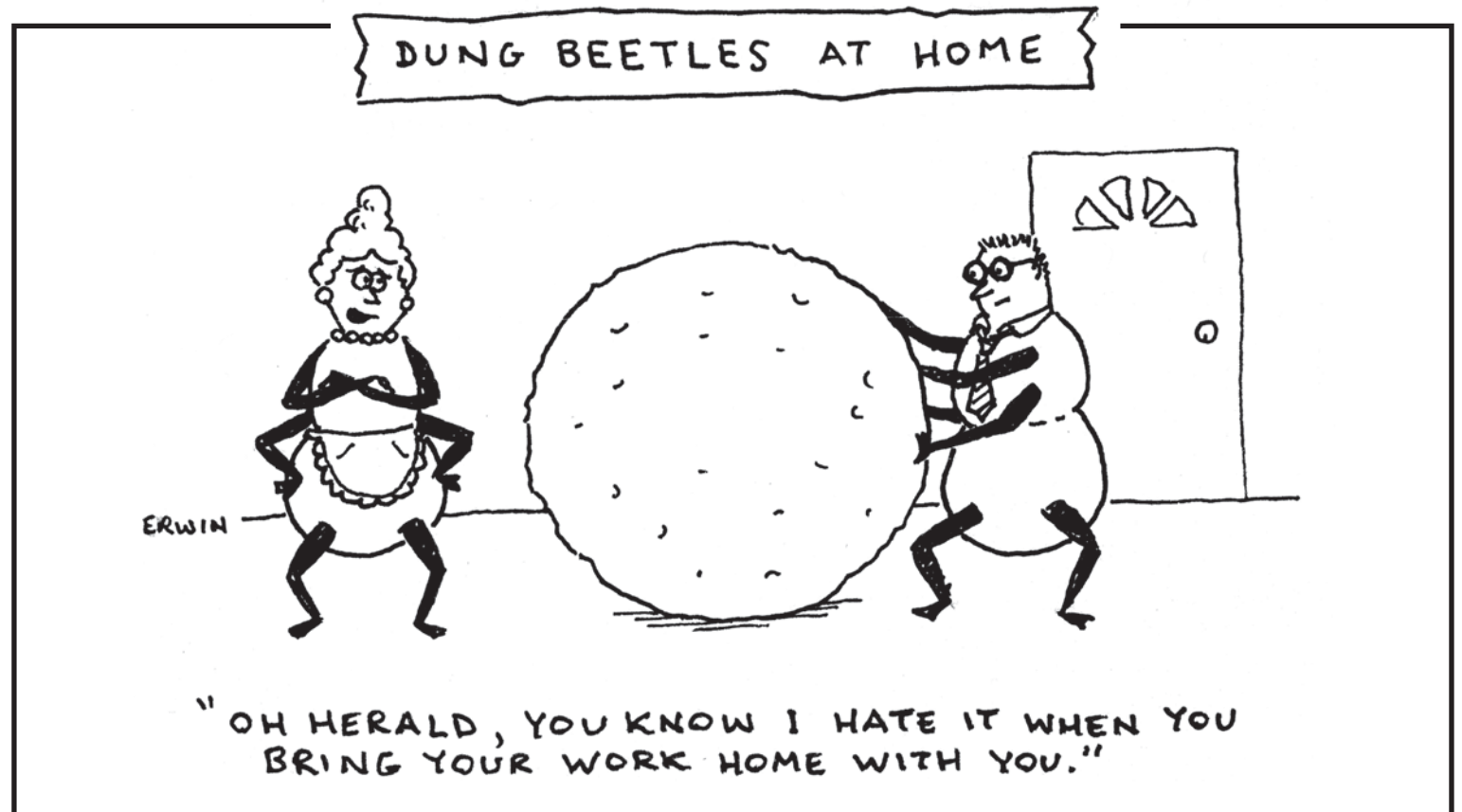
As an aid, the book has a know-your-ship diagram of all of the compartments of an A-class boat. This is helpful in case readers get lost when Lieutenant Hawkins makes his rounds.

When he joins Alert, it is not for a routine patrol mission. The story is set during the tense days of the Cuban missile crisis in 1962. Alert is hunting for a hostile submarine in waters southwest of Gibraltar. A situation develops where Ted has to make some hard decisions, and where the close-knit crew need to pull together. Personal bonds grow tight on any naval vessel, but it would appear this is especially true with submariners of the Alert.

Mackay has given readers, naval and civilian alike, a tale that opens some hatches to life in a submarine. With 2014 being the centennial of the Canadian submarine service, *Terror on the Alert* is a most welcome read.



Terror on the Alert.
By Robert W. Mackay



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Anchor of historic naval ship found near Halifax harbour

DND

An anchor believed to have belonged to HMCS Niobe has been unearthed at HMC Dockyard in Halifax.

Niobe was the first Canadian warship to enter Canada's territorial waters, on Oct. 21, 1910, a landmark event in the beginnings of the Naval Service of Canada.

As fate would have it, the discovery of the roughly 900-kilo (2000-pound) anchor was made just days before the commemoration of Niobe Day, which will from now on, be celebrated annually by the Royal Canadian Navy on the 21st day of October.

An excavation crew working at HMC Dockyard recovered an anchor and chain buried beneath a demolition site on the morning of Oct. 14.

The anchor was unearthed at former Jetty 4, where Building D-19, a Second World War dockside warehouse and one of the first structures at HMC Dockyard, once stood and is now being demolished. This work is part of the ongoing refurbishment of HMC Dockyard in preparation for the arrival of a new fleet of ships that will be

delivered through the National Shipbuilding Procurement Strategy over the next decade and beyond.

The dimensions of the roughly 900-kilo (2000-pound) anchor are, 4 metres (13 feet) from crown to head, 4.1 metres (13.5 feet) across the stock, and 3.35 metres (11 feet) from bill to bill of the flukes. Additionally, each link of the anchor's chain is 51 centimetres (20 inches) by 28 centimetres (11 inches) and weighs approximately 34 kilos (75 pounds).

While still in the process of officially confirming this historic find, Richard Sanderson, Director at the Naval Museum of Halifax, has inspected the recovered anchor and believes it to have belonged to HMCS Niobe.

The recovered anchor is of the Admiralty Pattern dating back to 1850, a very large Bower or Sheet anchor.

The position of the anchor speaks to a particular time and function. The direction of the chain links is consistent with

the position of the Niobe's bow when employed as a depot ship and the size is consistent with an estimated size of the links of the Niobe's anchor in a post-Halifax Explosion photo.

While a list of stores left behind by the Royal Navy is not available, no vessels in the newly formed Royal Canadian Navy were large enough for this size anchor except for the Niobe, or possibly the Rainbow (based in Esquimalt, B.C.). Additionally, there would have been no other use for a heavy chain and anchor

at the discovery site, except to permanently moor a large vessel such as Niobe.

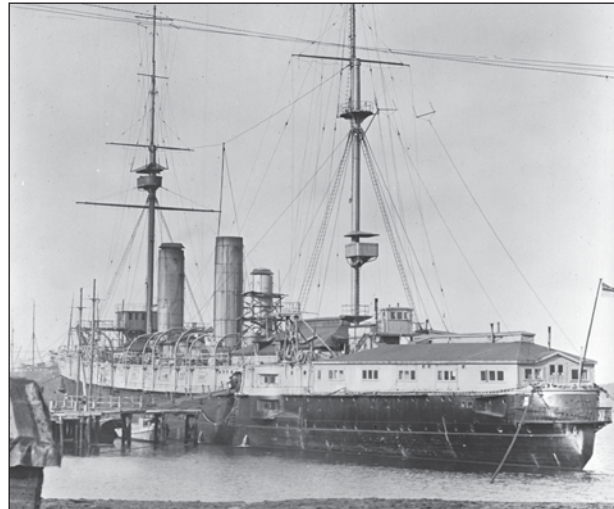
HMCS Niobe was an 11,000-tonne armoured cruiser purchased by Canada from the Royal Navy and commissioned on Sept. 16, 1910. The warship entered into Halifax Harbour on Oct. 21, 1910, having steamed across the Atlantic from Portsmouth, England.

Upon transfer to the Naval Service of Canada, HMCS Niobe, along with HMCS Rainbow, became the first two in a long and illustrious line of HMC ships and submarines that have served, and continue to serve Canada with excellence at home and abroad.

After she was paid off, Niobe functioned as a depot ship from July 1915 until 1920 moored in Halifax Harbour. The Halifax Explosion on Dec. 6, 1917, pulled the ship's concrete embedded anchor from the harbour floor and dragged the ship. Once re-secured to Jetty 4, additional anchors were put in place including one to the shore from the stem and one from the stern. The anchor that has been discovered is believed to be one of the three bow anchors that were used to keep Niobe in place.



Above: Director of the Naval Museum of Halifax, Richard Sanderson, and RAdm John F. Newton, Commander Joint Task Force Atlantic and Maritime Force Atlantic, make a media announcement about the discovery of a historic anchor.



Right: It is believed this anchor could have belonged to the above depicted HMCS Niobe (1890s).

New navy visual identifier

DND

Vice-Admiral Mark Norman, Commander of the Royal Canadian Navy (RCN), has announced the adoption of a stylized flying Canadian Naval Ensign as the new visual identifier for the RCN.

"The new Canadian Naval Ensign identifier is a simple, yet powerful symbol of our proud institution," said VAdm Norman. "It embodies the strong commitment of our men and women who serve as members of the Canadian Armed Forces in the Royal Canadian Navy and

who uphold the Royal Canadian Navy's motto of 'Ready Aye Ready' each day through their steadfast vigilance and willingness to serve. This initiative is about celebrating our legacy in Canadian history and our contributions on the world stage."

The Canadian Naval Ensign is flown to distinguish Canadian warships from other Canadian flagged vessels by highlighting their special status under international law. Flying the Canadian Naval ensign underscores the unique roles, responsibilities, liabilities and powers of a ship's company as serving members of

the Canadian Armed Forces. The Canadian Naval Ensign is a powerful symbol of the Canadian naval identity.

The adoption of this new public communications tool, which complements the RCN's military badge, ensign, and motto, stems from a series of changes announced over the past several years by the Government of Canada, celebrating over 100 years of Canadian naval heritage.

Among these initiatives were the return to the Royal designation, the restoration of the Executive Curl on naval uniforms, and the adoption of a

new Canadian Naval Ensign.

The new visual identifier builds on these changes and links them to the historical roots of the RCN, and to its present duties and responsibilities to defend Canada, and contribute to international peace and security.

The announcement came on Niobe Day on Oct. 21, which commemorates the arrival date of HMCS Niobe, the first Canadian warship to enter Canada's territorial waters in 1910. This event was a landmark in the beginnings of the Naval Service of Canada.



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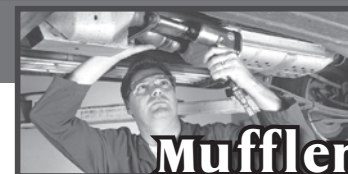
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Base Commander, Capt(N) Steve Waddell returns the medals of WO (Ret'd) Edward Kochanuk to his son Greg. The medals have been on display in the CFB Esquimalt Naval and Military Museum for many years, having been anonymously donated.

Long lost medals returned

Shawn O'Hara
Staff Writer

An 80-year-old veteran of the Korean War was reunited with a lost piece of his military career.

Last Wednesday, Base Commander, Capt(N) Steve Waddell returned stolen medals to Greg Kochanuk, son of WO (Ret'd) Edward Kochanuk, the owner of the medals that were stolen 27 years ago from his home.

His son made the visit to CFB Esquimalt to collect his father's medals, which ended up on display in the base naval and military museum since the earlier 1990s, unbeknownst to Kochanuk and his family.

"About three years ago a friend of my father who had also served in Korea

was at the museum, and noticed the engravings with my father's name on two of them," says Kochanuk. "Apparently they had been donated decades ago, but we don't know by whom."

When Capt(N) Waddell heard the story, he took immediate action to reunite the senior Kochanuk with his medals.

"He earned those medals, and to go without them for so long, and not know where they ended up must have been very difficult for him," he said.

The medals include the Korea Medal, a United Nations Service Medal, a United Nations Medal for Kochanuk's work in Cyprus, and the Canadian Forces Decoration and Clasp. The junior Kochanuk says the returning of his father's

medals is a relief to both his father and mother.

"My mother always wanted to do something about it, but didn't know how she could help," he says. "Whenever Remembrance Day rolled around he could never wear his decorations like the other veterans; but now he can wear the medals with pride."

Capt(N) Waddell says when it comes to community relations like this, it's important for the community to know the base is always here for them.

"We always have to promote and encourage relationships with the community," he says. "Reuniting this veteran with the decorations and recognition he worked so hard for was a simple gesture, and frankly the right thing to do."

INVESTING IN THE WELL-BEING OF FAMILIES

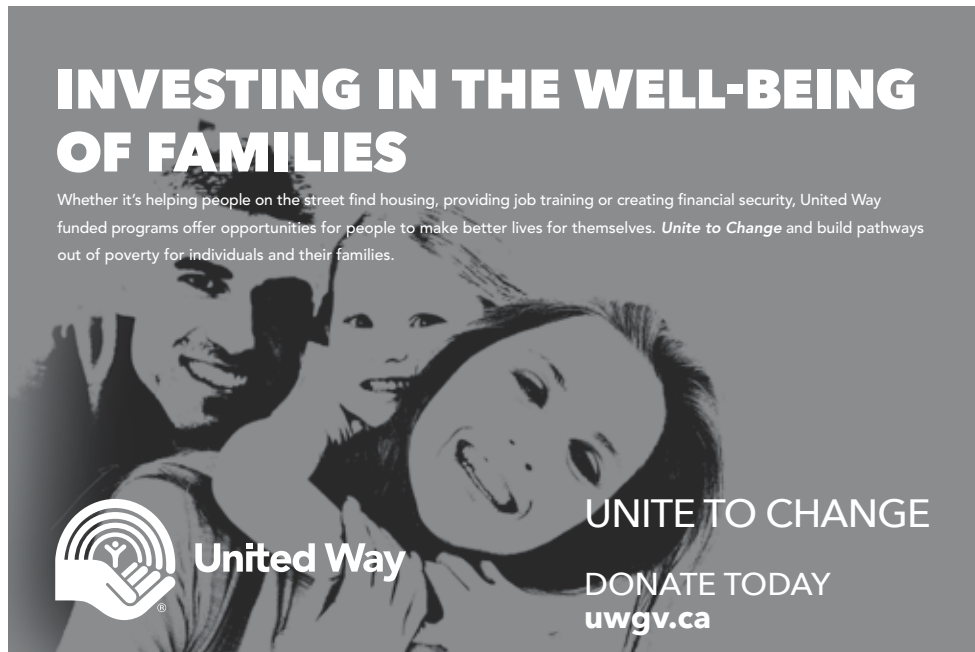
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Sailor goes ashore for epic and grueling “jog”

Shawn O'Hara
Staff Writer

Considered one of the most difficult ultramarathon on the planet, the Grand to Grand Ultramarathon (G2G) is grueling says LCdr Francis Leung. It takes determined participants 273 kilometres, from the North Rim of the Grand Canyon in Arizona to the Grand Staircase in Utah.

The naval officer knows this firsthand, having recently completed the race over seven days across a distance similar to that of Victoria to Campbell River, through storms, sand dunes, caves, canyons, and rocky, mountainous terrain.

A veteran runner who put the sport aside for work and family, LCdr Leung considered training for the G2G as a way of regaining his edge.

“I was a competitive athlete most of my life, but after a series of injuries compounded by demanding work schedules, I got into a fairly sedentary lifestyle,” he says. “I needed something like this to get back into shape.”

LCdr Leung, and fellow runners Michael Templeman and Matthew Campolongo formed team Scrambled Legs and Ham. They set out Sept. 23 from the North Rim of the Grand Canyon, a legendary natural wonder.

With a storm front on their heels, LCdr Leung and his team made good time for the first day, but with just 50 km under their belts, they knew

there was still over 220 km of more punishing terrain ahead of them.

“At one point on the first day, we could feel this cold front licking at our necks,” he says. “We later found out that the competitors behind us had to run through a flash flood with water up to their shins and chunky hailstones coming down on them. We were very lucky to miss that because it eventually contributed to conditions that took out over a quarter of the competitors from the race.”

Averaging over a marathon worth of kilometres each day, LCdr Leung and his team took on the terrain in a combination of trekking and running. Competing alongside ultramarathon veterans, LCdr Leung says his team operated under some hard and fast rules.

“We never ran up an incline. There was too much risk of fatigue and injury,” he says of their strategy. “At first, I was worried because the course had over 18,000 feet of ascent from start to finish, and we’d be walking too much, but it was more important to be efficient with our calorie burn since we were limited to the amount of food we carried [2,000 calorie requirement minimum].”

As the name implies, ultramarathons are not for the faint of heart. The third stage of G2G was the most challenging for LCdr Leung and his team. Traversing 84.7 km, the three travelled on foot for almost 23 continuous hours.

“After a while you just suck up the pain in your feet and legs. In terms of sleeplessness, we’re not even thinking about it,” he says. “It’s a long time, but it’s akin to being on watch during certain submarine operations when you’re pulling virtual all-nighters. It takes the same kind of focus to dig deep, and just get through it.”

The terrain of the course varied as wildly as the competitors. From the plateaus of Arizona to the deserts of Utah, LCdr Leung said one of the biggest challenges came from the Coral Pink Sand Dunes State Park near Kanab, Utah.

“It was just beautiful. Since it was 1 a.m., moonless, and there was no civilization for miles, the sky lit up with stars as far as we could see,” he says. “The problem was for every two steps you took you’d slide back a step. We were using different muscles to stay steady, and that was definitely a gut check moment. We took about two hours to traverse five kilometres of very soft sand; it was tough but we made it.”

Finishing the race as a team was accomplishment enough, but LCdr Leung and Team Scrambled Legs and Ham took home the Top Team Award as well.

With ultramarathons happening all around the world, he plans to use this as a stepping stone to more adventures.

“My focus now is to bring my speed back up,” he says. “I’ve got a lot of ideas for the future so we’ll see where they go.”



Top left: LCdr Francis Leung scales a cliff during his 273 kilometre ultra marathon.

Top: The local naval officer drums up a smile as he runs through a canyon slot, his back and front laden with gear.

Above: Team Scrambled Eggs and Ham - LCdr Leung, Matt Campolongo and Colin Geddes - at the race finish with race directors Tex Geddes and Michael Templement.

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Nominations open for athletes

PSP

The 2nd annual CFB Esquimalt Sports Awards Luncheon is being held Nov. 28 at the Chief and Petty Officers Mess. Below are the instructions and details about the CF sports nominations process for the year 2014.

All nominations are to be forwarded to PSP Sports Office c/o Les Alexander. Please note, this year the deadline for PSP to receive all nominations is Nov. 10. Only complete nominations will be considered.

Nominations will be accepted in the following categories:

Sports achievement awards for the year 2014 including:

1. Most Dedicated to Sport (Male and Female);
2. All-Star Performance (Male and Female);
3. Breakthrough Athlete (Male and Female);
4. MJ Sportsmanship Award (Male and Female);
5. Top All-Round Team Performance (Team); and
6. Breakthrough Team (Team).

CFB Esquimalt Award recipients will be recognized at the CFB Esquimalt Sports Awards Luncheon. Addressees are advised

that submissions must be complete, clear and concise. All submissions must be completed with role, specific date (time frame), location and event (list city, province, country whenever possible), level of competition (local, regional, national or international) and placement and number of competitors information.

Awards will be considered for 2014 sports achievements only. Submissions must be limited to a maximum of two to three pages.

For more information contact Penny Blanchard, Fitness and Sports Director 250-363-4067.

Take your kid to work day

Take Our Kids to Work Day is an annual nation-wide program on Nov. 5 put on by The Learning Partnership (www.thelearningpartnership.ca/TOKW) and upported by local Victoria school districts.

Grade nine students are encouraged to job shadow the workplace of their parents, friends, or relatives. The program supports career development by helping students connect school, the world of work, and their own futures. Approval for student shadowing must be done through your

supervisor.

Maritime Forces Pacific will host various events to compliment the student's experience. They include a tour of Naden Museum from 9-10 a.m., a tour of the fire hall from 10:30 a.m. to noon, and a tour of Fleet Maintenance Facility Cape Breton at 1:30-2:30 p.m.

Register your Grade nine student by sending the student's name and the events that they wish to attend to Cameron Carswell, at Cameron.Carswell@forces.gc.ca, 250-363-7626.



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Special BMO offer - student line of credit for CF members

BMO Bank of Montreal is offering a special BMO Student Line of Credit (SLOC) to meet the needs of the CF community in their pursuit of post-secondary education.

The Canadian Defence Community Banking Program is a component of the morale and welfare services delivered by CFMWS to the CF community; this includes current members and their families, as well as former members and their families.

BMO is a committed partner to this Program and is focused on continuing to work with CFMWS to evolve the Program to meet the needs of our members. This is a valuable relationship for our community, through which:

1. collectively, our members save more than one million dollars annually on their personal banking fees;

2. CF events and activities at both national and local levels receive significant sponsorship support;

3. members of the CF Community save on their individual mortgage rates; and

4. the Support Our Troops Program receives funds annually through rebates associated with the Support Our Troops MasterCard.

The BMO SLOC eligibility is to all full-time and part-time students who are enrolled in a post-secondary school program that is at least 12 weeks in length and is leading to a degree, diploma or certificate.

The guaranteed interest rate is 0.5% off their normal posted rate, currently 4.5%. The maximum loan amounts available through this Program are as follows:

1. \$45,000 for full-time or

part-time students;

2. \$80,000 for professional students; and

3. \$250,000 for medical and dental students.

Approval is subject to BMO normal credit requirements.

Individuals/families interested in this offer may obtain additional information at:

BMO Branch Offices;
1-877-CALL-BMO
(1-877-225-5266); and/or;
www.bmo.com/cdcb

For more than 25 years, education loans have been available to the CF community as part of the Canadian Forces Personnel Assistance Fund (CFPAF).

It is expected that such loans will be phased out during the upcoming year in favour of the SLOC, which is far more flexible and better placed to meet the financial needs of military families as they contemplate post-secondary education.

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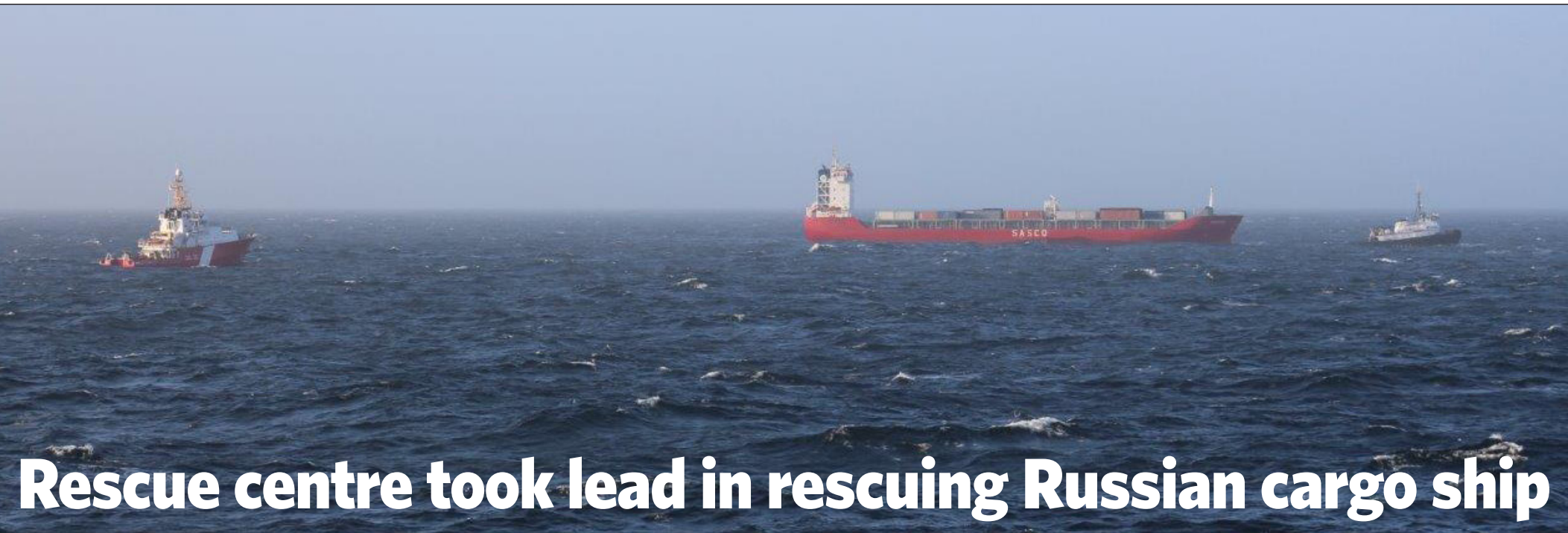
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Rescue centre took lead in rescuing Russian cargo ship

A/SLt Ron MacDougall
MARPAc PA Office

Two weeks ago a routine call to the Joint Rescue Coordination Centre (JRCC) Victoria for assistance from a stricken vessel, soon developed into a large-scale rescue operation involving multiple stakeholders from a variety of national, international and governmental agencies and private industry.

Late in the evening on Thursday, Oct. 15, the JRCC was advised that a cargo ship had lost propulsion due to mechanical failure about 20 nautical miles (NM) off the coast of Haida Gwaii, B.C. The 135 metre-long, Russian-flagged cargo vessel Simushir, carrying mining supplies, was adrift in stormy weather with seven metre swells and 55 knot winds.

"At first, the crew believed they could repair the vessel and resume their voyage," said Jeff Olsson, Maritime Search and Rescue Coordinator at JRCC Victoria. "After a couple of hours, as weather conditions continued to deteriorate and it became clear they wouldn't be able to effect repairs; the Captain of the Simushir requested assistance, and resources were tasked. Early Friday morning, Oct. 17, the situation was complicated when the Captain suffered a fall and was incapacitated, requiring medical attention and evacuation."

A Royal Canadian Air Force (RCAF) CH-149 Cormorant helicopter from 442 Transport and Rescue Squadron at 19 Wing Comox evacuated the Captain to Sandspit,

where he was then transferred to B.C. Emergency Health Care.

"The weather was very windy, up to 55 knots, but the steady wind gave us good performance with the Cormorant," reported Captain Pete Wright, Cormorant Commander. "The sea state, however, made the rescue very challenging. The ship was rolling and pitching, sometimes as much as 35 feet at the bow. It made the insertion of the SAR Techs and extraction of the patient by rescue basket very difficult."

To ensure that aerial support and resources could be provided quickly if required, the Cormorant remained in Sandspit, along with a CC-115 Buffalo aircraft from 19 Wing Comox and a United State Coast Guard (USCG) MH-60 Jayhawk helicopter.

With concerns that the Simushir could run aground, multiple marine assets were immediately deployed, including the Canadian Coast Guard Ships (CCGS) Gordon Reid, Sir Wilfred Laurier and the USCG vessel Spar. After being hired by the owner of the Simushir to tow their vessel to a port, the American-flagged ocean-going tug Barbra Foss, operating in the area, headed towards the scene.

As the first SAR vessel on scene early Friday evening, the CCGS Gordon Reid attempted to take the Simushir under tow. After tow lines had parted twice, a third attempt was successful and Gordon Reid proceeded to tow the Russian ship west-

wards, further away from the B.C. coastline. "We are very good at what we do," said Captain Sue Pickrell, Regional Supervisor, Maritime Search and Rescue at JRCC Victoria. "From the Marine Communications and Traffic Service in Prince Rupert, to the JRCC coordinators here in Victoria who were working under huge amounts of pressure, and then to Captain Michael Shuckburgh, Commanding Officer CCGS Gordon Reid and his crew who did an amazing job of towing a vessel of a much larger size in dangerous seas. This was very impressive."

On Saturday, Oct. 17 at 3:30 a.m., CCGS Sir Wilfred Laurier arrived on scene and the Captain took on the role as on-scene Commander, in order to provide support to the CCGS Gordon Reid. With Reid having put more than 25 NM between the stricken vessel and the coastline, the SAR operation was given more time and space in which to operate.

"My role as on-scene commander was firstly to assess the situation and decide what action would be taken next," explained Captain Stuart Aldridge, Commanding

Officer CCGS Sir Wilfred Laurier. "Our role at the Canadian Coast Guard is to preserve life and to safeguard the environment. Our vessels are designed for towing in emergency situations. However with such bad weather, it was a risky operation but the Gordon Reid really saved the day. I simply managed the situation."

In the late afternoon, complications arose as the towline between the Reid and the Simushir parted and the Simushir was again adrift. The on-scene commander had to make a decision.

"While our vessels are designed for towing in emergency situations, the tug, the real solution, was well on its way and with plenty of support on scene, I decided to wait for the tug," said Captain Aldridge.

The American ocean-going tug Barbra Foss arrived on scene at 5:30 p.m., and successfully managed to take the freighter under tow. With a destination of the Port of Prince Rupert, the tug towed the stricken vessel a distance of 190 NM arriving early Monday morning, much to the relief of the all those involved especially the crew remaining on the Simushir.

The success of this SAR operation can be directly attributed to the forward thinking and collaborative effort of the many partners involved.

"Inter-agency coordination and collaboration were certainly key to the success of the operation. This was a great example of how like-minded organizations can come together in a potential crisis and overcome adversity," said Pat Quealey, Assistant Deputy Minister, Emergency Management B.C. "That said, our respect and admiration must go to the responders who, when faced with the challenge of the sea on a cold and dangerous night, saw 11 souls returned to safety and averted disaster on our shores."

At first, the crew believed they could repair the vessel and resume their voyage, After a couple of hours, as weather conditions continued to deteriorate and it became clear they wouldn't be able to effect repairs...

Jeff Olsson, Maritime Search and Rescue Coordinator at JRCC Victoria

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BC Dragoons train in Okanagan

2Lt Jim Woods
The British Columbia Dragoons

On the last weekend of September, The British Columbia Dragoons (BCD) were fanned out across Kelowna, and in the hills west of Fintry, for Exercise Agile Dragoon.

The two-day exercise, the first exercise of the new training cycle for reservists, saw the BC Dragoons G-Wagons moving between a series of training areas throughout the region.

The focus was on preparing its soldiers in Individual Battle Task Standard, (IBTS) including navigation, weapons handling, radio use, and the establishment of vehicle check-points and observation posts.

"We're moving into the post-Afghanistan era now,

so the focus is on ensuring the experiences gained by Dragoons who deployed to that country are shared and passed on to the new recruits we're taking in," explained Capt Jeff Daley, the BC Dragoons Adjutant.

He also stressed that while the focus is on individual skills, it will be followed next month by live fire exercises in Chilliwack, and unit-level exercises throughout the winter and spring.

"The BCD's first priority is maintaining operational readiness for domestic and expeditionary operations in support Canada's missions. Our goal is to have our soldiers ready to deploy with 48 to 72 hours notice in response to a government request," he said.

Soldiers were trained in the employment of Command, Control, Computer

and Communications Information System Requirements (C4ISR) from one of the many high-points overlooking Kelowna; search and detainment drills on remote logging roads (drawing more than a few curious looks from passing campers and hunters); an observation post that employed thermal imagery to search for the California bighorn sheep that run in herds west of Lake Okanagan; the annual FORCE testing; and preliminary C7 drills on the Small Arms Trainer at the unit's armoury.

By Sunday, Personal Weapons Training one and two were completed on the Small Arms Trainer, "detainees" were turned loose, map and compass skills confirmed, and hastily established vehicle checkpoints stood down.

At the end of the day, all drills were performed to the satisfaction of the Directing Staff, with one exception; the wily California bighorns, a Blue-listed species at risk in B.C., managed to evade our Ops and then move in large numbers to surround our G-Wagons as they moved back down into the valley.

The goal, of course, is for reservists to complete challenging and realistic training, whether it's IBTS this month or ranges the next.

Seeing the bighorns moving up the canyons into their winter range "is just one of the bonuses that comes with a weekend in the bush," said one of the troopers as they passed by the massive herd. "Maybe we'll see them again on our winter ex."



Photo courtesy of Gary Nylander, The Daily Courier (Kelowna)

Trooper Brad Yasinski of The British Columbia Dragoons sets up a thermal observation camera high above the Bear Creek Forestry Road during Exercise Agile Dragoon.

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Naval reserves take to Lake Erie for choppy ride

Lt(N) David Lewis
Contributor

A small flotilla of boats loaded with Royal Canadian Naval Reservists headed down Kettle Creek, past the breakwater and out into the choppy October waves of a cold Lake Erie.

Rigid hulled inflatable boats (RHIB), Hurricanes and Zodiacs, carried the high-spirited men and women through their three-day training exercise.

Ground zero for Exercise Erie Valour was the HMCS *Prevost* boat facility in the small lakeside community of Port Stanley, Ontario.

The exercise was developed and executed by London's Naval Reserve Unit *Prevost*. It brought together over 60 sailors and various pieces of equipment from *Prevost*, HMCS *Hunter*, HMCS *York* and HMCS *Star*. The aim of Ex Erie Valour was to assemble Central Region (Ontario) resources in order to train personnel in Small Boat Operations and preparation for national and local contingency operations.

"The more hands-on experience we can give our sailors at the unit level, the

more experienced and prepared they will be when they head to the coast in the summer," said Deck Officer SLt Scott Patchett. "The learning curve is much more acute when they are actively engaged on the water."

The exercise began with equipment familiarization and basic safe at sea procedures, such as man overboard, engineering emergencies, and onboard fire and flooding. It quickly ramped up as an Operations Center, alongside a communication relay center, was stood-up to control and monitor activity on the water.

Rain and wind created a moderate sea state that proved to be very advantageous for training. The swell of the waves and winds gusting made for an excellent training environment similar to what many sailors see on either of coasts.

The exercise culminated on Sunday Oct. 5 with the execution of a search and rescue scenario, in which the Naval Reserve was tasked to investigate possible people in the water off Port Stanley, as well as

look for a missing fisherman from a local trawler.

Standing in the rain, watching the small boats disappear in the trough of the waves and reappear on the crest, *Prevost's* Commanding Officer, LCdr Sean Batte commented on the training.

"Everyone is benefiting. Small boat operations are being conducted. Sailors from across southern Ontario are training together in a real environment and the interoperability of naval reserve divisions working together is proving extremely effective."

Lt(N) David Lewis

Right: Rigid hulled inflatable boats from four naval reserve divisions stand ready to deploy at HMCS *Prevost* facility in Port Stanley, Ontario.

Middle: A RHIB convoy heads down Kettle Creek towards Lake Erie

Top: RHIBs and reservists heading out into Lake Erie for Exercise Erie Valour.



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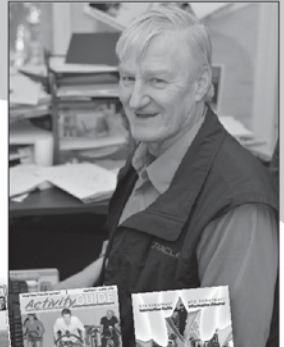
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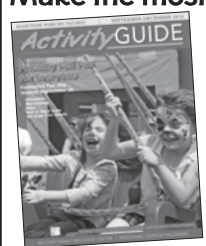


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Fleet Maintenance Facility 2014 Anti-Bullying Campaign



Left: Capt(N) Christopher Earl, Commanding Officer of Fleet Maintenance Facility Cape Breton (FMF CB), presents Maureen Lauren, Principal of Sangster Elementary School, with a plaque commemorating the collaboration between FMF CB and the school for the 2014 FMF CB Anti-Bullying Campaign.

Students created Anti-Bullying Campaign sticker designs and each received a certificate of achievement last week.

Shawn O'Hara, Lookout



Chloe Michalski receives a plaque, certificate, and copies of her winning design.



Liam Evans receives his certificate from CPO1 Gino Spinelli and Capt(N) Christopher Earl.



Conner Corser receives a certificate from CPO1 Spinelli and Capt(N) Earl.



Keon Depass receives a certificate from CPO1 Spinelli and Capt(N) Earl.



Teagan Depass receives a certificate from CPO1 Spinelli and Capt(N) Earl.



Meagan Warren receives a certificate from CPO1 Spinelli and Capt(N) Earl.



Kyle Eberle receives a certificate from CPO1 Spinelli and Capt(N) Earl.



Grayson Lindsay receives a certificate from CPO1 Spinelli and Capt(N) Earl.



Ryan Scoville receives a certificate from CPO1 Spinelli and Capt(N) Earl.



Keira Watson receives a certificate from CPO1 Spinelli and Capt(N) Earl.



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Keane Aspinall receives a certificate from CPO1 Spinelli and Capt(N) Earl.



Declan Robertson receives a certificate from CPO1 Spinelli and Capt(N) Earl.



Ella Scoville receives a certificate from CPO1 Spinelli and Capt(N) Earl.

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LS Denis Delisle is awarded his Submarine Dolphins for attaining the Basic Submarine Qualification (AILS) by Cdr Alex Kooiman, Commanding Officer of HMCS Victoria.



LS Peter Kawzowicz is awarded his Submarine Dolphins for attaining the Basic Submarine Qualification (AILS) by Cdr Alex Kooiman, Commanding Officer of HMCS Victoria.



LS Chenier is promoted to his current rank by Cdr Barnard, Commanding Officer of HMCS Ottawa.



First Officer Bob Beauregard (centre) is promoted to Master TSRV Stikine (Torpedo Sound and Ranging Vessel) by Cdr Dave Coulombe, Queen's Harbour Master, and Doug Kimmett, Auxiliary Fleet Manager. After many years working at Esquimalt, Bob will be heading to CFMETR to take command of his new vessel.



Maintenance Deckhand Karla Simmonds (centre) is promoted to Acting Master of tug Lawrenceville (YTL 590) after completion of her Master 150GT certification. Cdr Dave Coulombe, Queen's Harbour Master, and Doug Kimmett, Auxiliary Fleet Manager, assist Simmonds with her new epaulets.



Capt Gale Sullivan, Master of Firebrand (YTR 562), receives his 15 year Federal Public Service Recognition from Cdr Dave Coulombe, Queen's Harbour Master, and Doug Kimmett, Auxiliary Fleet Manager.

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