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BATTLE - OF THE - ATLANTIC

Past and present, sailors united by the sea.

See page two, four and centre pages.

Ship image HMCS Trentonian by Marc Magee, www.marcmagee.com



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MARPAC Colleagues and Shipmates,

The May 6, 2018, Battle of the Atlantic Sunday is fast approaching and represents the 73rd Anniversary of Allied victory in the Battle of the Atlantic.

It also represents the longest campaign of the Second World War to which the Royal Canadian Navy (RCN) provided the first immediate response and overseas deployment of forces for Canada.

First into action were two West Coast destroyers, HMC Ships St. Laurent and Fraser, who sailed from Esquimalt Sept. 1, 1939, to form the backbone of the convoy escort force gathering in the Atlantic.

Alongside Remembrance Day, this is the RCN's most sanctified and reverent occasion to remember and acknowledge the battle and the terrible human cost it exacted on all sides.

It is a time to celebrate the all-volunteer force of young Canadians who rose up, stepped forward, and answered the call to duty despite knowing those costs.

Beyond the big narratives, tactics and numbers normally associated with the study of a battle, even we who answer the call of duty today can still find it hard to comprehend the enormity of what it must have meant to the over 100,000 young Canadians of the RCN, RCAF, and Merchant Marine who put aside their lives and willingly went forward into battle.

What they did, and how they did it, is the great legacy we all carry on today, as the RCN remains a strong and capable volunteer force ready to answer the nation's call.

The sea is a great equalizer, and we all know how when you slip the lines and proceed to sea, we all share the same risks, challenges, and dependence on each other, like few other teams

do, until we make it back safely alongside to our loved ones.

Such an experience and legacy knows no mess deck divisions.

So this year, it has been decided that we should mark the Battle of the Atlantic weekend together, young and old, junior and senior, serving and retired, kicking off in the grandest of traditions with a combined mess dinner on Friday May 4.

As sea-going professionals, it will easily resonate with all of us that underneath the great events of the history books, at the coal-face they were all sailors like us who worked hard and played hard while meeting their great duty.

They fought the sea respectfully, they fought the enemy bravely, and many paid the ultimate sacrifice.

But they also bonded as shipmates, sailed the world, had grand adventures in foreign ports, and, on occasion, perhaps endured a Captain's Table. Change the names and dates and I bet many of our own stories would be the same, and we all benefit from sharing these dits (stories).

Rear-Admiral Art McDonald
Commander Maritime Forces Pacific
Royal Canadian Navy



New monument celebrates navy legacy

Peter Mallett
 Staff Writer

The CFB Esquimalt Naval and Military museum seems a fitting location to honour the establishment of the Canadian Navy 108 years ago.

On Friday, 10 a.m., dignitaries and military senior leaders will mark the unveiling of a plaque in museum square that commemorates the May 4, 1910, passing of the Naval Services Act in parliament, a law that established Canada's Navy.

"The establishment of the navy was an important expression of autonomy at a critical time in Canada's development from colony to nation," reads a portion of the inscription on the plaque.

Special guest Vice Admiral (Retired) Nigel

Brodeur, grandson of Louis-Phillippe Brodeur, will be in attendance to pay homage to his grandfather's role of standing up Canada's first navy.

Louis-Phillippe Brodeur was minister of marine and fisheries under Prime Minister Sir Wilfred Laurier's government when he introduced the act; he went on to become Canada's first Minister of Naval Service.

"The contribution he [Brodeur] and his family have made to the RCN is astounding," said Capt(N) Jason Boyd, Base Commander who will preside over Friday's ceremony. "Brodeurs have been involved in everything from founding the navy itself, being amongst the first officers to join, breaking down barriers and helping nurture a distinct francophone com-

munity on the West Coast, and protecting our shores during war time."

Nigel Brodeur served the Royal Canadian Navy from 1952 to 1987. He began his career as a Weapons Officer and eventually achieved the rank of Vice-Admiral in 1985 when he assumed the position of Deputy Chief of the Defence Staff.

The monument will be flanked by two propellers; one from HMCS Annapolis, a helicopter-carrying destroyer that remained in service for 32 years before being paid off in Esquimalt in 1996, and the other from an Oberon-Class submarine, likely HMCS Okanagan, which served the RCN for 30 years following its commissioning in 1968.

The commemorative plaque is one of two in Canada, with a sister plaque located at CFB Halifax.

THE FOUNDING OF THE CANADIAN NAVAL SERVICE
LA CRÉATION DU SERVICE NAVAL DU CANADA

The Royal Canadian Navy, founded in 1910 as the Canadian Naval Service, was the first national service of its kind. It played a key role in the Dominion's contributions to the Allied effort during the First World War, notably in military recruitment and training, organization and operation of an Allied convoy service, coastal patrol, and provisioning British naval forces on the Atlantic coast. The establishment of the navy was an important expression of autonomy at a critical time in Canada's development from colony to nation.

La Marine royale du Canada, premier service national du genre, fut fondée en 1910 sous le nom de Service naval du Canada. Elle joua un rôle clé dans l'effort de guerre du Dominion pendant la Première Guerre mondiale, notamment par le recrutement et la formation, l'organisation et les opérations d'un service de convois alliés, la surveillance côtière et l'approvisionnement des forces navales britanniques sur la côte atlantique. La création de la marine permit au Canada d'affirmer son autonomie à un moment crucial de sa transition de l'état de colonie à celui de nation.

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Crews unite to honour ANZAC Day

Lt(N) Melissa Kia
MARPAC PAO

At 10 a.m. on April 24, the crew from HMNZS Te Kaha bowed their heads as silence fell and the ensign was lowered.

Together with members from Maritime Forces Pacific they acknowledged ANZAC Day (Australian and New Zealand Army Corps Day), a national remembrance of lives lost during the First World War, in particular at the battle for ANZAC Cove on Gallipoli in 1915.

The warship is alongside a jetty in HMC Dockyard at CFB Esquimalt, awaiting major maintenance at the shipyard across the harbour.

A similar solemn ceremony also took place in their homeland and in Australia on the other side of the world.

The service was conducted in both Mauri and English - a reminder of the deep relationship New Zealand shares with its First Nations.

Accompanying, Commander Steve Lenik, Commander of Te Kaha, as he laid a wreath at the foot of a cross on the deck was Captain (Navy) Clive Butler.

"The importance of allies cannot be overstated today as we stand with the Royal Canadian Navy, just as we stood with the Royal Newfoundland Regiment all those years ago," said Cdr Lenik. "We are all brothers and sisters in arms who know the importance of the law and order it takes for us all to live in peace and freedom."

As the last note from the bugler subsided, the New Zealand crew laid their poppies at the base of the wreath, marking the end of the service.



Photos by LS Mike Goluboff, MARPAC Imaging



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WHAT SAY YOU

People Talk

While on deployment sailors from HMC Ships Nanaimo, Whitehorse and Vancouver were asked: *When you think of Battle of the Atlantic what comes to mind?*



The Battle of the Atlantic reminds me of the sacrifice the engineering departments made in order to keep those ships sailing.

Leading Seaman Mathieu Davis, HMCS Edmonton



The Battle of the Atlantic makes me think of the sacrifices made by Canadian sailors to ensure the convoys made it.

Able Seaman Marjorie Gauvin, HMCS Edmonton



It was a very dangerous battle, and it must have taken great courage to serve in the RCN or the Merchant Marine during the Battle of the Atlantic.

AB John Carrick, HMCS Hunter



It was a very important victory. Britain would not have won the war without supplies and troops from Canada and the United States.

LS James Nauss, HMCS Whitehorse



The sacrifice those individuals made so we can live the way we do today. The selflessness and courage they displayed is absolutely tremendous.

MS Sheldon Halliman, HMCS Vancouver



It reminds me of the ringing bells during the ceremony. The reality of how many ships we lost during the war is shocking to me. I have the upmost respect for all of our veterans.

LS Shane Gascon, HMCS Vancouver



The great cost of the sacrifices that were made which has given me the opportunity to come to this country and fulfill my dream of being in the Canadian Armed Forces.

LS Emerson Rosales, HMCS Vancouver



I think of the families who were left behind, hoping to hear from their loved ones. So many would get the terrible news that a ship had been sunk and they would never see their family member again.

LS Cailyn Swinton, HMCS Nanaimo



A lot of good men sacrificing their way of life so that Canadians could have freedom and peace, and, as well, helping people in distress.

OS Adam Gabrielsson, HMCS Vancouver



It reminds me of Remembrance Day; it makes me proud to feel like I am a part of something bigger.

LS Jessica Silva, HMCS Vancouver



It reminds me of the sacrifices of members and their families to secure our freedom today.

Capt Moley Mangana (Padre), HMCS Vancouver

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The Canadian Armed Forces has contributed to the seizure of more than 85 tonnes of cocaine since Operation Caribe commenced in 2006 with the United States JIATF-S.

HMC Ships Whitehorse, Edmonton make three drug busts

Lt(N) Paul Pendergast
Canadian Joint Operations
Command PAO

HMC Ships Whitehorse and Edmonton had a busy two weeks on Operation Caribe, making three drug busts during that short time.

The ships assisted the United States Coast Guard (USCG) in seizing approximately 2,011 kilograms of cocaine and disrupting another estimated 845 kg, for a total of some 2,856 kg of cocaine that was prevented from reaching the streets of North America.

March 24

On March 24, *Whitehorse* helped the USCG seize about 30 kg and disrupt an estimated 845 kg of cocaine. This event took place in international waters in the eastern Pacific, off the coast of Central America.

A maritime patrol aircraft operating with Joint Interagency Task Force South (JIATF-S) spotted a suspicious vessel during a routine patrol. *Whitehorse* was tasked to stop the panga-style fishing vessel. It launched its rigid-hull inflatable boats (RHIBs), each with members of the embarked USCG Law Enforcement Detachment (LEDET).

The suspected smugglers on the panga-style vessel jettisoned approximately 875 kg of cocaine overboard and fled the scene. One of the RHIBs picked up a 30 kg

bale of cocaine before joining the other RHIB in chasing the panga.

April 3

Stepping up to the plate on April 3, *Edmonton* assisted the USCG to seize about 461 kg of cocaine in international waters in the eastern Pacific off the coast of Central America.

An aircraft operating with JIATF-S spotted a suspicious vessel, and *Edmonton* was tasked to intercept it. When the ship was close enough, the Commanding Officer ordered the launch of their RHIBs with *Edmonton* crew and members of USCG LEDET onboard. They approached the panga-style vessel, which surrendered without chase. The USCG LEDET quickly boarded the suspected smuggler's vessel and subsequently found 23 bales of cocaine weighing about 461 kg. The LEDET detained four crew members.

"I am proud of the efforts of the crew, and the embarked LEDET, but we cannot forget all the other support provided from personnel ashore to set the conditions for success on Operation Caribe," said Lieutenant-Commander Brian Henwood, Commanding Officer *Edmonton*.

April 5

Little did they know, the biggest bust was yet to come.

On April 5, *Whitehorse* helped the USCG to seize about 1,520 kg

of cocaine in international waters in the eastern Pacific off the coast of Central America.

While on a routine patrol on Operation Caribe, *Whitehorse* spotted a suspicious vessel by radar, and was tasked to intercept it by JIATF-S. When *Whitehorse* was close enough, they launched their RHIBs, each with members of the embarked USCG LEDET, who proceeded ahead of the ship.

Once in range, the crew of *Whitehorse* saw it was a 60-foot fishing vessel, holding a stationary position, with seven panga-style boats attached alongside. At this point, a puff of smoke was observed coming from their exhaust pipes, indicating that the fishing vessel was getting underway. The seven pangas scattered in multiple directions, erratically maneuvering away from the fishing vessel, some jettisoning objects as they went, and others deploying fishing gear.

The RHIBs pursued and intercepted the fleeing pangas, and, after about an hour, they had all returned to the fishing vessel. One of the RHIBs then began a search pattern to locate any contraband that may have been jettisoned by the pangas.

The RHIB Coxswain, a member of the Royal Canadian Navy who cannot be named for security reasons, describes how they found the drugs.

"We conducted a standard grid search around the vessel's original position, while the other

RHIB stayed with the pangas and the fishing vessel," said the RHIB Coxswain. "After about 40 minutes, we were about to return to *Whitehorse* when we spotted fish jumping out of the water and birds flocking over them and decided to investigate. When we arrived at the spot we found six elongated bales floating in the water, each about 12 feet long, tied together with nets, with a long rope connecting them. As soon as we saw it we knew it was the cocaine."

The LEDET seized the bales of cocaine weighing about 1,520 kg. They also detained 20 suspected smugglers.

"I commend the professionalism of this crew and the close cooperation between *Whitehorse* and the USCG LEDET which directly contributed to this success of this operation," said Lieutenant-Commander Collin Forsberg, Commanding Officer *Whitehorse*. "The men and women of *Whitehorse* are proud to be a part of this important effort to keep illicit drugs off the streets of North America."

Now on their way home to Esquimalt, *Whitehorse* and *Edmonton* have added another chapter to the success story of Operation Caribe.

The Canadian Armed Forces has contributed to the seizure of more than 85 tonnes of cocaine since Operation Caribe commenced in 2006 with the United States JIATF-S.



From sibling rivals to sibling equals in the military



Peter Mallett
Staff Writer

A recent promotion ceremony at Joint Personnel Support Unit (JPSU) marked a rare “three-peat” for the Michel family.

With her brothers looking on, Warrant Officer Sibylle Michel was promoted to Master Warrant Officer by Lieutenant Commander Judith Harlock and Chief Petty Officer Second Class Matthew Goodwin. The April 13 promotion ele-

vated her to the same rank as her brothers who also work at CFB Esquimalt.

Younger brother, Master Warrant Officer Renaud “Mich” Michel works as the Transport Controller at TEME for Base Logistics at Work Point. Older brother Chief Petty Officer Second Class Max Michel holds the navy equivalent rank and works as a Fleet Chief for Senior Weapons Engineers at Canadian Fleet Pacific in Dockyard.

“This promotion has taken a number of years to achieve as my trade is quite competitive, so to finally reach the rank that my both my brothers have held for several years makes me very happy,” said MWO Michel.

She and her two brothers have served a combined 95 years in Canada’s military. MWO Sibylle Michel has enjoyed a 30-year career with Canada’s military and now moves on to Canadian Fleet Pacific where she will become the Fleet Senior Human Resources Administrator

(HRA) Manager. After her promotion was complete she thanked those in attendance before receiving congratulations and a few good natured barbs from her brothers.

“Of course we are proud but it’s about time,” joked her older brother noting she was the last one in the family to reach the rank.

“Yeah, she’s lagging,” chimed in the younger Mich. “But seriously, three of us is enough for Canada’s military.”

The patriarch of the Michel family moved them to Canada from France in 1972. Their father Claude Michel is a retired Sergeant who fought for France in the Algerian War, a bloody war of independence that claimed over 300,000 lives in the 1950s and 60s.

Her father and mother, Siegrun Michel both live in Victoria but were unable to attend the ceremony. A member of the Base PA team made a video of the proceedings so the parents could watch it from home.



Photos by Peter Mallett, Lookout

Top Left: Master Warrant Officer Sibylle Michel is joined by her two brothers (left) MWO Renaud “Mich” Michel and Chief Petty Officer Second Class Max Michel following a promotion ceremony at the Joint Personnel Support Unit (JPSU). **Inset:** (Left) Commanding Officer JPSU, Lieutenant-Commander Judith Harlock, and Chief Petty Officer Second Class Matthew Goodwin promote Warrant Officer Sibylle Michel to Master Warrant Officer.



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Installation of new Lieutenant Governor

THE HONOURABLE
JANET AUSTIN, OBC

Photos by Leading Seaman Mike Goluboff, MARPAC Imaging Services

The Honourable Janet Austin was sworn-in as the 30th Lieutenant Governor of British Columbia on April 24. Prior to this appointment, she spent 15 years as Chief Executive Officer of YWCA Metro Vancouver, one of the province's largest and most diversified non-profits. There she oversaw operations delivering services to tens of thousands of people annually at more than 40 locations. Raised in Calgary, Alberta, Her Honour is a graduate of English from the University of Calgary.



A Guard of Honour awaits inspection by the new Lieutenant Governor of British Columbia in front of the legislature.



LCdr Mike Erwin, Guard Commander, accompanies LGov Austin as she inspects the Guard of Honour.



5th (British Columbia) Field Artillery Regiment fires a howitzer gun salute.



On Monday April 23, the Honourable Judith Guichon officially departed as Lieutenant Governor of British Columbia. A ceremonial Guard of Honour comprised of 100 members of Maritime Forces Pacific (MARPAAC) was on parade to recognize her final day.

New Zealand sailors honour Humboldt

Peter Mallett
Staff Writer

The tragedy of the Humboldt bus crash has extended beyond Canadians to members of the Royal New Zealand Navy stationed here at CFB Esquimalt.

Sailors from HMNZS Te Kaha collected just over \$290 to show their support to the families of the dead and those injured in the April 6 accident.

Te Kaha's Commanding Officer, Cdr Stephen Lenik said the tragedy hit home for members of his crew who he said could truly relate to the plight of the people of Humboldt.

"We keep in touch with the news all the time and


when we heard about the incident it was shocking," said Cdr Lenik. "A lot of our sailors come from a small-town environment too, and can truly appreciate how something like this is magnified so much more in a smaller community. We empathize with how these people must be feeling."

He credits his ship's Steward, Petty Officer Ane Pahulu for spearheading the Humboldt fundraising drive onboard Te Kaha. Those funds will be donated to the Humboldt Broncos.


Capt(Navy) Boyd graciously accepted the donation on behalf of the base and expressed his appreciation to Cdr Lenik and the Te Kaha.


"We are very touched by the support and the generosity of HMNZS Te Kaha. While this tragedy has impacted Canadians very deeply, it's encouraging to see the support that has been flooding in from our international friends, of whom I count New Zealand to be among our greatest."

Te Kaha means fighting prowess or strength in New Zealand's Māori language. The ship will undergo a year-long upgrade starting next month. Most of the frigate's crew of 108, including Cdr Lenik, returned to New Zealand last week, while a small compliment of 20 remain in Esquimalt for the summer months as the upgrade continues.



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RCMP Constable made honorary member of Regina's wardroom

SLt M.X. Déry
MARPA PAC

Royal Canadian Mounted Police (RCMP) Constable Jonathan Treen was made a honorary wardroom member aboard HMCS Regina last week by long-time friend and former colleague, Lieutenant-Commander Andrew Graham, ship's executive officer.

Constable Treen is a former above water warfare officer who served in the Royal Canadian Navy from 1991 until 2004.

The honorary wardroom membership was the final leg in re-establishing ties to the RCMP. The RCMP Academy, "Depot" Division, is located in the ship's namesake city and has trained almost all Mounties since 1885.

During the FELEX modernization refit many of Regina's RCMP artifacts

were lost, along with the ship's link to the RCMP.

That resulted in LCdr Graham reaching out to the local RCMP to re-establish ties.

"That culminated in a Red Serge from Superintendent (Retired) Robert Boyd being donated to the ship," said Constable Treen.

Robert Boyd is the father of Base Commander Capt(N) Jason Boyd.

"Constable Jonathan Treen also facilitated getting other RCMP artifacts that were lost during the refit," said LCdr Graham.

With the ship once again flush with Mountie memorabilia and the iconic red-yellow-blue striping in the passageways, the strength of Regina's connection with its namesake city and the RCMP can be easily seen by any who visits the ship.

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Peter Mallett
Staff Writer

HMCS Skeena

When Retired Commander Peter Chance, 97, addresses the room during the All-Ranks Mess Dinner at the Wardroom May 4, he will relay, through his own stories, what it was like to serve and survive the Battle of the Atlantic.

Pay little heed to his age, or his 30-year career, or the rack of 14 medals on his service jacket. Rather, remember the bygone sailors, honour them, and reflect upon their service to country, and try to relate it to the service of today - that will be his message as he looks upon the crowd of young military members.

The battle on the seas more than 75 years ago was the longest continuous military campaign during the Second World War. The outcome was not assured. But victory was eventually achieved; however, at a huge cost: between 1939 and 1945, 3,500 allied merchant ships and 175 Allied warships were sunk, and some 72,200 allied naval and merchant seamen lost their lives.

"History was not predetermined, and the truth is the Allies were losing the war because the Germans were sinking our merchant ships and vessels faster than we were able to replenish them," says Chance. "It was purely a question of survival. The Nazi war machine was splendidly efficient. Britain was left by itself, and if we couldn't hold out it was going to be game over and the Nazis would be supreme."

For his part in the war, Chance served in a variety of Canadian warships including HMCS Skeena, HMCS Sealiffe, and HMCS Gatineau. They were part of Hunter-killer Groups, also known

as Convoy Support Groups, which were anti-submarine warships actively deployed to attack German submarines.

Sailing was dangerous business; below the surface German U-Boats were at the ready to deploy their torpedoes, and Mother Nature was merciless, battering ships with forceful winds that would whip up waves to crash upon the bows, and weigh the decks with thick ice.

One fierce Atlantic storm sent Chance's ship Skeena aground on Videy Island, near Iceland.

Skeena and three other warships from Escort Group II, tasked to patrol the UK-Iceland Gap for German U-boats, had battled a horrific storm for four days when they decided to take refuge at Reykjavik's Harbour, near the island.

Wind gusts approached 100 knots, waves swelled 50 feet - the height of a five story building - and snow blinded the crews' ability to see, but they thought they were safe enough from land when they dropped anchor. They didn't realize the ship was slowly being dragged inward.

"It was like drawing a spoon through sugar as the ship dragged, filled with water, and went piling onto the shore," says Chance. "The force of the waves was so great the ship eventually cracked and we had oil mixed with snow on the upper deck."

Fifteen of his shipmates were killed after boarding a Carley float (life raft) in a failed attempt to evacuate the ship. Chance and the rest of the crew stayed onboard and "hung on."

"There's nothing so disarming; everything is exaggerated in the dark of night because you feel so helpless, as indeed we were," he

said. "We just had to pray to God we all weren't going to perish."

At dawn the next day, landing craft pilot Einar Sigurdson and a team of rescuers braved the weather to run a cable from the ship to land. One by one, the crew was shuttled off the broken warship in a basket.

A few days later, the surviving officers and crew attended the funeral of their lost shipmates.

The ship was raised the following year and eventually broken up.

Chance then joined HMCS Gatineau and stayed with that ship until the war ended in Europe May 7, 1945.

But there was no time to celebrate as he re-enlisted to serve in HMCS Ottawa in the Pacific campaign against Japan, which ended a few months later.

He would see combat again as part of Canada's support of UN operations in the Korean War. From April 1951 to July 1952 he served aboard tribal-class destroyer HMCS Cayuga, overseeing navigation and air direction during bombardments along the coastline.

Since his retirement from the navy in 1970, Chance served in the Naval Officers Association of Canada, the Duke of Edinburgh's Award Program, and the Royal Canadian Legion for decades. In 1986 he was awarded the Admiral's Medal and then in 2002 the Queen's Golden Jubilee Medal; in 2014 he received the French Legion of Honour Medal at the rank of Knight and was also awarded a Minister of Veterans Affairs Commendation.

At the mess dinner on Friday, he hopes to speak one-on-one with the guests, especially those of the junior ranks, to further impart his message - we are all one navy serving Canada - past, present and future.



Above: Retired Commander Peter Chance now. Right: A young Chance at sea.

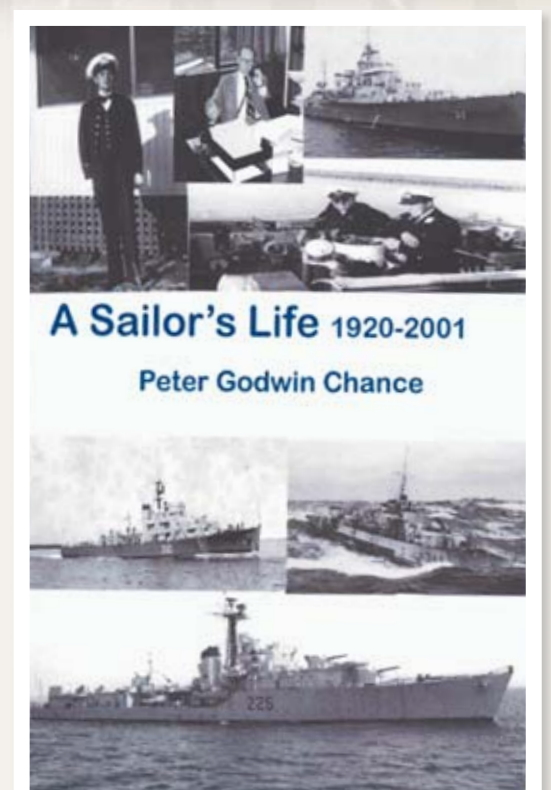
Survivor

BATTLE OF THE ATLANTIC

PETER CHANCE



The wedding reception of Lt Peter Chance and his bride aboard Skeena, in 1944, with fellow officers.



A Sailor's Life takes the reader through Chance's childhood, youth and service in the Royal Canadian Navy.

"THERE'S NOTHING SO DISARMING; EVERYTHING IS EXAGGERATED IN THE DARK OF NIGHT BECAUSE YOU FEEL SO HELPLESS, AS INDEED WE WERE, WE JUST HAD TO PRAY TO GOD WE ALL WEREN'T GOING TO PERISH."

- PETER CHANCE

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 **Seaspan Shipyards celebrates handover of HMNZS Te Kaha**

Photo: Leading Seaman David Gariepy, MARPAC Imaging Services

Last Thursday, Seaspan's Victoria Shipyards (VSL) celebrated the handover of Her Majesty's New Zealand Ship (HMNZS) Te Kaha at a ceremony in CFB Esquimalt's Wardroom.

The handover ceremony marks the transfer of care of HMNZS Te Kaha from the Royal New Zealand Navy to Lockheed Martin Canada and VSL. HMNZS Te Kaha will undergo extensive upgrades to its surveillance, combat and self-defence capabilities. This will allow it to match current and future threats and address obsolescence of some of the frigate's current systems.

Pictured above: The following signed the official handover certificates: Helene Quilter, New Zealand Secretary of Defence; Commander Steve Lenik, HMNZS Te Kaha's Commanding Officer; Gary Fudge, Vice president and General Manager of Lockheed Martin Canada; and Brian Carter, President and Chief Executive Officer of Seaspan Victoria Shipyards Co. Ltd.

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Naval school's newest tool a high tech welding simulator

Peter Mallett
Staff Writer

Instructors at Naval Fleet School Pacific (NFS(P)) say a new augmented reality welding simulator will enhance instruction, reduce waste, and save money.

They recently tested the AugmentedArc welding trainer that will be used during the Maritime Technician and Hull Technician Legacy QL5 courses.

"It uses the same principles as real welding, and the student can manipulate the angle, distance and speed, gas and voltage of their torch, in the same manner as they would on the shop floor," said Master Seaman Yannick Berube.

He was joined by colleagues Master Seaman Anthony Deman and Leading Seaman Andrew Vincent for an introductory lesson by Paul Riddell, President of Progressive Education Systems. The system is O.E.M. by United-States based Miller Electric Mfg LLC, the world's largest manufacturer of arc welding products, and distributed in Canada by Riddell's company.

The Department of National Defence purchased six units for the

CFB Esquimalt naval school and the same number for Naval Fleet School Atlantic; they cost approximately \$30,000 each.

MS Berube says while the cost may seem steep, it will save money in the long term. Gone is the volume of metal and welding supplies used by up to 72 students in seven classes a year as they perfect their skill.

"Welding is a dirty and costly program to teach and every time a student picks up a welder they are consuming metal, welding rod, gas, electricity, etcetera," adds Riddell. "During the welding procedure a shielding gas is released to prevent exposure to air and water vapor which can create issues. The Miller Augmented Arc welding trainer simulates this entire process, effectively enabling a student to learn how to weld in a realistic, clean, and safe environment."

Instead of welder's helmet and mask that protects the eyes from the harmful torch glow, students put on a similar looking helmet that contains a three-dimensional display screen that shows images of the real world, augmented with computer-generated images of metal work pieces, weld

arcs and weld beads.

Students then manipulate their torch and solder material to make simulated welds by moving them along a color-coded pallet that resembles a typical welding test coupon.


Graphics on the screen inside the helmet show what they are doing on the virtual plane. Over time they learn how to properly adjust the angle, speed, distance, and the amount of gas and voltage. The result is a simulation of live-arc welding without using an actual arc or consuming wire, shielding gas or coupons.

Tech savvy students will appreciate this unique training device says MS Berube.

For the instructors, they can watch all the students from one vantage, instead of walking the shop floor to check on their progress.

"All of your work is recorded while you are welding; you can go back and pinpoint problem areas and improve. So really for the student, it's like having an instructor by your side all of the time," said MS Deman.

The simulator will be introduced to students later this year.



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MS Anthony Deman



HMCS VANCOUVER

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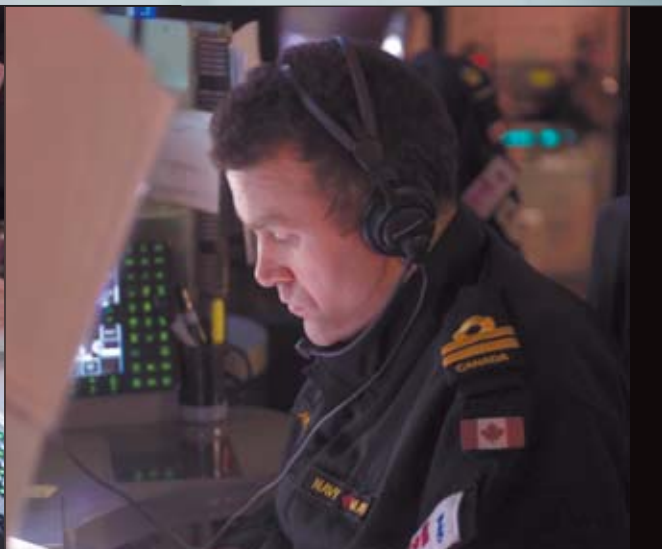
Photo by Master Corporal Brent Kenny, MARPAC Imaging Services

Left: Crewmembers onboard HMCS Vancouver fire at their respective targets during the Sig Sauer and C-8 dual shoot onboard HMCS Vancouver during Operation Projection Indo-Asia Pacific April 23.



Photo by Master Corporal Brent Kenny, MARPAC Imaging Services

Able Seaman Weber (front) and Leading Seaman Strecheniuk, Marine technicians, grease the ship's whistle in an unexpected torrential downpour.



Far left: Naval Combat Information Operators, Leading Seaman Christopher Richardson (left) and LS Justin Swance prepare a brief for the next watch.

Left: Underwater Warfare Officer, Lieutenant (Navy) Arlett reads a technical manual on his watch.

Photos by Lieutenant (Navy) Tony Wright, HMCS Vancouver Public Affairs Officer

Bravo Zulu

MARPAC Awards and Promotions

Photos by LS Victoria Loganov, MARPAC Imaging Services



Captain Douglas Thurber receives a Joint Task Force Pacific Certificate of Achievement for Operation Lentus 17-04 from Captain (Navy) Steve Jorgensen.



Major Jason Roman receives with a Joint Task Force Pacific Certificate of Achievement for Operation Lentus 17-04 from Captain (Navy) Steve Jorgensen.



Captain Calvin Smith receives a JTFP Certificate of Achievement for Operation Lentus 17-04 from Captain (Navy) Steve Jorgensen.



Captain Stephen Galipeau receives with a JTFP Certificate of Achievement for Operation Lentus 17-04 from Captain (Navy) Steve Jorgensen.



Leading Seaman Timothy O'Malley receives the Gun Metal Sea Service Insignia from Captain (Navy) Steve Jorgensen.



Acting Sub-Lieutenant Jaeik Bae is promoted to Sub-Lieutenant by Captain (Navy) Steve Jorgensen.



Acting Sub-Lieutenant Kirsten Petersen is promoted to Sub-Lieutenant by Lieutenant-Commander Todd Verge and Lieutenant (Navy) Drew McCormick.

Bravo Zulu

Naval Reservist of the Year

Master Seaman Barron, a Boatswain with Canadian Fleet Pacific Naval Security Team, is the recipient of the 2017 Naval Reserve Sailor of the Year award.

Photo by Ed Dixon, MARPAC Imaging Services



Want to recognize someone in your unit?
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Bravo Zulu

HMCS Regina Promotions



MS Richards is promoted to his current rank by Cdr Matthews.



LS Deschamps is promoted to his current rank by Cdr Colin Matthews (left) and PO2 Neill.



AB Jorstad is promoted to his current rank by Cdr Matthews and PO2 Neill.



Lt(N) Park is promoted to his current rank by Cdr Matthews and LCdr Andrew Graham.



Lt(N) Monteleone is promoted to his current rank by Cdr Matthews and LCdr Graham.



Lt(N) Negam is promoted to his current rank by Cdr Matthews and LCdr Graham.



Bravo ZULU Naval Pacific Training Group



AB Coyne is awarded a Commander Canadian Royal Navy Commendation by Capt(N) Martin Drews, Commander Naval Pacific Training Group.



SLt Beauchamp is promoted to his current rank by Capt(N) Drews and Lt(N) Pilkey.



LS McPhee is promoted to MS by Capt(N) Drews and PO1 Linfoot.

Bravo ZULU



MS Andrew Clark receives his Canadian Forces' Decoration from Cdr Godin.



MS Michele Schnob receives her Canadian Forces' Decoration from Cdr Godin.



LCdr Lyla Wilkins receives her Canadian Forces' Decoration Second Clasp from Cdr Godin.



PO2 Justin Schnob receives his Bronze Sea Service Insignia from Cdr Godin.



MS Michele Schnob receives the MARPAC Bravo Zulu Certificate of Achievement from Cdr Godin.

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Sgt Michael Fagan is presented the Canadian Forces' Decoration by Maj Grant Whittla, Commanding Officer Base Information Services Esquimalt.





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MISCELLANEOUS

HMCS TERRA NOVA WESTPLOY '73 REUNION Crew members of Terra Nova's Westploy '73 cruise, Operation Gallant, will be reuniting 01-03 May 2018 in Victoria for the 45th Anniversary of the mission. Terra Novans who made this cruise and wish to attend, or wish more information, are to contact John Appler at jeappler@gmail.com

FREEMASON and new to Victoria. Contact us at camosun60secretary@gmail.com. We meet the 2nd Monday of each month.

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INTERESTED IN JOINING A coffee or social group for military veterans and military in Cowichan Valley? For information contact Bob Hedley on Facebook. The intention of the group is to meet-up with other veterans and present serving members to exchange stories and facilitate fun get-togethers. Look under the Facebook Group: cowichan valley coffee.

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* SEE ANSWERS BELOW

Many of us have a few bad habits we need to get rid of, but maybe it's time to **work on a good habit.**

May 6 to 12 is North American Occupational Safety and Health (NAOSH) Week and Formation Safety and Environment is encouraging everyone to reflect on the importance of preventing injury and illness in the workplace, at home, and in the community.

This year's theme is Making Safety a Habit.

Our lives are filled with habits and routines. When we're about to drive, we put on our seatbelts, check if we have enough gas, adjust the mirrors. What if we added a few more steps and made them a part of our routine such as inspecting our vehicle beforehand, checking traffic and weather reports, and turning off our cellphone.

What about at work? Before we started a task, maybe we should consider the hazards before we begin. We should, for example, make sure we put on safety goggles or inspect our fall arrest harness.

Here are three tips to making safety a habit:

SEE SOMETHING, SAY SOMETHING

Stepping forward and stepping up to report unsafe practices is good for you and your fellow members of the Defence Team. When accidents and near misses go unreported the opportunity to address those issues is missed, and the next time the consequences might be much worse.

BE CONSISTENT

To keep safety top of mind, hold regular meetings. It's important to provide consistent training to give newer employees the resources they need to be safe on the job, and avoid complacency with seasoned employees with refresher courses. Remember that habits won't become fully formed in a weekly meeting; provide resources outside of the regular meetings and enforce safety rules.

ENCOURAGE WELLNESS

Safety and wellness go together. Taking care of

our bodies by drinking plenty of water, eating a balanced diet, and staying active paves the way for a happier Defence Team and sets up everyone to stay alert about safety on the job.

Picking up good safety habits doesn't happen overnight. It is the hard work that happens every day.

Rest assured that Maritime Forces Pacific remains committed to providing a safe and healthy workplace for civilian and military members of the Defence Team. If you have any questions, don't hesitate to ask your local General Safety Officer or email Formation Safety and Environment (+ESQ FSE-Central Registry@FSE@Esquimalt).

For more information on NAOSH, visit naosh.org.

Capt(N) J.R. Boyd
Base Commander, CFB Esquimalt

Answers: 1. Hard hats are not being worn. 2. Safety glasses are perched on the head and are not covering the eyes. 3. Improper lifting technique and poor posture. 4. Lifting too great a load. 5. Tool bag and hard hat are sitting on top of the cables. 6. Wood is resting on top of cables and it poses a tripping hazard. 7. Hoses are on top of the cable. 8. Standing on the hose and cables. 9. Standing on the edge of the jetty. 10. Signage has been ignored. "Caution 440 Volts, keep 3 ft away".