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Calgary Deployed

Photo by Leading Seaman Mike Goluboff, MARPAC Imaging Services

LS Chace Halyk aids in receiving HMCS Calgary's Rigid Hulled Inflatable Boat (RHIB) during Operation Projection. Boatswains from the ship's deck department practice RHIB sticking drills to ensure proficiency and safety in small boat operations. See more photos on page 11.



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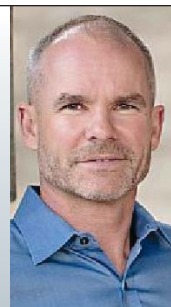
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Open for business: Disability Management Centre

Peter Mallett
Staff Writer

A new disability management centre opened for business in Esquimalt last Friday with a mandate to provide improved case management services for ill, injured and impaired DND civilian employees.

Glenn MacDougall, the Acting Director General of Workplace Management (DGWM), representing Assistant Deputy Minister Human Resources Civilian, presided over the opening ceremony for of the new regional Office of Disability Management on Oct. 19.

Located in Naden, the new centre is operated by the civilian human resources branch of the Department of National Defence and is a key component of DND's Total Health and Wellness Strategy. It offers support services including work and non-work-related accidents, injuries, illness or impairment; and recovery, return to work, accommodation and medical retirement.

MacDougall said the opening of the new centre supports Canada's Defence Policy: *Strong, Secure, Engaged*, and its objective

to sustain a healthy, respectful and safe workplace. He emphasized that the Office of Disability Management will tackle the stigma surrounding mental health-related illnesses.

"We have to continue to build programs that support employees and managers, provide easily accessible tools and above all, create a culture that promotes employee health and wellbeing," he said. "Taking care of our mental health is just as important, but we're not as good as we need to be at recognizing what that looks like, especially in the workplace."

The regional Office of Disability Management employs four full-time case workers who are supported by a national team at multiple centres across the country. They will initially serve CFB Esquimalt but will eventually expand operations by the end of the fiscal year to include Vancouver Island and the lower mainland.

Representatives from the local disability management community including unions, WorkSafe, Health Canada, Pacific Coast University, and sup-

port service agencies were involved in the development and implementation of the Office of Disability Management attended the ceremony to celebrate their collective achievements.

Base Commander Captain (Navy) Jason Boyd also attended the ceremony and was encouraged by the opening of the regional office.

"We all hope that we'll never get sick or hurt, but the reality is that many of us will face these kinds of challenges while at work," he said. "On behalf of every member of the Defence Team who supports CFB Esquimalt I am very grateful that if that day comes, the Office of Disability Management will be here to help."

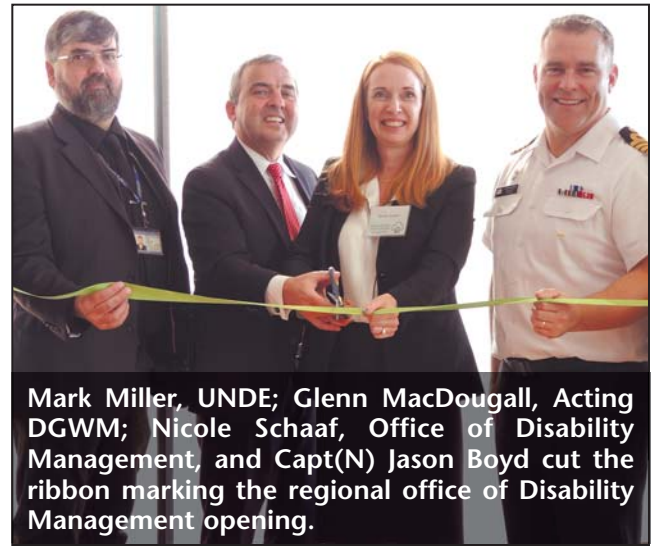
The new case management model was created to be an impartial, collaborative and an inclusive group says Nicole Schaaf, National Manager, Office of Disability Management.

"The Office of Disability Management provides tools and guidance to enable employees to either stay at work, or to support them from the onset of leave through a safe and success-

ful return to the workplace," said Schaaf.

Previously, when a civilian employee was injured, the employer's Statement of Injury was sent by their supervisor or manager to a central mailbox and forwarded to Employment and Social Development for review and approval before they were sent to WorkSafeBC. The onus was largely on the ill or injured employee and their manager to navigate the complex process on their own. Under the new program, as soon as a manager or employer is aware of any injury or illness they are encouraged to engage the Office of Disability Management. A Disability Management Advisor is then assigned to the case. This neutral party will provide personalized, expert case management services to guide the employee and manager through every step of the process including assistance with forms, benefits, leave, tracking, RTW planning and much more.

Offices in Esquimalt and CFB Halifax became the first regional centres in operation this month following the successful



Mark Miller, UNDE; Glenn MacDougall, Acting DGWM; Nicole Schaaf, Office of Disability Management, and Capt(N) Jason Boyd cut the ribbon marking the regional office of Disability Management opening.

launch of a pilot project in the National Capital Region in May 2017. A review of the pilot project by HR Civ found implementation of the Office of Disability Management created substantial service improvements and cost savings. Their findings showed a decrease in sick leave without pay; reductions in lost productivity, and reduction in longstanding disability cases.

Schaaf said the new system also addresses a growing percentage of DND short and long-term disability claims related to mental health issues.

"The Office of Disability Management, in partner-

ship with key stakeholders, aims to be a collaborative and inclusive entity that facilitates a supportive, safe workplace while reducing the stigma of mental health issues," said Schaaf. "The Office of Disability Management is recognized as a key pillar of the Total Health and Wellness Strategy and its services are eagerly awaited."

For more information about the Office of Disability Management or to file a claim send an email to ++Disability Management - Gestion d'Invalidité@ADM(HR-Civ) DGWM@Ottawa-Hull or by telephone at 1-833-893-3388.

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Photo by LS Christopher Maoukarakis



Sea Trainers - Ensuring Readiness at Sea

Captain Jenn Jackson
Op Caribe PAO

The Red Hats

They are worn by Sea Readiness Trainers, and any sailor, or anyone who has been around sailors, has likely heard the significance of the red hat, and also expressed a hint of dread at their arrival.

The presence of Sea Readiness Trainers in *HMCS Edmonton* and *HMCS Nanaimo* makes for a busy time on the ships, which are set to start Operation Caribe when they get to their area of operation; Op Caribe is a bi-annual illicit drug interdiction operation.

The tempo of scheduled collective training is higher than normal and the frequency of unannounced team training and drills - such as damage control, casualty management, and force protection events - is even higher. So it means a lot of hard work, little sleep, and lots of learning in order to successfully achieve the objectives set by readiness training.

Readiness training can take many different forms depending on the mission or task for which the ship is being trained, such as high-readiness level or mission-specific force employment deployments such as the current training in *Nanaimo* and *Edmonton*. Sea Trainers provide the program, based on the Readiness Policy, which focuses on collective training designed to render the ship's company into a cohesive and effective crew.

Preparation

What many people may not realize is the planning process for readiness training begins well before Sea Trainers embark. Once it is determined a ship requires the training, Sea Trainers plan and prepare ashore for a specific training program; that planning continues while embarked for the program. Sea Training staff dedicate months of work to ensure a program effectively exposes the crew to scenarios they may encounter at sea.

Input from the ship's Commanding Officer aids in the planning and preparation process.

"Often, the Commanding Officer will identify key areas for the development of their ship's company that will then be incorporated into the readiness training program," said Lieutenant-Commander Lisa Zezza, Executive Officer Patrol Vessel Sea Training (Pacific).

Patrol Vessel Sea Training is made up of eight Sea Trainers, each a subject matter expert in their own specialty that corresponds to an equivalent trade, occupation, or position in the ship.

"Sea trainers embark the ship to execute the well-thought out readiness training program, to mentor the crew, and to provide assessment feedback," adds LCdr Zezza. "There is a considerable period of rapid growth that takes place during readiness training as the crew gels together and learns how to work as an effective and capable team."

Execution

Executing a program onboard requires flexibility and planning for the embarked Sea Trainers. To ensure that readiness objectives are met, there are regular synchronization meetings to make adjustments as needed to the overall plan. Sea Trainers are often the first up in the morning and the last to go down at night, with little free time throughout the day as they monitor the ship's scheduled collective training, including choreographing and coordinating the onset of the next unannounced event.

"Where possible, we phase the training and build intensity and complexity as the training period progresses. Readiness training programs begin with drills that review and reinforce basic individual skills, and build to scenarios that require more advanced and collective effort to overcome," says LCdr Zezza.

Feedback

After every training event, the sea trainers discuss the crew's response, noting observations on written critiques that are presented to the ship's staff in order to effect necessary changes to their plans and processes, ultimately improving overall crew readiness.

"It's a busy and intense period for us when we are embarked in a ship," said LCdr Zezza. "When

you see the teamwork that develops, the resulting advances in performance capability, and the overall increased proficiency to meet all the challenges that Sea Trainers present, we know that we have done our job in delivering the readiness training necessary to ensure that ship's companies are 'Ready to Help, Ready to Lead and Ready to Fight'."



Royal Canadian Navy member setup a boundary hose between frame 26 and 40 on the Main Deck during a fire training located in the HMCS Edmonton Chief and PO Mess, picture taken at sea, the Oct. 12.

Photos by Op Caribe Imagery Technician XC07

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WHAT SAY YOU



The ICBC FAQ section states that "the rule requires the driver to move out of the left lane even if the driver is driving at the posted speed limit."

What drives me crazy? Snails in the left lane

SLt M.X. Déry
Contributor

Over the last five years on this coast, I've adapted to many aspects of B.C. culture, such as riding my bike year-round and the extortionate cost of living. But the Quebecois driver in me just can't adapt to B.C. driving and hogging the left lane.

Every time I drive to or from the airport or ferry terminal, I end up behind a conga line of slow drivers doing 70km/h in the left lane of an 80km/h highway, with drivers in the right lane cruising along at nearly the same speed. No one flashes their high beams or honks their horns at the slow driver at the front of the pack, because once that driver exits the highway, the next car keeps the same pace.

It isn't just one slow driver in the left lane, it is an escargatoire of snails in no hurry and

oblivious to the ire they create in the heavy-footed drivers trapped behind them.

When driving through the rest of Canada, if a car is driving faster than the one in the left lane the slower drivers get out of the way without prompting. When driving through Washington State, there are signs directing drivers to pull over and let vehicles pass if there are more than five cars behind them. I wouldn't have believed it unless I had seen it on my journeys to Seattle, but they actually pull over completely!

In B.C., however, drivers remain in the left lane regardless of the speed they are doing. There has been a push in the last three years to get these road hogs out of the left lane. Despite handing out \$167 fines, posting multiple road signs on the highway and an ad campaign, I'm still stuck behind a slow car in the passing lane.

I was driving with a colleague

in the passenger seat and she prompted me to go in the left lane. I refused since I wasn't passing and explained how I had no business in the left lane.

"Oh, when I drive to Nanaimo, I stay in the left lane the whole time," said my former colleague, who shall remain nameless.

I pointed out the sign on the highway, but that too fell on deaf ears.

"I've lived here my whole life. No one follows those signs," she added with a laugh.

Don't get me wrong, there are multiple reasons to be in the left lane besides passing, such as to allow traffic to merge, preparing for a left hand turn or passing a stopped official vehicle, the law also only applies when the posted limit is above 80km/h.

In anticipation that you are a member of the escargatoire and you fancy yourself the speed police by putting yourself on cruise control at 80km/h to block faster drivers, think again.

The ICBC FAQ section states that "the rule requires the driver to move out of the left lane even if the driver is driving at the posted speed limit."

To end this rant on a safety note from someone who grew up in a province that experiences winter in a more extreme way than most of B.C., take the time to defrost your vehicle in the morning and switch to your winter tires.

Winter is coming, and no one wants to clear their car of frost or even mild dew, but how can I trust that you can see when all your windows are fogged up? Start your car, get out, wipe off the dew or frost, and once done, wait until your cold oil temperature indicator isn't on.

Then maybe you'll see my frustrated face more clearly in your rear-view mirror as I wait for you to get out of the way so that I can attempt to speed up to something approaching the speed limit.

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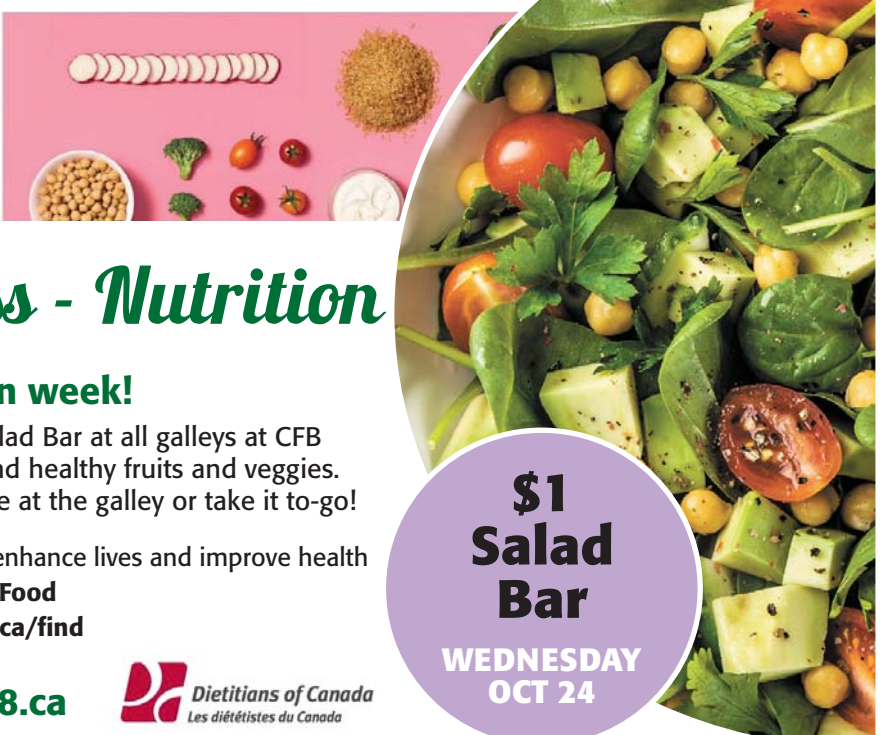
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[https://www.cafconnection.ca/Esquimalt/Adults/2018-PSP-Health-Promotion/October-is-Healthy-Workplace-Month-\(OHWM\)-2018.aspx](https://www.cafconnection.ca/Esquimalt/Adults/2018-PSP-Health-Promotion/October-is-Healthy-Workplace-Month-(OHWM)-2018.aspx)

Sailors train to defeat

DRONES



Photo by Mona Ghiz, MARLANT PA
Eight sailors from HMC Ships Halifax and Toronto took part in the Sniper Unmanned Aerial System Target (UAST) Training Course. The course was delivered by QinetiQ trainers at the Osborne Head Range, Nova Scotia, on Sept. 20.

Maple Leaf

The Royal Canadian Navy (RCN) is monitoring the potential of future innovations to keep its defence systems and strategies ahead of the curve so potential threats do not become dangerous realities.

One of the current innovations it is testing against are micro and mini drones.

Drones are a threat that has evolved over time. As they get smaller and harder to detect, and as they gain new capabilities such as the ability to connect multiple drones and form swarms, they have the potential to be dangerous risks to ships at sea.

The RCN is keeping track of these new capabilities and is testing the effectiveness of its defence systems against drones of varying sizes and abilities.

The Sniper micro Unmanned Aerial System is the first drone "target" being used to provide the navy insight into the effectiveness of its tracking systems against smaller threats through tracking and live-fire exercises.

Snyper is a compact,

lightweight and cost-efficient drone that is designed to be expendable.

Drones are categorized into different classifications, each with unique restrictions of operation. The Class 1 category, such as the Snyper, is the least restrictive classification.

The RCN will continue to develop its capability with Snyper and transfer lessons learned to fully support the Force Generation required for the Intelligence, Surveillance, Target and Reconnaissance (ISTAR) program.

This is not where the capabilities of the Snyper end. Due to the simplicity

of the airframe the RCN is able to request modifications to the platform to meet a variety of needs. An early modification to the airframe replaced the stock camera with a high-resolution camera.

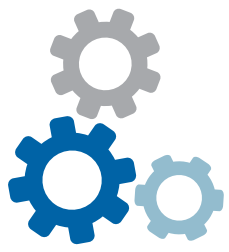
This new payload provides video and imagery that was once only feasible through use of a helicopter, at a fraction of the cost. Recently, *HMCS Charlottetown* used Snyper in support of a MISSILEX as an imaging camera that was flown from the flight deck. Snyper was more recently deployed in the Arctic on Operation Nanook and took some stunning photos.



Ordinary Seaman Andrew Rennox (left), Lieutenant(N) Alex Gillis (middle), Leading Seaman Charles Harding (right), and the Snyper MkII aboard *HMCS Charlottetown* off the coast of Iqaluit during Operation Nanook.

Image of *HMCS Charlottetown* off the coast of Iqaluit while deployed on Operation Nanook shot using the Snyper MkII.





Opportunity knocks at DND
CAREER NETWORKING FAIR

Peter Mallett
 Staff Writer

CFB Esquimalt was one of seven military bases across Canada participating in the launch of the first annual Canada Defence Team and Career Networking Fair on Oct. 17.

Locally, the career networking fair was held at the Learning Career Centre (LCC) in Naden and was geared towards military members, DND employees and students currently exploring new career paths, development opportunities or ways to transition throughout their current department.

The event brought together civilian and military branches under one roof and included display kiosks by Fleet Maintenance Facility Cape Breton, Marine

Tactical Operations Group, the National Student Hiring Team, Base Administration Office, and Regular Force and Reserve Force recruiting representatives from all three military branches.

Other career networking fairs were held simultaneously at CFB Borden, Kingston, Petawawa, Galetown, Montreal and Halifax. Participants in Esquimalt also took part in workshops presented by human resources representatives at the base as well as a Virtual Workshop from Ottawa's Diefenbaker Building with a live video hookup.

A panel discussion along with a variety of career development presentations focused on identifying future staffing needs, resume building, interview skills, coaching, mentoring

and building a culture of change. The workshops were viewed by participants in the LCC conference room but can also be accessed on the internet from anywhere in Canada for 30 days following the event.

The launch of the Canada Defence Team and Career Networking Fair is part of the Government of Canada's Blueprint 2020 initiative that is focussed on building its workforce for the future and public service renewal. Launched by the Clerk of the Privy Council in 2013, the blueprint is guided by four main principles: an open and networked environment; a whole-of-government approach; a modern workplace that makes smart use of new technologies and a capable, confident, high-performing workforce.



Photo by Peter Mallett, Lookout

Corporal Ryan Cunningham of Base Logistics speaks with a member of the Naval Tactical Operations Group during the Canada Defence Team Career Networking Fair on Oct. 17. CFB Esquimalt was one of seven military bases across Canada to participate in the first annual career networking fair.

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Peter Mallett
Staff Writer

This week four communities in the Pacific Northwest are preparing to mark the 100th anniversary of the worst maritime accident our region has ever seen.

Commemorative events in Victoria, B.C., Whitehorse, Yukon and Skagway and Juneau, Alaska, will remember the SS Princess Sophia and its estimated 367 passengers and crew who were all killed when disaster struck on Oct. 25, 1918.

The Canadian Pacific coastal passenger steamship ran aground on Vanderbilt Reef in Alaska's Lynn Canal during a fierce snowstorm. It eventually sank into the icy waters, killing every soul onboard.

Victoria's Maritime Museum of British Columbia will be remembering the tragedy with the installation of a commemorative plaque that will be unveiled during a ceremony at the Maritime Museum of B.C. beginning at 10:30 a.m. It will be permanently installed in the Parade of Ships Memorial Wall in Victoria's Inner Harbour.

It will also include the unveiling of an enlarged replica commemorative coin, released earlier this month by the Royal Canadian Mint. The coloured coin is 99.9 per cent fine silver and features a depiction of The Unknown Titanic of the West Coast by maritime artist Yves Bérubé.

Museum Executive Director, David Leverton has been interested in the story for years.

"I first learned about the tragic event back in 1978 while traveling through Skagway, Alaska. There was a song being played on the local radio station by a musician named Steve Hites who had written this amazing song that described the largest marine disaster that had ever occurred along the Pacific Northwest coast. I bought a copy of the album, strapped it to my backpack and continued on my way. In later years, I was surprised to learn that few people knew anything about this unbelievable event. "It's an amazing story but so many people out there have no idea that it happened," said Leverton. "It's not part of our folklore but it truly is an important part of our maritime history in this region."



Photo credit Maritime Museum of B.C.
A view of the SS Princess Sophia exhibit at the Maritime Museum of B.C. Executive Director David Leverton says he has been fascinated by the story behind the vessel for several decades.

A Perfect Storm

In the days leading up to the tragedy, there were rumours that the First World War was coming to an end. Leverton describes a celebratory mood in the Alaskan port of Skagway when Sophia departed on its final southward journey of the year to Vancouver.

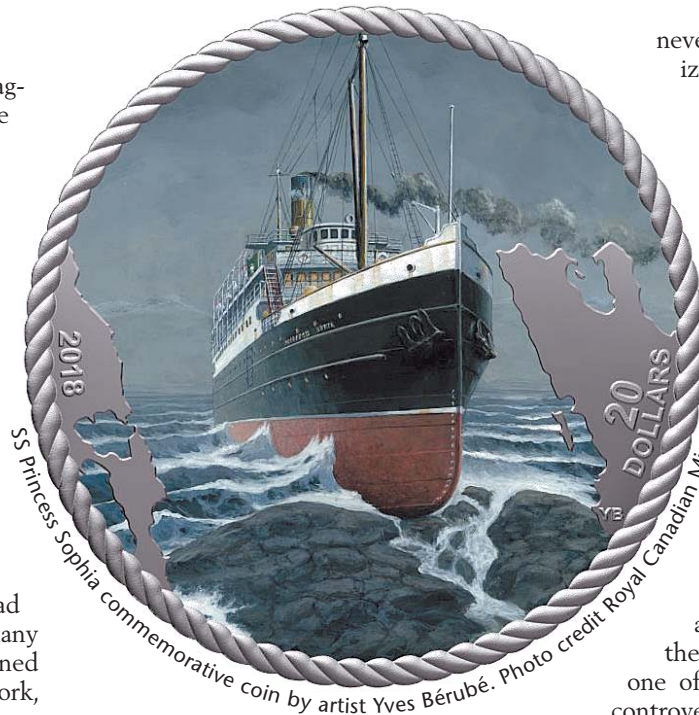
But there was also illness. Before the ship departed Skagway, several of its crew had contracted what was thought to be the Spanish Flu which, by early October 1918, had made its way to North America from the trenches of Europe and eventually added to the peril.

The ports on the West Coast had yet to be fully quarantined. Since many of the crew had become sickened by the flu and were unable to work, Sophia departed Skagway at 10:10 p.m. on Oct. 23, three hours late. Shortly after entering the Lynn Canal, a narrow 135-km poorly-marked channel, a fierce storm set in resulting in near-zero visibility. Less than four hours after its departure from Skagway, it struck Vanderbilt Reef head-on at a high rate of speed.

It was stuck on the reef but not severely damaged and not taking on water. Captain Locke made his fateful decision when deciding it was unsafe to transfer passengers to nearby fishing boats that had been called to rescue those aboard. Instead he ruled the transfer of passengers would be unsafe and that the rescue vessels should wait until the storm abated.

But instead of moving off, the storm intensified, and Sophia was stuck on the reef for 40 hours. In the early hours of its grounding, Sophia still had power, passengers were comfortable, and panic had yet to set in. But in its final hours desperate distress calls and SOS radiograms were dispatched from the bridge as the ship began to gradually slip off the reef. With the upper section of the hull sliced open from the collision with the reef, water rushed into its engine room and the ship quickly sank. High winds and a blinding snowstorm prevented the rescue ships from arriving until the next morning and everyone onboard perished.

"It was a perfect storm of events that came together to make this tragedy,



SS Princess Sophia commemorative coin by artist Yves Bérubé. Photo credit Royal Canadian Mint.

with many communities in Yukon becoming isolated for many years afterwards and not fully recovering until 1942 when the Alaska Highway was built," said Leverton, noting that Dawson City, Yukon lost 10 per cent of its population in the disaster.

The story of Sophia inspired Alaskan folk singer/songwriter Steve Hites to write a song after his close friend Reg Brook told him of the harrowing story in the mid 1970s. A friend of Brook's father, Captain James Alexander, owner of the Engineer Mine, was one of the passengers that was killed in the disaster. Hites first performed the song in 1977 at the Farrago Folk Festival, in Faro, Yukon before recording it in 1978.

"The hopes and future of the Engineer Mine and all who worked there went down with the ship," said Hites. "I will

never forget Reg's truly mesmerizing story and I knew that night I would have to tell it someday in a song."

Annette G.E. Smith of Juneau, a retired IT worker and self-described "late-blooming diver", is equally fascinated by the story of the Sophia. The 66-year-old often dives the wreck to take video and photographs of it, and says she was hooked on the Sophia story since her first dive at the site.

"I wanted to know the story of the wreck and those aboard, each one had a story and those who loved and lost them," said Smith. "Her story is one of great joy and sorrow, one of controversy and misconceptions. It is an amazing story when you look at how ships navigated treacherous waters in those days."

Travelling Road Show

Leverton and his staff put together a proposal to the Government of Canada's Museums Assistance Program (MAP) to provide funding for the construction of a travelling exhibition on Sophia. In January 2018 the museum unveiled its exhibit entitled SS Princess Sophia: The Unknown Story of the Largest Marine Disaster along the Pacific Northwest Coast.

"It all came together very quickly, they were very supportive, and we have partnered with other museums," said Leverton.

After its debut at the Maritime Museum of British Columbia, the exhibit has since visited museums in

Vancouver and Juneau and is set to be unveiled at a memorial service in Whitehorse at the Yukon Arts Centre on Oct. 25 at 5:30 p.m., the moment of Sophia's last wireless radio dispatch.

On Oct. 25, 26 and 27 the Juneau Dance Theatre will pay tribute to the Sophia with a two-act Opera performance entitled The Princess Sophia. A commemorative plaque was also unveiled at the White Pass and Yukon Route Depot in Skagway on Oct. 20.

On Nov. 10 and 11, Vancouver's Mountain View Cemetery will hold a ceremony of music and remembrance with a concert, luncheon and display of the museum's exhibit. The ceremony will also unveil a headstone for members of the O'Brien family who were

The cemetery is the site where many of the victims of the SS Princess Sophia's deceased are buried. Many of the bodies arrived in Vancouver on the SS Princess Alice from Alaska on the day that the First World War Armistice was being announced, Nov. 11, 1918. Sadly, Leverton notes, few paid much attention to the 'Ship of Sorrows' arrival in Vancouver with all of the peacetime celebrations in full swing; the tragedy was largely overlooked and eventually forgotten by many.

For more information about the Maritime Museum of British Columbia and its Sophia exhibit, visit their website: <http://mmbc.bc.ca>

It was a perfect storm of events that came together to make this tragedy, with many communities in the far north becoming isolated for several years afterwards and not fully recovering until 1942 when the Alaska Highway was built.

The Last Voyage of the Princess Sophia

An excerpt from Alaskan folk singer/songwriter Steve Hites' song The Last Voyage of the Princess Sophia. Hites says he wrote his song in February 1977 while eating a hot turkey sandwich at a Denny's restaurant in Burien, WA at 2 a.m. after hearing about the story from a friend. He first performed the song seven months later at the Farrago Folk Festival, in Faro, Yukon.

The Wreck

No one knows what happened that night as the blizzard howled 'round her lonely lights, and the passengers lay huddled in their cabins and beds watching the waves swing the lamps that hung overhead.

But the force of the storm brought an unseasonal tide that lifted the Sophia's stern right up to the sky, and as the Captain watched helplessly she was ground cross the teeth of the jagged rock shoals of Vanderbilt Reef.

The sound of her plates being torn from beneath, water rushing in to a hissing of steam, terrified cries from steerage below as the sea pushed her free from her perch on the shoal.

Too rough to launch boats, no time from alarm, no help nearby in the teeth of the storm. The "Sophia" has turned from a ship to a stone, "My God, we are sinking!" cries the wireless phone.

Icy cold water, black of the night, fumbling for life vests in the failing light. Where are the children, which way to the deck? All lost in the vortex of the foaming wreck...



Photo by Annette G.E. Smith
Diver Jacques Marc of the Underwater Archeological Society of British Columbia swims over the stern wench on the wreck of the Sophia.

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Vice-Admiral Ron Lloyd, Commander of the Royal Canadian Navy, and Admiral Um Hyun-Sung, Chief of Naval Operation Republic of Korea Navy, sign an agreement strengthening mutual co-operation and reaffirming Canada's commitment in the Asia-Pacific Region.

Royal Canadian Navy signs MOU with Republic of Korea Fleet Command

The Royal Canadian Navy has signed a Memorandum of Understanding with the Republic of Korea Fleet Command (South Korean Navy). The signing occurred on Oct. 9, during a bilateral meeting with Republic of Korea Fleet Command officials at the Jeju Naval Base, during the International Fleet Review.

Under this Memorandum of Understanding both navies commit to enhancing bilateral defence relations and furthering success and friendship when working in tandem both at sea and ashore. With new cooperative engagements, both navies will build upon their ability to respond to contemporary defence and security

challenges in the Asia-Pacific Region together.

Multilateral defence relations are an important component of the RCN's overall engagement in the Asia-Pacific, and contribute to Canada's ability to maintain a persistent maritime presence in the region, in alignment with Strong, Secure and Engaged.



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HMCS CALGARY AT SEA



Above: PO2 Adam and crewmembers stock the ship while in Korea during Operation Projection. Right: The fo'c'sle party forms up as Calgary prepares to come alongside.



OS Ranville helps rig the awning on the flight deck while alongside in Busan, Republic of Korea.



HMCS Calgary is deployed on Operation Projection. They are working to make the world more secure and enhance relationships with Canada's allies and partners.

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Bravo Zulu

HMCS Calgary Awards and Promotions

Commander Royal Canadian Navy, Vice-Admiral Ron Lloyd visited HMCS Calgary while deployed on Operation projection. While on board he handed out the Special Service Medal (SSM) with Expedition Bar. Pictured below are a few of those who received them.

Photos by LS Mike Goluboff, MARPAC Imaging Services



Sailor of the Quarter

Sailor of the Quarter LS Gemma Handley is awarded a certificate and coin from HMCS Calgary's Commanding Officer, Cdr Ryan Saltel.



CPO2 Laurendeau receives the SSM Expedition Bar.



LS Lalonde receives the Special Service Medal (SSM) with Expedition Bar.



LS Organ receives the Special Service Medal (SSM) with Expedition Bar.



Lt(N) Cayouette receives the Special Service Medal (SSM) with Expedition Bar.



Lt(N) Tremblay receives the Special Service Medal (SSM) with Expedition Bar.



PO1 Gray receives the Special Service Medal (SSM) with Expedition Bar.



PO2 Ireland receives the Special Service Medal (SSM) with Expedition Bar.



WO McCaul receives the Special Service Medal (SSM) with Expedition Bar.



Want to recognize someone in your unit?
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Bravo Zulu

HMCS Yellowknife Awards and Promotions

LCdr Donald Thompson-Greiff, Commanding Officer of HMCS Yellowknife, presented awards and promotions Oct. 16.

Photos by LS David Gariepy, MARPAC Imaging Services



LS Oren Grabarnik receives the Operational Service Medal – Expedition.



PO1 Brian Whitman receives the Canadian Forces Decoration First Clasp.



AB Geoffrey Pridie is promoted to his current rank.



LS Oren Grabarnik is promoted to his current rank.



A/SLt Conor Finan is promoted to his current rank.



Lt(N) Bailey Kuntz is promoted to her current rank.



AB Jean-Eudes Cloutier receives the Sea Service Insignia level one.

Bravo Zulu

Canadian Forces Recruiting Centre



Col L. Sabourin, Commander of Canadian Forces Recruiting Group (CFRG), and CWO M. Davis, Sgt Major of CFRG, present CPO2 S. Budden, UCPO of CFRC Pacific, with the MILPERSCOM CWO Coin for his work as the Sgt. Major of the Recruiter Training Concentration in Cornwall ON.



Col L. Sabourin, Commander of Canadian Forces Recruiting Group (CFRG), and CWO M. Davis, Sgt Major of CFRG, present MCpl M. Leoncio of CFRC Pacific Detachment Vancouver with the CFRC Pacific Recruiter of the Quarter Award for June-September 2018.

Bravo ZULU

Patrol Craft Training Unit

LCdr Bergmann, Commanding Officer of Patrol Craft training Unit, presented medals.



LCdr Greer receives the Special Service Medal - Expedition Bar for participating in Operation Artemus.



LS Ashcroft receives the Special Service Medal - NATO for participating in Operation Reassurance.



LS Kent receives the Canadian Forces' Decoration.



MS Cartagena receives the Gun Metal Sea Service Insignia (SSI).



LS Keddy receives the Gun Metal SSI.

Bravo ZULU

CFB Esquimalt Sports & Athletic Awards

Elite athletes from CFB Esquimalt were on hand Oct. 11 at the Sports and Athletic awards event, with many receiving special awards.

Photo by LS David Gariepy, MARPAC Imaging Services



PO1 Micheal Tibbetts (left) receives the Most Dedicated to Sports Award (Male) from Rugby Olympic medalist Karen Paquin.



Lt(N) Krista Seguin (left) receives the Most Dedicated to Sports Award (Female) from Rugby Olympic medalist Karen Paquin.



MS Lee Thibault (left) receives the Breakthrough Athlete Award (Male) from Base Commander, Capt(N) Jason Boyd.



AB Julie Reid (right) receives the Breakthrough Athlete Award (Female) from Base Commander, Capt(N) Jason Boyd.



CPO2 Charles Kuyper (left) receives the Sportsmanship Award (Male) from Penny Blanchard, Sports and Fitness Manager, Personnel Support Program (PSP).



Captain Megan McDougall (left) receives the Sportsmanship Award (Female) from Penny Blanchard.



PO1 Scott Crouse (left) accepts the Breakthrough Team Award on behalf the CFB Esquimalt Men's Slow Pitch team, presented by David Rothermund, Senior Manager of PSP.



MS Pat McKernan (left) accepts the Breakthrough Team Award on behalf the CFB Esquimalt Men's Ball Hockey team, presented by David Rothermund, Senior Manager of PSP.

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<p>24 HRS</p> <p>Cannabis consumption during the 24 hours before any known or expected performance of ...</p>	<ul style="list-style-type: none"> operation or handling of a loaded weapon, ammunition, explosive ordnance or explosive; operation or handling of a weapon system; a scheduled base emergency response duty, including firefighting or medical first response by military police, a firefighter or a medical technician assigned to medical first response duty; a scheduled operational exercise or collective training; operation of a wheeled or tracked vehicle, or mobile support equipment; servicing, loading, testing or involvement in maintaining a military aircraft or a component of a military aircraft; training as a candidate for the basic military qualification or basic military officer qualification and not restricted from leave; parachuting, rappelling or fast roping activities; maintenance or packing of parachuting, rappelling or fast roping equipment; operation of a laser of class 3B, 3R or 4, as classified under the American National Standards Institute Z136.1, Safe Use of Lasers; or operation of a fuel farm or handling of bulk petroleum.
<p>28 DAYS</p> <p>Cannabis consumption during the 28 days before any known or expected performance of ...</p>	<ul style="list-style-type: none"> operating in a hyperbaric environment, i.e. diving, submarine service or use of a hyperbaric chamber; high altitude parachuting from a height of or above 13,000 feet (3,962 metres) above mean sea level; service as a member of a crew of a military aircraft as a pilot, air combat systems officer, flight engineer, airborne electronic sensor operator, observer, loadmaster, jumpmaster, search and rescue technician, air technician, air gunner, air marshal, tactical aircraft security officer, flight test engineer, flight attendant, flight steward, flight surgeon, flight nurse or aeromedical evacuation technician; controlling or directing an aerospace platform or asset; or operation of an unmanned aerial system.
<p></p> <p>Enduring and total prohibition on cannabis consumption during the entire period of ...</p>	<ul style="list-style-type: none"> an international operation, exercise or collective training, other than any period of authorized leave in Canada; or an OUTCAN posting, other than any period of authorized leave in Canada.

Learn more: DAOD 9004-1, Use of Cannabis by CAF Members