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Volume 64 Number 20 | May 21, 2019

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## YELLOWKNIFE & WHITEHORSE RETURN HOME

Petty Officer First Class Stephen Rownd, Chief Engineer in HMCS Whitehorse, reunites with his seven-year-old son Nathaniel after a two month deployment on Operation Caribbe. The family re-union took place at Y Jetty May 15. See more on page 12.



Photo: Leading Seaman Sisi Xu, MARPAC Imaging Services

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## Navy returns to Van Isle 360 yacht race

**Peter Mallett**  
Staff Writer

Two sail training vessels of the Royal Canadian Navy with their team of sailors are set to compete in next month's prestigious Van Isle 360 International Yacht Race.

This year's biennial 580-nautical mile race is a 15-day sailing competition around Vancouver Island beginning June 1 in Nanaimo. This year's 15th edition will involve what organizers say are 38 of the fastest yachts in the region and approximately 400 competitors.

Lieutenant Commander Chris Maier, a Division Commander at Naval Fleet School (Pacific), heads Esquimalt's team who will race aboard Fleet School's 36-foot, sloop-rigged (single mast), Sail

Training Vessels (STV) Goldcrest and Tuna. LCdr Maier says the race will provide an "invaluable experience" for those selected to compete.

"It's a very exciting race that will showcase what the RCN sail training program is able to do," he said. "Sailors will be tested in all sorts of conditions, whether sailing upwind in very challenging conditions to transiting difficult stretches of waterway such as the notoriously difficult Seymour Narrows near Campbell River."

Crews for the two boats are sailors from Naval Fleet School (Pacific) and Regular Officer Training Program (ROTP) students, most of whom are new to the navy and sailboat racing. Teams will be led by a few experienced sailors handpicked from

the fleet to be watch captains.

LCdr Maier is also Commodore of the Canadian Forces Sailing Association (CFSA) recreational sailing club. He has seven years sailing experience and spends many weekends out on the water with the CFSA, but says the race is also going to put his abilities to the test.

"This will be the most challenging thing I have ever done aboard a sailboat," he said. "It will be a long and intense series of nine sailing legs between nine ports in many places I have never sailed before, and I will be doing it with a fairly new crew, many of whom will have limited sailing experience."

LCdr Maier started with a pool of 20 sailors. After the group completed 10 days training cul-

minating in a sea survival course, he trimmed the race roster to 16. The training phase will be followed by the participation of Tuna and Goldcrest in this year's Swiftsure International Yacht Race, May 25 and 26 in Victoria.

The navy will also provide Orca-class *PCT Raven* as a support vessel for the Van Isle 360 Race, and for search and rescue capabilities if required by Joint Rescue Command Centre Victoria. *Raven* will also act as a supply and support vessel for the two racing teams, while at the same time providing community outreach in the form of guided tours of the vessel while visiting port towns along the coastline.

It's been 10 years since the base was involved in the race, with *HMCS Oriole* taking part

in 2009. Van Isle 360 co-owner and organizer Jeff Motley congratulated the navy for their return to the race and noted their participation provides his event with an enhanced level of interest in port towns who are hosting the race.

"We think it's absolutely awesome and really a big deal for us to have an organization with the stature of the Royal Canadian Navy involved in our race," said Motley. "It's also important to note the positive vibes we are getting from people in towns such as Ucluelet, Port Hardy, and Winter Harbour. They are excited the patrol craft will be coming to their community to visit."

For more information about the Van Isle 360 Yacht Race visit their website [www.vanisle360.com](http://www.vanisle360.com)

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# An elevated first for HMCS Whitehorse



An unmanned aerial vehicle (UAV) controller assembles the UAV onboard HMCS Whitehorse during Operation Caribe.

## Captain Annie Morin Op Caribe Public Affairs Officer

The new PUMA Unmanned Aerial Vehicle (UAV) – commonly known as a drone – was employed throughout the recent Operation Caribe mission, greatly enhancing the intelligence, surveillance and reconnaissance capability of HMCS Whitehorse, a Maritime Coastal Defence Vessel.

The employment of PUMA onboard Whitehorse was a Royal Canadian Navy (RCN) first; the culmination of many months of effort by military and DND civilian teams.

The system provided enhanced visibility during boarding operations conducted by the embarked United States Coast Guard Law Enforcement detachment, allowing personnel aboard Whitehorse to monitor boarding operations from above. In one situation, the drone was used to locate a suspect vessel prior to a boarding, and feed real-time video back to the ship while teams conducted a search.

Operation Caribe is Canada's contribution to United States-led efforts to combat illicit drug trafficking at sea.



A sailor monitors the control station from Whitehorse's bridge. Photos by Operation Caribe Imagery Technician

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# matters of OPINION

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## WHAT SAY YOU

### People Talk

Lookout asked cadets participating in the national marksmanship competition at Wurtele Arena in Esquimalt May 7 to 10:

*What do you like most about cadets?*



For me, it's all about the friendship, meeting people from my hometown, throughout Quebec and across Canada. After six years as an army cadet I have made some really good friends.

**Sergeant Jacey Leclair,**  
53 Royal Canadian Air Cadet Squadron, Summerside, PEI



This is my fourth year and I like it because it has a bunch of opportunities to participate in different activities. For me, it was shooting, which I really like doing along with biathlon. These sports allow me to do a lot of travelling and to meet new people from across the country and see their points of view and different perspectives on life.

**Master Warrant Officer Marie-Clara Delage,**  
52 Royal Canadian Army Cadet Corp, Windsor, Que.



Being able to travel across Canada and the world, and getting a chance to see things I have never seen before is one big reason why I joined.

**Lance Corporal Jaedenz White,**  
2837 Royal Canadian Army Cadet Corps, Yellowknife



Going around and doing activities like this and meeting new people from across Canada is a lot of fun. Also, I want to join the military when I am older and this is giving me a chance to see what it is like and if I will like it.

**Corporal Star Thompson,**  
2837 Royal Canadian Army Cadet Corps, Yellowknife



The cadet program provides a ton of activities and opportunity to do things I have never tried before, like marksmanship. Before I tried shooting for the first time, I didn't know if I would like it, but I have become quite successful and am now one of the top junior cadet marksmen in the country.

**Flight Corporal Ruby Liu,**  
907 Royal Canadian Air Cadet Squadron, White Rock, B.C.

## WHAT SAY WE

# SPORTS trivia BAD BOYS AND GIRLS IN SPORTS

By Stephen Stone and Tom Thomson, Contributors

These were inspired after watching Game 8 of the 1972 Summit Series.

### Questions

1. These two officials from West Germany were thought by Team Canada 1972 officials to be incompetent and biased. Team Canada refused to play Game 8 if they were involved. The USSR agreed to the request to replace these officials but on game day reinstated one of them. Who were these infamously bad referees, nicknamed Baad and Wurst?
2. Who pleaded guilty to hindering the prosecution looking into the attack on her rival's knee prior to competing in the 1994 Olympic women's skating competition?
3. He learned to box while in prison. His contract was owned by "The Mob." A challenger for his heavyweight title, after an incident in a Las Vegas hotel, said, "I act crazy. He is crazy."
4. He fathered 11 children by 10 women, played for the Denver Broncos after signing a five-year, \$23-million contract, operated a drug trafficking operation (not necessarily during his career) and was sentenced to a three-year jail term.
5. He shot and killed a man in 1954, stomped one of his employees to death, bribed a hospitalized Muhammed Ali and stole millions from Mike Tyson.
6. Who was the former Detroit Tiger ace, organist, extortionist, drug trafficker, money launderer and embezzler?

- Answers**
1. Franz Baader and Josef Koppalla. It was Koppalla who gave USSR a two-man advantage within the first three minutes of the first period and disqualified JF Parise.
  2. Tonya Harding. While she was aware of the attack on Nancy Kerrigan's knee, she did not in fact hire the attacker. Kerrigan won silver and Harding finished out of contention and eventually was forced out of the U.S. Figure Skating Association.
  3. Sonny Liston, who lost his title to Cassius Clay, who is best known as Muhammed Ali.
  4. Travis Henry
  5. Fight promoter Don King
  6. Denny McLain

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# Local minor hockey honours Navy with rebrand

**Peter Mallett**  
Staff Writer

Victoria Minor Hockey Association (VMHA) has undergone a naval-themed rebranding and will now be known as the Victoria Admirals.

The name switch from the Victoria Ice Hawks to Admirals was announced April 30 and came after club officials approved the amalgamation of Victoria and Saanich Minor Hockey Associations for the upcoming 2019-2020 season. The realignment grows the size of the club to approximately 900 players on 55 house league teams and elite level representative teams.

"CFB Esquimalt has been a part of the community for over 150 years and we're so pleased that the Victoria Admirals have chosen to recognize that naval connection," said Captain (Navy) Jason Boyd, Base Commander for CFB Esquimalt.

VMHA's new logos and uniform were designed by local artist and illustrator



Jeremie White. White previously designed uniforms for the Vancouver Canucks during the 1990s and has children who play hockey for VMHA teams. The logo features a large red letter 'V' backed by an anchor and a horizontal fronting crest featuring the nickname "Admirals."

An alternate logo designed by White features a Canadian warship and its main gun on a black, red and grey background accented by waves and a white maple leaf. The new jerseys won't be revealed until a ceremony later this year.

Nicki Reich, VMHA Vice President and Communications Director, led the VMHA rebranding process and says the name change reflects the importance of the Pacific naval fleet in the community.

"It has been a pleasure to work with the team at the base to create a brand that acknowledges our naval heritage in Victoria," said Reich.

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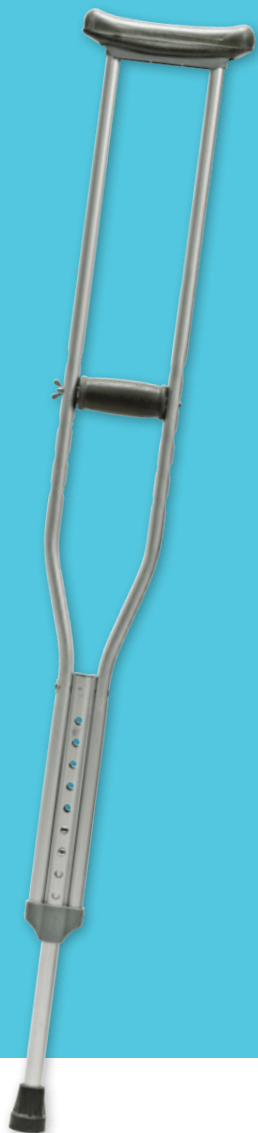
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# Sailor Profile: Meet Lt(N) Taylor Workman

**Lt(N) Linda Coleman**  
HMCS Regina PAO

Meet *HMCS Regina's* Navigating Officer and Senior Bridge Watchkeeper, Lt(N) Taylor Workman.

The London, Ontario, native is on Operation Artemis, the Canadian Armed Forces' ongoing contribution to counter-terrorism and maritime security operations in the Middle Eastern and East African waters.

So far on this mission, *Regina* has seized over 9,000 kg of narcotics in the Northern Arabian Sea in an area known as the "hash highway" – a historical shipping route through the Indian Ocean that's been known for smuggling hashish for centuries. The profits made from selling these illegally smuggled narcotics is a known source of funding for terrorist and criminal organizations in the region.

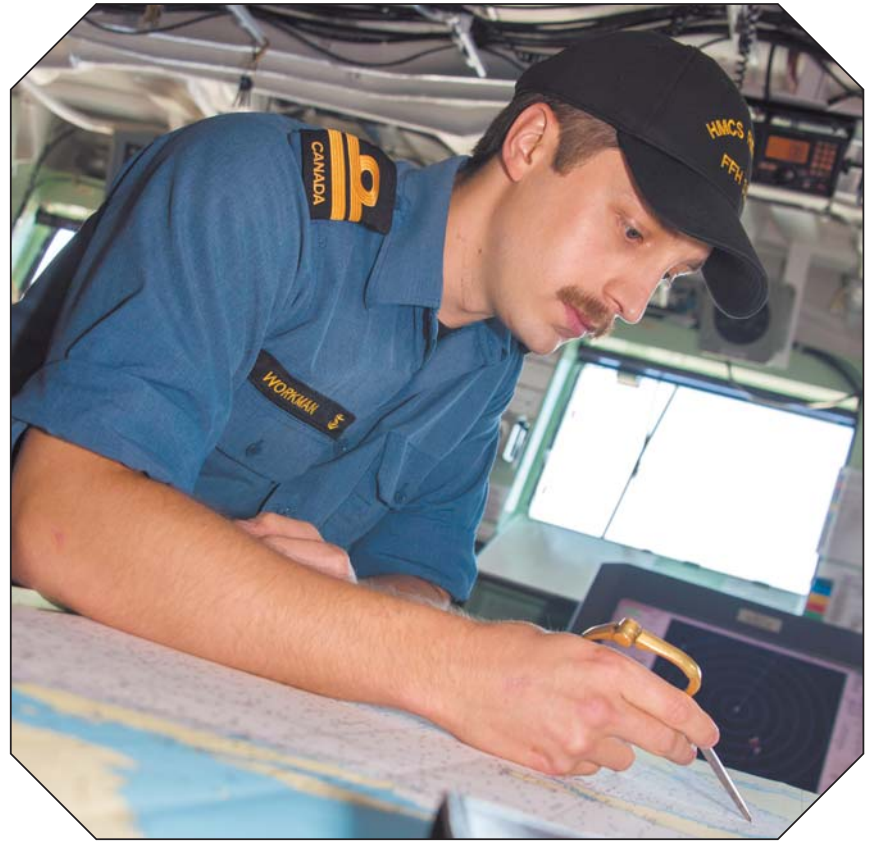
For Lt(N) Workman, this is an exciting part of his job.

"When a suspicious vessel we tracked down is being searched by the boarding team and you get the call that they found drugs being illegally smuggled, it's an awesome feeling," said Lt(N) Workman. "Once it sinks in that you're making an impact, and you get to share the news with friends and family highlighting what you're doing out here and why you're deployed for so long, it makes me feel proud of our ship and our navy for having an impact on the global stage."

So how did someone from Ontario find himself hunting drug smugglers in the Arabian Sea with the Royal Canadian Navy (RCN)?

"My grandfather was a pilot who trained other pilots during the Second World War; so, the idea of serving the country was always in the back of my mind."

In 2010, Lt(N) Workman joined



the navy through *HMCS Prevost*, the Naval Reserve Division in London, ON. Once he completed Basic Training, Lt(N) Workman said he was "hooked" and within six months requested a transfer to the Regular Force.

"I got accepted to the Regular Officer Training Program and attended the University of Guelph for my undergrad."

Since then, he has done Operation Caribbe twice, sailed to Antarctica with the Royal Navy as part of an officer exchange program, and has deployed throughout the Asia Pacific. But, like all jobs, there are challenges.

"Being away from home is always a challenge. Plus, the job itself comes

with a lot of responsibility and at times it can be very demanding mentally, physically, and even emotionally. As a bridge watchkeeper and navigator, I have a huge responsibility for the safety of all personnel on board and the ship itself when I stand watches, and for getting the ship to the right place at the right time so we can carry out our assigned mission."

*Regina* is on Operation Artemis until May 30, then the ship will transition to Operation Projection, which consists of working with partner navies and conducting key leader engagements to enhance military cooperation and partnerships in support of Canada's diplomatic efforts in the Asia-Pacific region.

The warship will return to its homeport of Victoria in August after six months at sea.

Even though Lt(N) Workman calls Victoria home these days, he heads back to his hometown as often as he can to catch up with family, friends, former teachers, and co-workers in the London area. He will have many stories to tell after a deployment like this.

*"My grandfather was a pilot who trained other pilots during the Second World War, so the idea of serving the country was always in the back of my mind."*

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**Good morning. Good times.**



# Construction begins on fourth Arctic and Offshore Patrol ship

**Ryan Melanson**  
Trident Newspaper

The Government of Canada and Irving Shipbuilding marked the latest milestone of the National Shipbuilding Strategy on May 3 with the start of construction on the future HMCS William Hall. It is the fourth of the Royal Canadian Navy's future fleet of Arctic and Offshore Patrol Ships (AOPS).

A ceremony was held inside the Assembly Hall at Irving's Halifax Shipyard, with the Harjit Sajjan, Minister of National Defence, and RAdm Art McDonald, Deputy Commander Royal Canadian Navy (RCN), and other government, Canadian Armed Forces, and industry representatives.

With hundreds of his colleagues looking on, shipyard apprentice Connor Warren



Irving shipyard apprentice Connor Warren makes the first welds for the future HMCS William Hall, the fourth Arctic and Offshore Patrol Vessel.

Photo courtesy Mona Ghiz, MARLANT PA

made the first welds as part of the construction of the future ship.

Minister Sajjan described the progress of AOPS construction as evidence the National Shipbuilding Strategy has revitalized the marine industry in Canada and led to new Canadian innovations. This will all lead to a strong and modern fleet of new RCN warships.

Like the other ships in its class, the fourth AOPS is named after a Canadian naval hero. Petty Officer William Hall was a sailor aboard HMS Shannon in 1857 when crew from the ship provided support to the British Army during the relief of Lucknow. Hall received the Victoria Cross in 1859 for his role in that battle, breaching an important wall as part of a 24-pounder howitzer crew despite sustaining serious injuries.

Hall was the first Nova Scotian and the first person of African descent to receive the Victoria Cross.

Several shipbuilders working at the shipyard through Irving and Nova Scotia Community College's Pathways to Shipbuilding - African Nova Scotian Program were front and centre at the ceremony to see work begin on the ship.

On the same day that construction began on William Hall, Irving Shipbuilding also marked the latest step in the construction of the second AOPS, the future HMCS Margaret Brooke. Staff moved the bow section of the ship outside the Assembly Hall, joining it with the centre and stern mega-block sections to complete structural assembly of the vessel on land. Crews will work in the coming weeks to



The bow mega block section of the future HMCS Margaret Brooke is moved outside at Irving's Halifax shipyard.

Photo courtesy Irving Shipbuilding


fully join the three components together before continuing with outfitting of the ship.

Plans are to launch Margaret Brooke this fall and begin the final phase of construction with the ship in the water, ahead of sea trials next year.

As for the lead ship in the class, HMCS Harry DeWolf, Minister Sajjan and Irving Shipbuilding said things are still on schedule, with delivery to the RCN planned later this summer. In total, six AOPS will be delivered to the navy from Irving Shipbuilding, with the final ship expected in 2024.


The AOPS were designed to give the RCN increased capability when patrolling Canada's north, enhancing CAF presence in the Arctic and asserting Arctic sovereignty. The Harry DeWolf-class will also be fully capable of operating internationally, including as part of humanitarian assistance and disaster relief missions.

"We've got missions all over the world and this is going to be an important new tool to support those missions. I know the navy is excited to get these ships," Minister Sajjan said.



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# KOOTENAY SURVIVOR HONoured

## AFTER

# 50 Years

Photos by SLT Michael Déry



Cmdre Angus Topshee presents Cdr (Retired) Al Kennedy with the Wound Stripe on May 14. Kennedy was severely injured in the HMCS Kootenay explosion on Oct. 23, 1969.

**Peter Mallett**  
Staff Writer



AS THE 50th anniversary of the HMCS Kootenay explosion approaches this fall, one of its survivors has finally been honoured with a Wound Stripe, a distinction worn on the sleeve of military members wounded in action prior to 2001.

Commander (Retired) Al Kennedy, 77, received the honour from Commodore Angus Topshee, Commander Canadian Fleet Pacific, last Tuesday at a ceremony in D100.

The Victoria resident was the Engineering Officer in Kootenay on the morning of Oct. 23, 1969. Just after 8 a.m. there was an explosion in the ship's engine room that killed nine people, including seven of the 10 men in Kennedy's engine room team.

The tragedy is considered the Royal Canadian Navy's worst peace-time accident, so it was with a heavy heart and tears that Kennedy addressed those at the ceremony.

"I cannot forget the nine men who lost their lives that day, and of course their families, wives, children, parents and friends who were bereft," said Kennedy. "It was a terrible experience for everyone, and I survived, but not a day goes by when I don't think about it."

The Wound Stripe Kennedy received is the forerunner of the present-day Sacrifice Medal, created in 2001 to recognize members of the CAF, a member of an allied force, or a Canadian civilian under the authority of the Canadian Forces who died or was wounded under honorable circumstances as a direct result of hostile action.

Before presenting him with this honour and a ceremonial plaque, Cmdre Topshee congratulated Kennedy for his strength and character in the incident. He then apologized that it had taken so long for him to be recognized by the Royal Canadian Navy.

"I am overwhelmed by the horrific experience you and other Kootenay crew members had," said Cmdr Topshee. "Your story is one that I had heard as a member of the junior ranks, and it is unbelievable that you managed to leave the engine room and somehow make it up on to the bridge."

### The Explosion

Kootenay was part of a nine-vessel Canadian Task Group that was exercising in waters south of Plymouth England when the ship was ordered to carry out a periodic full power trial.

As the ship's steam power plant reached maximum revolutions of 5,750 RPMs, a mechanical flaw in the gearbox quickly overheated it to a temperature of 650 F. An explosion ensued and caused a fireball that raced through the engine

room, up its hatches and onto the main passageway in the ship.

Kennedy, Petty Officer First Class John MacKinnon (starboard throttle), and Able Seaman Allan 'Dinger' Bell (main engine room temperature readings) were the only ones in the engine room who survived but were all severely injured in the ordeal.

Those who died in the engine room were:

- Chief Petty Officer First Class Vaino 'Ski' Partanen (Chief Engine Room Officer Artificer);
  - Chief Petty Officer Second Class William Alfred 'Billy' Boudreau (Engine Room Chief);
  - Petty Officer First Class Eric George Harman (port throttle);
  - Leading Seaman Pierre 'Pete' Bourrett (recording at the console);
  - LS Thomas Gordon (fire and bilge pump);
  - LS Gary Wayne Hutton (torsion meter readings); and,
  - Able Seaman Michael Allen Hardy (main engine temperature readings).
- Petty Officer Lewis John Stringer and Ordinary Seaman Nelson Murray Galloway were also among the dead.

### Alerting the Crew

Kennedy and his two surviving engine room mates climbed up the engine room ladder and out the front hatch. He recalls how the smoke in the engine room was so thick he couldn't see his own feet on the

ladder, which made for difficult footing. His hands were so badly burned it was difficult to climb the ladder and open the hatch.

"The time it took to go up the ladder was only seconds, but it seemed like an eternity," said Kennedy. "The only thing going through my mind was a feeling of sadness that I was going to die and not be able to see my wife or three-month-old infant son."

After the explosion the danger was not over for the Kootenay. The unmanned turbines were still receiving steam from the boiler and the ship was charging ahead at full speed. The wheelhouse had filled with smoke and had to be abandoned, which left no one at the controls.

Eventually, fire-fighting help and supplies arrived with the assistance from HMCS Saguenay and a Sea King helicopter. An emergency helm station was established to override the ship's controls and shut off the engine.

Kennedy suffered severe burns to approximately 30 per cent of his body, and smoke inhalation. Much of his clothing and hair had been burned away and he suffered soft tissue, tendon and muscle injuries; later he suffered Chronic Pain Syndrome and Post-Traumatic Stress Disorder. He was evacuated by helicopter to HMCS Bonaventure and later to a burn hospital in England for two months of treatment. He then returned to Canada for 18 months of extensive surgical reconstruction.

### A Way Forward

In the months following the explosion, a board of inquiry determined that insert bearing shells in the starboard gearbox had been installed backward, thus disrupting the flow of lubricating oil causing an overheating of the bearing and the ignition of the lubrication oil.

The ship was repaired but wouldn't return to service until January of 1972, when it was relocated to Esquimalt.

Kennedy says that although the explosion was a horrific experience "some good things came out of the tragedy" such as changes to equipment and engine room procedures, changes

to fire fighting and damage control equipment, and improved training.

Kennedy eventually returned to his duties and went on to have a 33-year career in the navy before his retirement in 1992. He and his wife Barbara went on to raise a family that includes three children and three grandchildren.

Earlier this year, on Feb. 8 in Halifax, Able Seaman (Retired) Allan Dinger Bell was awarded the Wounded Stripe by Vice-Admiral Ron Lloyd, Commander Royal Canadian Navy. A third shipmate who escaped the engine room fire alive, John MacKinnon, died in 2008. He did not receive the Wound Stripe because it is not awarded posthumously.



Cmdre Topshee presents Kennedy with a Wound Stripe commemorative plaque.



Cmdre Topshee (left), Kennedy, and a delegation of visitors gather in D100 before the Wound Stripe presentation ceremony.



Donald Hawse, a former shipmate of Kennedy's during the explosion, discuss their memories of HMCS Kootenay.

“

*I cannot forget the nine men who lost their lives that day, and of course their families, wives, children, parents, and friends who were bereft. It was a terrible experience for everyone, and I survived, but not a day goes by when I don't think about it.”*

Commander (Retired) Al Kennedy





Photos by Leading Seaman Victoria Loganov, MARPAC Imaging Services

Base Commander Captain (Navy) Jason Boyd, Base Chief, Chief Petty Officer First Class Ian Kelly, and the Naden Band participated in the annual Buccaneer Day Parade held along Esquimalt Road on May 11.

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Bombardier Marie-Herene Maillet became the first female Canadian Armed Forces (CAF) member to achieve a perfect score of 400 on her annual FORCE Test. Only 0.02% of the CAF population achieve Platinum, which requires a score of between 394 and 400 points.

## Army Bombardier first woman to achieve FORCE test perfection

**Steven Fouchard**  
Army Public Affairs

Just say “it is time for your mandatory annual FORCE evaluation” and even seasoned Canadian Armed Forces members get nervous – but not Bombardier Marie-Herene Maillet, who scored an unheard of 100 per cent.

Bdr Maillet is an Air Defence Technician with 4th Artillery Regiment (General Support), Royal Canadian Artillery, based in Oromocto, New Brunswick.

In order to demonstrate they have the high level of physical fitness required for service, Canadian Armed Forces (CAF) members are subject to annual FORCE Evaluations. They must complete a series of four tasks: the sandbag lift, the sand-

bag drag, 20-metre rushes, and the intermittent loaded shuttle (five 40-metre shuttles with a weight and five without).

Only 0.2 per cent of CAF personnel manage to get a “platinum” score of between 394 and 400 points on their annual fitness test. Not only did a Canadian Army member join that small but distinguished group on Feb. 19, but she is also the first female CAF member to have reached platinum – and with a perfect score of 400.

Describing herself as a “super-hyper-active human,” Bdr Maillet explained that her personal fitness regime – a daily morning run of up to five kilometres, daily weight training and three afternoon swims each week – proved to be more than adequate preparation. Career ambitions were also a major motivator.

**Gunner (now Bombardier) Marie Maillet from 4th Artillery Regiment (General Support) participates in Exercise Turbulent Winds in the training area of 5th Canadian Division Support Base Gagetown, Oromocto, New Brunswick, in 2017.**



Photos by Corporal Geneviève Lapointe, Combat Training Centre, 5th Canadian Division Support Base Gagetown

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# YELLOWKNIFE AND WHITEHORSE RETURN HOME

Photos by Peter Mallett, Lookout

It was all smiles and hugs on Y Jetty May 16 when HMC Ships Whitehorse and Yellowknife returned to Esquimalt after a two-month deployment on Operation Caribe, Canada's contribution to a multinational effort to disrupt drug trafficking. *Top left:* Laura Roberts, wife of HMCS Yellowknife's Commanding Officer, Lt(N) Benjamin Roberts, and their daughter Florence anxiously await his return. *Right:* MS Mark Chase is reunited with his three-year-old daughter Alice. *Below:* Deck hands in HMCS Whitehorse tie up alongside HMCS Yellowknife after the long journey home.



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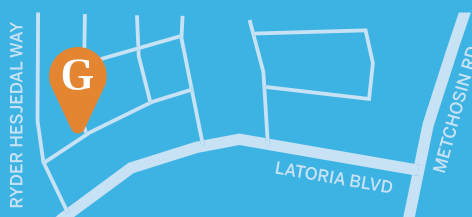
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## Canadian Submarine Force Promotions



MS Walls is promoted to her current rank by Capt(N) Christopher Robinson, Commanding Officer Canadian Submarine Force, and LCdr Ryan Munro, CSF Sustainment.



CPO2 Helm is promoted to his current rank by Capt(N) Robinson, Commanding Officer Canadian Submarine Force, and Lt(N) Paquette.



## Assistant Judge Advocate General Promotion

The Assistant Judge Advocate General Promotion ceremony took place at the Assistant Judge Advocate General (Pacific) courtroom May 15.

Photos by LS Sisi Xu, MARPAC Imaging Services



Commander Saloumeh Torani receives her promotion from Colonel Bruce MacGregor, Director of Military Prosecution, and Lieutenant-Colonel Dylan Kerr, Deputy Director of Military Prosecution.



## Base Administration Promotion



CPO2 Marc Grimard was promoted to his current rank by Cdr Cory Foreman, Base Administration Officer, and CPO2 Brian Charron, Base Administration Branch Chief.

Photo by LS Jandei Kim

## POESB Kudos



Jordan Melville, Administrative Assistant for POESB HQ, received a Bravo Zulu Certificate from LCdr Catherine Sands-Leith, Acting Commanding Officer POESB, in recognition of his commitment to workplace health and safety through his role as Fire Warden.

Photo by Stacey Brownsword

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# Free interpretive event at Fort Macaulay

**Peter Mallett**  
Staff Writer

Everyone is invited to attend a free historical interpretive event at Fort Macaulay Point Park May 25.

The 6<sup>th</sup> Annual Fort Macaulay Interpretive Event is organized by local historian Jack Bates of the Organization for the Preservation of Canadian Military Heritage (OPCMH). Located at the southern tip of Esquimalt, a key feature of the 19<sup>th</sup> Century fort is Macaulay Point Battery.

"It was once the most strategic batteries of the original Victoria-Esquimalt coast defence system and was manned continuously from 1878 to 1956 and built prior to the Fort Rodd Hill complex," said Bates. "The day will give visitors to the park a chance to take a walk back in time and discover part of the city's rich military history."

The event runs from 9:30 a.m. to 2:30 p.m. and includes guided tours of the battery. The day will also include historical displays by the Esquimalt Military Re-Enactors Association, the Greater Victoria Museums Group,



**Jack Bates of the Organization for the Preservation of Canadian Military History (OPCMH) speaks during the 5th Annual Fort Macaulay Interpretive Event. This year's event takes place at Fort Macaulay Point Park on May 25.**  
Photo by Peter Mallett Lookout

Esquimalt Archives, Fort Rodd Hill National Historic Site, and the 2483 Princess Patricia's Canadian Light Infantry Cadet Corps.

For more information about Esquimalt's historic Fort Macaulay and Work Points Barracks visit the website at [www.opcmh.ca](http://www.opcmh.ca).



## Formation Chief Change of Appointment

The Formation Chief Change of Appointment certificates are signed by, right to left, Chief Petty Officer First Class (CPO1) Tim Blonde, incoming Formation Chief; Rear-Admiral Bob Auchterlonie, Commander Maritime Forces Pacific and Joint Task Force Pacific, and CPO1 David Steeves, outgoing Formation Chief, during a ceremony held in the Rainbow Room of the Chiefs' and Petty Officers' Mess, May 16.

Photo by Leading Seaman David Gariepy, MARPAC Imaging Services



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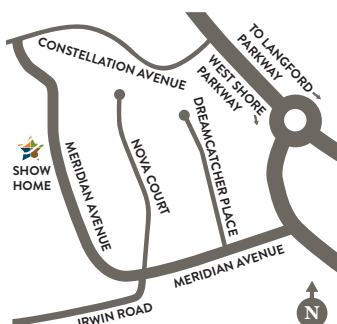


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