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LOOKOUT

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New Zealand Minister of Defence pays a visit

The Honourable Ron Mark, New Zealand Minister of Defence thanks Elder George Taylor with the hongi, a traditional Māori greeting, during a visit to Maritime Forces Pacific, Esquimalt on January 20. See more photos on page 7.

Photo by Leading Seaman Valerie LeClair, MARPAC Imaging Services

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En Français Aussi!



Major (Ret'd) Murray Edwards blows out the candles on his birthday cake. Edwards, a veteran of the Second World War and Korea recently celebrated his 100th birthday with a large group of family and friends by his side.

Photo credit
Brian Owens

CENTENARIAN, VETERAN

Celebrates the gift of life

Peter Mallett
Staff Writer

A veteran of Victoria's Princess Patricia's Light Infantry (PPCLI) celebrated his 100th birthday in style.

A large cheer echoed through the conference room of a Saanich hotel on Jan. 18 as centenarian Major (ret'd) Murray Edwards raised a toast and then blew out all the candles on his birthday cake. Edwards, a resident of Veterans Memorial Lodge, served as a combat instructor in the Second World War for Canada and then on the battlefield in Korea with Princess Patricia's (PPCLI) at the famous Battle of Kapyong.

"The first hundred years were the best," joked Edwards before making a wish and blowing out the candles on a large birthday cake.

The crowd of approximately 40 well-wishers included friends, family, members of the PPCLI Association, Queen's Own Rifles of Canada Association, while Member of Parliament for Saanich Gulf Islands Elizabeth May also joined in the celebration. During the party a congratulatory message from Queen Elizabeth was read aloud while Senator Yonah Martin of British Columbia sent Edwards a video birthday greeting.

Edwards served Canada unconditionally from the start of the Second World War until his eventual retirement from the Canadian Armed Forces in 1969. He was also part of Canada's Peace Keeping mission in Cyprus and the

Third Arab-Israeli War. He once remarked during a previous interview that he is old enough to have attended a Civil War Veterans' parade in New Jersey, as a young boy. That happened in the late 1920s, in the years after his family had immigrated to New Jersey from England. Edwards eventually moved to Canada when he was a young man and first settled in Toronto where he joined the Queen's Own Rifles.

He could offer little insight into the secret to long life. He chalked most of it up to having good parents and good genetics while also noting that having an appreciation and understanding the preciousness of life has also been key to his longevity.

"It was in times of combat like Kapyong that you realize all life is by chance and life is a gift, given to you to use the best way you can," said Edwards. "Life is really about all of the friends you make and that became crystal clear to me in Korea because all the chaps you serve with all become one family."

These days Edwards' mobility has been hampered by a stroke and he uses a walker to get around. However, his vivid memories of his military service along with his sense of humour

remain fully intact. Edwards is a prolific writer and has kept detailed accounts in several handwritten journals that include photos and battlefield maps – and he is happy to share his stories with anyone who asks.

He traded barbs and jabs with his long-time friend, Commander (ret'd) Peter Chance who will celebrate his own 100th birthday in December 2020. Chance, whom

Edwards jokingly referred to as his "junior," didn't serve with him in Korea, but was right there beside his long-time friend when he blew out the candles on his cake.

Chance, also a prolific writer of military history served in the Second World War with the Royal Canadian Navy during Battle of the Atlantic. The two have been friends since 1975 when Chance worked for the local branch of

the Duke of Edinburgh's Award and Edwards was volunteering for the Cadet Corps program at CFB Esquimalt.

"I consider Murray and I to be much like 'the last of the Mohicans' because of our longevity and I know he and I both enjoyed this party immensely because it makes us both realize the number of people who appreciate and support us," he said.



Memorabilia and a timeline celebrating Maj (Ret'd) Murray Edwards displayed at his 100th birthday party.

Photo courtesy Broadmead Care

THE BUILDING AND BENEFIT OF THE PRINTED CIRCUIT BOARD

Ashley Evans
FMF

An Electronics Technician employed at Fleet Maintenance Facility (FMF) Cape Breton in the Electronics Shop is making exciting connections through his work on printed circuit boards (PCBs).

Dax Ryn, a BCIT graduate in both Electronic Engineering Technology and Biomedical Engineering Technology, worked in private industry for 14-years prior to coming to FMF Cape Breton in 2018. One of his first major projects has been to create a printed circuit board for use on an HF Transmitter, while identifying a capability within FMF to not only serve the Fleet but other shops within FMF.

"I enjoy seeing problems and solving them. It feels rewarding to fix something that is broken," said Ryn.

He has not only been creating custom circuit boards for the RCN, but has been teaching apprentices how to do the same.

"They [PCBs] are very useful if you want to diagnose problems in a system," he said. "These boards can be made as smaller pieces to add as a replacement part or as an add-on – with an improved design or update of programming that may no longer be obtainable in the outside market. Extender cards can also be made to extend out as part of the system which can be used to test and measure a current system."

In the fall of 2019, Ryn created a PCB which was installed on an HF Transmitter aboard HMCS Chicoutimi. The challenge of accessing the previous board and the need to be able to test it while in operation is what motivated the creation of this custom circuit board. The PCB allowed the RCN the flexibility to probe either between the transmitter boards or on the PCB extender.

Printed circuit boards are a valuable resource when testing a system that is difficult or unsafe to reach, or



Photo by Ashley Evans

which is now mandated in the Electronics apprenticeship. This process begins with a schematic design of the board that shows logical connections in layout software, which is then submitted to the PCB manufacturer. "There are near infinite ways to create a PCB, and usually 4 or 5 ways that are best," Ryn explained. "This allows for creativity and we ultimately have the final choice of which PCB layout we use." Additionally, the Electronics Technician has freedom of choosing font and arrow design on the PCB. When the production house completes the designed PCB, it is sent back to FMF where its components are fitted by an Electronics Technician.

Ryn says that with PCBs, although knowledge is easy to obtain, you slowly inform and start from the bottom as you learn the process. The apprentices can use test boards to practice and make changes as necessary. "It is very

challenging and very impressive," he said.

To note: PCB boards used to be entirely made in-house at FMF, however it is not possible to make them by hand anymore due to advances in miniaturization.

to test a system while the system is kept running. "It is very useful if you want to diagnose problems in a system," said Ryn. He continued that it is also a durable way to make a test and measurement capability within FMF. In addition to services provided for the Fleet which are installed on RCN Frigates and Submarines, PCBs can be custom made for different shops throughout FMF to test and measure internal systems, add lights or an electronic control to a system, or replace damaged boards.

"We have this capability here at FMF and it would be a waste not to utilize it," Ryn explained. "A lot of people are into this make movement and there is no reason to not pursue your actual dreams – they are obtainable."

Ryn takes pride in teaching Electronics Technician Apprentices how to create PCBs,



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WHO WE ARE

ACTING EDITOR

SLt M.X. Déry 250-363-3372
michael.dery@forces.gc.ca

STAFF WRITERS

Peter Mallett 250-363-3130
peter.mallett@forces.gc.ca

PRODUCTION

Teresa Laird 250-363-8033
production@lookoutnewspaper.com
Bill Cochrane 250-363-8033
workstation3@lookoutnewspaper.com

ACCOUNTS/CLASSIFIEDS/RECEPTION

Jennifer Barker 250-363-3127

SALES REPRESENTATIVES

Ivan Groth 250-363-3133
ivan.groth@forces.gc.ca

Joshua Buck 250-363-8602
joshua.buck@forces.gc.ca

EDITORIAL ADVISORS

Capt Peter Fuerbringer 250-363-4006
Katelyn Moores 250-363-7060

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CFB Esquimalt, PO Box 17000 Stn. Forces,
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WHAT SAY YOU

People Talk

The National Defence Charitable Campaign held a pancake breakfast at the Chief and Petty Officers' Mess on Jan. 22. We asked those attending the following question: *If you had \$1,000 to give to any charity of your choice, which one would you choose and why?*



A mental health charity because having access to mental health services such as counselling is super-important but highly expensive, even if you have coverage through your medical plan. More support for organizations that provide [mental health] services like these would help make these services accessible to everyone and give everybody a chance to sit down with a doctor and get the support they need.

Elaina Parsons,
Base Logistics



I would support local hospitals such as Victoria General and the Royal Jubilee [hospital] because it's a direct way to give right back to the community I live in. I am very familiar with these organizations because my wife works as a nurse and they greatly benefit from charitable support.

LS Joel Sidhu,
Base Information Services



I would give the money to BC Children's Hospital and especially their neonatal [intensive care] unit because of all the incredible life-saving work they do for ill or premature born infants.

Brittany Gale,
Base Administration



For me the money would go to the Canadian Cancer Society. That is mostly because my mother, father and father-in-law have all been diagnosed with cancer, but also because cancer has had such a wide-reaching impact not only on my family but also our entire country.

LCdr Sylvie Robinson,
New Capability Integration
(West)

WHAT SAY WE

What drives me crazy: Snow!

SLt M.X. Déry
Acting editor

After the latest bout of snowfall, and the inevitable accidents that ensue when poor road conditions combine with unprepared drivers, the Attorney General of BC, the Honourable David Eby, Q.C., has started looking into making winter tires mandatory in BC.

Critics have been quick to reject the idea out of hand; however if common sense prevailed when snow did fall, this would be a moot discussion. If your car has trouble getting out of your driveway, then don't take your car.

While the facts aren't in on the total cost on the spike of the approximately 18,000 dial-a-claim calls ICBC received due to the snowfall on 15 January, and whether the cost per car of getting snow tires will offset the insurance savings through prevention, no one seems to be discussing the human cost.

Pedestrians hit by vehicles, dogs run over, passengers in vehicles injured, death and the psychological trauma of all of the above. An increase in accidents is more than just a dollar amount in insurance costs.

Lost productivity at work while you recover, increased wait times at the hospital, waiting for your vehicle to be repaired, mountains of paperwork, and all the other things that eat time and energy following even a minor crash.

In the few days of snow we have received this winter, I have seen some shocking displays of bad driving and poor decisions. With increasing frequency, it has been snowing in Victoria during the winter, but still people risk driving without proper tires rather than finding an alternative.

Travellers going over the Malahat are required to have at least all-season tires rated with a mountain symbol, an M+S or both; for those who don't need to go over the mountain, and who thus have no tire requirements, don't risk it.

Take the bus, walk, ask a friend for a ride or just don't go out. Don't put everyone else on the road at risk by pushing an unsafe situation. "It is just a short distance home," is not a valid reason.

"My truck has 4 wheel drive." I know, and I watched all four wheels lose traction and your truck spin 270 degrees in front of my car. Luckily I could brake in time to avoid you slamming into me on Ocean boulevard after picking my son up from daycare. The best advice I can give you is get winter tires or find another way to get around.

We wouldn't have snow without cold weather, and so before you leave the house, dress for the weather. It is a simple tip. That way you won't freeze and rush, which will give you the time to take the snow off your vehicle properly before setting off. Also, if the visibility is poor, and it usually is in a snow storm, turn on your vehicle lights. Not your running lights that turn on automatically, but the lights you turn on that make your dashboard light up too.



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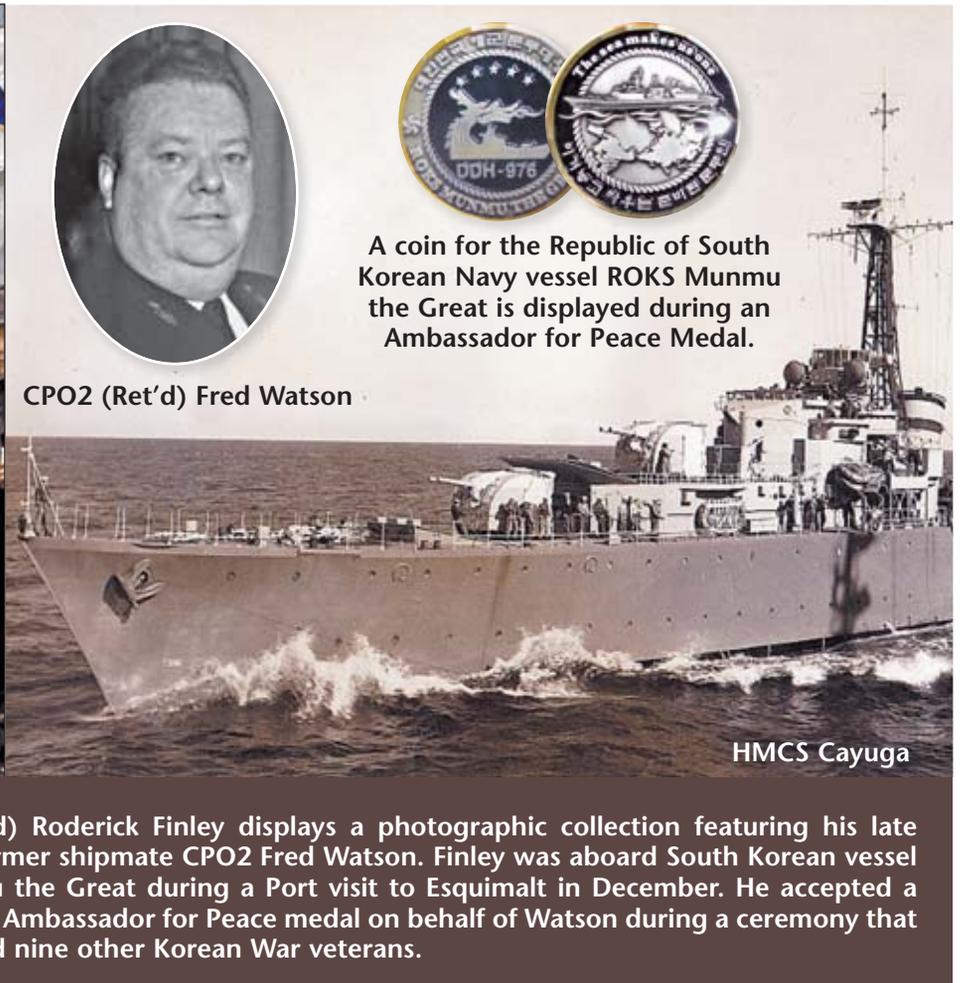
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CPO2 (Ret'd) Fred Watson

A coin for the Republic of South Korean Navy vessel ROKS Munmu the Great is displayed during an Ambassador for Peace Medal.

HMCS Cayuga

Left: LS (Ret'd) Roderick Finley displays a photographic collection featuring his late friend and former shipmate CPO2 Fred Watson. Finley was aboard South Korean vessel ROKS Munmu the Great during a Port visit to Esquimalt in December. He accepted a South Korean Ambassador for Peace medal on behalf of Watson during a ceremony that also honoured nine other Korean War veterans.

South Korea honours Canadian veterans during port visit

Peter Mallett
Staff Writer

A close friend and former shipmate of a Korean War veteran was recently overcome by tears while posthumously accepting an Ambassador For Peace medal on his behalf.

They were tears of joy but also remorse says Leading Seaman (ret'd) Roderick Finley. That's mostly because his good friend Chief Petty Officer Second Class (ret'd) Fred Watson wasn't around to enjoy the outpouring of gratitude by representatives of the Republic of Korea navy and government.

"I'm not sure if it's such a great sight to see a grown man cry but there were certainly some tears on that day," said Leading Seaman (ret'd) Roderick Finley.

On Dec. 19 the 81-year-old Victoria resident was aboard Republic of Korea (ROKS) *Munmu the Great* for a medal presentation ceremony and reception on the destroyer's flight deck.

Watson was one of ten medal recipients honoured on *Munmu the Great* that day. The awards were presented to veterans of the Korean War by South Korea's Navy Cruise Training Task Group

Commander RDML Minsoo Yang and Defence Attaché Colonel Keunsi Moon during the ship's four-day port visit to Esquimalt.

"The Republic of Korea will always remember the Korean War Veterans, and their courageous actions during the Korean War," said Colonel Moon. "We are forever thankful and we will continue our efforts to remember and commemorate their sacrifices."

Four of the ten medal recipients honoured are no longer living.

"He would have loved the moment and I truly wish he was there to see it," said Finley. "I was tearing up during the ceremony because all the memories of him came flooding back to me. Even though I never served in Korea I was a great pal of his and glad I could do this for him and glad that I applied for this award on his behalf."

The award includes a medal, pin and commemorative certificate of expression of appreciation from the government of South Korea. It is awarded to foreign servicemen and women who served in the Korean War. It was first awarded to veterans as a special memento for those who returned to South Korea through its Revisit Program.

During the presentation ceremony, the award recipients also received a monumental statue that represents a smaller version of the Alliance Monument which was installed on the ROK-US Combined Forces Command site in 2019.

The ceremony was also attended by Republic of Korea Navy Cruise Training Task Group, Rear Admiral Yang Minsoo with representation from the Royal Canadian Navy including Deputy Commander Rear-Admiral Chris Sutherland.

Finley served in the RCN for ten years as an Electrical Technician and retired in 1967. He then launched a lengthy career with Hudson's Bay Wholesale where he worked as an electrician. Watson, a career sailor and Second World War veteran, died in July 1984 when he was 65. He served in the Battle of The Atlantic and during the Korean war aboard HMCS Cayuga.

Watson once commanded the stoker branch of HMCS Assiniboine, with Finley working under him in the engine room for two years. His memories of Watson are all good ones.

"He was laid back and normally easy going as a PO [Petty Officer] and if you ever had a problem, work-related or otherwise he was there to help you," said Finley. "I never heard a bad word said about him which wasn't often the 'norm' while working on a ship back in those days."

Years later Watson would finish his career at CFB Esquimalt's Damage Control School in Colwood.

It wasn't until later years in Watson's life that the two men's friendship flourished and it was all by coincidence says Finley. That's because the two men discovered they were neighbours on the same street in Saanich in the late 1970s and the two fathers and neighbouring families became very close says Finley.

"He was like a father figure to me and I know how much his service in Korea meant to him so that's why I applied on his behalf for him to be honoured with this medal," he said.

For more information on how to apply for an Ambassador for Peace Medal visit the South Korean Embassy webpage: <http://overseas.mofa.go.kr/ca-ko/index.do>



South Korea's Ambassador For Peace medal is awarded to veterans of the Korean War.



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A shift in boardings

AT SEA TRAINING



HMCS Regina's Naval Tactical Operations Group prepares to board a Dhow during Operation Artemis in the Pacific Ocean on April 18.

Photo by
Corporal Stuart Evans,
Borden Imaging Services

LCdr Mike Erwin
NFS(P)

A change took place in the delivery of Naval Boarding Party (NBP) training in October when Naval Fleet School (Pacific) turned over responsibility to the Naval Tactical Operations Group.

The turnover was part of an overarching direction that would see all matters concerned with naval boarding fall increasingly under Naval Tactical Operations Group's purview.

As the cutlass was passed from one organization to the other, it marked the end of a decades-long era in which the Fleet School, first as Canadian Forces Fleet School (Esquimalt) and then as Naval Fleet School (Pacific), trained individuals and ship's teams in the conduct of boardings at sea in support of maritime interdiction operations.

About Naval Boardings

The requirement to board ships is as old as navies themselves.

Whether it was to inspect a vessel in support of a naval blockade or to overpower an enemy ship and take it as a prize, warships have always needed to insert

teams of personnel into other ships. Literature and film are rife with images of ships bearing down upon one another, as boarding parties swarm over the side and through the rigging to the stirring cry of "Out cutlasses and board!"

The Royal Canadian Navy is no exception.

One of Canada's most famous boardings took place in the Caribbean during the Second World War. German U-Boat U-94 had been damaged by United States Navy aircraft, as well as depth charges and gunfire from the Canadian corvette HMCS Oakville.

As the commanding officer of Oakville brought his ship alongside the stricken enemy, only SLt Hal Lawrence and PO Art Powell were able to leap onto the sub's deck before Oakville lost power and drifted further away.

In jumping from the ship to the U-Boat, SLt Lawrence's belt snapped and he lost the shorts he'd been wearing, and wound up taking the submarine clad only in a lifebelt, flashlight, two grenades, and pistol. He and PO Powell were able to clear the boat of its crew before it sank. For their part in that heroic, if somewhat unconventional board-

ing, SLt Lawrence and PO Powell were awarded the Distinguished Service Cross and Distinguished Service Medal respectively.

Boarding in the 1990s

Following Iraq's invasion of Kuwait in 1990, the UN passed Security Council Resolutions to enforce an embargo on Iraq, and Canada sent a task group consisting of HMC Ships Terra Nova, Athabaskan, and Protecteur to be part of a 35-nation coalition in the First Gulf War.

The Canadian Task Group, with five Sea King helicopters embarked, sailed from Halifax on August 24 and commenced operations in the Arabian Gulf on October 1. By the end of the war, Canada had conducted more than a quarter of all coalition boardings.

Maritime interdiction operations

Since then, Canada has maintained a presence in the Arabian Sea and Gulf, the Mediterranean Sea, and at times the Red Sea and the Black Sea, throughout a series of named operations a main focus of which has been maritime interdiction operations. The largest of these was Op Apollo (2001-2003), in which all but one of the RCN's frigates, both auxiliary oil replenishers, and a

destroyer deployed, and Canada commanded the multi-national task force responsible for the Gulf of Oman.

The evolution of boardings

Throughout the decades, tactics and equipment involved in naval boardings evolved, and so too did the training.

The school's Naval Boarding Party Cell, sited at Work Point, eventually included a mock-up of a ship complete with sea containers for inspections, a separate Kill House for training with small arms loaded with simulated ammunition, a large matted area for close quarter combat training, a gym, and classroom and office spaces.

The six-week Basic Naval Boarding Party Course provided instruction in weapons handling, use of force, tactical search procedures, hazardous materials awareness, and the procedures involved in boarding and securing a ship.

The Naval Boarding Party Supervisor Course provided further training in the planning and execution of boarding operations, communications, intelligence gathering, shipboard documentation, and leadership.

The training was physically and mentally rigorous, but extremely

rewarding, as successful completion meant the opportunity to serve as part of a ship's boarding party and to participate personally in boarding operations while deployed.

The future of Naval Boarding operations and training will continue to change in interesting ways as naval architecture, weaponry, and tactics develop under the influence of evolving technologies. Come what may, the one common feature throughout the historical context of naval boarding is the sea, and the challenges it can throw at those who would operate in its unforgiving environs.

Naval Tactical Operations Group, with its unique operational expertise, is well positioned to provide this important training.

But as the Fleet School sheaths its cutlass and steps away from Naval Boarding Party training delivery, generations of Boatswains who oversaw countless course serials, and the scores of officers and sailors who received that training, can look back with well-founded pride at having provided the navy with a capability Canadian warships carried around the globe on deployed operations, and which was the envy of the world's navies.

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FEBRUARY 27

New Zealand Minister of Defence visits MARPAC

Le-la-la Dancers welcome the Honourable Ron Mark, New Zealand (NZ) Minister of Defence during a visit to Maritime Forces Pacific Canadian Forces Base, Duntze Head HMC Dockyard, Esquimalt on January 20.

Photos by Leading Seaman Valerie LeClair, MARPAC Imaging Services



The Honourable Ron Mark, NZ Minister of Defence thanks Elder George Taylor and the Le-la-la Dancers for the moving welcome.



From left to right: Brandi Lancaster, Elder George Taylor, the Honourable Ron Mark, Jerid Taylor and Jenna Lancaster.



The Honourable Ron Mark, NZ, Minister of Defence inspects the guard of honour.



Guard commander Lt(N) Sean Flynn escorting the Honourable Ron Mark as he inspects the guard of honour.

Firefighter ground survival training **hot item**



Firefighters from CFB Esquimalt Fire and Rescue practice their ladder bails during an International Association of Firefighters (IAFF) Fire Ground Survival Program. The program is designed to help firefighters across North America escape dangerous life-threatening situations during emergency calls.

Photos by Peter Mallett, Lookout

Peter Mallett
Staff Writer

Normally when entering a burning building the focus is on saving the lives but now firefighters at CFB Esquimalt are also learning how to save themselves.

During the month of January all 60 firefighters at the base, civilian employees of the Port Operations and Emergency Services Branch (POESB), have been enrolled in the International Association of Fire Fighters (IAFF) Fire Ground Survival Program. The intensive training course is designed to help firefighters across North America gain all the necessary skills for survival in such an emergency, offering training to help them prevent a mayday situation and also effectively manage a mayday call from one of their coworkers.

"This is extremely beneficial safety training for the department and a first for us," said CFB Esquimalt Fire and Rescue Chief Geordie Douglas. "We hope our firefighters never get into a situation like this but if they do, they now have the tools in their toolbox to get themselves out of a burning building or other structure safely."

The BC Chapter of the union representing full-time firefighters in the United States and Canada and is providing the training kit which is all packed up neatly in a 30-foot storage trailer that is parked in their station house on Esquimalt Rd. Until the end

of the month the firefighters will be practising the necessary techniques of how to safely exit a burning building when fire, smoke or poisonous fumes make it too dangerous for them to remain.

Captain Jim Grant of CFB Esquimalt Fire and Rescue is the course instructor delivering the program to firefighters at the base as well as those who work at Nanoose Harbour and Rocky Point locations. He says the training is vitally important because in many emergency situations firefighters fail to recognize their own life is in jeopardy and time is often a critical factor when it comes to their own survival.

The training is crucial says Grant while pointing to the infamous Black Sunday incident in 2005 when three firefighters of the New York City Fire Department were killed in two separate incidents when six firefighters jumped from fourth-story windows of an apartment fire to escape the blaze and four others were seriously injured.

"This program is all about making our fire fighters and others see the big picture," says Grant. "Making them understand that yes they have a job to do but also that sometimes in dangerous situations we are limited to what we can do for our own safety to survive the day and live to save more lives in the future."

The trailer includes five different apparatus for each unit of the

Fire Ground Survival Program. On Jan. 10, the firefighters were busy practicing their skills at Ladder Bails: situations when they need to get out of the upper floors of a building quickly, head first and guiding themselves down the ladder on their bellies and also practicing the technique to turn themselves right-side up on the ladder known as a 'hook-2, grab-4' manoeuvre.

Also that day the firefighters practised their Upper Floor Window Hang skills, for situations when they can't get themselves out of the structure but call in a mayday and straddle themselves safely on the frame of a window until help arrives.

Other lessons in the course include Low Profile Manoeuvres, which uses a large metal box with small holes punched in it to simulate a situation where firefighters are trapped in a room and the only escape is holes punched through drywall or other building materials.

When the trailer is packed up and sent to another location in B.C. next month, the firefighter's will continue with their training drills. Going forward, Chief Douglas says his employees will continue to practise what they have learned from the program on a regular basis. Douglas says plans are in the works to have similar training equipment installed permanently at their Urban Search and Rescue (USAR) facility at Work Point.

Richard Lax CFB Esquimalt Fire and Rescue practices an upper-floor window hang during an International Association of Firefighters (IAFF) Fire Ground Survival Program. The program is designed to help firefighters across North America escape dangerous life-threatening situations during emergency calls.



Captain Jim Grant of CFB Esquimalt Fire and Rescue takes a break from the action during an International Association of Firefighters (IAFF) Fire Ground Survival Program. Grant is an instructor of the program designed to help firefighters across North America escape dangerous life-threatening situations during emergency calls.



Robert Minnick receives a Commander Royal Canadian Navy Commendation presented by Commander Maritime Forces Pacific Rear-Admiral Bob Auchterlonie.

The citation reads:
On 28 November 2018, Mister Minnick was on the beach on the island of Maui, Hawaii when he noticed a person being dragged to shore and moved to assist. After bringing the unconscious man to shore, he took control of the scene and began administering first aid and cardiopulmonary resuscitation until first responders arrived. These actions saved the life of the drowning victim. He brought great credit to himself and to the Royal Canadian Navy.

Photo by
Leading Seaman Valerie LeClair,
MARPAC Imaging Services

Vacationing firefighter saves snorkeler's life

Peter Mallett
Staff Writer

A firefighter from the base has received official recognition for saving the life of a surfer while on a recent vacation in Hawaii.

On Jan. 24 Rob Minnick of CFB Fire and Rescue was presented with a Certificate of Appreciation by Commander Maritime Forces Pacific, Rear-Admiral Rob Auchterlonie, in a ceremony at the Chief and Petty Officers Mess.

The 48-year-old father of two was enjoying a quiet afternoon on scenic Ka'anapali Beach in Maui on the afternoon of Nov. 28 with his wife and two

friends from Victoria. He decided to go for a walk along the beach with his wife Tara when they both noticed a commotion on a stretch of nearby beach.

A crowd of people was gathered around an unconscious adult male snorkeler in his early 20s, who was in medical distress. Minnick and his wife rushed to the scene to help.

Two snorkelers had found the victim face-down in the water several metres offshore before pulling him to the beach.

After checking his vital signs Minnick began administering life-saving CPR (Cardiopulmonary Resuscitation).

"Matthew had no pulse, he wasn't breathing and his

heart was stopped which essentially means he was going to die shortly," said Minnick. "I thought there was no way he would survive or at the very least suffer from serious brain damage but thankfully that wasn't the case."

When the incident occurred, Minnick was enjoying the final day of a 10-day Hawaii vacation. He had travelled the islands with his spouse, who works for the Victoria Police Department, and his friend, retired Victoria PD constable Ole Jorgensen and his wife.

He says Tara at his side to offer assistance and advice as he performed CPR was crucial. After checking Matthew's vital signs,

Minnick determined he was not breathing. He says the victim was turning blue which is a sign of cyanosis, increasingly deoxygenated blood levels.

After administering CPR and clearing the victim's airway, Minnick said "a ton of water was then expectorated from Matthew's lungs. "It was pouring out through his mouth and lungs as if it was coming through a large funnel."

After approximately five minutes he says Matthew started breathing, albeit very faintly. That's about the time that paramedics and police arrived on the scene and rushed him to a nearby hospital.

Matthew had been vacationing in Hawaii and

Minnick says he isn't sure how the drowning occurred. Minnick eventually learned from Matthew's family that he was put into a drug-induced coma.

Three days after Christmas Minnick received a call from Matthew's family who had told Minnick that when the hospital contacted them about their son the prognosis was grim. They initially told them to expect to be "ready to donate his organs" if his condition didn't rapidly improve recounts Minnick.

Ahead of receiving his award Minnick got word that Matthew would make a full recovery and was pleased to receive a heartfelt thank you from Matthew's father Mitch.

"As a father I was getting emotional and tearing up during the call because I realized how I would have felt if one of my two children who are also roughly the same age were in the same situation," said Minnick. "The biggest reward was hearing that Mitch had lived through his ordeal and would make a 100 per cent recovery."

Minnick was quick to downplay suggestions by witnesses at the scene

including a retired firefighter and his peers who have all told him he was a "hero" for saving Mitch's life. The praise has also come from coworkers and his bosses at the fire hall including CFB Esquimalt Fire and Rescue Chief Geordie Douglas.

"Myself and fellow the members of the Port Operations and Emergency Services Branch [POESB] are extremely proud of him," said Douglas "It is a morale booster for our unit and the rest of the base when one of our guys is recognized for doing something so outstanding while off-duty and away from work and I know many others feel this way too."

Instead of heroism Minnick chalked his successful actions all up to training he has learned on the job after over 16 years as a firefighter at the base and 12 previous years of volunteer service in Langford.

"You are always nervous in an incident like this but the training you learn as a first responder is definitely crucial," said Minnick. "The training takes over and you start performing all the steps without really realizing it and in this case saved a young man's life."

Minnick was quick to downplay suggestions by witnesses at the scene including a retired firefighter and his peers who have all told him he was a "hero" for saving Mitch's life.

Ka'anapali Beach, Hawaii

ASK THE EXPERT

Should I go on the ketogenic diet to lose weight?

Julie Riopel-Meunier
CFMWS

Q: I've been hearing a lot about ketogenic diet. Is this something I should try for losing weight?

A: There has definitely been a lot of buzz about the ketogenic diet that was first introduced in 1920 as a treatment to treat epilepsy in children. Today, it is a very popular method for losing weight. Here are some highlights about the diet:

What is the ketogenic diet?

The ketogenic diet is a low-carbohydrate diet where only 5% – 10% of a person's daily caloric intake comes from carbohydrates, another 75% – 80% from fat, and the rest from protein.

In comparison, Health Canada recommends that 45% – 65% of your caloric intake should come from carbohydrates, another 10% – 35% from protein and 20% – 35% from fat.

What do people eat?

Individuals who follow the ketogenic diet prefer eating foods such as meat, poultry, eggs, fish, hard cheese, high-fat yogurt, nuts, butter, vegetable oils, coconut oil, avocado and vegetables that are low in carbohydrates such as lettuce, kale and spinach. Certain fruits and vegetables that have higher amounts of sugar such as beets, corn, carrots, apples and oranges are avoided along with bread, potatoes, legumes (peas, beans, lentils), cereals and sweetened processed products such as cookies and pastries. For most people, the ketogenic

diet requires them to make a considerable shift in the type of food that they usually eat.

What's going on in the body?

The body naturally uses carbohydrates as its main source of energy. However, when a person's carbohydrate stores are low, the body will use fat as an alternate energy source. Fats are converted to "ketone bodies" which may help produce weight loss. Ketone bodies reduce the feeling of hunger, which is why people on this diet say they are less hungry. It is important to know though that the weight loss often experienced in the first two weeks of being on a ketogenic diet, is mainly due to water loss.

Risks of the ketogenic diet

If you choose to follow a ketogenic diet you should keep in mind that over the short term, you may experience problems such as bad breath, headaches, muscle cramps, weakness, nausea, constipation, fatigue and sleep disorders.

There are few studies that have evaluated the safety and effectiveness of this diet over the long term, however, it is has been associated with lower intake and subsequent deficiencies in important nutrients such as antioxidants, fibre, B vitamins, vitamin C and calcium. As well, the drop-out rate with this diet is very high, as it involves dietary restrictions that are difficult to sustain over a long period of time.

What does Strengthening the Forces think?

There is no miracle diet. The one common factor in all

weight loss studies is the reduction of daily caloric intake.

In order to maintain a healthy weight or to lose weight over the long term, it is recommended that you adopt eating habits that you can follow that are consistent with your lifestyle.

Here are some tips for healthy eating

Choose good carbs, not no carbs. Whole grains are your best bet.

Go lean & alternative. Fish, poultry, nuts, and beans are the best choices.

Choose healthier fats. Limit foods high in saturated fat, and avoid foods with trans-fat. Plant oils, nuts, and fish are the healthiest sources of fat.

Load up on vegetables and fruit. Go for colour and variety – dark green, yellow, orange, and red.

Water is best to quench your thirst.

Here are some suggestions on foods which are a healthy source of carbohydrates

Vegetables: Spinach, kale, mixed greens, tomatoes, mushrooms, sweet potatoes, carrots, brussels sprouts, artichokes, squash.

Grains and legumes: Black beans, kidney beans, lentils, brown rice, barley, quinoa, whole-grain breads and pasta.

Fruits: apples, pears, oranges, mangoes, peaches, berries.

If you want to start a ketogenic diet, we recommend that you consider the pros and cons first and consult with a health

professional, to obtain advice on effective methods to support weight loss.

Strengthening the Forces is the Canadian Armed Forces (CAF) healthy lifestyles promotion program providing expert information, skills and tools for promoting and improving CAF members' health and well-being. Contact

your local health promotion office for more information and take advantage of what they have to offer.

Julie Riopel-Meunier is a registered dietitian. As part of the Strengthening the Forces team, she is the Acting Nutrition Wellness Educator, and focuses on nutrition programming for the CAF.



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3. Learn more about the various recruiting centres and their detachments, as well as recruiting activities across Canada, by contacting the CFRG Deputy Liaison Officer at 613-901-9628 or by email at paula.mchale@forces.gc.ca.

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Scan QR code or visit bctransit.com/victoria/news and look for the Local Area Action Plan Survey news article to take part.

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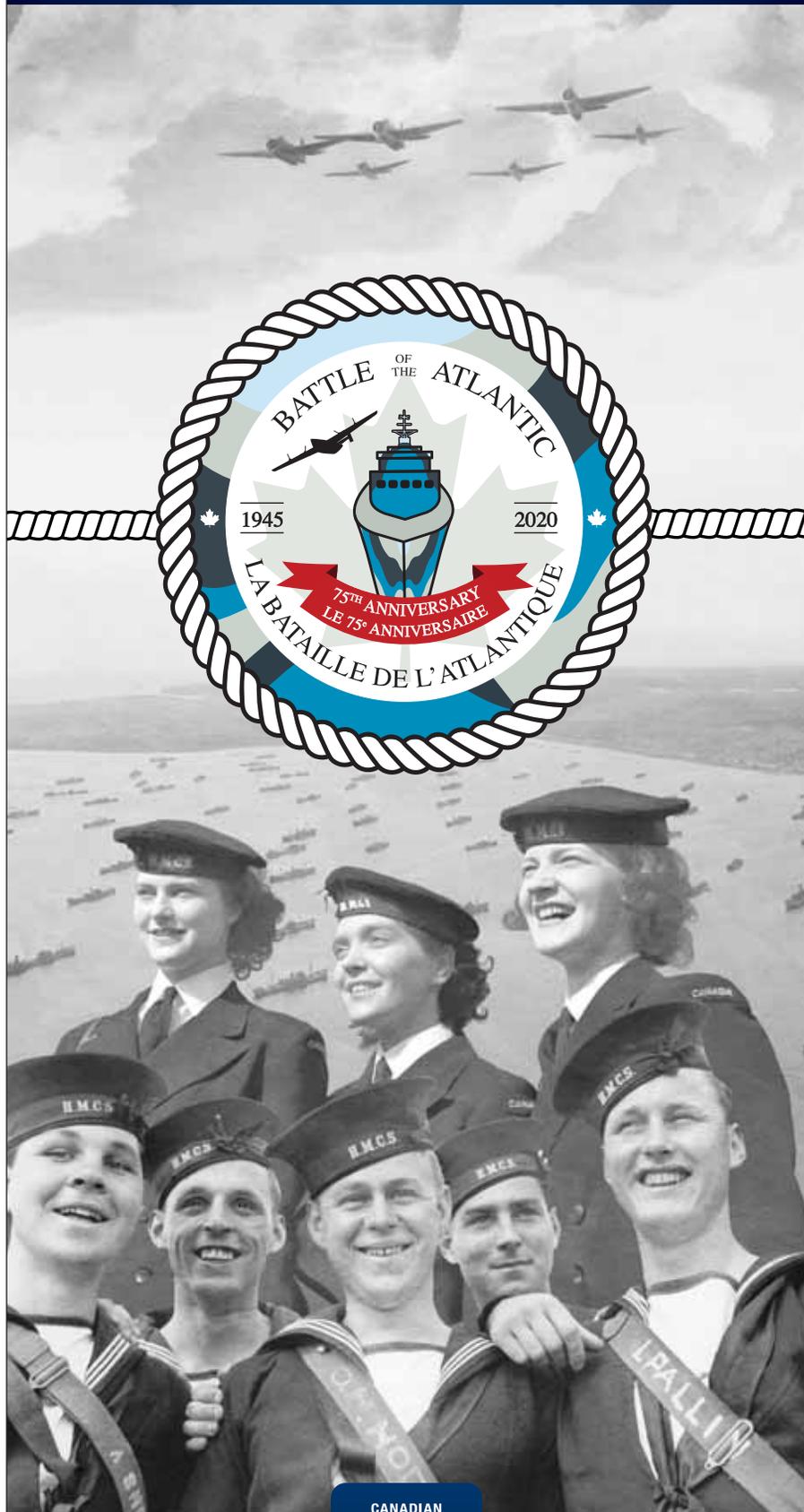
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KEY EVENTS: JANUARY 1942, 1943, 1944

Battle of the Atlantic

ROYAL CANADIAN
NAVY  **MARINE**
ROYALE CANADIENNE



CP01 (Ret'd) Pat Devenish
Canadian Naval Memorial Trust

Editor's note: The following is a list of Battle of Atlantic incidents that took place in January of each year between 1940 and 1945.

JANUARY 13, 1942

U-123 strikes first blood in the first major convoy offensive following the United States' entry into the war, named OPERATION DRUMBEAT and conducted by U-boat wolf packs off the coast of Nova Scotia. Sunk over the following days are the merchant ships Norness, Coimbra, Norvana, City of Atlanta and Ciltvaira. Attacked in the following days by aircraft out of New York City, U-123 manages to escape to open waters to continue her patrols in what was then labelled the "Second Happy Time" for German submarine crews.

JANUARY 15, 1942

In a gale off Barra Island in the Sea of Hebrides west of Scotland, the Canadian merchantman R.J. Cullen founders and is wrecked with no loss of crew.

JANUARY 16, 1942

Two Curtiss P-40E Kittyhawks from RCAF Squadron 118 based out of RCAF Station Dartmouth machine-gun a surfaced U-boat 10 miles east of Chebucto Head outside Halifax harbour. Initially assigned to provide air cover for the strategic port of Halifax, 118 Squadron would be transferred to Annette Island in the Aleutians in June 1942, once it became evident that the Luftwaffe would be unable to mount an air attack anywhere in eastern North America.

JANUARY 19, 1942

Bound for the West Indies from Montreal and after having stopped in Halifax and Boston to pick up British and American passengers, the Canadian passenger freighter Lady Hawkins is torpedoed off Cape Hatteras, North Carolina by U-66. Of 321 passengers and crew, just one for her five lifeboats is found, five days after the sinking, with 71 survivors on board.

JANUARY 22, 1942

Following a reorganization of the Naval Service Headquarters in Ottawa, the Canadian Naval Board is established. When in session, it will display a flag similar to that of the

original flag of Britain's Lord High Admiralty, then used by the Royal Navy Naval Board, with a switch to a red and blue background as opposed to the solid red background used by the RN.

JANUARY 1, 1943

Foundering in heavy seas in a storm off Trinidad in the Caribbean Sea, the Canadian merchantman Hamildoc sinks with no loss of life.

JANUARY 13, 1943

U-224 is sunk by depth charges and ramming while patrolling the approaches to the Atlantic Ocean at the western end of the Mediterranean Sea by the corvette HMCS Ville de Quebec. The corvette had been assigned to the Londonderry to Gibraltar route since November 1942.

JANUARY 19, 1943

The corvette HMCS Port Arthur, in company with the destroyer HMS Antelope, sinks the Italian submarine Tritone in the chokepoint at Gibraltar between the western Atlantic and the Mediterranean Sea. Being assigned as part of the Canadian contingent to Operation TORCH (Allied land in North Africa) in September 1942, Port Arthur was part of the newly formed Escort Group escorting convoys from the UK to Gibraltar and later to North Africa.

JANUARY 7, 1944

As part of Escort Group 6 conducting offensive sweeps against U-boats in the Bay of Biscay, the Canadian corvette HMCS Waskesiu is narrowly missed by a torpedo which continues on striking and sinking the frigate HMS Tweed. The torpedo was fired by U305.

JANUARY 8, 1944

HMCS Camrose and HMS Bayntun share a victory southwest of Ireland, sinking U-757 with depth charges. They were part of Escort Group (EG) 6, escorting a convoy from the UK to Gibraltar.

JANUARY 19, 1944

Initial preparations for D-Day landings in Europe call for the clearing of all enemy shipping from the English Channel. German convoy interception patrols codenamed Tunnel commence on this night with a Task Group of seven ships, including HMC Ships Iroquois, Athabaskan and Haida patrolling off the coast of France. Although this patrol encounters no enemy ships, Tunnel patrols continue nightly until June. Some of these patrols would be witness to the last major naval battles of the North Atlantic.



Brutally cold weather in the North Atlantic caused corvettes and other ships to ice up.

Photo submitted

BC Aviation Museum to host memorial to Canadian Navy pilot

Naval Association of Canada

The BC Aviation Museum will host a memorial monument to the only BC pilot and last Canadian to be awarded the Victoria Cross, Lt Robert Hampton Gray, VC, DSC.

Funded with an initial grant from the Naval Association of Canada Endowment Fund and public subscriptions, the memorial will grace the entrance to the museum at the Victoria International Airport.

At the outbreak of the war "Hammy" Gray, who was born in Trail BC and attended school in Nelson, was completing his studies at UBC. He enrolled in the Royal

Canadian Navy Volunteer Reserve as an ordinary seaman. Selected for pilot training, he earned his pilot wings and was commissioned as a Sub-Lieutenant. He served in several theatres of war from Royal Navy aircraft carriers.

He was mentioned in dispatches for his daring attack on the German battleship Tirpitz in 1944 and awarded the Distinguished Service Cross for aiding in sinking a Japanese destroyer in the area of Tokyo on July 28, 1945. Twelve days later, on August 9, 1945, he led an attack on Japanese ships in Onagawa Bay. Hit by anti-aircraft fire, he released his bomb to sink the destroyer Amakusa before his

plane crashed into the bay.

One of the last Canadians to die in the second world war he was posthumously awarded the Victoria Cross ... "For great valour in leading an attack on a Japanese Destroyer in Onagawa Wan, ... in the face of fire from shore batteries and a heavy concentration of fire from some five warships Lt Gray pressed home his attack, flying very low in order to ensure success, and although he was hit and his aircraft was in flames, he obtained at least one direct hit, sinking the destroyer. Lt Gray has consistently shown a brilliant fighting spirit and most inspiring leadership." He was 27 years

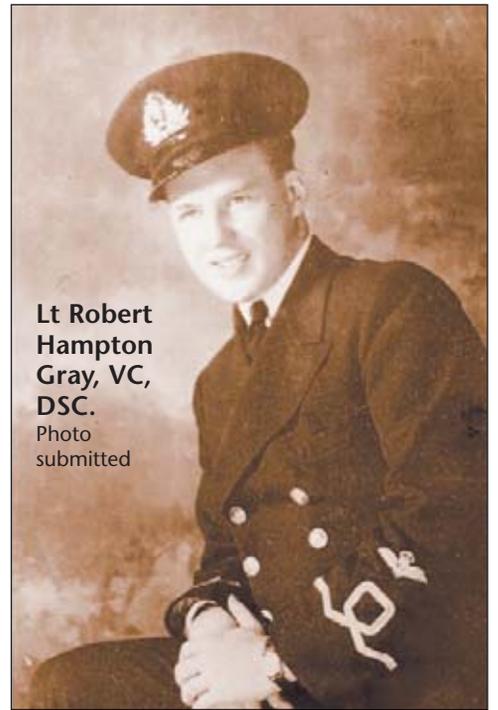
old. <http://www.navy-marine.forces.gc.ca/en/navy-life/history-heroes/heroes-gray.page>

Thirty years ago, the Japanese spectacularly approved the installation of a memorial to Lt Gray overlooking the bay where his remains lie. It is the only monument ever erected in Japan. As a result of the March 2011 earthquake and tsunami, the memorial was relocated and rededicated on August 24, 2012.

The project team is accepting tax deductible donations. Cheques with the memo Lieut. Gray Fund may be sent to the Naval Association of Canada Endowment Fund, Box 42025, Victoria, B.C. V8R 6T4, or donate on line at canadahelps.org (search Naval Association).

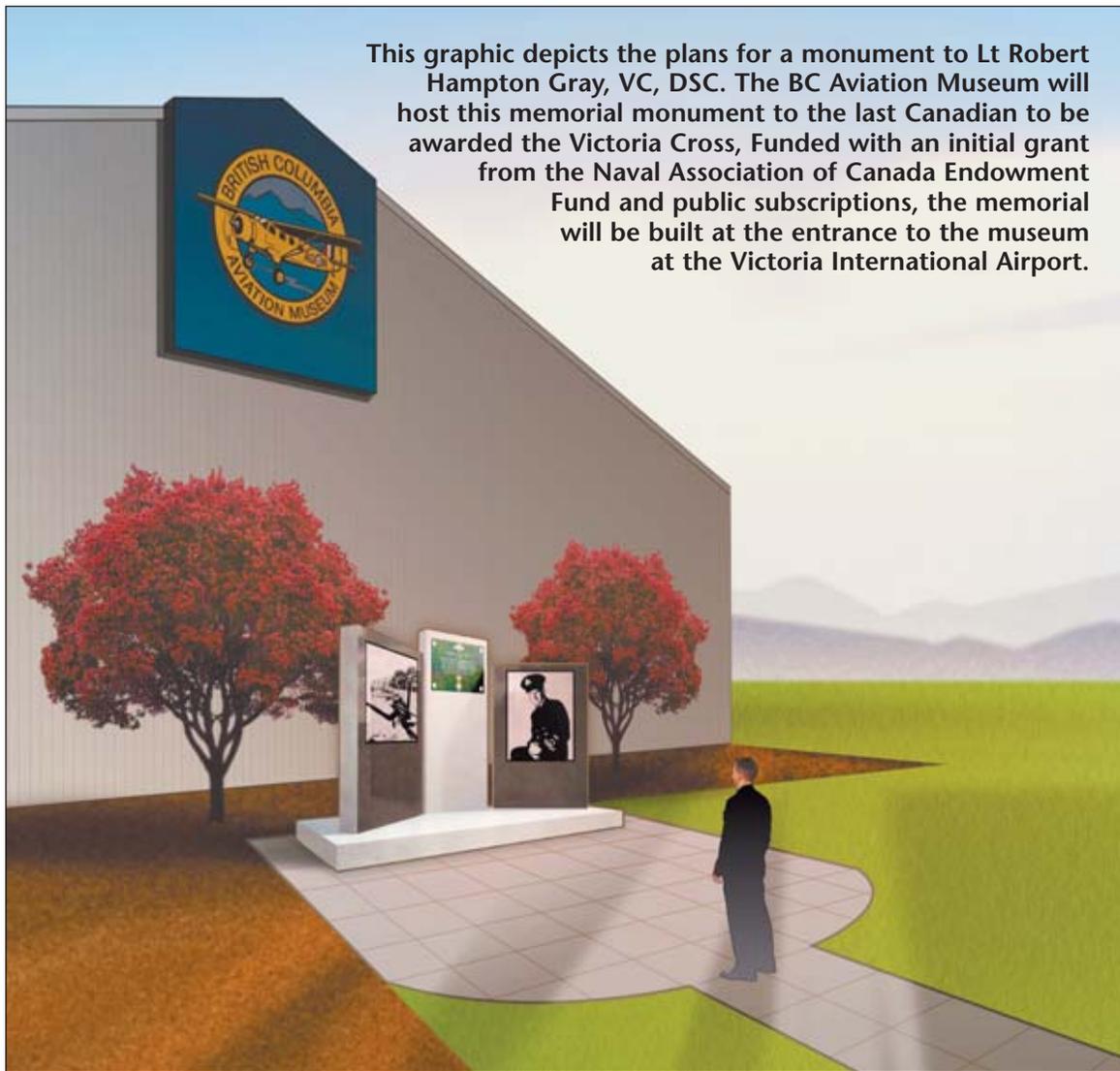
The memorial is to be dedicated

on August 9, 2020 just days before the 75th anniversary of the end of the second world war on August 15. For more information, pls contact Terry Milne at 250-477- 5045.



Lt Robert Hampton Gray, VC, DSC.
Photo submitted

This graphic depicts the plans for a monument to Lt Robert Hampton Gray, VC, DSC. The BC Aviation Museum will host this memorial monument to the last Canadian to be awarded the Victoria Cross, Funded with an initial grant from the Naval Association of Canada Endowment Fund and public subscriptions, the memorial will be built at the entrance to the museum at the Victoria International Airport.



The memorial to Robert Hampton Gray erected by the Japanese government in Onagawa Bay, Japan.



Robin&AJ
Good morning. Good times.





**Bravo
ZULU**

Emerging leaders celebrated at PO2 promotion ceremony

MS Jeffrey Miller of NFS(A), fourth from left, was among the group of sailors promoted to the rank of Petty Officer, 2nd Class, at a ceremony on December 12 at Juno Tower.

Photo by Ryan Melanson, Trident Newspaper

Ryan Melanson Trident Staff

Promotion from the rank of Master Seaman to the rank of Petty Officer, 2nd Class is one of the most significant steps in the career of a non-enlisted sailor, involving membership in a new mess and a host of new leadership and supervisory responsibilities.

For that reason, RCN

leadership have put a new focus on marking the occasion for newly promoted Petty Officers, with promotion ceremonies that allow them to celebrate the achievement among their family members, friends and divisional colleagues.

The initiative began early in 2019, and ceremonies have since been held regularly on both coasts. The latest in Halifax took place on June 12 in the Juno Tower

Chiefs and Petty Officer's Mess, with 11 Master Seamen being promoted to their new rank.

"This ceremony isn't just about welcoming new members to the mess, it's about the larger leadership roles these sailors are about to step into, and what that means for the next stage of their lives," said Formation Chief CPO1 Derek Kitching, who presided over the event along-

side RAdm Craig Baines, Commander MARLANT and JTFA.

The role involves leadership and mentorship of shipmates, not only those from the Junior Ranks Mess, but junior officers as well, CPO1 Kitching noted, adding that the sailors will need to draw on everything they've learned in their PLQ courses as well as their real-world experience. The sailors will also have new

tools to take advantage of, including the separation from their subordinates that comes with membership to a new mess, as well as advice from new peers who have previously been in the same position.

The Formation Chief also reminded the new POs that good leadership does not mean authoritarian leadership, and that they now have the difficult responsibility of working to main-

tain discipline and morale in their units.

"We should be striving for collaborative relationships with our subordinates, and calm, quiet leadership that motivates people," CPO1 Kitching said.

"You're all going to do well as you grow into your new rank. Some of it will be gradual, and some of it will be happen quickly in leaps and bounds, but you'll all get there."

Visit the New Sea King exhibit at the Canada Aviation and Space Museum



Courtesy Maple Leaf

A Sea King helicopter, the CH-124426, has been officially unveiled as part of the Canada Aviation and Space Museum (CASM)'s permanent collection on Dec. 9.

A formal ceremony was held in its honour with many dignitaries and members of the maritime helicopter community to witness the occasion.

Brigadier-General Lise Bourgon, who flew this particular aircraft during her service as a pilot at 12 Wing Shearwater, addressed the crowd of approximately 150 veterans, officials, CAF members, National Defence employees, and members of the general public for the special occasion:

"It's a great honour to be here. The Sea King has been the workhorse of the RCAF; the most operational aircraft. So now, being inducted here is like

a hall of fame. This helicopter had so many diverse roles from anti-submarine warfare, to surface warfare, search and rescue, medical evacuations. We did it all."

Apart from aircraft 426 that was transferred to the CASM, eight Sea Kings will be on display in various DND locations, 15 aircraft have been sold to Rotor Maxx Support Limited, one is being kept as a training aid and three were demilitarized and converted to waste, recycling certain components to the extent possible.

The CH-124 Sea King, procured in 1963, was an essential part of the Royal Canadian Navy and the Royal Canadian Air Force for 55 years. Since its retirement from service in December 2018, the duties performed by the CH-124 Sea King have been taken over by the new fleet of state-of-the-art CH-148 Cyclone helicopters, of which 19 (out of 28) have been delivered to Canada.

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CORRECTION

PAGE 3 LOOKOUT, ISSUE 2, JANUARY 20, 2020.

In the caption to the photo of the future Leonora it was misidentified as Eleanor.

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