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HMCS REGINA TASK GROUP EXERCISE

HMCS Regina as seen from HMCS Calgary during a Task Group Exercise off the coast of Vancouver Island March 28. HMC Ships Calgary, Regina, and Brandon and two Orca-class Patrol Craft Training (PCT) vessels, PCT Cougar and PCT Wolf, are taking part in a Task Group Exercise off the coast of Vancouver Island. The exercise is designed to ensure HMC Ships can integrate and communicate effectively within a task group, while also maintaining operational readiness and preserving their capacity to carry out core missions in support of the Government of Canada. See more on page 2.

Photo by Corporal Jay Naples,
MARPAC Imaging Services



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Sea Training keeps HMCS Calgary busy

Lt(N) Greg Menzies
HMCS Calgary PAO

IT was a loud, clear message that boomed throughout *HMCS Calgary* – a general alarm every sailor knows and trains to address.

“Emergency Stations, emergency stations: Fire, fire fire, fire in zone three golf in the machinery control room.”

As the alarm sounded, the crew knew what needed to be done - fight for their ship.

This time it was drill - an integral part of *Calgary's* Directed Sea Readiness Training.

The training is a specifically tailored at-sea program designed to maintain a ship's readiness state in the middle of its operational cycle. Using a focused training and evaluation plan, Directed Sea Readiness Training prepares the ship and crew to meet the operational requirements given by the Commander of Canadian Fleet Pacific.

Calgary's road to high readiness started with the Basic Single Ship Readiness Training program after the ship completed several extended and short work periods last summer.

This training focused on seamanship, damage control, and safety. The training develops sailor's skills to enable a ship to conduct ready duty ship, sea trials, force protection at sea and alongside, and the basic unit force generation necessary to move through a tiered readiness program adminis-

tered by Sea Training (Pacific). They are the group that provides afloat and alongside collective training, certification, and maintenance of standards for ships and submarines through the continuum of readiness, assuring operationally capable sea power.

Upon completion of Basic Single Ship Readiness Training, *Calgary* progressed to Intermediate Multi-Ship Readiness Training in November operating within a task group environment. This training is designed to develop the ship's capacity to fight within a multi-ship construct, providing the unit the ability to act as the ready duty combatant and deploy as part of a naval task group.

“*Calgary* is moving along nicely with its tiered readiness program and there is a strong and dedicated leadership at all levels on board,” said Commander Paul Francoeur, Commanding Officer of Sea Training (Pacific). “All training programs allow the command team and departments time to self-correct and apply lessons learned. Time is built into the program to give departments the opportunity to run self-directed training to improve on observations and prepare for upcoming event scenarios.”

The command team and all organizations within the ship (operations, combat systems engineering, marine systems engineering, deck, logistics and executive departments) are evaluated and coached through several planned scenarios such as damage control and firefighting, sustained

events, emergency flying stations, man overboard, casualty evacuations, and harmful and inappropriate sexual behaviour management.

After each scenario, members from Sea Training staff begin a dialogue with every department to identify strengths and areas for improvement while providing the necessary guidance and mentorship.

Progress reports are built into each readiness program so Sea Training staff can debrief the ship's command team and department heads on their progress. The Commanding Officer of Sea Training (Pacific) reviews the ship's overall progress, since the previous progress meeting, allowing for

open, honest, and actionable feedback. These progress reports give the leadership in *Calgary* the information needed to ensure the ship's company is kept well informed of the ship's progress and to make the necessary improvements required to be operationally ready at all levels.

After an exhaustive firefighting scenario in various locations within *Calgary*, “Secure emergency stations” was piped throughout the ship.

Calgary successfully completed another Directed Sea Readiness Training scenario and is one step closer to ensuring the Royal Canadian Navy retains an operationally capable sea power.



Members of HMCS Calgary hone their damage control skills. Once HMCS Calgary completes the directed ship readiness training program.

Photos by Corporal Jay Naples,
MARPAAC Imaging Services



HMCS Calgary conducts a surface firing exercise during the Directed Sea Readiness Training Program off the coast of Vancouver Island March 28.



“It really has a lot to do with the old adage: You lose ounces in the gym, but pounds in the kitchen.”
CPO2 Stan Budden



CPO2 Stan Budden's amazing weight loss is clearly recognizable as he jogs along the New Westminster Quay in Vancouver March 4.

Chief reveals weight loss strategy

Peter Mallett
Staff Writer

If you ask CPO2 Stan Budden for the secret behind his miraculous weight loss, he is quick to tell.

“It really has a lot to do with the old adage: You lose ounces in the gym, but pounds in the kitchen,” he says.

A little determination didn't hurt either, he adds.

Two years ago, at 5' 10", he weighed 280 pounds. The healthy weight of someone that size is 160 pounds. More than 40 pounds over that average is categorized as very severely obese.

“When I worked as an engineer on Canadian warships I would work long shifts and always go for that quick fix of fast foods like pizza or big heavy sandwiches,” says CPO2 Budden. “I had been overweight for much of my adult life and eventually realized I was in a vicious cycle.”

Over his 24 years in the navy, his weight slowly ballooned. What was once an easy fitness test, became difficult to pass, although he never failed the test. With the weight gain, came depression and anxiety.

It was looking at the Canadian Armed Forces Mental Health Continuum that alerted him to his health issues. Once he sought help for his mental health problems, dealing with the weight was the natural next step.

He was assisted in this by an understanding chain of command and by two Personnel Support Programs (PSP) staff members, Alyssa Jesson (Victoria) and Sean Hommerson (Vancouver), who helped him develop fitness goals and provided support when it got hard. They advised he change his eating habits – pay attention to nutrition, read labels, limit portion sizes, and count calories.

“I track everything I consume because otherwise it is too easy to overeat,” says CPO2 Budden.

After losing the first 40 lbs, he decided to work short lunchtime runs during the week into his daily routine, which grew to longer distances on the weekend.

On New Year's Eve, he ran in his first five-kilometre run in Victoria; on March 7 he ran the 5km West Van Run in a time of 25 minutes and 40 seconds, finishing 177th out of over 800 people. The next runs on his to-do list is the Navy Run in June and October's Goodlife Fitness Turkey Trot in Victoria. He also goes to the gym a couple of times a week for weight training.

The physical transformation is so noticeable many colleagues do double takes to make sure it's him.

Today the 47-year-old father of three weighs 180lbs and is happy at that weight; which means he has completed a 100lb loss, almost the weight of another person. His family has been very supportive of his efforts; his wife and daughter have nicknamed him Scrawny.

“Along with the weight loss and new sleek appearance, the big difference today is I have a lot more energy, a lot less stress. I eat healthy and get outside and get exercise to the point where it has become a sort of religion for me.”

CPO2 Budden currently works as the Unit Chief Petty Officer for the Canadian Forces Recruiting Centre Pacific in Vancouver.

“Along with the weight loss and new sleek appearance, the big difference today is I have a lot more energy, a lot less stress.”
CPO2 Stan Budden

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A message to the CFB Esquimalt Defence Team

This letter represents my continued commitment to providing you with a weekly update on how the Base is managing COVID-19, our support priorities and important new information.

Over the last two weeks, we proved that CFB Esquimalt continues to deliver operational support excellence as we worked to enable the deployment of *Regina, Calgary* and *Brandon*. Over the next week, this support will continue to be reflected through critical core activities such as fuelling deploying ships, facilitating harbour movements and sustaining spares and general supplies.

In terms of personnel support, the cessation of training announced by Commander Naval Personnel Training Group and the Chief of the Defence Staff allowed us to further reduce the workforce requirements for delivering food services, accommodations, and transportation.

Practical physical distancing measures have also been implemented to safely continue supporting members living in Base accommodations, such as reverting strictly to food pickup and delivery at the galleys and increasing vehicle size for any transportation requirements.

I have been thoroughly impressed by your ability to quickly adapt and overcome challenges in this rapidly changing environment.

Equally important to our continued success is our ability to complete financial requirements as set by the Department's Fiscal Year-End directives covering the end-March and April timeframe. This will ensure critical goods are received to sustain operations, invoices are paid on time to Canadian suppliers and financial transactions, such as payroll, are accurately processed and reported. Many of these functions can be completed remotely but may, in some circumstances, require on-site work.

In all cases when on-site work is required, every precaution is being taken to ensure you are operating in a safe work environment where strict physical distancing guidelines are in effect and PPE is available in accordance with Health Services guidelines.

I recently participated in a MARPAC Health and Safety Committee teleconference chaired by RAdm Auchterlonie and labour leadership during which important topics such as increased cleaning and PPE requirements were discussed. I

can assure you my entire leadership team is committed to making sure the Base continues to be a safe work environment for all.

During this uncertain and difficult time, it's important we continue to be mindful of our morale and welfare. Whether you're a manager, supervisor, coworker or friend, remember to watch out for one another and to not be afraid to ask for help if you need support. I expect all base units will continue to check in with their teams regularly to ensure our members and their families are healthy, informed, and supported during this time.

While the priority remains to preserve our workforce capabilities through strict self-distancing and working from home whenever possible, CFB Esquimalt will also gradually shift over the coming weeks toward Force Generation with General Duty Companies (military personnel) in support of domestic operations as announced by the Minister of National Defence.

Many of you have likely seen the latest CANFORGEN 049/20 on the upcoming Active Posting Season. For those of you without DWAN access, it

is available on the CAF mobile app, or on www.lookoutnewspaper.com/COVID-19 tab. In the interest of the safety of our members, their families, and all Canadians, the current posting plot is being closely examined based on our critical operational and institutional requirements.

I understand this may affect many of you and your families this summer and I appreciate your understanding and cooperation during this unprecedented time.

The Base Surgeon has also released an update this week (bit.ly/ESQBaseSurg). It outlines the latest procedures for accessing the Base Clinic, which is facilitating telemedicine appointments whenever possible and continuing to provide a high level of care to all our military members.

I am confident we will continue to be ready to support, while always striving to do so as safely as possible. Likewise, we have to ensure our posture is sustainable as all hands on deck will be required to maintain our support to this national effort. Stay healthy. Stay ready to support.

Yours Aye,
Captain (N) S. Sader
Commander

WHAT SAY YOU

Letter to the editor - COVID-19, discipline is needed

This coming August I will be 90 years old and I can clearly cast my mind back to September 1939 when I was nine years old, in for the experience of my young life.

The memories of that time are burned in my mind forever.

Being trapped in a poor working class district of London, I was unable to avoid the trauma that was to affect my daily life - the Second World War.

I now find myself comparing those times with today's current fight against a new deadly enemy: COVID-19.

In 1939, we knew our

enemy; they were clearly visible to us. I distinctly remember sitting in our modest kitchen, anxiously waiting to hear from our Prime Minister. Mr. Chamberlain was to inform us about his latest crucial negotiations with Adolf Hitler, the leader of Nazi Germany.

Our rented radio stood in the centre of the table surrounded by our neighbours who could not afford to rent one. As we all sipped tea, the seconds ticked by towards 11 a.m. The tension was unbearable.

Precisely at 11 a.m. Mr. Chamberlain announced

to everyone the momentous decision that we were at war with Nazi Germany. Someone uttered a swear word that broke the tension and our neighbours returned to their homes, each with their jumbled thoughts and expectations of what was to come.

Over the next months and years, well-known and well-loved faces disappeared from our lives as the fight for our freedom took its toll. In those days we had no television, no computers, and no electronic devices. Instead, we turned to the radio and newspapers to

keep us informed.

Today, however, our enemy is just as dangerous, but it is also invisible.

We used discipline as our weapon in the Second World War and the same applies today. The well informed authorities told us what we must do to survive, even though some of their orders were difficult to accept; but it was for our own good and for our survival.

Today, we must also accept the strict safety guidelines told to us by well-informed authorities. We are at war. Have no doubt about it.

I prayed there would

be no World War Three in my lifetime, but here we are now, engaged in it and fighting for our lives.

There are bound to be many hardships ahead, just as there were in the Second World War.

It takes extreme discipline and sacrifice to win a war and unfortunately that also involves staggering costs. Britain only paid off its war debt in 2006.

We must be aware and ready to embrace the huge financial burden facing us in the years ahead - hopefully free from COVID-19.

Vic Atkinson



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FROM THE PRAIRIES TO THE PACIFIC

HMCS Nanaimo's Commander takes on Operation Caribe



Captain Lisa Evong HMCS Nanaimo PAO

For three months, Commander Jason Bergen has been long way from his hometown of Saskatoon, with the icy South Saskatchewan River bisecting the city, and a blanket of snow draped over the cityscape.

Up until a week ago, he was 5,000 kilometres away in the Caribbean Sea and Eastern Pacific Ocean, seated in the captain's chair on board *HMCS Nanaimo*.

Accompanied by sister warship *HMCS Whitehorse*, the two Maritime Coastal Defence Vessels were deployed on Operation Caribe, Canada's contribution to a U.S.-led, multi-agency effort to monitor, detect, and deter illicit trafficking in the region.

In addition to leading his ship,

Cdr Bergen was also Maritime Task Force Commander for the operation. While both ships were called back early because of the COVID-19 outbreak, he and his crew were still able to aid the embarked U.S. Coast Guard law enforcement team in seizing 1,104 kilograms of cocaine from a Panga, preventing approximately \$42M USD worth of illicit drugs from entering communities.

He attributes mission success to his skilled, dependable crew. As their leader, he uses mentoring and coaching techniques directly attributed to Ross Wilson, his baseball coach at Walter Murray Collegiate Institute two decades ago.

Coach Wilson taught his team that sportsmanship and being a "class-act" was not tied to a skill level or socio-economic background, but to a person's behaviour when things

got tough - when it mattered most, says Cdr Bergen.

"He was adamant that everyone on the team had a role to play, regardless of points scored."

Just like a team, every member of a ship's company has a role to play, from the Commanding Officer all the way down to the most junior member. Leadership can be displayed in the form of an act or even a good idea that contributes to the team, he says.

The team can endure and overcome the toughest situations if they have the right attitude and mutual respect. This can be something as simple as a contagious positive attitude from a junior member, and that can make all the difference, he adds.

The two ships are now sailing the final kilometres to their homeport of CFB Esquimalt.



Commander Jason Bergen, Commanding Officer of HMCS Nanaimo.
Photo by Patrick Fisher

HMCS Nanaimo from the vantage of sister ship HMCS Whitehorse while deployed on Operation Caribe.

Photo by Canadian Armed Forces



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Ashley Campbell is a Control Systems Engineer at Fleet Maintenance Facility Cape Scott in Halifax.
Photo by Mona Ghiz, MARLANT PA

DND Profile Meet Ashley Campbell

Rank: Civilian
Current role: Control Systems Engineer
Hometown: Dartmouth, Nova Scotia
Years of Service: Six
Home Unit: Fleet Maintenance Facility Cape Scott

What is the most enjoyable part of your work?

The most enjoyable part of my work is knowing that I am doing my part to help support the navy in protecting Canadians.

What is the most challenging part of your work?

The most challenging part of my work would be the variety of personalities I encounter on a daily basis. I have to be able to adapt my approach to certain tasks depending on whom I am dealing with.

What was the biggest thing you learned this past year professionally?

The biggest thing that I learned this past year professionally would be to take any opportunity that presents itself – even if you fail. It's always worth trying something different, even if it scares you. You can learn something from any experience you have - good or bad.

Was there an unexpected obstacle? How was it overcome?

With only six years of service, on a day-to-day basis there are many small obstacles I need to overcome. It can be anything from not knowing all of the government processes, learning about a system I haven't worked on

before, or teaching myself about new technologies that are being implemented. I overcome these obstacles by asking questions, requesting further training, and taking the time to understand the problems at hand.

What would you like to accomplish in 2020?

In 2020, I would like to be able to take on more responsibility professionally and develop my managerial skills through shadowing my current supervisor in his day-to-day role.

How would you describe the availability of opportunities for women at Fleet Maintenance Facility Cape Scott?

I would describe the availability of opportunities for women to be the same as they are for anyone else. Opportunities are what you make of them; you need to be a go getter and be willing to try new things. For example, after working three years in my engineering section I was wanting to gain more experience with project management and supervisory roles. I approached my supervisor and manager about my aspirations and they provided various options for me to gain experience. I was able to spend four months shadowing a ship's Project

Leader and four months acting for another engineering section. This provided me with the experience required to apply for higher level jobs.

What advice would you give new female engineers?

I would advise new female engineers to be self-confident in your skills. Don't be afraid to go after what you want, and do your best – that's all anyone can ask of you!

What would you say to someone that is considering an engineering career in the RCN?

For someone considering an engineering career in the RCN/DND, I would tell them to go for it! The work is challenging, interesting, and provides you with opportunity to continue learning and travelling.

What is the most unique thing about yourself, outside of your job?

The most unique thing about myself is that besides having a BSc in Electrical Engineering from Dalhousie University, I also have a BSc Honors Mathematics/Honors Physics from Saint Mary's University. I also enjoy staying active, travelling, and spending time with family and friends.

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A career by design



Melissa Atkinson
Lookout Editor with files
from Captain Lisa Evong

It's a quiet evening aboard *HMCS Nanaimo* as the ship's bow slices cleanly through the Pacific Ocean.

The rocking motion isn't enough to hinder AB Yukii Li's sketching. On a modest sized pad, she pens her croquis, a fashion world term for an exaggerated tall model form. Bold, black lines connect to create a modern female sailor in a fashion pose – one hand on hip, the other loosely at the side, lanky legs disappearing at the skirt edge. It is a loose drawing, but the talent is obvious.

This is the road not taken. Passion colliding with practicality, but it comes without regret.

A few years ago, AB Li was without rank, studying fashion design at Seneca College in her hometown of Toronto. A love of art in high school coupled with an attraction to fashion inspired her to try for one of the most prestigious careers.

For three years she learned the A to Z of designing clothes, from an idea to a paper sketch, to sourc-

ing fabrics, buttons, zippers, to measurements to create a pattern, to the construction of a garment.

"If everything is done perfect, you can breathe, rest and smile," she said of the process.

Each piece she has created has a hint of inspiration from Japanese fashion, mainly Gothic Lolita and Visual Kei style and Victorian/Baroque era fashion. Her favourite piece is a grey dress from her graduation show.

"I put a lot of time and effort into it and am very proud of it. It's a mixture of cotton and leather. The leather work was hand cut by me and overall it came together very elegantly."

Employment in the industry was an unpaid internship, and this lack of pay led her to make a difficult decision about her career path.

"I made the decision to not pursue a career in fashion design because I am a person that needs planning, structure, and stability in my day-to-day life. I was unable to attain that in fashion. I need to plan out my routines and budget accordingly or else I get severe anxiety. When I stopped and took a long hard look into my future I saw that if I were to continue with fashion design I would end up

hating something I once loved. That was the moment I understood the real meaning behind art is a hobby. Not in a bad way though."

Her father suggested the Primary Reserves Program. AB Li's uncle was a medical officer and spoke positively about it. Her cousin was in the army and deployed to Afghanistan.

She signed up for the navy reserves and became a naval combat information operator; her most recent deployment was sailing on Operation Caribbe from January to March.

During her time as sea, she used her skills to remove the flag patch off uniforms due to the new change in dress.

Fashion design and art are still very much a part of her life – albeit a hobby rather than a career.

"I am financially stable and I can



AB Li practices weapon handling on the deck of HMCS Nanaimo.

always make clothes for myself and friends when I have the time. I can take on smaller projects or commissioned work if I want to, which I prefer to do because I put so much work and attention to detail in every piece I make."

What sort of clothes does she like to wear?

"Anything that fits the mood but always makes a statement."

For now, that statement is her blue naval combat dress.

A skirt AB Li made in her garment construction class. It was from a pre-made pattern by the instructor and she used muslin to make it. After that piece was marked, she tailored it to her liking - dying it light pink, taking in the waist, adding some buttons, and painting Sakura blossoms (cherry blossoms) on it.



A painting by AB Li of a one winged angel. It was done entirely on Photoshop.

A grey dress she made for her graduation fashion show. It's a mixture of cotton and leather, with the leather work hand cut by AB Li.



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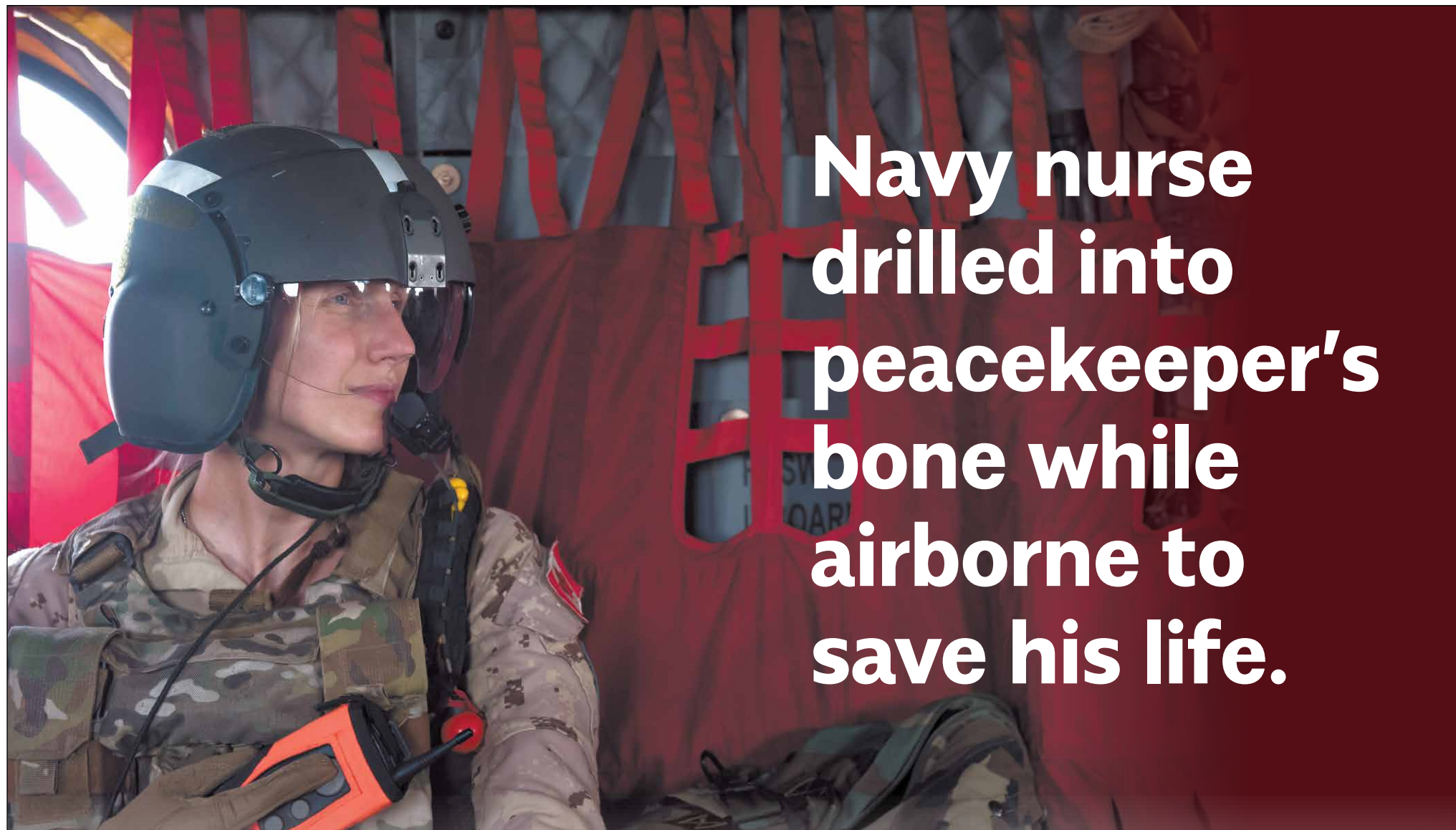
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Navy nurse drilled into peacekeeper's bone while airborne to save his life.



Above: Lt(N) Jennifer Loye during a Task Force Mali Forward Aeromedical Training in the vicinity of Gao to keep their skills sharp while deployed on Operation Presence.

Below: Operation Presence-Mali's Force Protection team assists a simulated casualty during a combat casualty exercise in Mali on December 17, 2018.

Right: Lieutenant (Navy) Jennifer Loye and her aero-medevac team conduct training with a simulated casualty while deployed on Operation Presence in Mali.



DND

WHEN the call came over the radio that 10 UN soldiers had been injured and needed to be evacuated by helicopter, Lieutenant (Navy) Jennifer Loye and her team were ready to help.

During the six months she had been working as the senior aero-medevac nurse at a German basecamp in Gao, Mali, for Operation Presence, she had been conducting simulations with her team and their international partners involved in saving lives using Canada's Chinooks as flying emergency rooms.

The call said there were multiple casualties from gunfire and explosives.

"We knew it was going to be a multi-casualty situation and that it was quite far away," said Lt(N) Loye. "It surprised us all. It happened very quickly. I remember the call coming in."

An al-Qaida-linked group would later claim responsibility for the attack on a group of UN peacekeepers in Aguelhok, a village 450 kilometres north of Gao.

The UN's mission is to increase peace and stability

in the region after a resurgence in extremism over the past few years.

After grabbing the supplies she thought she would need—extra painkillers and blood product—it took over an hour to reach the injured soldiers by helicopter.

Once the team arrived, they landed to drop off the doctor and medics, to scope out the area, and to prepare the injured soldiers to board the helicopter.

Helicopters are most vulnerable when on the ground, so they took off immediately.

"We landed and they got off. That for me was the most memorable part of the tour," said Lt(N) Loye. "The feeling of leaving people on the ground—part of your team, right? Nobody quite knowing at that point what the situation would be. We were circling around and I still very clearly remember we couldn't locate where these casualties were. That started to raise alarm bells for me around the safety of my team."

Lt(N) Loye remembers the Chinook circling in the air and after about 20 minutes their fuel was running out.

"We either had to pick up our people or pick up everybody."

Lt(N) Loye was busy setting up the equipment inside the Chinook so everything would be ready. She could hear the doctor and medic over the aircraft radio saying how many people were going to come on board.

Finally the team on the ground signalled they were ready to load the patients.

So they landed, again. The helicopter rotors were kicking up the red dirt that blankets Northern Mali and made it difficult to see.

"It was very dusty," remembers Lt(N) Loye. "We could kind of see people coming through the dirt."

The doctor and medics began loading eight patients into the Chinook.

"We could fit the three most critically injured on the floor, but on this call we had four people on stretchers. And then we had our four walking wounded sitting down. It was a lot of people to manage all at once."

The team was on the ground for 10 minutes before taking off.

Lt(N) Loye and her team began checking the patients to find out who was the most seriously injured, and then they were in the air again.

"Our protocol is to leave right away. So we did

everything en route."

She ended up looking after the most critically injured person.

"The patient had multiple gunshot wounds. I could see they were still conscious."

She hooked the patient up to their monitoring equipment.

"Based on his vital signs I could tell he needed blood product. He was also going to require an ultrasound and pelvic binding."

When she found out the intravenous wasn't working, she realized she would have to drill into the patient's bone using an intraosseous infusion to deliver blood product to the patient.

A force protection officer helped hold her supplies while she drilled into the bone of the patient's upper arm.

"I got it in and it was successful. I remember doing a mini happy dance squished in against the seats of the Chinook. Because that was going to save his life. [After getting the IO in] I definitely felt a sense of relief. The adrenaline was still going because you still don't know whether the blood product will do the trick. It did. He was okay through the whole flight."

With the force protection officer's help, they cleaned

the patient up, got the pelvic binder on, and warmed him up with blankets.

Now stable, Lt(N) Loye continued to monitor him and deliver blood product and pain medication throughout the flight back to their base in Gao.

"We were just hoping that was going to be enough to get him to the hospital and it was."

Once they had all the patients stabilized, during the flight back to their basecamp in Gao they began organizing where all of the patients were going to go.

Thankfully this part of the mission had been practiced many times over the months they had been in Mali.

"We were able to create these really awesome elaborate training opportunities where we would work with our international partners," said Lt(N) Loye. "We would fly and go out and pick up simulated casualties and I would coordinate with the other military hospital establishments to drop off that simulated casualty and working out the handover process with them. We were able to practice everything from our communication, to our timing, to the way we moved around in the

Chinook before we ever had an actual casualty."

So when they landed that day and the Chinook's door opened, in front of her she saw a line of all the different nations with all of their ambulances ready to take the patients to their respective hospitals.

"It was amazing to see. We handed them all over and then I leaned up against the seat and finally could breathe."

That wasn't the only mission Canada flew that day. Of the casualties, 15 were evacuated and 10 were killed. Twenty-five other peacekeepers were injured.

"It was a really big day for Canada. It was a culmination of all of the work and training that we had done. Not just the medical training but the organization and the relationships that we had built with all of the different nations."

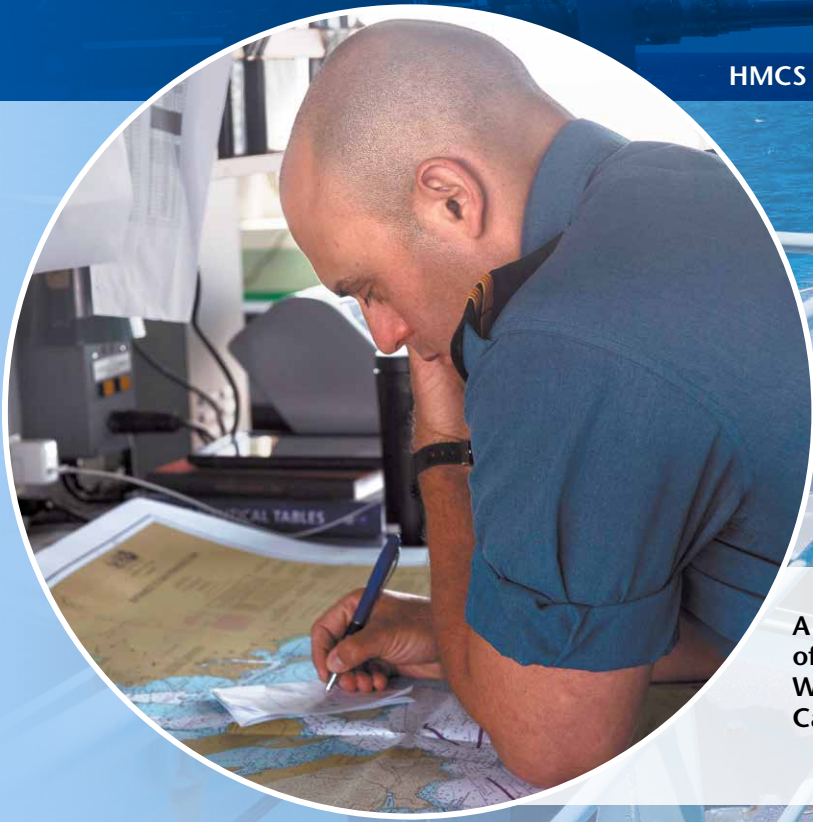
For her efforts throughout the mission, Lt(N) Loye received a Chief of Defence Staff Commendation. The task-force surgeon Major Patrick Gilbride will receive a Meritorious Service Medal.

Lt(N) Loye's time in Mali has inspired her to go back to Africa at some point in the future to give back in a civilian capacity.



OPERATION CARIBBE

HMCS Whitehorse sails through rough sea state during Operation Caribbe on March 26, 2020.



A sailor plans anchorage outside of a foreign port aboard HMCS Whitehorse during Operation Caribbe on March 30.

Photos by Canadian Armed Forces



A crewmember assembles firefighting bunker gear aboard HMCS Whitehorse.



Members of the Whitehorse make references to the ship's layout during a fire exercise.

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CPO1 Lucie Simpson talks to three women on parade.

Female Chief Petty Officer hopes to inspire younger women

Courtesy the Maple Leaf

“To see a woman in a senior leadership position is a celebration, a testimony that it is possible.”

These words from Chief Petty Officer First Class (CPO1) Lucie Simpson highlight the changes that have taken place in the Royal Canadian Navy (RCN) over the past few years.

As more women join the navy, those trailblazers currently in senior positions have learned how crucial it is to engage, empower and mentor their younger colleagues.

“Leadership starts by its own actions, so we need to lead and teach women by showing them the best example and impacting them early in their careers,” says CPO1 Simpson, Canadian Forces Health Services Group Chief Warrant Officer. “Being honest right from the beginning – that joining the RCN will be hard work –

but just as rewarding. In recent years, breaking the barriers, women have been highly successful in leadership team roles both ashore and on board ships.”

In fact, nine current female CPO1s, the navy’s highest rank of non-commissioned officer, have a total of 263 years of service and 10,050 sea days in the Royal Canadian Navy.

They have served as coxswains aboard maritime coastal defence vessels and Canadian patrol frigates, worked in both the Regular and Reserve Forces in wide-ranging trades, and have held leadership positions in shore-based establishments.

CPO1 Simpson, a communicator research operator, is the first woman in her trade to serve beyond the formation level. She joined the Canadian Armed Forces in 1989. She was posted to Her Majesty’s Canadian Ships Huron and Algonquin as a cryptologic direct support element operator, and deployed in HMCS Ottawa for a six-month deployment to Southwest Asia.

Her current job is her second senior appointment position; she also served as the Canadian Forces Morale and Welfare Chief Warrant Officer.

While serving in Huron in 1996, the number of women on board was so small they lived in a single mess with six to eight bunks.

“At that time, the culture was already changing. Navy leadership was making the decision to bring sailors in, regardless of their gender. That same year we moved over to a mess big enough to host 30 women.”

She is amazed the younger generation of sailors don’t care about women in traditionally male roles.

“Whereas my generation of women judged each other, competed, and tried to mimic what we thought were the expectations for women at that time. Reflecting back, perhaps this was a standard we imposed on ourselves to fit in.”

Her advice to younger women is to find the right

mentors, especially other women, who can inspire and bring diversity to their roles in the navy.

“They are very receptive to advice,” she says. “I speak to them regarding work opportunities, deployments, second language training, managing deadlines and expectations, and I also share my own experiences.”

CPO1 Simpson adds she is proud the navy “is an organization where both women and men receive equal salary, are offered the same training and education opportunities, have access to an honours and award system that recognizes members based on their individual accomplishments, and are able to work in an environment that is harassment-free and safe.”

As women continue to join the navy, they can see other women are attaining senior leadership roles, both as officers and non-commissioned members, that they are being listened to, and that they are valued as individuals and as part of the greater navy team.



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Marjorie Whitcomb (née Horsnell) proudly displays her service medals. Photo taken July 2017 at her cottage on Lake George, New Brunswick. Photos provided by Sean Whitcomb

Celebrating

a nursing sister's service

Lisa Nault
 Army Public Affairs with
 files from Sean Whitcomb

Attracted by a sense of adventure, Marjorie Whitcomb (née Horsnell) joined the Royal Canadian Army Medical Corps as a Nursing Sister in 1949 at the age of 23.

"When I got the call that I had been accepted I didn't want to go to Toronto alone for training, so I told them I would only go if my friend Jan [Moore] could come, too," she recalls. "I didn't know you could ask that sort of thing in the military, but they took us both."

In 1951, she was deployed to Japan to work at the Commonwealth General Hospital in Kure where she treated survivors of nearby Hiroshima alongside her friend, Jan.

"We worked very hard and

saw the damage that had been done by the atomic bomb. We met some of the survivors, some of them had been badly burned in the blast. I made a lot of friends, and some of us kept in touch after the war, but all the girls I knew well have passed away now."

During the Korean War, Whitcomb spent two months working at a hospital in Seoul, Korea, treating wounded soldiers. She vividly remembers the appalling conditions in which Koreans, displaced by the war, lived and the daunting effort of trying to provide them with some form of medical care.

Despite these dire realities, Whitcomb and her fellow Nursing Sisters found levity where they could.

"In Korea we didn't have the best the facilities, so we'd have to go by jeep to other messes for showers. None of the roads were paved, and it was dusty,

so by the time we got back to our own mess and the hospital we'd be dirty again. We met lots of people on our visits and the Americans were very kind to us. They had more luxuries than we did.

I mentioned that to one of their officers, and the next day an orderly came to our hospital with a case of Coca-Cola. They landed a helicopter not far away and took us for rides, too. I had never been in a helicopter before."

Upon her return to Canada, she was stationed at Camp Chilliwack in British Columbia. There she met Captain (later Major) G.M. Whitcomb whom she married in 1955. In 1960, they returned to their native New Brunswick where they raised four children. Marjorie, now 94, attends the annual Remembrance Day service in Saint John, but remains very humble about her war service.



Lt N/S M. Horsnell on deployment in Japan c. 1952 (exact date unknown).



Lt N/S M. Horsnell and patient (name unknown) in Japan c. 1952 (exact date unknown).

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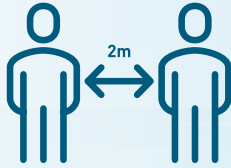
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What does physical distancing mean?

This means making changes in your everyday routines in order to minimize close contact with others, including:

- ▶ avoiding crowded places and non-essential gatherings
- ▶ avoiding common greetings, such as handshakes
- ▶ limiting contact with people at higher risk (e.g. older adults and those in poor health)
- ▶ keeping a distance of at least 2 arms lengths (approximately 2 metres) from others, as much as possible



Here's how you can practice physical distancing:

- ▶ greet with a wave instead of a handshake, a kiss or a hug
- ▶ stay home as much as possible, including for meals and entertainment
- ▶ grocery shop once per week
- ▶ take public transportation during off-peak hours
- ▶ conduct virtual meetings
- ▶ host virtual playdates for your kids
- ▶ use technology to keep in touch with friends and family



If possible,

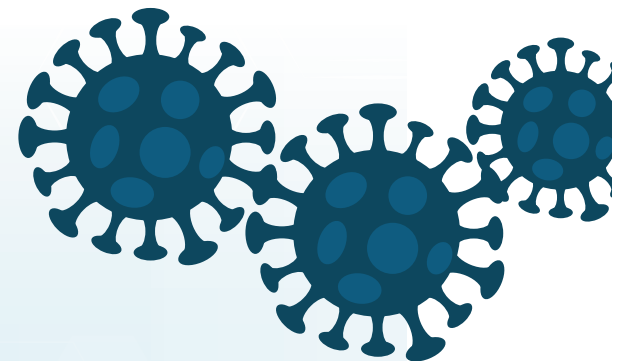
- ▶ use food delivery services or online shopping
- ▶ exercise at home or outside
- ▶ work from home

Remember to:

- ▶ wash your hands often for at least 20 seconds and avoid touching your face
- ▶ cough or sneeze into the bend of your arm
- ▶ avoid touching surfaces people touch often
- ▶ self-monitor for symptoms of COVID-19 including:
 - cough
 - fever
 - difficulty breathing

If you're concerned you may have COVID-19:

- ▶ separate yourself from others as soon as you have symptoms
- ▶ if you are outside the home when a symptom develops, go home immediately and avoid taking public transit
- ▶ stay home and follow the advice of your Public Health Authority, who may recommend isolation
- ▶ call ahead to a health care provider if you are ill and seeking medical attention



NOTE: The Government of Canada has implemented an Emergency Order under the *Quarantine Act*. This order means that everyone who is entering Canada by air, sea or land has to stay home for 14 days in order to limit the spread of COVID-19. The 14-day period begins on the day you enter Canada.

- ▶ If you have travelled and have no symptoms, you must [quarantine \(self-isolate\)](#)
- ▶ If you have travelled and have symptoms, you must [isolate](#)

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