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Volume 65 Number 22 | June 8, 2020

# LOOKOUT

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## READY AYE READY

Leading Seaman Chris Bakke, a boatswain in HMCS Winnipeg, contributes to the production of non-medical face coverings in support of back-to-work preparations. Read the full story on page 3.

Photo by Leading Seaman Victoria Loganov, MARPAC Imaging Services



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MEDITERRANEAN SEA

# RECOVERY OPERATIONS OF Stalker 22

*Right: Operators get the remotely operated vehicle Remora III ready for a dive off EDT Hercules during the recovery operation for Cyclone helicopter Stalker 22 in the Mediterranean Sea on May 27. Photos by Cdr Robert Watt*



## National Defence / Canadian Armed Forces

At 10 a.m. Atlantic time June 2, the decision was made to conclude the recovery operation led by a combined Canadian Armed Forces (CAF) and United States Navy (USN) team.

After eight days over the crash site we achieved what we set out to accomplish – we located the helicopter, we have recovered some remains of our fallen and

we have retrieved multiple pieces of the aircraft that will assist in the ongoing flight safety investigation.

While we were able to recover remains of some of our fallen, it is important to note that we have not identified these remains and it is unknown at this time whether we have found everyone. This will only be completed once the remains have been brought to Toronto where any positive identification, as well as confirmation of the number of personnel

found, will be done using scientific methods by a forensic pathologist. Once this is complete, the identities of the remains will be released to the families and then the public.

**The sequence of events for this operation are summarized as follows:**

On Monday, May 25, our recovery team departed Souda Bay, Greece, on the EDT Hercules, which is an offshore multi-purpose support vessel that served as the platform for the deep-sea recovery.

EDT Hercules arrived at the search site approximately 220 nautical miles east of Catania, Sicily, on Tuesday, May 26 at roughly 7 p.m. Atlantic time. After about two hours of preparation, the team was able to get the Remotely Operated Vehicle (ROV) in the water and quickly begin the search for Stalker 22.

The recovery team used a United States Navy "Remora" ROV with a Fly Away Deep Ocean Salvage System that was integrated for operations with the salvage vessel. This ROV was selected as it has the ability to operate to a depth of 6,000 metres; twice the expected depth of where we had anticipated the CH-148 to be located on the ocean floor.

For the most part, the weather conditions and the sea state over that week allowed the team to operate the ROV and locate the debris field in very short order. It took the Remora approximately three hours to reach the ocean floor and within eight minutes, the sonar and cameras on the ROV revealed a large portion of the helicopter fuselage, which became the centre point for the rest of the search.

Given that we had very accurate data on where

the helicopter entered the water, we did not have to rely on the underwater locator beacon, and would have only rigged the detection system to the ROV if we had difficulty locating the helicopter. Given that we discovered it so quickly, it did not end up being required and we cannot confirm if it was still emitting a signal.

At over 3,143 metres deep with a debris field that spanned approximately 260 metres by 230 metres, aircraft components were found in a number of clustered groups, to include many smaller pieces that were scattered individually across the ocean floor.

Unfortunately, no portion of the main cabin was left intact following the crash, including the external cockpit structure. The largest piece at the wreckage site was the rear deck/ramp area of the helicopter and the next largest intact piece was the tail pylon and tail rotor blades.

At this point, we are not able to provide any additional information about the individual pieces that were recovered given the current flight investigation.

It should be noted that given the challenges associated with a recovery at this depth, we made the con-

scious decision to recover all discovered remains and only pieces of equipment that would be useful to the investigation.

In terms of next steps, the recovery team on board EDT Hercules sailed to Augusta Bay, Italy, which is proximate to Naval Air Station Sigonella. The ship arrived early June 4. Upon arrival, the next priority was to prepare the remains for transport back to Canada.

I would like to echo comments made by the Chief of the Defence and extend my thanks and external gratitude to the United States Navy and the Captain and crew of the EDT Hercules. Throughout this process they have provided outstanding support and on behalf of the Royal Canadian Navy, Royal Canadian Air Force, and the families of our fallen, I thank them for all they have done to help us bring our shipmates home.

In closing, and speaking more directly to the families of our fallen, it is our hope this operation provides some closure to you. Please know the Canadian military family grieves with you.

Rear-Admiral Craig Baines, Commander Maritime Forces Atlantic



Canadian Armed Forces members and EDT Hercules personnel inspect recovered parts of Stalker 22 during the recovery operation for the aircraft in the Mediterranean Sea on May 31.



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Leading Seaman Brittany Oliver traces patterns to be used in the creation of non-medical face coverings for Canadian Armed Forces members to wear in the wake of COVID-19.

Photos by MCpl Carbe Orellana MARPAC Imaging Services



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# Preparing for the new normal

**Peter Mallett**  
Staff Writer

To prepare military and civilian staff for a safe return to work, base units and ships are fabricating non-medical face coverings.

A joint directive – DND/CAF COVID-19 Public Health Measures and Personal Protection – released by the Chief of the Defence Staff, Deputy Minister of Defence, and DND details guidelines for the wearing of face coverings in order to reduce the risk of transmission of infectious viruses. It states that face coverings will be worn by all Department of National Defence staff who cannot maintain the required two metres of physical distancing in the workplace.

In order to minimize the risks of COVID-19 transmission within the DND workplace, the Deputy Minister and Chief of Defence Staff has authorized the procurement of materials for non-medical face coverings at a national level, says

Cdr Katherine Kincaid, logistics officer for Maritime Forces Pacific.

“Globally, there is a shortage of disposable face coverings. Therefore, the production of cloth masks by our local units will allow Defence Team members authorized to report to work to meet the criteria of public health measures outlined in this joint directive,” said Cdr Kinkaid.

Multiple teams at Maritime Forces Pacific and CFB Esquimalt are currently manufacturing them - Fleet Maintenance Facility Cape Breton (FMF CB), Naval Fleet School Pacific, and boatswains in *HMC Ships Vancouver, Winnipeg* and *Ottawa* have been assigned the task.

Fabrication teams have received assembly instructions through an internal DND memo. Face coverings are to be conservative in nature and should not detract or discredit the military uniform. At CFB Esquimalt, most face coverings will be fabricated with black coloured fabric due to available supplies.

Face coverings have an outer layer made of 50 percent cotton and nylon, an inner filament layer of 100 percent cotton, aluminium or copper wire, a metal nose piece, and an elastic band or cotton tie to secure the mask.

Naval Fleet School (Pacific) staff have created an assembly style manufacturing team of seven. Two people cut material, one person outlines the areas to be stitched, three people sew the required stitches, and one acts as manager of the operation. Together they produce 110 masks a day,

but that number is set to rise as efficiencies increase.

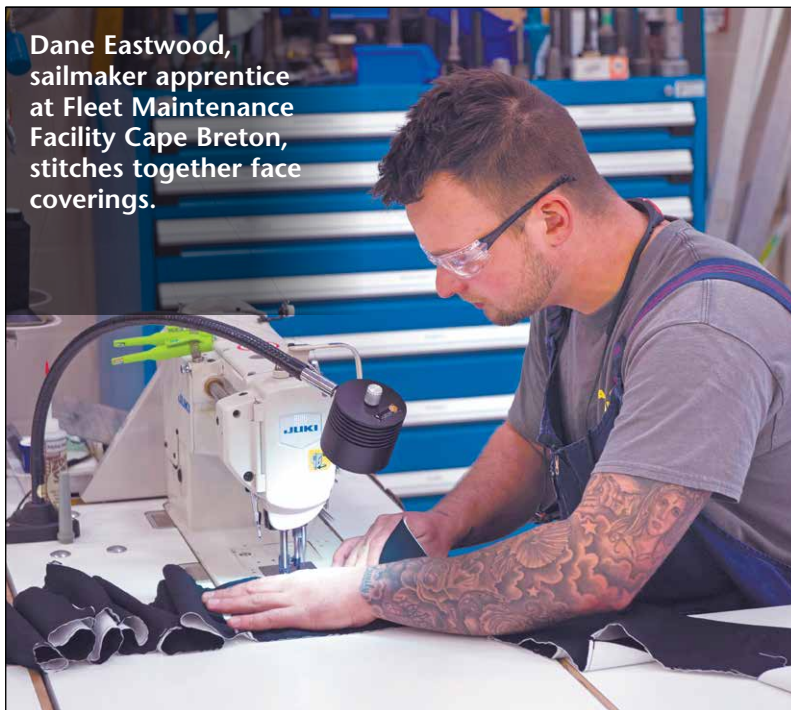
At FMF CB, a team of over 100 employees from multiple shops have made over 2,900 non-medical face coverings since their work began on the project in early April. This includes 655 face coverings for FMF personnel and 2,286 put into the national system. They are producing the masks both on site and by employees and volunteers who are working from home. Washing and packaging the masks is required before they are put into the supply system.

Overall, this project has become a morale booster for the unit says Ian Baxter, FMF CB Group 2 Manager. He says the work has instilled a renewed sense of pride within his workforce. Steve Ringma, Group 2 Work Centre Manager, adds the level of unity is impressive in very challenging times.

“It is great to see everyone at FMF and across the base pulling together to support this project,” said Ringma. “They all understand the importance of this for the CAF and FMF get to get back any sense of a normal posture.”

Lt(N) Tony Boston is the deck officer in charge of manufacturing the face coverings aboard *HMCS Winnipeg*. They have produced 570 face coverings for sailor to use aboard the ship. Now, he and his crew are producing them for base use.

“I and other members of the ship’s company are happy to be given this opportunity. Later in 2020, we are looking forward to the prospect of *Winnipeg* returning to sea and making these masks is one way we can achieve this goal safely.”



Dane Eastwood, sailmaker apprentice at Fleet Maintenance Facility Cape Breton, stitches together face coverings.

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# matters of OPINION

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## WHAT SAY YOU

These two poems were inspired by young poets in HMCS Guysborough in the Second World War. In particular, their poem contained the recurring line "Roll Along Canadian Sweeper Roll Along", which was a spark of poetic inspiration for me.

The Royal Canadian Navy's HMCS Guysborough, a Bangor class minesweeper, was tasked with clearing explosives hidden

in the water in front of Juno Beach, making the environment a little safer for Canadian soldiers to land on D-Day. Guysborough remained offshore from Juno Beach during the course of the invasion, and no doubt the boys on the ship watched the epic battle unfold. Fourteen thousands Canadians stormed Juno Beach on June 6, 1944, with over 1,000 casualties occurring that day. The

Royal Regina Rifles suffered some of the heaviest losses of any regiment.

Basically, the poem *Roll on Canadians* is an eyewitness account of the events surrounding the poem *Juno Beach*, which is the last thoughts of a dying soldier. No doubt, mortally wounded soldiers lying on the beach were thinking about their loved ones back home in Canada, as well as

pondering the universe, and the meaning of life, one last time. I believe many fallen soldiers had an incredible sense of peace before they died, for the perfect light of love drives out all fear.

Sadly, HMCS Guysborough was torpedoed and sunk nine months later, and another 51 young men would not return home to Canada, including some special young poets.

## Roll on Canadians

Garth Paul Ukrainetz  
Poet Laureate of the Blackmud Creek

Roll on Canadian minesweeper  
The boys are coming, it won't be long  
Roll on Canadian minesweeper  
Roll on Canadians  
Roll on  
Through English Channel we are all sailing  
For the invasion of Normandy  
Every soldier's beating heart praying  
Roll on Canadians  
Roll on  
My love is waiting in Guysborough  
Oh Nova Scotia my home sweet home  
I shall return when bitter war's over  
Roll on Canadians  
Roll on  
Machine guns firing... mortar shells exploding  
Bullets flying... blood is everywhere  
Red crashing waves upon the sands of Juno  
Roll on Canadians  
Roll on  
Seagulls fallen on the coils of wire  
Our boys are dying singing freedom's song  
Now in heaven a new angel choir singing  
Roll on Canadians  
Roll on  
With tears of joy I know you'll bring me flowers  
A little poppy on your heart you'll bare  
Orange tulips for the liberation, singing  
Roll on Canadians  
Roll on

## Juno Beach

Garth Paul Ukrainetz  
Poet Laureate of the Blackmud Creek

Juno Beach, Juno Beach  
All our dreams are out of reach  
We're lying in the pools of blood  
Machine guns fire from up above  
Soldier on, Soldier on  
This fight is for Saskatchewan  
Our mothers and our fathers pray  
That we'll be home with them someday  
In the sky, in the sky  
Sunshine warm, the clouds up high  
And as the world begins to fade  
To blazing sun we fix our gaze  
Juno Beach, Juno Beach  
May this place our children teach  
For war will not the nations save  
The answers rolling in your waves



Photos Courtesy Wikipedia

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# Hoop dreams and more realized in Belmont Park

**Peter Mallett**  
Staff Writer

A donation by a Langford Canadian Tire's Jumpstart program was a game-changing final slam dunk for a neighbourhood improvement project in Belmont Park.

A few residents decided to tackle cleaning up areas of the military housing community during the pandemic, including an abandoned play area located at the end of Belmont Park Road that had remnants of a basketball hoop and backboard.

"I was out on a walk with my children on a nice sunny day in April and my three-year-old son pointed to the old, dilapidated backboard," said Lt(N) Melanie Weaver. "We hadn't noticed it before as the whole court was shrouded and covered in weeds and debris. We decided it needed some love and attention."

Following physical distancing protocol, residents, armed with brooms, pruning shears, shovels, a pressure washer, and rakes, joined Lt(N) Weaver and her husband LCdr John Forbes in beautifying the area. Canadian Forces Housing Agency arranged for the disposal of the garbage and brush.

A call to the Langford Canadian Tire resulted in a new hoop and backboard donation.

"It feels great to come together on a project like this," said Lt(N) Weaver. "With people being so isolated during the COVID-19 pandemic, we tried to build up a sense of community. Our dream couldn't have been fully realized without the help and quick response of CFHA and Real Property Operations (RPOs) staff and Canadian Tire's Jumpstart."

Canadian Tire's Jumpstart is a non-profit that gives children access to sport and play through the funding of sports and activity programs.

Mark Barsanti, Langford Canadian Tire store No. 366 owner, says his store takes great pleasure in helping out communities, and he was more than happy to help the residents of Belmont Park.

"When Ms. Weaver approached us about helping revitalize the park at CFB Esquimalt we knew this was a perfect fit for us," said Barsanti. "The military and their families support us in so many ways; supporting this effort was just a small gesture to express our appreciation."

MCpl James Burris and

Cpl David Wilcox, from the Pacific Naval Construction Troop of RPOs, installed the new basketball backboard and hoop, and finalized the project by pressure washing and painting lines on the court.

Residents have now turned their attention to park benches in the community, cleaning up play grounds, and sprucing up the grounds and exterior of Belmont Park's two churches, Our Lady Star of the Sea and St. Peter's Naval Church. They have pressure washed the exterior of St. Peter's Church, and weeded, mulched and planted new flowers, removed moss from the pavement, and even cleaned windows. They will do the same for Our Lady Star of the Sea. Lt(N) Weaver plans on hanging flower baskets at the entry of each church to welcome people back.

"These projects have helped my family and many others cope and adjust, and stay in the green on the [CAF] Mental Health continuum during this pandemic. Staying in the green extends over all aspects of our lives, our family, and our community, and more importantly, while COVID-19 may be contagious, so is positivity."

*Right:* MCpl Burris and Cpl Wilcox stand with the new backboard they will install at Belmont Park.

*Bottom:* Three-year-old Oliver Forbes (foreground) and his sister, two-year-old Abigail Forbes get ready for some roundball action on the newly refurbished basketball court.

*Inset:* An image of the basketball court before the refurbishment including its former rusted out backboard and debris that covered the playing surface.

Photo Credit Lt(N) Melanie Weaver



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# Zoom ceremony boosts cadets' spirits

**Peter Mallett**  
Staff Writer

Members of Victoria's Navy League Cadet Corps (NLCC) were reunited for the first time in months at their Annual Ceremonial Review, but not in person.

Thirty-six of the youth program's 43 cadets, ages nine to 12, logged into their ceremony on the morning of May 31 via Zoom.

Capt(N) Sam Sader, Base Commander, was the Honoured Guest at the virtual review. He was joined by Cdr(NL) Chris Willis, NLCC Vancouver Island Division Commander, with both men presenting awards and promotions during the ceremony.

"Their dedication to staying connected through creative virtual means and representing the Navy League was evident throughout," said Capt(N) Sader. "I was honoured to review a group of cadets and corps leadership who demonstrate such strong professionalism in the face of challenges. Bravo Zulu!"

During normal times, the annual event is held at Work Point's HMCS Venture building, but the cadets were

ordered to stand down in early March due to the required physical distancing measures.

Capt(N) Sader said that despite the COVID-19 disruption, he was greatly impressed by the level of "dress, discipline and drive" displayed by the cadets virtually.

Award winner highlights include:

- NLCC Coxswain, CPO1 Caleb Bourgeois who received the *HMCS Malahat* Cadet of the Year Award and the Medal of Excellence of his division.

- Fellow cadet, PO1 Isaiah Hammuda was recognized with the Don and Jean Bendall Citizenship Award for his exemplary fundraising efforts. This award recognizes the efforts of cadets who work outside of their normal duties and responsibilities within the unit.

- NL Cadet, PO2 George Donnelly was the recipient of the Officer's Choice, Most Improved cadet award. PO2 Donnelly is 12 and will move on to the Royal Canadian Army Cadets next year. While noting it was an honour to be recognized with an award, he said it was also equally important to be reunited with the other cadets.

"It was nice to see my friends and great that we could still do this ceremony even though we are all so far apart. I am looking forward to joining the army cadets and being able to rank up."

Despite the adjustment to a virtual ceremony, Navy League administrative officer, A/SLt(NL) Tara Amell said the reactions of

the cadets on screen was proof the event boosted their spirits and morale, including her step-son Leading Cadet Troy Shortt.

"The cadets were so excited to see each other and our staff," said Amell. "It was a successful attempt to keep the momentum going in the wake of the stand-down order, keep them engaged, and ensure they didn't disappear into the fringes during the shutdown."

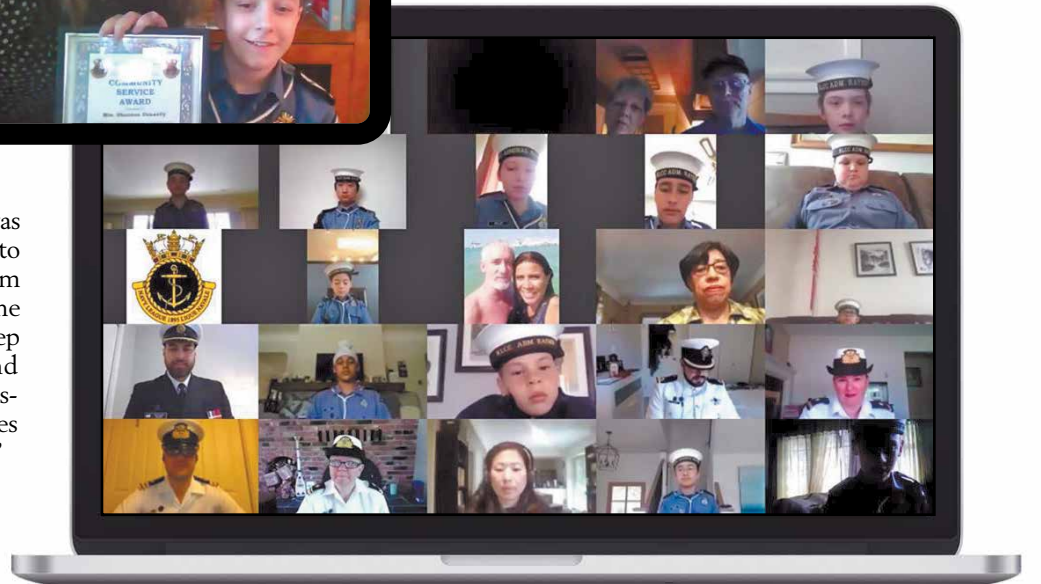
Photo credit: Shannon Donnelly



CFB Esquimalt Base Commander, Capt(N) Sam Sader participates in the Navy League Cadet Corps Annual Ceremonial Review.



Cadets participate in their Annual Ceremonial Review via Zoom. The event was held on Zoom due to physical distancing precautions due to COVID-19.



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Celest Nygaard, Personnel Support Programs Travel Supervisor deployed as part of Operation Impact, assists a member at Ali Al Salem Air Base, Kuwait, on May 11. Operation Impact is Canada's training mission in the Middle East.  
Photo by Cpl Nicolas Alonso, Op Impact

## Travel, adventure beckon for non-public fund members

**Peter Mallett**  
Staff Writer

If you're a Canadian citizen yearning for travel and a taste of military life, there are Personnel Support Program (PSP) deployment opportunities available.

The PSP Deployment Support team is currently searching for candidates to fill positions at overseas Canadian military locations and at sea in warships.

Over the year, they deploy about 60 non-public fund staff in morale and welfare support roles. Twenty staff are already on the ground at two locations: Kuwait for Operation Impact, and Latvia in support of Operation Reassurance. Deployment contracts are typically six months.

Jobs are available in fitness, sports and recreation, retail, travel services, financial services, barber and morale and welfare managers. Salaries are based on a deployment support pay grid and may include operational allowances if applicable in deployed locations.

Celest Nygaard, a deployed PSP employee from Trenton, Ontario, has worked on contracts as a travel agent several times since applying to the organization in 2008. She has taken 10 overseas postings throughout the Middle East and Europe. She is currently working at Ali Al Salem Air Base in Kuwait in support of Canadian troops deployed on Operation Impact.

"My first deployment was to Kandahar in 2008; it was a once-in-a-lifetime opportunity for adventure," she

said. "I also wanted to do something that had more meaning than just working in tourism. Serving the military has been very rewarding."

Deployment Support Manager, Maj (Retired) Dan Morrison, works at Canadian Forces Morale and Welfare Services (CFMWS) Headquarters in Ottawa where the program is coordinated, building a roster of potential job candidates to match with postings.

He believes in the support services offered by PSP because he was once a beneficiary of their services.

"The intention is to bring our troops those little touches of Canada to enhance their operational effectiveness," said Morrison. "When you're a long way from home, faced with challenging days in austere conditions, sometimes the little things mean everything."

The program is part of the CFMWS mandate to provide a reasonable level of services and support for deployed operations and troops as spelled out in Treasury Board direction and agreements with the CAF.

Nygaard says being part of a deployment team is a good opportunity for anyone who is flexible, adaptable, and can easily deal with change.

"Deployment tempo is much faster-paced than a typical job, so time usually goes by quickly and the days and weeks tend to blend together. Projects need to be completed quickly and have shorter turnaround times. It's definitely a 24-7 work environment."

The PSP Deployment Support Team has provided morale and welfare services to deployed CAF members since September 2000 when it first sent civilian staff to manage and deliver welfare programs for Canadian troops serving as part of the NATO Stabilization Force in Bosnia-Herzegovina.

Its largest operation to date was 75 staff deployed to multiple locations at Camp Mirage in the United Arab Emirates, Kabul, and Kandahar in support of Joint Task Force Afghanistan.

"PSP continues to respond to requests today to provide operational support to missions and exercises around the world, adapting the services, equipment and support programs to meet the needs of today's soldiers," said Morrison.

Deployment candidates are required to complete a training and selection course that occurs twice annually.

Morrison notes that current COVID-19 restrictions have greatly impacted two important features of the support program related to travel for CAF members on leave and local excursions for deployed members.

A full outline of deployment support initiatives, including detailed criteria on whether a person's participation in the program is a good fit for them is available at <https://www.cafconnection.ca/Demo/Programs-Services/Deployment-Support.aspx>

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# Trunk of Treasures

**Peter Mallett**  
Staff Writer

An old trunk belonging to a deceased navy chief who served during the Battle of Atlantic and in the Cold War era has been donated to the base.

The contents give a glimpse of a bygone era chronicled through an old uniform and hand-written notes by Chief Petty Officer First Class Edward 'Dick' James, who was born in the Shetland Islands in 1923 and served the Royal Canadian Navy from 1940 to 1961.

His name and military identification number, 3881-E, are stencilled on the navy blue trunk, travel worn with dings and pockmarks.

"It is not only the contents inside the trunk, but this giant and cumbersome steamer trunk is itself an artefact of how people got around way back when," said Rick James, son of Chief James and donor of the trunk.

Following the death of his father in 1990, the family took possession of the trunk and overtime reviewed the contents. James has kept a ship's bell with a small anchor attached and shell casings from bullets his father fired on artillery ranges. But he was compelled to donate the trunk to the base because of its historical value.

"One of the most destructive elements is leaving important stuff that you think is unimportant for only your own immediate family to enjoy. I constantly hear stories



**Chief Petty Officer First Class Edward 'Dick' James.**

about families of mariners throwing out items including journals and notebooks. No, no, if you think it might be important, get it to a museum."

**The trunk's owner**

Dick James became an Ordinary Seaman in March 1941 and was first assigned to CFB Esquimalt-based armed yacht HMCS Cougar and later minesweeper HMCS Outarde, where he became Coxswain. In 1943, he joined the crew of River-Class frigate HMCS Beacon Hill, which would become part of an all-Canadian convoy Escort Group based out of Londonderry,

Northern Ireland.

After the war, he served in C-Class destroyer HMCS Crescent, which was sent to China in 1949 to safeguard Canadian interests during the Chinese Civil War. It was the first operational deployment of a Canadian warship since the end of the Second World War.

In subsequent years he became Parade Instructor at the navy's post-war training base CFB Cornwallis, and a Chief Gunner's Mate aboard HMCS

Cayuga for post-Korean-war patrols and destroyer HMCS Assiniboine. His final post was as Equipment and Trials Officer, Chief Gunnery West Coast before his retirement.

Following his 21-year naval career, James became a successful local real-estate agent, from which he finally retired in the mid-1980s. He passed away in 1990.

**Father's Influence**

Son Rick, a prolific author, says his father's experiences in the military provided the inspiration for much of his writing. On fishing trips his dad would open up about his experiences.

"It was on these trips where I really learned my love of the ocean and developed a connection to maritime history. One of his stories was when he served in the Battle of the Atlantic and was below in the ship's bunk. He was always on edge and was calmly waiting for what he described as 'that eventual torpedo in the guts'."

His writing focuses almost exclusively on Pacific coast maritime history. His latest work *Don't Never Tell Nobody Nothin' No How: The Real Story of West Coast Rum Running* is a detailed look at British Columbia's rum-running past. He is also the author of B.C. bestseller *Raincoast Chronicles 21: West Coast Wrecks and Other Maritime Tales*, and has written numerous stories featured in various historical and maritime periodicals, as well as comprehensive reports such as the *The Ghost Ships of Royston* worked up for the Underwater Archaeology Society of British Columbia.

He was also on History Channel's Sea Hunters episode, Malahat Queen of the Rum Runners.

His father's trunk is now at CFB Esquimalt Naval and Military Museum. He hopes it will one day go on display at one of the navy schools because of the many instructor's handbooks.

To learn more about Rick James and his research and writing about West Coast maritime history, check out: [www.rickjamesauthor.ca](http://www.rickjamesauthor.ca)



Rick James

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Lt(N) Kevin Okihiro with a bomb disposal robot.

# Canadian clearance diving officer disarmed improvised explosive devices in small UK village

## Navy Public Affairs

Lt(N) Kevin Okihiro knew he would have to disarm nearly a dozen incendiary improvised explosive devices when he arrived at the small Cornish village of Upton Cross in South West England.

The moment seemed surreal and unfolded like his training, but it was not a drill.

The landlord of a car mechanic garage had come upon firebombs on the morning of Aug. 26, 2019.

"When we got the call I was on duty," said Lt(N) Okihiro. "We are held at 10 minutes' notice to move, so we have to respond quickly."

The Royal Canadian Navy clearance diving officer has been posted to the United Kingdom (UK) on a three-year exchange with the

Royal Navy Fleet Diving Squadron. The posting is to help him gain experience while acting as the No. 1 Improvised Explosive Device Disposal Operator and bomb disposal team leader on domestic operational taskings in support of UK Civil Authorities.

Over the past year in the UK, Lt(N) Okihiro has responded to 45 calls, but most were historic bombs and mines from the First and Second World Wars. None had been like this, with Improvised Explosive Devices (IEDs) purposefully placed under cars around a car mechanic's garage.

"When I arrived the police, the fire service, and crime scene investigators were already on scene awaiting my team's arrival."

After everyone in the affected area had been evacuated and the area was blocked off, Lt(N) Okihiro spoke with the on-scene incident commander to get a better idea of what type of IEDs they had found.

Then, with his fireproof protective equipment on, he approached the first car.

"They were under cars and they were armed incendiary bombs. So, if I made a wrong a movement or was too aggressive there was a chance that I could trigger one. Because it was a car garage, the entire ground was covered in fuel. So that

was a little bit problematic."

He moved from car to car at his own pace, calmly and decisively reaching under each one to render each IED safe by hand. Their positioning under cars made reaching some of them awkward.

"It was just a matter of making sure my actions and what I was doing was precise."

The investigation is still underway, but police have classified the incident as attempted arson, according to CornwallLive.com, the local news outlet.

After clearing each car, he had to search the entire area and worked with crime scene investigators to ensure the site was safe.

"I felt a huge sense of satisfaction on completion of the job. We train for years to become qualified and competent in preparation for something like this. It was really the coolest thing I've ever done."

Since joining his team mates in the UK and responding to a variety of calls to disarm anything from hand grenades to 1,000 kg Second World War-era German bombs, his interest in explosive ordnance disposal has grown.

"The most exciting conventional call I've responded to was just after Christmas, where my team was tasked to dispose of two First World War British mortar bombs



Lt(N) Okihiro questions a witness during an IED training task, Portsmouth, UK.



Lt(N) Okihiro prepares to make a manual approach to an IED during a training task at Chepstow, Wales.

filled with Mustard Gas, two miles from Portsmouth Harbour. It's such an amazing experience to put hands on the historical ordnance I read about in my youth, and ultimately be responsible for making them safe.

In the UK, legacy historical munitions are found every day, and a Royal Navy bomb disposal team is dispatched every 18 hours to respond to a callout. This

adds up to about 300 calls per year per unit.

"I love this job. I love being on duty, taking tasking calls on the duty operator cell phone, preparing a plan and briefing the team, before departing the base at best speed in a blue-lit, emergency vehicle with 'Royal Navy Bomb Disposal' emblazoned on the sides. Without a doubt, this is the best job I've ever had."

# Choice

YOUTH REPORTER COMPETITION STORY #5

## Katya Arifin

Every September, my school makes each student complete a census. Unfortunately for my English teacher, this year it's during his class.

"Five minutes," he seethes, glaring at his untouched lesson. Serves him right, I muse, turning to the final question.

Immediate family members.

Who assigns a five-page hypothetical topic analysis on the second day?

Languages.

I was going to relax with friends in early September's warmth. Now I'm writing an essay I don't even care about...

Ethnic identity.

Wait.

Identity?

I mean, my parents are Indonesian. Born and raised. I write the capital I, but...

"You're Indonesian?" People are shocked at my family's heritage. I can't blame them. My geographical knowledge of the country is

limited to being able to find it on a map. Duolingo also placed my language comprehension at 'Beginner'. I erase the 'I' and write 'C' for Canadian.

My parents' voices interrupt my internal debate. "Anak, of course you're Indonesian! Remember your family, where you came from!" It's hard to remember a country that I've only been to once as a toddler. And as for my extended family, all in Indonesia, they all live in a shop window display: look, but don't touch.

Immigration isn't just giving up a citizenship document. For many, including my parents, it's giving up connections, the safety net of family and relatives to lean on. Family isn't just an extra babysitter, or a place to go on the weekends, it's a shared experience—a community.

My parents conceded direct relationships with their own families to give their children opportunities they didn't have. I'm extremely grateful, but, as a result, when my parents tell me to remember where I came from, they're telling me to remember where they came

from. To internalize their experiences, their lives, as my own.

Imagine being forced to wear too-small shoes. You try to fit into them, scrunching your toes, loosening the laces, wearing thinner socks. Still, every step is awkward and constricting. The problem is with the shoes: they don't fit you, but everyone around you says otherwise. Maybe you aren't trying hard enough. Your parents wore those shoes. They were surrounded by others who showed them how to wear the shoes properly. Aren't you their offspring? Surely, you must fit into them, too. The shoes are not the problem. You're failing. Try harder.

These repeated shortcomings gnaw at your self-esteem. They become pulses, nags, embers on coal, but they don't stay dormant. The smallest comment incites their growth. "Your accent is so white!" "That's not how we act." "You should go home someday." The pulse beats harder. The nagging becomes shouting. The embers burst into flames.

You scream, rage at the injustice. They chose to move here, and now they're blaming you? How could they? You're angry. You're furious.

You're also lucky.

Your privilege is unbelievable.

You will never, for one moment, understand what it's like to be scared and alone, with only a suitcase, without family, not knowing what's going to happen. Your parents do, that's what they went through. Immigration is hard. Isolation is suffocating. Being told their university qualifications mean less because they came from elsewhere is humiliating. They went through all of that for you, and you're complaining about knowing too much English? About fitting in too much?

Now your anger becomes guilt. You're childish. Get over it. Move on. The drum beat quiets to a pulse. The rage retreats to a dark recess of your mind. The fire cools to ember. You cower in a grey, perpetual hazy state, balancing the hyphen between both cultures. Never picking a side, because one betrays the other.

I'm not truly Indonesian. That culture is not one I lived. Claiming it discounts the shared experiences of two hundred million others, but the thought of my parents' reaction petrifies me. "I did all this for you. Can't you do this one thing for me?" Rage, anger, guilt. Wash, cycle, repeat.

I'm not truly Canadian, either. That title is for those with a much



New parents Alex and Marlene Arifin outside their first basement apartment in Toronto on Aug. 27, 2003.

different experience than mine. Does this not ignore the sacrifices my parents made, to risk everything in hope one day their children's new identity will allow them to succeed.

Race and ethnicity are a construct. But they're a construct we live in. You can't stay balanced on a grey hyphen all your life. You must decide.

"Pencils down."

My disgruntled teacher snatches sheets out of students' hands.

The bell rings.

The final question, awaiting my response, taunts me.

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# FROM RADAR TECH TO UNMANNED AIRCRAFT PILOT

## Navy Public Affairs

Leading Seaman (LS) Myles Hunter joined the Royal Canadian Navy (RCN) as a radar technician because he wanted to work with cutting edge technology.

Little did he know his choice and passion would bring him to the frontier of naval innovation as one of the fleet's first Unmanned Aircraft System (UAS) operators.

The navy has only been using unmanned aircraft (UA) for about two years and much of that time has been spent testing and observing its capabilities, said LS Hunter.

The navy is currently using Puma-model drones, which are 1.5 metres long, ghost grey and model plane-like in appearance. The Puma can be hand-launched by operators off a ship deck and then retrieved by scooping them out of the water.

LS Hunter said that the unmanned aircraft were used to scout and locate potential drug smuggling ships by *HMCS Goose Bay* in 2019 and more recently on *HMCS Whitehorse* on Operation Caribbe. When out on patrols they used Pumas to sweep an extended area around the ship, helping it stay below the horizon line and out of the line of sight of suspicious ships.

During these 'creeping line searches', the Puma's altitude extends the ship's field of view, and it can cover a 176-square-kilometre area in just two hours, said LS Hunter.

Working with intelligence often gathered from U.S. Coast Guard partners, a ship's command team can use the unmanned aircraft to observe details of other ships — for example how much fuel or how many passengers or engines another ship is carrying — and use that information to determine if that ship is of interest.

With screens set up on the bridge and operations room of the ship, the technology allows different teams to monitor what the Puma sees via real-time streaming video while the operations of the aircraft itself are managed by only two people.

With this technology, instead of weaving around waters hunting smugglers, a patrolling ship can drive a relatively straight path and all the weaving is done by the unmanned aircraft. This saves fuel and increases operational time because the ship doesn't need to go back to port as often. The Puma's batteries can be recharged by plugging them in on board.

If in extended operations and the Puma's batteries run out (it has a two to three hour flight time), it can be landed in a safe area of water and left for up to four hours before being retrieved while another Puma can continue operations, said LS Hunter.

Traditionally, once it was decided to dispatch a boarding team, the ship's command would monitor the boarding operations from a distance via radio. The Pumas now allow visual monitoring from the sky, providing greater situational awareness to the command suite. The units also have infrared capability, and in non-operational tests with divers have proven to be useful locating people who have fallen in the water at night, said LS Hunter.

"Luckily we haven't had the opportunity to test that in real life," he said.

LS Hunter spoke about how he got into the forefront of navy unmanned system operations.

A few years ago, "there were rumours going around that the navy was purchasing [unmanned aircraft] and that we were starting this new era of technology. Being an engineer and technician, and this being the latest, greatest thing, I wanted to be a part of it really bad. So, I got in touch unofficially with the team setting it up and just got them to know my face and showed them how ambitious I was," he said.

LS Hunter spent the first part of this naval career as a radar technician serving aboard *HMC Ships Athabaskan* and *Montreal*, choosing that path because he wanted to get his hands on the most advanced technology possible.

Luckily for him, when the navy started looking within its ranks for UAS operators they decided that, along with naval combat information operators, they'd use radar technicians.

In 2017, LS Hunter and the other first wave of

navy UAS operators began their initial training. After a year of operating the Pumas and becoming experienced with them at sea, he was moved to commanding the ship's team as an unmanned aircraft systems detachment commander. Here he's found himself in a working environment he'd never dreamed of being in when he first enrolled in the forces.

"Usually, I was always the nerd behind the scenes fixing the equipment. It was a crazy change," he said.

LS Hunter said he went from being a rather regular shift worker on the ship to having to be ready 24/7 as operations work on schedules not necessarily aligned with a person's gym, meal, or sleep times.

His new role finds him directly involved with daily ship operations. He often reports in person to the captain and has to create mission scenarios on demand and on the fly, completely from scratch. He said his new role has given him a greater appreciation for why things are done on a ship — things that seemed odd before when he wasn't so intimately involved in command decisions.

"Operations can be more chaotic, but I love it. You have to adapt and change to the situation, but we always seem to get the job done," he said.

LS Hunter said that he is currently part of a team that has developed and is running a new navy-specific UAS course.

"I think in the future you will see the [RCN] using unmanned aircraft systems more and more, and different types. I'm really excited about this technology," he said.



LS Myles Hunter

Photo by Able Seaman J. Iglesias, Imagery Technician



LS Myles Hunter, Unmanned Aircraft Systems Detachment Commander, holds one of the Royal Canadian Navy's new Puma unmanned aircraft as LS Meghan Heal helps him conduct pre-flight checks on the sweep deck of HMCS Whitehorse.

Corporal Nathan Moulton, Canadian Armed Forces Imagery Technician



## AMID THE COVID-19 CRISIS

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The EAP helps civilian employees cope with many issues that may impact their well-being. Many of us are working with new realities and various forms of pressure during this pandemic and we are all coping in different ways with different levels of stress. The situation we are facing is new to us and our reactions are normal reactions to this abnormal situation.

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- Vancouver Island Crisis Society  
**1-888-494-3888** or,  
**1-250-753-2494** -  
for out of province
- **1-800-Suicide** -  
**1-800-784-2433**

# Supporting the command team



## 2Lt Travis Winship Base Administration

COVID-19 has caused a cascade of administrative work to be pushed on to the Base Administration command team. Keeping up with that work to ensure mission success can be difficult to do, especially when employees can't be in the office full-time anymore.

Luckily, SLt Linda Whitehouse, 39, is at the ready to assist Coxswain CPO1 Line Laurendeau.

As a coxswain's assistant, she takes on tasks to ease the pressure, such as leading the Electronic Access Control Committee, which is working to modernize physical security of buildings.

She also liaises with section

heads on behalf of the coxswain to compile unit lists of personnel status, information, etc.

She works both from home and at the office. At the office, she tackles the mounds of administrative paperwork, and takes the lead to ensure COVID-19 protocols and signage are maintained.

At home, she uses on-line conference platforms such as Zoom to participate in meetings, sends out a lot of emails, and takes online courses to maintain her mandatory training. With in-person training on pause, she's learning French online.

"The hardest part is being extra flexible, open minded, and ready to react at a moment's notice to changes being made

within the workplace."

SLt Whitehouse says her role directly supports key members of the Base Administration team.

"Holding such a position gives me a sense of belonging to the BADM team and contributing to mission success."

She joined the military in 2004 as a naval weapons technician because she was interested in the working in warships. She stayed in the military because of the subsidized education programs that are offered. She is now a Logistics Officer.

When asked if there was a bright spot to COVID-19, she said, "This situation has forced us to use modern technology, re-evaluate, and improve the old ways of doing business."

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# Bravo ZULU

## Naval Fleet School (Pacific) Combat Systems Engineering Division Promotions



SLt Dakers is promoted to his current rank by his parents.



SLt Hsiao is promoted to his current rank by LCdr Meryl Sponder.



SLt Mali is promoted to his current rank by LCdr Meryl Sponder and Lt(N) Riley Monsour.



SLt Babatunde is promoted to her current rank by LCdr Meryl Sponder and Lt(N) Riley Monsour.



SLt Hanwell is promoted to his current rank by LCdr Meryl Sponder and Lt(N) Riley Monsour.



SLt Hong is promoted to his current rank by LCdr Meryl Sponder and Lt(N) Riley Monsour.



SLt Iyer is promoted to his current rank by LCdr Meryl Sponder and Lt(N) Riley Monsour.



SLt Lang is promoted to his current rank by LCdr Meryl Sponder and Lt(N) Riley Monsour.



Lt(N) Jacob Tamman is promoted to his current rank by LCdr Meryl Sponder and Lt(N) Riley Monsour.



# Robin&AJ

Good morning. Good times.



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For more info, pictures and details please contact Paul at: [poraz38@gmail.com](mailto:poraz38@gmail.com) or 705-256-9333(C)

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