

Volume 65 Number 26 | July 6, 2020

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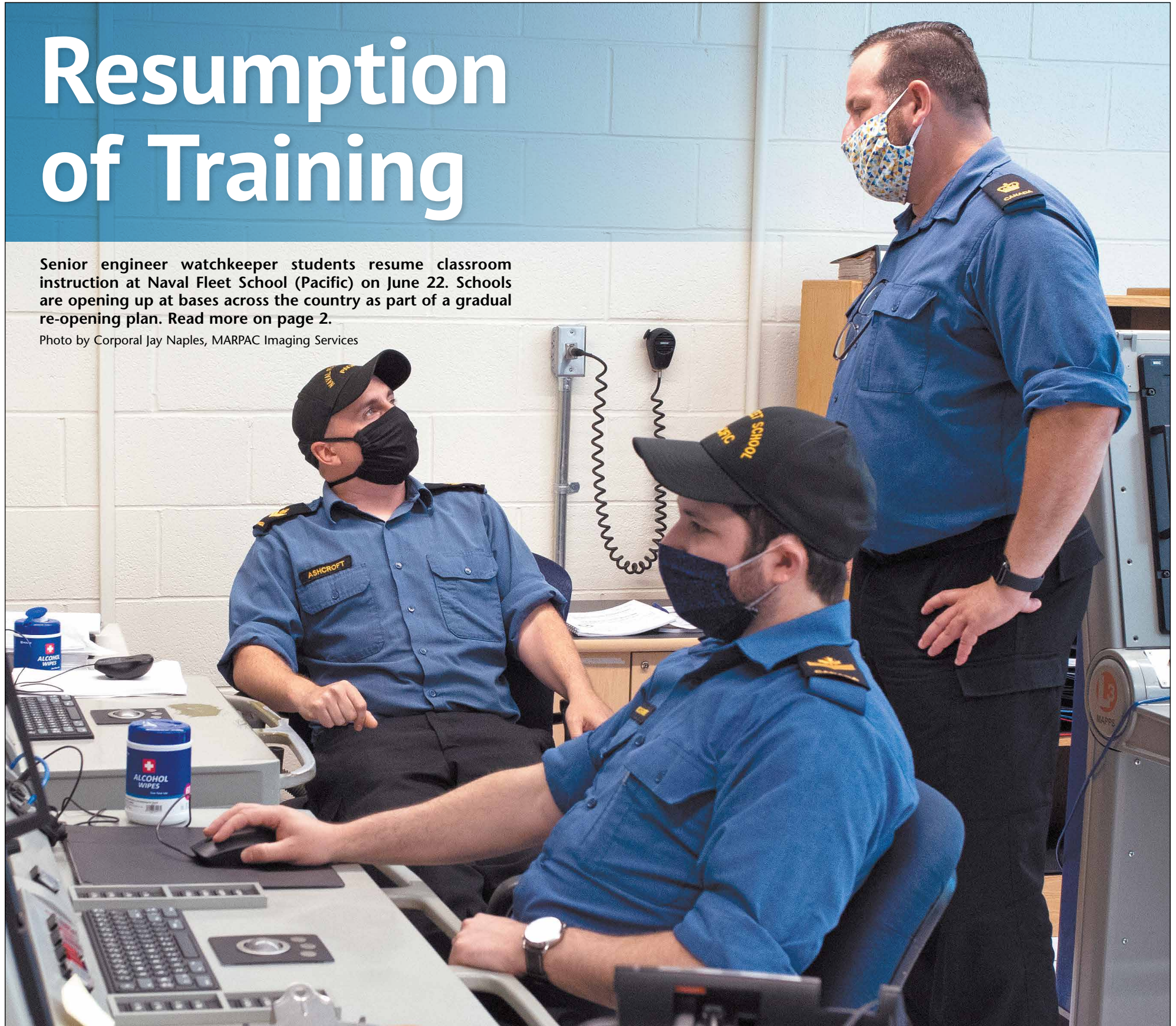


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## Resumption of Training

Senior engineer watchkeeper students resume classroom instruction at Naval Fleet School (Pacific) on June 22. Schools are opening up at bases across the country as part of a gradual re-opening plan. Read more on page 2.

Photo by Corporal Jay Naples, MARPAC Imaging Services



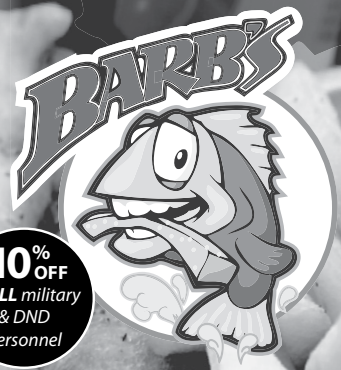
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Photos by Corporal Jay Naples, MARPAC Imaging Services

# Unprecedented times - gradual training restart

**Peter Mallett**  
Staff Writer

Training for military members has started up with a gradual, phased re-opening of facilities across the country.

The Royal Canadian Navy (RCN), through the Naval Personnel and Training Group (NPTG), has reactivated its Naval Training System (NTS) in the first of a four-phase, conditions-based restart plan in accordance with public health guidelines.

“The restart of naval training is predicated on a set of deliberately selected and approved preconditions that places a premium on protecting the health of Defence Team members and civilian employees,” said Capt(N) Jason Boyd, Commander of NPTG.

The four-phase re-opening plan was announced following direction from the Chief of the Defence Staff on June 1. It was developed under the parameters of a COVID-19 persistent operating environment, coupled with the training system’s mandate to support fleet readiness and RCN Force Generation.

NPTG is headquartered in Esquimalt and is com-

prised of nine units located in three regions across the country - the Atlantic, Pacific and Quebec. In total, approximately 1,980 military and civilian staff support skills development and training through Naval Fleet Schools Atlantic, Pacific, and Quebec, Naval Training Development Centres Atlantic and Pacific, and Personnel Coordination Centres Atlantic, Pacific, and Quebec for about 8,200 students across the country in a typical year. Of that, 3,900 students receive training in the Pacific. This is, of course, not a typical year.

Phase 1 of the re-opening, or the Crawl Stage, saw the resumption of one course in each of Naval Fleet School (Pacific)’s five divisions: Marine Systems Engineering, Seamanship, Combat Systems Engineering, Combat, and Venture Division, with similar undertakings in the Atlantic and Quebec training centres.

The aim, says Capt(N) Boyd, is to restart courses that are less complex and short in duration, while testing procedures and protocols to ensure effective operation in a COVID-19-persistent environment.

NPTG is anticipating a switch to Phase 2 in late July. The Walk Phase is a tiered and prioritized ramping up of 42 training courses across Canada.

Additional increases in course offerings amongst training divisions, including those for Naval Reserve personnel, will occur in the Phase 3 Run stage with the caveat that force health protection measures can be met.

The fourth and final Steady State phase, says Capt(N) Boyd, will use lessons learned from the first three phases and will see increased training to levels that match or exceed pre-pandemic rates while adhering to provincial and municipal health and safety guidelines.

“Phase 4 will persist as long as the NTS is operating in a COVID-19 persistent environment and will be complete when signalled by me,” said Capt(N) Boyd.

## Safety and protection measures

The adoption of public health measures as ordered by the CAF Surgeon General are being strictly adhered to and are non-negotiable, he says. Physical distancing by staying six feet apart is

standard, and in situations where this is not possible, non-medical facemasks must be worn.

Classroom configurations have been designed to ensure physical distancing, with enhanced cleaning and sanitation measures to rid touch points of the virus.

Since the navy has never in its history shut down training operations, the restart plan was a massive and unprecedented undertaking; extreme caution and concern was always the overriding principle, said Capt(N) Boyd.

He also noted that because of the highly contagious nature of the COVID-19 virus, it wasn’t just the sailors’ and employees’ health that were being taken into account when drafting the reopening plan, it was also their families and the communities they live in.

“Really, in the end it is the virus that is in the driver’s seat and it will dictate how we do things,” said Capt(N) Boyd. “It doesn’t matter what mitigation we put in place, if trends indicate these measures aren’t working, we will act accordingly and will be taking the cues from public health officials.”



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**FMF**



# UNDER THE GUN

for RIMPAC readiness

Antoniette Yap, a millwright apprentice at Fleet Maintenance Facility Cape Breton, cleans the 57mm barrel of HMCS Winnipeg's main gun while conducting an inspection of naval ordnance.

**Peter Mallett**  
Staff Writer

It's been all hands on deck lately at Fleet Maintenance Facility (FMF) Cape Breton to get *HMCS Winnipeg* ready for the upcoming RIMPAC 2020 exercise and an overseas deployment afterwards.

Their ultimate goal is to get the Halifax-class frigate into a state of high readiness level 3 by the end of July, in time for the August multinational military exercise off Hawaii.

The process was more demanding than usual because military personnel and civilian staff have been slowed by the strict physical distancing and COVID-19 mitigation guidelines.

It's been an aggressive work schedule across multiple platforms totalling more than 2,500 employee work hours a week. Currently involved in preparing the ship for sea are the crew, Fleet Maintenance Facility Cape Breton, and the Fleet

Technical Authority.

There are three major aspects to the work package: preventative maintenance, corrective maintenance, and engineering changes.

Some of the preventative and corrective maintenance relate to the high pressure air ship support system that provides air for gas turbine start bottles, the diesel generator start system, and the torpedo tube flasks.

New engineering changes include systems and helicopter upgrades for the CH-148 Cyclone helicopter, such as moving ship and deck lighting, and hangar rearrangements to fit gear necessary to support the aircraft. All of the work in *Winnipeg's* work package is critical to the ship's operational readiness and ability to deploy.

Geoff Michael, leader of FMF's Project Management Team, says both the planning and work on *Winnipeg* are being conducted simultaneously.

Due to the time con-

straints, some jobs had to start in advance of the official work period in order to ensure they were completed on time.

He emphasized that COVID-19 precautions have complicated the critical planning phase and project management operations

since only essential employees are able to work on site. This means the lion's share of the project planning and management is being done virtually. Employees are juggling family and child care with work commitments, and have set up home offices with the right com-

puter software so they can meet their work objectives.

In order to properly engage all stakeholders, FMF uses telecom lines and cloud computing to communicate the project plan, establish a schedule, and report on progress and risk.

"I have been very pleased that we were able to deliver an executable work package at the end of the planning phase of this project; this was no small task," said Michael. "All of the people who were part of this process should be proud of this accomplishment."

Adding to the unique challenge of the Project Management Team was reducing a typical 16-week planning process required for most frigates into eight weeks in order to get *Winnipeg* to sea.

Michael shared management of the planning work with Ship Service Officer PO1 Lee Richardson, with the pair alternating their on-site presence each week.

"For me, working from

home was a different situation because my kids have grown up and I had lots of distraction-free time to bang away at this project," said PO1 Richardson.

Also crucial to the project is Bruce Johnson, FMF Trials Project Leader. Along with Fleet Engineering Readiness, he is overseeing approximately 185 trials on the ship's key equipment required every five years for the navy's standard tiered readiness program for all vessels.

At the end of the day, Michael says the entire staff at FMF should be congratulated for the excellent team work they are doing.

"FMF is known for providing agile and flexible quality engineering and maintenance services to the Royal Canadian Navy and its fleets, which I have witnessed firsthand in this latest project," said Michael. "I believe that during this pandemic we have tested and continued to prove our resolve and resilience."



PO1 Lee Richardson and Geoff Michael pose next to HMCS Winnipeg. As project leaders at Fleet Maintenance Facility Cape Breton, they are in charge of ensuring all the required repairs and maintenance on board the ship are completed prior to its deployment.



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Published each Monday, under the authority of  
Capt(N) Sam Sader, Base Commander.

Le LOOKOUT est publié tous les lundi, sous  
l'égide du Capt(N) Sam Sader, Commandant  
de la Base.

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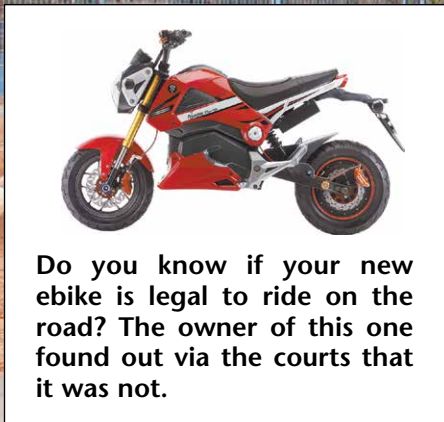
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## WHAT SAY YOU

# Caveat Emptor

before buying a motor-assisted cycle



Do you know if your new ebike is legal to ride on the road? The owner of this one found out via the courts that it was not.



### SLt M.X. Déry Contributor

My first editorial about bicycling was two years ago regarding scooter-like motor-assisted cycles and how they rode a thin legal line.

An electric bike, or motor-assisted cycle, is a two- or three-wheeled cycle with a seat, pedals, and an electric motor or motors (power output not exceeding 500 watts in total). They cannot be gas-powered.

Recently, the B.C. Supreme Court moved the majority of this type of motor-assisted cycle over that line, making most of them illegal to ride on the roads in B.C.

It all started with a cyclist that had been ticketed for riding a 200-pound electric scooter without insurance. He fought the charge, but the Court ruled that since the pedals on the motor assisted cycles were not the main form of propulsion, it was actually not a motor-assisted cycle but a limited-speed motorcycle, which requires insurance.

The defendant claimed they had attempted to get insurance from ICBC, but that the provincial insurer stated this type

of vehicle did not require it. Regardless, his ticket was upheld.

While I welcome the ruling that blocked these 200-lb electric scooters from riding in the bike lanes, I am confused by the ruling and the insurance issue.

I reached out to ICBC, the City of Victoria, and the Ministry of Public Safety and Solicitor General (PSSG) for their advice. My goal was to find out how to use these cycles and not be a fool of the law.

The City of Victoria is looking to adopt a Motor Vehicle Act pilot project, likely this fall, to allow currently not road legal micro mobility devices such as electric skateboards, e-scooters (stand-up push scooters), and electric unicycles; however, the formerly motor-assisted cycles which are now limited-speed motorcycles as per the new B.C. Supreme Court ruling have an uncertain future.

While the city wants to promote more forms of zero-emission transportation, allowing these limited-speed motorcycles in protected bike lanes isn't their plan either. Pedals or not, they are not motor assisted cycles; their pedals are like put-

ting oars on a cruise ship.

ICBC had no comment other than to push my questions to PSSG who explained there is no oversight on the roadworthiness of motor-assisted cycles and these new limited-speed motorcycles.

In an email response they stated the following: "Please note a user is responsible if a device does not meet the standards for on-highway use, and it does not qualify to be registered, licensed, and insured for on-highway use."

They go on to suggest users ask the manufacturer or distributor of their device if it is road legal. I pointed out the deceptive "Galloping Goose approved" stickers being placed on limited-speed motorcycles by distributors in Victoria and the more brazen "super glide 4.0" sold in Victoria, a fat standing e-bike with an advertised 750W motor, no pedals, 45kph top speed, and they are cruising the protected bike lanes and bike trails. A look at the battery pack shows you the engine is actually rated at 1920W.

"In terms of individual manufacturers and distributors, we cannot control their actions. However, we can advise that there is no such approval process,

and would recommend that all buyers exercise due diligence," replied PSSG.

At this time, a limited-speed motorcycle pretending to be a motor-assisted cycle must be insured according to the B.C. Supreme Court, but there is no mechanism to do so; therefore, you risk fines for their continued use prior to the changes in the regulations or ICBC allowing you to do so.

The Ministry of Public Safety and Solicitor General states that it is the user not ICBC that is responsible if a device does not meet the standards to qualify to be registered, licensed, and insured for road use. Shops in Vancouver that sell these a limited-speed motorcycles have been warned by the police not to sell them, but they continue to do so.

I wish I had a better solution to this issue, such as a link to a website where you could register your electric limited-speed motorcycle and get insured. But that doesn't exist. So for now, my advice is to not ride your device if you suspect that what you were sold doesn't meet the new rules.

Caveat Emptor (buyer beware).

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# Rebuilt classic car raffle aids Habitat for Humanity Kamloops

**Peter Mallett**  
Staff Writer

This summer, former Navy Lieutenant Rex Landis will ride into Victoria behind the wheel of a 1968 Pontiac Beaumont convertible, completely rebuilt by the Rust Valley Restoration crew.

This rare classic car, valued at over \$102,000, will be given away by Dec. 16 to the lucky winning ticket holder in the Habitat for Humanity Kamloops 2020 Classic Car Raffle.

Landis is bringing the Beaumont to Victoria, and to CFB Esquimalt, to entice car enthusiasts to buy a \$25 raffle ticket.

"Only 50,000 are being sold, so the odds are great," says Landis, Procurement and Donations Coordinator for Habitat for Humanity Kamloops, B.C., an affiliate of the Habitat Canada. "I know there will be a huge level of interest in winning the Beaumont among sailors of the Royal Canadian Navy, and Army and Air Force members alike."

This car, says Landis, is certainly a "beaut" and one of only 47 made that year.

It features a dark cherry red exterior with a deep black

leather interior, a 385-horsepower engine, automatic transmission, smoothie rims and baby moon caps, along with a new dashboard, carpet, and convertible top.

"Everything on the car is brand new, the motor has zero miles on it; the original car only had 8,000 miles on its odometer," said Landis.

The car was restored by Shuswap classic car specialists The Rust Bros, who are featured in the History Channel series Rust Valley Restorers. The TV series, which is filmed in Tappen, B.C., follows Mike Hall, Avery Shoaf, and Connor Charman-Hall as they fix up cars. They have agreed to restore a 1960's classic convertible car every year for the next five years, and possibly beyond, for Habitat for Humanity fundraising raffles.

For the 2019 Classic Car Raffle, the Rust Brothers restored a 1968 Chevy Camaro RS/SS convertible, with Kamloops resident Louise Dagg claiming the prize at the draw in December.

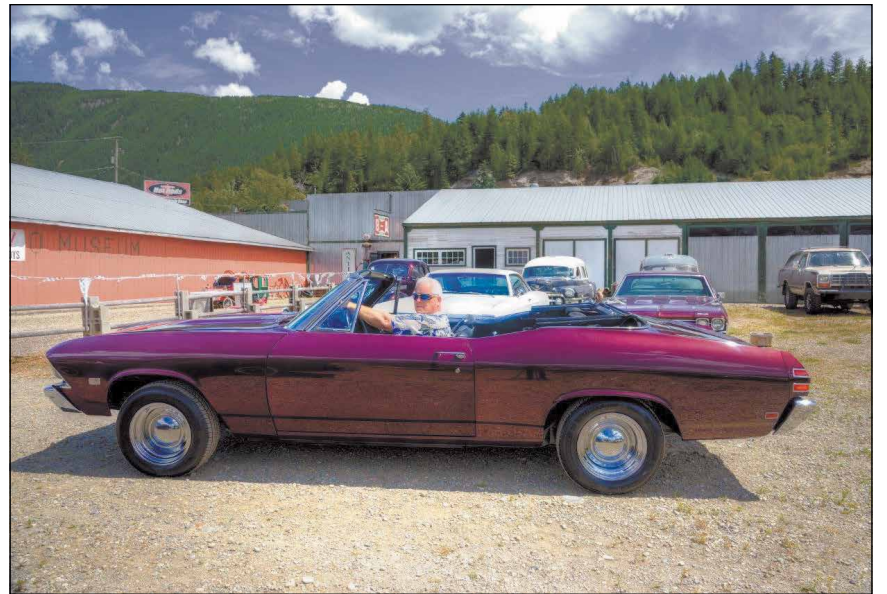
Proceeds from the raffle go towards a Habitat for Humanity Kamloops Society mission of developing affordable housing for veterans. Habitat is working with Royal Canadian

Legions in Enderby, Revelstoke, and Vernon, as well as others, towards providing universally accessible housing for veteran and seniors designed for residents to age-in-place. They are also working with the Legions in developing a new sustainable model for business operations. They cover a vast area within the central and northern interior of B.C. - from Lumby to Revelstoke to Lillooet to Prince George.

"Ties to Habitat for Humanity Kamloops and the military are strong ones," says Landis. He started working for the organization two years ago and says three of their management team members are military veterans, as well as a Habitat for Humanity Kamloops Board of Director member.

"Making a difference in the lives of those who have served our country is an extremely rewarding part of this job as housing for veterans and seniors in our region is in very high demand. Veterans are an important extension of the military family, and a brother/sisterhood we all share that starts on day one of our basic training."

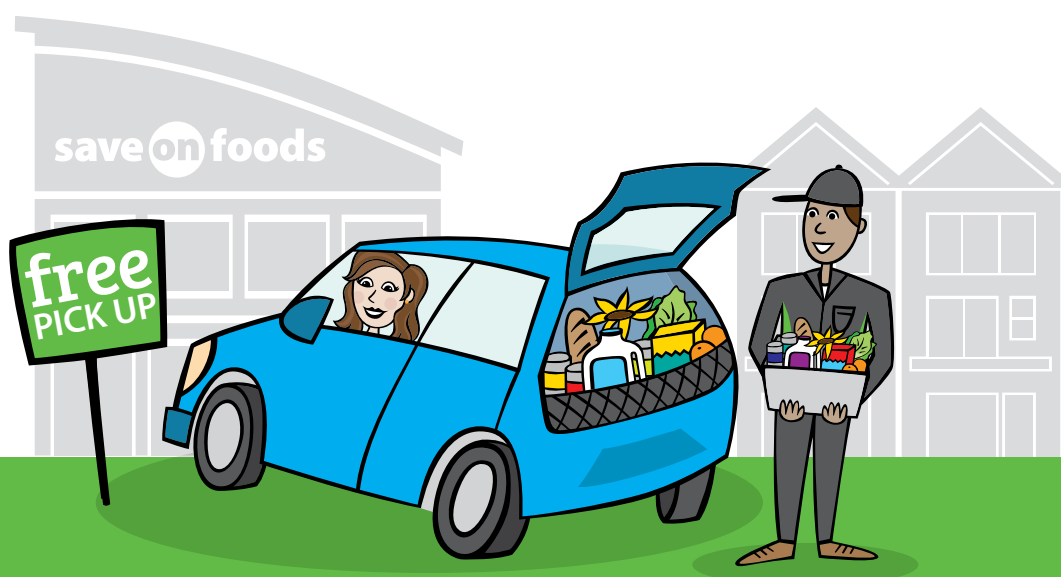
For more information about the contest or to purchase tickets visit their webpage: [www.kamloopscaraffle.ca](http://www.kamloopscaraffle.ca)



*"Making a difference in the lives of those who have served our country is an extremely rewarding part of this job as housing for veterans and seniors in our region is in very high demand. Veterans are an important extension of the military family, and a brother/sisterhood we all share that starts on day one of our basic training."*

– Rex Landis

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# Canadian Naval Reservist trains with US Army Warfighter 2020

## HMCS Catarauqui

While attached to the 26th Yankee Brigade, naval reservist Lieutenant (Navy) Joseph Kinley participated in the Warfighter exercise at the Joint Base Lewis-McChord just south of Seattle, WA, from Feb. 5 to 13.

Lt(N) Kinley is attached to 26th Yankee Brigade through the Reserve Foreign Training Program (RFTP). The RFTP is a program supported by the governments of Canada and United States of America that permits reservists to fulfill drill and training requirements while temporarily located in the other nation for civilian commitments. He is a Naval Warfare Officer and member of HMCS Catarauqui located in Kingston, ON.

The three-week Warfighter exercise was a conditions-based training event using a Decisive Action Training Environment for corps, divisions, and brigades. A simulated enemy and battlefield provided real-time feedback and results based on command and control decisions.

Working from a Tactical Operations Center (TOC), Lt(N) Kinley supported the plans cell to formulate orders given to subordinate units.

The 26th Yankee Brigade oversees a variety of elements,

including organic units such as military police, engineers, and logistical support elements, and is assigned other units based on the mission. It is a National Guard formation structured as Maneuver Enhancement Brigade (MEB) that provides brigade level combat support to the United States Army.

During this training scenario, the MEB was charged with the mission to secure and maintain the rear support area to keep the supply routes open to and from the frontline during a major offensive of two divisions into enemy territory.

In the scenario, they controlled an augmented battalion of engineers who built, repaired, and maintained defences and key routes in the area; two bolstered battalions of military police to secure and safeguard routes and operations; a support battalion; a signal company; and a military intelligence unit.

Additionally, they were assigned a light infantry battalion to secure the ground, a battery of air defence artillery to secure the skies, a battery of field artillery to provide long-range fires, a detachment of attack and support helicopters to support operations, and a civil affairs element to interact

with displaced civilians and international organizations.

"In a brigade like ours with an extremely complex mission and specialized war-fighting functions, it's important to coordinate with adjacent units as well as higher and lower echelon commands to streamline our processes in order to work toward a common goal," said Colonel Shawn Cody, Commander, 26 Maneuver Enhancement Brigade.

The exercise tested the MEB's control of subordinate units and interaction with higher, adjacent and lower echelons within the Corps.

"We also need to coordinate with civilian authorities and our allies, so we were fortunate to have embedded a Canadian officer to help us work through this process and get everyone working from the same sheet of music," said Col Cody. "It was truly a pleasure and honour to have Lt(N) Kinley, an outstanding officer, working in our plans cell. He quickly became part of the team and contributed to our success in this corps level exercise. Lt(N) Kinley did a great job representing the Canadian Military during WFX 20-3 and we look forward to working with him in the future."



Naval reservist Lieutenant (Navy) Joseph Kinley at the main gate of Joint Base Lewis-McChord after completing Warfighter Exercise 20-3 Feb. 13, just before COVID-19 became a pandemic.

Photo Credit Sergeant First Class James Lally

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# TRANSITION CENTRE TRENTON AND QUILTS OF VALOUR TEAM UP AGAINST COVID

**Rae Chadwick**  
Return to Duty Coordinator  
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Trenton

A Trenton Quilts of Valour (QoV) group turned their quilting skills from comfort to safety after one member saw a need to protect military members, their families, and the 8 Wing Trenton community against the spread of COVID-19.

"The idea came up as the demand grew," said Sergeant (Sgt) Luc Jean, Section Coordinator, Transition Centre Trenton (TC Trenton), and 8 Wing's QoV military liaison. "I approached the Quilts of Valour Trenton group with a Facial Covering for Soldiers challenge, and in less than two weeks hundreds of masks were made."

Out of those masks, some were donated to families attending the recent repatriation ceremony for six Canadian Armed Forces (CAF) members who died in a helicopter crash during Operation Reassurance.

QoV Canada is a registered charity that acknowledges the significant contribution made by injured CAF members and veterans. They design and produce quilts to support injured CAF members and veterans.

"I chose to be a part of Quilts of Valour for many reasons," said Denise Wenzel, Quinte/Belleville/Trenton Area Representative QoV - Canada Society. "The organization is made up entirely of volunteers and the quilts we make are a way to thank our military members who have made sacrifices most of us can only imagine."

Twelve quilters from the Trenton group are involved in the challenge. To ensure their own safety, quilters are working from home. There are a variety of masks - some have ties and filters while others have elastic around the ears. The design of the masks was created by local quilters, and Sgt Jean personally donated money for supplies to help kick off the challenge.



Denise Wenzel, Quinte/Belleville/Trenton area representative for Quilts of Valour - Canada Society, sews a mask for the Facial Covering for Soldiers Challenge. Quilts of Valour and Transition Centre Trenton have teamed up to help stop the spread of COVID-19.  
Photos Supplied

"I donated a small amount of money to support some supply orders. Others have offered generous donations as well. I believe these masks can help keep our military and veteran community safe during this crisis," he said.

Aside from the repatriation ceremony, the masks have been distributed to TC Trenton's ill and injured members with a plan to send them to other TCs in need. According to Sgt Jean, the next step will be to distribute masks to the Trenton Military Family Resource Centre (MFRC) and then the rest of the 8 Wing community.

"I am so proud of the Trenton Friends of Quilts of Valour group," said Wenzel. "They are without question the kindest most generous group of people I have ever had the privilege of working with and it is an honour to represent them."

The masks are free; however, donations can be made to QoV by contacting Sgt Jean at 613-392-2811 Ext. 4190.



*The organization is made up entirely of volunteers and the quilts we make are a way to thank our military members who have made sacrifices most of us can only imagine."*

- Denise Wenzel,  
Quilts of Valour, Canada

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# Canadian Navy prepares for RIMPAC exercises

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**Peter Mallett**  
Staff Writer

Despite a world pandemic, two Canadian warships will transit to Hawaii in August for a major training exercise.

HMC Ships *Regina* and *Winnipeg* will represent the Royal Canadian Navy in a scaled-back version of the 27th biennial Rim of the Pacific (RIMPAC) exercise.

RIMPAC organizers - the United States Navy - had anticipated this year's event to be even grander than the past one in 2018. They planned more complex scenarios and more participating nations.

However, on March 6, they issued a statement detailing a drastic scaling back of plans due to COVID-19.

RIMPAC 2020 will be an at-sea-only event. Both the land and air components of the exercise have been cancelled to minimize international travel and person-to-person contact.

There will be a smaller support staff ashore in Honolulu at Joint Base Pearl Harbor-Hickam, and limited social events surrounding the exercise.

Cmdre Angus Toppsee, Commander Canadian Fleet Pacific, says the Royal Canadian Navy is ready to adapt and respond to changes in the world and that includes the navy's response to COVID-19 mitigation efforts for RIMPAC. Sailors and aviators will be quarantined prior to the exercise, and COVID-19 testing will be conducted in cooperation with the Government of British Columbia.

"We will continue to review and adapt all our procedures in light of COVID-19 and I have confidence in the flexible and innovative nature of our sailors and aviators to get the job done safely," said Cmdre Toppsee. "I am extremely proud of the fleet's accomplishments, and the resilience and leadership shown by all Canadian Fleet Pacific personnel throughout this unprecedented pandemic."

In early August, the ships with a combined 500 sailors, each with an embarked Cyclone air detachment, will sail from Esquimalt Harbour for the Aug. 17 to 31 exercise off Hawaii. Training scenarios will focus on multinational anti-submarine warfare exercises, maritime interdiction operations, live-fire events, and other cooperative opportunities.

"The biennial participation in this high-end exercise with the U.S. and allies from across Indo-Pacific highlights our commitment to working collaboratively on security and defence issues across this vital strategic region," said Cmdre Toppsee.

**Preparing for RIMPAC**

Once RIMPAC was given the green light by the U.S. Navy, a virtual planning conference was held in early May, with weekly reviews, ending in a final virtual planning conference June 30.

"All of this was an effort to plan an exercise that normally takes over a year with various in-person meetings with partner nations," explained Capt(N) Robinson, RIMPAC Task Group Commander.

*Regina* and *Winnipeg* and Canadian Fleet Pacific Headquarters staff have been conducting months of training to prepare for the summer exercise. *Regina* recently completed high-readiness collective training off the coast of B.C. with the assistance of Sea Training (Pacific). *Winnipeg* will embark Sea Training (Pacific) to complete high-readiness training en route to Hawaii.

"The training will continue throughout RIMPAC as *Winnipeg* will carry on to deploy following her participation in the multinational exercise," said Capt(N) Robinson. "Sea Training (Pacific) will be working closely with USN units to ensure they are able to achieve their specific training objectives concurrently to *Winnipeg's* participation in RIMPAC."

To achieve success at sea, the ships' teams conducted a series of collective training events alongside. Both ships completed Damage Control Team Training, Casualty Clearing Team Training, and Operations Team Training Level 1 and 2.

Following the release of findings after the recent Cyclone crash, Royal Canadian Air Force pilots have conducted additional ground and simulator training, and have resumed flying on the West Coast. Final Force Generation activities will take place locally in Esquimalt, and on board *HMCS Calgary* at sea, prior to their joining *Winnipeg* and *Regina*.

**What to expect at RIMPAC**

RIMPAC is usually conducted in four distinct phases: Harbour Phase, Schedule of Events Phase, Force Integration Training Phase, and Free Play Phase.

In order to reduce shore-based contingents both the Harbour Phase and Free Play Phase have been eliminated.

The Schedule of Events phase involves an active two-week structured training program that will include multinational anti-submarine warfare, maritime interdiction operations, and live-fire events. The exercise will conclude with a short Force Integration Phase that will involve the ships working together in larger groups to practice coordinated warfighting skills.

Both *Winnipeg* and *Regina* will carry out missile firings. They are in the process of completing missile readiness training alongside and at sea. *Winnipeg* will fire Evolved Sea Sparrow Missiles and torpedoes, while *Regina* will fire a Harpoon to sink a target as part of a larger exercise with multiple units called a sinking exercise (SINKEX).

**HMCS Vancouver conducted an Evolved Sea Sparrow Missile firing in at-sea demonstration in the Pacific Ocean during RIMPAC 2016.**

Photo by LS Sergej Krivenko, HMCS Vancouver

**Projectiles containing a combination of infrared and chaff material designed to act as a decoy for incoming missiles are launched from the Multi Ammunition Softkill System (MASS) on board HMCS Vancouver during RIMPAC 2018.**

HMCS Vancouver  
Public Affairs Officer

**Aerial view of Pearl Harbor at Joint Base Pearl Harbor-Hickam, Hawaii, on July 6, 2016, during RIMPAC 16.**

Photo by Corporal Brett White-Finkle, Canadian Forces Combat Camera

**A sailor relays instructions to the mooring team as HMCS Calgary arrives at Joint Base Pearl Harbor-Hickam for Rim of the Pacific 2016.**

Photo by U.S. Navy Mass Communication Specialist 1st Class Daniel Hinton/Released






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# ASK THE EXPERT: COMMON RUNNING INJURIES

**Q** I recently started running during this COVID-19 pandemic to improve my fitness, and really enjoy it. Typically, I run about six kilometres three to four times/week. To date, I have been injury free, but my personal trainer told me that running has a high injury rate. Is this true and what are the most common running injuries?

– Cautious Carl

**A** Dear Cautious Carl: Running is an amazing sport that is enjoyed by millions of people. However, it is a high impact activity that requires repetitive movements and these two features increase the risk it can cause injuries. The following are injuries commonly experienced by runners:

Achilles tendinopathy – the Achilles tendon connects the calf muscles to the back of the heel. It is pulled on every time a runner pushes their foot off the ground and can become inflamed with overuse.

**Plantar fasciitis** – the plantar fascia is a

shock absorbing structure on the bottom of your foot. It can become irritated by the significant physical load (two-three times your body weight) that occurs every time your foot hits the ground.

**Runner's knee** – also known as patellofemoral syndrome (PFS) – results in pain in the region of your knee cap. It is often the result of overuse or abnormal movement of the knee cap.

**Iliotibial band syndrome (ITBS)** – the iliotibial band is a fibrous structure that runs down the outside of your thigh from your hip to your knee. It can be aggravated by rubbing across several bony structures during running.

**Stress fractures in the lower limb and pelvis** – these serious injuries result from bones being subjected to excessive repetitive stress and cause pain in the bones that are affected.

**Shin splints** – also called medial tibial stress syndrome – is a painful condition that occurs from inflammation in the soft tissues along the front of your lower leg.

**Muscle pulls** – typi-

cally involve the calf and hamstring muscles and occur when small tears develop in muscles that are subjected to forces that are greater than they can currently handle.

All these injuries have one thing in common – they result from body tissues being subjected to more stress than they can handle. This is often the result of runners trying to do too much too soon and increasing the distance or speed they run too quickly. Failing to give your body adequate time to recover between runs can also contribute.

The bottom line: running is a great way to stay fit, but it does have a relatively high injury rate. Many of these injuries can be avoided by carefully progressing your training, paying attention to discomfort when first develops, and incorporating rest into your training program. If you think you have a running-related injury, consider seeing a sport medicine physician in your community.

Train smart and remember "Movement is Medicine!"



**Dr. Darrell Menard OMM MD,  
Dip Sport Med**

*Dr. Menard is the Surgeon General's specialist advisor in sports medicine and has worked extensively with athletes from multiple sports. As part of the Strengthening the Forces team, he works on injury prevention and promoting active living.*



Strengthening the Forces is Canadian Armed Forces/Department of National Defence (CAF/DND)'s healthy lifestyles promotion program providing expert information, skills and tools for promoting and improving CAF members' health and well-being.

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## École Victor Brodeur students named regional winners

Kenya Education Endowment Fund congratulates Matias Aviles Vezina and Philippe Linfoot, Grade 6 students at École Victor Brodeur in Victoria, whose joint entry in KEEF's Virtual Cycle Tour Student Challenge was the randomly selected regional winning entry.

They researched the country of Chile and entered their report on what they might have encountered there on a cycling tour in South America.

The Challenge was offered when COVID 19 precautions indefinitely

postponed a five-and-a-half month, six country cycling tour/fundraiser across South America planned by a long time KEEF supporter for summer 2020. KEEF is grateful to the teachers, students, and home schooling parents who considered the Challenge.

To recognize Matias's and Philippe's efforts, a KEEF supporter has made a donation to help another bright, very poor student in Kenya, E. Africa attend high school – which is not free there. For information about KEEF's work, see [www.kenyaeducation.org](http://www.kenyaeducation.org)

## CAPTAIN KEVIN HAGEN Repatriation Ceremony



From left to right: CWO Jean-Claude Parent, 1 Canadian Air Division Chief Warrant Officer; Brigadier General Ian Huddleston, Deputy Commander 1 Canadian Air Division; Chief Petty Officer First Class Tim Blonde, Formation Chief Petty Officer; and Rear-Admiral Bob Auchterlonie, Commander of Maritime Forces Pacific, pay their respect to the motorcade during the Repatriation Ceremony of Captain Kevin Hagen at 443 Maritime Helicopter Squadron on June 27. Capt Hagen died in the Cyclone crash in the Ionian Sea April 29 during Operation Reassurance. Photo by Leading Seaman Sisi Xu, MARPAC Imaging Services

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**Robin&AJ**  
Good morning. Good times.



# Bravo Zulu

## Canadian Fleet Pacific Promotions and Presentations

Photos by Leading Seaman Valerie LeClair, MARPAC Imaging Services

Commodore Angus Topshee, Commander Canadian Fleet Pacific, presented awards to deserving recipients on the concourse in front of the Chiefs' and Petty Officers' Mess. In spite of physical distancing requirements, and a rather brisk, wind, it was a well attended ceremony with family, friends, and colleagues.



CPO2 Fraser received an Aerobic Award of Excellence.



CPO2 Rownd received a Chief of Defence Staff Commendation.



CPO2 Simister received the Special Service Medal - Expedition for Operation Projection 2017.



LCdr Bruzzone received a Commander Canadian Fleet Pacific Challenge Coin.



Lt(N) Klinger received an Aerobic Award of Excellence.



Lt(N) Mullin-Lamarche received the Special Service Medal - Expedition for Operation Poseidon Cutlass 2017.



Lt(N) Winkler received a Commander Canadian Fleet Pacific Challenge Coin.



PO1 Au was awarded the Canadian Forces' Decoration for 12 years of service.



MS Liu received the Special Service Medal - NATO for Operation Projection 2017.



MS Orban received the Special Service Medal - Expedition for Operation Projection 2017.



MS Aird received the Special Service Medal - Expedition for Operation Projection 2017. MS Aird was awarded the Canadian Forces' Decoration for 12 years of service.



MS Stirlor was promoted in the foyer of D77 by Cdr Hopkins, Commanding Officer of Coastal Forces (Pacific), with MS Bueckert, divisional supervisor in the Mini Maritime UAV Operations Cell.



WO Hadden was promoted to her new rank by Cdr Kincaid, F4 CANFLTPAC HQ.



# Base Administration Promotions and Presentations



MCpl Thurber (left), MS Matheson (center), and MS Leeson (right) with their promotions effective June 29.



2Lt Travis Winship received the Base Administration Officer's coin for his outstanding work supporting the unit.

## Bravo ZULU

# Base Information Services Promotions and Presentations



CPO2 Neil Comisky is promoted to his current rank by Cdr Nicholas Manley, Base Information Services Officer.



Cpl Anthony Vickers is presented the Canadian Forces' Decoration for 12 years of service by Cdr Nicholas Manley, Base Information Services Officer.



PO2 Gaun Cochran is presented the Canadian Forces' Decoration with bar for 22 years of service by Cdr Nicholas Manley, Base Information Services Officer.



Major Gordon Keyser is promoted to his current rank by Cdr Nicholas Manley, Base Information Services Officer.



# Naval Fleet School Promotions



MS Carle St. Jacques is promoted to PO1 by Cdr Annick Fortin.



MS Marin is promoted to PO1 by Cdr Annick Fortin.



## Want to recognize someone in your unit?

Send your BZs to [melissa.atkinson@forces.gc.ca](mailto:melissa.atkinson@forces.gc.ca)

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# Bravo Zulu

## MARPAC Headquarters Promotions and Awards



Andrew MacDonald was solemnly affirmed as a new Public Servant of Canada by Cdr E.E. Mariano, MARPAC/JTFP HQ Commanding Officer.



Lt(N) Elizabeth Mohammed was awarded the Canadian Joint Operation Command Commendation, presented on behalf of Lieutenant-General M.N. Rouleau, Commander CJOC, by Capt(N) C.G. Peschke, Chief of Staff MARPAC/JTFP.



Lt(N) Elizabeth Mohammed was promoted to LCdr by Cdr E.E. Mariano, MARPAC/JTFP HQ Commanding Officer.



Cpl Ryan Pickle was promoted to Master Corporal by Cdr E.E. Mariano, MARPAC/JTFP HQ Commanding Officer.



PO1 Marcy Dumonceau was promoted to Chief Petty Officer Second Class by Cdr E.E. Mariano, MARPAC/JTFP HQ Commanding Officer.



SLt Seyi Shinaba was presented with his Officer Commissioning Scroll by Cdr E.E. Mariano, MARPAC/JTFP HQ Commanding Officer.



SLt Seyi Shinaba was awarded the Canadian Forces' Decoration for his 12 years of services in the Canadian Armed Forces by Cdr E.E. Mariano, MARPAC/JTFP HQ Commanding Officer.

# Bravo Zulu

## Naval Training Development Centre (Pacific) Promotions and Awards



Lt(N) Braden Casper is presented a Commander Naval Pacific Training Group Coin from Capt(N) Boyd. He was recognized for his outstanding work in contract management and training development during his posting to Naval Training Development Centre (Pacific).



MS Salmon is promoted to PO2 by Cdr Sauve, Commanding Officer of Naval Training Development Centre (Pacific), with his family Wayne Salmon (father), and Kayla Salmon (wife).



PO1 Amanda Wilson is promoted to her current rank by Cdr Sauve, Commanding Officer of Naval Training Development Centre (Pacific), with her spouse PO1 Raymond Ferguson.



PO1 Hillier is promoted to CPO2 by Cdr Sauve, Commanding Officer of Naval Training Development Centre (Pacific), with his family Diane Hillier (wife), Geoff Hillier (father), and Catherine Hillier (step-mother).



CPO2 Hillier also received the Nijmegen Award.

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This is not an offering for sale which can only be made in conjunction with the delivery of a Disclosure Statement.

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