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Divers aid in harbour clean up

Divers from Fleet Diving Unit (Pacific) mark the location of divers as they conduct an underwater search for giant tires on the sea floor off Chemainus. Read the full story on page 3.

Photo by Sailor First Class Victoria Loganov, MARPAC Imaging Services



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Staying sharp on Exercise Keen Sword



Captain Chelsea Dubeau HMCS Winnipeg

Exercise Keen Sword arrived at an interesting time in *HMCS Winnipeg's* deployment.

Nestled in-between Operation Neon patrols, Exercise Keen Sword kicked off on Oct. 26 and continued until Nov. 5, overlapping the U.S. election and rounding out a month that started with *Winnipeg's* transit through the Taiwan Strait.

The biennial exercise is designed to increase combat readiness and interoperability of U.S. forces and the Japan Self-Defense Force.

All told, it was quite a busy month for *Winnipeg* in the Asia-Pacific, one of the most headline-making regions in the world.

Exercise Keen Sword is a formidable affair. If you were on the upper decks during the PHOTOEX on Oct. 26, you could have thrown a stone in any direction and hit a warship. Approximately 10,000 U.S. service members from the U.S. Pacific

Fleet, U.S. Forces Japan, 7th Fleet, 5th Air Force, 374th Airlift Wing, 18th Wing, 35th Fighter Wing, and III Marine Expeditionary Force took part, along with approximately 40,000 Japanese personnel.

To put that into perspective, the number of personnel participating in this year's Keen Sword is about 10 times that of the 5,300 personnel who participated in this year's Exercise Rim of the Pacific (RIMPAC).

The Royal Canadian Navy participated in Keen Sword for the first time in 2018 as an observer. This year, however, *Winnipeg* had an active role.

This year's exercise

The exercise included anti-submarine warfare serials (ASW), cross-deck landings between *Winnipeg's* embarked CH-148 Cyclone helicopter and helicopters on board U.S. and Japanese ships, a replenishment-at-sea with the USNS *Tippecanoe*, and a final war at sea exercise.

From a warfighting perspective, and being that Keen Sword is

primarily ASW-focused, the exercise is an opportunity to sharpen those capabilities as well as hone the ship's ability to integrate with other forces and strike groups in the execution of a mission.

One of the serials saw an "enemy" submarine attempting to reach a particular target vessel, otherwise known as a "high value unit," or HVU in exercise speak. It was *Winnipeg's* job to help find the submarine before it could reach the HVU, and when it comes to ASW, *Winnipeg* is a uniquely capable platform for this type of warfare.

"In addition to a very capable passive towed array sonar system, we also carry the CH-148 Cyclone helicopter with its own state-of-the-art, low-frequency active dipping sonar," says Lieutenant (Navy) Iain Richardson, an Operations Room Officer on board *Winnipeg* and Keen Sword Planner. "No other surface ship involved in the exercise serving in a role similar to ours is as capable in ASW as *Winnipeg* is."

The ASW serials took place over several days and several iterations, putting members of the operations room, such as Sonar Operators, through their paces.

One such member is Master Sailor James McPeak.

"It can be very challenging being the eyes under the water looking for that needle in the haystack," says MS McPeak, referring to submarines. "As a team we had to stay alert at all times and keep a clear picture of everything around us so we could find what was under us.

As a part of the ship's company I think we've proven our professionalism and as a team we learned how to overcome a lot of the small barriers that came up."

In fact, *Winnipeg* was so good at the ASW that the ship was given the moniker of "Submarine Samurai" in correspondence with Keen Sword staffers on both the U.S. and Japanese sides.

"There was a number of air, surface, and sub-surface assets participating (in the serials)," says Lt (N) Noelani Shore, an Operations Room Officer on board *Winnipeg*. "This is exciting because it's a unique opportunity to work with our allies, practice and develop our tactics, and continue to train the team in a realistic environment."

The value of Keen Sword

The value of exercising with other like-minded and partner nations cannot be underestimated. Not only does it offer a glimpse into new warfighting tactics, it helps ensure that the Royal Canadian Navy remains adaptive while enhancing partnerships which are critical to security and stability in the Asia-Pacific region.

"Working with other nations always presents a fun but challenging experience," says Lt(N) Anna Childerhose, Navigating Officer on board *Winnipeg*. "Every navy approaches situations a little differently. There can be a lot learned when watching how others do things, and the PHOTOEX was no exception. As a watch keeper, I had never before been in a formation at such close range. It was impressive to see how so many ships and air

craft carriers could safely maintain station at such a little distance. Overall, it speaks to the professionalism of all the nations involved and, more importantly, the ship handling, mariner

ship, and ability to plan and execute complex evolutions that is so key to a strong naval force."

Cyclone participation

It wasn't just the ship having all the fun, however. When not participating in ASW serials, *Winnipeg's* embarked CH-148 Cyclone helicopter conducted several deck landings on board other ships, including the USS Ronald Reagan and JS Kaga aircraft carriers, and the USS Shiloh. Concurrently, helicopters from the USS Shiloh and JS Kaga conducted cross-deck training on *Winnipeg*.

Cross-deck training is conducted to increase the interoperability of Maritime Helicopter (MH) crews and allied naval ships. Landing on ships is a unique skill to the MH community and one MH pilots need to master to operate safely and effectively at sea with the Royal Canadian Navy. Familiarization with the procedures of allied navies allows our MH crews to react to tasks requiring intra-navy cooperation, such as medical evacuations.

War at sea portion

Keen Sword culminated in a war at sea exercise, consolidating each participant's warfighting capability in an effort to improve and practice joint and bi-lateral interoperability and mutual tactical skill for maritime operations.

"For *HMCS Winnipeg*, it's also the culmination of six months of hard work," says Commander Mike Stefanson, ship's Commanding Officer. "It also allows us to build upon lessons learned during RIMPAC, see how far we've come, and integrate with these forces and test our mettle against some of the most combat-capable forces in the world today."

HMCS Winnipeg is deployed in the Asia-Pacific region on Operation Projection Asia-Pacific and Operation Neon until December 2020.



Crewmembers participate in damage control scenarios during Exercise Keen Sword.

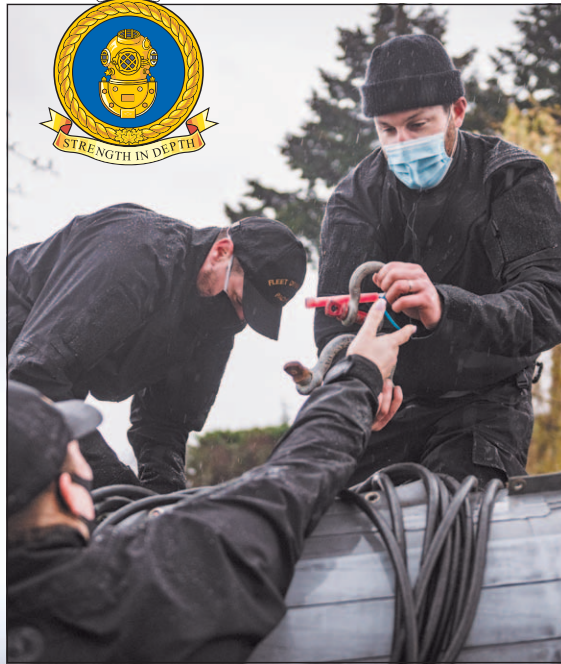


Left: Master Corporal Joseph Cornolius participates in a replenishment-at-sea with USNS *Tippecanoe*.

Photos by S1 Valerie LeClair, MARPAC Imaging Services



S2 Blake Castelein participates in small boat training.



Navy divers tireless effort

MARPAC PAO

Four massive tires, standing as tall as a grown man, were hauled out of Kinsmen Beach Park in Chemainus last week by 11 Fleet Diving Unit (Pacific) members.

It took two days to remove the 1,200-pound tires, an environmental hazard for the crab population; high winds and rainy weather added to the toil.

It was a joint effort between the navy divers, The Halalt First Nations' Spill Response Team, Department of Fisheries and Oceans, and the municipality of North Cowichan.

In April, the Department of Fisheries and Oceans' South Coast Area Resources Restoration Unit (DFO SCA-RRU) was contacted to address the environmental impact industrial garbage was having on marine creatures in the area. A decade ago, private barges from Chemainus Port were abandoned and sunk. The four industrial tires were used on the barges and were causing an entrapment hazard to the local crab population.

The Department of Fisheries and Oceans reached out to Maritime Forces Pacific for their underwater expertise.

"For government organi-

zations to come together to support local communities in a short time frame, in the middle of a pandemic, is incredible," said Chrissy Czembor, Restoration Biologist, DFO SCA-RRU. "The amount of planning and coordination that went into this project is phenomenal."

Divers carefully executed the salvage operation, working around the ferry and tide schedules. With only an approximate location given of the tires' whereabouts, they had to do a greater sweep of the area to find them. Two-person dive teams working from two dive boats rotated every 24-minutes until all

four were found 20 metres below the surface.

The tires were raised by lift bags and pulled towards shore via the RHIB. On the shore, a truck waited to pull them out. Before hauling them away, Czembor inspected them to ensure no marine creatures were lingering within.

"The fact that today we were able to help a local community and see firsthand the support and excitement from community members, the local First Nations community, and the municipality itself was very heartwarming," says Lieutenant (Navy) Mike Allport, FDU(P) diver.



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WHAT SAY YOU

Camaraderie during pandemic, Operation Caribe

Lieutenant Sheila Tham Operation Caribe

I am a Public Affairs Officer and have spent my five-year career split between the Air Force and the Army. I was asked to deploy with the Royal Canadian Navy on Operation Caribe and decided it would round out my experience. I had heard the slogan "join the navy, see the world" and, given the global pandemic, have spent most of 2020 at home with the urge to travel. It sounded like the perfect opportunity to learn about the navy and head to the tropics. This is my first impression of sailing and the reality of operational travel during COVID-19.

HMCS *Summerside* departed Halifax on Oct. 26 and headed for the Caribbean Sea as part of Operation (Op) Caribe.

Canada often conducts multiple iterations of Op Caribe in a year - the last deployment was with HMC Ships *Nanaimo* and *Whitehorse* earlier this year. However, Maritime Component Command ordered the ships return to Canada on March 18 due to the worldwide spread of COVID-19.

The deployment of *Summerside* is the first Op Caribe deploy-

ment since, and came with a myriad of new considerations and precautions to ensure the safety of personnel.

The crew was required to adhere to self-isolation measures prior to sailing along with undergoing a COVID-19 test prior to departure. The same conditions were given to the United States Coast Guard (USCG) Law Enforcement Detachment (LEDET) participants who were picked up in Miami, Florida. Due to these precautions, members do not have to wear masks while at sea or adhere to physical distancing.

In normal times, sailors could take time off and go into port cities to explore. In COVID times, the crew must stay on board.

But staying on board has fostered a sense of camaraderie amongst the crew as we now socialize with each other instead of going our separate ways in a port city.

The closest we got to mingling with the locals in Miami was during a resupply. Only the Physician Assistant, Executive Officer, and Chief Cook were allowed on the jetty to screen the supplies arriving, dressed in non-medical masks and gloves and required to wash their boots and use hand sanitizer before returning to the ship.

The rest of the available personnel mustered on the front of the ship (the fo'c'sle) at a sanitizing station wearing gloves. Personnel who formed a chain on the brow wore non-medical masks and gloves to pass packages up to the members on the fo'c'sle. Each package was passed with an instruction: "sanitize the box," "leave on the fo'c'sle," "wipe down each package," "discard the



Royal Canadian Navy members work on the helm console of HMCS *Summerside* during Operation Caribe in the Atlantic Ocean on Oct. 29. Members are not named for operational security purposes.

Photos by Lt Sheila Tham, Public Affairs Officer

box," repeated as each person passed to the next. Once the ship was resupplied it was considered secure and most of the crew was able to relax.

Keeping Spirits Up

Since we weren't allowed off the ship in Miami for our first port visit of the deployment, and for any future port visits, the Captain hosted a sun-downer on the back of the ship, the sweep deck, where the crew watched Miami locals on jet skis and yachts. A few party boats passed with loud music but it wasn't long before the volume on *Summerside* drowned out any noise of passing boats. It was Halloween night and we were hosting our own costume party, cheering on those brave and creative enough to don a costume. There was even modified trick-or-treating; some of the crew came with bags of candy and chocolate to pass out.

After two days alongside, the crew was rested, ready to sail to the Caribbean Sea for operations, and integrate with the LEDET that was now on board.

As Op Caribe is my first navy deployment, Miami was my first port stop. Despite the disappointment of not being able to visit

Miami, I didn't hear a single complaint as we sailed away. In fact, one member of the crew told me that this port visit was better because we were all able to spend time together, get to know each other better, and build some team cohesion.

About Operation Caribe

Operation Caribe is Canada's contribution to U.S. Enhanced Counternarcotic Operation under U.S. Joint Interagency Task Force South. The intent is to conduct international detection, monitoring, and interdiction of illicit trafficking in the Caribbean Sea and off the Pacific coast of Central America. To make this happen, Canadian ships embark a Law Enforcement Detachment from the United States Coast Guard (USCG). The synchronization of capabilities between the Royal Canadian Navy and USCG enables greater success in reducing drug trafficking while strengthening international interoperability.

Canada has been conducting Op Caribe since 2006 and the Canadian Armed Forces has contributed to the disruption or seizure of approximately 105 metric tonnes of cocaine and more than 6.7 tonnes of marijuana.



A crewmember straps down a Rigid-Hull Inflatable Boat.



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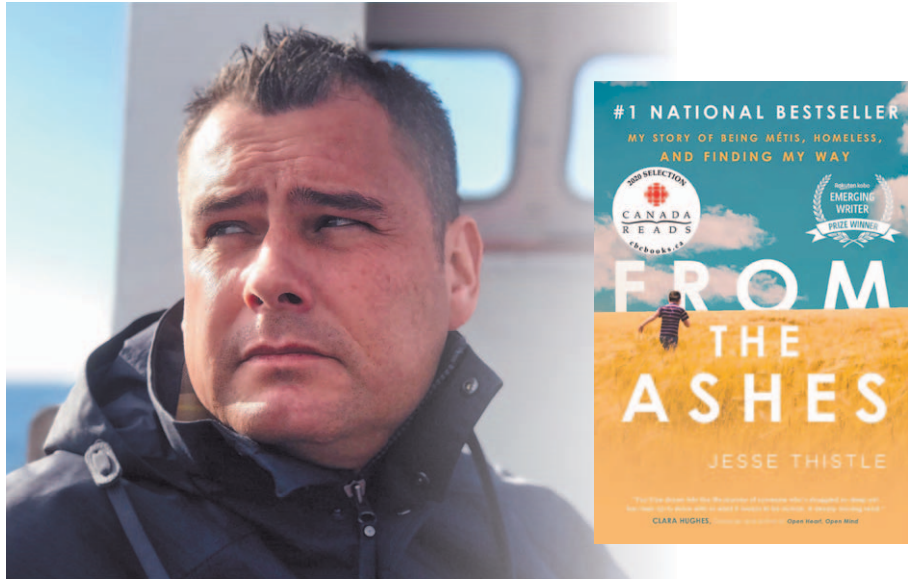
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“Jesse Thistle wants to engage with all of his readers and thought our club was a good venue to make this happen.”

Diana Cao, Page Turners founder at Canadian Forces Morale and Welfare Services

Best selling author joins book club discussion

Peter Mallett
Staff Writer

A new virtual book club called The PSP Page Turners is getting a boost from one of Canada's hottest new literary talents.

Jesse Thistle, Canadian author and National Best Seller of *From The Ashes*, will join the book club on Nov. 30 at 8 p.m. EST via Zoom as a guest for the book club's question and answer session.

“Regardless if the book club is big or small, Jesse looks for ways to connect with his readers, and we are happy to provide that plat-

form for him,” said Diana Cao, the PSP Page Turners founder at Canadian Forces Morale and Welfare Services. “We are excited that Jesse will join our club for a virtual session to talk about his book, experiences, and to answer questions.”

Thistle is from Northern Saskatchewan and is of Métis-Cree-Scot descent. He is a Ph D. candidate in the History program at York University in Toronto. In his book, the former high school dropout discusses his youth and dealing with issues such as foster care, homelessness, addiction, Post-Traumatic Stress Disorder, and the historic impacts of coloniza-

tion on Indigenous peoples.

He hopes potential readers understand there is no “ah-ha” moment in his book like other road-to-recovery stories.

“I didn't write my book for others but rather for my own self-help. I'm not logging in to lecture people about addiction. My writing is all fact based and I don't inject my emotion into my story or try to tell people how to feel.”

Turning the Page

The PSP Page Turners currently has 10 members and is open to anyone, whether they are part of the military community or not.

Cao is wanting to grow the club to help mitigate the isolation people are feeling because of COVID-19. Every month, she picks three books and creates an online poll on their Facebook page for members to vote on the next novel for members to read. A few weeks later they are invited to discuss the book via Zoom.

At the start of the virtual meeting, Cao poses a list of questions about the book. The end result is almost always a lively and often unpredictable discussion, she says.

“People often tie things in the book to their personal lives, and the discus-

sion usually goes a little bit off course. I welcome that because this is a great way to bring people together, make friends, and have some fun and entertainment when reacting to each individual's feelings, thoughts, and interpretations.”

Cao's other job is as a Deployment Support Coordinator for Personnel Support Programs (PSP), which normally has her making travel arrangements for deployed military members to reunite with their loved ones. But widespread COVID-19 travel restrictions have greatly reduced her workload, so earlier this year she began working to

develop and assist in support programs that engage Canada's military community during the physical distancing restrictions of the pandemic.

Anyone is welcome to participate in the online session, whether they have read the book or not, can do so via the link below.

- Nov. 30 at 8 p.m. EST
- <https://bit.ly/zoomthistle>
- Meeting ID: 99540033027
- Passcode: 398658

To join the PSP Page Turners email diana.cao@forces.gc.ca or go to facebook.com/groups/PSPPageTurners for updates.

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War History - Battle of the Atlantic 1939-1945

The Royal Canadian Navy (RCN), in partnership with maritime units of the Royal Canadian Air Force (RCAF) and

the Merchant Navy, played a pivotal role in ensuring the sea lines of communications and logistics were maintained during the longest and most critical battle of the Second World War.

The RCN lost 24 ships and suffered 2,210 fatalities; it destroyed or shared in the destruction of 33 U-Boats and 42 enemy surface vessels. HMCS Sackville is the last of the Allies' fleet of 269 corvettes built for the war at sea.

HMCS Sackville Today

The operation and long-term preservation of Sackville, commissioned in 1941, has changed in the last few years. It will now be part of a new Canadian Maritime Heritage District in downtown Halifax. However, the watertight integrity of the 205-foot warship must be addressed to ensure the ship can take full advantage of its place on the waterfront in the coming

years. Specifically, the plan is to re-skin the ship below the waterline with new 3/8 inch plate steel, with the cost in the order of \$12 million.

When the project is complete, Sackville will be safe in the water and continue to serve for another five decades and more.

Continuing to tell the story of the Battle of the Atlantic, the arduous conditions that sailors lived through, and the constant dangers of life at sea during the Second World War is important in keeping the rich history of the Royal Canadian Navy and all who serve at sea relevant for Canadians.

Just For The Hull of It Campaign

Funds raised during the Just For The Hull of It Campaign will be designated to the CNMT Preservation Fund for the critical and necessary work to safeguard the ship.

How can you help?

The financial support from members of the CNMT and Canadians (individuals and corporate) from across the country is crucial to the success of this project. Those interested in supporting HMCS Sackville can consider taking out a membership or making a direct donation as well as a contribution "In Honour" or "In Memory" of a family member, friend, or colleague. Support from HMC Ships and shore units is most welcome. All contributions, large or small, will help and an official tax receipt will be issued for a donation of \$10 or more.

For more information on the Canadian Naval Memorial Trust, HMCS Sackville, and the Just For The Hull of It campaign, visit www.canadasnavalmemorial.ca

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CANADA'S ULTIMATE STORY



Tim Friese (left) and Ervan Gould stand beside the gravestone rubbing created in honour of Gould's uncle, F/Lt Frank Dotten. Photo by Lane Farguson, Manager Media Relations and Communication, Halifax Port Authority

Fallen aviator remembered by family

Virginia Beaton, Trident Newspaper

Flight Lieutenant Frank Dotten was just 22 years old when his plane crashed during a bombing run over Nuremberg on March 17, 1945, killing him. He was buried at the Durnbach War Cemetery, a little known fact for current day family members.

It took some historical sleuthing to discover his burial site, but on Nov. 7 it paid off. Ervan Gould, F/Lt Dotten's nephew, received a framed gravestone rubbing from the gravesite of the uncle he never had the chance to meet.

"We made this happen," said Tim Friese, a colleague and friend of Gould during a presentation held in the gallery of the Halifax Seaport farmers Market.

Friese, a history buff who volunteers with the Canadian Naval Memorial Trust and The Memory Project, researched the location of the grave with help from the Commonwealth War Graves Commission, 576 Squadron of the Royal Air

Force, and a business owner who lived near the Durnbach War Cemetery.

The business owner made the gravestone rubbing and mailed it to Friese, who then had it framed for the presentation.

Gould, together with a group of friends from Halifax Port Authority, watched as Friese showed a series of photos and documents depicting F/Lt Dotten's military career.

Among them was a record that indicated all the sorties F/Lt Dotten had flown, a photo of him from November 1944 with his crew from 576 Squadron, and a photo from the visitation book at the cemetery that showed where a local resident signed the book for Ervan Gould in honour of the occasion.

After the event, Gould said he was completely surprised to receive the gravesite rubbing as a

memento. "I didn't know why or what to expect," he said.

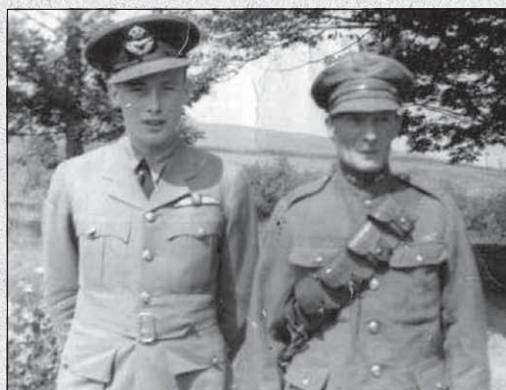
Gould grew up hearing stories about his uncle. F/Lt Dotten was a native of Hants County, Nova Scotia. He joined the RCAF during the war and was flying with 576 Squadron of the Royal Air Force when he was killed. It was a shattering experience for his family, he noted.

"My grandfather had joined the Canadian Army during the First World War. He was only 17 but he lied about his age to get in. He never talked about his war experiences."

Nobody in Gould's family was ever able to visit the cemetery in Germany where F/Lt Dotten was buried, which was a source of sadness, said Gould.

"My uncle's name is on the headstone of my grandparent's graves in Selma, in Hants County."

Now that Gould has the framed headstone from his uncle's final resting place, he says, "I will appreciate this for the rest of my life."



Frank Dotten and his father Ervan Dotten who was a First World War veteran. Photo courtesy Veterans Affairs Canada

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National Addictions Awareness Week



ENDING THE STIGMA

Change begins with me

Katelyn Moores
Base Public Affairs

This week marks National Addictions Awareness Week (NAAW), an opportunity for all Canadians to increase their understanding of substance use, its impacts, and methods for prevention. The theme this year is *Change Begins with Me*. It's about making a choice to play a part in reducing the stigma surrounding substance use and those who use substances.

It has been estimated that more than 75% of people believe those living with a substance abuse disorder do so either fully or partially by choice. In fact, next to financial cost, stigma is the second largest barrier for them to seek treatment.

The Addictions-Free Living Group of the MARPAC Health and Wellness Strategy wants to change this narrative by challenging people to rethink how they talk about substance use and addiction.

"When people feel ashamed, embarrassed, or scared, they are less likely to seek help and access resources," says Andrea Lam, Health Promotions Specialist at CFB Esquimalt.

The stigma comes from language choice that creates feelings of shame. This stigmatized language can then lead to a cycle of behaviours and attitudes within our society that isolate and marginalize people who use substances. Not only can this stigma discourage people from seeking help for fear of being labeled as an "addict", it can also impact the quality of healthcare services they are provided, and influence the allocation of government resources towards treatment initiatives.

The hope is that by shifting to person-focused language – or language that acknowledges someone as a person before describing their personal attributes or health conditions – we can shift the focus away from shaming users by acknowledging they are struggling with a health condition.

"Language is a really simple, yet effective way that we as individuals can help reduce stigma," says Lam. "Implementing person-first language can be really powerful and can help reduce the existing stigma around substance abuse. For example, instead of saying 'druggie' say 'person who uses substances', or instead of 'addict' use 'person with a substance use disorder'."

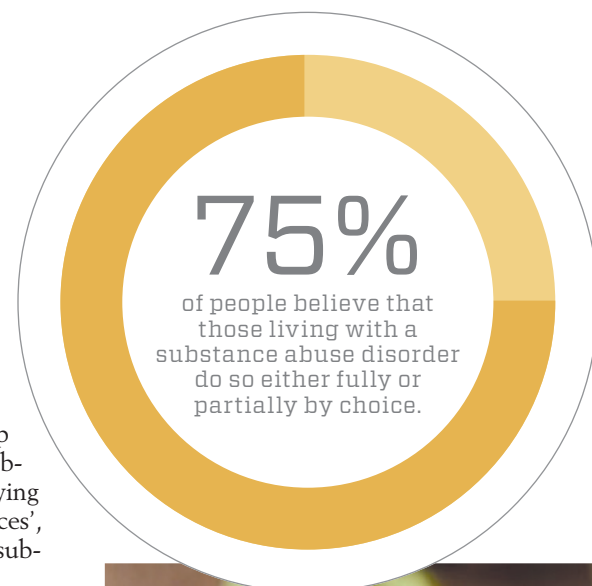
By choosing to use words that focus on the medical nature of substance use disorders, we can break down existing negative stereotypes and demonstrate our compassion for those struggling with this disorder.

Lam adds that consciously making small changes in the language used can encourage others to do the same and eventually it will become common place, but she recognizes this kind of change takes time.

"Creating this culture shift can take upwards of 10 years. But we are on our way towards achieving this goal and are improving with each effort that is made to reduce stigma."

"Language is a really simple, yet effective way that we as individuals can help reduce stigma."

Andrea Lam,
Health Promotions Specialist



• CRAN-APP SPARKLER • MOCKTAIL

Preparation Time: 5 minutes
Makes: 2 servings

Ingredients

2 cups (500 mL) 100% Cranberry juice
1 cup (250 mL) 100% Apple juice
1 cup (250 mL) 100% Orange juice
1 can (355 mL) Diet Ginger ale
1/4 cup (60 mL) Frozen cranberries
8 Apple slices

Directions

Place frozen cranberries and apple slices in a large pitcher. Add juices and ginger ale. Mix and serve.

Adapted from:

<https://sweetsdesigns.com/cranberry-apple-sparklers-cocktail-mocktail/>

Nutrition Information (Per serving)

Calories: 259 kcal, Fat: 0.7 g, Carbohydrate: 66 g, Fibre: 2 g,
Sodium: 26 mg, Potassium: 590 mg



E-Cigarettes and vaping

THE HEALTH RISKS

The use of e-cigarettes, or vaping, has become popular over the last few years, especially among youth. With flavoured cartridges ranging from bubble gum to cotton candy, as well as the targeted advertising and accessibility to young people, there are more and more adolescents using e-cigarettes. While we still do not know everything about the risks of e-cigarettes to our health, there is growing research on the topic.

E-cigarettes come in variety of shapes and sizes, with most having a battery, a heating element, and a place to hold a liquid. This liquid is heated by the e-cigarette to produce an aerosol that usually contains nicotine, flavourings, and other chemicals, which is then inhaled by the user (CDC 2020). E-cigarettes have been marketed as a quit-smoking aid; however, current data does not support the efficacy of e-cigarettes for smoking cessation (Eltorai, Choi & Eltorai, 2018).

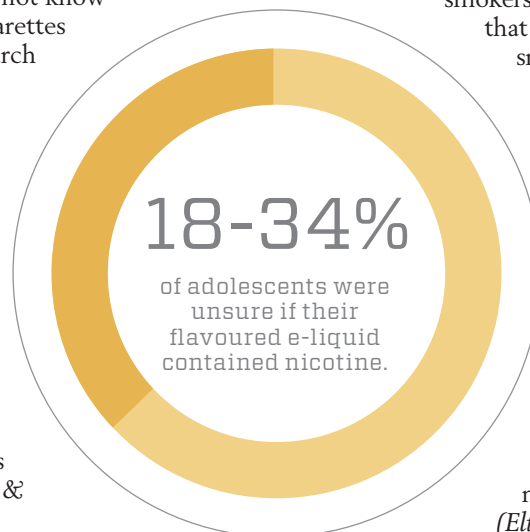
There are growing concerns around the use of e-cigarettes, particularly among youth. In one study, 27-37% of adolescents who have never smoked cigarettes reported using flavoured e-liquid with nicotine, while 18-34% were unsure if their flavoured e-liquid contained nicotine (Eltorai, Choi & Eltorai, 2018).

This implies that some adolescents may be unintentionally exposing themselves to nicotine.

The same study also demonstrated that participants preferred flavoured over unflavoured e-liquids, using them more often and thus consuming more nicotine, which may lead to potential vaping abuse in young adult smokers. A growing body of evidence indicates that e-cigarettes are a catalyst for cigarette smoking for those who may not have otherwise smoked.

Health and safety concerns are also being raised when it comes to e-cigarettes. There is still a lot unknown about the health effects of e-cigarettes and further research is required, but current evidence supports there are serious health risks. Studies have shown that vaping may compromise cardiovascular health, is harmful to airway cells, suppresses immune responses to bacteria and viruses, promotes inflammation and may increase the virulence of bacteria (Eltorai, Choi & Eltorai, 2018).

Safety concerns have also been raised after incidences of explosions and fire causing injury to e-cigarette users was reported in the United States (Rouabhai, 2019). As developing research uncovers new data, we are learning more about the health risks associated with e-cigarette use.



"One study demonstrated that participants preferred flavoured over unflavoured e-liquids, using them more often and thus consuming more nicotine, which may lead to potential abuse in young adult smokers."

The Addictions-Free Living Working Group of the MARPAC Health and Wellness Strategy supports National Addictions Awareness Week and is working to create an addiction-free culture here at MARPAC. For more information on substance use and addictions, including the use of e-cigarettes, you can visit the resources listed below.

• RESOURCES •



- Canadian Centre on Substance Use and Addiction: <https://www.ccsa.ca/national-addictions-awareness-week>
- Centers for Disease Control and Prevention: https://www.cdc.gov/tobacco/basic_information/e-cigarettes/about-e-cigarettes.html
- Government of Canada: <https://www.canada.ca/en/health-canada/services/smoking-tobacco/vaping/risks.html>
- The Maple Leaf: <https://www.canada.ca/en/department-national-defence/maple-leaf/defence/2019/10/the-facts-about-vaping-and-health.html>
- Health Services/Base Addictions Counsellors: To access, military members must contact local CAF Medical Clinic Reception at **250-363-4122**
- Members Assistance Program (MAP): **1-800-268-7708**
- Military Family Resource Centre (MFRC): **1-800-353-3329**
- The Chaplains Service: **250-363-4030**

References:

1. CDC (2020, September 09). About electronic cigarettes. Centers for Disease Control and Prevention. https://www.cdc.gov/tobacco/basic_information/e-cigarettes/about-e-cigarettes.html
2. Eltorai, A., Choi, A., & Eltorai, A. (2018). Impact of electronic cigarettes on various organ systems. *Respiratory Care*. 64. <https://doi.org/10.4187/respcare.06300>
3. Rouabhai, M. (2019). Evidence Synthesis: Effects of e-cigarette use on oral health.

For more information on National Addictions Awareness Week and resources on how to overcome stigma through language, you can visit <https://www.ccsa.ca/national-addictions-awareness-week>

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In October, an integrated test team from the Aerospace Engineering Test Establishment and the 434 Operational Test & Evaluation Squadron evaluated the multi-fleet Aeromedical Single Isolation Bio-containment Unit.

Aeromedical Single Isolation Bio-containment Unit nears operational capability

DND

The Aeromedical Single Isolation Bio-containment Unit (ASIBU) is a reusable hard-shell capsule that carries one patient and allows medical staff to provide advanced medical care during transportation.

Its hard shell provides safe operation in an aviation environment, including helicopter operations, and allows quick decontamination between missions. It can protect the environment from an infected patient, or protect a vulnerable patient from a contaminated environment. Also known as the EpiShuttle™, the ASIBU is designed by the EpiGuard Company.

This piece of equipment is one in a series of emergency procurements pursued by the Royal Canadian Air Force in the

wake of the global pandemic with the aim of reducing the risk of contamination of medical teams, aircrew, and aircraft while transporting infected patients.

Testing was conducted in Trenton, ON, with support from Aeromedical Evacuation and flight crews. Tests consisted of loading and unloading the patient unit, emergency ground egress, and emergency procedures on four different aircraft – the CC130H, the CC130J, the CC117 and the CC138.

Further testing is planned on the CH147F, the CH149, the CH148, the CC115 and the CC150 aircraft.

With the successful completion of the tests, the ASIBU is closer to becoming an integral part of Canadian Armed Forces MEDEVAC operations at home and abroad.

It can protect the environment from an infected patient, or protect a vulnerable patient from a contaminated environment."

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CAF Sports Awards 2020 go virtual

Since 1988, the military community has gathered once a year for an in-person awards celebration to honour excellence in Canadian Armed Forces' Sports.

This year, the COVID-19 pandemic has forced the organizers to do things a little differently.

In lieu of the traditional in-person CAF Sports Awards ceremony, this year's event will be transformed into a virtual recognition of athletes, coaches, and officials from Nov. 23 to Dec. 4 via the CAF Sports Facebook page www.facebook.com/cafsports.

Sports have a long history as a key military enabler and contributes to Canadian Armed Forces members' physical and mental health well-being, and has just as many benefits from a social perspective.

They are a key enabler in operational effectiveness, recruitment and retention efforts, and in global engagement. When CAF members participate in sports, they develop core military attributes such as leadership skills, teamwork, discipline, and esprit de corps.

In 2019, there were more than 25,000 participants in various CAF sports programs at all levels and across bases/wings. There were approximately 3,500 athletes who participated in regional sports championships and approximately 1,800 athletes who participated in 17 national sports championships.



2Lt Jamie Boparai
Base Administration

We can leave home, but home never leaves us.

Long before becoming the West Coast Occupation Structure Identification (MOSID) Advisor for cooks, CPO2 Brian Charron was a Naval Weapons Technician.

"I joined in 1988 right out of high school, I went straight to the recruiting centre in Vancouver. My family thought it was a great idea and supported me all the way."

This strong sense of family stuck with CPO2 Charron, and soon after joining he remustered to the cook trade.

"I missed my mom's cooking. She taught me how to cook and it has been a love of mine ever since. I like all food, all the time."

He honed his craft for six months in Borden, ON, during his initial trades training at Basic Culinary School. The basics of ingredient mixing and recipe following are still generally the same today, but cooking has evolved over the years.

"A strong and fit fighting force demands a high level of nutrition. We now cook towards encouraging a healthy lifestyle, our menus have low-fat and vegetarian options, and we are always setting the bar higher as we gain more understanding about the role of nutrition and performance."

Although passion for his trade and food is quite evident, CPO2 Charron does admit it can be a grinding and thankless job at times.

"You have to be hardworking, dedi-

BASE ADMINISTRATION'S

CPO2 Charron

Advisor for Cooks

cated, and calm to be a successful naval cook. On ship, you are on your feet all day, sometimes from 0500 until you are done in the evening. Not only are cooks responsible to feed the crew, but they also have secondary duties such as casualty clearing and firefighting, as well as responding to emergency and training drills."

When others are off exploring foreign ports or attending cocktail parties, the cooks are the ones that remain behind because the crew still needs to be fed.

With the relentless flow of responsibilities, he says, "You have to remain calm under pressure and stress, and I think I have been good at amplifying these traits and mentoring others to do the same."

These traits are what makes CPO2 Charron a perfect fit for his current position as the MOSID Advisor. He understands the pressures associated with the cook trade and sailing, as he has spent most of his 32-year career at sea.

As the West Coast Cook MOSID Advisor for the last two years, he is responsible for employing all the cooks in CFB Esquimalt, whether on ship or on base. He is also the link between the Career Manager and cooks for their career and progression related inquiries.

"I have approximately 120 positions that I look after. It can get quite hectic sometimes as it is my responsibility to ensure everyone is fit and ready to go to sea when called upon. The ships are constantly on the go, and we have to fill positions."

Part of his responsibility is ensuring there is an appropriate ship-to-shore

ratio of cooks and that each cook has an appropriate ship-to-shore posting ratio.

"In some ways, this is the toughest part of my job. Being behind the scenes, constantly trying to fill spots and telling members they have to leave their families behind and sail."

Empathy and sound judgement are of vital importance, he says, especially since the global pandemic began.

Authorization of personnel movements in-and-off of ships have become more stringent and health restrictions have left many areas undermanned.

"Members are being sent home with colds, and we have to stay vigilant with our safety, but at the same time we can't leave our sailors without a meal."

Making the job even tougher, many members can no longer sail at this time due to underlying health conditions that may put them at greater risk if they were to contract COVID-19.

"The whole situation is creating significant restraints and it makes fairly balancing sea-to-shore time for our cooks very difficult. I need more people now more than ever to supplement the fleet."

Many bright spots keep the excitement of serving going for CPO2 Charron after 32 years of service.

"The best part of my job is sharing my knowledge with others. I like to ask lots of questions to young cooks and pass on tips and tricks. Mentorship plays an important role in passing on administrative knowledge to up-and-comers, and I enjoy this. It takes a lifetime to learn everything so we always have to be both students and teachers of our chosen art."

BASE ADMINISTRATION
PROFILE



A strong and fit fighting force demands a high level of nutrition. We now cook towards encouraging a healthy lifestyle, our menus have low-fat and vegetarian options, and we are always setting the bar higher as we gain more understanding about the role of nutrition and performance."



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The vaccine for civilian DND employees will be provided through the outside service provider Calian and not Canadian Forces Health Services, which is responsible for administering the flu vaccine to CAF members only.



Stay healthy this winter! Get the Flu Shot!

Bravo ZULU

Awards and Presentations

Base Administration



MS Campbell is promoted to his current rank by Lt(N) Amy Mahar and Cdr Jason Barbagallo.



MS Morris is promoted to his current rank by CPO2 Troy McGregor and Cdr Barbagallo.



Lt A.M. Assefa is promoted to his current rank by Cdr Barbagallo.



Capt Y.S. Rios is promoted to his current rank by Cdr Barbagallo.



Sergeant Nicolette Ducharme is presented the Canada Pride Citation by Captain (Navy) J.A. Elbourne on behalf of the Federal Government. She received the Citation in recognition of her valuable service to Canada and the hardship she endured as a result of the historical policies and practices in connection with the LGBT Purge.



WO Stanners is presented a Certificate of Service by Cdr Jason Barbagallo during her Depart with Dignity event. WO Stanners served more than 33 years as a Human Resources Administrator.



PO1 Joseph Fogarty receives his Canadian Forces' Decoration First Clasp for 22 years of service from Cdr Colleen O'Brien, CAF Transition Centre Commanding officer.



S1 Brian Getty is promoted to MS by Cdr Annick Fortin, Commander Naval Fleet School (Pacific).

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Marine Technician Awards and Presentations

Lieutenant Commander Chris Maier, Executive Officer of Naval Fleet School (Pacific), presented certificates during the Marine Technician course RQS3 0030 graduation on Nov. 5.

Photos by S1 Laflèche, NFS (P)



S1 Lavoie receives the Top Student Award.



S1 Lavoie receives a Certificate of Completion.



S3 Fass receives a Certificate of Completion.



S3 Gray receives a Certificate of Completion.



S3 Harrington receives a Certificate of Completion.



S3 Kavanagh receives a Certificate of Completion.



S3 Lagradilla receives a Certificate of Completion.



S3 Lech receives a Certificate of Completion.



S3 Lemay-Hasper receives a Certificate of Completion.



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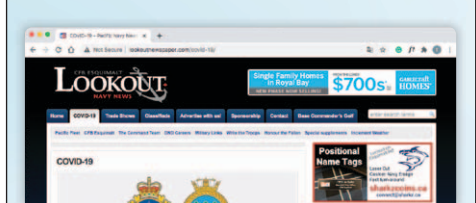
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