



Volume 60 Number 8 | February 23, 2015



LOOKOUT

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Members of Maritime Forces Pacific and CFB Esquimalt show their support for anti-bullying by donning the symbolic pink t-shirt. From left to right: Efrain Andia Rodriguez; CPO1 Mike Feltham; CPO1 Mike Vigneault; CPO1 Shawn Taylor; Cmdre Bob Auchterlonie; Warren Skaalrud; Capt(N) Steve Waddell; Capt(N) Doug Young; and Michael Holt.

Cpl Brandon O'Connell, MARPAC Imaging Services

Join the campaign to eliminate bullying - go pink

MARPAC

The last Wednesday of February is known as Anti-Bullying day in Canada. It is also known as Pink Shirt day.

Originally it started as a protest against a bullying incident at a Nova Scotia High School. On this day participants are asked to wear pink to symbolize a stand against bullying.

On Feb. 25, Maritime Forces Pacific (MARPAC) will

participate in this community recognition of anti-bullying day by encouraging military and civilian personnel to wear pink clothing items. Shirts can be purchased at London Drugs for \$9.80, plus tax.

Dress with a Difference Day has been moved from Friday, Feb. 27 to Wednesday, Feb. 25 to allow military members who wish to participate to wear pink with their civilian attire.

MARPAC will also host an additional session on cyber-

bullying on Feb. 24 10:30 to 11:45 a.m. at the Pacific Fleet Club. See the MARPAC Noticeboard for more information.

Each shop, ship, section, unit and lodger unit is encouraged to take the challenge. The unit with the most pink will be featured in the *Lookout* and MARPAC Facebook page. Send your high resolution group picture (1mb to 3mb) to production@lookoutnewspaper.com no later than noon on Feb. 26 with an explanatory caption.

THE AMAZING RACE!
SPRING BREAK CAMP

See page 2 for details

CFB Esquimalt

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National Flag Day

Cpl Chris Ringius, Formation Imaging Services Halifax
 Flag Party members LS Kyle Power, OS Matthew Page, Lt(N) Emily Canning and MS Dave McCully participate in the 50th Anniversary of the National Flag ceremony at Government House in Halifax, Nova Scotia, on Feb.13.



Sergeant Angela Abbey, MARPAC Imaging Services.
 The Royal Canadian Navy joined in the celebration of the 50th Anniversary of the National Flag of Canada. To mark the occasion, HMCS Algonquin from Maritime Forces Pacific was dressed over-all with flags and pennants flying on Sunday, Feb. 15.

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 PM Care: \$20 /\$25 /\$30

Extended hours:
 AM Care: 7:00-9:00am
 PM Care: 4:00-5:30pm



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Help needed to thwart vandalism on sports fields

In light of two recent targeted, malicious acts against CFB Esquimalt's recreational facilities I feel that I must bring this issue to the attention of the local community.

Since 2012 unknown persons have been vandalizing the Base sports fields, specifically the ball diamonds and soccer pitch located near Naden on Colville Road. I use the word vandalism but that really does not adequately describe the extent of it. Hundreds of metal spikes and pieces of barbed wire have been buried in the surface of these fields. Clearly this is more than just a prank meant to inconvenience users.

nience users.

Military members utilize these fields to keep fit through sporting activity. The fields are also made available to local sports leagues and teams from the Greater Victoria community; it is not uncommon to see children and families engage in a soccer match or ball game on DND fields.

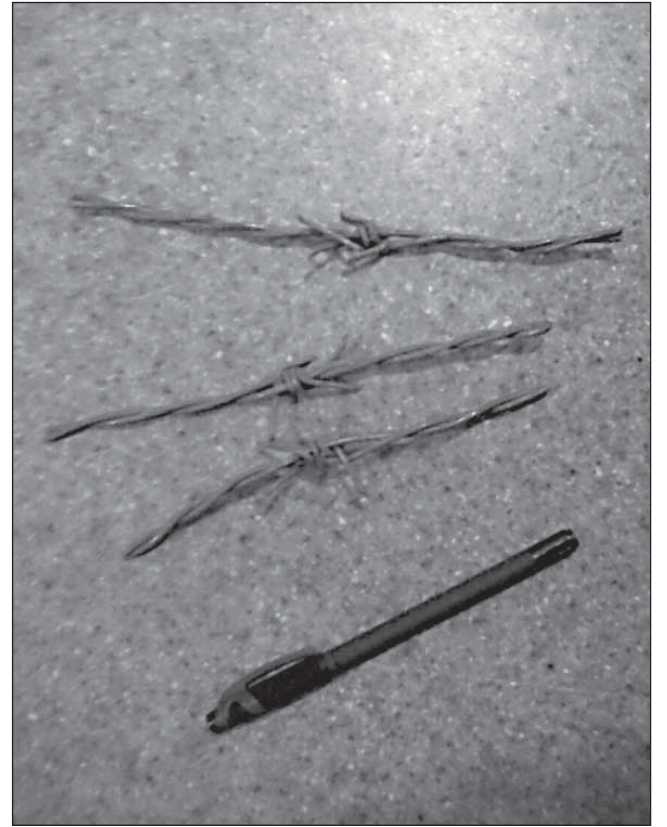
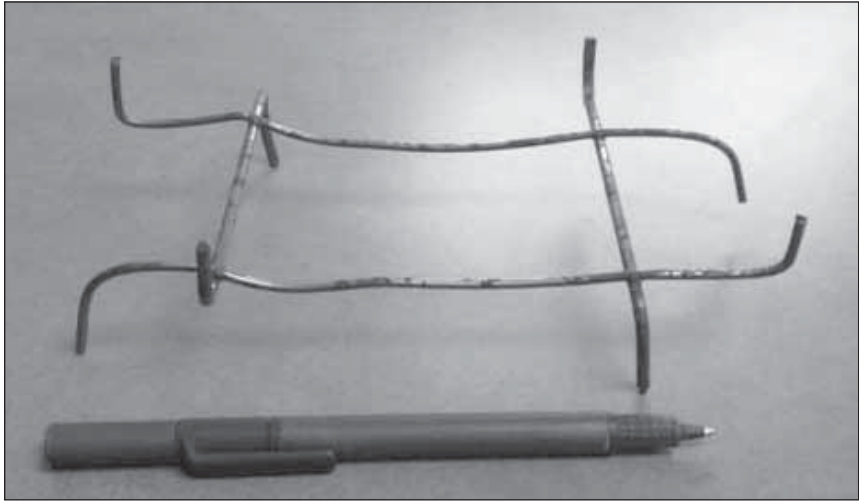
I have no idea why someone would repeatedly carry out such a despicable act. If that someone is reading this letter, then I ask you to stop and consider your actions, and the potential harm that might come from it. If you are not happy with how the soccer pitch and

ball diamonds are being used, or if you have other grievances, then put pen to paper and send me a letter.

Our Military Police are actively investigating these unlawful acts; however, I also need the community's help in finding the perpetrator(s) and ensure that they are held accountable. If you see any suspicious activity or have any information that you think would aid us in our investigation please contact the 24/7 Military Police dispatch phone line at 250-363-4032. To submit a tip anonymously contact either the Military Police tip line at 250-363-TIPS (8477) or Victoria Crime Stoppers at 1-800-222-TIPS (8477).

Thankfully, no one has been injured. That said, clean-up of the fields following each case does come at financial cost, as do any additional security measures we may be required to take. For our community partners, I want to continue making the fields available for organized sporting use; rest assured I will do whatever I can to offer a safe environment. In turn, I am asking for your help. If you know who it is, encourage them to reach out to me - I will always listen.

Captain(Navy) Steve Waddell
Base Commander CFB Esquimalt



Above and right: These images show the size and nature of the spikes being deliberately placed in the base sports fields. The pens are shown for scale.

Naval officer charged

DND

The Canadian Forces National Investigation Service (CFNIS) charged a member of the Canadian Armed Forces with offences related to disobedience of a lawful command and drunkenness on Feb. 16.

Cdr Joshua Yanchus, former Executive Officer of HMCS Calgary has been charged with one count of disobedience of lawful command, in accordance with Section 83 of the National Defence Act (NDA), and one count of drunkenness, in accordance with Section 97 of the NDA. The offences are alleged to have occurred on June 25, 2014, on HMCS Calgary during Exercise Rim of the Pacific.

"All members of the Canadian Armed Forces are expected to conduct themselves in an appropriate and professional manner at all times," said Lieutenant-Commander Mike Amirault, Deputy Commanding Officer of the CFNIS. "The CFNIS and the Military Police consider these charges to be significant and have taken action accordingly."

CWA website offers access to payroll, tax information

The Compensation Web Application (CWA) provides civilian employees with a suite of on-line applications, including instant access to pay, benefits, insurance and pension information.

Starting this year, pay stubs and T4 tax slips are only provided via CWA for all DWAN users.

There are two steps to enroll for the CWA tools. First, you will need to register for your myKEY.

myKEY is obtained through the Public Works and Government

Services Canada Online Registration and Credential Administration (ORCA). Once myKEY is obtained through ORCA, employees can then enroll to the CWA.

Secondly, you will need to enroll to access the CWA website.

If you require assistance in accessing CWA, you can acquire support through the links and contacts from the DWAN organizations website, under N1 personnel and CWA contacts. You can access the CWA website through the MARPAC Noticeboard.



Vancouver Island Ex-Cadet Club

Notice:

For all Ex Cadets please note that the Vancouver Island Ex Cadet Club has monthly luncheons at the wardroom on the first Thursday of every month. Next luncheon is

5 March 1130 - 1300

For more information please contact Al Kennedy - viexcadetclub@shaw.ca
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LOOKOUT

TICKET DRAW

Draw for a pair of tickets will be made **THURSDAY Feb. 26 2015**

matters of OPINION

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WHAT SAY YOU

SPORTS trivia

by PO1 Bill Sheridan, Contributor

- Who was the smallest goalie to play in the NHL?
- Who were the only two players who were part of both the 1960 and 1971 Pirates World Series winning teams?
- Who was the centerman of the Scooter line?
- Who is the Celtics all-time points leader?
- Who wrote a book called My Prison without Bars?
- At the first eleven Super Bowls, who tossed the game coin?
- Where have you gone Joe DiMaggio, our nation turns its lonely eyes to you, are lines from what song?
- What is a trifecta?
- The Chicago Blackhawks retired number three for which two players?
- What former Habs GM pled guilty to municipal corruption later in his life?
- What university & fraternity donated the Lou Gehrig Memorial Award to MLB?
- Who is the only Canadian to win a medal in the Olympic decathlon?
- What coach won the most cups with the Leafs?
- Where is McMullen Arena?
- What type of game is Lapta?
- Who are the only brothers to win Sprint Car championships?
- Was book was Terrance Mann reading while he sat at the farm bleachers in Field of Dreams?
- What college has won the most bowl games?
- What family has owned an NHL team currently the longest?
- Who was John Glenn's wingman in Korea?



"ADMIT IT, EDNA, YOU ONLY STAY WITH ME BECAUSE OF MY CASTLE AND TREASURE."

- | | |
|---|--|
| 12. Dave Steen won a bronze in the 88 Olympics in Seoul. | 1. Roy Worters was 5ft 3inches. |
| 13. Clarence Day won five Annapolis, Maryland, home of the US Navy. | 2. Bill Mazeroski and Roberto Clemente |
| 14. It's a bat and ball game from 14th century Russia. | 3. Stan Mikita |
| 15. Bobby and Terry Labonte was portrayed by James Earl Jones. | 4. John Havlicek |
| 16. Alabama | 5. Pete Rose |
| 17. Wirtz family in Chicago have been owners since the 1950's. | 6. Referee |
| 18. Betting on the winner, second place and third place of a horse race in correct order. | 7. Paul Simmons Mrs Robinson. Tribute to Jotir' Joe due to his dignity and grace in a time of political turmoil. |
| 19. Keith Magnuson and Pierre Pilote | 8. Paul Simmons Mrs Robinson. Tribute to Jotir' Joe due to his dignity and grace in a time of political turmoil. |
| 20. Ted Williams | 9. Betting on the winner, second place and third place of a horse race in correct order. |
| | 10. Irving Grundman |
| | 11. Columbia University Phi Delta Theta Fraternity |

People Talk

While on a walk about, Lookout asked military members:

If you could have fought in any battle, real or fictional, which would it be and why?



Trafalgar – there was new stuff tried out there.

SLt Knott



Truthfully, no historical war...

PO2 Biasotti Michael



It would be the battle to get back Jean-Luc Picard.

Cpl Richard Curl



World War one – because I've read biographies of World War One pilots and wanted to fly a Sopwith Camel. And because of the sense of camaraderie among the pilots.

PO1 Broadley



I would have liked to be one of original World War One naval nursing sisters – they stepped up to the plate and provided real help in the war as the first nurses.

PO2 Bligh

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Lookout Navy News

Keeping cyclists safe: website chronicles near misses

Carmel Ecker
Staff writer

The creators of a new website dedicated to making streets and trails safer for cyclists is appealing to Esquimalt and West Shore commuters to share their close call experiences.

Bikemaps.org, launched in October 2014, has been collecting data from online submissions about bicycle hazards, collisions with cars, near misses with cars, and thefts. Much of the data has come from cyclists submitting incidents or hazards that aren't reported in any official capacity.

While there's been a lot of interest from cyclists in Saanich, Oak Bay and downtown Victoria, West Shore residents haven't been as prolific in their reporting.

"We want to grow that area in terms of people submitting data," says Karen Laberee, bikemaps.org Project Manager. "I live on the Gorge and I see people coming down Admirals from the base or perhaps dockyard all the time, beating the traffic."

Increased data from those areas will offer a more complete picture of the hazards Victoria area cyclists face. This will give municipalities much-needed information to help them consider cycling safety when planning for new or improved infrastructure, she says.

Until the website was created, municipalities relied largely on official reporting from organizations such as the Insurance Corporation of BC (ICBC) to try to plan safer infrastructure or cyclists.

The trouble is the official statistics don't reflect the reality for cyclists, says Trisalyn Nelson, founder of bikemaps.org and an Associate Professor of Geography at the University of Victoria.

"It's estimated that official reporting accounts for 30 per cent of what happens on the road for cyclists, so 70 per cent of the crashes are not reported anywhere, but they're happening," she says.

The bike maps team, who are all cyclists themselves, believe the data they collect will contribute to improved infrastructure that supports safe cycling. That will, ideally, lead to more people cycling, they say.

Geography Masters student Ben Jestico has started analyzing the initial data and comparing it to ICBC data for his thesis, turning the ICBC reports and cyclist sub-



Stock photo

Users have been submitting information about bicycle hazards, collisions, near misses and thefts to the website bikemaps.org. This data collection will give municipalities much-needed information for safer infrastructure. The inset shows the menu for submitting the incident report online through the website.

missions into information that can be used for future planning.

"I would like to see more people cycle in general, and a good way to do that is to address some of the common safety concerns that people have," he says. "Safety is one of the reasons people don't bike."

Despite the website being in its early days, several municipalities, consultants and cycling advocacy groups see the value in the

project and have reached out to the team asking for their findings.

They are looking for answers to questions such as whether it's better to have one way bike lanes on each side of the road or have a two way bike lane on one side of the road, and what makes a safe junction between a trail and road network.

Bikemaps will be answering questions in some cases, or simply offering up their

data in other cases.

"It's not our job to necessarily tell the city what to put in where," says Nelson. "It's more 'let us help you get the information you need to make the good decisions.'"

While cyclists wait for local governments to capitalize on the project's information, they can use the bike maps website to make themselves aware of danger hotspots.

Among them is the McKenzie Avenue corridor and, in particular, where Admirals-McKenzie crosses Highway 1.

The ICBC data on the map, which covers 2009 to 2014, shows five incidents at the intersection and so far four cyclists have reported multiple incidents.

One submitter wrote: "At least once per week, I have a near miss with a vehicle in the Galloping Goose trail and Mckenzie Ave crosswalk, where the vehicle is turning right in the dedicated turn/merge lane heading westbound. Vehicles do not watch for cyclists or users of the crosswalk at this dangerous location."

Saanich council is already looking into making safety upgrades to the intersection, says Laberee. "So we really hope that people will map more and we can provide them with up-to-date cycling information for that intersection specifically."

More contributions of cycling hazards and near misses shows where steps need to be taken to make cycling safer, she adds.

Nelson encourages contributors to map past incidents, as well as current ones as these will speed up the process of creating a comprehensive database of information.

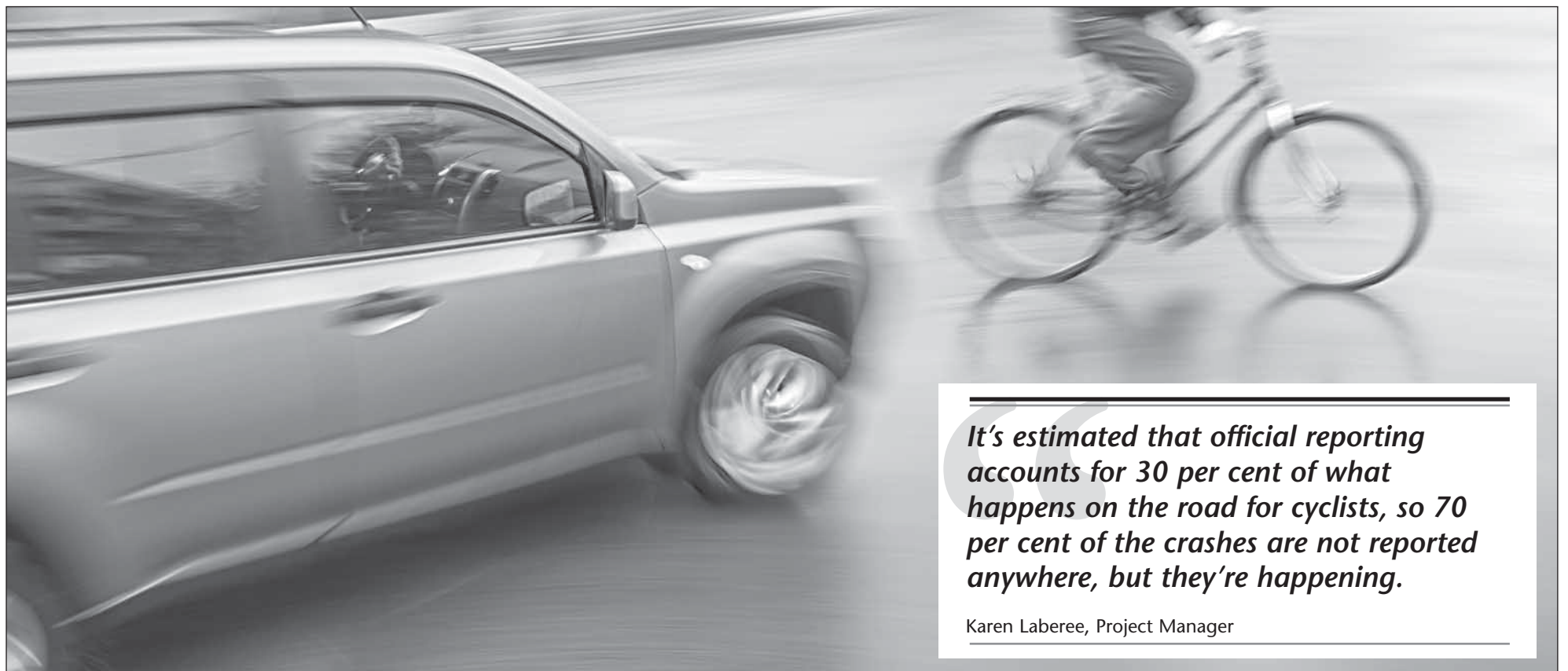
Submitting is simple. Register with the site, wait for a user activation email and start reporting.

Profile information is confidential and any information that could identify a contributor is excluded before a pin is posted online.

The website could benefit more than just Victoria, with 14 other countries now participating in the project.

"It's getting picked up all around," says Nelson. "Australia is super interested in it so that's exciting. We've had over 15,000 visitors to the site since we launched in October and we had 667 incidents mapped in total."

Forty-five per cent of reports have come from the CRD, which is good news for Nelson. "Because we're here in Victoria we'd really love to see it take off here."



It's estimated that official reporting accounts for 30 per cent of what happens on the road for cyclists, so 70 per cent of the crashes are not reported anywhere, but they're happening.

Karen Laberee, Project Manager



Cpl Brandon O'Connell, MARPAC Imaging Services.

Representatives from 20 maritime nations participated in The Multinational Maritime Information Services Interoperability (M212) Board Conference held at the Delta Ocean Point Hotel in Victoria from Feb. 16-20.

Maritime nations meet, coalition networks on the table

Katelyn Moores
MARPAC PA Office

The Multinational Maritime Information Services Interoperability (M212) Board met last week in Victoria to discuss challenges associated with sharing information over Coalition Maritime Networks.

The Royal Canadian Navy was represented at the five-day conference, where approximately 100

technical, operational and training delegates, representing 20 maritime nations, discussed measures to enhance the exchange of maritime communication. Their goal is to create a coalition of networks that will allow them to quickly respond to emergencies and support continued combat operations world-wide.

The M212 Conference is held semi-annually with participating nations rotating hosting duties. This is

the third time Canada has hosted the Conference since the Board was established in 2001. The next Conference will be held in Germany in September 2015.

The Board is represented by Australia, Belgium, Brazil, Canada, Denmark, the European Union, Finland, France, Germany, Italy, Japan, Malaysia, NATO, Netherlands, New Zealand, Korea, Singapore, Sweden, the United Kingdom and the United States.

103.1 JACK fm

PLAYING WHATEVER!

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Rachel Lallouz, Lookout

Cadets Alexandra Saumure and Goldie Beckett (playing the casualty) learn first aid strategies from Callum Elsdon-McLeod (far left), main instructor Leanne Wood, and Shawn Beckett.

Youth learn to take the helm with first aid

Rachel Lallouz
Staff Writer

CPO2 Nathalie Scalabrini knows should her 10-year-old daughter Alexandra ever encounter an emergency medical situation, she has the skills to appropriately address the situation.

Her confidence is derived from training received through St. John Ambulance.

Alexandra has reached the level of Cadet in the free first-aid based St. John Youth Program, after two years of committed volunteering.

Both mother and daughter are involved in the program; Chief Scalabrini is the Administrative Officer for the St. John Ambulance 61C Colonel Michael Allen Division.

“My daughter was coming to an age where it was very important for me to have her to join the community as an active member, but I wasn’t sure how to make that happen,” says CPO2 Scalabrini. “So I brought her to one session, and she fell in love with it.”

Their division first formed in May 1977, and provides leadership opportunities to youth ages six to 18. For two hours every Monday night, over 25 participants – Juniors, Cadets, Crusaders, and Officers – gather to practice first aid skills in a team-like, supportive setting.

Parents often line the sides of the room, watching their children learn how to clean wounds, care for broken bones, practice CPR, check vital signs, and act out emergency scene management – to name just a few of the skills practiced. Those viewing the session are often invited to play the victims – a necessary role for a room full of budding first aid practitioners.

CPO2 Scalabrini’s initial participation took the form of observing, but soon, she says, she began taking on higher levels of responsibility, which didn’t surprise her. At least half of the organization’s key officers and instructors are military members.

Every week, a new chapter from

the St. John Ambulance First Aid manual is taught by an instructor possessing Standard First Aid, CPR-C certificate, and often, the Medical First Responder certificate. Main instructor Leanne Wood has been volunteering with St. John since she was seven years old. Many children, like Wood, end up volunteering for years after their initial sign-up. Once volunteers reach the age of 18, they are given the possibility to join the adult division.

Rigorous practice prepares the youth to assist certified officers with their duties during festivals, sports games, marathons, and other large-scale public gatherings. One youth participant is paired with one certified officer during events, providing further close instruction and hands-on practice.

Youth-adult pairs from St. John have been a constant fixture at the Victoria Day parade, Island Farms parade, and the Saanich Fair. For the past two years, the charitable organization has been called upon to provide first aid to spectators of the HarbourCats baseball team.

CPO2 Scalabrini is amazed at how helpful the youth assistants are, and especially at how effectively a child is able to care for another child.

“Our youth volunteers calm down any injured kids at events. When a hurt child is the one in pain, our children calm them down so easily.”

The weekly sessions and hands-on experience at events lead to the culminating event of the St. John Ambulance Youth Program – the Annual Field Day first aid competition. This will be the 74th first aid competition organized by St. John, held this year on April 11, from 8 a.m. to 5 p.m. at the Esquimalt Recreation Centre.

All St. John Youth programs from the Island and the lower mainland are invited to participate, with individual competitions organized according to age and gender. Each First Aid category awards a single trophy to one team of four. At any given time during the day, 12 teams will be competing against

each other, with each team performing first aid on their designated mat.

At the beginning of a round, one victim, made up by a professional casualty simulator, is placed on every team’s mat, for a total of 12 casualties in the room. As victims wait, teams are sequestered in private rooms with their respective judges, who provide a basic explanation of the casualty. All 12 teams are released on the floor at the same time, first aid kits in hand, and guided by a chosen lead. Once they have reached their mat, they must take immediate action to properly treat their victim for no longer than 15 minutes.

Competitors are judged according to St. John First Aid protocol, and their actions are assessed for accuracy, and performance of the correct steps and order.

Scalabrini says the responsibility and commitment that the participants maintain give them opportunities to keep learning.

“These are life skills,” says CPO2 Scalabrini. “To be able to communicate so well with others, to help out others in need without expecting anything back...it’s amazing. What astounds me most, though, is how proud these kids are to be participating.”

She is happy about the program’s impact on her daughter. She says that about three weeks ago, she received a call at 8:30 a.m. from her daughter, who was at school. She was told that a little girl in her daughter’s class had a seizure. She laughs as she recalls her daughter’s voice, exclaiming, “I couldn’t do anything, Mom! We were asked to sit down!”

And when a pedestrian was struck by a bus CPO2 Scalabrini and her daughter were riding in, the two were first on the scene to care for him until the paramedics arrived.

“I just feel safer knowing that if my daughter encounters an emergency, she’ll understand what to do. Wherever she goes, whatever she does, she’ll have the skills I helped give her,” says CPO2 Scalabrini.

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Sergeant Mark Salesse, an experienced search and rescue technician from 17 Wing Winnipeg, Manitoba, was missing after an incident in a training exercise in Banff National Park, Alberta, on Thursday, Feb. 5. His remains were recovered on Wednesday, Feb. 11.

A brother to us all

Capt Bettina McCulloch-Drake
PAO

Sergeant Mark Salesse had a physical presence that made people notice him, but it was his natural tendency to reach out and help others that made him a person others could call a brother or a friend.

Last seen alive by three of his search and rescue brethren from 435 Transport and Rescue Squadron in Winnipeg, Manitoba, Sergeant Salesse, 44, was in his element on Thursday, Feb. 5, before an avalanche swept him away, leaving him buried in the snows covering Polar Circus in Banff National Park, Alberta.

Initial search efforts by his climbing partner immediately after the avalanche, and subsequent searches by Parks Canada Visitor Safety Specialists, were made more difficult by poor weather conditions that increased the risk of more avalanches.

Finally, on Wednesday, Feb. 11 Sgt Salesse's remains were recovered from the treacherous terrain.

"Our consolation is that Mark has done what he loved most, in the mountains that so beckoned him. He is at his final resting place. He is at peace," said his mother, Liz Quinn.

Originally from Bathurst, New Brunswick where his father Maurice still resides, Salesse joined the Canadian Armed Forces in the fall of 1989 at the age of 18 as a member of the Governor General Foot Guards (GGFG), a Primary Reserve infantry unit in Ottawa, Ontario. After serving with the Foot Guards for a year, he moved to British Columbia and joined the British Columbia Regiment (Duke of Connaught's Own) as an armoured reconnaissance reserve unit in Vancouver, British Columbia.

His love of outdoor sports and physical challenge lent themselves well to his time in British Columbia. With the Rocky Mountains and the Pacific Ocean at his doorstep, Sergeant Salesse pursued his interests in mountaineering, rock climbing, ice climbing and SCUBA diving. Encouraged by his training in the Canadian Army, parachuting quickly added to his active way of life.

Deciding to return to the infantry nearly nine years in with the armoured corps, Sgt Salesse transferred to the Reserve Force and was posted to the 2nd Battalion, Princess Patricia's Canadian Light Infantry (PPCLI) in Winnipeg, Manitoba.

It was as a member of 2 PPCLI that Salesse's ability to adapt quickly to changing situations, as well as his professionalism and his willingness to help others, became more evident. Receiving a Land Force West Area Commander's Commendation for



IN 2013, Master Corporal Danny Dicerni (left) checked Sergeant Mark Salesse's harness before lowering the ramp of the CC-130 Hercules aircraft during the National Search and Rescue Exercise in Gimli, Manitoba.



Sergeant Mark Salesse

service on Operation Prudence, the United Nations Mission in the Central African Republic, from October 1998 to January 1999, he was noted as a role model and a team builder.

He "volunteered to work extremely long and arduous shifts as the contingent driver so that he could interact with soldiers and civilians from other contingents," wrote the commander who recommended him for the commendation. "He was well respected by his superiors and by leaders from the other contingents. Through his tireless energy and good-mannered approach to the mission

he was able to project a highly professional image of what a Canadian soldier should be to the soldiers of other nations."

He went on to serve overseas again, but this time with the NATO mission in Bosnia-Herzegovina as part of Operation Palladium. He served with the mission on two separate tours, for which he was awarded with the NATO Medal for Former Yugoslavia, the Canadian Peacekeeping Service Medal, and the Non-Article 5 NATO Medal for Operations in the Balkans.

Building on his experiences in the Canadian Army, Sgt Salesse decided to apply to become a search and rescue (SAR) technician. Recruiting only from within the Canadian Armed Forces, the SAR technician occupation is competitive and out of the dozens of applicants that are selected to attend a two-week pre-selection course in February in Jarvis Lake, Alberta, no more than 16 are chosen to attend the 11-month training course at the Canadian Forces School of Search and Rescue (CFSSAR) in Comox, British Columbia.

Sgt Salesse's exemplary service record, combined with convincing recommendations from his chain of command at 2 PPCLI,

his high level of fitness, and his experience in mountaineering, ice/rock climbing, SCUBA diving and parachuting, made him an ideal candidate for the specialist trade.

Transferring to the Royal Canadian Air Force in June 2004, he began his SAR technician training in earnest in August. His previous experience with the Canadian Army prepared him for various aspects of his SAR training, including winter operations and mountain operations. However, it was his ability to motivate and inspire others to accomplish tasks as a team when faced with challenging circumstances that really stood out in the minds of his instructors.

Adapting quickly to the demands of the SAR technician occupation, Sgt Salesse successfully graduated from CFSSAR. Further training as a diver, as a primary care paramedic, and as a SAR technician supervisor followed over the years.

A known leader, this giant among men also served with his brethren at 442 Transport and Rescue Squadron at 19 Wing Comox, British Columbia; 444 Combat Support Squadron at 5 Wing Goose Bay, Newfoundland and Labrador; and 435 Transport and Rescue Squadron at 17 Wing Winnipeg, Manitoba.

Note: Funeral arrangements at CFB Comox this Saturday will be announced later this week.

He was a *literal* giant amongst men

Photos: Sergeant Bill McLeod

In 2013, Sgt Salesse (centre) and MCpl Dicerni (right) prepared their equipment to jump from a CC-130 Hercules aircraft to a simulated vessel in distress, while Sgt Nathalie Verret readied streamers during the National Search and Rescue Exercise.



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LS Zachariah Stopa, MARPAC Imaging Services

HMCS Whitehorse departs for Operation Caribbe at Duntze Head on Feb 13. Op Caribbe is Canada's participation in the multinational campaign against illicit trafficking by transnational organized crime in the Caribbean basin and the eastern Pacific Ocean.

Ship builder leaves big shoes to fill

Seaspan announced Feb. 19 that long-serving Vice President and General Manager of Victoria Shipyards Co. Ltd., Malcolm Barker, will be retiring effective spring 2015, following more than 21 years with the company.

Barker began his shipbuilding career at the age of 16 and has been in the B.C. marine industry for nearly four decades. Formerly with Yarrows Shipyard in Esquimalt, he has spent the last 21 years with Victoria Shipyards, providing dynamic leadership and establishing an exceptional level of service for a wide range of customers and sup-

pliers around the world.

"Malcolm has been instrumental in successfully building Victoria Shipyards to the thriving organization it is today and words cannot express the sincere gratitude we have for his leadership and accomplishments," said Brian Carter, President, Seaspan Shipyards. "Throughout Malcolm's tenure, Victoria Shipyards has grown steadily and earned a reputation for its quality work in new construction, major ship upgrades and ship repair."

Additionally, Seaspan announced that Joe O'Rourke has joined Victoria Shipyards as its

new Vice President and General Manager.

To ensure a thorough and seamless leadership transition process, O'Rourke will work closely with Barker in the coming weeks and assume full authority of the position immediately following his official retirement this spring.

O'Rourke will provide leadership to the Victoria Shipyards team, and be responsible for its profitable, productive and safe operation, as well as building and maintaining positive, mutually beneficial relationships with customers and suppliers throughout the shipbuilding and ship repair industry.

"I am thrilled to welcome Joe to the Seaspan Shipyards family and our team of experts in Victoria," said Carter. "Joe's diverse experience and track record of proven leadership across diverse sectors of the North American marine transportation industry will be an asset for the Company for many years to come."

O'Rourke has nearly 30 years of experience in positions of leadership and senior management throughout North America. He joins Seaspan after most recently serving as Senior Vice President, Business Development at Vigor Industrial LLC in Oregon.

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Q & A CF Real Property Operations Group talks centralization

Col Darlene Quinn, Commander Canadian Forces Real Property Operations Group, is responsible for a huge part of the Real Property Management transformation at Defence. Recently she shared her thoughts on the progress.

What is real property centralization?

I've spoken to a number of people who believe that we are centralizing because it's a growing trend across government, but centralization is only a means to an end.

What we want to accomplish is really better management of real property (RP), which includes both departmental infrastructure and the environment.

What are some specific examples of centralization?

For example, if a commander needed to fix his airfield in order to accomplish his operational air mission, he would have the budget and control of the resources required to be able to do that, as opposed to in the past where they had a separate stream for infrastructure funding and work, independent of local commanders.

During this time, the individual parts of the portfolio were well managed, but what we have found 20 years later is the department no longer has coherent management across the entire portfolio. Basically, we had nine different custodians doing nine different things over nine different pieces of the portfolio.

Understandably, they had become as efficient as they could be individually and the only way to unlock more potential would be to have a single authority manage at the portfolio level.

What kind of efficiencies are we talking about?

Something as simple as contracting. We often have bases that are very close together geographically, that belong to different organizations; for example, Kingston and Trenton. Here one is an army base and the other an air force wing, often use the same contractors to do the same kinds of work, but they are required to do the contract management separately. This is because they are managed by two different authorities. If you construct your contracting to be geographical in this example, you could combine the contracts and get a better unit price due to economies of scale.

Defence is a large federal department with more real property than any other department; we should be able to use our size to get better pricing and better value. This is what the government of Canada

wants, and this is how the Department of National Defence can contribute using our portfolio.

Can you explain the history of this centralization?

The Government of Canada directed us to centralize our RP based on the fall 2012 Auditor General's report, but I think that within the engineer community these are things we have always known needed to be done. For example, we have always known that a cohesive strategy for certain asset classes, such as heating plants or accommodations, would be a benefit to everyone, but we weren't able to accomplish strategic asset management in the previous structure.

Similarly, regional development planning is easier when the portfolio is managed by a single authority, and making investment decisions is more effective when we are all measuring the condition of our infrastructure in the same way. While the auditor general commented on some of these efficiencies, we knew they were there; we just did not have a mechanism to change.

So this transformation and centralization is giving us the ability to do it, giving us

the tools. We have an awful lot of talented people that work in infrastructure and environment across the country, and bringing them together in a single organization will allow them to be greater than the sum of their parts. We will be able to take all the energy they are putting into solving individual, but the same, problems and share those solutions so that their energy can go into improving other areas.

Even some of the simple things like having one location sponsor a single staffing action for common positions across the country will save us significant effort.

What are the centralization timelines?

Effective April 1 last year, we got ourselves down to four custodians: CA, RCN, RCAF and ADM (IE). In effect the ADM (IE) is a custodian of all RP that had belonged to small LIs, as well as all real property in the North.

April 1, 2015, is the target for the transition of the RCN's portfolio. The RCN expressed an interest for turning over their infrastructure a year in advance of the original 2016 plan. We saw a real opportunity to stand up the entire Pacific region RP. This

will be the prototype of what the regional RP Ops structure would look like.

The RCAF agreed to transfer the RP at 19 Wing Comox to us in order to add that to the Esquimalt portfolio. There are a few reasons why this made sense: while everyone sees the benefits of centralization and where we are moving as a department, it is also an opportunity to have us manage some of the RCAF's operational infrastructure before we took on their entire portfolio of operational infrastructure.

So again, it's one of those things where we can start small, identify any friction points, and then refine for full operational capability (FOC). The CA then agreed to turn over their training areas and armouries in the Pacific region, and assumption of those responsibilities so that our new RP Ops regional unit would have responsibility for all RP in the region.

The Pacific region is a good area as the first unit to stand up because it encompasses the full suite of operational infrastructure that defence has. It contains an operational airfield, operational jetties and operational ranges, including water ranges and training areas, as well as the entire infrastructure associated with those. So while it is the smallest region, we are going to learn important lessons before taking on the rest of the portfolio.

Our goal is to stand up that region, complete with all of the positions filled that have been identified for that unit, located in Esquimalt. It's very quick. It's a very ambitious plan, but we have a lot of very good human resource support that has been dedicated to us to allow us to move ahead quickly. I am completely confident we will have people in place by April 1, 2015.

It doesn't do much good to stand up a headquarters in name only; we are not going to learn anything useful unless we actually have people working in those positions, so this is very exciting for us and we are very much looking forward to that point.

Of course, April 1, 2016, is what we are targeting for FOC, so we have a lot of work to do between now and then. I have full confidence we will be ready for FOC. We have a team that is completely passionate about what they are doing and a community of infrastructure and environmental specialists that are totally engaged, so I have no doubt we will succeed together.





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Dive club events and membership

Aquarius Dive Club upcoming events

- Thu Feb. 12: Mackenzie Bight Shore Dive
- Sun Feb. 15: Race Rocks Boat Dive
- Wed Feb. 18: Ogden Point Shore Dive
- Sun Feb. 22: HMCS Mackenzie Wreck Dive
- Thu Feb. 26: Slugget Point Shore Dive
- Sat Feb. 28: Senanus Island and Slugget Point Boat Dives

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- Weekly Boat Dives on Aquarius Too (our 24' dive boat); and
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In addition we operate our own compressor and air fill station and have a clubhouse at Naden for equipment storage and maintenance as well as a place to gather socially with other divers.

For more info contact:

PO1 Tony Brooks (President) or PO1 Shawn Falconer (Chief Instructor)
 Website: www.aquariusdiveclub.com
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The next 5KM Formation Run

When: Thursday Feb. 26

Where: A-Jetty at CFB Esquimalt

Time: 0815 hrs for warm-up, 0830hrs start time

Please be aware runners will need to bring their Military/DND Identification to the Fleet Run and have it on them during the run for re-entry into the gate

Any further questions please contact:
 Fleet Run OPI Scott Allison/ Alyssa Jesson at 3-4485

BRAVO ZULU

Canadian Fleet Pacific Awards and Medals



MCpl Michael Bastien, MARPAC Imaging Services CPO2 Charles Kuyper receives the Canadian Forces Decoration 2st Clasp from Cmdre Bob Auchterlonie, Commander of Canadian Fleet Pacific, during an awards and presentation ceremony held at Dockyard Building D85.



CPO2 Ron Eccles receives gold seal on his Physical Fitness Award for Aerobic Excellence from Cmdre Auchterlonie.



LCdr Richard Cobb receives the Canadian Forces Decoration 1st Clasp from Cmdre Auchterlonie.



Ed Dixon, MARPAC Imaging Services Cdr McAllister presents MCpl Chris Ward with his Canadian Forces Decoration for 12 years of service to the Canadian Armed Forces.



Cdr Lori McAllister, Commanding Officer of Maritime Forces Pacific Headquarters, presents Lt(N) Tim Raasch with his 1st Clasp for his Canadian Forces Decoration for 22 years of service to the Canadian Armed Forces.



HMCS Victoria kudos

LCdr Bergen receives his Certificate of Command Qualification from LCdr Henderson.



PO1 Tin is promoted to his new rank of CPO2 by HMCS Saskatoon Commanding Officer LCdr Brad Henderson Executive Officer LCdr Jason Bergen.

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