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Cadet Chris Billed had the chance to hold a shell casing during a tour of Fleet Maintenance Facility Cape Breton on Aug. 4. He was part of a group of cadets from Albert Head Cadet Training Centre's Basic Aviation Technology and Aerospace Course. Joining Cadet Billed were Cadets Young and Wells. Read the full story on page 11.

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Windsor returns to Halifax after dynamic exercise

DND

The submarine *HMCS Windsor* returned from the Norwegian Sea Aug. 9 after participating in the multi-national joint Exercise Dynamic Mongoose 2016 and an operational patrol in support of NATO anti-submarine warfare operations.

Windsor participated in the second week of the exercise and joined over 3,000 sailors and air personnel from eight allied nations.

Dynamic Mongoose 16 was a 10-day NATO anti-submarine warfare exercise that took place from June 23 to July 2 in the Norwegian Sea, in an area measuring 14,000 square nautical miles.

Windsor's participation was a first for a Canadian submarine. It's main activities during the exercise were conducting surveillance and warfare training.

The submarine spent approximately 53 days at sea and travelled an estimated 7,000 nautical miles. The boat made port visits to Trondheim and Bergen, Norway.

After a summer leave period the submarine will participate in Exercise Cutlass Fury 2016.



Photo by Master Corporal Alexandre Paquin, Formation Imaging Services

Lt(N) Davin Matthews is reunited with his family following the arrival of *HMCS Windsor* at Canadian Forces Base Halifax, Aug. 9.



Photo by Mona Ghiz, MARLANT PA

HMCS Windsor returns to Halifax following the completion of Exercise Dynamic Mongoose 2016, a NATO anti-submarine warfare exercise in the Norwegian Sea.

Charlottetown tackles Sea Shield

Lt(N) Bill King
HMCS Charlottetown

HMCS Charlottetown participated in Exercise Sea Shield in the Black Sea with its Standing NATO Maritime Group Two (SNMG2) consort, Standing NATO Mine Counter-Measures Group Two (SNMCMG2), and maritime assets from other partner states, July 19 to 22.

More than 14 warships, 10 aircraft, and one submarine from seven NATO countries and one partner state participated in the exercise, which focused on strengthening and developing common procedures for maritime operations including anti-submarine warfare, anti-surface warfare, and mine clearance operations.

"Exercise Sea Shield was

an opportunity for NATO allies and partner state navies to develop proficiency, confidence, and trust during joint operations," said Commander Andrew Hingston, SNMG2 Task Unit Two Commander, and Commanding Officer of Charlottetown. "There is no substitute for exercising directly with our allies in terms of developing

interoperability."

Charlottetown provided support in all warfare disciplines, but the ship's most notable contributions were to maritime interdiction operations and anti-submarine warfare.

The ship employed one of the Royal Canadian Navy's first enhanced naval boarding parties. The highly-trained team of boarding specialists supported a boarding event that included the search and seizure of a merchant vessel.

Charlottetown also participated in several anti-submarine warfare exercises during which the crew demonstrated their proficiency at detecting, tracking, and attacking submarines hidden beneath the ocean.

SNMG2 is an allied task group of high-readiness maritime assets from NATO countries that responds to a variety of operational contingencies in Central and Eastern Europe and around the world.

Charlottetown has been serving with SNMG2 since late June when it replaced HMCS Fredericton.

This exercise was part of Charlottetown's deployment on Operation Reassurance, Canada's contribution to NATO assurance and deterrence measures in Central and Eastern Europe.



Photo by Cpl Blaine Sewell, DND

Polish Navy frigate ORP Gen. Kociuszko follows astern of HMCS Charlottetown in the Black Sea.

Drug charges laid against sailor

DND

The Canadian Forces National Investigation Service (CFNIS) laid charges Aug. 5 under the National Defence Act against Leading Seaman Marshall Smith of HMCS Athabaskan.

The alleged offences relate to suspected controlled substances found in the vehicle of the accused during a routine security check at the entrance of Stadacona, Canadian Forces Base Halifax, on May 5, as well as the improper storage of a shotgun dis-

covered the following day at his residence.

The CFNIS charged Leading Seaman Smith with:

- one count of Possession for the Purpose of Trafficking contrary to section 130 of the National Defence Act, pursuant to section 5(2) of the Controlled Substances Act; and
- one count of Unsafe Storage of Firearm contrary to section 130 of the National Defence Act, pursuant to section 86(2) of the Criminal Code of Canada.

"The Canadian Forces National Investigation Service National Drug Enforcement Team is assigned an important role in the eradication of drug use within the Canadian Armed Forces. These charges reflect our ongoing commitment to fully investigate drug offences and to help ensure a drug-free environment within the Canadian Armed Forces," said Lieutenant-Colonel Francis Bolduc, Commanding Officer, Canadian Forces National Investigation Service.

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24th Annual Canadian Peacekeeping Memorial Day Parade

At the Legislature of British Columbia, Aug. 9.

Photos by LS Ogle Henry, MARPAC Imaging Services



A Ferret Armoured Car from the Ashton Garrison Military Museum drives by the reviewing stand as Reviewing Officer Cdr Jeff Watkins salutes.



Terri Orser, a member of the Royal Canadian Legion, salutes during the playing of the Last Post.



Reviewing Officer, Commander Jeff Watkins receives the General Salute in front of the Cenotaph at the B.C. Legislature.

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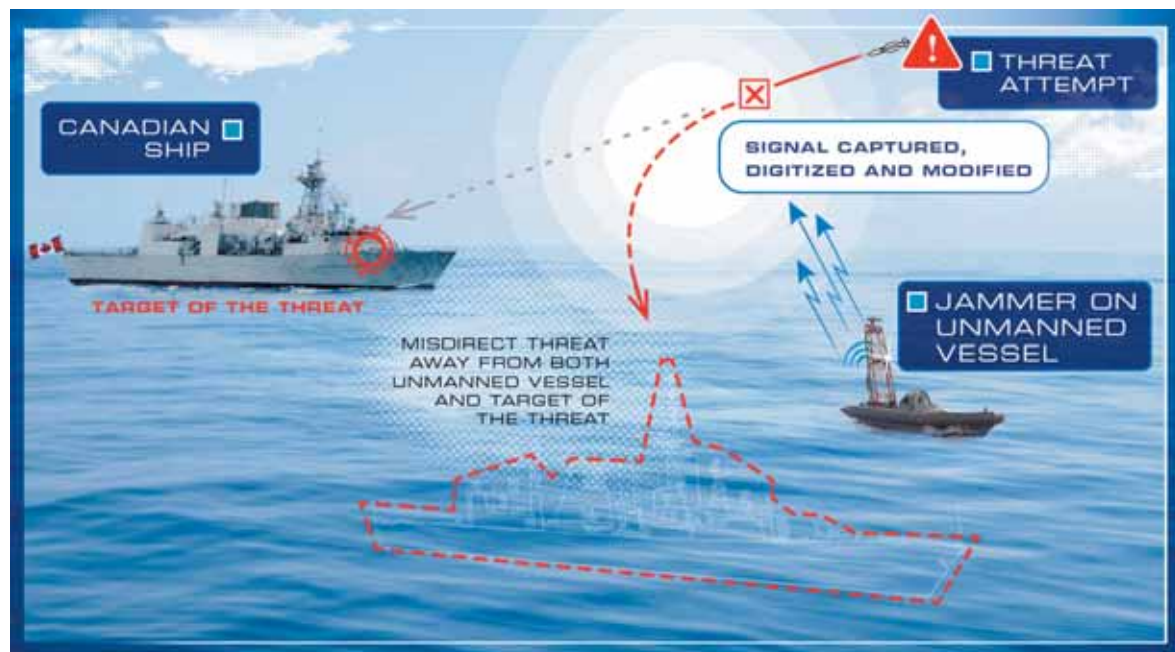
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Research centre works to enforce navy's warship protection



Samantha Bayard
Defence Research and
Development Canada

It is getting increasingly complex to defeat a naval threat in today's defence environment. However, Defence Research and Development Canada's (DRDC) Radar Electronic Warfare team aims to provide the Royal Canadian Navy (RCN) with the technology it needs to defend against threats to its fleet.

"The objective of the project is the improved defence of naval ships against modern anti-ship missiles," explains Frederic Arpin, lead defence scientist for the project at DRDC. "Improvements to current and future threats mean

the RCN has less time to defend itself. It has become increasingly difficult with opponents having improved electronic protection measures to move threat targeting off the ship."

A project is moving forward within the RCN to attain two to four systems for an operational evaluation.

"The project is going to allow us to purchase some commercial jammers because what we developed is experimental. It's not rugged or combat ready in any sense," says Arpin.

DRDC prepared the specifications for the project based on years of lessons. The jammer technology has evolved over 10 years of trials and data analysis. The first proof of

concept was demonstrated with a basic noise jammer that tested its effect on threat simulators.

"The noise jammer was basically passive; we knew the frequency of the threat simulator and we just output noise," explains Arpin.

The next step was to develop a coherent digital radio frequency memory (DRFM) jammer to target cutting-edge threats.

"The DRFM jammer captures and digitizes the incoming radio frequency pulse which the threat is transmitting. Next it stores and retransmits a modified signal that indicates a false target with different coordinates and a different signature," says Arpin. "This technology is a smarter way of defeating the threat."

The DRFM jammer is fitted on an unmanned vessel or drone, off-board of a nearby ship that would be the target of the threat. The jammer works on incoming frequencies and can either make the threat attack the unmanned vessel, thus protecting the main target, or modify the signal to misdirect the threat away from both the unmanned vessel and the target

ship. Either outcome protects the lives of sailors on board nearby ships.

"After a jammer was suggested, Fred [Arpin] came up with the idea of putting the jammer on an autonomous vessel. That way no people were needed on the vessel to operate it," explained Lieutenant-Commander Timothy Bromige, former Staff Officer Electronic Warfare at Canadian Forces Maritime Warfare Centre.

The project is part of the TAPA, or the Technical Cooperation Program Anti-ship Threat Project Arrangement. TAPA is an international organization that collaborates in defence scientific and technical information exchange and shared research activities for five nations: Australia, Canada, New Zealand, the United Kingdom and the United States.

"TAPA is very much cutting edge, looking five to 10 years into the future. That's where you want to be," explains LCdr Bromige.

TAPA conducts trials every two years as part of the Rim of the Pacific (RIMPAC) exercise and is one of its highest priority experiments since 2006. RIMPAC is the world's largest international

maritime exercise, comprised of nations with an interest in the Pacific Rim region. It is conducted from the Hawaiian Islands and southern California, and provides an important training opportunity and a means to strengthen military-to-military partnerships.

"RIMPAC is good because the ships are already there. We leverage all the international partners and assets. One of the tests we did in 2014 needed five ships; one Canadian ship, one Australian ship and three ships from the United States. We need a mix of different international assets to be able to run certain tests," says Arpin, who is also the national lead for TAPA at DRDC.

"RIMPAC gives an immediate benefit to the participating navies," explains LCdr Bromige. "There is cross pollination between the navies that take part, leveraging others work. It is not just what you do. Over the years working together and getting to know what each party wants and knows – the continuity – it's like a marriage."

The TAPA team put the experimental jammer to the test at this year's edition of RIMPAC.



Photo by LS Sergej Krivenko, HMCS Vancouver

Ordinary Seaman Mark Narozanski from HMCS Vancouver prepares for the Multiple Ammunition Softkill System (MASS) firings for TAPA trials in the Pacific Ocean during RIMPAC 16.

TAPA is very much cutting edge, looking five to 10 years into the future. That's where you want to be.

LCdr Timothy Bromige, former Staff Officer Electronic Warfare of CF Maritime Warfare Centre



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Little known history

Canada's first flying fatality

Vic Atkinson
Contributor

Ten years after the dreams of Orville and Wilbur Wright were realized, the American husband and wife team of John Bryant and Alys McKey visited Canada with their Curtis type biplane in 1913.

Unlike the Wright brothers, whose first venture to the sky in a fragile biplane was witnessed by only five people, the couples' flights were witnessed by thousands.

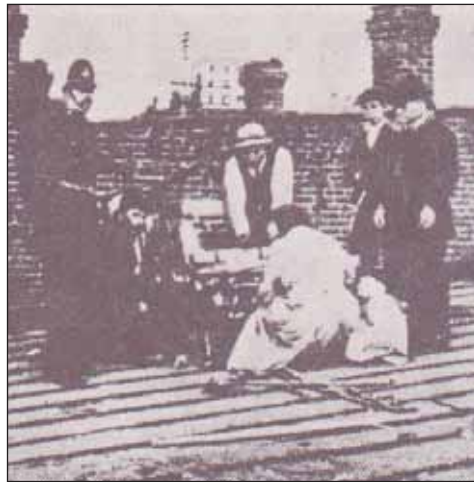
Their first flying demonstrations were in Vancouver on Aug. 1 and 2. John Bryant thrilled the crowd with his expert handling of the machine. Then his wife Alys took the machine up and set two Canadian records for women: the first flight made in the Dominion of Canada by a woman pilot and attaining a height of 2,200 feet.

Their next demonstration was in Victoria.

Alys was first to take the biplane up. She took off from Willows and flew towards Uplands, but strong ocean winds forced her to turn around and land. John was to make the next flight over Victoria. For this demonstration, he removed the wheels from the aircraft and substituted a single float. This allowed the machine to take off and land on water.

Taking off from Cadboro Bay, he headed for the city centre. Every vantage point was jammed with cheering spectators as he flew overhead and then landed just outside the Inner Harbour.

At 5:30 p.m. he took off for another demonstration, circling the city until he



Inspecting the engine of Bryant's plane after his crash at Victoria on August 6, 1913.

was over the business section. Reaching the height of 800 feet, the machine was seen to falter and then dive. When it was over City Hall, the dive steeped and the aircraft began to spin and disintegrate until the right wing broke off. Completely out of control, the aircraft plummeted down striking the flat roof of the Lee Dye building, at the corner of Cormorant Street and Theatre Alley in Chinatown. John was killed instantly as the rear-mounted engine broke free and crushed him.

His death was to be Canada's first flying fatality. Newspaper headlines sadly announced his passing: "Birdman killed on his 600th flight."

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First time at sea

Lt(N) Linda Coleman
DND

What is it like learning to be a sailor in the Royal Canadian Navy (RCN) and going to sea for the first time after years in a Canadian Army uniform?

Back in February, I was new to the navy and going through the Naval Environmental Training Program (NETP) to prepare for my first naval deployment as the Public Affairs Officer for Operation Caribbe, Canada's participation in the multinational campaign against illicit trafficking in the Caribbean Sea and eastern Pacific Ocean.

I completed NETP on March 1 and left the next day for San Diego, California, to meet up with *HMCS Saskatoon* and *Edmonton* to start the operation. I barely slept in the days leading up to my arrival, and the days following. Despite completing NETP, I was excited, nervous and a little terrified about experiencing the real deal.

Even though NETP taught me how to fight fires and floods, it certainly didn't prepare me for day-to-day life at sea. I contacted every sailor I knew asking for advice and tips on everything from wardroom etiquette to what kind of pajamas to bring. For example, I was told to bring a bathrobe. If I didn't ask, no one would have told me, and that would have made for an awkward deployment without one. What were some of the best tips I received? Shower flip flops, reading material, music, lap top with movies/TV shows, and a soft fleece blanket ranked pretty high for me.

Upon joining *Saskatoon*, I realized that my first mistake was over packing too many civilian clothes (my family and friends would not be surprised by this news). I luckily managed to fit everything into my tiny locker, which was in a cabin I shared with three other female crew members who ended up being fantastic women to serve with.

The mistakes kept coming and for the first week I couldn't even count the amount of times I had the ship's coxswain say, "ma'am, you can't stand there", "ma'am, you have to wear your hat on the bridge", "ma'am, don't walk over the ropes", and it went on and on.

The mistakes kept coming and for the first week I couldn't even count the amount of times I had the ship's coxswain, Petty Officer 1st Class Kevin Parent, say "ma'am, you can't stand there", "ma'am, you have to wear your hat on the bridge", "ma'am, don't walk over the ropes", and it went on and on. I took it as a compliment that he was just looking out for me (or so I like to think).

It took a long time to get used to the noises on a ship. There were so many unfamiliar sounds, including pipes, alarms and engines. Pipes were originally used to give orders on warships when shouted orders could not be heard. The piping was done by the ship's boatswain and therefore the instrument is known as the boatswain's pipe or boatswain's call. This is still prominent in the navy today, and pipes are heard all day long from "wakey wakey" to the end of the day.

Then at night while trying to sleep, I would notice this constant buzzing sound. The best way I can describe it is imagining yourself stuck in a small hotel room with a really loud air conditioning unit that you can't turn off. Later on during the deployment this noise became soothing as it meant the ship was working as it was supposed to.

And, of course, there's the motion. Maritime coastal defence vessels (MCDVs) aren't the most stable platforms and it doesn't take much for them to bob around like a cork. I personally

found sleeping a bit of a challenge during a bad sea state. Taking a shower is also interesting, and I'll admit that I hit my head a few times.

Since my return, I've had many questions from family and friends about what it's like to serve on a warship. I've decided to put to paper my answers, in the hopes they might help future sailors prepare for their first sail.

Did I get sea sick?

I was completely stressed out about getting sea sick, so I brought all kinds of patches and potions. Yes, I went a little overboard. When we hit rough seas shortly after my arrival, I patiently waited to start feeling sick and kept a "barf bag" in my pocket just in case. Crew members aren't allowed to throw up in the toilets on board as it will clog up the pipes, so it's either in a bag, or over the side of the ship. I kept waiting and waiting, and eventually it hit me that I wasn't going to be sick. Hallelujah! I don't get sea sick. The worst I experienced was minor headaches. My mother has a reputation for never getting sea sick even in gale-force storms, so perhaps I inherited that from her.

How was the food?

The RCN is known for having excellent cooks and *Saskatoon* had some of our best. The quality and variety was much better than I expected. It was so good that the United States Coast Guard Law Enforcement Detachment embarked with us recognized our

cooks with a special coin at the end of the deployment, adding it was the best food they've had on Op Caribbe, and this was their seventh deployment.

So what did we eat? Steak, lobster, stuffed peppers, butter chicken, salads, sandwiches, salmon, tacos, pulled pork, stir fry, ribs, turkey, chicken...you get the idea. And, of course, there's the traditional soup every morning at 10 a.m., and duff (dessert) is served every night after supper. Let's just say that I was very thankful there was a gym on board!

What is a day at sea like?

In my opinion, sailing is like the movie *Groundhog Day*. It hit me early on in the deployment that I was going to be waking up, eating and doing the same things at the exact same time every single day. There's no weekend to look forward to, no sleep-ins, and you exercise the same drills all the time. It's also hard to keep track of what day it is. When at sea, everyday can feel like a Monday. But I eventually learned to embrace *Groundhog Day* and enjoyed the routine I set up for myself. I especially looked forward to my daily workout in the gym, which is located behind the bridge on an MCDV. How often in life do you have the opportunity to work out with an ocean view?!

How did I bond with my shipmates?

The MCDVs are small ships, with a crew of only 46. I ended up appreciating this aspect of sailing in an MCDV, especially for my first sail. It's much less intimidating than joining a frigate with a crew of more than 200.

The crews of MCDVs are mixed Regular and Reserve Force and tend to be closer knit, and there's less of a divide between

the officers and non-commissioned members. This was the case for *HMCS Saskatoon* and I feel lucky to have served with such a fantastic and welcoming crew.

That being said, living and working on a warship for long periods of time is not a normal environment. If you're having a bad day, there is literally no escape except for in your rack (bunk) with the curtain drawn, which kind of feels like an oversized coffin (and I mean this in a positive way). After sleeping on cots or on a pile of leaves in the woods while being bitten by mosquitoes all night when in the army, my sleeping accommodations on the ship felt quite luxurious.

Of course there are days when not everyone gets along. I accidentally threw out someone's tea after I was tasked to clean out the wardroom. There was no name on it and it had an expired date. Unfortunately, it did belong to someone and that person was visibly upset. News spread throughout the ship about the incident and it became known as "tea gate." Would this have been a big deal if we weren't stuck in the middle of the ocean with the same people 24/7 for an extended period of time? Probably not. But that's life at sea.

What surprised me most?

What surprised me the most was gaining a new appreciation for the ocean. It is truly beautiful out there, sometimes even majestic. Seeing marine life, watching sunsets and star gazing were my favourite parts of the entire experience. I made an effort to ensure I was outside at some point every day to take it all in.

I'll never forget the day when the waves were extremely long and drawn out, it looked as if

the ocean was breathing. Other times the ocean was as flat as a lake and you could see sea turtles swimming by. For most sailors, it's just another day at the office. I, on the other hand, spend most of my career working in an office cubicle, so this aspect of sailing fascinated me. The ocean, fresh air and daily sunshine made me feel healthy, happy and alive. It was a struggle to return to cubicle life after the deployment.

Overall, like on any deployment, you have good days and bad. Having support on the home front helped tremendously. My father, a retired army colonel, was especially curious of my experiences. He originally wanted to join the navy, but learned he was colour blind during the recruiting process and was declined. What's ironic is that later in life he learned that I suffers from severe sea sickness. "I would never have been able to

do what you're doing and I'm so proud of you," he told me while I was deployed, which still makes me teary-eyed.

My common-law partner, who is also in the navy, would sometimes console me on days when I was feeling down by saying "even though time is dragging on now, you will be able to look back on your contributions and successes with pride and very fond memories," and he was so right. Thinking back, my first naval deployment ended up being an incredible experience with memories that will last a lifetime.

I sailed with *Saskatoon* for 51 days in the Eastern Pacific along the coast of Central America. It was a successful deployment where our ship, along with *Edmonton*, assisted in the seizure or disruption of more than 3,900 kg of cocaine. I feel like I can now wear the navy uniform with pride.



Lieutenant (Navy) Linda Coleman aboard a rigid-hulled inflatable boat during Op Caribbe.



Bunks aboard HMCS Saskatoon.

After sleeping on cots or on a pile of leaves in the woods while being bitten by mosquitoes all night when in the army, my sleeping accommodations on the ship felt quite luxurious.

Photo by Public Affairs Officer, Op CARIBBE
HMCS Saskatoon sails in heavy seas during Op Caribbe.



I kept waiting and waiting, and eventually it hit me that I wasn't going to be sick. Hallelujah!

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Peter Mallett, Lookout Newspaper
LCdr Angus Fedoruk, Lt(N) Justine Aucoin, and Lt(N) Sonya Sowa, review their Lessons Learned notes on Operation Staunch Maple.



Lessons Learned graduates in action

Peter Mallett
Staff Writer

A new Lessons Learned Program is helping the Canadian Armed Forces enhance the effectiveness of their emergency response.

It was recently tested following Exercise Staunch Maple, a training exercise conducted by Joint Task Force Pacific June 7. It focused on the military's operational readiness to support the Province of British Columbia in the event of an earthquake disaster.

With the exercise complete, recent graduates of the Lessons Learned Staff Officer Course are analyzing the feedback in order to right what didn't work and ensure the successes are repeated.

"Most organizations in the public and private sector are about continuous improvement and often perform functional solutions analysis similar to these," says LCdr Angus Fedoruk, Lessons Learned Coordinator. "Unlike the private sector, which uses Lessons Learned programs to improve profitability, our bottom line is to increase effectiveness, save resources and equipment, and most importantly save people."

He says that while no training program, exercise or operation can ever

reach 100 per cent effectiveness, Lessons Learned is a methodology to make things run more smoothly.

For Staunch Maple, the two recent graduates of the Lessons Learned (LL) course, Lt(N) Justine Aucoin, RCAF LL Staff Officer, and Lt(N) Sonya Sowa, NATO LL Officer of Primary Responsibility, are developing those solutions.

The two are working in a second floor boardroom at the Wardroom, writing down their key findings on pieces of paper taped to the wall, after pouring over hundreds of observations, notes, recorded comments, interviews and email responses from military personnel who participated in Exercise Staunch Maple.

"There has been a high level of participation at all levels and all ranks," says Lt(N) Aucoin. "The pieces of paper on the wall are all categorized, and identify what is the real root cause of the problem, and suggestions on how to make things run more smoothly, or how it could work better if we did something a different way."

Although the deadline for submission of feedback from the exercise has passed, LCdr Fedoruk said that any additional data they receive will still be valued and added to their notes.

He also says the Lessons Learned

Program is not about the "blame game", and that responses from lower-ranked personnel were weighted just the same as senior officers.

"There is a tendency in our organization [the CAF] not to voice criticism; however, criticism is the emphasis of this process," says LCdr Fedoruk. "This is about getting the facts and learning from them, and not finding someone to blame. It is simply here's what happened and why. This information is very valuable to us."

The graduation of Lt(N) Aucoin and her classmates from the program now brings the total number of CAF personnel qualified for Lessons Learned to 300.

"It's an impressive tally," says LCdr Fedoruk. "The fact that there exists a large number of personnel qualified to understand and apply the Lessons Learned Program should please commanders and commanding officers as they very likely have one of these folks working for them."

Lt(N) Aucoin and Lt(N) Sowa will send their recommendations for change to the military's earthquake provincial response to LCdr Fedoruk, who will move it to the next step of the CAF Lessons Learned Process, identifying the right organization to endorse and direct changes.

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Cadets get rare glimpse into dockyard

Captain Angela Sargent
Albert Head Cadet Training Centre

While the sights and sounds of Canadian Forces Base Esquimalt may be commonplace for the military and DND civilian personnel who work here, for those invited guests it is a mysterious place.

So when a group of air cadets from Albert Head Cadet Training Centre toured Fleet Maintenance Facility Cape Breton (FMF CB) Aug. 4, their excitement sparked through the group like an arc welder.

As part of their Basic Aviation Technology and Aerospace Course the cadets received a tour of the facility to gain insight into the techniques, technology and sheer effort that goes into maintaining the ships of Canadian Pacific Fleet.

Safety hats and glasses were handed out before the group of wide-eyed cadets was shown a few decommissioned weapons and an old ceremonial cannon.

In the metal shop, apprentice boiler maker and fabricator Dustin Ross explained how metal is cut to detailed specifications using equipment operated by a computer. His eloquence mesmerized the cadets. They then watched a more specialized machine cut small metal silhouettes of warships, which were presented to them as a keepsake.

Cadets were then led outside to the dry dock to see where the servicing of ships and submarine has taken place since the nineteenth century. On that day, a submarine

rested on blocks, and the youth marveled at its black hull. A short walk away *HMCS Winnipeg* glowed resplendent in the sunlight. Cadets stared up at its massive hull, mouths agape. For cadets from the prairies, it was a thrill to see this majestic warship in such an intimate circumstance.

At the tour end the cadets headed back to Albert Head, clutching their metal ship souvenir, and chatting non-stop about their visit.



Apprentice Dustin Ross explains to the cadets about precision cutting of metal.



Cadets gaze in awe at HMCS Winnipeg in dockyard.

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Regina Awards and Promotions

A ceremony took place on board HMCS Regina Aug. 8, where some crew members were bestowed awards and promoted in rank by the Commanding Officer, Cdr Colin Matthews. The ceremony also bade farewell to Coxswain CPO1 Al McNaul.

Photos by Rachel Lallouz, Lookout



OS Nancy Blais is promoted to Able Seaman.



OS James Brideau is promoted to Able Seaman.



OS Andrew Wassenaar is promoted to Able Seaman.



Lt (N) Brent Fisher is awarded the Operational Service Medal – Expedition.



OS James Brideau is awarded the Operational Service Medal – Expedition.



AB Jolene Wahlstrom is awarded the Operational Service Medal – Expedition.



LS Dain Rautenstrauch is awarded the Operational Service Medal – Expedition.



LS Jeremy Harvey is awarded the Operational Service Medal – Expedition.



LS Aleksander Antonovic is awarded the Operational Service Medal – Expedition.



PO2 Brent Cournoyer is awarded the Operational Service Medal – Expedition.



MS Byron Neufeld is awarded the Canadian Forces Decoration.



MS Criag Lloy is awarded the Canadian Forces Decoration.



Lt(N) Gregory Kuhm is awarded the Canadian Forces Decoration First Clasp.

Bravo Zulu

Regina Awards and Promotions

Photos by Rachel Lallouz, Lookout



LS Christopher Walsh is presented a Certificate of Recognition for Sailor of the Quarter on board HMCS Regina for Quarter Two.



CPO1 Al McNaul (right) is presented a Certificate of Recognition from CPO1 Derek Kitching for his service on board HMCS Regina as Coxswain.



CPO1 Al McNaul (right) is presented a shadow box from Combat Chief CPO2 Carlos Esquivel for his time as Coxswain on board HMCS Regina.

Sailor finds flexibility in Naval Reserves

Sonya Chwyl
MARPAO PA Office

It has often been said that flexibility is the key to success in naval operations. For Lieutenant (Navy) Paul Pendergast, flexibility has been one of the defining characteristics of his naval career.

Lt(N) Pendergast first joined the Royal Canadian Navy (RCN) Regular Force in 1988, and deployed on two NATO missions as a Maritime Surface and Subsurface (MARS) Officer. In 1997, he moved from the Regular to the Reserve Force, and continued to serve as a MARS Officer for six years before transferring back to the Regular Force as a Public Affairs Officer in 2003. In 2015, he transferred back to the Reserves for a final time.

Though it might seem like a lot of movement, Lt(N) Pendergast says it's not uncommon for RCN members to switch from Regular to Reserve Force, and vice versa.

Now he is officially retired, although he doesn't consider himself a "retir-

ee" in the traditional sense. "Officially retired makes you think of a senior citizen who's not working," says Lt(N) Pendergast. "That's not what happens when you're a Reservist."

Most of the time, Lt(N) Pendergast works part-time at his home unit on Prince Edward Island, *HMCS Queen Charlotte*. But when opportunities arise elsewhere, he can be offered short-term contracts at different locations across the country – and the world.

"It depends on how much you're willing to take on. If you volunteer for more assignments, you'll get more."

In the fall of 2015, he deployed as a Public Affairs Officer (PAO) on Operation Reassurance with *HMCS Winnipeg*.

He joined *Winnipeg* in Marseilles, France, and flew back to Canada from Istanbul two weeks later. He was on board for two weeks while the ship's existing PAO was on leave.

"It was a bit of a whirlwind," he says of the experience. "In just a matter of weeks, you have to get to know

the ship, the mission, what your job entails, and the people you're working with. It can be very, very busy."

Still, Lt(N) Pendergast says the crew was welcoming.

"It happened in small ways and big ways – the Coxswain and the Commanding Officer gave me the support I needed to get my job done, and regular sailors were quick to offer me assistance, always with a smile."

For Lt(N) Pendergast, the Reserves have been a great way to continue to do what he's passionate about. Recently, his daughter followed in his footsteps, joining his home unit of *HMCS Queen Charlotte*.

"I even had the privilege of swearing her in as a Naval Reservist. So now it's a family tradition."

In August, he finishes his current short-term contract as a senior PAO with Maritime Forces Pacific Public Affairs. Then he's off to Southeast Asia where he'll provide Public Affairs support for *HMCS Vancouver* during this year's WestPloy.



Lt(N) Pendergast enrolls his daughter Trysta Doary into the Royal Canadian Navy in a ceremony at HMCS Queen Charlotte in April.

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