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EXERCISE READY ANGLE 17 Evacuation Training

A Royal Canadian Air Force CP-140 Aurora flies over HMCS
Brandon and a B.C. Ferry during Exercise Ready Angle May 2.
Read the full story on page 3.



Photo by Cpl Andre Maillet, MARPAC Imaging Services



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Mary Hill invaded by Bioblitz team

Peter Mallett
Staff Writer

A team of 14 scientists and outdoor enthusiasts combed over moss-covered hills and rain-drenched dales at Mary Hill military training area in Metchosin on May 1 for Bioblitz 2017.

They were recording all plant and animal species, including rare species, on the DND property, as part of the Metchosin Biodiversity Project to identify and catalogue the biodiversity of Metchosin.

Metchosin Biodiversity Project co-founder, Moralea Milne says Bioblitz is a scientific endeavour to create a definitive list of species in this West Shore community. It is also an effort to better educate the public about the natural environment in which they work and live.

“People need to know we are not alone here and share this community with thousands of other species,” says Milne. “When people realize the number of species and ecosystems that exist, it helps us develop a better stewardship ethic for the land.”

During their afternoon search at Mary Hill, investigators divided into three groups and fanned out across the property. The largest group searched for unique vascular plants and mosses, while a second group looked to identify shoreline species located in shallow water and intertidal pools. A third group searched and catalogued insects.

They were assisted by three Natural Resources Canada employees and Tracy Cornforth, Environment Officer at CFB Esquimalt’s Formation Safety and Environment Branch, who noted the biodiversity group’s work gives DND a better understanding of the species thriving on the property.

“The more we know about the plant and animal life, the better equipped we are to make informed decisions about activities on the base and where they can happen,” says Cornforth. “We are so fortunate to host this key group of experts as their collective knowledge is unsurpassed.”

The Mary Hill site was once used as a coastal

defence battery from 1939 to 1955, but has seen very little development or human activity over recent years. Andrea Schiller, a Natural Resources Specialist with Natural Resources Canada, helps DND officials manage their forested lands and natural resources.

“There is a lot of diversity here because it’s a largely undisturbed ecosystem, which is rare in this region because of the history of urban and agricultural development,” says Schiller. “Developing a list of rare species and understanding where these species are present will help us to manage the property with them in mind. This is important because some rare plants and animals that occur here are protected under federal legislation.”

As the plant group ascended along a muddy pathway used as the main road for the property, they saw blue Camas lilies in full-bloom. The plant is of ceremonial significance to the area’s indigenous people and is used as a ceremonial ingredient and food.

Moments later there was find of an uncommon shrub belonging to the birch family known as Sitka Alder, discovered only a few metres up the path. This plant is common in much of B.C. but had never been found before in Metchosin, which should be outside its range.

Further along in their journey the group spotted a patch of Carex obnupta or Slough Sedge, a common but beautiful species of sedge that indicates a wetland habitat. At the top of the



(Left) Gerry Allen, a University of Victoria Biology faculty member and Bioblitz volunteer, and her husband, wildlife enthusiast Joe Antos, present a plant sample to Metchosin Biodiversity co-founder Moralea Milne.



An outcrop of the fungi Amanita Pantherina or Panther Mushroom.



Metchosin Biodiversity co-founder Moralea Milne walks under a large moss-covered fallen tree as the group makes their way down a slope at Mary Hill during Bioblitz 2017.

hill, the group identified the fungi Amanita pantherina, commonly known as Panther Mushroom,



A rare outcrop of poison oak spotted by Bioblitz volunteers.

growing at the edge of a large clearing.

The plant group concluded their trek by exploring moss growth on a rocky ledge, plant life located near a pond, a Garry Oak ecosystem midway down an adjacent slope, and finally a rare find of Poison Oak that is more commonly found in regions much further down the Pacific Coast in Southern Oregon and Northern California.

The first Bioblitz was held in 2011, and since then over 2,300 species have been catalogued.

In the coming weeks a complete list of plant and animal species found during Bioblitz 2017 will be added to their website. For more information about the group visit their website: <http://metchosinbiodiversity.com/>

When people realize the number of species and ecosystems that exist, it helps us develop a better stewardship ethic for the land.

Moralea Milne co-founder, Metchosin Biodiversity Project

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Photos by Capt Elizabeth Tremblay-Lewicki, 2 Wing Public Affairs

Top left: A soldier from the 3rd Battalion, Princess Patricia's Canadian Light Infantry (PPCLI), conducts a security check on a "Canadian citizen" entering the processing centre. Top right: Brent Robson from Global Affairs Canada verifies a Canadian citizen's identification as he enters the processing centre. Troops are in uniform and armed, reflecting the worsening situation as "Macadamia" spirals into chaos.

1st Canadian Division champions joint exercises

Exercise Ready Renaissance, Exercise Ready Angle prove whole of government approach

Capt Jeff Manney
NDPAO Vancouver

Despite moving more than 290 navy, army and air force members to British Columbia in April to practice large-scale evacuations of Canadian citizens in an unruly country and bring them to a safe-haven, there wasn't much to see on Exercise Ready Angle 17.

That, of course, is precisely the point when the Canadian Armed Forces (CAF), working at the behest of Global Affairs Canada, is asked to withdraw Canadians from hostile or dangerous situations abroad.

"Discretion is a key element of a non-combatant evacuation operation," says Exercise Director Col Normand Gagné, 1st Canadian Division. "No government wants to see large numbers of foreign armed soldiers on its territory. So when Canadians are in dan-

ger in another nation, it is expected that CAF personnel have authorization to not wear their uniform. We need to be low-key and agile, moving in numbers small enough not to arouse alarm. Coordination with our government partners is critical, which is why this type of integrated training is so important."

Twice this year, Vancouver Island was the fictitious nation of Macadamia, as the regions of Nanaimo, Comox and Port Alberni hosted exercises to support the 1st Canadian Division's unique skillset and mandate.

In February, "Macadamia" suffered a major earthquake and tsunami. Exercise Ready Renaissance tested the ability of the Disaster Assistance Response Team (DART) to react to a major disaster in another nation.

In late April, the government of "Macadamia" was unable to adequately

restore services, and the social order was faltering. Armed gangs roamed the streets. Macadamia's security services were carrying out extra-judicial killings. The Canadian ambassador decides it was time for Global Affairs Canada to execute a non-combatant evacuation operation (NEO) for "Canadian and eligible persons" – Canadian citizens or others deemed eligible for Canadian support – to "safe havens" in nearby countries.

"In spite of our significant, joint capabilities, we are not the lead in such a mission," says Col Gagné. "We are enablers for Global Affairs Canada. They call the shots, we bring an effective, finely tuned skill-set to bear."

In both exercises, (DART and NEO), the Joint Task Force included a fully integrated CAF response: ships from the Royal Canadian Navy protecting the sea

lanes; aircraft, airspace control, surveillance and the ability to assess and prove an aerodrome from the Royal Canadian Air Force; and security, protection, and logistics from the Canadian Army.

Added to this truly joint capability is a close integration with government partners. Under the leadership of Global Affairs Canada personnel; the RCMP, the Canada Border Services Agency, Immigration Refugees and Citizenship Canada, and Public Safety all provided input to the exercises, as they would in a real-world situation.

"This is as 'joint' as Canada can get," says Col Gagné.

On Macadamia that integration saw military teams

criss-crossing the Island, reconnoitering access routes to Canadians in danger. Role-players acting as evacuees gathered at hastily erected processing sites, where Global Affairs Canada staff validated their claims to citizenship.

Finally, it was time to move to the designated safe haven, represented by HMCS *Discovery* in Vancouver. Evacuees boarded a B.C. ferry for a trip across the Strait of Georgia, under

the watchful eye of their 3 Princess Patricia Canadian Light Invoice security team, an orbiting CP-140 Aurora, and the ferry's escort, HMCS *Brandon*.

"Exercise Ready Angle demonstrates again that collective training is our great strength," says Col Gagné. "It's vital that we test our interoperability to ensure Canadians abroad can be safely removed from harm's way should the need ever arise."

Coordination with our government partners is critical, which is why this type of integrated training is so important.

Col Normand Gagné, Exercise Director, 1st Canadian Division



Photo by Capt Jeff Manney, 39 Signal Regiment Public Affairs

A CP-140 Aurora conducts a low pass between the B.C. Ferry Queen of Cowichan and the HMCS Brandon while Canadians and their security team from 3rd Battalion, Princess Patricia Canadian Light Infantry look on. The Royal Canadian Air Force and the Royal Canadian Navy provided surveillance covering during the transport of Canadians evacuating the fictional Macadamia during Exercise Ready Angle.

matters of OPINION

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WHAT SAY YOU

People Talk

Ahead of the 72nd anniversary Battle of the Atlantic, commemorated Sunday, May 7, Lookout asked members of the Royal Canadian Naval Association:

What are your thoughts and memories on why the battle is important to you.



I didn't serve in the navy during the Battle of the Atlantic but am certainly mindful of all the sailors who stood up to tyranny so we could have a safe world to live in. During each Remembrance Day and Battle of the Atlantic anniversary I stand in front of the cenotaph in Langford and remember them.

CPO2 (Ret'd)
Ken Levert



The people who served on our warships during the battle put so much sacrifice and effort into making this country free. The people who served should be honoured all the time, every day of the year, and not just on Remembrance Day or anniversaries like this.

MS (Ret'd)
Joe Buczkowski



I served on the minesweeper HMS Guysborough during the Battle of the Atlantic and was onboard March 17, 1945, when we were torpedoed. I spent 19 hours in the water floating [on a raft] before we were rescued and it was an experience I will never forget. Of the 92 people on board that day only 40 survived.

AB (Ret'd)
Fred Seeley



The one moment I will never forget was being aboard a troop transport ship to Newfoundland. We were sent to our active [battle] stations because the ship was under attack by German U-boats. Thankfully a corvette started dropping depth charges in the water and cleared a safe path for us. If they hadn't thwarted the U-Boats and scared them off I'm sure I wouldn't be here today.

Stoker (Ret'd)
Bob Haden



I served on the River-class destroyer HMCS Skeena during the Battle of the Atlantic. We were the senior ship in a regular convoy known as SC42 that travelled back and forth between Newfoundland and Derry, Ireland. I'll never forget the day our convoy was attacked by a German Wolfpack [U-boats] that sank 16 ships in a 48 period. There was a huge flash of light and a horrific explosion after they torpedoed and sank a tanker ship in the convoy, which was close to us. My shipmates and I all froze momentarily, but then our training kicked in and we re-focused on the task at hand.

AB (Ret'd)
Harold Gollmer



WHAT SAY WE

Remembering Battle of the Atlantic

Lt(N) Paul Pendergast
HMCS Malahat

In recent decades public recognition of Canada's wartime contributions and sacrifice has grown, with thousands of Canadians gathering in cities and towns from coast to coast on Nov. 11 to pay tribute to members of their armed forces who have died in the line of duty.

Recognition has also grown for a lesser known, but significant, event held each year on the first Sunday of May to commemorate the Battle of the Atlantic.

The Battle of the Atlantic was the fight for supremacy in the North Atlantic and lasted 2,074 days. It pitted Allied naval and air forces against German and Italian submarines, ships and aircraft whose primary targets were the convoys of merchant ships carrying vital life-sustaining cargo from North America to Europe.

The Battle of the Atlantic began with the sinking of the British passenger liner Athenia by German submarine U-30 on the first day of the war. Athenia sailed from Liverpool, England, for Montreal on Sept. 2,

1939. It was torpedoed without warning the following day about 250 miles north-west of Ireland, with a loss of 93 passengers and 19 crew members. Britain then declared war on Germany Sept. 3, 1939.

Even before war was declared, west coast destroyers His Majesty's Canadian Ships (HMCS) St. Laurent and Fraser sailed from Vancouver on Aug. 31, 1939, to form the backbone of the convoy escort force gathering in the Atlantic. Then, on Sept. 16, St. Laurent and Saguenay sailed with the first convoy, HX 1.

Much of the burden of fighting the Battle of the Atlantic fell to the Royal Canadian Navy (RCN), which, at the outbreak of the war, was comprised of only six destroyers and a handful of smaller vessels.

By the end of the war, Canada's navy had grown to become one of the largest in the world, and was instrumental in turning the tide of the war. During the Battle of the Atlantic, the RCN destroyed or shared in the destruction of 33 U-boats and 42 enemy surface craft.

In turn, it suffered over 2,000 fatalities, including six women, and lost 33 vessels. The Merchant Navy lost 73 ships and suffered over 1,600 fatalities, and the Royal Canadian Air Force lost more than 900 aircrew.

Although largely unprepared for war in 1939, Canada's navy grew at an unparalleled rate, eventually providing 47 per cent of all convoy escorts. Rear-Admiral



Leonard Murray, who as Commander-in-Chief Northwest Atlantic from March 1943, would become the only Canadian to hold an Allied theatre command during the war and direct the convoy battles out of his headquarters in Halifax.

Although Allied forces managed to gain the upper hand against the German U-boat threat in 1943, the fighting continued and losses mounted for another two years. The last RCN ship lost was HMCS Esquimalt with 44 lives lost in the approaches to Halifax on April 16, 1945. Less than three weeks later the Battle of the Atlantic officially ended on Victory in Europe Day (V-E Day - May 8, 1945), when German naval forces formally surrendered to Allied naval forces.

Battle of the Atlantic commemoration ceremonies were held across Canada on Sunday, May 7, with the largest one at the National War Memorial in Ottawa.

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Photo by Cpl Andre Maillet, MARPAC Imaging Services
After conducting drug interdiction operations during a three month deployment on Operation Caribbe, HMCS Saskatoon returns home April 28.



Saskatoon returns



William Chaster
MARPAC PA Office

As *HMCS Saskatoon* pulled alongside Y Jetty Friday, April 28, cheers broke out from the dozens of family members and friends waiting on the jetty.

Once it safely docked, the brow was lowered and Petty Officer First Class Jamie Burno walked off and into the arms of his wife Kim, while their three children crowded around them. The two were the winners of the traditional first

kiss following a lengthy deployment.

Within minutes the jetty was teeming with crew and family members embraced in warm welcome home greetings.

"It's just great to be home, especially after such a successful deployment," said Lieutenant-Commander Todd Bacon, *Saskatoon's* commanding officer.

The return of the coastal defence vessel marked the end of its 53-day deployment on Operation Caribbe. The yearly, bi-coastal opera-

tion is Canada's contribution to the multinational Operation Martillo, which aims to improve regional stability and reduce criminal activity off the Pacific Coast of Central America and in the Caribbean on the East Coast.

Throughout the deployment, *Saskatoon's* crew seized 44 bales of cocaine, totalling 1,124 kilograms, and disrupted an additional 1,500 kg in cooperation with the United States Coast Guard (USCG). In addition to interrupting illegal drug

smuggling, this deployment also focused on interoperability exercises with the USCG and elements of the Mexican Navy.

"These exercises were focused on improving coordination between us and our allies. Throughout these operations we were treated fantastically by our allies, and units from all three nations had really come together as one group by their end," said LCdr Bacon.

This was *Saskatoon's* second deployment on Operation Caribbe. On

its first deployment in the spring of 2016, *Saskatoon* seized or disrupted 1,200 kg of cocaine. When combined with the results of its second tour, the crew's actions are a testament to the effectiveness of the Royal Canadian Navy, said LCdr Bacon.

"The crew did an outstanding job. By the end of the deployment the team was running the show itself, which is every captain's dream."

The sailors of *Saskatoon* will enjoy several days of leave before preparing for their next challenge.



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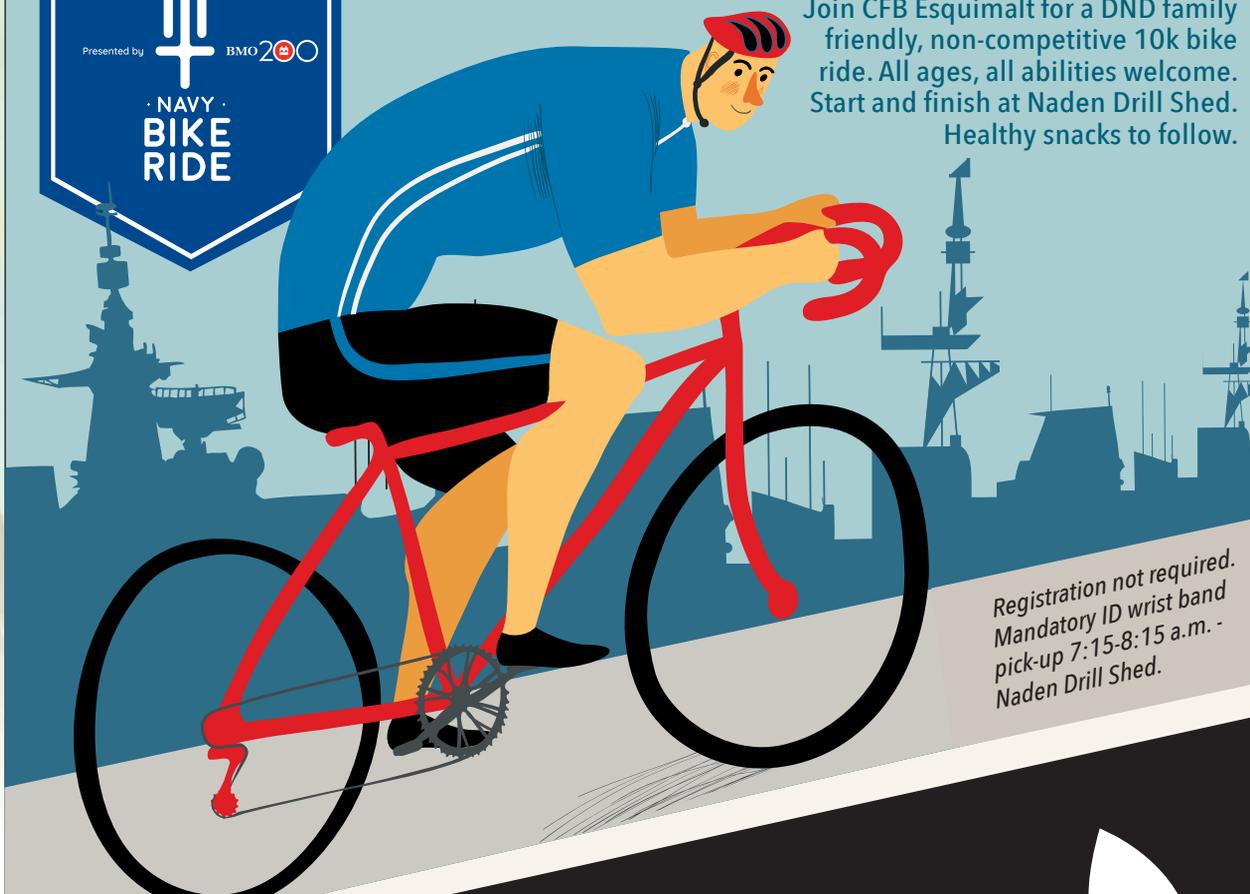


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Come celebrate with Calgary

William Chaster
MARPAC PA Office

Cowboy Up is an anticipated event at CFB Esquimalt.

Celebrating the 22nd anniversary of *HMCS Calgary's* commissioning, the country-themed festivities kick off Friday, May 12 at 4:30 p.m. in the Work Point Gun Room with a barbeque, live music, dancing, and a silent auction.

Donations and proceeds from the auction will go to the Calgary Firefighter's Burn Treatment Centre. The items were donated by volunteers from the city and dignitaries from Calgary who regularly attend the

celebration.

"It's a special event and we expect somewhere around 500 people this year," says Lieutenant (Navy) Mikhail Smirnov of *HMCS Calgary*.

Cowboy Up represents the close relationship between the ship and its namesake city.

"There really is a unique bond between the ship and Calgary. I have served in other units and it's definitely one of the strongest links I've seen," says Lt(N) Smirnov.

Every year, sailors from *HMCS Calgary* traditionally conduct a namesake city visit in the fall; also, their attendance at the Calgary Stampede has become a very

popular custom among the crew and for the city. The white Stetson are a physical representation of the bond the ship shares with its city, and perhaps one of the most recognizable features about *Calgary's* sailors during the Stampede. Supplied to the sailors by the City of Calgary, these hats are a well-known component of their uniform.

Due to their relationship with the city, *Calgary* sailors like to give back with events such as Cowboy Up.



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Contractors, base employees observe safety week

Peter Mallett
Staff Writer

Employees working on the Fleet Maintenance Facility's Phase V construction project are being encouraged to think about workplace safety this week.

With the overlying theme: Make Safety A Habit, contractors and subcontractors will join CFB Esquimalt employees in observing North American Occupational Safety and Health Week (NAOSH) May 7 to 13.

Stephanie Morand, Project Safety Coordinator with EllisDon Kinetic, says getting people engaged in safety is key to reducing preventable injuries and illness in the workplace and at home.

"Talking about proper safety procedures is a big part of safety. However, new or inexperienced

workers on design and build projects are often afraid to ask safety questions out of fear of looking stupid," said Morand. "However, speaking up and asking a question about something they are unsure of makes a big difference in workplace safety, and we are encouraging all employees and their supervisors to initiate the conversation."

Approximately 120 construction workers, engineers and management staff are employed by EllisDon Kinetic on the final phase of the FMF Cape Breton project, which started in 1996. To create awareness about NAOSH Morand walked the construction site last week, affixing promotional posters at various locations. She also has work crews including NAOSH in their weekly "tool box talk" ses-

sions, which are regular informal discussions on work-related issues.

Part of Morand's job is to review safety documents and information, and educate workers about site-specific safety habits and regulations. She says there is sometimes resistance by workers to follow regulated safety practices. She recalls a recent discussion with some iron workers who said they found their safety harnesses uncomfortable. Others grumble about wearing proper hearing and eye protection, safety vests, or helmets.

"The promotion of good safety habits may seem like a hindrance or an inconvenience to some, a similar attitude when mandatory seat belt laws were first introduced for motorists and passengers," said Morand. "Like seatbelt laws there is that initial

resistance until people realize it's an easy adjustment. The same phenomena surrounds good safety habits in the workplace, but they gradually become engrained, unnoticeable and part of the daily routine."

As workers and companies get used to these changes, Morand is already seeing increased participation and some workers taking an active leadership role in improving safety practices in their day to day work life.

NOASH Week was first launched in June 1997 with an agreement struck between Canada, the United States and Mexico for safety awareness during North American Free Trade Agreement (NAFTA) talks. For more information on NAOSH visit their website: <http://naosh.org>

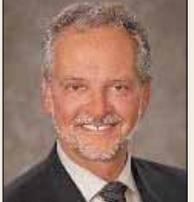
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Ottawa, Winnipeg sailors board Australian frigate

SLt Matt Golding
HMCS Ottawa

Sailing through the South China Sea on Poseidon Cutlass, HMCS Ottawa and HMCS Winnipeg conducted a CROSSPOL (cross pollination of sailors) with the Australian frigate HMAS Ballarat.

The CROSSPOL occurred over three days, where six crew members from each ship got the opportunity to get a first-hand experience of how the other navy operates.

For most of the Royal Canadian Navy sailors it was the first time being on an Australian frigate, and all were impressed by the ship and by the professionalism of their team. HMAS Ballarat is one of Australia's Anzac-class frigates; it is slightly smaller than the Halifax-class but includes a number of upgrades, including a 5-inch main gun, phased array radar, and an air conditioned gym space.

The days commenced with a short RHIB transfer over to the Australian



Photo by Cpl Carbe Orellana, MARPAC Imaging Services

HMCS Ottawa and HMAS Ballarat sail in formation with HMCS Winnipeg as part of manoeuvres.

ship, where the sailors were greeted by several members of their crew who were eager to show them around. The Australian counterparts gave tours,

talked about life onboard their ship, and even let the Canadians try vegemite.

Ordinary Seaman Robichaud, a steward on board Ottawa, spent the

day with the Australian stewards and cooks; he described it as "one of the greatest experiences he's had in his military career so far."

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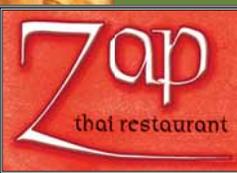
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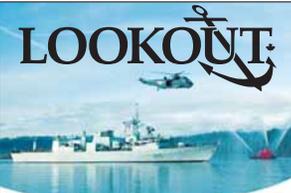
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Charges laid

DND

On April 21, 2017, the Canadian Forces National Investigation Service charged a former officer of the 4th Artillery Regiment (General Support), RCA, with one count of sexual assault under the Criminal Code of Canada.

The charge relates to a reported sexual assault at Canadian Forces Base Esquimalt in 2010 against a member of the Canadian Armed Forces.

Simon Duvall, who was a member of the Canadian Armed Forces at the time of the reported assault, faces one count of sexual assault under section 271 of the Criminal Code of

Canada, punishable under section 130 of the National Defence Act.

The accused was charged with a similar offence in November 2016, relating to a sexual assault against another member of the Canadian Armed Forces at 5th Canadian Division Support Base Gagetown. The assault was reported to have taken place between December 2010 and January 2011.

Because the accused was a member of the Canadian Armed Forces at the time of the reported assault, the matter is now proceeding in the military justice system for possible court martial at a date and location still to be determined.

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Cock of the Walk

Peter Mallett
 Staff Writer

Esquimalt's military units will soon have something to crow about with a revamped Cock of the Walk sports competition taking flight again in May.

With fun, fitness and friendly competition between the base's military units in mind, Personnel Support Services (PSP) sports staff will roll out the seven-event, year-long multi-sport competition.

Cock of the Walk kicks off with a ball hockey tournament May 15 to 19, and concludes eight months later in February 2018 with ice hockey as its final event.

Other competitions include:

- Slo Pitch, June 26 to 30;
- Soccer, Aug. 28 to Sept. 1;
- Badminton and Squash, Oct. 2 to 6;
- National Sports Day, Oct. 20;
- Basketball, Jan. 15 to 18, 2018, and
- Hockey, Feb. 5 to 9, 2018.

Although bragging rights and an overall Cock of the Walk trophy will be handed out, the competition has less to do about athletic competition and more about getting everyone out on the field of play, says PSP Sports Coordinator Heather Catte.

"Cock of the Walk is really an effort to maximize fitness opportunities and participation across base units and members of the Fleet," says Catte. "We hope it succeeds in efforts to increase morale,

promote fitness and establish esprit de corps."

The launch of the competition requires unit sports representatives to promote and communicate details of the events, prepare eligibility lists, and assist in the recruitment of support staff for scorekeeping and officiating duties throughout the competition.

The last time a Cock of the Walk competition was held at the base was 2015.

The term Cock of the Walk originated from an 18th Century tradition of the Royal Navy. It has been used in naval and civilian circles with its connotation to mean a champion of a regatta or sports meet, or a combination of these events. According to naval tradition, the winning ship of a Cock of the Walk competition would hoist a brightly painted, galvanized iron silhouette of a male domestic fowl to the vessel's yardarm.

Participation is open to both Regular Force members and currently-on-contract Reservists. All participants must have valid FORCE Test certification to compete in the events. A member of a foreign force who is attached to, or on an exchange with the Regular Force is also eligible.

The format of each sports competition will include two separate divisions, a Fleet Division and a Base Division. The points leader in each division will face each other in a championship game, with the overall points leader taking the title, and thus earning sports bragging rights for the year.



Photo by Cpl Blaine Sewell, MARPAC Imaging Services

Sea Training Group's 2017 Annual Symposium

This year's Sea Training Symposium was hosted by Sea Training Pacific in Esquimalt from April 18-21. This annual event switches between coasts each year and provides the Sea Training Group (including

complete major and minor war vessel Sea Training staffs from both coasts) with an opportunity to gather in a single location to discuss and progress solutions to key items identified throughout the train-

ing year, to align practices, and to update procedural publications. This year's symposium was conducted at Naval Fleet School (Pacific), with long working days, some after-hours group cohesion physical

training supported by Personnel Support Programs staff, and culminated in a Mess Dinner at the Wardroom, which included honourable guests and Flag Officer's from Sea Training Staffs past and present.

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Bravo Zulu

Deck Officer Course

Reviewing Officer Deputy Commandant LCdr O'Regan, Naval Fleet School Pacific, presented certificates on April 26.

Photos by Lt(N) Alicia Morris, NFS(P)



Lt(N) Joiner is presented Certificate of Military Achievement.



Lt(N) Robert is presented his Certificate of Military Achievement.



Sea Div Lt(N) Rosenkranz is presented his Certificate of Military Achievement.



Lt(N) Allison is presented her Certificate of Military Achievement.



Photo by MCpl Chris Ward, MARPAC Imaging Services



Commissioning Scroll Presentation

Left: Geoffrey Niedzielski is presented the Commissioning Scroll by MARPAC Headquarters Commanding Officer, Commander Wes Golden.

Right: SLt Bradley Johnston is presented the Commissioning Scroll by MARPAC Headquarters Commanding Officer, Commander Wes Golden.



Photo by MCpl Chris Ward, MARPAC Imaging Services

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Sailor of the Quarter

Leading Seaman Houle Carrière, a Naval Communicator reservist currently serving with HMCS Nanaimo, is awarded the Canadian Fleet Pacific Sailor of the Quarter for the First Quarter of 2017. LS Houle Carrière has demonstrated excellence in her performance, achievements, professionalism and contributed significantly to both her unit and the community.

Photo by Ed Dixon, MARPAC Imaging Services



Patrol Craft Training Unit

PO1 Cotnoir is promoted to his current rank by Patrol Craft Training Unit Commanding Officer, LCdr McIntosh.

Bravo Zulu



LS Linda Boyd is presented her first level Sea Service Insignia by Maj Grant Whittla, Acting Commanding Officer Base Information Services.



Lt(N) Nicholas Lightbody is promoted to his current rank by Maj Grant Whittla, Acting Commanding Officer Base Information Services, and Claudia Iwanowsky, Manager of the Computer Network Services Section.



PO1 Lee Westwood is promoted to his current rank by Cdr Chris Peschke, Commanding Officer Sea Training Pacific, and his Divisional Officer, Lt(N) Cory MacKay.



Special Recognition Award

Lt(N) Heidi Staarup is presented a Special Recognition Award from the Office of the Judge Advocate General by LCol Jay Simpson.



Photo by MCpl Chris Ward, MARPAC Imaging Services



Want to recognize someone in your unit?

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Bravo Zulu

JRCC Victoria Medal Presentation

Captain Stuart Irvine (right) is presented the Canadian Forces' Decoration First Clasp by the Chief of Staff for MARPAC Plans and Operations, Capt(N) Steve Jorgensen.

Photo by Cpl Blaine Sewell, MARPAC Imaging Services



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Cold water can kill if you are not prepared at sea

Canadian Safe Boating Council
www.csbc.ca

It's finally Spring. The days are getting longer, the air carries a sweet fragrance, and the ice has receded from the water. It's a time when millions of Canadians finally get back to their favourite pastime and head out in their boats.

The Canadian Safe Boating Council and its many partners wish to remind Canadians to take precautions to guard against the dangers of a fall into cold water.

Many people think a fall into the water is no big deal. They can climb back onto the dock or swim the short distance to shore, or they can right their overturned boat and get back in. If the boat can't be righted, they can put on their lifejacket and hold on to the boat until help arrives.

The reality is, when dealing with cold water, those goals often can't be reached.

It's hard to imagine what happens should you unexpectedly find yourself in cold water. Dr. Gordon Giesbrecht, Professor of Thermophysiology at the University of Manitoba, has experienced first-hand the

effects of cold water. He developed what he calls the 1-10-1 principle to help people understand how their bodies will react.

You will have one minute to get your breathing under control, as there is an initial gasp response followed by extreme hyperventilation.

Ten minutes of meaningful movement before the muscles in your extremities lose their effectiveness, and up to one hour before you lose consciousness due to hypothermia.

If you're not wearing a lifejacket and survive the initial shock and gasp, you have very little time, maybe one minute, before your arms and legs begin to stop functioning, preventing you from staying afloat.

Studies show that our bodies lose heat approximately 25 times faster in water than in air of the same temperature. If you're wearing thermal protection such as a neoprene wetsuit, paddling dry suit or a floater coat/suit, it will help keep you warmer for a greater length of time delaying the onset of hypothermia.

Should your boat capsize and you find yourself in the water, try to reduce the rate of heat loss by climbing onto the overturned hull or any other floating object such as a cooler. If none are immediately avail-

able, remain as motionless as possible to allow your skin to warm a thin layer of water around your body. Thrashing in the water not only disturbs this layer of warmer water but also accelerates heat loss.

If you are alone, tuck your legs and fold your arms across your chest in the HELP (Heat Escape Lessening Position) to protect your vital organs. If you are with others, huddle together interlacing your arms and legs and pressing your torsos together to preserve body heat.

One of the big questions is whether to stay with the boat or swim to shore. You should only consider swimming for shore if you are wearing a lifejacket, if your chances for rescue are very slim, and the distance to shore is manageable. Be aware that the effort involved in swimming will increase heat loss and adversely affect muscle movement.

Keeping these considerations in mind and taking proactive steps to protect against the dangers of a fall into cold water will go far towards making your boating activities safer and more enjoyable. Remember too that, in Canada, many of our larger bodies of water remain cold throughout the summer.

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