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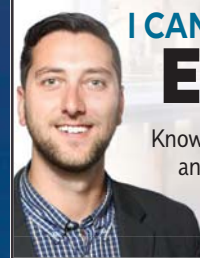
Volume 64 Number 22 | June 3, 2019

# LOOKOUT

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## TO DARE EVEREST

Captain Chris Dare, an army dentist with CFB Esquimalt's Dockyard Dental Clinic, was part of a mountaineering team that reached the summit of Mount Everest May 23. But the notable accomplishment of joining mountain climbing's prestigious Seven Summits club quickly turned to sorrow after the death of a teammate. For more on the expedition turn to page 2.

Photo courtesy Captain Chris Dare

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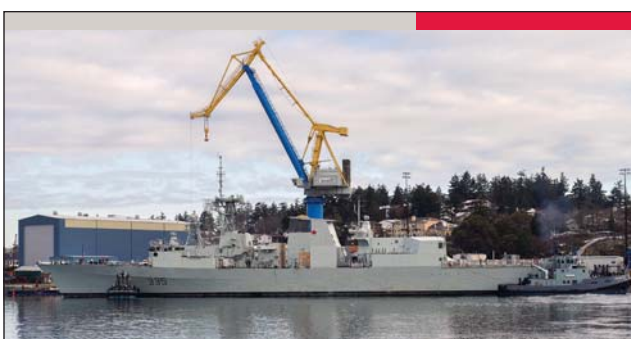


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# SUMMIT SURVIVAL

*"I truly believed I was in danger of dying up there. I barely made it back, but a combination of my Nuru's encouragement, thinking about friends and family at home, and repeating the words I'm not dying here today, I was able to stumble back into Camp 3."*

**Peter Mallett**  
Staff Writer

A Canadian Armed Forces soldier says his military training was crucial to surviving a harrowing ascent to the summit of Mount Everest that turned deadly for one of his teammates.

Captain Chris Dare, who works as a dentist at the Dockyard Dental Clinic, was part of the UK-based 360 Expeditions climbing team that scaled the world's tallest mountain last week from its Tibetan side. During a May 29 telephone interview from his hotel room in Tibet, Capt Dare said his experiences in the military made all the difference in getting him to the top of Everest and back to base camp alive.

"In the past, the military has put me in stressful situations, no sleep, exhaustion and getting fired upon in combat zones. I learned to calm down, to think and try to make the best decision possible instead of just going with my gut reaction."

In his now viral Facebook post from Mount Everest Base Camp after the summit, Capt Dare didn't celebrate conquering the 8,500-metre summit, which brought to fruition his goal to hike the world's Seven Summits. Instead, the 35-year-old lamented on the death of Kevin Hynes, his beloved teammate. Hynes died in his sleep, in his tent during his descent down the mountain on May 24.

"Kevin was an amazing hard-working Irishman that I feel privileged to have met and spent so much time with," wrote Capt Dare. "He always kept his mountaineering achievements under the radar and treated everyone with such kindness, it burns your heart. I miss him dearly."

The death of the 56-year-old father and 10 other Everest

climbers captured international headlines.

Capt Dare and Kevin Hynes were part of a seven-person, UK-based team of experienced mountaineers who made their ascent in treacherous wintry conditions. Over the six-week ascent Capt Dare says the team became like a family.

Capt Dare says Hynes wasn't feeling well and decided to abandon his climb after getting 200 metres from camp 3, an elevation of 8300m. Hynes opted for safety and received a consoling pat on the back from Captain Dare as he descended the mountain. He died a few hours later, most likely from altitude sickness.

## A DARING JOURNEY

His biggest safety concern prior to setting off on the expedition wasn't the challenge of howling winds, snow, poor visibility and difficult terrain. It was becoming stuck behind slower groups of hikers and running out of oxygen in what is called the Death Zone, the last 848 metres of Everest.

That fear played out at the summit.

His expedition made the climb from Base Camp to Camp 1, located on the Tibetan side of the mountain where they waited for good conditions to climb the summit. On May 23, they got a break in the weather and set off to climb the final 1,800 metres of Everest. They were not the only ones scrambling to the top, and soon there was a backlog of climbers on the three vertical single lifts on the trail. Stiff winds, snow and -50 Celsius temperatures were just part of what they had to endure.

The endless string of climbers added hours to both the ascent and descent. Climbers gasped for air, going through their precious canisters of oxygen as the weather went from bad to

worse. Capt Dare says what was to be a six to nine-hour journey from Camp 3 to the summit took more than 11.5 hours.

He abandoned the idea of snapping a selfie with Sherpa Nuru, spending less the 10 minutes at the top.

"I truly believed I was in danger of dying up there. I barely made it back, but a combination of my Nuru's encouragement, thinking about friends and family at home, and repeating the words I'm not dying here today, I was able to stumble back into Camp 3."

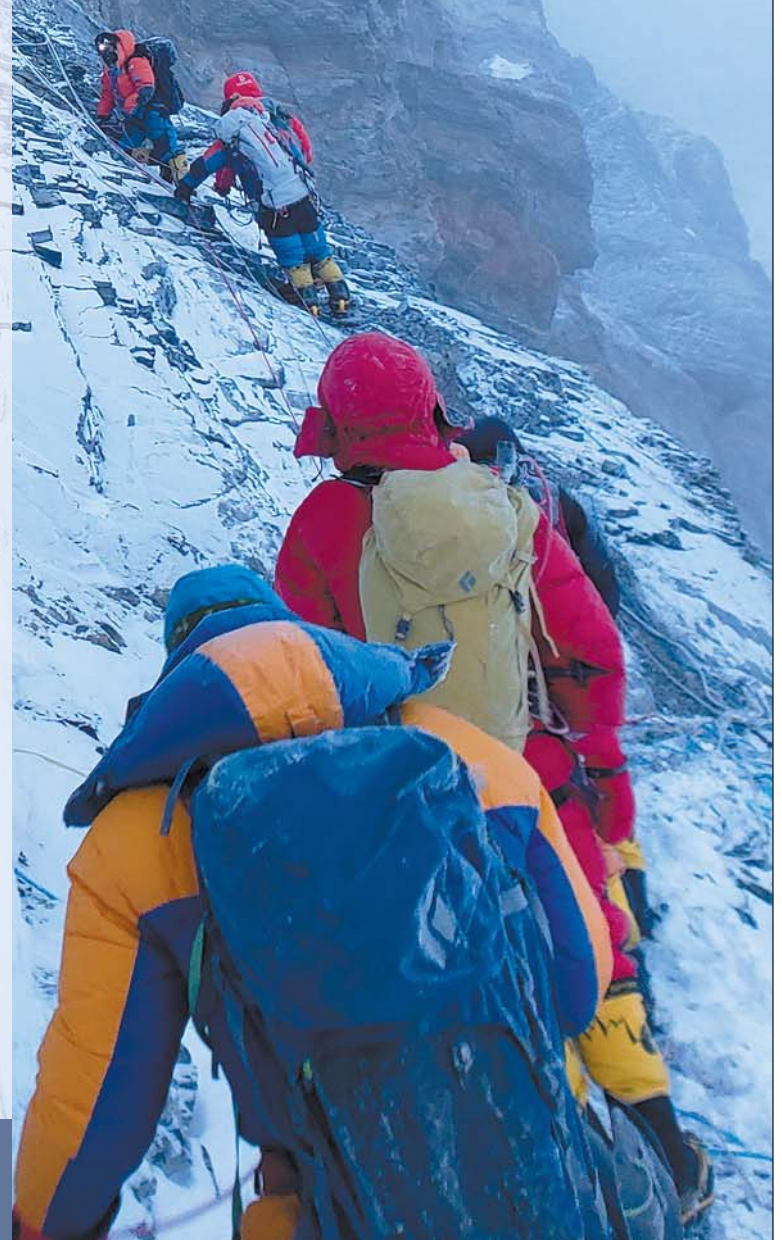
The danger for the rest of his teammates was omnipresent. Jamie Ironmonger was forced to make a tough decision and abort his climb a mere one hour from the summit due to oxygen supply concerns. Another teammate named Arthur and his guide Sherpa Pema ran out of oxygen at 8,600 metres. Capt Dare says the pair would have died if not for a Sherpa climber who gave them access to his cache of oxygen on the mountainside.

"Everyone on the team would like to know the identity of this miracle Sherpa so we can thank him."

As he recuperated in his hotel room close to the Chinese border, he said the first thing he wants to do after the reunion with his family is get some good Canadian comfort food in the form of a big burger and large helping of French fries at A&W.

He said his Everest excursion will likely be his last high-altitude mountain climbing adventure.

"I have come to the realization that climbing these 8,000 metre peaks may not be worth the risk; there is too much danger involved. I am happy to have done the Seven Summits, but I am going to retire from climbing the extremely dangerous ones."



Capt Dare wasn't just making the journey for himself, his expedition was also a fundraiser on behalf of a BC Children's Hospital called Summits of Hope, which at last count had raised over \$10,000. [www.summitsofhope.com/climbers/chris\\_dare](http://www.summitsofhope.com/climbers/chris_dare)





Photo by Leading Seaman Sisi Xu, MARPAC Imaging Services  
From the left: Chief Petty Officer First Class Steve Wist, Commander Jonathan Kouwenberg, and Lieutenant-Commander Collin Forsberg wear their United Nations blue beret in recognition of International Day of United Nations Peacekeepers and their own service in Operation Safari.

## HMCS Vancouver command team shares United Nations connection

**Peter Mallett**  
Staff Writer

The three members of HMCS Vancouver's command team share a unique commonality.

They all served on Operation Safari, the Canadian Armed Forces' contribution to the former United Nations Mission in Sudan (UNMIS) during the mid 2000s.

Commander Jonathan Kouwenberg was there in 2005; his Executive Officer, Lieutenant Commander Collin Forsberg served from 2009 to 2010, and Coxswain, Chief Petty Officer First Class Steve Wist was in Sudan in 2008.

"This isn't by design, this is completely accidental," said Cdr Kouwenberg. "I think we are probably a unique command team within the navy – all three of us having served on this mission in the middle of Africa."

All three joined Vancouver in 2018, and their connection was discovered when Cdr Kouwenberg perused their biographies.

He and LCdr Forsberg worked as military observers while CPO1 Wist was stationed at the UN's supply depot and logistical centre in El-Obeid.

Their respective experience in Sudan differed based on the

year and the location of their mission. For Cdr Kouwenberg, it was at the start of Operation Safari and UN observers were unarmed. He worked and lived in a remote village along with eight other UN military observers. He and three other members of the team – a Russian, an Ecuadorian and a Mexican officer – would regularly conduct long-range patrols in remote regions where armed clashes between rival tribes and gangs would often occur.

"We patrolled arid areas of the countryside that was essentially in the middle of nowhere, with no support and very little in the way of medical or armed assistance. We would routinely be driving down roads that had not been cleared of mines and took substantial personal risk in order to get out there and do what the UN needed us to do."

LCdr Forsberg's experience differed greatly. He arrived towards the end of the United Nations mission in Sudan, when much of the armed conflict had begun to subside and a degree of peace had been restored. By his time UN troops were armed.

He monitored joint integrated security units with the Sudanese People's Liberation Army and the Sudanese Armed Forces, who served

along side each other. He too worked with a diverse UN team to accomplish their mission.

"It was a fantastic deployment and something I would like to do again," said LCdr Forsberg. "Getting to know and work with people from Sudan and other countries of the United Nations, all with such varying backgrounds and experiences, was truly incredible."

All three men agreed that taking part in the mission was the "experience of a lifetime" and one they will always cherish.

Last Thursday was especially poignant for them, as May 29 was International Day of United Nations Peacekeepers. They took a respective moment to reflect on the day that pays tribute to them, and to all the men and women who served and continue to serve in United Nations peacekeeping operations. The day honoured their professionalism, dedication, and courage, and the memory of those who died in the cause of peace.

The Canadian Armed Forces currently have 10 personnel deployed through the Canadian Joint Operations Centre on Operation Soprano, Canada's contribution to the United Nations Mission in South Sudan.



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# matters of OPINION

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## WHAT SAY YOU

### People Talk

As the days of summer approach and people's thoughts turn to travel and adventure, Lookout asked the following question:

*What was your most memorable road trip?*



I was posted in Halifax doing a course and my wife drove from Quebec with the kids to meet me. We drove out to Hopewell Rocks [the Flowerpot Rocks] in New Brunswick and it was a trip I will never forget. The distinctive sandstone rock formations 50 to 70 feet tall that have been carved out by thousands of years of tidal erosion, it was quite something to see.

**LS Richard Belley,**  
**HMCS Vancouver**



My memorable road trip was driving across the country from CFB Borden to my posting at the Queen's Own Rifles at Work Point in 1969. I was driving a 1961 Oldsmobile station wagon and we camped at campsites all along the way. It was good to be able to stop in the Kootenays and see some of the family.

**Major (Retired)**  
**Gerry Ratchford,**  
**Commissionaire**



I can still remember a trip I took many years ago when I lived in Australia. Me and my friends hopped in the car and drove through central Australia from Adelaide. The scenery in many of these remote locations in the centre of the country was incredible. The colours of the Australian countryside are spectacular especially in places like Ayers Rock, now known as Uluru; so memorable.

**LCdr (Retired) Paul Seguna,**  
**Volunteer CFB Esquimalt**  
**Naval and Military Museum**



In 2011, my wife and I went for a tour of Washington State. We started at the Osoyoos border crossing and went from there to Leavenworth, to Tacoma, to Mt. St. Helens, to Longbeach and did the whole Pacific drive up to Port Angeles. It was just outstanding seeing all the different geographic and climatic zones, from desert to forest to coastal regions.

**Chris Nixon,**  
**FMF Group 7**

## WHAT SAY WE

### D Day coin honours Canadians at Juno Beach

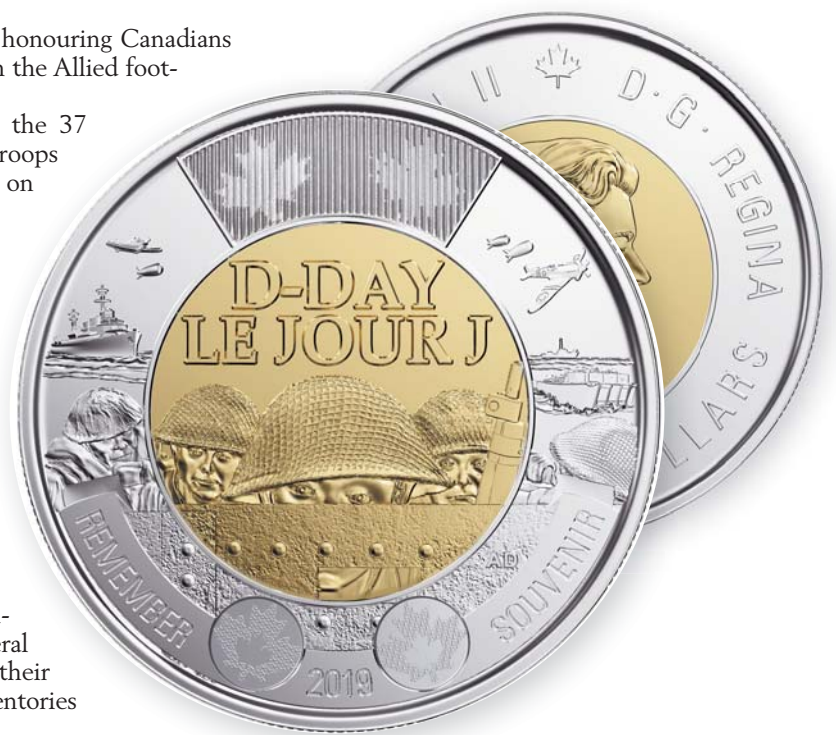
The Royal Canadian Mint has launched a \$2 circulation coin honouring Canadians who, landing in Normandy, France, 75 years ago, helped establish the Allied foothold that would lead to the liberation of Western Europe.

The coin was unveiled at the Moncton Garrison, home to the 37 Brigade of the North Shore Regiment (New Brunswick) whose troops were among the 13 Canadian regiments landing at Juno Beach on June 6, 1944.

Designed by Canadian artist Alan Daniel, the reverse of this coin conveys the anticipation of Canadian soldiers approaching Juno Beach. A compelling perspective at the core of the coin shows three soldiers peering from their landing craft. On the outer ring, engravings of ships and aircraft illustrate the massive air and naval operation that supported the troops taking part in the largest seaborne invasion in military history. D-DAY/LE JOUR J is engraved above the soldiers' helmets.

At the bottom, the words REMEMBER/SOUVENIR appear on either side of the coin's 2019 date. The obverse features the effigy of Her Majesty Queen Elizabeth, designed by Canadian artist Susanna Blunt in 2003.

Limited to a mintage of three million coins, of which two million will feature colour, the two-dollar circulation coin commemorating the 75th anniversary of D-Day is now entering general circulation. The public should see them gradually appear in their change as bank branches and businesses begin replenishing inventories of \$2 coins.



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# HMCS MALAHAT ON STATION



AB Nick Reicker, from HMCS Malahat, observes the busy waters of the Swiftsure start line from the unit's RHIB.

## A/SLt Donald Den HMCS Malahat

FOR hundreds of boaters and spectators, the end of May marked the Swiftsure International Yacht Race.

In its 76th year, Swiftsure is the largest sailing race on the west coast of North America and draws hundreds of participants and boats to the city.

Due to the race's size, location, and international significance, the Royal Canadian Navy lends

its support, as well as personnel and ship resources to the running of Swiftsure.

On location for the start of this event was both a Kingston-class vessel, *HMCS Edmonton* and a Rigid Hull Inflatable Boat (RHIB) from *HMCS Malahat* - Victoria's Naval Reserve Unit.

*Edmonton* physically served as one end of the anchored start line; it also transported several event officials, and marked the commencement of the different races with either a horn or a

blast from the ceremonial on-deck cannon.

*Malahat* sailors crewed a RHIB that was the official "Jury Boat" of the race, transporting Swiftsure jury officials and a photographer amidst the 165 different boats that converged around Clover Point for the start of the race.

"Events like Swiftsure provide *Malahat* with an opportunity to contribute and interact with the local and international communities with on-water support to the event, staff, and the race

participants," said Cdr Greg Walker, Commanding Officer of *Malahat*.

Amongst the pool of entrants this year were boats from the Royal Canadian Navy - Sailing Training Vessels *Goldcrest* and *Tuna*, crewed by current and former naval personnel, and sailed under the flag of the Canadian Forces Sailing Association (CFSA).

While the start of the race on Saturday was faced with low winds and heavy rains, leading

many to refer to the event as "Driftsure", it did not dampen the enthusiasm of those who participated in or supported this year's race.

In the words of Able Seaman Nic Reicker, who was aboard *Malahat's* RHIB, "Despite the weather, everyone was in good spirits and it still remained another successful start at Swiftsure. All in all, a great day for *Malahat*, *Edmonton*, and the participants and officials of the race."



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# Alert Bay children discover

## CFB ESQUIMALT

Photos by SLt M.X. Déry, MARPAC PA Office

**SLt M.X. Déry**  
MARPAC Public Affairs

Seven students from T'lisalagi'lakw School in Alert Bay visited CFB Esquimalt during a school trip to Greater Victoria.

Commodore Angus Topshee invited members of the Namgis community during Exercise Northern Reach in Port McNeill March 30, when he met with Namgis member George Alfred.

First stop on the tour was Fleet Maintenance Facility, which employs roughly a thousand civilian and military personnel, more than half the entire population of Alert Bay.

Students learned what it takes to maintain the fleet of warships as they followed the yellow lines through the massive shop floor with highly specialized equipment around every corner.

School principal Shane Douglas reminded them to think about the wide range of trade occupations available in B.C.

When the group arrived at the engraving shop, Bruce Alfred received a specially created plaque with the Namgis First Nations logo on it from PO1 Wiggins. Of special note, Alfred also designed the logo.

Once finished with the shore tours, the group moved to a naval platform, HMCS Nanaimo, where PO2 Gavin

Flannigan showed the group around the ship.

"Why are the lights red?" asked one curious student pointing to the red colour florescent lighting.

"At night we turn all the lights off except the red ones and that helps keep our night vision for when we go on the upper decks or the bridge," replied PO2 Flannigan.

On the bridge, the students were surprised to find the controls for the ship's propulsion system so small considering their power.

Commander Jason Bergen spoke to the group in his cabin, and fielded questions about how he got to the position of captain of *Nanaimo*. He explained the hard work it took over 22 years to get where he is today, from the aptitude test at the recruitment centre to commanding the ship during his latest Operation Caribbe deployment, and all the training in-between.

"You hear that," interjected George Alfred, "you never stop learning."

Prior to embarking on the bus for the five-hour drive back to Alert Bay, principal Douglas presented Marie Ormiston from Maritime Forces Pacific Visits and Protocol, and PO2 Flannigan a paddle carved in Alert Bay and signed by the students.

"Thank you very much for making this possible," said Principal Douglas.

PO1 Wiggins presents Bruce Alfred an engraving of the Namgis First Nation's logo; George Alfred and the students of T'lisalagi'lakw school pose with him in the Fleet Maintenance Facility engraving shop.



An FMF employee shows the Alert Bay students the century-old ceremonial cannon they are maintaining.



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# British company on the lookout for clickers

**Peter Mallett**  
Staff Writer

A British whistle manufacturer is on the hunt to find a tiny and rare piece of survival equipment used by U.S. paratroopers ahead of the D-Day landings.

As the 75th anniversary of the historic military operation by the Allies approaches, Birmingham-based Acme Whistles launched its Lost Clickers of the D-Day Landings campaign. ACME is putting the call out to Second World War veterans and their families in hopes they can locate one of its 7,000 clickers issued to the American Airborne Division and used as a vital piece of signaling equipment.

Simon Topman, Managing Director at Acme Whistles, says the campaign is mostly focusing its search efforts in the U.S. but says

clickers might also exist in Canada, Great Britain, or elsewhere.

"Perhaps your great Grandad was a D-Day veteran, maybe he has a box of war medals where it could lie unknown," said Topman. "Maybe an elderly neighbour is a widow of a D-Day veteran who doesn't realize the significance of the unassuming clicker? We ask that people start seeking them out, to see if they can unearth a lost piece of sound history."

Demonstrating its use, Topman shows how the tiny boxed-shaped clickers fit in the palm of the hand. He says the clickers were nickel plated, while some towards the end of the production run were made in plain brass in the rush to get them ready in time for the landings.

Paratroopers used the device after they were dropped behind enemy lines the night before D-Day on June 5, 1945, as an

effort to get scattered paratroopers back in a composed fighting group. The clickers were designed to give an audible signal, making a distinct clicking noise when pushing down on the lever. If a paratrooper was not alone when they landed or if they were detected by someone in proximity they were instructed to click once. If responding to the sound of another clicker, a two-click response meant friend, and no response meant the person was not a member of their division.

The campaign was launched on April 24 and also has the support of the Royal British Legion. If any clickers are found, veterans, friends and family who take ownership of them will be invited to a special commemorative day hosted by ACME Whistles. For more information or if you believe you have located a clicker contact: Ben.McFarlane@ACMEwhistles.co.uk



**Left:** A replica clicker similar to those issued to the American Airborne Division in the Second World War.

**Right:** Simon Topman, Managing Director of ACME Whistles.





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# Tri-force marching band represents Canada in France

**Peter Mallett**  
Staff Writer

Twenty-one members of the Naden Band of the Royal Canadian Navy (RCN) have joined a 65-person combined military marching band for Operation Distinction.

The other Band members were drawn from the Royal Canadian Air Force Band from Winnipeg, and the Royal Canadian Artillery Band from Edmonton.

"This is a unique opportunity for the Music Branch to provide a large number of musicians from all three elements to support these important events," said Chief Petty Officer Second Class Brayden Wise, the Unit Chief of the Naden Band.

The musicians have travelled to France where they will play at 75th Anniversary of D-Day commemorative events June 4 to 8.

"This is a great opportunity for the Naden Band to prove its worth on the international stage and be ambassadors

for the RCN and our country," said Petty Officer Second Class Katrina Bligh, who plays the oboe. "We are commemorating a defining moment in Canadian history, so there is really a lot of pride involved."

The ensemble is under the command of Captain Matthew Clark, a former Commanding Officer of the Naden Band. They will play nine engagements over the five days including a special event at the Juno Beach Centre, Canada's Second World War museum and cultural centre in Normandy, on June 6.

Both of PO2 Bligh's grandfathers were sailors in the Royal Canadian Navy during the Battle of the Atlantic, and the significance and historical importance of the anniversary is not lost on her or her bandmates.

The remaining Naden Band members will continue their ambassadorial work in Canada, performing at the Ladner Band Festival in Delta B.C. on June 2 and Fleet Week events at the Rose Festival in Portland June 5 to 9.



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From the left: Kindness Ambassador Greg Hind is joined by A Kinder Cup owners Chief Petty Officer First Class (Retired) Marc Dufort and Kim Dufort as they raise a toast to their new coffee shop at Admirals Walk Plaza.

Photo by PeterMallett, Lookout

# coffee shop brews up kindness

**Peter Mallett**  
Staff Writer

The owners of a new coffee shop in Admirals Walk Plaza have opened up with the purpose of hiring adults with developmental disabilities.

A Kinder Cup, aptly named, is run by Chief Petty Officer First Class (Retired) Marc Dufort and his wife Kim. It opened last December and among their staff of 12, five employees have a developmental disability.

"Normally a business employs people to do a job, but at A Kinder Cup we create jobs to employ people with disabilities, and this is a great venue to do it," explains CPO1 (Ret'd) Dufort.

He has first-hand knowledge of the obstacles facing people with disabilities in Canada as his brother has an intellectual disability and has suffered from epileptic seizures from a young age.

"I have seen the other side of our great country, the low level of support my brother had for leading a normal life and I really felt that frustration. When Kim approached me with this idea, I eagerly supported her."

His wife is a former community support worker who supported adults



with a developmental disability for over 30 years in the Greater Victoria area. The idea for A Kinder Cup brewed to fruition after Kim read a Facebook post about a coffee shop in Wilmington, N.C., called Bitty and Beau's who hires adults with a developmental disability.

"That story from North Carolina planted a seed for us," said Kim.

When CPO1 (Ret'd) Dufort left the military in 2018 and enrolled in Royal Roads University's Bachelor of Commerce in Entrepreneurial Management, the coffee shop went from idea to brick and mortar.

"Everything we do at the shop is in line with what I study," he says.

Kim manages the bulk of the opera-

tion, and recently employed a former co-worker, Greg Hind, as one of five Kindness Ambassadors in the store.

"I like the whole idea of the coffee shop being inclusive, it makes me feel good," says Hind, 40. "I really like my job here because I get to interact with people and take the food and drinks out to people. Working here actually helps me relax."

Having a job gives the Kindness Ambassadors much more than just a pay cheque, says Kim.

"Employment is a thing many of us take for granted, but for adults with a developmental disability employment is much more. It's about a feeling of contribution and self-confidence along with the pride of being part of a team. We want to highlight their abilities rather than their disabilities."

Each Kindness Ambassador is individually trained by coaches from their employment agencies. Coaches make sure the new employees get settled into their jobs with help from the other employees known as Kindness Mentors.

For more information about A Kinder Cup visit their website: <http://akindercup.ca/> or grab a cup of java and a sandwich from a Kindness Ambassador.

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# BALANCE

## IN ACTION

**Peter Mallett**  
Staff Writer

CFB Esquimalt's Naval Training Development Centre was quick off the mark in implementing *Balance*, the Canadian Armed Forces (CAF) new physical performance strategy.

Only days after the CAF's new fitness strategy was announced, Commander Alain Sauvé introduced measures to support its goals.

He's encouraging supervisors to have military personnel attend PSP-led physical training (PT) events or other physical activities of their choosing; is making the monthly Formation Run mandatory; and is promoting the daily hour of fitness for both physical and mental health.

Full compliance is crucial to making the new measures effective, he says.

He believes the establishment of designated time blocks for fitness are equally important as the assignments, meetings and regular duties they perform. His measures are an effort to "create a culture change."

"Everyone wants to be fit but making an effort to do so isn't always easy, so now they have the support of their chain of command to follow their goals," said Cdr Sauvé. "The unit's supervisors have been instructed to give that time back to their employees, and the command team must now lead by example by also staying active."

Cdr Sauvé participates in the unit's weekly PT sessions. His Coxswain, Chief Petty Officer First Class Paul Fenton goes running, and the unit's Executive Officer,

Lieutenant Commander Angus Fedoruk works out in the gym.

Cdr Sauvé has implemented a point system that allows individuals who attain a certain threshold of points to get a day of leave and to be entered in a raffle for healthy prizes.

Points are also earned by refraining from alcohol, tobacco and non-medical cannabis, or consuming sugary or high fat foods and drinks.

This initiative is in line with the strategic document *Balance* released on April 23. The 82-page guidebook provides local command teams with the tools to assist and encourage military members in becoming fitter, healthier and more operationally ready than before.

The document spells out targets for each of the four key areas: physical activity, performance nutrition, adequate sleep, and prevention of injury. It emphasizes the importance of leaders to "develop a policy framework that makes healthy choices easy for all personnel."

"We want to change the perspective of people who previously had the impression that participating in PT was essentially not getting your work done, with those stuck behind their desks being rewarded instead," said Cdr Sauvé. "The past few years we have seen a gradual change in focus, a clear commitment from the supervisors to be active themselves and encourage others to change."

*Balance* falls in line with Canada's Defence Policy that was announced in June 2017 and builds on the former Canadian Armed Forces Health and Fitness Strategy policy that was introduced in 2008.

### Canada's 2019 Food Guide

Make water your drink of choice

Have plenty of vegetables and fruits



Eat protein foods

Choose whole grain foods

Canada's Food Guide has evolved since the first version was released to the public in 1942. The latest version was released in 2019; while the science of food has progressed, the existing CAF food services standards, based on the previous version of Canada's Food Guide (2007), are not specifically designed for the Naval environment. The RCN is seeing increasing levels of obesity, dental caries, and high blood pressure among its members. Our operational fitness has also been impacted, as shown in below average FORCE test results.

## Royal Canadian Navy on board with strategy

**Commodore Angus Topshee**  
Commander Canadian Fleet Pacific

I was surprised and honoured to be appointed as the Royal Canadian Navy's fitness champion. I have been passionate about fitness throughout my career and know firsthand that it can be hard to sustain a fit and healthy lifestyle through the demands of a navy career.

That's why I'm so excited by the work that has been done across the Canadian Armed Forces (CAF) and the navy to make it easier for everyone to find their "balance."

The Canadian Armed Forces recently issued a new physical performance strategy called *Balance*. The strategy takes a comprehensive approach to operational wellness that is tailored to meet the unique needs and demands of life in the CAF. *Balance* outlines four key behaviours - physical activity, performance nutrition, sleep/rest, and injury prevention - and provides tools and information to CAF and RCN leaders "to assist their people in becoming fitter, healthier, and more operationally ready than ever before."

*Balance* reflects the latest research in the field and is consistent with the terrific work done by the Maritime Forces Atlantic and Maritime Forces Pacific health and wellness teams.

### FINDING YOUR BALANCE

While there are best practices, it is up to everyone to find the right balance to sustain their fitness. The RCN leadership is committed to helping you find and sustain that balance - at sea and alongside - through the constant changes and challenges of a naval career. We've made a lot of progress in this area but there is clearly still a lot of work to do.

While the work the RCN has done to promote physical activity over the past several years - improving fitness equipment in ships, building fitness windows into flexes, embarking Personnel Support Program personnel, creating dedicated gym spaces aboard frigates, creating the Navy Bike Ride, and promoting active commuting on bases - has been significant, there is a lot still to be done.

I will advocate for dedicated gym spaces aboard all our platforms and strive to ensure a minimum, common level of equipment to permit our sailors to sustain their physical fitness routines as they move from ship to ship or from ship to shore. If you find a healthy fitness routine that works for you, we want you to be able to sustain it.

Changes are coming in the RCN's approach to nutrition - in essence, how we intend to adopt and apply the principles of *Balance* and the introduction of nutritional science in a new Healthy Eating Guide. The simple truth is that our approach to food aboard ships and in our messes is out of balance - our food is generally quite good and tasty, but we offer too much of it and our overall approach isn't in accordance with the Canada Food Guide and other nutritional science. For that reason, we are going to make changes.

*Balance* also highlights the importance of sleep and rest. If you've sailed aboard our ships over the past couple of years, you will have experienced new watch rotations that are specifically designed to address this aspect of fitness. In particular, the 4A watch rotation allows most watch

standers an unbroken period of sleep and includes dedicated windows for fitness and personal time for everyone. While it remains more challenging to find a healthy sleep/rest balance when we are sailing 1 in 2, we are working to develop a crewing model for the next generation of ships that permit a better balance.

Injury prevention is nothing new to the RCN - it is already incorporated into the safety briefs we give before every evolution and our annual general safety reviews. However, we can do better. We must systematically review CF98s and DND 663s to identify patterns of accidents and introduce changes to avoid them.

For example, we continue to suffer injuries when doors and hatches slam shut on fingers. We've undertaken a review to determine if we can install dampeners on the hatches and doors that are most commonly associated with injuries to prevent them slamming shut on fingers. While installing a robust and effective dampener may be expensive, the cost is clearly offset by the reduction in injuries that often result in trips ashore for medical care, or, in some cases, repatriation.

Injury prevention in fitness training encompasses proper nutrition, sleep and rest, and the actual design of a fitness training regime. PSP personnel are specifically trained in designing such programs and can work with you to plan your fitness program so that you can achieve your best while remaining injury free.

Fitness and health are both a personal responsibility and an operational requirement. The RCN is committed to providing an environment that allows every person to find the balance that allows them to achieve and sustain a healthy lifestyle.

In accordance with best practices, we will be "nudging" our sailors to make better choices and we will be ensuring opportunities for maximizing our health are robust and plentiful. Ultimately, it's up to you but we will help you get there.





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## D-Day veteran reflects upon D-Day landing

### War Amps

On June 6, 1944, Toronto's Allan Bacon was one of thousands of Canadians to arrive by boat on the shores of Juno Beach in Normandy, France. As this year marks the 75<sup>th</sup> anniversary of D-Day, 99-year-old Bacon is reflecting on that pivotal event.

Bacon enlisted with the Royal Regiment of Canada in 1940 and was later transferred to the Canadian Scottish Regiment. When his tour of duty took him to Normandy, his role was in the mortar platoon.

"That was because I had difficulty opening one eye at a time, which was required to operate a rifle," he recalls.

On June 17, 1944, Bacon was based in a barn, anticipating an attack that never came. He went into a nearby shed to disarm the grenades when one exploded, resulting in the loss of his right arm.

When Bacon realized he'd lost his arm, his first thought was, "This will break my mother's heart."

He recovered at a hospital in England where he learned to use his left arm through exercises, such as washing windows.

On returning to Canada, he became a member of The War Amps, an association started by amputee veterans returning from the First World War to help each other adapt to their new reality. Today, Bacon continues to be active with The War Amps Toronto Branch.

His daughter, Deborah Sliwinski, says, "In our family, we see my father as a hero. He talks about how losing his arm was the best thing that ever happened to him because it gave him the courage to try new things."

When asked what he thinks of being called a hero, Bacon says that he didn't do anything out of the ordinary, adding that at the time, men and women enlisted with the goal of protecting the country and he wanted to do the same.

Through the years, he along with his fellow War Amps members, have made it a goal to remember and commemorate their fallen comrades, and to educate youth about the horrors of war.

"In Normandy, many Canadians died or suffered wounds that they had to carry for the rest of their lives," says Bacon. "On anniversaries like D-Day, it's important that we never forget."



**Second World War veteran Allan Bacon today, at the Sunnybrook Veterans Centre in Toronto.**

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# Operation Artemis Concludes



**Lt(N) Linda Coleman**  
Public Affairs Officer

**T**HE seas are unbelievably calm at this time of year in the Arabian Sea along the "Hash Highway," a historical shipping route through the Indian Ocean that's been known for smuggling for centuries.

This is where *HMCS Regina* and Naval Replenishment Unit (NRU) Asterix have been operating for the past two months as part of Operation Artemis, the Canadian Armed Forces' ongoing contribution to counter-terrorism and maritime security operations in the Middle East and East African waters.

The aim of the operation was to work with Combined Task

Force 150, a Task Force under Combined Maritime Forces that works to deter and deny terrorist organizations any benefits from employing the high seas for smuggling illicit cargo including narcotics, UN embargoed weapons, and Somali charcoal. Profits from drug trafficking in the region are a known source of funding for terrorists and criminal networks.

This represents a common threat to the security and prosperity of the region, further destabilizing regional countries. The mission also ensures the legitimate global trade that Canada and the world depend on for their respective economies can proceed without threat of terrorism and illegal activities.

*Regina*, along with its embarked Cyclone helicopter, Naval Tactical Operations Group, NRU Asterix,

and a CP-140 Aurora aircraft joined Combined Task Force 150 at the end of March. At the time, it was the Canadian Armed Forces' third largest operation, next to Operation Impact and Operation Reassurance, significantly increasing the CAF footprint in the Middle East and East Africa region.

For the first two weeks of Op Artemis, CAF assets were operating under the command of a Canada-led CTF 150 Task Force, supported by the Royal Australian Navy. The mission started off with a drug bust early on April 7, when *Regina* seized and destroyed 2,569 kg of hashish.

On April 11, Canada handed over command of CTF 150 to Pakistan, completing Canada's fourth command of this multinational counter-terrorism Task Force.

As *Regina* continued operating under the Pakistani-led CTF 150, the successes continued with three more illegal narcotic seizures. In total, *Regina* seized and destroyed 9,155 kg of illegal narcotics, worth just over \$4.7 million (USD) regional wholesale value.

"I'm extremely proud of the hard work and professionalism demonstrated by all Canadian Armed Forces units and members work-

ing together in the region during Operation Artemis," said Cdr Jake French, *Regina's* Commanding Officer and Op Artemis Task Force Commander. "As a team, we contributed to maritime security in the region by disrupting the use of the high seas as a passageway for illicit activities that's used to fund terrorist and criminal networks, while supporting the free-flow of international trade and commerce in some of the world's busiest waterways. That's \$4.7 million dollars that will not be making it into the hands of those wanting to do harm around the world."

Throughout the two month operation, the embarked Naval Tactical Operations Group team conducted a total of 10 boardings, providing them with valuable experience in the region.

Some of these boardings were also approach and assist visits – an element of maritime security operations that help generate support and awareness amongst vessels in the region to ensure a secure maritime environment. They provide CTF 150 coalition forces face-to-face interaction with local fishermen and valuable information on patterns of life within the region, further supporting coalition goals of security and stability in the

Middle East, and ensuring the free flow of legitimate trade and commerce.

Op Artemis also provided *Regina* training opportunities with naval partners. On April 23, *Regina* conducted a cooperative deployment with Task Force (TF) 473, a carrier strike group with nuclear-powered French Navy aircraft carrier *Charles de Gaulle*. The cooperation included an air defence exercise and helicopter deck evolutions with the goal of enhancing interoperability and improving communications.

NRU Asterix also saw a significant amount of interoperability by conducting replenishments at sea (RAS) with the French, Dutch, and Spanish, demonstrating Asterix's abilities to support our partners and allies.

As *Regina* and NRU Asterix sail east out of the Middle East, they will resume Operation Projection, working with partner navies and conducting key leader engagements to enhance military cooperation and partnerships in support of Canada's diplomatic efforts in the Asia-Pacific region. The ships return to their home-port of Esquimalt, BC, in August 2019 after a six-month long deployment.



**Left: Ordinary Seaman Bradley Kerschbaum prepares to dock in Port Rashid, Dubai United Arab Emirates.**

**Right: Regina's crew drills on man overboard.**



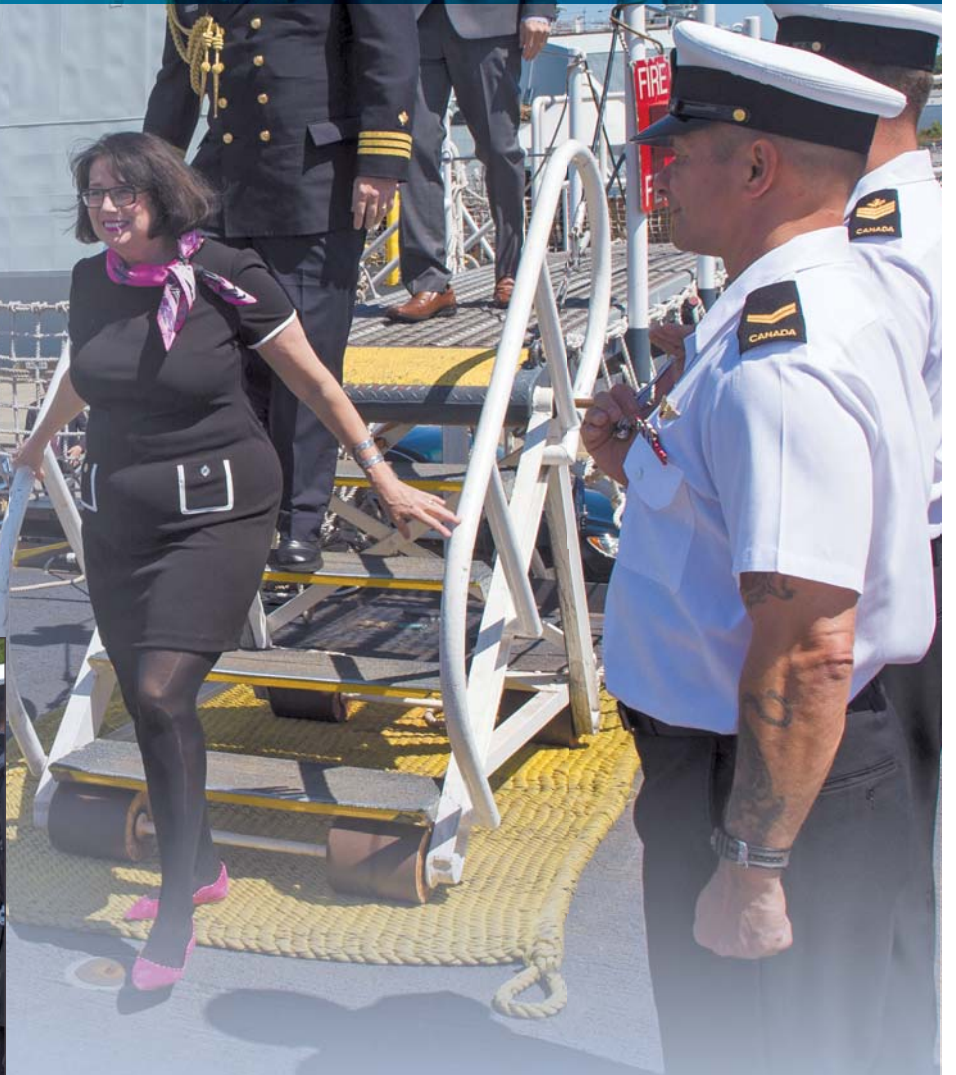
Photos by Corporal Stuart Evans, Borden Imaging Services



# LIEUTENANT GOVERNOR OF B.C. VISITS BASE

Photos by LS Mike Goluboff, MARPAC Imaging Service

Lieutenant (Navy) Haley Van Poorten describes the day to day procedures in the Machinery Control Room with the Honourable Janet Austin, Lieutenant Governor of British Columbia, during her tour of HMCS Winnipeg.



Above: The Honourable Janet Austin crosses the brow of HMCS Winnipeg for a tour of the ship during her visit May 27.

Left: The Honourable Janet Austin reviews the Guard of Honour at Duntze Head.

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## A LICENCE PLATE FOR VETERANS: HONOURING THE DUTY TO REMEMBER

**Éduoard Dufour**  
Adsum Newspaper

A new veterans' license plate was unveiled by Quebec Transport Minister François Bonnardel at the Quebec Garrison Club April 15.

The announcement is the culmination of a process that was started more than 15 years ago by a committee of Quebec veterans to improve the visual appearance of the plate.

"It's a great day. We're happy for all the people who will be entitled to receive the new plate, and for those who served and who are no longer here today," Pierre Dugal said with emotion after the long-awaited unveiling of the plate.

Dugal is a veteran and one of the determined committee members who made the new plates possible.

"This plate is a way to uphold the duty to remember all those who have fallen, who have recovered, who have returned wounded or otherwise," said Minister Bonnardel. "I think this is the most beautiful

plate in North America."

The first version of the plate was rather inconspicuous with a small poppy as the only indication a veteran was driving. The new plate graphics are much sharper and more evocative. The word "veterans" has been added. The poppy, a symbol of remembrance, still has its place and is featured alongside the prominent profiles of two CAF members, one male and one female.

The commemorative plate is available exclusively to veterans living in Quebec who request it from the Royal Canadian Legion. The cost is \$15 and the Legion reviews each request. If the application is accepted by the Legion, the Société de l'assurance automobile du Québec (SAAQ) will mail the plate and the new registration certificate to the veteran.

Veterans who already have a commemorative plate will receive a letter and a form in order to get the updated plate. Veterans who have not received a letter can call 1-800-361-7620 for assistance.

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# CANADIAN ENVIRONMENT WEEK

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Tips to save more energy: use natural light, turn off lights, take shorter showers, fix leaky faucets, unplug unused electronics, and run full loads of laundry and manage your thermostat settings.

**WEDNESDAY, JUNE 5TH**  
**WORLD ENVIRONMENT DAY**



MARPAC has multiple environmental programs and initiatives that demonstrate the Navy's commitment to protecting our natural environment.

**THURSDAY, JUNE 6TH**  
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**FRIDAY, JUNE 7TH**  
**WORLD OCEANS DAY**



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To learn more on these topics, what MARPAC is doing, and what you yourself can do to protect these valuable resources, keep your eyes open for tips on MARPAC's notice board.

Canadian Environment Week focuses on celebrating the government's environmental accomplishments, as well as spreading awareness of environmental issues facing our country, and encouraging Canadians to contribute in preserving and protecting our environment.





### JUNO BEACH JUMP OFF - THE CANADIAN LANDINGS IN NORMANDY ON D DAY JUNE 6, 1944

Artist: Paul Seguna

24x36 water-based oils on stretched canvas

This painting commemorates the 75th anniversary of the June 6, 1944, D Day landings in Normandy by the Canadian Forces. The painting depicts Canadian Infantry from the 3rd Infantry Division advancing past the beach defences after the initial assault. The infantry is being supported by specialized tanks of the British 79th Armoured Division, nicknamed "Hobart's Funnies" after the Division Commander. The tank in the foreground is a Churchill AVRE (Armoured Vehicle Royal Engineers) armed with a 290mm Spigot mortar, known as a 'Petard', which fired a 40lb demolition charge called a "flying dustbin" used to demolish concrete obstacles and bunkers. The landing beach is the scene of the unloading of troops from landing ships and craft of RCN while in the distance offshore ships of the RCN continue to support the push inland by landed troops with naval gunfire support. Overhead, two RCAF Spitfire fighters conduct a low pass over the beach, while at a higher altitude transport aircraft fly inland to reinforce the paratroops dropped inland before the beach landings. The building in the painting is iconic of the Canadian landings at Juno Beach and has become of focal point of Canadian visitors to Juno Beach.



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







## Base Administration

Cdr Cory Foreman, Base Administration Officer, presents promotions.



LS Amanda Hanley is promoted to her current rank by Cdr Cory Foreman, Base Administration Officer, and Lt(N) Amy Mahar, Base Foods Officer.



MS Jandei Kim is promoted to her current appointment by Cdr Cory Foreman, and her spouse LS Tucker Matheson.



Capt Dean Pilkey receives certification as a Personnel Selection Officer.



## Fleet Maintenance Facility

LCdr Simon Summers, Deputy Commanding Officer of Fleet Maintenance Facility, presents awards and promotions.



PO1 Viet Phung is promoted to his current rank accompanied by his wife Huyen Bui.



Nathan Rae is presented an FMF Bravo Zulu.

A happy 91st birthday cake was presented to Commissionaire Gerry Ratchford by Cdr Amit Bagga, Commanding Officer of Fleet Maintenance Facility.



Trevor Kicher is presented an FMF Bravo Zulu.

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## Naval Personnel Training Group



OS Elmer is presented the top student of RQLS 0008 Boatswain course award from LCdr O'Regan.



Graduates of the RQLS 0008 Boatswain course from left: AB Kathol, AB Katcheech, AB Soderstrom, AB Samonte, OS Elmer, and AB Palmer.





## HMCS Winnipeg Presentations and Promotions



LCdr Calley Gray is promoted to her current rank by LCdr Anthony Lefresne, Executive Officer (left), and Cdr Mike Stefanson, Commanding Officer (right).



AB Aaron Henry is promoted to his current rank by Cdr Mike Stefanson, Commanding Officer (left), and Lt(N) Jeff Ducharme, Logistics Officer (right).



CPO2 Oliver Meyer is promoted to his current rank by Cdr Mike Stefanson, Commanding Officer (left), and Lt(N) Billy Andrews, Operations Officer (right).



CPO2 Jason Tucker is promoted to his current rank by Cdr Mike Stefanson, Commanding Officer (left), and Lt(N) Doug Priestly, Combat Systems Engineering Officer (right).

## HMCS Regina Operation Artemis



The VAdm Ron Lloyd, Commander of the Royal Canadian Navy, presented the Special Service Medal Expedition Bar to the HMCS Regina crew during his visit to the ship.

Photo by Cpl Stuart Evans



## Poppy Fund Donation



Victoria Remembrance Day Poppy Chairman Angus Stanfield presents a cheque to Rick Nicholson, Manager of Cockrell House - a transitional house for homeless veterans. Assisting in the presentation is Lorraine Salkus, President Branch #292 Trafalgar/ProPatria.



Executive Director Mike Annan of the Vancouver Island Compassion Dog Society receives a cheque from Lorraine Salkus, President Branch #292 Trafalgar/ProPatria, and Poppy Chairman Angus Stanfield. Vancouver Island Compassion Dog Society is the first PTSD dog program in North America to achieve international accreditation.



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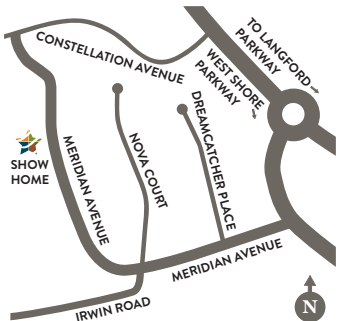
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