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Volume 64 Number 30 | July 29, 2019

# LOOKOUT

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## HMCS Regina at work with Bronco

Warrant Officer Christopher Garland in HMCS Regina's embarked CH-148 helicopter Bronco conducts training during Operation Projection / Exercise Talisman Sabre in the Pacific Ocean on July 19.

Photo by Ordinary Seaman Joel Michaud



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Members of the Canadian Armed Forces Nijmegen Contingent march in ranks through the streets of Bergen Op Zoom, near Groet Markt, in the Netherlands on July 13.

# LOCAL NIJMEGEN TEAM EARNS MEDAL

Photos by Avr(T) Jérôme J.X. Lessard

**SLt Jessie Grigor**  
Base Public Affairs Office

On the final day of the Four Days Marches, Maritime Forces Pacific's (MARFAC) 11-person contingent marched through downtown Cuijk, Netherlands, and received Gladiolas - flowers given to Roman gladiators - signifying victory.

It was a fitting end to the arduous 160-kilometre event.

Since 1909, the Four Days March has been organized annu-

ally in Nijmegen, Netherlands, to promote sport and exercise. It attracts people from all over the world.

"I am immensely proud today of every one of the members of this year's contingent," said Lieutenant-Colonel Éric Quirion, Commander Joint Task Force Nijmegen. "Over the past few days, I have had the chance to see first-hand how dedicated, strong, perseverant and resilient these women and men are. They have overcome every physical and mental challenge associated with the marches and have not

only demonstrated immense professionalism but have also proudly represented Canada."

Preparation for this physically demanding event began early in the new year. Over time the contingent gradually increased the distance until they were capable of marching 40km per day for four days.

Though the march itself has changed very little since its genesis 103 years ago, the volume and composition of the participants has evolved.

Initially, the event was primarily composed of members of

the military with some civilians participating. But as the years went on and word of the Four Days Marches spread, participation from civilians and militaries throughout the world have increased substantially, making it the world's largest walking event.

Over the decades, locals have become accustomed to seeing throngs of people march through Dutch towns and the countryside taking in its beautiful architecture and lush landscapes. This year totalled over 41,000 participants with

approximately 5,000 military members from dozens of countries.

Upon completion of the march, the contingent participated in the victory parade where they were cheered on by thousands of locals who continue to express gratitude for Canada's commitment and sacrifice to liberate the Netherlands from German occupation during the Second World War.

In recognition of their accomplishment, the contingent was awarded the Four Days Marching medal - the Vierdaagsekruis.

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Twenty-nine sailors from HMCS St. John's recently had the opportunity to visit the BAE Systems Shipyard in the United Kingdom.

## Sailors get glimpse of future warship

**Sub-Lieutenant Vincent Massé**  
HMCS St. John's

Twenty-nine sailors from HMCS St. John's recently had the opportunity to see the future fleet when they visited the BAE Systems Shipyard in the United Kingdom (UK).

The facility houses the construction of the UK's Type 26 frigate, which is the winning design for the Canadian Surface Combatant. Up to 15 new Canadian Surface Combatant vessels will be built for the Royal Canadian Navy (RCN).

There are a few differences between the UK's Type 26 and the future Canadian warship, such as accommodation spaces, combat systems, and a hangar to accommodate the CH-148 Cyclone, Canada's main ship-borne maritime helicopter, providing air support to the RCN.

There are many commonalities as well such as a gym, unlike current Canadian warships that have retrofitted gyms from existing spaces.

### 3D view

The future warship was made even more real

through a computerized 3D demonstration where the sailors could see the various decks, spaces, and compartments.

The ship will have two main passageways, one on each side, with interconnecting passageways in-between. The messes will open into the cross passages. The passageways will not be directly up against the side of the hull, as an engineering void will be reserved for the cabling, piping and equipment on the ship. The enclosed forecabin, where the cable party and part-ship hands will be protected from the weather, will be most welcome.

At first glance the galley seems much larger than on the Halifax-class frigate.

On the quarterdeck, there will be port and starboard capstans to help personnel handling the lines, rather than just a center line one present on Halifax-class frigates.

Lastly, the bridge wings will wrap around the bridge providing easy access to the outside of all the windows.

One of the most innovative features of the ship is the new mission bay. The mission bay is a large

area located forward of the hangar, spanning the width of the ship. With a crane located on the deck-head that slides on rails from port to starboard. This space will likely prove to be flexible and adaptive to mission roles in the future. It will have enough space to house 10 shipping containers, four rigid inflatable boats, or any other configuration required.

### Propelling the ship

In terms of propulsion, the ship will have a single gas turbine driving a cross-connect gearbox with two electric motors mounted on each shaft in a combined diesel-electric or gas configuration. At lower speeds, the diesel engines will provide the power to turn the electric motors. For faster sprints, the gas turbine will provide the required power.

### Inside BAE Shipyard

St. John's crew continued the tour with a visit of the Govan Shipyard. BAE Systems has established new construction methods for the Type 26 by working on the River-class Offshore Patrol Vessels for the Royal Navy. This is similar to Irving Shipbuilding's model,

which started construction of the Harry Dewolf Class in advance of the start of the Canadian Surface Combatant program.

At the shipyard, the first building hall contained the fabrication and forming shops where plates of steel are received and formed into useable building blocks for the ships. During the tour, workers were fabricating new components for the Type 26 project.

Following this, the crew proceeded to the second building that housed the construction of the forward and aft ends of the first Type 26 frigate, HMS Glasgow. Here, from scaffolding erected on its starboard side, they were given a bird's eye view of the engine spaces and the rest of the aft end of the ship.

The visit concluded with the presentation of a ship's plaque to the staff at BAE Systems. They told the crew it will be hung with pride in the shipyard's new Canadian project office.

Most people don't get a chance to see what the future has in store. But members of St. John's did just that—and the future looks bright for the RCN.

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# matters of OPINION

## WHO WE ARE

### MANAGING EDITOR

Melissa Atkinson 250-363-3372  
melissa.atkinson@forces.gc.ca

### STAFF WRITERS

Peter Mallett 250-363-3130  
peter.mallett@forces.gc.ca

### PRODUCTION

Teresa Laird 250-363-8033  
production@lookoutnewspaper.com  
Bill Cochrane 250-363-8033  
workstation3@lookoutnewspaper.com

### ACCOUNTS/CLASSIFIEDS/RECEPTION

Jennifer Barker 250-363-3127

### SALES REPRESENTATIVES

Ivan Groth 250-363-3133  
ivan.groth@forces.gc.ca

Joshua Buck 250-363-8602  
joshua.buck@forces.gc.ca

### EDITORIAL ADVISORS

Capt Jenn Jackson 250-363-4006  
Katelyn Moores 250-363-7060

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## WHAT SAY YOU

### People Talk

With the August civic holiday long weekend fast approaching, Lookout asked base food employees:

*What genre of music, artist or album is essential for a summer road trip?*



I grew up in the 80s and 90s and listened to a variety of music back then, which I still listen to today when I'm driving or on a road trip. There was such a different variety of music and musical genres from this era that every song is a contrast in styles and gives me something different to listen to.

**Pvt Kristel Arcal, Cook**



A variety of classic rock tunes, but ones by bands like Metallica, Guns N' Roses and Bon Jovi. It puts me in a good mood because I know all the words and can sing along with them while I'm driving.

**Shannon Christian,  
Food Service Attendant**



Classic rock tunes from the 70s like Led Zeppelin, the Eagles and Steve Miller Band. I like listening to them when I'm out on the road because these songs are from a bygone era, an era when much of the music was specifically produced and recorded for people driving on the highway in their cars.

**James McAllister, Cook**



ABBA and Queen because bands like this are lively and upbeat and help to keep me alert and full of energy when I am on a long road trip.

**Sue Pacukiewicz,  
Food Service Attendant**

## WHAT SAY WE

# SPORTS trivia

## WHAT THEY ALL PLAY FOR

By Stephen Stone and Tom Thomson, Contributors

Trophies are awarded to the winners of all sports, be they professional or amateur.

I will give you the trophy; your task is to name the sport and the current holder of said trophy, as of May 26, 2019. As an example, if I were to name the Stanley Cup, your answer would be NHL hockey and the Washington Capitals.

### Questions

1. The Claret Jug
2. The America's Cup
3. The Ashes Urn
4. The Jules Rimet Trophy
5. Wanamaker Trophy
6. The Grand Depart Trophy
7. The Commissioners Trophy
8. Maurice Podoloff Trophy
9. Harley J. Earl Trophy
10. Borg-Warner Trophy
11. The Green Jacket - this is your gimme
12. Memorial Cup
13. Vanier Cup
14. Larry O'Brien Trophy
15. Webb Ellis Cup
16. Mann Cup (BTW - it really is made of solid gold)
17. Gunn Baldursson Memorial Trophy
18. Woodlawn Vase
19. Grey Cup
20. Vince Lombardi Trophy

1. Formally "The Open" but often referred to as The British Open - Francesco Molinari.
2. International Yacht Sailing - Oracle Team USA.
3. Cricket - a challenge match between England and Australia.
4. Football (soccer) - France. Since 1970s it is known as The World Cup.
5. Golf - PGA Championship - Brooks Koepka.
6. Cycling - The Tour de France - Geraint Thomas.
7. Baseball - World Series champion - Boston Red Sox.
8. Basketball - NBA - MVP - James Harden.
9. NASCAR - Winner of the Daytona 500 - Denny Hamlin.
10. Formula Racing - Indianapolis 500 - Simon Pagenaud.
11. Golf - Masters - Tiger Woods.
12. Hockey - Canadian Hockey League - Rouyn-Noranda Huskies.
13. Canadian University Football - Laval.
14. Basketball - NBA - Champion - Golden State Warriors.
15. Rugby - Rugby World Cup - New Zealand All Blacks.
16. Lacrosse - specifically box lacrosse - Peterborough Lakers.
17. University Women's soccer - University of Ottawa Gee-Gees.
18. Horse racing - given to the winner of the Preakness Stakes - War of Will.
19. Canadian Football League championship - Calgary Stampeders.
20. NFL football - Super Bowl winner - New England Patriots.

Answers:

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Commodore Angus Topshee (left), Commander Canadian Fleet Pacific; Lieutenant(N) Holly Swallow (centre) of Her Majesty's New Zealand Ship Te Kaha, and Vice-Admiral Art McDonald, Commander Royal Canadian Navy, hold Te Kaha's wooden pig mascot. The mascot was snuck off the ship 20 years ago by the Admiral as a friendly prank.



# Allies, friends and sometimes pranksters

## RCN Public Affairs

For many Canadians, the distinctive customs and traditions of the Royal Canadian Navy (RCN) can sometimes make it seem like a unique world - and indeed it is.

These customs, such as the Crossing the Line ceremony, naval toasts of the day, and ships' mascots, bind all mariners together, no matter the language they speak or the country they call home.

Commodore (Cmdre) Angus Topshee, the Commander of Canadian Fleet Pacific, says honouring these universal customs and traditions is not only key to building strong esprit de corps within a ship's company, but is also the foundation of building life-long sailor-to-sailor ties with other navies, which contributes to stronger navy-to-navy relationships.

"It is through these activities that strong bonds are formed and morale improved, both within our

fleet and with other navies," says Cmdre Topshee.

Formal traditions, such as toasts of the day, are typically used at special occasions and mess dinners. The time-honoured Crossing the Line ceremony commemorates a sailor's first crossing the Equator.

But not all customs are formal in nature - some are downright silly and allow sailors to build friendships, not just with their shipmates, but also with those from other navies. One such tradition involves ships' mascots, with one ship's company sneaking off with another ship's mascot, only to return it later during a deployment.

"The best ships' companies ensure all their members feel valued and included; there's no magic formula for that, but it almost always involves a strong dose of the right type of fun," Cmdre Topshee says.

The Commander of the RCN, Vice-Admiral (VAdm) Art McDonald, was recently reminded

how important these traditions are to building international friendships.

During a visit to Esquimalt, VAdm McDonald seized the opportunity to reconnect with an old "shipmate", the mascot from Her Majesty's New Zealand Ship (HMNZS) Te Kaha, which is alongside in Canada for 18 months during its mid-life refit.

Nearly 20 years ago, when VAdm McDonald was a lieutenant-commander onboard *HMCS Calgary*, he and other *Calgary* officers were invited onboard Te Kaha while in port in Auckland, New Zealand. They took the opportunity to sneak the mascot - a wooden pig - across the Te Kaha brow and onto *Calgary*. As is normal, the mascot was returned to Te Kaha later in the multinational deployment.

As VAdm McDonald's experience proves, these traditions help cement friendships amongst allied navies that last a lifetime.

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# HeroWork renovation completed

**Peter Mallett**  
Staff Writer

Base Commander, Capt(N) Sam Sader joined community leaders July 20 in opening Our Place's Therapeutic Recovery Community, a transformed former youth detention centre in View Royal. It was the latest Radical Renovation project by HeroWork.

Employees from HMCS Winnipeg, Base Logistics, Fleet School and other units assisted in the renovation that took nine weeks to complete.

"Members of the defence team have long recognized the important contribution HeroWork has made in our community," said Capt(N) Sader. "The Therapeutic Recovery Community is but one example of the many initiatives we have assisted with to support valued members of our community who are going through extremely challenging periods in their lives."

Our Place has a mandate of tackling the problems of homelessness, addiction and incarceration. Their newest initiative is a therapeutic recovery community as a method of treatment.

Amenities at the renovated facility include 24 living suits with adjoining kitchens and bathrooms; a games room; laundry room; a new 50-seat dining room; a food production garden and a longhouse-style pavilion that

serves as the entrance to the facility.

During his address to the audience, Capt(N) Sader remarked about the importance of the military community's involvement in local charitable organizations such as HeroWork. He also put special emphasis on the work of Canadian Forces Morale and Welfare Services charity Boomer's Legacy for their continued financial and logistical support in all of HeroWork's projects.

"CFB Esquimalt has a long-standing history of involvement in HeroWork's projects dating back to 2013, including our Radical Renovation project at Mustard Seed food bank and again were a very important part of this latest project for Our Place," said Paul Latour, HeroWork founder and CEO.

The next Radical Renovation is in October when the non-profit begins a work project for PEERS (Prostitution Empowerment Education and Resource Society) of Victoria, a community group that provides programs and other support for sex trade workers.

Hero Work is a local charity that helps other local charities transform the buildings that house them and their beneficiaries through self-described Radical Renovation projects.

For more information about HeroWork visit their website: [herowork.com](http://herowork.com)

**Right: Capt(N) Sam Sader and HeroWork CEO Paul Latour celebrate the completion of the Our Place Therapeutic Recovery Community.**

Photo by Base Public Affairs

**Below: Members of HMCS Winnipeg during the Radical Renovation project in View Royal.**

Photo credit: Lt(N) Haley van Poorten.



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Photo by SLt M.X. Déry, MARPAC Public Affairs

## RAVEN RECRUIT PROFILE

# OS Ayse Golcek

**A/SLt Michelle Scott**  
MARPAC Public Affairs

Raven recruit OS Ayse Golcek says her father wasn't fully supportive of her decision to apply for the Raven program, and his worry continued when she left Toronto, ON, on a Victoria-bound plane at the beginning of July.

Her father, who grew up in Turkey, was subject to compulsory military service in the Turkish Army as a young man. He released as soon as he could.

"My father was initially against me going into the Raven Program, or the military at all, but in the end he let me make my own decision," she said.

OS Golcek, 18, is one of 41 recruits in the Raven Program, which introduces Aboriginal youth to a potential career in the Canadian Armed Forces.

She is half Turkish and half Inuit – her mother is Inuit. Living in Toronto has limited her exposure to the Inuit culture, a heritage she now wants to learn more about.

"In the past year, I've been looking more into my Indigenous side; it was part of the reason I chose Raven," she said. "The course was a good opportunity for me to learn more about my Indigenous background while also incorporating that with my military interest. Both things I didn't have back home."

She was one of the first to arrive at Work Point, and her calm demeanor hid her nervousness.

"The military atmosphere was very

different from what I'm used to, but that was the whole point," she said. "I was nervous about the physical training aspect, and about pushing myself hard enough to make my teammates proud. But when I have a tough moment, I just look at what I want to do for myself and my future, and I push through it."

After the Raven graduation, OS Golcek will return to Toronto to complete her last year of high school. She then plans on attending either the Royal Military College of Canada or Laurentian University to study oceanography. She also intends to join Naval Reserve unit *HMCS York* as a Marine Technician.

As the weeks press on, the bond between the recruits grows stronger. When OS Golcek speaks about her time on Raven she doesn't talk about the things she's done, she mentions her family - that's what she calls her platoon mates. Those friendships are the most valuable piece about this experience, she says, forged at the start of Culture Camp.

"Culture Camp was hard, but it was a privilege to listen to everyone's hardships. I believe it was important to get the stuff we were carrying off our chests. It bonded us and I believe we will all graduate together because of that," she said. "Five weeks, six months, years from now, we will still be in touch."

To follow OS Golcek's journey visit Maritime Forces Pacific's Facebook page at [www.facebook.com/maritime.forces.pacific](http://www.facebook.com/maritime.forces.pacific) for video and images and all things Raven.

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**Above:** Marina Craig, Vernon Cadet Museum Director of Marketing and Operations, makes a final check on one of the many displays of uniforms before the re-opening of the Vernon Cadet Museum for the summer. **Right:** Brigadier General Dave Cochrane, Commander Cadets, and Formation Chief Warrant Officer William Crawford are presented with Vernon Cadet Museum coffee mugs by Craig during their visit to the museum.

## One-of-a-kind museum tells cadet story

**Wayne Emde**  
Army Cadets Corps Public Affairs

**T**here are approximately 59,000 young Canadians enrolled in cadet programs across Canada.

But here is only one Cadet Museum and it's in Vernon, B.C.

From the outside, the former guardhouse and post office just off Highway 97 retains the well-worn textures and colours that harken back to the early 1940s when Vernon Military Camp housed thousands of soldiers training for duty overseas in the Second World War. Inside, it's a different story.

In the spring of 2013, the building was declared surplus to needs and the keys were handed over to Francois Arseneault to create the museum.

Arseneault became interested in cadet history after his summers between 1978 and 1980 at the Vernon Army Cadet Training Camp, also the oldest cadet training centre in Canada.

He began collecting photos, shoulder flashes, cap badges and other items related to Army Cadets in Canada. On a shoe-string, and with a great deal of support and encouragement from then Commanding

Officer, Lieutenant-Colonel Terry Kopan, the museum opened its doors for cadets and visitors.

In the years since, collections have grown with donations of photos, uniforms, documents, and band instruments. Many former cadets have contributed financially, and a yearly auction serves as a major fundraiser.

"It's been a team effort," said Arseneault, who works with a committee consisting of Mitch Steck, Maria and Graham Brunskill, Lisa Devine, and Cory Schultz.

Dale Dickie of West Kelowna designed and built a detailed model of one of the H-Huts. Captain Dan Emde, a Licensed Electrical Contractor, upgraded the wiring and replaced the existing fluorescent lights with LED lights.

Arseneault's father-in-law, Eric Otto, built cabinets and performed carpentry magic to bring the building up to code.

Visitors to the museum may be surprised by the scope of the collections. More than 2,500 items are on display. Glass cases display uniforms. Video screens loop historic footage. There's a collection of books and several hands-on displays and challenges, including a working "Buzzer Practice Cadet Type" Morris code transmitter.

Cabinets display newspaper clippings and patriotic posters of historic items from both World Wars, including civilian gas masks, a Ross rifle from the First World War and a Lee Enfield from Second World War.

Because summer cadet training centres now include all three elements (air, sea and land), new displays represent this change, and the museum underwent a recent update.

Arseneault also created a website ([www.armycadethistory.com](http://www.armycadethistory.com)) to archive the history of Vernon. The museum is designed both for cadets who are attending summer training, former cadets, and the general public.

"I hope to inspire the cadets by showing them their history," said Arseneault.

Visitor parking

is available on the west side of Highway 97 and visitors enter through the tunnel under the highway. The museum is open to the public daily from 11 a.m. until 6 p.m. except Mondays.



One of the hands-on displays is a working "Buzzer Practice Cadet Type" Morris code transmitter, and cadets and visitors are challenged to tap out their names.

# THE FACES OF HMCS REGINA

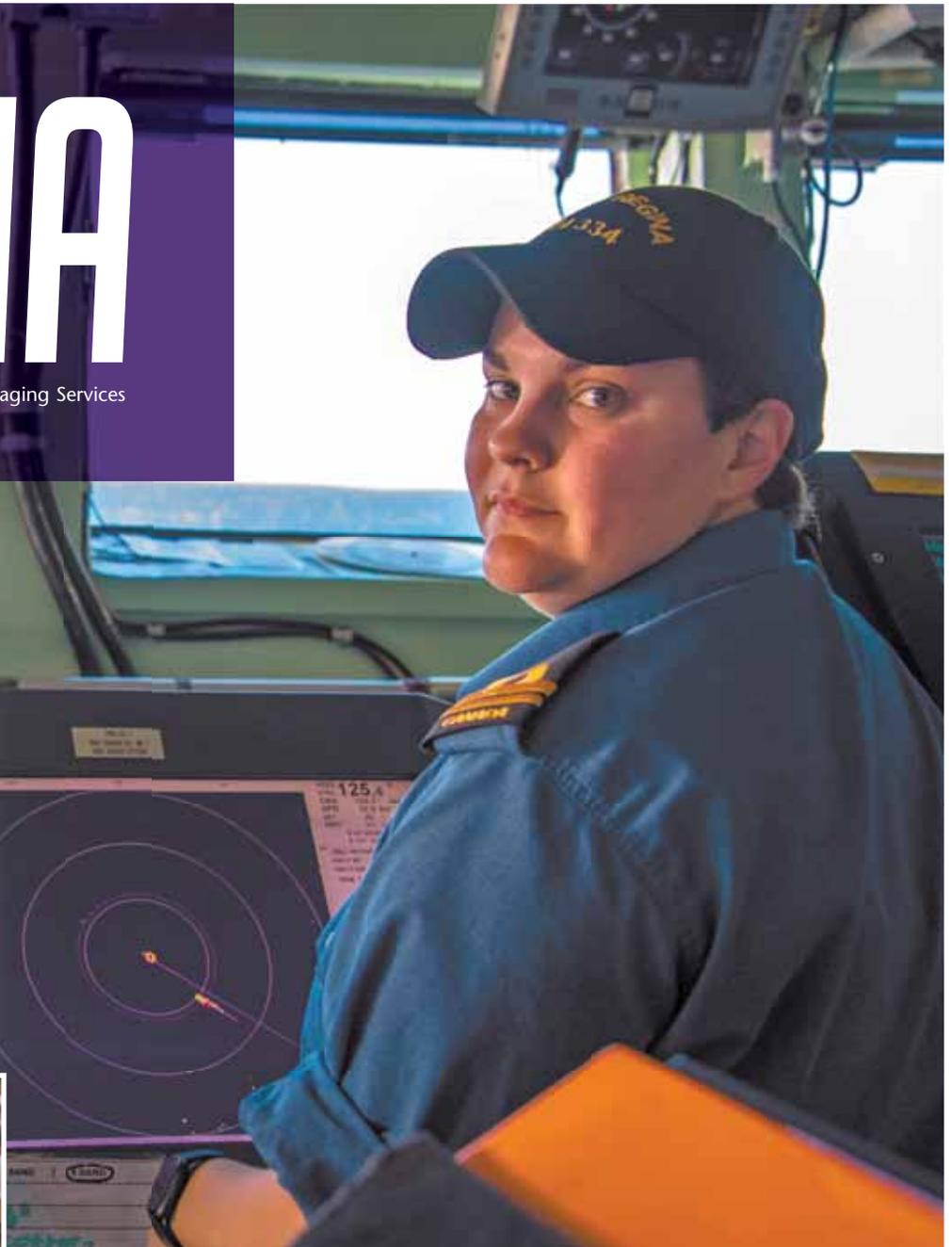
Photos by Corporal Stuart Evans, Borden Imaging Services

*Clockwise from top:*

Sub-Lieutenant Sarah Halfkenny works from the bridge while HMCS Regina and NRU Asterix conduct a replenishment at sea with Australian Navy vessel HMAS Melbourne during Operation Projection / Exercise Talisman Sabre in the Pacific Ocean on July 17.

Leading Seaman Scott Morrison (right) and Leading Seaman Michael Townshend-James (left) maintain a crane cable.

Leading Seaman Ford Miller prepares a meal.



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# H M C S H A L I F A X

## DEPARTS FOR NATO MISSION

**Mona Ghiz**  
Maritime Forces Atlantic  
Public Affairs

After months of preparation, *HMCS Halifax* and the Cyclone air detachment from 423 squadron, 12 Wing Shearwater, departed Halifax Sunday July 14 en route to a six-month tour on Operation Reassurance, Canada's support to NATO assurance and deterrence measures in Central and Eastern Europe.

Despite some mechanical issues with the ship that delayed its departure for approximately a week, *Halifax* and all those on board were well prepared to embark upon this operation.

"The ship's company have worked incredibly hard over the last nine-plus months and more, to get ready for this deployment.

They have exceeded the standards we have set out for every step," said Commodore Skjerpen, Commander, Canadian Fleet Atlantic.

During the deployment, *Halifax* will replace *Toronto* and assume the role of flagship for the Standing NATO Maritime Group 2, a NATO-led mission to promote security and stability in Central and Eastern Europe.

*Halifax's* commanding officer, Cdr Scott Nelson, said, "Op Reassurance is Canada's mission with NATO in various waters that connect to Europe. Canada commits a ship consistency in the region to assure our NATO alliance allies Canada is there to support the endeavors of NATO's mission overseas."

This is the first time *Halifax* will deploy on Op Reassurance and

the twelfth time a Royal Canadian Navy ship has taken part since 2014.

Another first is that during this operation, Standing NATO Maritime Group 2 is being commanded by a Canadian female officer, Commodore Josée Kurtz. She is currently onboard *Toronto* and will join *Halifax* on their arrival in theatre.

During its time on Op Reassurance, *Halifax* will lead and execute a range of missions across a broad spectrum of operations to enhance interoperability and cooperation with our allies and NATO partners in the region.



**HMCS Halifax departed Halifax on Sunday, July 14, en route to Operation Reassurance for the next six months.**

Photo by Mona Ghiz, MARLANT PA



## PSP UPDATES

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# Missie to the rescue

Stephen Holton, Deputy Information Systems Security Officer for the Canadian Army, with his service dog Missie at Canadian Army Headquarters.

Photos by Jay Rankin,  
Directorate of Army Public Affairs



## Lynn Capuano Army Public Affairs

A dog whose ancestors protected Roman soldiers on the battlefield now keeps watch over a retired Canadian Army soldier.

Stephen Holton, Deputy Information Systems Security Officer for the army, began bringing Missie, his seven-month-old service dog, with him to work at the Canadian Army Headquarters in Ottawa in May 2019.

Missie, a black-and-white Italian Mastiff and Great Dane cross, wears the Army Headquarters patch on

her service vest. She is a sixth-generation service dog bred by a long-time friend of Holton, Kim Callaghan of Edmonton, Alberta, who breeds the animals for Veterans, first responders, and others.

Missie's full name is Missile because of her rapid entrance into the world in December 2018. She was the first-born of a litter of seven puppies, all of whom are now in training to be service dogs.

Holton's health issues, which are not a result of his service, are largely under control. He suffers from several complications of his diabetes, coupled with a non-epileptic seizure disorder caused by a stroke.

He has been seizure-free for two years, and Missie's focus is primarily on the diabetes aspect of support.

Holton served 12 years with the army and has been a civilian for about 22 years. He started out in the Army Reserve infantry with the Hastings and Prince Edward Regiment in Belleville, Ontario, and later became an Infantry Officer. After six years, he transferred to the Regular Force in the Communications and Engineering Branch and then served as a captain in the Signal Corps. He deployed on several operations in Canada during his military career.

He obtained Missie through Paws for Veterans;

an organization based out of the Royal Canadian Legion's Saskatchewan Command in Regina. They have supported 25 service dog teams since 2014, and periodically follow up to ensure ongoing training is taking place.

Some service dogs are trained by a third party and are then provided to their new owner, but this can cost as much as \$25,000 per dog.

Holton is training Missie himself, with the help of professional dog trainer Brittany Toth of Lethbridge, Alberta, to recognize triggers, including scents, which will alert the dog that his blood sugar levels have dropped too far or that he is about to have a seizure.

Taking on the training of Missie himself means lower cost, and a more closely-knit bond with her.

### Missie's size and heritage

Although Missie is already as big as a Labrador Retriever, she still has a lot of growing to do. This giant puppy is one quarter Great Dane and three-quarters Italian Mastiff, with the potential to reach 52 to 58 kilograms (115 to 130 pounds) and stand 86 centimetres (34 inches) high when fully grown.

Why choose such a big dog?

"If I ever got disoriented or fell down, I need a big enough dog that if I'm in danger, she could drag me to safety," said Holton.

Known for their friendly yet protective nature, mas-

tiffs are an ancient breed, according to Callaghan. Mastiffs are still used as family companions and guard dogs, although their more distant origins included protecting Roman soldiers in battle.

Great Danes, also an ancient breed, are loyal and gentle with their people, despite their heritage as fast and powerful boar-hunting dogs. In a time before firearms, they were able to hold the boar down for their masters to kill.

### Training to take up to three years

Missie is in her basic obedience and socialization phase, which will last about three months. Some of this training is geared to desensitize her to new situations such as loud traffic, buses, busy sidewalks, rooms full of people and elevator rides.

Members of the public should not speak to, pet or otherwise distract a service dog while it's on duty without asking the handler first, as she must not try to seek out attention while working. They must learn to only respond to commands from their handlers.

Holton expects Missie will be trained as a basic service dog in a year's time, but her specialty training for diabetes and seizure detection will take two to three years.

"For the diabetes training, what I have to do is to give her samples of swabs

from my mouth with various sugar levels so she will react the way I want her to depending on if I'm high or low. As you can imagine it will take quite a bit of effort to get her to smell these samples and then attribute them to me.

"I have some very deep lows that come on hard and fast and unexpectedly. The most dangerous ones can be in the middle of the night. I go from a deep sleep to suddenly feeling as if I have just run a marathon: it is terrifying and disorienting. I can't even talk when I wake up like that and I must desperately try and feed myself while shaking and having tunnel vision. Missie will wake me up before that happens."

### Advice to those needing a service dog

Holton tried two or three other times to find a service dog without success.

"The first step to getting a service dog is to be sanctioned by a medical professional, and that could be anyone from a psychologist to a general practitioner to an endocrinologist, like in my case," he said. "You also would have to find someone who train dogs to assess whether or not you have the capacity to do the training with them or not, and for care and management. If you've never cared for a dog before, it can come as a shock. And to train them as a service dog, it's a lot more effort."



Missie, the service-dog-in-training of Stephen Holton, a civilian member of the Canadian Army, is in her basic obedience and socialization phase, geared to desensitize her to new situations such as loud traffic, buses, busy sidewalks, rooms full of people and elevator rides.



# Base Information Services Awards and Promotions

Presented by  
Commander Nicholas Manley, Base Informations Services Officer



PO2 Christopher Foulon is promoted to his present rank by Cdr Manley and CPO2 Blaine Immel, DET I/C Matsqui.



PO2 Andre Gingras is promoted to his present rank by Cdr Manley and Maj Jixiang Hu, Operations Officer.



PO1 Jason Parsons is promoted to his present rank by Cdr Manley and CPO2 Blaine Immel, DET I/C Matsqui.



PO1 Gregg Smith receives the RCN certificate of service (37 years) on the occasion of his retirement from Cdr Manley.



PO1 William Lafontaine is promoted to his present rank by Cdr Manley, and Maj Jixiang Hu, Operations Officer.



MCpl Johnston is promoted to his present rank by Cdr Manley, and CPO2 Blaine Immel.

# Canadian Fleet Pacific Medal presentations



Lieutenant-Commander Emily Salzer (right) is awarded the Canadian Forces' Decoration by Commodore Angus Topshee, Commander Canadian Fleet Pacific.



Lieutenant (Navy) Alex Barr is awarded the Special Service Medal with NATO bar by Commodore Angus Topshee, Commander Canadian Fleet Pacific.

Photos by Leading Seaman Mike Goluboff, MARPAC Imaging Services



Lieutenant-Commander Verge presents Sub-Lieutenant Sylvain Dostie, an Intelligence Watch Officer with Marine Security Operations Centre (West), with his Commissioning Scroll.



Sub-Lieutenant Kaitlyn Charleson, an Intelligence Watch Officer with Marine Security Operations Centre (West), is promoted to her present rank by Lieutenant-Commander Todd Verge, Senior Departmental Representative of MSOC (West).

Photos Leading Seaman Sisi Xu, MARPAC Imaging Service



PO2 Fiona Borland is recognized for her 32 years' service to the CAF, receiving her second clasp to her Canadian Forces' Decoration from her brother Major Christian Borland. Also pictured Capt Mike Dailey, Acting Commanding Officer CAF TU BC, and CPO2 Matt Goodwin Regional, Unit Chief CAF TU BC.



PO2 Adam Flegel is promoted to his current rank by Cdr Scott McVicar and Capt(civ) Edward Dahlgren at CFMETR.



Lt(N) O'Hare is promoted to his current rank by LCdr Daniel O'Regan and Lt(N) O'Hare's wife Alesha at Naval Fleet School Pacific.

# Changes of Commands

## Bravo ZULU



### MARPAC HQ

Photo by Leading Seaman Victoria Loganov, MARPAC Imaging Services

Reviewing Officer, Captain (Navy) Brian Costello, Chief of Staff Maritime Forces Pacific Headquarters, (center), signs the Change of Command Certificates along with the Incoming Commanding Officer, Commander Ellen Mariano (left) and Outgoing Commanding Officer, Cdr Jeffrey Watkins (right) at the MARPAC Headquarter Change of Command ceremony held at the Wardroom July 8.



### Coastal Forces Pacific

Photo by Leading Seaman Sisi Xu, MARPAC Imaging Services

From left to right: Commander (Cdr) Jeffrey Hopkins, incoming Commanding Officer of Coastal Forces Pacific; Commodore Angus Topshee, Commander of the Canadian Fleet Pacific; and Cdr Lucas Kenward outgoing Commanding Officer, sign the formal Change of Command certificates on July 18.



### FMF CB

Photo by Leading Seaman Mike Goluboff, MARPAC Imaging Services

From left to right: Commander Amit Bagga, Outgoing Commanding Officer Fleet Maintenance Facility Cape Breton; Rear-Admiral Bob Auchterlonie, Commander Maritime Forces Pacific; Commodore Christopher Earl, Director General Maritime Equipment Program Management; and Captain (N) Martin Drews, Incoming Commanding Officer, sign the certificates at a ceremony held at D252 HMC Dockyard July 19.



### 443 MH Squadron

Photo by Leading Seaman Mike Goluboff, MARPAC Imaging Services

From left to right: Lieutenant-Colonel Ryan Sexsmith, incoming Commanding Officer 443 Maritime Helicopter Squadron; Colonel Sid Connor, Commander of 12 Wing; and Lieutenant-Colonel Travis Chapman, Outgoing Commanding Officer, sign the change of command certificates on July 9.

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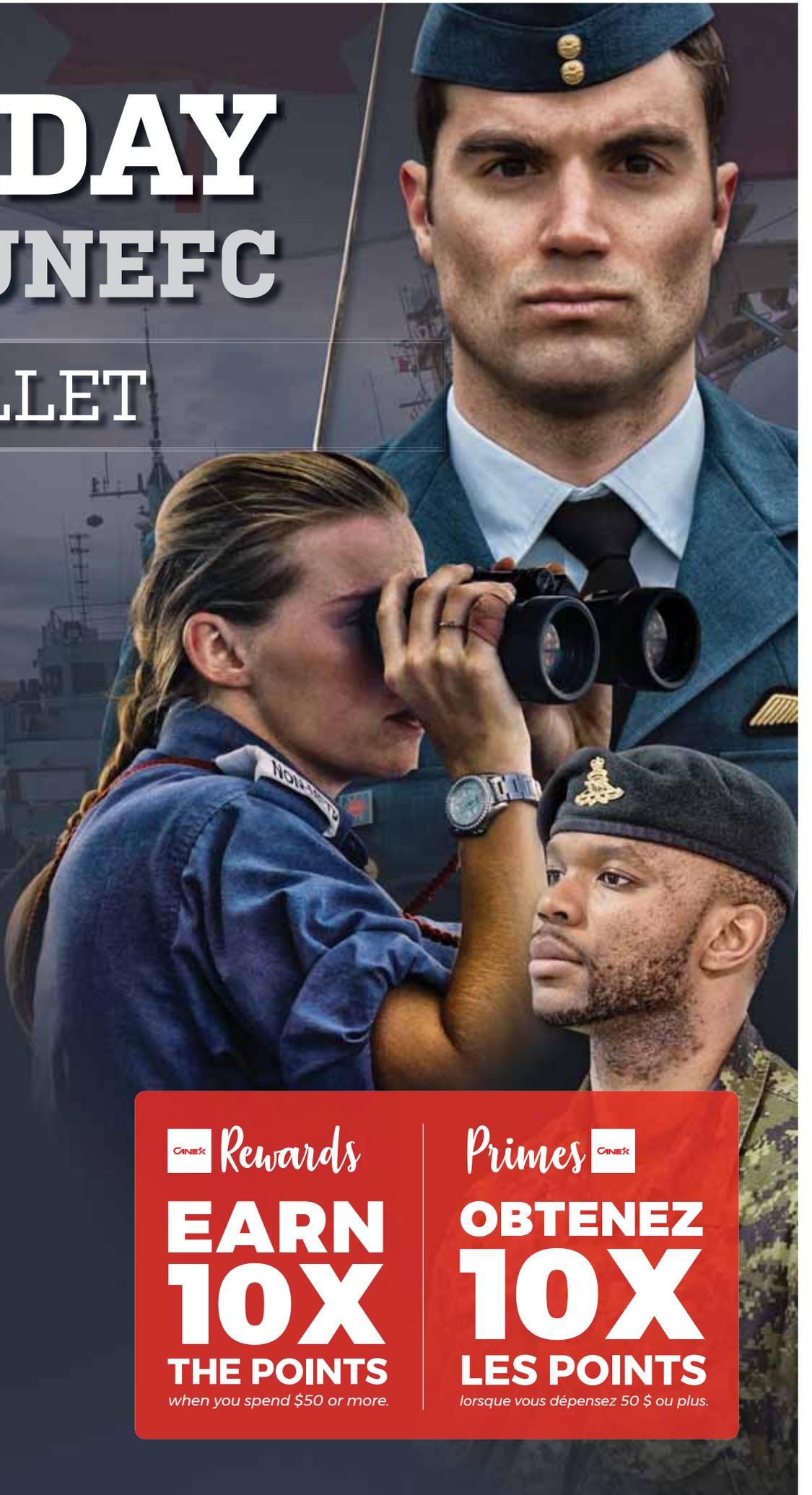
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