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LOOKOUT

MARPAC NEWS CFB Esquimalt, Victoria, B.C.

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**NAC Gym will be closed
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**Full NAC closure
Dec. 21-22**



JUNIOR RANKS HOLIDAY

Cheer

Ordinary Seaman William Bain, the youngest sailor, and Commander Annick Fortin, Commanding Officer of Naval Fleet School (Pacific), prepare to carve the turkey. Junior Ranks members enjoyed the festive meal at the Work Point mess last week.

Photo by Leading Seaman Mike Goluboff, MARPAC Imaging Services

AT CHIEFS' AND PETTY OFFICERS' MESS

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Holiday Dinners

CAF DINE WITH VETS

Photos by Leading Seaman Sisi Xu, MARPAC Imaging Services



CPO1 Ian Kelly, Base Chief Petty Officer, and Doug Grant season the rum sauce.



Capt(N) Sam Sader, Base Commander, and Jim MacMilland Murphy carve the turkey.



Victor Wong smiles for a photo.

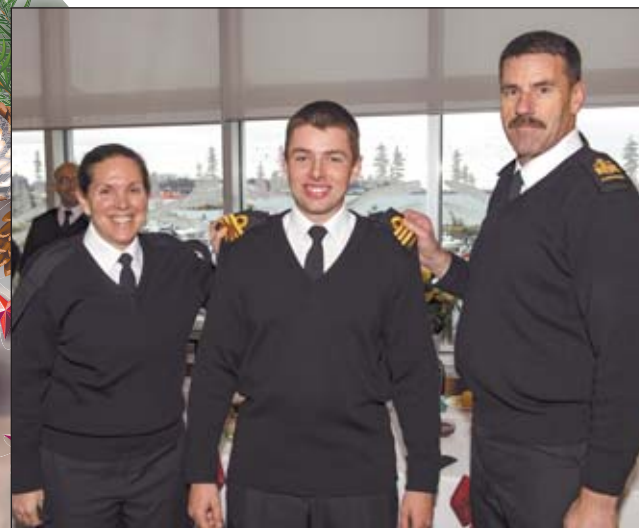


NAVAL FLEET SCHOOL (PACIFIC)

Photos by Leading Seaman Mike Goluboff, MARPAC Imaging Services



CPO1 Malcolm Conlon has his mustache shaved off to raise money for charity.



Ordinary Seaman William Bain, youngest sailor in the fleet, exchanges ranks with Commander Annick Fortin, Commanding Officer of Naval Fleet School (Pacific), along with CPO1 Malcolm Conlon. It is a long standing military tradition for senior and junior members to exchange ranks at the yearly Christmas dinner.

Corporate leaders experience navy life in HMCS Regina

Janice Lee
MARPAC Public Affairs

One by one, seven Canadian community leaders slid out of their "rack" just before the sun crept up over the Pacific Ocean. The civilians were on board *HMCS Regina* to experience life at sea and earn their sea legs as the warship traversed the waters for three days from Nov. 26 to 28.

A unique Royal Canadian Navy program called Canadian Leaders at Sea brought the upper echelon business leaders on board. As the days at sea progressed, they got an up-close look at a sailor's experience, which they could bring back and share in their corporate environment.

Their first taste of the salty life happened as the ship headed from the safety of Esquimalt Harbour to the open ocean. As *Regina* slipped into a high-speed manoeuvre demonstration, the civilian sailors were thrust against the frigate's walls and railings, trying to find their balance with every

steep-angle turn.

When the ship slowed and righted itself, a small speck in the sky grew as a Cyclone helicopter approached from the air, hovering a few yards away to hoist ship divers. The whirl of rotors heightened the already icy gust on to the spectators.

One by one the divers jumped from the Cyclone into the icy water where the ship's zodiac retrieved them.

Completing the outside demonstrations was a person overboard exercise. "Oscar," a well-stuffed dummy, was tossed to the sea. Within seconds, a team of sailors rushed to their stations to make the rescue. Moments later Oscar was plucked from the water and brought back on board.

Below deck the civilians had to be mindful of the hatches and avoid clunking head to metal as they wandered the passageways.

To experience the scariest of situations in a ship – a fire, they entered a smoke-filled room, so thick it was impossible to make out the shape of others. To exit the room, they had to find and clamber

up the escape hatch.

In the evening, as the sun passed the day to the moon, they ventured to the bridge, meeting and talking to the sailors at work, and even trying their hand at their jobs, such as driving the ship for a few minutes.

The next day they were shown some of the weapons used by the ship, such as the Bofor 57mm MK III gun on the bow that thundered when fired, with a plume of smoke filling the air. On the deck, after much safety instruction and donning safety gear, they each gripped a .50 calibre machine gun and squeezed the trigger releasing a rush of shots across the ocean surface.

Each hands-on experience, each discussion with a sailor, each day meandering through the passageways all added up to one fact, one the navy wanted them to walk away with – that life in the Royal Canadian Navy is one of constant training to ensure expertise in order to be "ready aye ready" for anything.



Leaders at sea – left to right: Dave Doroghy, Chris Scipio, Del Elgersman, Andrée St-Germain, Robin Kerbel, Lucy Sager and Kent Klaufield in the ship's engine room for a tour.



Del Elgersman, Robin Kerbel, and Kent Klaufield try their hand at fixing a pipe break.



Kent Klaufield holds a weapon used by the naval boarding party.



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WHAT SAY YOU

People Talk

On Dec. 3, the base recognized the International Day of Persons with Disabilities by hosting a wheelchair sports event at the Naden Athletic Centre. With that in mind, Lookout asked participants in a wheelchair basketball game the following question:

What was the most important thing you learned about participating in today's event?



Inclusion and the right of everyone to participate in sports is the big take home for me. Getting people out here and involved in wheelchair sports, being seen, and building understanding are very important aspects of this event.

**CPO2 Mark Turchyn,
MARPAQ HQ**



A recent illness has prevented me from using my quad muscle; if you put the right amount of effort into it you can pretty much overcome anything.

**Maj Patrick Levis,
Canadian Armed Forces
Transition Unit BC**



The most important thing I have learned is to better understand the challenges individuals in wheelchairs have in accessing buildings and participating in sports. This event, and learning how to play wheelchair basketball and maneuver around, has helped me become more conscious of it.

**LCdr Judith Harlock,
Canadian Armed Forces
Transition Unit BC**



I have seen wheelchair basketball played before but never really understood the difficulties of being in a wheelchair. The skill and stamina required to manipulate a wheelchair and then overlay a sport on top of that is quite impressive, along with the adaptability and skill level of these athletes.

**Capt(N) Scott Robinson,
Canadian Fleet Pacific**

WHAT SAY WE

What grinds my gears - drive-throughs

SLt M.X. Déry
Contributor

A story ran in a local paper a few weeks back about a Saanich resident riding her bicycle through a Tim Hortons drive-through and being refused service. My first thought when I read the headline was to dismiss it as just a weird B.C. thing, but the more I thought about it, the more I agreed they should have served her.

First off, because a bicycle is a vehicle.

Under the Motor Vehicle Act (MVA), which is where all the rules on cycling are, a bicycle is a vehicle. It is unique in sometimes having its own lane, but as far as the road goes, it is the same as a scooter, car, or truck.

This surprises many when I complain openly to them about poor cyclists who ignore traffic signs and/or seem to think they are entitled to the right of way at intersections. Crosswalks are for pedestrians not timid cyclists who insist on staying atop their vehicles.

While I concede the rider could have parked her bicycle and walked into the coffee shop, there are two issues: first, that's the purpose of the drive-through, to avoid getting out of your vehicle, and second, let's all just admit there is not enough quality bicycle parking in Greater Victoria.

For all the talk of Greater Victoria improving life for cyclists, the main upgrades have all been in the core, with very

little around the rest of the city. There are no bike lanes for my entire ride to and from work. Most bicycle racks have a miniscule amount of available spots and space, making a bicycle jut out into pedestrian traffic.

The response from the business on this incident is they only accept vehicles insured under the MVA, which is a laughable distinction since drive-throughs don't verify your car is insured before they take your order.

They do have a point that bicycles can't be insured in B.C. under the MVA. While I wish it would remain optional, I believe cyclists should be able to insure their vehicle. Cyclists have accidents too, hit other vehicles, are hit by other vehicles, and have their bikes stolen. What if I burn

a stop sign and slam into the side of your car? Why can't you recover damages through ICBC and my premiums increase?

It is a broader question than the one at issue, but it is a valid point of discussion. If we are to treat bicycles as vehicles, perhaps it is time to require registration and optional insurance.

Lastly, Greater Victoria prides itself on taking a firm stance on climate change and pushing for an active lifestyle. It would seem the city should encourage local businesses to cater more to cyclists.

Even if businesses did allow cyclists to go through their drive-throughs, let's all agree that you won't suddenly see hundreds of cyclists using it, but it is a simple symbolic gesture.

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Hockey unites communities

Players for the CFB Esquimalt Tritons and Port Hardy's 'World War One' team gather for a group photo following the completion of their two-game series.

CPO2 Michael Tibbetts
Contributor

The Senior Tritons travelled to Port Hardy over the Dec. 1 weekend for a special hockey game that furthered the bond between the northern island community and the Canadian

Armed Forces (CAF). The Senior Tritons took to the ice against Port Hardy's World War One. The name was chosen to honour veterans, those who continue to serve, and those who paid the ultimate sacrifice.

The Senior Tritons were represented by members from the base, the fleet, and 443 Maritime Helicopter Squadron.

The first game Friday night went to the Senior Tritons 6-3, led by a hat trick from PO2 Pat McKernan. After the game, the Tritons team was invited to the Port Hardy room for festive

beverages, pizza, and hot dogs. In the second game, the Port Hardy team showed a renewed vigour with members from the Coast Guard and the RCMP in the lineup, and walked away with a well-earned 4-1 win, closed out with an empty net goal. The

player of the game for the Tritons was PO2 Marc Bibeau, goaltender from the first game who scored his first ever Senior Tritons goal. The Tritons will reciprocate the hospitality in March with the Port Hardy team invited up for a rematch.

The Tritons will reciprocate the hospitality in March with the Port Hardy team invited up for a rematch.

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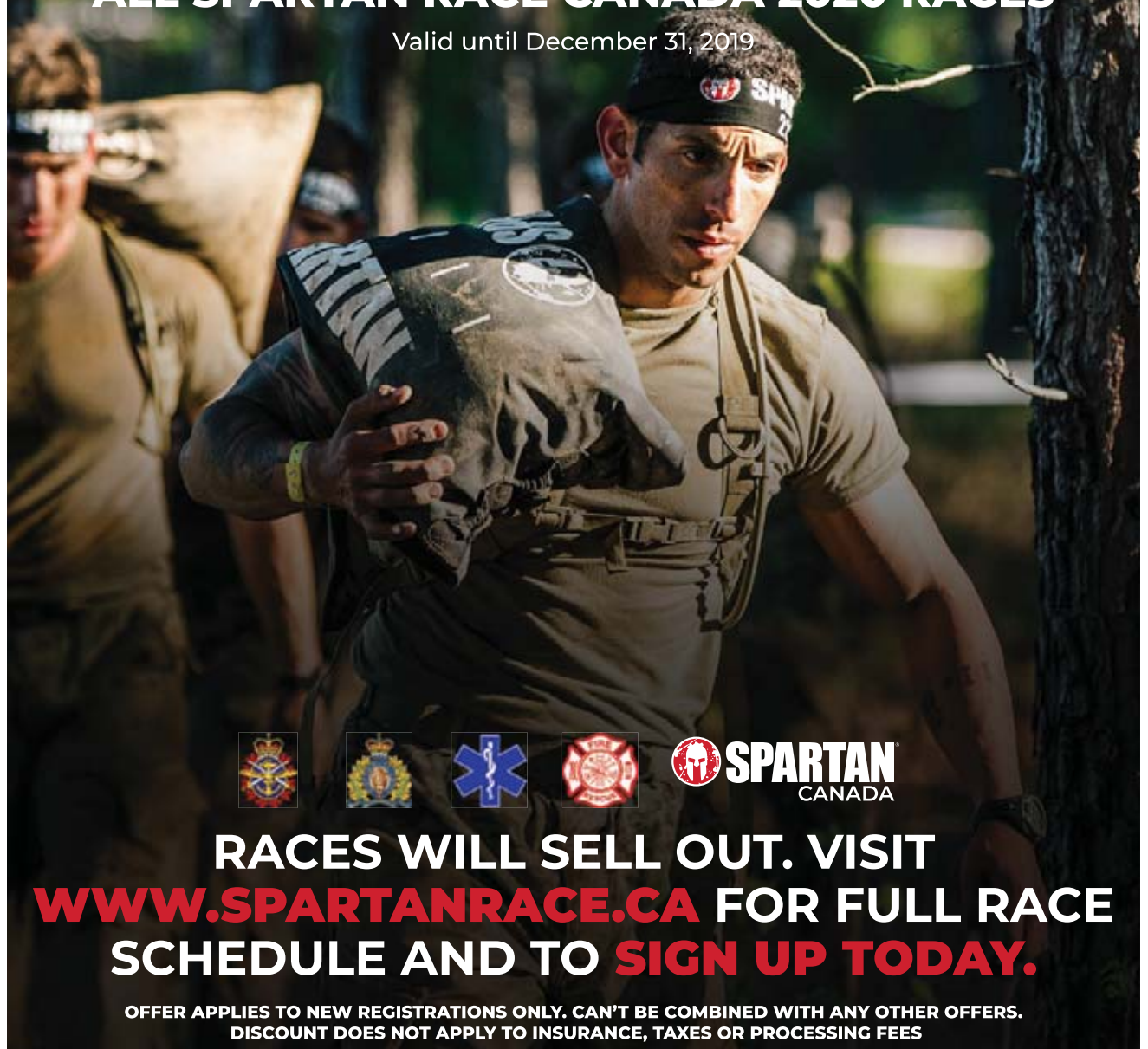
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CLEARANCE DIVERS HONE SHALLOW WATER SKILLS

Peter Mallett
Staff Writer

Members of Fleet Diving Unit (Pacific) battled poor visibility and close encounters with local sharks during their participation in a multi-national training exercise in Australia.

Exercise Dugong saw teams of Clearance Divers from Australia, New Zealand, United Kingdom, Canada, and the United States gather at Fleet Base West, near Perth, from Nov. 7 to 22.

The Royal Canadian Navy (RCN) sent a contingent of 14 personnel to the exercise: nine divers from FDU(P), one diver from Fleet Diving Unit (Atlantic), two personnel from Sea Bed Intervention Systems, a White Cell

staff, and a Liaison Officer.

"It is always great to have the opportunity to work and train with some of the best [Clearance Diving] teams in the world in a setting where we can freely exchange tactics, training and procedures with our partner nations," said Lieutenant (Navy) Viachaslau Khabian, head of FDU(P) Mine Countermeasures Department.

The exercise focused on Very Shallow Water (VSW) Mine Countermeasures at depths of 10 metres or less. VSW Mine Countermeasures are performed in preparation for amphibious landings and are normally done under the cloak of darkness for clandestine purposes.

During the exercise, each nation and their divers were given specific lanes near the shoreline to find and dispose of underwater mines. They dove in groups of two and were inserted from inflatable boats at a considerable distance from shore in order to avoid detection.

Clearing mines during nighttime operations proved to be challenging, as divers were forced to contend with rough sea conditions, high turbidity, and low light that caused extremely poor visibility, says Lt(N) Khabian.

Challenges aside, the exercise provided the RCN divers the opportunity to cooperate and solve problems with participating navies.

"Whenever RCN Clearance Divers are called upon to clear mines, we rarely do it alone. Generally, we are integrated into an international task force and work closely with our allies to accomplish our mission," said Lt(N) Khabian. "Exercises like this are a great opportunity to learn how to work together, and learn each other's capabilities and limitations so we do not run into logistical problems and communications issues when the real thing occurs."

Sometimes the unexpected happens in training.

During one particular dive, Lt(N) Khabian and his dive partner LS Patrick Kory unwittingly encountered a shark as they combed the shoreline area for a piece of ordnance spotted earlier by an Autonomous Underwater Vehicle. As they approached what they thought was the



A member from the Royal New Zealand Navy Diving Team participates in a live underwater demolition exercise at Bindoon Military Training Area in Western Australia as part of Exercise Dugong.

Photo by LSIS Ernesto Sanchez, Navy Imagery Unit - West

target object, LS Kory saw on his hand-held underwater navigation and imaging system the object start moving.

"As I started to approach the object, we could see on the screen it was now moving away from us," said Lt(N) Khabian. "My dive partner started to pull me back when he realized it was a shark, but thankfully it wasn't interested in us."

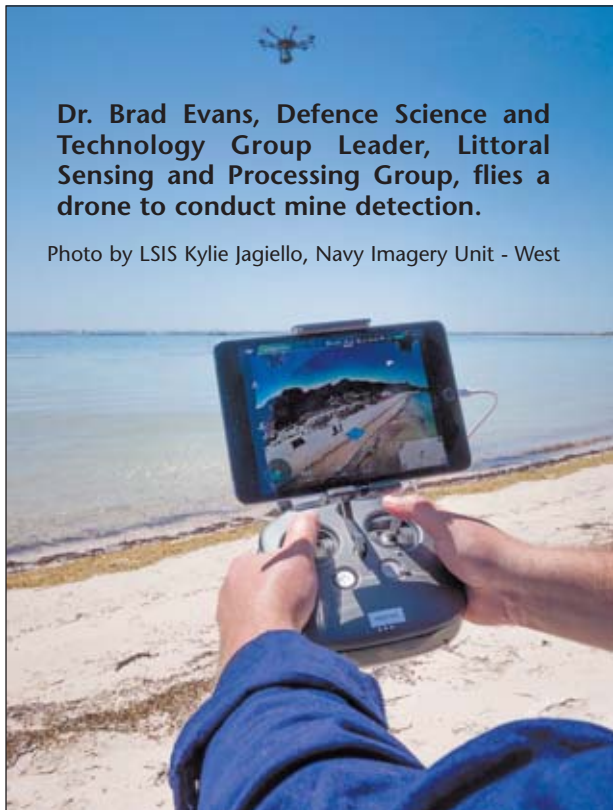
Because of the poor visibility, the two men couldn't make out the species of shark, but after review of sonar imagery they estimated it to be approximately three metres long. The experience, says Lt(N) Khabian, certainly gave him and his dive partner something to talk about during an event organized by their Australian hosts.

During exercise Dugong, partner nations also participated in a marksmanship contest using rifles. Despite some fierce competition from the Aussies, LS Justin McKinstry of the RCN beat out all competing nations with an astounding demonstration of quickness and accuracy.

Overall, exercise Dugong provided FDU(P) divers insight into the challenges of operating in Very Shallow Water environment, including local marine life.

Dr. Brad Evans, Defence Science and Technology Group Leader, Littoral Sensing and Processing Group, flies a drone to conduct mine detection.

Photo by LSIS Kylie Jagiello, Navy Imagery Unit - West



Defence personnel from Australia, Canada and New Zealand on a 25-metre range section at Bindoon Military Training Area in Western Australia as part of Exercise Dugong.

Photo by LSIS Ernesto Sanchez, Navy Imagery Unit - West

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Shift in Naval Boarding training



Members of HMCS Regina's naval boarding party make their way in a Rigid Hull Inflatable Boat (RHIB), to a suspect vessel in the Gulf of Oman.

Photo by MCpl Frank Hudec, Canadian Forces Combat Camera

LCdr Mike Erwin NFS(P)

A change took place in the delivery of Naval Boarding Party (NBP) training in October when Naval Fleet School (Pacific) turned over responsibility to the Naval Tactical Operations Group.

The turnover was part of an overarching direction that would see all matters concerned with naval boarding fall increasingly under Naval Tactical Operations Group's purview.

As the cutlass was passed from one organization to the other, it marked the end of a decades-long era in which the Fleet School, first as Canadian Forces Fleet School (Esquimalt) and then as Naval Fleet School (Pacific), trained individuals and ship's teams in the conduct of boardings at sea in support of maritime interdiction operations.

About Naval Boardings

The requirement to board ships is as old as navies themselves.

Whether it was to inspect a vessel in support of a naval blockade or to overpower an enemy ship and take it as a prize, warships have always needed to insert teams of personnel into other ships. Literature and film are

rife with images of ships bearing down upon one another, as boarding parties swarm over the side and through the rigging to the stirring cry of "Out cutlasses and board!"

The Royal Canadian Navy is no exception.

One of Canada's most famous boardings took place in the Caribbean during the Second World War. German U-Boat U-94 had been damaged by United States Navy aircraft, as well as depth charges and gunfire from Canadian corvette HMCS Oakville.

As the commanding officer of Oakville brought his ship alongside the stricken enemy, only SLt Hal Lawrence and PO Art Powell were able to leap onto the sub's deck before Oakville lost power and drifted further away.

In jumping from the ship to the U-Boat, SLt Lawrence's belt snapped and he lost the shorts he'd been wearing, and wound up taking the submarine clad only in a lifebelt, flashlight, two grenades, and pistol. He and PO Power were able to clear the boat of its crew before it sank. For their part in that heroic, if somewhat unconventional boarding, SLt Lawrence and PO Power were awarded the Distinguished Service Cross

and Distinguished Service Medal respectively.

Boarding in the 1990s

Following Iraq's invasion of Kuwait in 1990, the UN passed Security Council Resolutions to enforce an embargo on Iraq, and Canada sent a task group consisting of HMC Ships Terra Nova, Athabaskan, and Protecteur to be part of a 35-nation coalition in the First Gulf War.

The Canadian Task Group, with five Sea King helicopters embarked, sailed from Halifax on Aug. 24 and commenced operations in the Arabian Gulf on Oct. 1. By the end of the war, Canada had conducted more than a quarter of all coalition boardings.

Maritime interdiction operations

Since then, Canada has maintained a presence in the Arabian Sea and Gulf, the Mediterranean Sea, and at times the Red Sea and the Black Sea, throughout a series of named operations, a main focus of which has been maritime interdiction operations. The largest of these was Operation Apollo (2001-2003), in which all but one of the RCN's frigates, both auxiliary oil replenishers, and a destroyer deployed, and Canada

commanded the multi-national task force responsible for the Gulf of Oman.

The evolution of boardings

Throughout the decades, tactics and equipment involved in naval boardings evolved, and so too did the training.

The school's Naval Boarding Party Cell, sited at Work Point, eventually included a mock-up of a ship complete with sea containers for inspections, a separate "Kill House" for training with small arms loaded with simulated ammunition, a large matted area for close-quarter combat training, a gym, and classroom and office spaces.

The six-week Basic Naval Boarding Party Course provided instruction in weapons handling, use of force, tactical search procedures, hazardous materials awareness, and the procedures involved in boarding and securing a ship.

The Naval Boarding Party Supervisor Course provided further training in the planning and execution of boarding operations, communications, intelligence gathering, shipboard documentation, and leadership.

Training was physically and mentally rigorous, but extremely

rewarding, as successful completion meant the opportunity to serve as part of a ship's boarding party and to participate in boarding operations while deployed.

The future of Naval Boarding

Boarding operations and training will continue to change in interesting ways as naval architecture, weaponry, and tactics develop under the influence of evolving technologies. Come what may, the one common feature throughout the historical context of naval boarding is the sea, and the challenges it can throw at those who would operate in its unforgiving environment.

The Naval Tactical Operations Group, with its unique operational expertise, is well positioned to provide this important training.

But as the Fleet School sheaths its cutlass and steps away from Naval Boarding Party training delivery, generations of boatswains who oversaw countless course serials, and the scores of officers and sailors who received that training, can look back with well-founded pride at having provided the navy with a capability Canadian warships carried around the globe on deployed operations, and which was the envy of the world's navies.

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What does a Gold Sea Service Insignia represent?

Petty Officer First Class Evan Mills, Marine Technician

Joined Naval Reserve in 1998, Regular Force in 2017, more than 1,700 sea days.

How many different ships have you been posted to?

Six different ships across three classes.

How many ports or countries?

East Asia, East and West Coasts of North America, and the Canadian Arctic. Highlights include St John's, Nfld., – my wife grew up there, and I'd be foolish not to mention it, it is a great town and it has a lot of naval history. The inside passage of B.C. and Alaska are beautiful – I've been there many times, and I enjoy it every time. The first time I visited Japan, I was absolutely astonished by the respect and kindness of the people I met there.

How many deployments have you sailed on?

Five.

What advice do you have for junior members of the RCN who hope to earn a Gold SSI?

Aim higher. SSIs come when they come. Make the best of every day at sea that you get. Time at sea can get very busy. Don't forget to take care of yourself. Save some money early in your career.



Captain Jenn Jackson HMCS Ottawa PAO

Serving with the Royal Canadian Navy (RCN) often means long days at sea away from home, even when the ship is not on an operational deployment. Training, domestic sails such as surveillance and patrols, and exercises with international partners all need to be completed while at sea, not to mention the time needed to prepare and work up a ship's crew prior to a prolonged operation overseas.

The Sea Service Insignia (SSI) was developed as a visual means of recognizing those who have spent considerable amounts of time away from home, at sea on maritime operations. It is a formal recognition of time spent at sea and consists of four levels, each earned by passing a specific milestone at sea and recognizable by a distinctive colour – gun metal (six months), bronze (two years), silver (three years) and gold (four years).

It is important to note that sea days are not just days served with the RCN, but represent individual

days where a member, regardless of what environmental uniform they wear, spends more than eight hours at sea in a 24-hour period. Time not at sea, such as when the ship is alongside a foreign port, are not included.

Gold SSI

The Gold SSI is the highest level that can be earned and it represents more than 1,460 days at sea away from home and family. To put this in perspective, at the time of printing, of the more than 100,000 currently serving Regular and Reserve Force members of the Canadian Armed Forces, only 495 Navy, eight Air Force and three Army personnel have earned a Gold SSI, approximately 0.005 per cent of all members.

Many of those who have earned the Gold SSI have accumulated a wealth of experience and overcome challenges, while witnessing first-hand some of the significant milestone changes undergone by the RCN.

The experiences and reflections of five members currently deployed in HMCS Ottawa on Operations Neon and Projection demonstrates the breadth of the sacrifice, challenges, and significance behind a Gold SSI.

Petty Officer First Class Shawn Mosson, Boatswain

Joined 1994, more than 1,700 sea days.

How many different ships have you been posted to?

Thirteen different ships.

How many ports or countries?

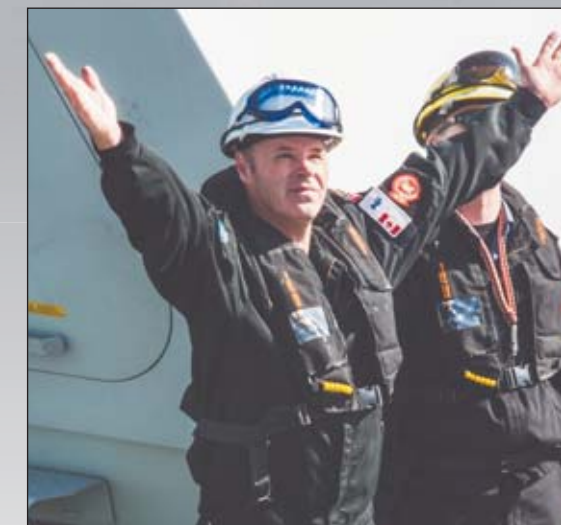
I have been all over the world during my time in the navy. Some of the highlight destinations have been Dubai, Thailand, New Zealand, Australia, Chile and Peru.

How many deployments have you sailed on?

Four SouthPloy (two to South America, two to Australia), two deployments to the Persian Gulf, numerous WestPloys, four MidPac Oiler (Protecteur), and six SoCal Oiler (Protecteur).

What advice do you have for junior members of the RCN who hope to earn a Gold SSI?

Try and find a balance between your days away and the days with your family. The sea will always be there, and as long as we have ships, there will always be days to sail it.



Petty Officer Second Class Hugh O'Neill, Naval Combat Information Operator

Joined the Army Reserves in 1989, the Naval Reserve in 1993, and the Regular Force in 2018, more than 1,500 sea days.

How many different ships have you been posted to?

Thirteen different ships across five classes.

How many ports or countries?

Six countries and countless ports. Highlights include Ketchikan, Alaska, L.A. Fleet Week, the Portland Rose Festival, and San Francisco.

How many deployments have you sailed on?

Three.

What advice do you have for junior members of the RCN who hope to earn a Gold SSI?

Having a Gold SSI to me means having the experience and flexibility to embrace change. It is also a responsibility to mentor others.



Petty Officer First Class Jeffery Carter, Naval Communicator

Joined 1989, more than 1,600 sea days.

How many different ships have you been posted to?

Ten ships across five different classes.

How many ports or countries?

Thirty-five countries via ship with multiple ports/visits for some. In addition, I have visited 14 more during my land deployments. The highlights include the Pyramids, to the Valley of the Kings in Egypt, the Dead Sea in Israel, the Australian Outback, New Zealand mountain ranges, the Colosseum in Rome, and the temples of Thailand, Vietnam, and Bali. I have been able to see beautiful scenery and historic sites world-wide. In addition, sailing Canadian waters I have had the pleasure of visiting many smaller remote destinations along the B.C. coast.

How many deployments have you sailed on?

I have sailed on six deployments as well as had four land-based deployments.

What advice do you have for junior members of the RCN who hope to earn a Gold SSI?

Ensure you maintain strong ties to home while managing the expectations of your loved ones. You will not always have good communications and will not always be there for major life events. Plan for your absences and come up with a system to support or participate in these events from afar.



Chief Petty Officer Second Class Mark Bateman, Boatswain

Joined 1987, more than 2,400 sea days.

How many different ships have you been posted to?

Nine ships across four different classes.

How many ports or countries?

I have been in 19 different countries and 60-plus ports including all the ports up and down the west coast of Canada. The highlights of the destinations were the culture, food, and ancient historical architecture.

How many deployments have you sailed on?

As far as I can remember I have sailed on eight major deployments and have sailed the Pacific triangle as I like to call it (Vic-Hawaii-San Diego-Vic) not necessarily in that order or ports, for a good majority of my time.

What advice do you have for junior members of the RCN who hope to earn a Gold SSI?

You have to want to make this your career, and stay the course even if you get handed a bum deal. You have to want to learn new things and to see new places. Try to keep your personal life in balance with your work life.



OTTAWA SAILOR SNAPSHOTS

LT(N) BRAYDEN CASPER, ASSISTANT MARINE SYSTEMS ENGINEERING OFFICER

Regular Force: 11 years

Career Highlight: I have three: traveling, people, and playing sports. From being posted to Halifax, N.S., to Victoria, B.C., to deploying across the Pacific Ocean, the Canadian Armed Forces (CAF) has taken me to some interesting places (San Diego is my favorite). Throughout my career, I have had the privilege of working alongside exceptional men and women. Lastly, the CAF has provided me with the opportunity to continue playing competitive sports and develop strong rivalries against every other CAF base in Canada, especially those in the Western region.

Deployment must have: A good set of running shoes and a lot of music.

"To my wife, Corielle, and daughters, Ruby and Mabel, I miss you all so much and cannot wait to see you back in Esquimalt. The countdown is on."



PO2 RICHARD GORDON, WEAPONS ENGINEERING TECHNICIAN – FIRE CONTROL / SENIOR FIRE CONTROL MAINTAINER

Regular Force: 17 years

Career Highlight: Time served in the army and navy including sailing on both coasts, a port visit to Nunavut during Operation Nanook, time spent as a recruiter, being a member of the Honour Guard for Prince William's visit to Victoria, and the close friendships I've made during my time in the military.

Deployment must have: Coffee from home and books to help pass the time.

"Love you Alitia. Can't wait to get home to spend time with you for Christmas and go to Royals' games again. See you on the jetty in a couple weeks!"



LEADING SEAMAN KYLE VANDEVENNE, WEAPONS ENGINEERING TECHNICIAN RADAR

Regular Force: 7 years

Career Highlight: Getting to climb Mount Fuji in 2017 during Poseidon Outlast.

Deployment must have: My City and Colour sweater that I got at a concert with my fiancé.

"Hey Dad, I finally got my photo on the facebook group! I miss you Emily, Sam and Rosey!"



LEADING SEAMAN JUSTIN HORVATH, MARINE TECHNICIAN – MECHANICAL – STRUCTURES SECTION

Regular Force: 16 years

Career Highlight: Deploying to Afghanistan in 2009/10 with the 1 Princess Patricia Canadian Light Infantry battlegroup as a Light Armoured Vehicle 3 gunner.

Deployment must have: My bestest friend ever, Dave.



CANADIAN RESEARCHER INVESTIGATES GENDER AND PEACEKEEPING

Steven Fouchard
Army Public Affairs

As the United Nations and militaries across the world work toward greater female representation in peacekeeping operations, a Canadian researcher is delving into this little-studied area to shed more light on the potential implications.

Andrea Lane, a PhD candidate at Dalhousie University, is on a year-long contract at the Canadian Forces College where she has been invited to teach as part of its National Security and Joint Command and Staff programmes.

As Director of Dalhousie's Centre for the Study of Security and Development, she notes she has long-standing research interests in Canadian defence policy and in particular women in the military.

As she began research relating to Canada's part in the UN mission in Mali – where Canadian operations ceased on Aug. 31, 2019 – the federal government rolled out a pilot project in 2017 known as the Elsie Initiative for Women in

Peace Operations, which seeks to increase women's meaningful participation in peace operations.

While she is generally supportive of efforts to make male-dominated militaries more open to women, Lane said current thinking on women's roles in peacekeeping may not be entirely beneficial.

"There are a whole bunch of assumptions that are largely untested about women as better communicators, as people who are more likely to tone down conflict versus add to conflict – women being seen as warmer and more approachable by civilians," she explained. "So it sets a different burden on women peacekeepers that is really about singling them out as different than the norm for peacekeeping, which is male."

"On the surface, getting more women into peacekeeping is clearly a win for women," she adds. "How can you argue that's bad? It's when you start looking at the reasons behind that inclusion you realize that actually there are effects

that may make it more difficult for their complete integration. It's not fully integrating them within the military and saying, 'We want women soldiers because of everything they bring to the table.'"

The UN recently took the step of directing member nations to form peacekeeping engagement teams – soldiers responsible for outreach to civilian populations – with a minimum of 50 per cent female representation. The body of research into the effects of such initiatives on those they are designed to help, Lane noted, is small.

"Some evidence from the deployment of female engagement teams in Nordic militaries – Sweden, Denmark – in Afghanistan found that the women who were involved were viewed by their male colleagues as women first and soldiers second and that they needed to be protected. But that was a small study. Rigorous evidence for some of these claims about female peacekeepers is really lacking and there's no Canadian evidence, so actually adding to the body of evidence is



A female member of Task Force-Mali's Canadian Medical Emergency Response Team provides direction during a forward aeromedical evacuation exercise aboard a CH-147F Chinook helicopter in March.

Photo by Corporal François Charest, 430 Tactical Helicopter Squadron (430 Tac Hel Sqn)

one of the main reasons I'm doing the research."

The contract with Canadian Forces College is not related to her research but is a "happy coincidence," given that it will provide access to female military officers for interviews that will inform her dissertation.

At the time of writing, Lane was still waiting a go-ahead from the College and Dalhousie before she could begin interviews. However, some media coverage is already attracting attention.

Word of mouth is also playing a part, and she is finding other potential sub-

jects through her own personal networks and those of her spouse, a Royal Canadian Navy officer.

"What I have found, and I'm very grateful for this, is that women are interested in talking about this because of the way that it affects their professional lives."

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Participants gather for a group photograph prior to the wheelchair basketball game at the Naden Athletic Centre on Dec. 3. The wheelchair sports event was part of CFB Esquimalt's recognition of International Day of Disabled Persons 2019. Left: Base Commander Captain (Navy) Sam Sader shares a laugh with Simon Cass, BC Wheelchair Basketball provincial coach, prior to the start of the wheelchair basketball game. Photos by Peter Mallett, Lookout

Wheelchair hoops game boosts understanding

that approximately 3.8 million Canadians are living with disabilities, and two per cent of military members and six per cent of DND civilian employees have some form of disability.

She also took part in the game and said she was impressed with the enthusiasm and effort exhibited by all participants.

"This has been an amazing experience and very humbling for all of us," said Schaaf. "Many of the athletes who participated are experienced at basketball but were not able to make a shot. I think this was a fantastic eye-opener for the

challenges that people with disabilities face."

The wheelchair "greenhorns" were schooled in the skills and techniques needed to operate a wheelchair by Simon Cass, B.C. Wheelchair Basketball Provincial coach, and four students from Pender Island Elementary School.

"My injury opened my eyes and made me realize that people with disabilities have all sorts of difficulties, including things that most people take for granted like opening doorways or getting up stairs," said Major Patrick Levis of the Canadian Armed Forces

Transition Unit. An illness has prevented him from using his quad muscle, and he uses a knee brace to walk.

"This event today was very important because I think it sensitized the chain of command and all people at the base about people with disabilities and what we need to overcome and how policies can be changed to make things easier for members with disabilities," he added.

After the basketball segment was complete, participants enjoyed a wheelchair floor hockey game followed by a meet and greet event.

Peter Mallett
Staff Writer

Naden Athletic Centre.


The event was organized by the Defence Advisory Group Persons with Disability to recognize International Day of Persons With Disabilities.

Nicole Schaaf, National Manager Office of Disability Management and Champion for Defence Advisory Group Persons with Disability, helped facilitate the event with non-profit B.C. Wheelchair Basketball. During the pre-event address, she noted

Base employees shot, dribbled, and passed the basketball up and down the court in an unfamiliar position - sitting in a wheelchair.

Approximately 20 military personnel and civilian employees got a new perspective on the intense, athletic competition when they took part in a wheelchair basketball game on Dec. 3 at the





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Bravo Zulu

Fleet Maintenance Facility Cape Breton presentations

Captain (Navy) Martin Drews, Commanding Officer Fleet Maintenance Facility (Cape Breton), made presentations to staff during the FMF (CB) awards ceremony held at D-250 on Nov. 19.

Photos by Leading Seaman Mike Goluboff, MARPAC Imaging Services



Master Seaman Wen Long Zhang is promoted to his current rank, accompanied by his wife Irene Zhang and son Haiden Zhang.



Master Seaman James Brown is awarded the Canadian Forces' Decoration.



Petty Officer First Class Stephan Heenan is awarded the Second Clasp to the Canadian Forces' Decoration.



Chief Petty Officer Second Class Scott Baker is awarded the Special Service Medal (Expedition).



Brian Phillips receives his Long Service Award for 35 years of service.



Denis Roger receives the Long Service Award for 35 years of service.



Darryl Farquhar receives the Long Service Award for 25 years of service.



Morgan Evans receives a Bravo Zulu Award.



Jeff Nighbor receives a Bravo Zulu Award.



Charles Smith receives a Bravo Zulu Award.



Kevin Toffey receives a Bravo Zulu Award.



Elaine Yan receives a Bravo Zulu Award.

Bravo Zulu

Fleet Maintenance Facility Cape Breton presentations

Continued

Photos by Leading Seaman Mike Goluboff, MARPAC Imaging Services



Paul Leason receives a Bravo Zulu Award.



Darren Wilson receives a Bravo Zulu Award.



Geordie Seaton receives a Certificate of Appreciation.



Heather Bederke receives a Certificate of Appreciation.



Michelle Chowns receives a Certificate of Appreciation.



Joseph Craveiro receives a Certificate of Appreciation.



Matt Ellner receives a Certificate of Appreciation.



Ashley Evans receives a Certificate of Appreciation.



Steve Ringma receives a Certificate of Appreciation.



Rui Vargas receives a Certificate of Appreciation.



Shop 144 receives a group Bravo Zulu Award for their work on HMCS Cornerbrooke.

Want to recognize someone in your unit?
 Send your BZs to melissa.atkinson@forces.gc.ca
 @LookoutNewspaperNavyNews



Captain (Navy) Martin Drews, Commanding Officer Fleet Maintenance Facility (Cape Breton), presents Shop 123 with a group Bravo Zulu Award for work on HMCS Regina's paint scheme.



Captain (Navy) Martin Drews, Commanding Officer Fleet Maintenance Facility (Cape Breton), presents Shop 111 with a group Bravo Zulu Award for work on HMCS Regina's paint scheme.



Naval Fleet School (Pacific)

Lieutenant-Commander Danny O'Regan, Deputy Commandant of Naval Fleet School (Pacific), presented Certificates of Military Achievement during the Naval Communicator Session #0057 QL3 course Graduation Ceremony on Nov. 20.

Photos by Leading Seaman Mike Goluboff, MARPAC Imaging Services



OS Sebastien Gravel receives the Certificate of Military Achievement.



Ordinary Seaman Dexter Hall receives the Certificate of Military Achievement.



OS Alex Laferriere receives the Certificate of Military Achievement.



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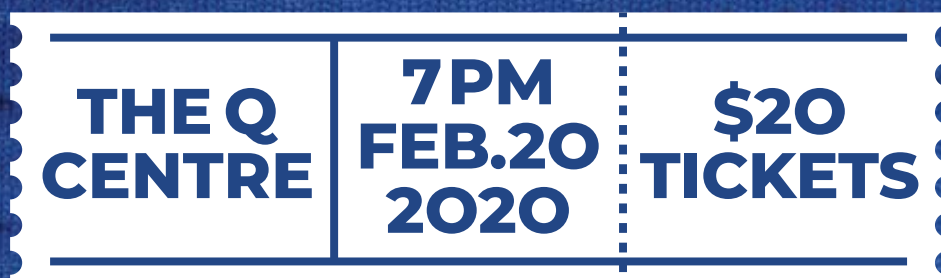
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