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# LOOKOUT

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## CONCH ROCKS FLORIDA

PO2 Allizson Zaichkowski of the Naden Band belts out a rendition of Neil Young's hit song After the Goldrush on her conch shell as her bandmate PO2 Olivier Neron-Bilodeau provides musical accompaniment on piano at the band headquarters on March 12. PO2 Zaichkowski had just returned from Key West, Florida, where she was declared the Women's Division winner at the 58th annual Conch Honk championship. See page 10 for full story.

Photo by Peter Mallett, Lookout



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# Clearance diver's unique, and cold, deployment

Photos by Sgt Sam Ladd, US Army

**A**NTARCTICA is the coldest of the Earth's continents, which might explain the name of a recent US-led mission entitled Operation Deep Freeze.

From December to February, United States Coast Guard Cutter

Polar Star, a heavy icebreaker, made its 23rd deployment on the annual joint U.S. military service mission to resupply the U.S. Antarctic stations in support of the National Science Foundation, the lead agency for the U.S. Antarctic Program.

Joining the United States Coast Guard dive team was LS Jeff Dubinsky, a Fleet Diving Unit (Pacific) clearance diver.

The 122 metre, 13,000-ton Polar Star produced a 37-kilometre channel through the one to four-metre-thick ice to McMurdo Station.

The three-week process to cut the ice enabled the offload of over 19.5 million pounds of dry cargo and 7.6 million gallons of fuel from three merchant vessels. All three ships combined offloaded enough supplies to ensure the research station has provisions until 2021.

Supplies are critical for the science station's daily operations and are integral to the National Science Foundation's massive overhaul of McMurdo Station. It is in the midst of a \$355 million construction project to remove 104 buildings around the research station and create a central hub of six main structures. The structures will contain science labs, operations offices, and accommodations for the station. Construction is

scheduled to finish in 2026.

As a member of the dive team, LS Dubinsky integrated with the United States Coast Guard and U.S. Army Dive teams in Honolulu, Hawaii, for a workup dive, ice dive theory training, and embarkation on Polar Star. The ship transit from Hawaii to Antarctica took a month with a port call in Hobart, Tasmania. Upon arrival on the continent, the ship was greeted by large ice flows, 24-hour sunlight, and pods of killer whales following the ship.

The dive team provided the icebreaker an emergency diving and underwater repair capability. During the 42 days at sea, between Hobart and the port visit to McMurdo Station, the dive team was needed to dive beneath the ice.

As the ship transited through the ice, Polar Star's propellers crushed the remaining large chunks in its path. Underwater mechanical issues can arise from the rough vibrations passed through the ship's propeller shafts.

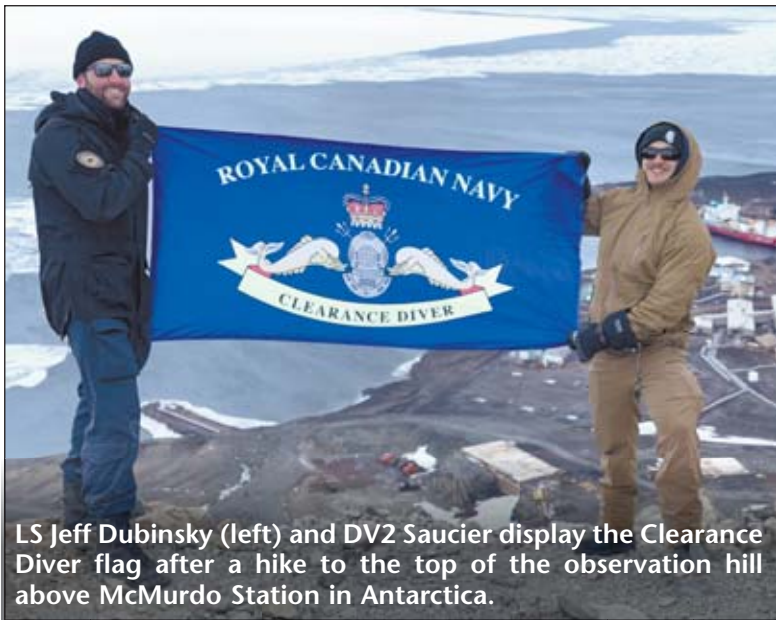
The first dive required the dive

team to inspect the ship's propellers and rudder system for damage. Post inspection, the team continued their dive underneath the ice flow.

"The cool water temperature stops the growth of most algae and underwater contaminants, which creates extremely clear visibility," said LS Dubinsky. "Four divers descended to the seabed floor and found an amazing cold water ecosystem filled with coral, starfish, leopard seals and krill."

Diving under the ice presents dangers to both the divers and the team supporting the dive. The ice flow can close the access hole to divers while underwater, the below freezing temperatures of the environment can create equipment freeze ups, and personnel working to support the divers can be affected by the harsh weather outside the ship.

"Having the opportunity to deploy with the USCG to Antarctica, and dive in such a remote and extreme environment was an unbelievable experience," said LS Dubinsky.



LS Jeff Dubinsky (left) and DV2 Saucier display the Clearance Diver flag after a hike to the top of the observation hill above McMurdo Station in Antarctica.



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





# Admiral's Walk of Achievement

Rear-Admiral Bob Auchterlonie with his sister Susan by his Walk of Achievement plaque.

Photos by Janice Lee

## Peter Mallett Staff Writer

The Comox Valley has produced several remarkable people who have moved from their grassroots community into the world to do amazing work.

To honour them, the city created the Comox Valley Walk of Achievement in Courtenay.

The most recent person to receive a sidewalk plaque is Rear-Admiral Bob Auchterlonie, Commander Maritime Forces Pacific.

On Saturday March 7, he joined the esteemed list of honorees, including actors John Hodgins (Bones) and Kim Cattrall (Sex in the City); B.C.'s first female Lieutenant Governor, Iona

Campagnolo; researcher and biochemist Dr. Fred Leung; and Second World War flying ace Stocky Edwards.

Emcee David Durrant said the Admiral, with his 33 years of distinguished service in the Royal Canadian Navy, and still many more to go, elevated him as a remarkable Comox Valley native.

RAdm Auchterlonie has deep roots in the village of Cumberland. His grandfather founded a popular bakery in 1920 in the then bustling mining town, until the business was sold in 2003.

He attended Cumberland Elementary, Cumberland Junior, and George P. Vanier Secondary before venturing into the military.

"I am one person who can say he

grew up in one of the best places on the planet and I truly believe that; and I can say this with authority because I have had a chance to travel and see most of the world during my service in the Royal Canadian Navy."

His rise in the navy is due in part, he says, to being well supported by family, friends, and co-workers. But, he adds, his true secret weapon for success came from the "great foundation" of growing up in the Comox Valley, a unique community that gave him the perfect start in life.

The induction ceremony also included remarks by Mayor Bob Wells of Courtenay and Mayor Leslie Baird of Comox, members of the Comox Valley Walk of Achievement Committee, and his sister Susan Auchterlonie.

RAdm Bob Auchterlonie (third from left) is joined by Col Dany Poitras, CWO Kevin Colcy, Capt(Navy) Julian Elbourne, and LCol Tim Byers during his enshrinement on the Comox Valley Walk of Achievement in Courtenay on March 7.



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## WHAT SAY YOU

### People Talk

The Lookout stopped by the Naden Band headquarters and asked them the following question:

*What is the strangest or most unusual thing you have eaten?*



My mother is from the Philippines, so when I travelled there I tried Etag pork for the first time. It is a special type of pig that is native to the Philippines and they hang the entire cut of meat over a fire to age. I consumed it with a fern salad, and the Etag tasted smoky, savory, salty and was more tender than most meats because it had been aged.

PO2 Robert Fearnley,  
Euphonium



Eating conch shell for the first time in Belize while I was travelling there with my sister was certainly a weird, if not frightening, experience for both of us. The conch tasted fine but about four hours after consuming it my sister went into anaphylactic shock. We had no idea she was allergic to it, but thankfully we were in the company of a paramedic at the time, so my sister made a full recovery.

PO2 Alliszon Zaichkowski,  
French horn



I had an Iguana burger once in Key West Florida when I was working on a cruise ship as a musician. It tasted very much like chicken

PO2 Greg Sly,  
trumpet



I was at a Japanese sushi restaurant once and tried an out-of-the-ordinary dish that you need to ask for called Uni. It tasted like the ocean and had the softest, creamiest texture you could imagine, about 20 times creamier than an egg's yoke.

PO2 Olivier Neron-Bilodeau,  
pianist

**Got a People Talk question?**  
Email it to [melissa.atkinson@forces.gc.ca](mailto:melissa.atkinson@forces.gc.ca)

## All welcome to Holy Week Services At the Anglican Church of St Peter and St Paul 1379 Esquimalt Rd.

### SUNDAY APRIL 5

**Palm Sunday Services**  
8:30 and 10:30 a.m.

### TUESDAY APRIL 7

**Compline Evening Service**  
7 p.m.

### WEDNESDAY APRIL 8

**Holy Eucharist**  
10 a.m.

### THURSDAY APRIL 9

**Maundy Thursday Evening Service**  
7 p.m.

### FRIDAY APRIL 10

**Good Friday Services**  
10 a.m. and 10:45 a.m.

10 a.m. - For those who wish to join in the Community Walk, we carry the Cross and stop and pray along the way reading

the different "Stations of the Cross". Please feel free to join us as we walk from the Church to Admirals Rd, turning right on Admirals to Lyall St. turning right then down Lyall to Grafton St. then turning right again and back into the church. We take turns carrying the Cross and stopping to do the "Stations of the Cross" in our Community, we then continue

the Good Friday Service inside the church. If you do not wish to walk but would like to come into the church at 10A.M. to go through the "Stations of the Cross", you are most welcome to do so and then sit in silent prayer until the walkers return and we join together at 10:45 to continue.  
10:45 a.m. - We will start the Good Friday Worship Service,

featuring Dahlia Adamson (soprano) and Rebekah Janzen (mezzo soprano) singing the Stabat Mater.  
**EASTER SUNDAY APRIL 12**  
**Sunrise Service**  
6:15 a.m.  
Freeman Ken Hill Park  
Corner of Lyall and Grafton St.  
Pets welcome.  
**Worship Service**  
10 a.m.

## WHAT SAY WE

### ID CHECKS



Until further notice, ID cards are not required to be physically handled by commissionaires at security check points anywhere within CFB Esquimalt when conducting ID verification. Both sides of ID cards are required to be clearly pre-

sented to commissionaires for detailed examination, with no physical obstruction, until the ID is determined to be valid. ID cards will be removed from protective pouches and presented outside the windows of the vehicle. Presentation from within vehicles behind closed glass is unacceptable.

Present the front side first and flip over only once the commissionaire has indicated to do so. This direction does not remove the authority for commissionaires to demand a physical check of IDs if they deem it required, or to hold IDs if there is cause to do so.

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# WARNING HIGH VOLTAGE

## HARRY DE WOLF BOARDING AWARENESS

**SLt Joe Cheng**  
HMCS Harry DeWolf

Anyone who's been around Halifax Harbour over the past year can't help but notice two Arctic and Offshore Patrol Vessels (AOPV) alongside Irving Shipbuilding Industries just north of Her Majesty's Canadian Dockyard in Halifax.

The future HMCS Harry DeWolf and HMCS Margaret Brooke will soon be delivered to the Royal Canadian Navy.

They are the first of six Harry DeWolf Class AOPVs that will join the navy fleets; two more have been ordered by the government to augment the Canadian Coast Guard.

These vessels have a host of capabilities to allow them to perform their multi-faceted role in the most extreme of climates and remote conditions.

The operational capabilities range from sovereignty and fishery patrols, to maritime domain awareness, support to joint forces and law enforcement, search and rescue, humanitarian assistance and disaster relief, and as ready duty ship.

**High Voltage Power**  
The Harry DeWolf Class uses an Integrated Electrical Power and Propulsion plant to supply power to its main propulsion motors and other power consumers on board.

For a 6,500 tonne ship, the amount of electrical power required is up to 13.2 megawatts. Electrical voltages range from the standard 24V DC, to 440V AC for most systems, to upwards of 6,600 V (for main propulsion).

In a marine environment, any working voltage that exceeds 1000V AC or 1500V DC between any two circuit connectors (or 600V AC / 900V DC between a circuit connector and ground) is defined by NATO Standards as High Voltage (HV). The voltage employed by the Harry DeWolf Class vessels is much higher than what is currently used across the fleet and has inherent risks and safety protocols.

They are built to modern Lloyd's Register's Standard Rules and Regulations for compliance with International Maritime Organization Standards, as well as a myriad of strict national

and international codes that oversee everything from discharge, to ergonomics, to operations, to equipment tolerances and specific materials used.

The operation of High Voltage on board Royal Canadian Navy vessels is mandated by NAVORD 11100-1, Qualifications and Access Requirements for High Voltage Ships, and Harry DeWolf Class Safety and Environmental Management Systems Standard Operating Procedure #13 S13 - High Voltage Switching Program.

**What happens when on board an AOPV ship?**

It means in certain circumstances a person may not be allowed on board, or in certain compartments. The ship may be in one of two ship-wide states – HV Live or HV Dead.

At the brow there will be a board that indicates the current high voltage state and displays the name of the Authorized Person in Control and the special markings to identify high voltage spaces. The Authorized Person in Control is responsible for the status of high voltage systems on board and all work related to it.

When the ship is 'HV Dead' anyone can come on board; all sources of high voltage supply are disconnected, isolated and earthed for safety. The ship is no longer capable of generating HV. However, when the ship is 'HV Live', it can generate high voltage. Anyone on board who has not received the 'HV Aware' brief will need an escort from the ship's company in order to be on board or else they must be landed from the ship.

**High Voltage Hierarchy**

There is a high voltage hierarchy of trained personnel on board as described in NAVORD 11100-1 and replicated below:

- **Authorizing Engineer**
  - Naval Technical Officer
  - Senior Electrical Propulsion Manager
- **Authorized Person**
  - Leading Seaman and above Marine Technicians
  - Electrician.
- **Competent Person**
  - All members of the Naval Technical Department, and other personnel where appropriate may also hold

this qualification.

- **HV Aware**
  - Entire ship's company, DND employees, regular contractors, and routine visitors.
- **Unqualified Personnel**
  - All other visitors / workers.

The High Voltage Aware brief can be given by qualified authorizing engineers, typically from Harry DeWolf staff or the Fleet Technical Authority, and the Lock Out – Tag Out Coordinator.

These rules are important to keep everyone safe; the Harry DeWolf quarter master and brow staff will be extremely strict, enforcing 100 per cent compliance.

If your work requires you to come on board a Harry DeWolf Class ship, you will need to plan accordingly and observe high voltage states. Additionally, when coming on board to perform work in a high voltage compartment or on high voltage equipment, not only must you prove the necessary level of required enhanced training, but you shall report to the Authorized Person in Control (APC) before any work starts.

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# NAVAL BOARDING PARTY TRAINING - A TACTICAL EVOLUTION



Imagery captured during the Naval Boarding Party Course Graduation at NAD in Halifax, Nova Scotia, Feb. 20.

Photo by Leading Seaman John Iglesias, Canadian Armed Forces

**MS Matt Swain**  
Canadian Fleet Atlantic

When Canada's warships head out on missions to thwart crime in the global marine environment, they take with them a highly trained vessel boarding and search capability.

To generate these parties of boarding specialists is an equally elite, tiered training program delivered by the Naval Tactical Operations Group. Training starts with the Naval Boarding Parties Basic and Supervisor courses, and then a team training.

Three Naval Boarding Party (NBP) Basic courses have been completed - two on the West Coast and one on the East.

This fast-paced, physically demanding six-week course teaches students a variety of skills including legal considerations, searching techniques, personnel control skills, tactical shoot-

ing, comprehensive close quarter battle, and combat first aid. Each phase of the course ends with an exam that students must pass in order to progress. If the student is unsuccessful, they are returned to their respective units and, depending on the nature of the failure, may be given the option to reattempt.

The course ends with a realistic final exercise designed to test all aspects of the course. Senior Instructor, PO1 Chris Nowlan is tasked to ensure the course provides tactical realism and a challenge that leaves successful students with a sense of accomplishment from their hard work.

Graduates earn a badge, one of three skill badges introduced by the navy in May 2019 to recognize their specialized skill sets.

A badge is earned by achieving progressively more challenging course milestones that ensure students have the right attitude and motivation, regardless of rank.

In keeping with NTOG's culture of invested small team leadership, officers are expected to both lead the team and, by creating a positive training atmosphere, mentor junior sailors to overcome any challenge they may encounter.

NBP training is for motivated, fit and adventurous navy personnel looking for a challenge. To ensure a successful application, a sailor should express interest to his or her immediate supervisor. They will ensure the chain-of-command contacts the correct people to make the registration on the next available course. Interested applicants must be current in weapons handling with passing grades on C8/Sig Sauer refresher training within the past 24 months. They must be comfortable with heights or in confined spaces. An NETP qualification and currency in standard first aid are also pre-requisites. It should also be noted that, while there is no minimum physi-

cal fitness standard, past graduates would concede that potential applicants, who arrive for the course prepared for a physical and mental challenge, will enjoy the course more than those who struggle on Day One.

**What the students say:**

*Able Seaman Saif Morsy, after completing the course on Feb. 20 in Halifax*

"What set the tone for me at the start of the course was how [the staff] made a point to say they wanted to give us a product that we could be proud of, and that was evident throughout the entire course...Safety and respect were at the forefront of every lesson and there was never a point where I felt (the course) compromised either of them. Training was scaled to the ability of the students, which gave people who had less experience more time and confidence to hone skills for

assessments. It genuinely felt like an environment that students could grow in, whether it was through a leadership role or developing assertiveness through team focused skills."

*SLt Tori Brown, one of two women who successfully passed and was badged upon graduating*

"When I heard I was going to be on the first NBP Basic Course taught by NTOG, I was a little intimidated. I knew that the NBP course was challenging, but I wondered what was to come now that NTOG was taking over. This was the most challenging course I've done in my career, but it was also the most rewarding. I take a lot of pride in myself and everyone who graduated the course. The instructors had high expectations but were 100 per cent invested in everyone's success and worked hard to ensure all students reached their full potential."

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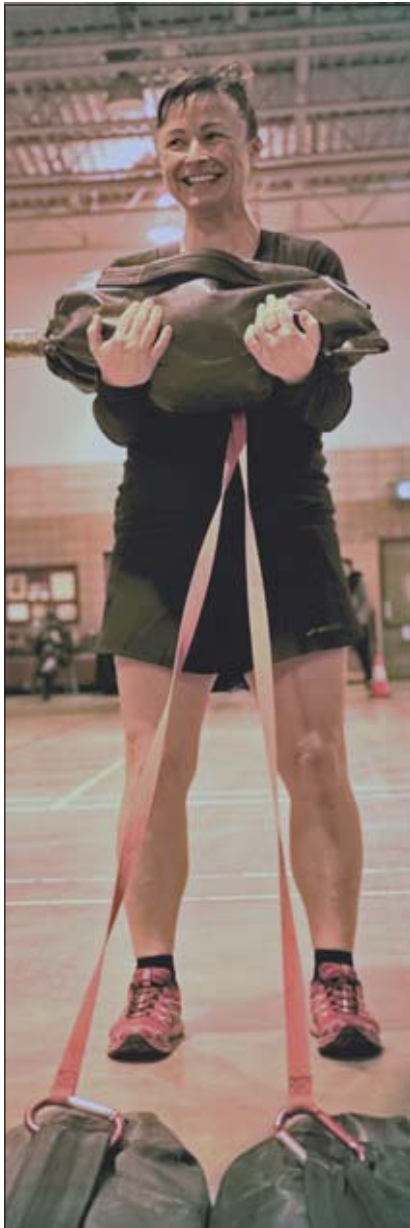


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# Civilian women tackle the FORCE challenge

**Capt Jeff Manney**  
39 CBG Public Affairs

Women thinking about joining Canada's military had a chance to size up its FORCE test, thanks to an initiative that tied into International Women's Day.

A team from Canadian Forces Recruiting Centre Detachment Victoria administered the FORCE test to curious members of the public at the Ashton Armoury March 8. Over the course of several hours, they tested their fitness against the sandbag raise, the sandbag carry, the sandbag drag, and the shuttle run.

"I'm so glad we did this," said PO2 Heather Smolinski, event organizer. "We really wanted to recognize International Women's Day by doing something different and the feedback we've received has been fantastic."

Participants ranged from teens still in high school to mothers with their husbands beside them in a supporting role.

Of the test's four elements, PO2 Smolinski says the sandbag drag was the most challenging. It requires a person to carry one 20-kilogram sandbag while dragging another four a distance of 20 metres.

For someone weighing just 50kg, moving twice that much weight can be daunting.

"Our philosophy today is 'everyone is welcome, and you can do this,'" she said. "So, we taught them how to properly warm up, how to prepare themselves, and then we cheered them on to the finish line. We tried to keep things informal and reduce anxiety. A lot of women who are interested in the Forces get hung up about the fitness test and delay applying. Those who came out today now know what they need to work on. But they also know they can do it."

The Canadian Armed Forces have been ramping up their recruiting efforts in the last several years, aiming to push the number of women up from 15 per cent, where it has remained stubbornly lodged.

"We want the Canadian Armed Forces to accurately represent the public," PO2 Smolinski said. "Females make up half of our society, but they are still not well represented in the military. We've got to change that. There are so many opportunities in the Forces for women. At the very least the FORCE test shouldn't be the barrier some women seem to think it is."




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**Peter Mallett**  
Staff Writer

**W**arfare has gone high tech in recent years with unmanned aircraft ready to attack through real-time human control from afar.

To combat the growing unmanned aircraft threat, the Royal Canadian Navy is investigating the feasibility of employing Class 1 Rotary Wing Unmanned Aircraft Systems - Targets (UAS-T) on board HMC Ships.

The *Snyper Mk2* UAS-T is one of these systems being tested. It is designed to simulate low and slow unmanned aircraft as a threat to warships in a maritime environment.

Four members of *HMCS Calgary* and two members of Canadian Fleet Pacific - Fleet Target Services West took turns deploying, flying, and landing the UAS-T at Albert Head's Grenade Range a few weeks ago.

"The intention is to train operators to fly the UAS-T for use at sea," said Chief Petty Officer Second Class Gordon Dolbec, CANFLTPAC SO Targets. "This will allow HMC Ships to work on developing force protection tactics to counter the growing UAS threat."

The navy has purchased 12 *Snyper Mk2* UAS-Ts from QinetiQ Target Systems Canada, splitting them equally between the coasts. Eight will serve as targets for live-fire training using the ship's weapons and sensor systems and small arms; the other four will be used primarily for surveillance and high-resolution imagery and video, a capability that was previously only available through a maritime helicopter.

Eventually, all five West Coast frigates will have someone on the ship trained to operate the *Snyper Mk2* UAS-T. East Coast ships have already used them as a tool

for taking imagery and video during at-sea training events.

CPO2 Dolbec says the controls and technology are complex, so extensive operational training is necessary.

"It's all about skills and familiarity because it's not an easy thing to fly and takes plenty of time and practice," said CPO2 Dolbec. "When you work with someone who starts flying one for the first time, they often get nervous because it's something they aren't used to doing."

The *Snyper Mk2* weighs approximately 13 kilograms and has six propellers powered by six battery-operated engines. The technology is portable, with the rotors and landing gear collapsible, easily folding into a suitcase-sized pelican case.

When assembled, it can reach speeds of 33 kilometres an hour, has a maximum altitude of 18,000 feet and an overall range up to eight kilometres. However, based on the newly established National Defence Flying Orders for UAS systems, it is limited to operating below 300 feet above ground level and must remain within the visual line of the operator with not less than two statute miles ground visibility.

The UAS-T has three control components. The first is a hand controller, which is the primary flight controller, similar in appearance to joystick. It controls the UAS-T's forward and backward movements (pitch), left and right (roll), heading (yaw), and throttle, allowing it to climb or descend.

The second is a ground control station consisting of a laptop that provides all in-flight monitoring of the UAS-T's systems, plots flight paths, and records flight data for analysis. A third controller allows the operator to manipulate on the on-board camera for surveillance and high resolution photos and video.

To assist CPO2 Dolbec and his colleagues at Fleet Target Services

West in teaching sailors how to use the UAS-T, there is a Master Seaman target manager and two sailors from *HMCS Vancouver* that have been loaned to the unit to be trained as UAS-T instructors.

The *Snyper Mk2* UAS-T doesn't come cheap, with each system costing approximately \$21,000; surveillance units cost more because of the upgraded onboard camera equipment.

If the UAS-T crashes or has a hard landing causing damage it will be sent back to QinetiQ Target Systems Canada for repair or even replacement, which is why taking time to properly train operators and instructors is key, says Chief Dolbec.

He adds, while that may seem expensive, it is the only solution to train sailors in this warfare, and will save lives and damage to the ship.

"There are going to be some accidents that will result in damage to the UAS-T as people familiarize themselves with a capability that is very new to the RCN," said CPO2 Dolbec. "Our main focus is to keep everyone safe, so instead of taking giant leaps forward in rolling out this capability, the best practice is to take small steps to get where we want to be in terms of training, operations and flight safety."



Ordinary Seaman Eric Partridge prepares the *Snyper Mk II/III* for flight.

# NAVY PREPARES FOR UNMANNED AIRCRAFT THREATS

Photos by Corporal Jay Naples, MARPAC Imaging Services.

Ordinary Seaman Eric Partridge prepares to fly the *Snyper Mk II/III* under the instruction of Bryan Harder from QinetiQ Target Systems during the operator course at Camp Albert Head.



# SAILOR SHELLS OUT TOP HONOURS

**Peter Mallett**  
Staff Writer

On the grounds of the Old Island Restoration Foundation of Key West, Florida, Petty Officer Second Class Alliszon Zaichkowski held a dusty pink conch shell to her lips and blew a melodic note.

The Naden Band French horn musician entered this year's 58th annual Conch Honk contest, using her favourite shell nicknamed 'Conky'. While others simply belated a loud single note, she played a horn solo from Igor Stravinsky's *The Firebird*, Neil Young's *After the Gold Rush*, and Queen's *Bohemian Rhapsody*. When the last note resounded, the crowd erupted with cheers and thunderous applause.

She had sealed the women's division title, defeating over 12 competitors.

"My intention going into the contest was to blow people's minds and I definitely think I achieved that. They'd never seen anything like it," said PO2 Zaichkowski.

Judges based their decision on the loudness, length, and quality of the sound; novelty and originality

were also taken into consideration.

"There was actually a lot of practice and showmanship involved in this win. I was on stage performing for seven minutes. Most competitors didn't play entire songs. Instead, they mostly just tried see how loud they could blow their shells for 30 seconds or so; so my performance was a really was big deal and people really reacted to it."

Former bandmate Sgt Matthew Rowsell, a trombone player for the Central Band of the CAF in Ottawa, travelled with her to Florida. He assisted her during *Bohemian Rhapsody* playing a couple other shells to harmonize with her. The sound technician at the competition played a pre-recorded backing track of *Bohemian Rhapsody* through the sound system, which PO2 Alliszon recorded with some fellow Naden Band mates to help her cement the victory.

She entered the competition as a tribute to her late father Ron Facey, who turned her on to the conch competition several years ago. He knew she would take the competition to a whole new level as people

were struggling to make sounds on the shells.

"My father died almost a year ago and I've been trying to make it to this competition since he told me about it, but hadn't yet. This year felt like the right time to go. I just wish he could have seen me and the response it generated across America," said PO2 Zaichkowski.

At home, she has a collection 20 conch shells, with the size and shape of each shell capable of a different pitch and tone across the musical spectrum. 'Conky' was a shell she bought at a beachside tourist shop in White Rock, B.C.

Her greatest hit is perfecting Neil Young's classic rock hit *After the Gold Rush*. Last Thursday, she and pianist PO2 Olivier Neron-Bilodeau collaborated on the song for a short video.

Her hope is to play it on her shell someday for Neil Young.



PO2 Alliszon Zaichkowski toots her conch shell during the annual Key West Conch Shell Blowing Contest Saturday, March 7 in Florida. She won top honours by impressing the judges with excerpts from several melodies including composer Igor Stravinsky's *"The Firebird"* and Queen's *"Bohemian Rhapsody."*

Photo by Rob O'Neal, Florida Keys News Bureau/HO



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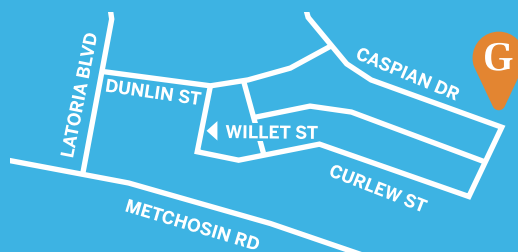
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Leslie McLean aboard the original HMCS Calgary.

HMCS Calgary Commanding Officer, Cdr Alex Barlow welcomes David McLean aboard for a tour of the warship. Cdr Barlow presented an official captain's hat and coin to McLean to be given to his 100-year-old father Leslie McLean. McLean sailed aboard the original HMCS Calgary vessel during the Second World War.

# Centenarian's birthday gift from HMCS Calgary

**Peter Mallett**  
Staff Writer

One-hundred-year-old Leslie McLean will receive a unique belated birthday gift – an *HMCS Calgary* captain's baseball hat, an official ship coin, and a ship's patch.

The items were collected by his son David, who toured *HMCS Calgary* on his father's behalf on March 6, and will be given to him by his family in the coming weeks.

In the Second World War, the centenarian served in *HMCS Calgary* (K231) during the Battle of the Atlantic as

a Leading Seaman. The ship was a Flower-class Corvette, one of many built to meet the demand for escorting merchant vessels across the Atlantic.

"It's was a delightful experience touring *Calgary* and I thank everyone in the navy for this experience," said David after the tour. "I know he is going to be surprised when he sees these gifts."

Leslie suffers from dementia and lives in an Edmonton retirement home, but his son says whenever anything related to *HMCS Calgary* comes up his father can recant detailed memories of his service days.

During his time aboard

*Calgary*, Leslie participated in the sinking of German U-boat U536 in the Azores in November 1943, and U322 in December 1944 in the English Channel.

After VE Day, he transferred to *HMCS Ontario* and the Pacific theatre. He was officially discharged from the military in 1946.

David's childhood chum Lance Allard, who lives in Victoria, arranged the ship tour through the Public Affairs office. The two grew up on the outskirts of Edmonton. David says neighbour and Second World War veteran Fred Russell also reached the 100-year milestone recently.



David McLean and Lance Allard check out the artwork at the rear of *HMCS Calgary*'s main gun during their tour of the ship. Photos by Peter Mallett, Lookout

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# Base Divisions Awards and Presentations

Presented by Captain (Navy) Sam Sader, Base Commander, on March 3.

Photos by Leading Seaman Valerie LeClair, MARPAC Imaging Services



Master Corporal Paulo Pinto receives his Canadian Forces' Decoration First Clasp.



Corporal Olivier Youngblud receives his Operation Service Medal - Expedition Ribbon for Task Force Artemis.



Leading Seaman Bin Ruan receives his Special Service Medal for Operation Reassurance.



Petty Officer Second Class Joey Espineli receives his Special Service Medal - Expedition Bar.



Master Seaman John Christian receives his Special Service Medal - Expedition Bar.



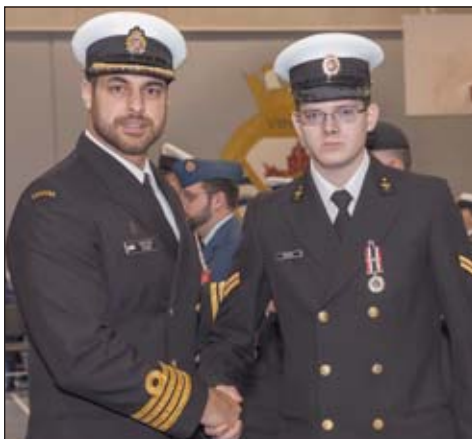
Corporal Kevin Flamand receives his Special Service Medal - Expedition Bar.



Corporal Eve Cousineau receives her Special Service Medal - Expedition Bar.



Corporal Hamid Anghaei receives his Special Service Medal - Expedition Bar.



Leading Seaman Jake Burke receives his Special Service Medal - Expedition Bar.



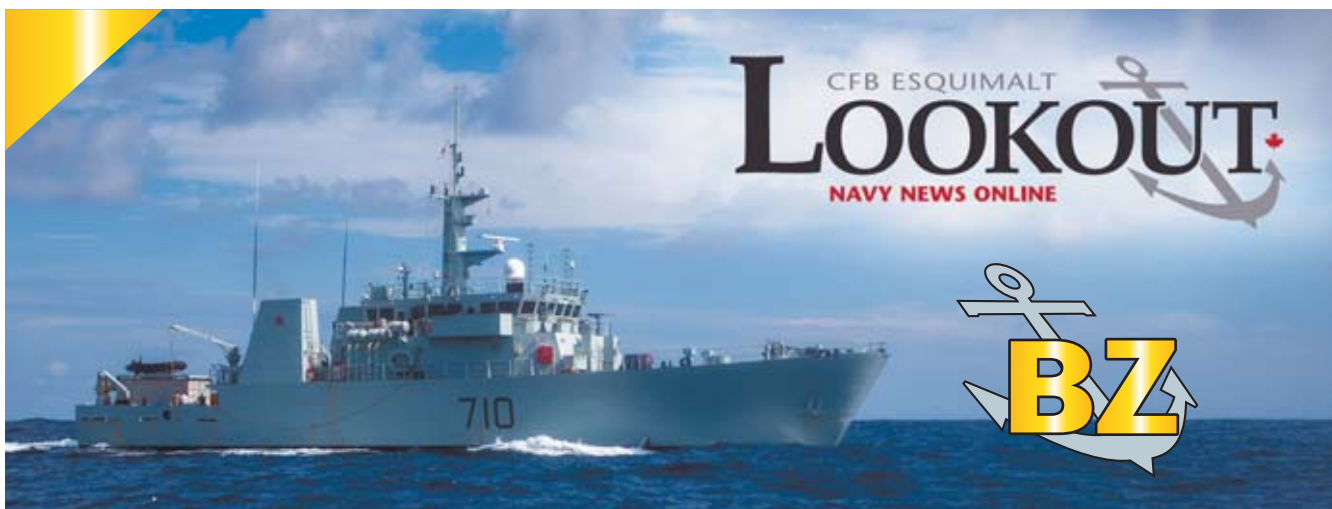
Leading Seaman Matt Nicolle receives his Special Service Medal - Expedition Bar.



Leading Seaman Darien Wickman receives his Special Service Medal - Expedition Bar.



Corporal Heath Cook receives his Canadian Forces' Decoration.



**Want to recognize someone in your unit?**

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# Base Divisions Awards and Presentations

Continued



Erin Brown receives her Maritime Forces Pacific Bravo Zulu.



Chief Petty Officer Second Class Brian Charron receives a Canadian Forces Base Esquimalt Bravo Zulu.



Leading Seaman Breanna MacKay receives a Canadian Forces Base Esquimalt Bravo Zulu.



Warrant Officer Caroline Germain receives a Canadian Forces Base Esquimalt Bravo Zulu.



Sergeant Mitchell Cadotte receives a Canadian Forces Base Esquimalt Bravo Zulu.



Acting Sub-Lieutenant Hyesook Park is promoted to the rank of Sub-Lieutenant.



Leading Seaman Tucker Matheson receives a Canadian Forces Base Esquimalt Bravo Zulu.



Dwayne Stewart receives a Canadian Forces Base Esquimalt Bravo Zulu.



## Naval Combat Informations Operator RQ-AB Graduation

Presentations by Commander Annick Fortin, Commander of Canadian Forces Fleet School, on Feb. 28.

Photos by Leading Seaman Victoria Loganov, MARPAC Imaging Services



Ordinary Seaman Colby Scovil-Turton receives his Certificate of Military Achievement.



Ordinary Seaman Kristen Schenkers receives her Certificate of Military Achievement.



Ordinary Seaman Nicholas Camerucci receives his Certificate of Military Achievement.



Able Seaman Kyle James receives his Certificate of Achievement for achieving the ranking of top student.



Able Seaman Kyle James receives his Certificate of Military Achievement.



# Naval Communicator QL6B Graduation

Lieutenant-Commander Danny O'Regan presented awards on March 2.

Photos by Leading Seaman Victoria Loganov, MARPAC Imaging Services



Petty Officer Second Class (PO2) Trevor Deen receives his Certificate of Military Achievement.



PO2 David Desmond receives his Certificate of Military Achievement.



PO2 Nicholas Fenton receives his Certificate of Military Achievement.



PO2 Brendan Judge receives his Certificate of Military Achievement.



PO2 Yhan Mathe receives his Certificate of Military Achievement.



PO2 Phillip Kanczula receives his Certificate of Military Achievement.



PO2 Steven Millar receives his Certificate of Military Achievement.



PO2 Jason Holmes receives his Certificate of Military Achievement.



PO2 Jennifer Morgan receives her Certificate of Military Achievement.



# Base Orderly Room Promotions



LS Brown, with her friend Cpl Krick, is promoted by LCdr Jason Barbagallo, Executive Officer of Base Administration.



Cpl Krick, with girlfriend Phoenix Wells and friend LS Brown, is promoted by LCdr Jason Barbagallo, Executive Officer of Base Administration, and CPO1 Line Laurendeau, BAdm Branch Chief.



Avr(T) Shepherd, with her friend MS Penner, is promoted by LCdr Jason Barbagallo, Executive Officer of Base Administration.

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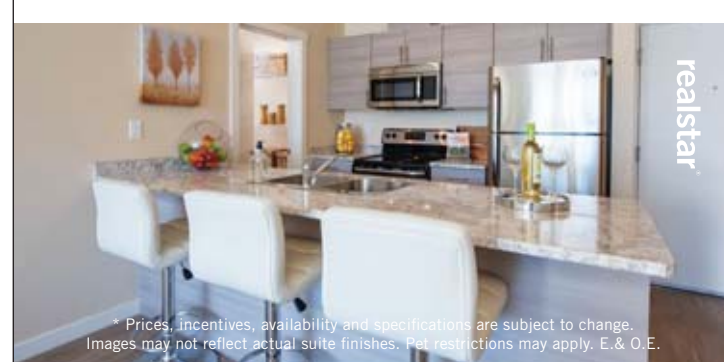


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