

Volume 65 Number 34 | August 31, 2020

LOOKOUT

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HMCS REGINA

RIMPAC2020

Lieutenant(N) Ann Lee aboard HMCS Regina relays orders to the helm on the bridge during a replenishment-at-sea with Royal Australian Navy ship HMAS Sirius during Exercise Rim of the Pacific (RIMPAC) 2020. Ten nations, 22 ships, one submarine, and more than 5,300 personnel are participating in RIMPAC from August 17 to 31 at sea around the Hawaiian Islands. RIMPAC is a biennial exercise designed to foster and sustain cooperative relationships, critical to ensuring the safety of sea lanes and security in support of a free and open Indo-Pacific region. The exercise is a unique training platform designed to enhance interoperability and strategic maritime partnerships. Turn to page 8 and 9 for more on the exercise.

Photo by Master Seamen Dan Bard, Royal Canadian Navy

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RCN Rank Change Initiative

Poll Results & Rank Designation Change Decision

Shipmates,

Thank you for participating so enthusiastically in our poll seeking your advice with regards to more gender inclusive rank designations for the English rank titles of our most junior sailors. Having launched the initiative, it was incredibly important to me, as your Admiral, to hear from you – currently serving as well as retired members – and interested Canadians from across the country before I direct adoption of a way forward.

Your participation via almost 18,000 responses, of which some 30 per cent included write-in/commentary, delivered exactly what was needed. I was especially appreciative of the overwhelming participation by the junior ranks who will be most impacted by the change.

I appreciate as well that the initiative prompted us to have a frank and passionate discussion about not only the choices, but also the reasons behind this undertaking. Beyond the polling there has been an impressive deck-plate conversation in cubicles, offices, shops, flats and messes –

everywhere, including virtually! What we have been discussing is our culture. We've been discussing who we are. Obviously, I encourage this reflection to continue – the introspection and dialogue being foundational to a vibrant, appropriate and ever-evolving naval/force culture... to getting it right! Meanwhile, in closing this chapter of the discussion, I'm so proud to share with you that we have confirmed by a wide majority that we are broadly likeminded (>75 per cent) that this rank change initiative is long overdue, necessary, and welcomed.

Why Evolve?

As the dialogue has established, while ours is proudly a service steeped in tradition – a service which was historically dominated by straight, cis, white males – it's equally, necessarily, and proudly a modern service that prides itself on striving to continuously evolve in-step with the nation, and which merits our recent recognition as one of Canada's top employers – the service you would encourage

your family and friends to join, knowing it to be striving to be diverse, inclusive and welcoming!

Certainly, as it has been discussed, this is essential if we are to attract our reliefs, the next Watch. Do not, however, misconstrue our intent. This initiative – just one element in our evergreen efforts to address the inevitable organizational and behavioural inconsistencies that we'll experience as we adapt our culture in response to the ever-evolving international and domestic contexts in which we live and operate – is about far more than attraction and recruiting. As we've been discussing, at its essence this initiative is about nothing less than ensuring that our Navy strives to keep pace with the society we serve so as to remain exactly the Service that Canadians want to represent them in the world's darkest corners when principles and values matter.

Why now?

Obviously this initiative, as significant as it is given the importance we assign to the titles and vestiges that define us, is but an

element of an enduring effort to remain a proud, capable and modern Service.

Yet, arguably, there is no room for deferral. An enduring effort, especially one involving culture, can be stalled by the failure to incrementally effect change. This is to say that, as we know, we cannot burden the next watch with what we can and must do today. Progress needs be realized on the current Watch... now ... on our Watch. Through this initiative, our resultant dialogue, and its follow-through, we'll make the next contribution to our broad efforts. This action is appropriate and timely for our RCN, a Navy that is equally known for not only what amazing things we accomplish but equally so for how we do so – for how we conduct ourselves ... for who we are.

The Results

Shipmates, having shared with you these important thoughts about the dialogue we've been having as a result of the initiative, let me now share with you some results.

Figure 1: Opinion Poll Engagement (17,950)

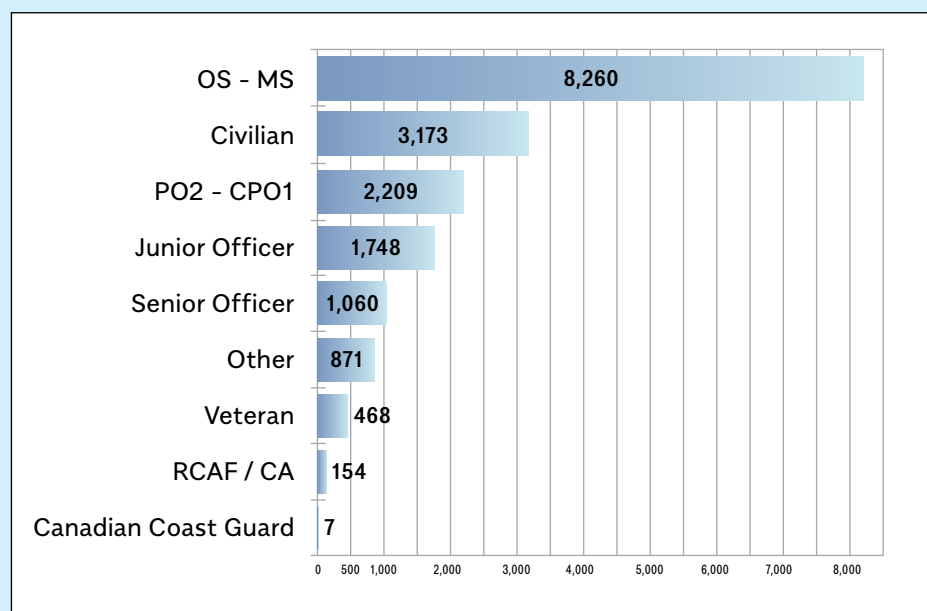
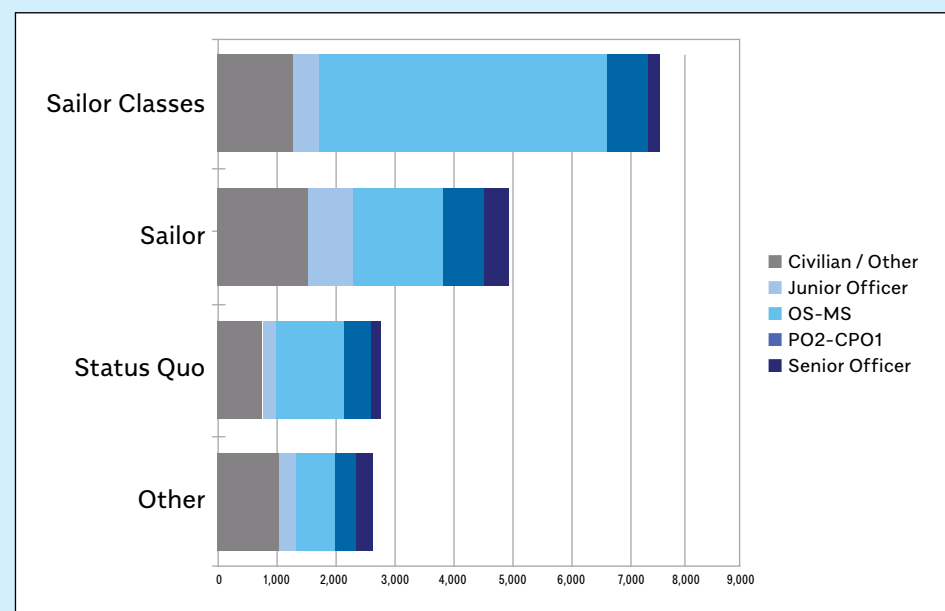


Figure 2: Opinion Poll Results (17,950)



Having contemplated all of this advice, I share that I welcome and celebrate the strong endorsement for this change (>75%) expressed. This demonstrates that ours is indeed a modern Service that prides itself on continuously evolving in-step with the nation and which is living-up to its recent recognition as one of Canada's top employers. Additionally, I share that my decision as to the selected option was profoundly shaped by the clear preference of our junior ranks for sailor classes. Further, it's convenient that such an approach aligns with extant designations in French.

The New Ranks

As a result, I am incredibly pleased and excited to announce that the English designation of our junior ranks will shortly be known as

- Sailor Third Class (formerly Ordinary Seaman),
- Sailor Second Class (formerly Able Seaman),
- Sailor First Class (formerly Leading Seaman), and
- Master Sailor (formerly Master Seaman).

All will be simply referred to as "sailor" (except Master Sailor, which always merits of the full rank title "Master Sailor") in routine conversation unless formality or need for specificity drives the more fulsome title.

These new rank designations will be effective upon the issuance of a CANFORGEN on Friday Sept. 4. At that point, as we begin referring to shipmates using the new rank designations, we will have taken another in our incremental steps to build a more inclusive workplace that appropriately represents our values as a Navy, Force and Nation. Meanwhile, there will of course be a formal process running in the background to codify the change in our orders, regulations, publications and forms. This process is expected to take several years. Amplifying information will roll-out as this process unfolds.

What else the poll revealed

Before I conclude, shipmates, I'd be remiss if I didn't also take this opportunity to share that the poll and accompanying dialogue has revealed that we continue to

have prejudices and hate in our ranks – as heartbreaking as that is for the vast majority of you and for me.

Despite the fact that the overwhelming majority of polling votes and discussion applauded or criticized the initiative in a constructive and respectful way, as you heard via a compelling July 24 response statement from Deputy Commander RCN so too were there inappropriate, hurtful views, and harmful expressions amongst the results.

In response, let me be clear: such negative and in some cases illegal sentiments and expressions are unequivocally unacceptable.

Further, those embracing them are not welcome in the RCN/CAF where we have zero tolerance for racist, anti-Semitic, misogynistic and discriminatory behaviours of any kind in our ranks. So, for those who contributed such – and you know who you are – do the right thing and identify yourself to your superiors so that we can get you the help you need to identify and overcome your biases and prejudices or help you leave the Navy whose modern culture you obviously do not share.

Remember

We aspire to be a Navy in which all are treated with dignity and respect as well as a Service that cultivates an inclusive and respectful work environment for all. In choosing to serve, you accept these as your aspirations for us as well!

Shipmates, we have profited immensely from our dialogue regarding the rank change initiative this summer. We emerge from it with a greater insight into who we are including the sobering reality that we all need do more – individually and collectively – to be diverse, inclusive and welcoming. More positively, we can now take satisfaction in knowing that through this initiative we have taken another important and far from symbolic incremental step in ensuring that the RCN remains the modern Service that all shipmates deserve – indeed, that our nation deserves.



Yours Aye,
Vice-Admiral Art McDonald
 Commander Royal Canadian Navy

BIS EMPLOYEE HAILED FOR CYBER SECURITY EXCELLENCE

WO (RETIRED) SHERRY RUMBOLT



Peter Mallett
Staff Writer

A Base Information Services civilian employee has received national recognition for her outstanding work in cyber security.

WO (Retired) Sherry Rumbolt, a senior information security officer, was recently honoured as one of Canada's Top Women in Cyber Security. Rumbolt was among 20 recipients selected in the inaugural award category by the magazine *IT World Canada* from a list of 170 nominations.

She was notified of her nomination in April. Then on June 6, anticipation transformed into excitement when she learned she would be part of the first-ever honour roll.

"I was so honoured and thrilled to get the news. I have been in this industry for 30 years. To be rec-

ognized for contributions made not only to enhance cyber security in the industry and public sector, but for all the efforts to highlight young professionals, women, and diverse groups in this field was so rewarding."

Due to COVID-19 physical distancing measures, this year's award ceremony was held virtually. Winners were featured in the latest edition of *IT World Canada* and received a certificate as part of the award. Major Lauren Banks, Deputy Commanding Officer of the Canadian Forces Network Operations Centre, was also recognized.

"Until recently women were often excluded from prominent roles in the cyber security industry," said Rumbolt. "But this is changing. In the past few years, through the work of many exceptionally knowledgeable and talented women, women are finally

being recognized for their efforts."

Returning to the Forces

Rumbolt, 49, is originally from Mary's Harbour, Newfoundland and Labrador. She spent 21 years in the Canadian Armed Forces as a Land Communications Information Systems Technician. She entered the world of cyber security in 2004 when she joined the Canadian Forces Network Operations Centre. She retired from the military in 2011. She then worked for the Government of British Columbia for six years in a variety of cyber security positions before returning to CFB Esquimalt as a civilian employee in 2017.

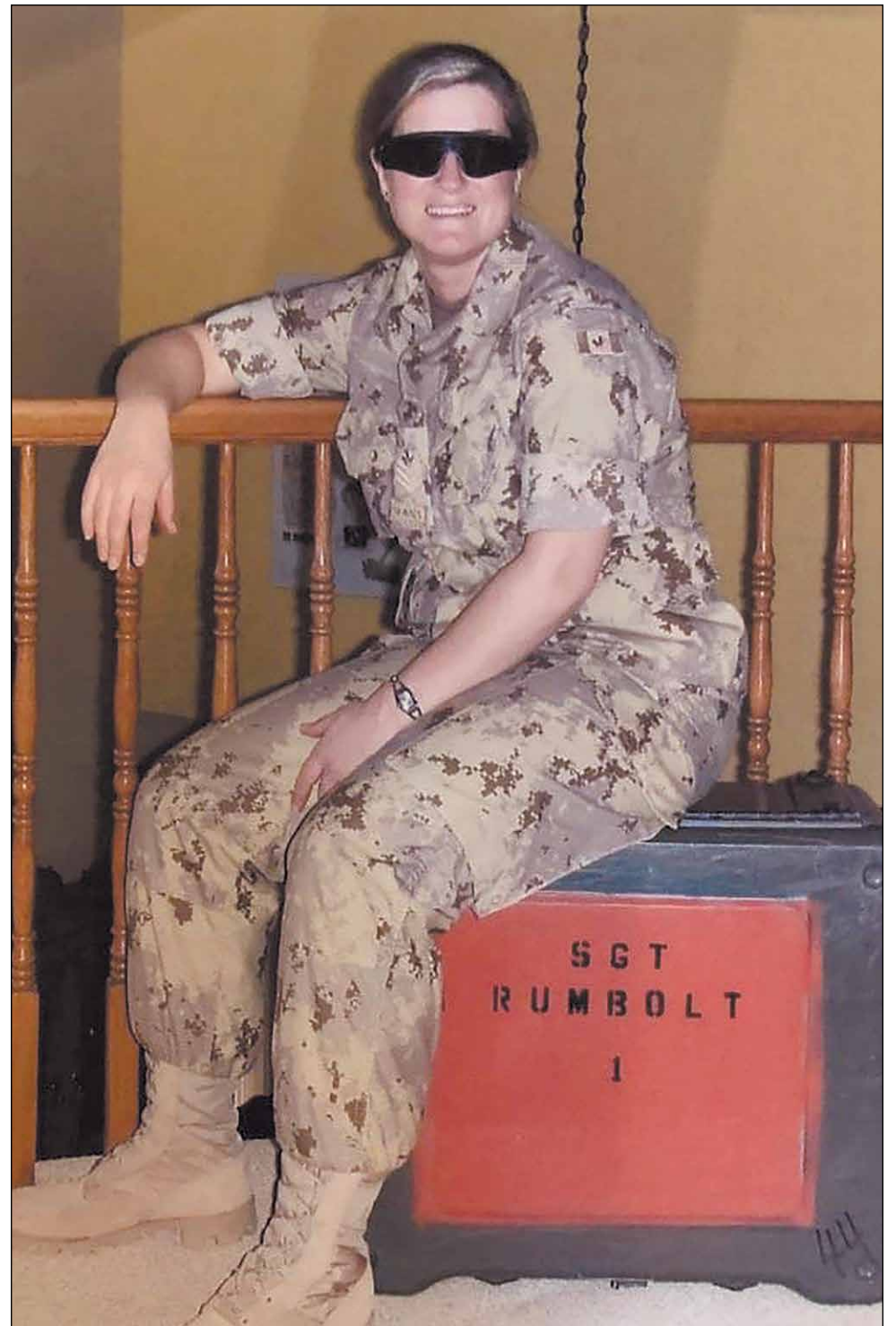
Since COVID-19 sent her home to work remotely, she has a new assignment as the Defence Wide Area Network (DWAN) National Information Systems Security Officer.

She helps maintain security of the DWAN through Assistant Deputy Minister (Information Management) and the Directorate of Information Security. Her role is to coordinate with stakeholders and service providers to assist in safeguarding the DWAN information and technology assets.

Working in cyber security is a career she has grown to relish. There is no typical workday as priorities and tasks are constantly changing.

"Cyber security is an ever-changing and challenging field. Technology in the form of hardware, software, information management

processes, procedures and cyber threats are quite different worldwide from one day to the next," she says. "Cyber security professionals are always working to stay on top of any situation that arises and to be sure they are protecting the assets and systems in their care."



98.5
OCEAN

Robin&AJ
Good morning. Good times.



matters of OPINION

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Published each Monday, under the authority of Capt(N) Sam Sader, Base Commander.

Le LOOKOUT est publié tous les lundi, sous l'égide du Capt(N) Sam Sader, Commandant de la Base.

The editor reserves the right to edit, abridge or reject copy or advertising to adhere to policy as outlined in PSP Policy Manual. Views and opinions expressed are not necessarily those of the Department of National Defence.

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WHAT SAY WE

NATIONAL SENTRY PROGRAM: AB SCOTT PEASLEY

DND

Able Seaman (AB) Scott Peasley is one of the Royal Canadian Navy (RCN) sailors selected to participate in the Canadian Armed Forces' (CAF) National Sentry Program for 2020, which sees CAF members standing sentry at the Tomb of the Unknown Soldier, located in front of the National War Memorial in Ottawa.

"The Sentry Program means so much to me because it is such an honour to remember the fallen soldiers of Canada in such a special way," says AB Peasley.

The National Sentry Program reinforces Canada's commitment to remember and honour those Canadians who served in the major wars of the twentieth century, including both World Wars, as well as those who have contributed to Canada's long-standing tradition of military excellence through to the present day.

"It reminds you every day why

you do this job and makes each day so meaningful."

AB Scott Peasley joined the Naval Reserves because he wanted to do something that would afford him the opportunity to expand his skillset, travel, and give him the chance to participate in amazing experiences only the RCN can provide.

"The National Sentry Program is just one of those opportunities," said AB Peasley.

Though it has been challenging to balance his duties as a reservist with other responsibilities in his life such as school and work, while finding time to be with family and friends, his colleagues at HMCS Carleton, the Naval Reserve Division in Ottawa, have been able to give

him some great advice.

"Asking my fellow members how they manage to deal with their competing responsibilities and learning from their experience has been a tremendous help," says AB Peasley.

"It is so important to have a balance and it took me time to figure that out."

He is looking forward to the opportunity to travel to different countries and regions with the navy on his first sail, and is thankful he has been able to travel to both the East and West Coasts for training and to participate in exercises.

"My most memorable experience so far has been my Rank Qualification course in Halifax to achieve the rank of Able Seaman,

the many memories, and the many new friends from across the country I made over the course of those three and a half months," he says.

AB Peasley has been in the service for three years and he is excited to continue his journey with the RCN so he can grow his skills and continue to serve his country for a long time.

"To those considering a career in the RCN, I would say to them 'go for it'. The navy has so many different trades and so many different career paths that there is something for everyone," says AB Peasley.

Outside of his work with the RCN, AB Peasley spends time as a minor hockey coach in Ottawa.

Although the National Sentry Program usually runs from April to November annually, the 2020 program was reduced due to the outbreak of COVID-19. Sentries are posted Monday to Friday from 9 a.m. to 3 p.m., from July 13 to Nov. 10.



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Perspective

from a

Bridge Watch Keeper Under Training

— OPERATION NANOOK —

SLt Jillian Surette
HMCS Ville De Québec

In late January, I set sail for Africa with *HMCS Shawinigan* in consort with *HMCS Glace Bay* for Operation Projection 2020. During this sail I learned seamanship and how to run the bridge of a minor war vessel, earning my bridge watch keeping ticket. Unfortunately, the deployment was cut short due to COVID-19, which was starting to grow significantly worldwide.

We returned mid-April.

After a few months working from home, I was posted to the frigate *HMCS Ville De Québec*, where I took the next step in my career as a Naval Warfare Officer.

I joined the ship for Mission State Readiness Training in preparation for Operation Nanook-Tuugaalik. It quickly became a crash course on

everything to do with life on major warship, starting with where do I sleep, eat, or do laundry, and how do I even get there? Then there is what happens when there's an emergency or a drill?

I was finally able to see all the evolutions I learned about while I was training in Esquimalt first-hand, and learn even more than when I was on course. Everything I had forgotten rushed back into memory in a hurry, on top of all the new things to which I was being exposed.

For Op Nanook-Tuugaalik, *Ville De Québec* took position as the Flag Ship, embarking Captain(N) Martin Fluet and his staff from Canadian Fleet Atlantic. We set sail with our consorts, Canadian ships *Glace Bay*, *MV Asterix*, United States Ship (USS) *Thomas Hudner*, United States Coast Guard Cutter *Tahoma*, His Danish

Majesty's Ship *Triton*, and French Ship *Fulmar*.

The purpose of this sail was to show NATO military presence in the Arctic, and work with our alliance counterparts to conduct exercises together as we proceeded North to the Arctic Circle and to Nuuk, Greenland. As this was such a big operation and I was new to this class of ship, I was hesitant at first on the bridge when it came to running the watch. As an untrained bridge watch keeper, most of my time on the bridge is understudying the ticketed watch keepers, maintaining administration, and finding opportunities to drive the watch, and work to refine my reports to the captain.

During this operation, we were involved in multi-ship anti-warfare operations, conducting exercises in anti-submarine and anti-surface

warfare, using weapons fitted on ships, and towed acoustic systems to track underwater threats, as well as helicopter evolutions. This was also my first time being involved in major weapons firings, which can be remotely controlled from an operations room team. The ships took turns firing at a remotely controlled Hammer Head Target with the 57mm gun, in order to sink the target in accordance with environmental safety precautions.

We conducted multiple helicopter serials with USS *Thomas Hudner's* *Sea Hawk* Cutlass. With no air detachment onboard, this was a great opportunity for our Ship Without Air Detachment team to conduct training.

Additionally, this was my first time being involved in the recovery and launching of a helicopter on the deck of a ship, which requires a

steady ship and a watchful eye on the safety of the whole evolution.

This to me was the coolest and most nerve-wracking of all the operations we conducted. Being under the helicopter in one of the control stations as it hovered over our flight deck really gave me an appreciation why it's so important to maintain safety during the evolution.

I am extremely grateful for my experience being posted to *HMCS Ville De Québec* in time for Op Nanook. It is a great crew, with many people with varying levels of experience as a bridge watch keeper. It was an incredible experience to be a part of a multi-national task group and work alongside allied nations.

As the operation ended, my only regret was not being able to be in more than one place at a time to experience all of the serials.



A Royal Canadian Air Force CP-140 Aurora aircraft flies over His Danish Majesty's Ship *Triton* (left), French Ship *Fulmar*, and Task Group Flagship *HMCS Ville de Québec* in the Labrador Sea during Operation Nanook 20.

Photo by Manuela Berger, Canadian Armed Forces Photo



Members of *HMCS Glace Bay* return from a visit to USS *Thomas Hudner* during Operation Nanook 2020.

Photo by Corporal David Veldman, Canadian Armed Forces



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BBB

Parksville on the hunt for historical images

Peter Mallett
Staff Writer

The City of Parksville, B.C., is on an ambitious hunt to obtain photographs of 60 residents from the area who died during military service in the First and Second World War.

The Veteran Remembrance Banner Program was launched by Mayor Ed Mayne and the City of Parksville Council earlier this year. Their goal is to install banners featuring photos of veterans, whose names are listed on the City's cenotaph, on lamp poles along the Island Highway 19A in time for Remembrance Day.

Valda Stefani from the City of Parksville has been scanning museums and archives worldwide and following any lead that will yield her photographic pay dirt.

So far, she has found half the photos needed, and says finding the remaining 31 photographs is proving difficult.

"Many of the local young men who enlisted, especially in the First World War, had recently arrived from places as far away as the U.K. and Australia, and some were only on Vancouver Island for a short time. They had their lives cut short and many were too young to have started families, adding to the challenge of finding photographs. But their lives mattered and they should be remembered."

Even if all the photographs cannot be found in time for Nov. 11, the search will continue well beyond Remembrance Day, says Stefani.

Parksville, a popular beach vacation and tourism destination located on the Salish Sea, has a present-day population of approximately 13,000 permanent residents. During the first half of the 20th century it was a small farming and logging community. It can trace its colonial origins back to the expedition of Royal Navy Captain George Vancouver in 1792 and a subsequent survey of the Alberni Valley by the Hudson's Bay Company in 1855.



**Royal Canadian
Navy Petty
Officer Stoker
Frederick
Elmo Geddes
of HMCS
Guysborough.
The father of
two from
Errington,
B.C., was killed
when his ship
was torpedoed
and lost at sea,
March 18, 1945.**

Parksville's population boom began with the development of the Esquimalt and Nanaimo Railway in 1901, leading to the expansion of forestry and logging operations.

At the time, the deaths of these young men would have been a huge loss for such a small, remote community, says Stefani.

She has found imagery for the first 30 names on the cenotaph. The photographs came from archives in England, Ireland, the Parksville Museum, UBC, The Daily Colonist newspaper of Victoria, and personal collections.

"I know there are people out there that can help us, but getting word out to them about our search is critical," she said. "I have already been in contact with a few people from Vancouver Island who are very involved in their family history and were very excited to see that their relative would be included in our project."

The search for one photo that she finds particularly intriguing is that of Private Thomas Anthony Brewis of the 29th Battalion Canadian Corps, of Vancouver. Commanded by LCol H.S. Tobin and known as Tobin's

**Pte Thomas Wheatley
Kilby who was killed in
action in France, March
27, 1917.**



Tigers, the 29th Battalion fought as part of the 2nd Canadian Division, 6th Infantry Brigade in France and Flanders until the end of the war. The battalion colours were deposited in Christ Church Vancouver in June 1919 and the battalion was perpetuated by the Vancouver Regiment.

Stefani says she has searched high and low but cannot find a photo of Pte Brewis anywhere. The only information she has about him is that he was a rancher from the nearby community of Errington, B.C.

"If you do a simple white page directory search there are all sorts of Brewis' listed on Vancouver Island," she said. "Hopefully, someone might see this article, find out about our search and may have a family connection and be able to share an image with us."

Anyone interested in making a photographic contribution or providing Stefani with a possible lead in her search for photos can contact Parksville Manager of Communications Deb Tardiff at DTardiff@parksville.ca

A complete listing of the soldier's names can be found at <https://www.parksville.ca/cms.asp?wpID=570>

RIMPAC 2020

HMCS Winnipeg showcases fire power

HMCS Winnipeg, along with HMCS Regina, are participating in Exercise Rim of the Pacific (RIMPAC) 2020. RIMPAC is a large-scale international maritime exercise that is held every two years.

Commander
U.S. 3rd Fleet

As part of RIMPAC, HMCS Winnipeg had the opportunity to practice the tactics and procedures involved in firing Evolved Sea Sparrow Missiles (ESSMs) on Aug. 23 to 24 off the coast of Hawaii.

ESSMs are medium-range missiles used to protect ships from attacking missiles and aircraft. They provide self-defence battle space and firepower against high-speed, highly maneuverable anti-ship missiles in the naval environment.

A live-firing event is the culmination of months of training and preparation. It provides invaluable data about the ship's combat management system and demonstrates the Royal Canadian Navy's (RCN) ability to conduct and support force generation overseas.

"Preparing for a missile shoot begins many months before the

shoot itself, and is integrated with a demanding readiness programme that tests the skills and endurance of the entire operations team," said Lt(N) Iain Richardson, Weapons Officer on board Winnipeg. "We are required to train not only for the shoot, but also for any and all possible system issues or emergencies. While the process is long, the privilege of participating in such an important exercise makes it entirely worthwhile."

The biennial exercise contributes to the increased lethality, resiliency, and agility needed by the Joint and Combined Force to deter and defeat aggression by major powers across all domains and levels of conflict. The exercise provides a unique training opportunity that strengthens international maritime partnerships, enhances interoperability, and improves the readiness of the RCN for a wide range of potential operations.



HMCS Winnipeg fires a missile at a practice target off the coast of the Hawaiian Islands during Exercise Rim of the Pacific (RIMPAC). Photo by Leading Seaman Valerie LeClair, Royal Canadian Navy

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HMCS REGINA

Photos by MS Dan Bard, Royal Canadian Navy



Cdr Landon Creasy, HMCS Regina Commanding Officer, maintains station on Royal Australian Navy HMAS Sirius during a replenishment-at-sea as Lt(N) Adrian Thow, navigating officer, provides recommendations.



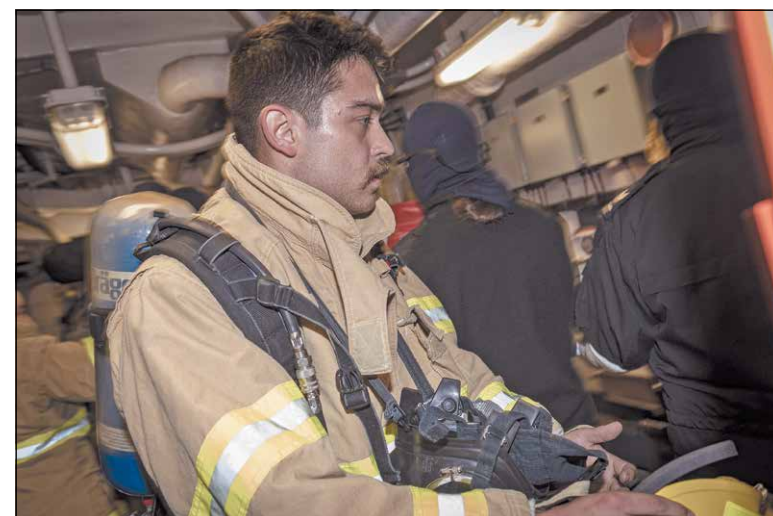
The flight ground crew practice loading a MK-46 training torpedo on to the CH-148 Cyclone maritime helicopter on Regina's flight deck.



A member of Regina's dive team is hoisted up and down from the water as part of a diver training flight during RIMPAC 2020.



Crew members fight a simulated fire on the flight deck.



Leading Seaman Mathieu Drapeau moves into position wearing firefighting gear as the ship is brought to action stations in a simulated attack.

HMCS WINNIPEG

Photos by MS Dan Bard, Royal Canadian Navy



Ordinary Seaman Kilian Soch signals to USS Henry J. Kaiser during a replenishment-at-sea off the coast of the Hawaiian Islands.



Master Corporal Joseph Cornolius communicates with the officer of the watch on the correct course and speed during the RAS with USS Henry J. Kaiser.



Members of HMCS Winnipeg participate in a Replenishment-at-Sea with USS Henry J. Kaiser.

Capt Chelsea Dubeau HMCS Winnipeg Public Affairs Officer

The Replenishment-at-Sea evolution, or RAS, is probably one of the more complex ship's evolutions that occurs. During a RAS, fuel and stores are passed from one ship to another while underway and requires that both ships get very close to one another.

Uncomfortably close, by normal standards.

Ordinarily ships like to keep a certain distance between them to avoid collision, but a RAS is up-close-and-personal, out of necessity. The lines connecting the ships have thousands of pounds of tension on them. One miscommunication, one malfunction, one mistake, and the consequences could be dire. A RAS requires tricky manoeuvring, absolute focus, and impeccable seamanship; it's a whole-of-ship evolution, from the bridge team to the sailors running the lines.

So, when the crew of HMCS Winnipeg learned they'd be doing a RAS as part of Intermediate Multi-Ship Readiness Training (IMSRT) and RIMPAC, the feeling could only be described as "trepidation".

While a RAS is a regular part of readiness training, RIMPAC presented a higher-stakes platform on which to conduct it. Imagine the pressure. RIMPAC is the world's largest maritime exercise, and the eyes of the world are on the partner nations participating. If something goes wrong, the consequences run the gamut.

"I was a little bit worried, because for me the last time I [conducted a RAS] was on Winnipeg in 2009," says Chief Petty Officer Second Class Stephan Melançon, Chief Boatswain Mate. "And most of my people are junior, so they've never [conducted a RAS] before. So, it was a first for most."

But just because it was a first for most, and just because it was the first RAS for the ship in three years, doesn't mean the crew wasn't prepared. The training that goes into seamanship and bridge evolutions is intensive, and extensive.

"As part of the training, there was a host of lectures and layouts to go through," says Lieutenant (N) Tony Boston, Deck Officer. "There's also a simulator at the base in Esquimalt. So, we had the team go through that, just practicing the sequence of events. That builds into

coming together and doing it at sea."

It's a whole ship's effort to do it, not just the people on deck.

"The bridge team has to get the ship into the right position at the right time, and then drive a pretty delicate approach to get the ship alongside appropriately and then do some station-keeping. On top of that, down below the Marine Systems Engineering personnel have to be ready to configure all the valves to take on fuel. There's an order in which it has to be done. It's not like filling up your car," he said.

Finally the big day arrived. On Aug. 17, on the first day of RIMPAC and in the midst of its IMSRT program, Winnipeg conducted a RAS with supply ship USNS Henry J. Kaiser.

"It was perfection," said CPO2 Melançon. "It was like the team had been conducting RAS for years."

"It was pretty cool," added Lt(N) Boston. "We had an American ship gassing up a Canadian ship, and an Aussie ship nearby. It really showcased the RIMPAC slogan – capable, adaptive, partners."

The crew conducted its second successful RAS with USNS Henry J. Kaiser on Aug. 22 as part of RIMPAC 2020.

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Youth roller skating program launches at CPAC

Peter Mallett
Staff Writer

A new Personnel Support Programs recreation program is set to roll out with the aim to provide unparalleled fun on eight wheels for youth of Defence Team members.

A roller-skating class is set to start mid-September at the Colwood Pacific Activity Centre for youth eight to 14 years old. Skate Instructor Association certified instructors will teach the class.

"This is our first involvement at CFB Esquimalt and we are excited to be offering a brand-new program for military families," said Martin Newham, co-

owner of Roller Skate Victoria Dance Academy. "The sport of roller skating is one that challenges your balance and coordination, strengthens the stomach, legs, and back muscles, and is one that after proper instruction people can do in isolation."

Newham is well versed to teach the course. He had 30-year career in figure skating, has his Skate Canada gold certification level in ice dance, and has competed internationally in synchronized skating competitions.

In 2011, and again in 2013, he and his business partner Andrea Boyes teamed up on the ice for second place finishes in the Pairs Free Skate and Ice Dance categories at the Skate Canada Adult

Nationals. Boyes is a former professional figure skater turned roller dancer, who has performed with Disney on Ice and Holiday on Ice.

"She sees roller skating as an art form and shares that with her students at Roller Skate Victoria where she teaches roller dance," said Newham.

They both began their transition from blades to wheels approximately five years ago. That's when Boyes tried the sport in Vancouver and then encouraged Newham to start a group with her in Victoria.

To get the ball rolling on their dream and build interest in a potential roller skating club, they threw a roller disco at the Archie Browning Sports Centre. The

event, complete with shiny disco ball and retro 70s dance music, sold out in a month and nearly 400 participants jammed the centre for a night of fun, exercise, and refreshments.

"People raved about the event, were posting on Facebook, wanted more, and asked when are you doing the next event?" said Newham.

Shortly afterwards, Roller Skate Victoria was born.

Their team of trained Skate Instructor Association certified coaches will help deliver the program at CPAC. Students will learn the fundamentals of roller skating. Roller Skate Victoria can equip participants with skates, sanitized by staff. A limited

selection of safety helmets will also be available, but he advises parents to equip their children with their own helmets; a bike helmet, hockey helmet, or other type of protective headgear is suitable. He also recommends participants wear knee pads and elbow guards, the type of safety equipment used for skateboarding and hockey.

The program will be administered in small cohorts of 10 over four weeks in order to mitigate COVID-19. Instructors will wear non-medical face covering and participants are encouraged to do the same.

Cost of the program is \$47.25 per participant. To register, call the CPAC front desk at 250-363-1009.

BASE ADMINISTRATION'S

Jim Sidel, Barrack Custodian

2Lt Justin Leong
Base Administration

Whether you are a Junior Naval Officer arriving for training, a member attending a conference, or a family member visiting the base, you would have met Commissionaire Sergeant Jim Sidel, Barrack Warden and Booking Clerk at Work Point Barracks.

He is famous for his quip, "What do I know, I'm just a Commissionaire!"

But Sidel knows a lot, stemming from 30 years' service in the military as a Medical Assistant, retiring at the rank of Master Corporal, coupled with 23 years and counting with the Canadian Corps of Commissionaires.

During his military career, he was posted to the CFB Esquimalt Base Hospital in 1968, followed by a posting to the Calgary Field Ambulance in 1969.

"I was deployed with United Nations Emergency Force 2 to Germany in 1970 followed by Egypt in November 1973," Sidel recounts.

He was then posted to Camp Borden in 1978 and various army units across Canada until he retired from the military in 1983.

As a commissionaire, he took up his current post at Work Point following a coffee chat with his supervisor at the time who offered him the job of custodian of the barracks. He trained a week with the outgoing Warden, and a few weeks later he left his gate duty for Work Point.

"I have had the fortune of working with many Base Accommodation Officers and Base Accommodation Chief Petty Officers and Petty Officers, all molding my professionalism to suit the position here and the needs of those we accommodate."



What he has learned over the years is the importance of being empathetic, social, affable, and conversant, almost like a bartender to those living in barracks.

He's also the guy who ensures the four accommodation buildings are clean, habitable, and ready for occupation. This means good relations with civilian and military personnel to get things done, such as Regional Property Operations, the caretakers of base buildings.

"I enjoy the people contact and discussions the most. I have no least favorite moment. There are some undesirable scenarios but nothing radical. There is not just one experience when it comes to the fondest memory and most rewarding experience."

Since 2005, more than 33,000 military personnel have passed through the barracks, he says.

This year, COVID-19 has slowed the student turnover process, but like all military processes, maximum flexibility is at the fore, so changes are always expected.

"Work Point has been and still is a great place to work, especially if you enjoy the process. To me, there is not another position that I have enjoyed more within the confines of CFB Esquimalt. The personnel that you meet, the friendships that have been made, the departments that assist all make it worthwhile. I am thankful to every one of those who have made my employment fun and rewarding, and unless something really creative happens, I do not anticipate leaving for as long as possible."

He hopes to meet and even surpass 92-year-old Gerry Ratchford's employment record with the Corps; Ratchford currently works at the Fleet Maintenance Facility Cape Breton headquarters.



ACCOMPLISHMENTS

Sidel has earned many accolades over his careers, and wears many hats.

He is the Western Regional Director of the Canadian Association of Veterans in United Nations Peacekeeping (CAVUNP) and the President of the MCpl Mark Field Chapter (CAVUNP Victoria).

He also sits on the Board of Directors for the International Canadians for the Relief of Starvation and Suffering (ICROSS).

He recently received the Sovereigns Volunteer Services Medal, the Minister of Veterans Affairs Commendation, the Distinguished Services Medal from the Canadian Corps of Commissionaires, and the Queen's Diamond Jubilee Medal.



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Booklet of savings, new Wounded Warrior fundraiser

Peter Mallett
Staff Writer

You could save a bundle on local products and services courtesy of a new awareness and fundraising initiative launched by Wounded Warriors Canada.

The national non-profit that funds veterans and first responder's support programs has a partnership with Winnipeg-based MediaScene's Action Pack Complimentary Value campaign.

Booklets sell for \$25 but have a value of over \$300 in redeemable coupons. A portion of the proceeds from sales will be used to provide fully trained service dogs for those overcoming Post Traumatic Stress Disorder [PTSD].

"When people buy our product, they are not only giving to a great charitable initiative, but they are also getting something of value in return,"

said Todd Dube, MediaScene Program Coordinator. "It's just a great deal. Everyone is a winner, the purchaser, Wounded Warriors, and local businesses."

Twelve Victoria businesses are offering free products and services; Montana's, Good Life Fitness, Bosleys, Salish Sea Aquarium, Iron and Wood Golf Simulator, V2V Blackhops Brewing, Flying Squirrel, Victoria Car Wash, Float House, British Columbia Aviation Museum, Oxygen Yoga and Fitness, and Whiskers Urban Ranch. Dube says the free products and services total \$351.

MediaScene began its operations in 1994 and used Action Packs as a vehicle to promote local businesses in Manitoba. Dube says Action Packs then morphed into a vehicle for charitable organizations to boost their awareness and fundraising.

MediaScene began its

partnership with Wounded Warriors Canada in 2017. Market-specific Action Pack booklets have previously been available in Ottawa, Winnipeg, Regina, Calgary, Edmonton, Red Deer, Vancouver, with Victoria joining the campaign this year.

Last year, MediaScene made a \$905,000 donation to Wounded Warriors from booklet sales. Executive Director Scott Maxwell was quick to offer his appreciation for the success of the fundraising.

"This partnership highlights our strong community-based support that drives our national fundraising and in turn makes our mental health programs possible," said Maxwell. "We are grateful to MediaScene's commitment to our mission."

This year, says Dube, fundraising target of \$1million has been set. So far, sales have

been much slower than usual due to physical distancing and health and safety protocols. He is looking to sell 15,000 booklets in Victoria by the end of 2020.

His sales team are selling the booklets at Canadian Tire, Lowe's, Save On Foods, Western Foods, Quality Foods and other locations as they become available for a table presence. Action Packs can also be purchased by calling MediaScene's toll free number 1-800-586-5537.

To further boost sales of the booklets, MediaScene is looking to recruit 10 new sales people who will be compensated for their efforts. Dube says he would prefer to hire veterans and former first responders to the sales team and encourages those interested in selling Action Packs to contact MediaScene's B.C. organizer Marlene Dube at 604-501-9592.

Samples from
MediaScene's
Wounded
Warrior Action
Pack Coupon
Booklet
campaign in
Winnipeg.



"When people buy our product, they are not only giving to a great charitable initiative, but they are also getting something of value in return."

Todd Dube,
MediaScene Program Coordinator

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CT-114 TUTOR FLEET OPERATIONAL PAUSE LIFTED

DND

The Commander of 2 Canadian Air Division, Brigadier-General Denis O'Reilly, lifted the operational pause on the CT-114 Tutor fleet Aug. 24.

The operational pause was implemented following a Snowbirds CT-114 Tutor accident in Kamloops, B.C., on May 17, which resulted in the death of Captain Jennifer Casey, the Snowbirds Public

Affairs Officer.

The return to flying operations follows a thorough technical and operational risk analysis that has outlined a series of risk mitigation measures. Since there were two CT-114 Tutor accidents within eight months, the scope of the analysis was designed to be deliberate, detailed, and broad to enhance the general safety of the CT-114 Tutor operations.

The risk mitigation measures being implemented place some restrictions on flying operations

and focus on increased maintenance requirements.

A Directorate of Flight Safety (DFS) investigation into the Kamloops accident continues. Once the DFS investigation is complete, the RCAF will determine if further mitigation measures are required.

The remainder of the Snowbirds 2020 air demonstration season has been cancelled, and the team will now focus on gradually returning to flying operations. With the operational pause lifted, the aircraft

in Kamloops, B.C., will return to 15 Wing Moose Jaw, Sask., which is expected to happen over the next two weeks.

The DFS investigation into the Kamloops accident is focusing on environmental factors (bird strike) as well as the performance of the escape system, as is the case in all ejection-related accidents. A preliminary From the Investigator report was published on June 1, 2020.

The DFS investigation into the Georgia accident, which

occurred on Oct. 13, 2019, determined that the most probable cause of the accident was a fuel delivery system failure within the engine. The Flight Safety Investigation Report was publicly released on June 29, 2020.

The RCAF has a total of 23 CT-114 Tutor aircraft, including 18 at 431 Squadron. There are also five at the Aerospace Engineering Test Establishment at 4 Wing Cold Lake, Alta., which are on the verge of retirement and storage.

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Operation Globe: relief to Central America, the Caribbean

DND

In July 2020, under Operation Globe, the Canadian Armed Forces (CAF) provided support to the United Nations Office for the Coordination of Humanitarian Affairs (UN OCHA), on behalf of the World Food Programme (WFP) and the World Health Organization (WHO).

Between July 23 and 31, the CAF conducted strategic airlift operations out of the WFP hub in Panama, delivering more than 82,500 kg of vital COVID-19 related supplies to Honduras, Trinidad and Tobago, Saint Vincent and the Grenadines, Guatemala, and Barbados.

Air Detachment-Panama – composed of one CC-177 Globemaster, crew, and logistics support personnel – operated out of Panamá Pacífico International Airport and flew approximately 40 hours to complete these important deliveries across the region.

Despite the limitations of operating in a COVID-19 environment, the CAF remains agile and able to conduct missions around the world, all while adhering to both domestic and host nation COVID-19 safety requirements. Working alongside their partners in Latin America and the Caribbean, the CAF successfully contributed to a unified humanitarian effort, while minimizing the risk to the safety of their personnel and the local populations in the region.



Top: Royal Canadian Air Force traffic technicians deployed on Operation Globe 20-02 move pallets of COVID-19 related humanitarian and medical supplies to a CC-177 Globemaster during maintenance day at Panamá Pacífico International Airport in Panama City, Panama, on July 25.

Bottom: Corporal Matthieu Lavoie of 429 Transport Squadron unloads a pallet of COVID-19 related supplies off a CC-177 Globemaster Argyle International Airport in Argyle, St. Vincent and the Grenadines.

Photos by Corporal Jerome Lessard/MSCT-OPTIC/Canadian Armed Forces



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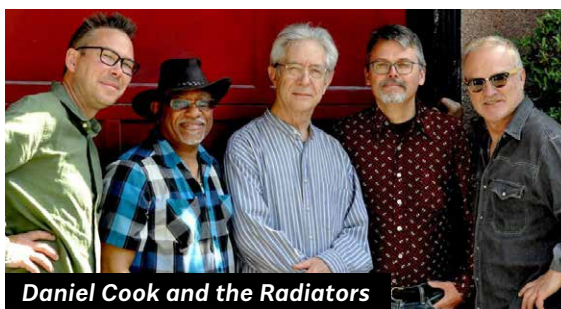


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1:15-3:00pm

SUNDAY SEPT 13:

Opening Act: Indigenous Artist
Lola Parks Duo 12:00-1:00pm

Main Act: Bijoux de Bayou
(*Cajun, Zydeco, Dance*)
1:15pm-3:00pm