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LOOKOUT

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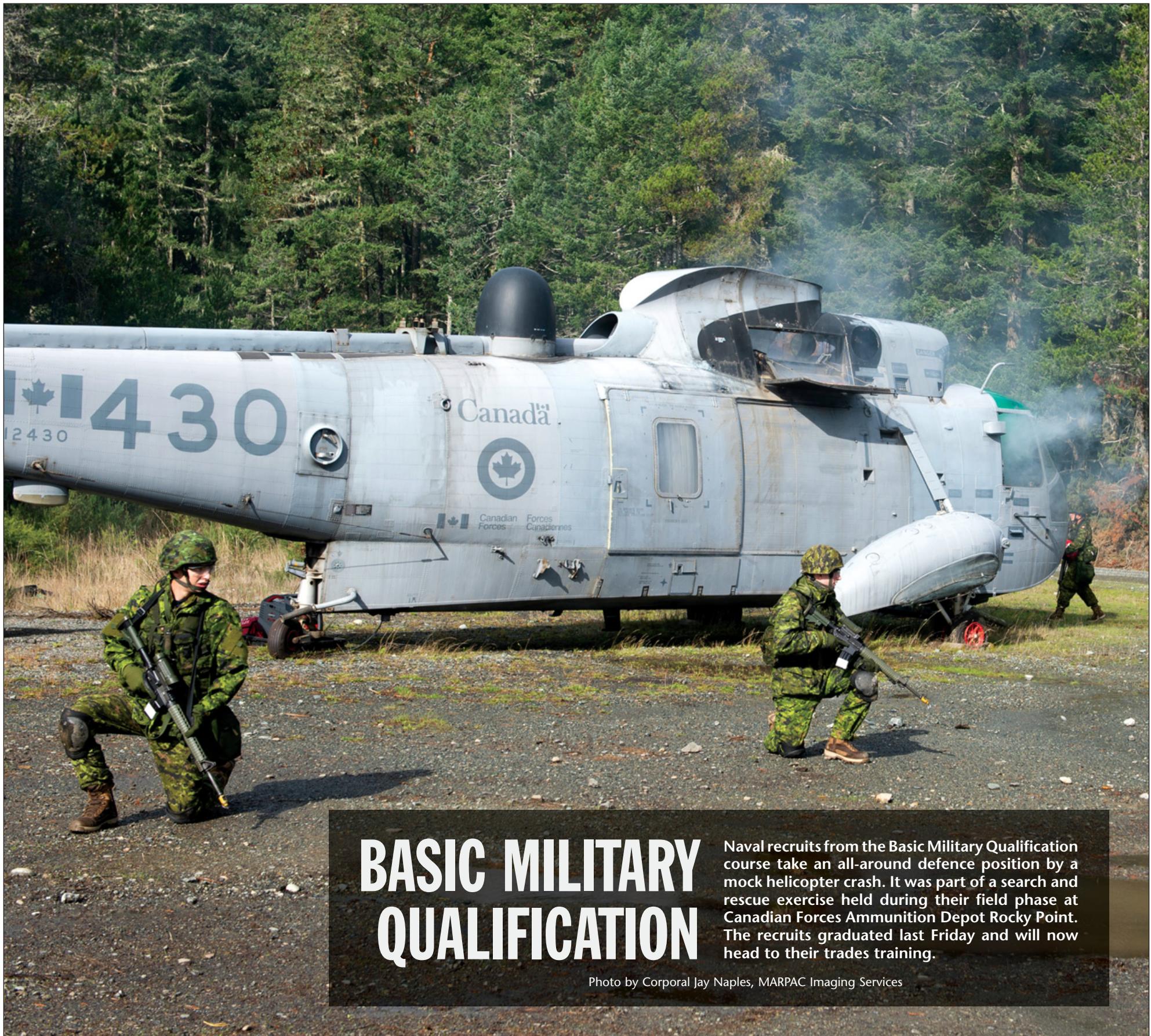
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BASIC MILITARY QUALIFICATION

Naval recruits from the Basic Military Qualification course take an all-around defence position by a mock helicopter crash. It was part of a search and rescue exercise held during their field phase at Canadian Forces Ammunition Depot Rocky Point. The recruits graduated last Friday and will now head to their trades training.

Photo by Corporal Jay Naples, MARPAC Imaging Services

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Celebrating the Women of HMCS Winnipeg

Captain Chelsea Dubeau
HMCS Winnipeg

It's Sunday, Oct. 4, day 63 of *HMCS Winnipeg*'s deployment. A really exciting thing is planned for the afternoon - a replenishment at sea (RAS).

But not just any RAS, which is usually driven by the ship's Commanding Officer, Commander Mike Stefanson.

Today, Lieutenant Commander Amber Comisso, the ship's Executive Officer, is driving the evolution.

Many years ago, a female Executive Officer would have been unthinkable. But in today's navy, *Winnipeg* has an inventory of female leaders.

The key positions held by the women on board are the Navigating Officer, Operations Officer, Operations Room Officer, and Above Water Warfare Officer. *Winnipeg* also boasts six female Non-Commissioned Officers, who are formidable in their presence amongst the Chiefs and Petty Officers.

Plus, there are so many female non-commissioned junior rank members they had to be moved to a larger mess given the high numbers on board. Each of them fill critical, mission-essential roles on the warship. They are operators and naval communicators; supply, marine, medical, and imagery technicians; administrators, aircrew, cooks, and stewards.

So why mention them at all? October is Women's History Month.

"It is important to celebrate women's achievements so our grandmothers, who did not have the same opportunities, can see how far we've come," says Lt(N) Kass O'Rourke, Above Water Warfare Officer. "It is a celebration of the opportunities we have seized and continue to fight for."

But the story isn't complete without understanding the road women have travelled.

If change is a numbers game, let's break it down.

On Oct. 18, 1929, women in Canada were finally granted Personhood. That's only 91 years ago. Just one lifetime. Women of today know they stand on the shoulders of the giantesses who came before. They know that without the struggles and sacrifices of those who broke the mould, behaved badly, and dared to do the impossible, they would not be where they are today. This is the crux of Women's History Month, and why it is celebrated each year.

As Canadians we are fortunate to come from a nation that has implemented a feminist foreign policy. A nation that recognizes the necessity of initiatives such as the United Nations Security Council Resolution (UNSCR) 1325 on Women, Peace, and Security, which reaffirms – among many things – the role that women play in conflict resolution and global security. UNSCR 1325 turns 20 years old on Oct. 31, 2020, and is yet another reason to celebrate this month.

How fitting then, that *HMCS Winnipeg* is deployed on Operation Neon, Canada's contribution to a coordinated multinational effort to support the implementation of United Nations Security Council sanctions imposed against North Korea. These UN sanctions, imposed between 2006 and 2017, aim to pressure North Korea to abandon its weapons of mass destruction program and respond to North Korean nuclear weapon tests and ballistic missile launches.

Op Neon's diplomatic and economic



pressure represents the desire to find a peaceful, negotiated solution to the security threats posed by that country.

Sounds familiar, doesn't it?

It's exactly the sort of mission that helps prove the concept of UNSCR 1325, just as a ship crewed by a record number of women proves the concept of what a free, inclusive, and open society can accomplish: anything it sets its mind to.

In *Winnipeg*, the 31 female crewmembers may not be aware they are making history. Each day that passes represents yet another page in the story of Canada's serving and fighting women, who are actively working and fighting to create a more stable, more secure world through missions such as Operation Neon.

But one day, the number of women in a warship will be considered normal, not novel.

"We will be a more operationally effective navy when we more accurately reflect the Canadian workforce, which is almost 50 percent female," says LCdr Comisso. "While some progress has been made towards diversity in the Canadian Armed Forces, there is still much work to be done to achieve a critical mass of women that can make an impact."

The afternoon's RAS is a success and, as *Winnipeg* breaks away, the song chosen for the occasion starts to play: High Hopes by Panic! At the Disco, chosen by LCdr Comisso, the Canadian Navy Lady (@Cdnnavylady) as she is known on Twitter.

"For women especially, seeing is believing," says LCdr Comisso. "So featuring women's achievements this month empowers future generations to know that this career choice is a worthwhile option."



Left to right: Capt Chelsea Dubeau, Lt(N) Katiya Hubbard, Lt(N) Anna Childerhose, Lt(N) Kass O'Rourke, LCdr Amber Comisso, and Lt(N) Noelani Shore.



Left to right: Sgt Amanda Pond, PO1 Kelly Osmond, CPO2 Laurie Elliott, PO1 Elizabeth Clark, PO2 Sara Harris, and Sgt Caroline McGrath-McCoombs.



Left to right back row: MCpl Erin Crawford, S1 Sarah Kopala, Pte Ashley Smith, S1 Natacha Gilbert, MS Amver Cinco, S1 Valerie LeClair, S3 Amanda Harding, S1 Kayleigh Ferris, S1 Marjorie Gauvin, MS Cherish Halbert, and Cpl Jennifer Rose. Left to right front row: S1 Amy Tucker, S1 Tammy Hudak, MS Sabrina Wyns, S2 Drew Phelps, S2 Hyang Mi Bae, S2 Frances Espinoza, MS Karoline Rajotte, and S3 Lorraine Cléroux.



Allies get virtual tour of navy's newest ship

Trident Newspaper

The annual San Francisco Fleet Week took its event online for 2020, offering a number of virtual experiences in lieu of the in-person tours and demonstrations that normally take place. Among the offerings were virtual ship tours, and the Royal Canadian Navy (RCN) was happy to help out its allies.

The Canadian navy provided virtual video tours of Halifax-class frigates HMCS *Toronto* and HMCS *Calgary*, as well as its newest ship and first Arctic and Offshore Patrol Ship, HMCS *Harry DeWolf*.

SLt Joe Cheng took viewers through the ship's departments, including the all-ranks cafeteria, machinery control and engine rooms, sailors' cabins, enclosed cable deck, bridge, and gun deck. The goal was to give our allies a brief introduction to the Harry DeWolf class and the capabilities the new ships will bring to the RCN in the coming years.

"She has a lot of capabilities and potential and we're looking forward to showing that off at ports in person," SLt Cheng said.

Similar videos were produced to introduce viewers to *Toronto* and *Calgary*.

Canada's navy has a history of sending ships to take part in San Francisco's Fleet Week, which has been held annually most years since 1981. Most recently, HMCS *Vancouver* was present for the 2018 edition, while HMCS *Winnipeg* took part in 2017.

RAdm Bette Bolivar, USN Region Southwest Commander, thanked the Canadian ships for taking part in the event, and said she looked forward to having Canadian allies working alongside her people in person in the near future.

"There's fun and celebration, but Fleet Week is also about forming and maintaining partnerships, and this is a wonderful example of that."

“

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WHAT SAY WE

Join the National Veterans Week Speakers Program

Did you know that every year, the Canadian Armed Forces (CAF) and the Department of National Defence (DND) supports Veterans' Week activities with the National Veterans Week Speakers Program?

It won't come as a surprise that, as a result of the COVID-19 pandemic, the program will be different this year.

Instead of the typical in-person events, members of the CAF will share their stories of Remembrance in a series of videos geared to various audiences and age levels, which schools, companies, and organizations can screen as part of their Veterans Week activities.

If you would like to incorporate these videos in your Remembrance Day activities – or even if you'd just like to watch them yourself – please submit a request

through the National Veterans Week Speakers Program website at <http://Canada.ca/caf-veterans-week-speakers>.

Videos are available now and will also be posted the week prior to Veterans Week on social media channels, including Facebook (Canadian Armed Forces) and Twitter (@CanadianForces).

Questions about our program should be directed to the Maritime Forces Pacific local coordinator CPO2 Brayden Wise, brayden.wise@forces.gc.ca.

Veterans Affairs Canada also offers an array of free, bilingual learning resources available in electronic and print formats to help Canadians remember the importance of honouring Canada's veterans. Materials can be ordered directly at www.veterans.gc.ca/educators



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CFB Esquimalt hosts Food Diversity Week

Defence Team members are invited to take part in Food Diversity Week at Nelles and Venture Galleys from Oct. 26 to 30.

Each day from 11:30 a.m. to 1 p.m., the Galleys will serve up a different international cuisine: Sri Lankan, Lebanese, Chinese, Italian, and Greek.

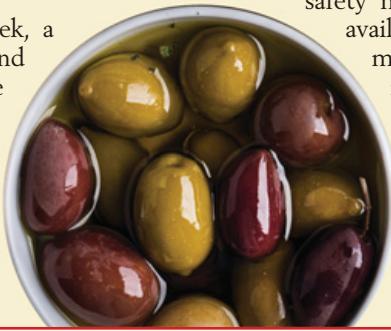
This week-long celebration of cultures will provide cooks the opportunity to expand their culinary repertoire while bringing diversity to menus across the Formation.

To kick off the week, a selection of Base and Fleet cooks will be taught traditional Sri Lankan recipes by cookbook author Ruwan Samarakoon-Amunugama. These

dishes will then be served in the galley on Tuesday, Oct. 27.

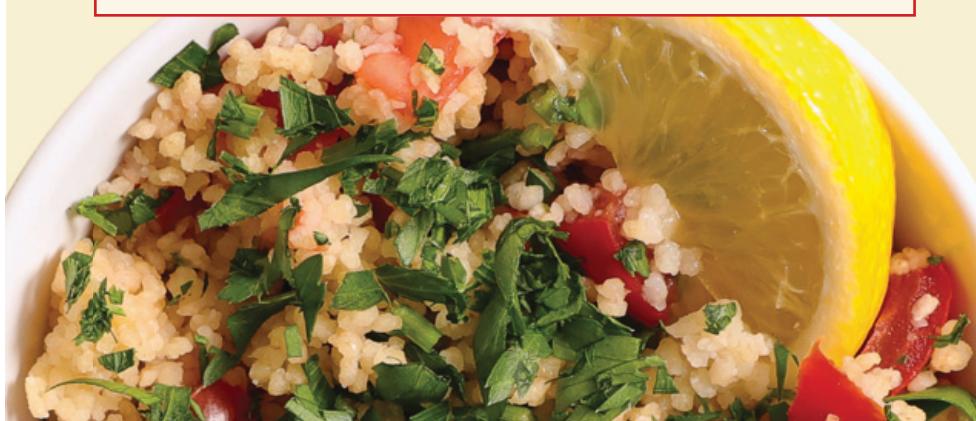
"Food is just one of the many ways we can come together to celebrate and recognize the rich multicultural community we share," said Capt(N) Sam Sader, Base Commander. "Seeing the diversity of our members better represented in the cuisine we offer is another step forward in building a more inclusive and welcoming workplace."

Following COVID-19 health and safety measures, food will be available to-go and masks must be worn when inside the Galleys. Purchases can be made by debit or credit card only, as cash is not being accepted at this time.



Monday - Chinese
Tuesday - Sri Lankan
Wednesday - Lebanese
Thursday - Italian
Friday - Greek

Please note that masks are required inside the galley and food can be purchased by debit or credit only.



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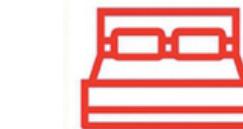
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SAILORS SEA SKILLS TESTED IN CHALLENGING REGATTA

Peter Mallett

Staff Writer

Two student-crewed navy training vessels tested their skills over the Oct. 17 weekend in the first and only regatta of the season.

STV Tuna and STV Goldcrest joined 30 crews of 10 sailors in the Cascadian Convoy sailing challenge hosted by the Canadian Forces Sailing Association (CDSA).

Sailboats competed in five races of varying lengths off Vancouver Island: a long distance race from Esquimalt to Port Renfrew; a medium distance sail between Sooke and Victoria Harbour, and back to Esquimalt; a short distance race from Esquimalt to Race Rocks and back; a cruiser class race from Esquimalt to Victoria; and a U.S. long distance shadow race with sailors sailing from Port Angeles, Washington, to Neah Bay.

The race was given the go ahead in August from British Columbia's provincial body of sport ViaSport, which allowed some sporting competitions involving teams to a maximum of 10 people to resume.

Competitors followed the strict health and safety protocol mandated by the province.

"The event proved that sailing is a perfect fit for physical distancing because teams compete in isolated bubbles on their vessels. With proper care and precautions by team members they can sail safely and still have fun," said LCdr Chris Maier, CDSA Commodore. "In the end, the CDSA became a leader in the Pacific Northwest in learning how to sail in a COVID-19 world."

STV Tuna with its novice crew from Naval Fleet School

Pacific tackled the medium distance race. Under the leadership of skipper Lt(N) Konnor Brett, they eked out a seventh place finish in a field of eight. Although they had a favourable start in the race, their standing slipped when they rounded Race Rocks.

"That moment was the true equalizer as we lost our favourable placement due to the current, chosen routing, tidal stream, and our lack of knowledge of local sailing conditions," said Lt(N) Brett. "But our crew was amazing and despite the challenging conditions they stayed focused on our mission: changing sails, tacking non-stop, trimming for the ever shifting winds, and coming up with [good] tactical decisions."

The medium race was won by CDSA's team Jack Rabbit led by Colin Nichols.

STV Goldcrest competed in the long distance category and was able to achieve the first of two required qualifying races for next year's VanIsle 360 International Yacht Race. The race was won by Shadow Two of the West Vancouver Yacht Club.

The Cascadian Convoy served as the only qualifier race for next year's VanIsle 360 Race, though four races had been scheduled but were all cancelled this year.

The CDSA provides recreation opportunities primarily for military personnel, their families and civilian members of the Department of National Defence. For more information about the CDSA visit their website at <https://www.cfsaesq.ca/>

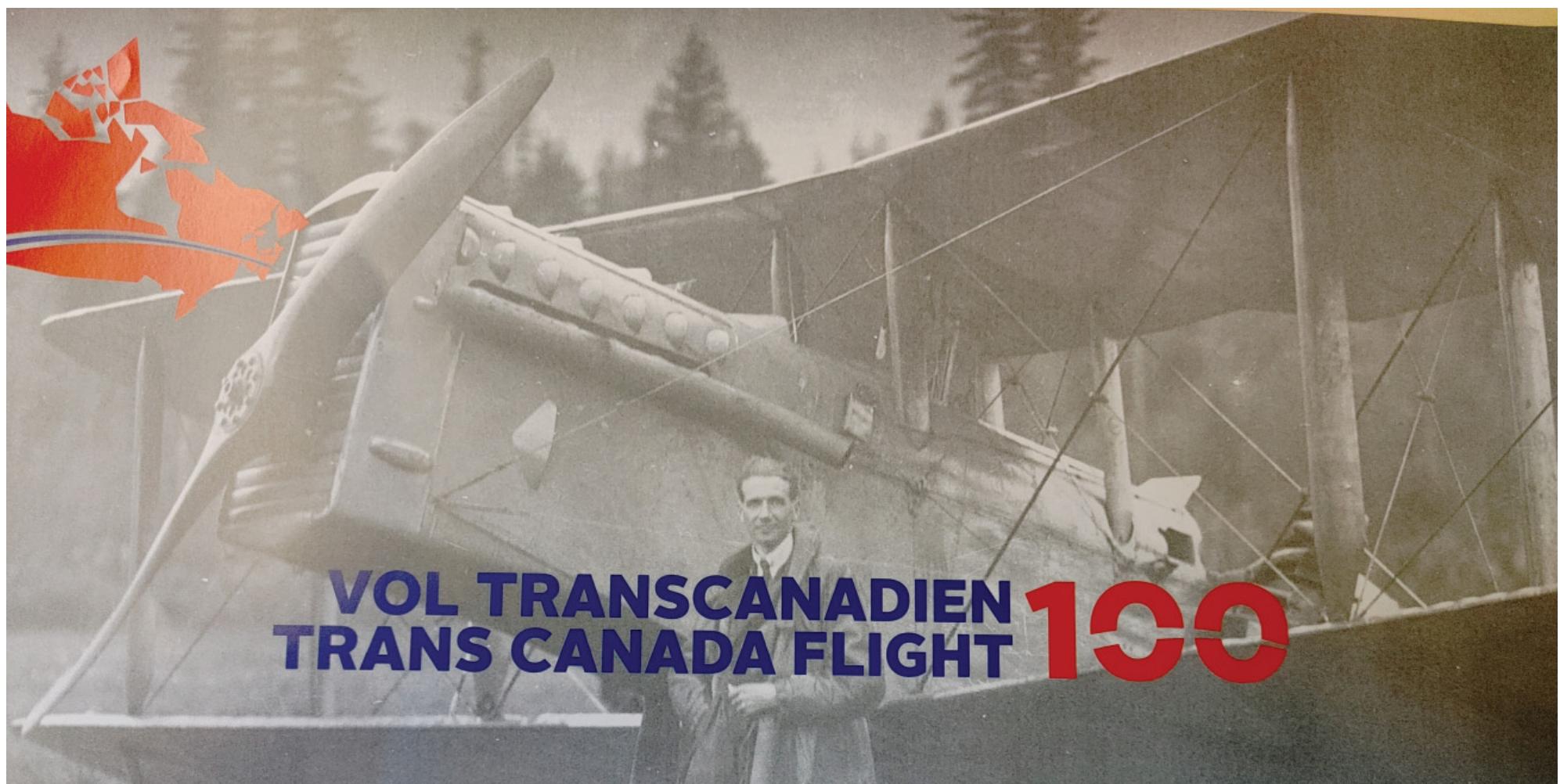
For full results of the Cascadian Convoy and course details visit the webpage: <https://theclubspot.com/regatta/sWofvHkme9>



98.5
OCEAN

Robin & AJ
Good morning. Good times.

Robin and AJ are sitting at a breakfast table, smiling. They are having pancakes with fruit, orange juice, and coffee. The background is yellow.



Monumental flight marked 100 years later

Peter Mallett

Staff Writer

A small ceremony at Victoria International Airport on Oct. 21 marked a monumental moment in Canadian aviation history.

The commemorative event at the B.C. Aviation Museum was the final event celebrating the 100th anniversary of the first trans-Canada flight. The historical flight involved a group of military aviators completing a 10-day journey through relays from Dartmouth, N.S., to Vancouver, B.C., making multiple planned and unplanned stops along the way.

Retired navy Captain Kevin Carlé helped organize the commemorative ceremony in Victoria. Due to COVID-19 physical distancing measures, the event could only involve 25 military personnel, veterans, and museum staff. Those attending the ceremony included Capt(N) Sam Sader, Base Commander, and military personnel from 443 Maritime Helicopter Squadron.

"Hosting this event was a great opportunity to pay tribute to this fantastic but relatively unknown historic event," said Carlé. "Communication and transportation helped build this country and the whole purpose of this flight was to convince people, especially politicians of the day of the importance of the robust aviation capability of Canada."

Their Journey

The first legs of the flight used seaplanes and flying boats donated by the British Air Ministry and took off from the Canadian Air Board Station (present day 12 Wing Shearwater) on Oct.

7, 1920, at 8 a.m.

The final legs of the journey from Winnipeg to the West Coast commenced in the early morning hours of Oct. 11 and involved the relay of three DeHavilland DH 9A single engine biplanes. After taking off from Calgary on Oct. 13 and crossing the Rocky Mountains, the flight crew touched down at Minoru Park racetrack in Richmond, B.C., near Vancouver at 11:25 a.m. on Oct 17.

It was an arduous journey for all of flight crews involved. Pilots often flew in open cockpits, braved extreme weather conditions that forced multiple delays, and through Western Canada were forced to follow the tracks of the Canadian National Railway and prominent geographical landmarks to navigate and find their way.

The trans-Canada flight was organized and executed by the Canadian Air Board, a short-lived department of the Dominion of Canada Government responsible for the development of Canadian aviation, both civil and military in the aftermath of the First World War.

Following a celebratory dinner in Vancouver, after the flight crew's arrival, they eventually carried on to Esquimalt in a Curtiss HS-2L patrol flying boat. The unexpected flight to Vancouver Island came at the encouragement of Norman Yarrow, general manager of Yarrows Shipyard in Esquimalt and vice-president of the British Columbia Advisory Air Council.

Their new goal was to personally present letters that had been hand-carried across the country from the Lieutenant Governors of Nova Scotia, Manitoba, and Saskatchewan to the Lieutenant-Governor of British

Columbia Edward Gawler Prior.

Although the flight crew lost their way in dense fog and were forced to spend the night on San Juan Island, Washington, they fulfilled Yarrow's wishes the following day.

A Point to Prove

Aviation historian, Col (Retired) John L. Orr helped organize a ceremony at Shearwater Aviation Museum on Oct. 7 to commemorate the launch of the trans-Canada flight and has researched the accomplishment extensively.

Orr says the trans-Canada flight was not only significant because it was a first and proved that mail could be delivered by air across the country,

but also because it was critical to the survival of Canada's fledgling aviation industry itself.

"The Air Board's purpose in conducting the transcontinental flight was to demonstrate the utility of aviation to the public, but more importantly to Canadian politicians," said Orr. "Not incidentally, it was also an account of guts and determination as a small group of aviators battled the elements in an open-cockpit aircraft and blazed a trail across the country."

For a detailed historical account of the flight visit the website of the Shearwater aviation museum at www.shearwateraviationmuseum.ns.ca



Photo by CFB Esquimalt Base Public Affairs
Military members past and present, following health and safety protocols, gathered at the B.C. Aviation Museum for a ceremony to commemorate the 100th anniversary of first trans-Canada flight.

Naval Reservists take to the sea

SLt Donald Den
HMCS Malahat

With black cloth masks wrapped tightly around their nose and mouth, 20 naval reservists from HMCS Malahat climbed aboard the Patrol Craft Training vessel Orca on Oct. 10.

The COVID-19 environment did not deter them from accomplishing their first Orca-class day sail of the training year.

Masks remained on throughout the day as they cycled through training exercises.

"At-sea training opportunities are critical to ensuring members of Malahat maintain their sea-going capability," said Lieutenant (N) Michael Liu, Malahat's Training Officer. "Nothing can replace training on a ship at sea."

The goal of the day was to refresh basic ship and Rigid Hull Inflatable Boat (RHIB) operations, with the aim of increasing levels of complexity for future Orca sails.

The day started with a person overboard drill, which had a dummy tossed into the water followed by the launching of the ship's Zodiac and crew for the rescue.

The reservists took a break with a boxed lunch taken in shifts to maintain appropriate physical distancing.

Routine training quickly turned into a live event when Malahat's RHIB became dead in the water near the Orca. The Zodiac with a small crew was sent to the RHIB to with repairs. Once in working order, the RHIB headed back to Patrol Craft Training Unit for further inspection.

"The unplanned mechanical issue with the RHIB during the sail provided an excellent opportunity for members to utilize their training during a real event," said Commander Cameron Miller, Malahat's Commanding Officer. "Orca sails like this one provide members of HMCS Malahat with much-needed training and experience, and that is just as important now in the current COVID-19 environment."

With the winds increasing the sea state, Orca and crew returned to the jetty.

"We were thunking up and down hard," said A/SLt Alistair Hirst. "My boots were wet, my trousers were soaked, and I had a few bruises, but it was really fun."



Naval reservists on the bridge of PCT Orca during their first training sail of the year.

Photo by A/SLt Alistair Hirst, HMCS Malahat

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HMCS Windsor prepares for return to sea

Ryan Melanson
Trident Newspaper

Excitement is building among HMCS *Windsor* personnel as the submarine wraps up the last phase of its Transitional Docking Work Period (TDWP) and gets set to sail for the first time since 2018.

"The closer we get to it, the more and more excited my crew and I are becoming. Being alongside isn't ideal for any sailor, so we're all chomping at the bit to get back to sea," said LCdr Drew Matheson, *Windsor's* Commanding Officer.

Windsor entered the submarine shed at HMC Dockyard in Halifax in October 2018 to begin its Transitional Docking Work Period (TDWP), undergoing deep maintenance work along with modernization upgrades over the last two years.

The TWDP's purpose is to set the Victoria-class sub on its new operational cycle, which is planned to be nine years of service followed by three years of maintenance, a change from the previous six year/two year cycle. In order for that to happen, *Windsor* was required to go "back up on the blocks," as LCdr Matheson describes it.

The two-pronged TDWP approach involved work on key pieces of maintenance to fix up the wear and tear from a busy sailing period from 2014 to 2018. That period saw *Windsor* deployed to Europe multiple times, with participation in exercises Joint

Warrior and Trident Juncture. The sub also spent more than three months operating in the Mediterranean in 2018, a first for the Victoria-class fleet.

On top of the maintenance and repairs, the boat also underwent capability upgrades, receiving the new state-of-the-art BQQ-10 sonar, as well as an overhaul to its weapons systems. *Windsor* will now be armed with the Mk 48 MOD 7AT torpedo, an upgrade from the previous Mk 48 MOD 4M.

"In order to employ that, we had to make significant upgrades to our weapons capability through our torpedo handling system, our weapons discharge system, and our fire control system," LCdr Matheson said.

Like most other Royal Canadian Navy and Canadian Armed Forces units, *Windsor* experienced a work stoppage in the spring when the country locked down to combat the COVID-19 pandemic. But despite a two-month interruption, work on the TWDP stayed ahead of schedule, and the boat was taken from the submarine shed and lowered back into Halifax Harbour in early August, earlier than expected. LCdr Matheson said dedicated work from FMF Cape Scott personnel, as well as his own sailors, was key to making that happen.

Workers from FMF Cape Scott are still on board now that *Windsor* is back in the water, finishing up the final pieces of maintenance while the crew begins powering up their main systems and beginning alongside trials.

"They've put it all back together, and now we have to prove that it works. When you're adding new capabilities on board, that always comes with heavy trials and testing to make sure we have full acceptance of the system," said LCdr Matheson. "If everything goes smoothly, we'll camber dive the boat to prove its watertight integrity alongside, and then we'll proceed to sea."

LCdr Matheson also thanked Formation Safety for their support since *Windsor* went back into the water, and said that team has been on board extensively making sure the most up-to-date COVID-19 policies are being followed in accordance with the Commander Canadian Submarine Force's goal to provide a safe work environment for anyone who boards a Victoria-class submarine.

Looking ahead, the sub will enter its tiered-readiness program at sea after proving its dive integrity, bringing both *Windsor* and its crew back into fighting shape. Beyond that, Canadian submarine movements are classified, but LCdr Matheson said his crew is looking forward to conducting their business at sea with a modernized and operationally available platform.

"The Defence Policy directs us to modernize the Victoria-class Submarine and to operate them at home and abroad, supporting Canada's national interest and its international commitments. That's what we intend to do."

HMCS *Windsor* was taken out of the submarine shed at D294 and lowered into Halifax Harbour on Aug. 7.



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Canadian Forces Newspapers Youth Reporter Competition

CFMWS

The Canadian Forces Newspapers Youth Reporter Competition gives young people a unique chance to tell a story in print, online, and on social media with the help of Canadian Forces Newspapers journalists, editors, and photographers.

Youth from military families between the ages of 13 and 18 can participate by writing a story about their life experience being part of the Canadian military community.

It could be something that is relevant to their life, or that of their family and friends, or it could be something that affects the wider world

they live in - but which their own experience or reporting can offer a unique perspective.

The story must be original and about an issue or a personal experience or insight that has not been widely reported about before that reflects the life of the contributor or their friends or family.

Stories will be judged on editorial merit - that means the strength of story, originality, and the personal story or background around it. Judges will be looking for a range of diverse stories from across the military community.

The winner will receive a grand prize package and a scholarship!

Key Dates

**Application Deadline: Dec. 31, 2020
Story Idea Selection Committee: Jan. 15, 2021
Selected Youth Writers announced: Jan. 25, 2021
Final article deadline: March 31, 2021
Articles published: May 1, 2021
Readership voting closes: May 31, 2021
Grand Prize Winner Announced: June, 2021**

For more information on the contest rules and submission requirements visit: <https://www.cafconnection.ca/National/Get-Involved/Youth-Reporter-Competition.aspx>

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Base Administration's Lt(N) Winkler

2Lt Jamie Boparai
Base Administration

Family history is what led Lt(N) Colin Winkler to take the Canadian Oath of Allegiance upon joining the Canadian Armed Forces in 1988. His father joined in 1964 and his Grandfather served in the Second World War as an Artilleryman.

The journey to his current position as Base Personnel Services Officer began as a non-commissioned member cook. Diligence, competency, and leadership qualities aided in his promotions all the way to Chief Petty Officer First Class.

A few years ago, he was afforded the opportunity to join the Special Requirement Commissioning Plan.

"SRCP allows for Chief Petty Officers to commission [into the officer rank] and fill vacant positions within the service. This is a specialized program used to keep the core knowledge of the military intact while allowing CPOs to continue to serve as Officers. SRCP does not come with a formal trade, but rather employment into specialized positions," he explains.

His leadership role model is Capt(N) Julian Elbourne, who was his commanding officer in

HMCS Protecteur, and his command team, during the Feb. 27, 2014, fire aboard the ship while off the coast of Hawaii.

"I was the Logistics CPO2 at the time, and that was when I realized if I was to ever become a CPO1, they were the type of leaders I wanted to be like. Their leadership shined in a time of danger and uncertainty."

His role on the ship was to ensure the attack teams and the ship's company were sustained with food and water.

"We didn't even have a working galley," he says. Food was cooked using old barbecues and an apartment-style stove that was in the commanding officer's pantry.

"I also made sure people had places to sleep because of the damage. There were 219 people aboard at the time."

A good leader, he adds, is compassionate and has the ability to judge each situation on its own merits.

"Leaders also have to be openminded; we are not the same navy as we were in the past and we don't all react the same way anymore. You need to be a forward thinker, have convictions, and stand up for them. Most of all, be the example to follow."

In his current job, he oversees the accommodations and food services of the Logistics Branch.

"I am the Head of Department and I oversee management and deal with executive issues," he says. "My job is now a strategic thinking role rather than tactical. My duties include putting out daily fires and filtering through food requests. I also hold the responsibility of ensuring the ship-to-shore ratio of cooks and stewards are maintained at an acceptable level."

Strategic thinking was at play recently when he helped four residents of the Chiefs and Petty Officer's Mess get meals. The members were on course and had to trek to the Nelles Block to eat because at the time it was the only open galley during the pandemic.

"This was a difficult situation and wasn't ideal. The distance was making timings quite stressful for them." He arranged special accommodations for them on the Naden side, so they didn't have to walk far for their meals.

"To do this job well you need good organizational skills, strong leadership, and knowledge and experience within the food service and accommodation environment."

Since the breakout of COVID-19, Lt(N) Winkler has also had the opportunity to rekindle his passion for cooking. "I cook on social media, and I have 273 Twitter followers. I love showing off the skills I gained during my years as a cook."



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Soldier On marches on

Peter Mallett
Staff Writer

Ill and injured Canadian Armed Forces members and veterans have not been forgotten during the pandemic.

Soldier On programs resumed on the West Coast this month with two morale-building events, rounds of golf at Highlands Pacific Golf and a cycling clinic at the University of Victoria.

The goal is to help them adapt and overcome both physical injuries through participation in sports and physical fitness activities.

Much of the events were halted in March with the onset of COVID-19, but with strictly enforced health and safety protocols these two events were able to happen.

"The pandemic has provided far fewer opportunities to let participants experience physical activity and social interaction as part of their recovery from their injuries," said Joe Kiraly, Senior Manager of Soldier On. "It is great to be able to resume some of our operations again, albeit on a reduced scale. All of our events going forward will also adhere to strict COVID-19 precautions that will provide a safe environment for participants."

Dana's Story

The return of the Oct. 11 Soldier On cycling clinic was a big relief for 2Lt (Retired) Dana Batho. The former Intelligence Officer with the Royal Canadian Air Force suffered serious back and neck injuries during a training accident seven years ago and has lived with intense pain ever since.

Prior to her injury she enjoyed gymnastics, Highland dancing and weightlifting, but says none of that is possible now.

Since her pain is likely permanent, and modern medicine has failed to alleviate her condition, she says the relief from her woes has come through cycling.

With assistance from Soldier On, she has acquired a custom-designed, three-wheeled recumbent bicycle. On days when the pain isn't too intense she and her service dog Coco go for long bicycle rides on the Capital Regional District's expansive recreational trail system.

She and Coco attended the clinic hosted by Peter Lawless, Canadian Olympic Committee Vice-President, and members of the Triple Shot Cycling Club.

After an introduction to bicycle maintenance and basic cycling techniques, riders set out to cycle around Ring Road, which is approximately three kilometres around the campus. Batho says it was great to get outdoors and meet new people, and that she and her Dachshund Maltese mix, who rides with her while perched in a small pouch above her head, thoroughly enjoyed the experience.

"Getting to participate in the clinic from a physical activity point of view was

great and the camaraderie Soldier On provided was huge," said Batho. "When you leave the military you lose the people who have essentially become like family members and you feel disconnected. The camp provided me an opportunity to reconnect and that was something I have been missing."

All Out 'Fore' Golf

Ten days earlier the same opportunity was provided on the links at Highland Pacific Golf Course, an 18-hole golf course that features scenic views of the Olympic Mountains and Strait of Juan de Fuca.

The day-long clinic also followed strict physical distancing guidelines with mandatory masks, only one golfer per cart permitted, and no high fives, handshakes, or handling other athlete's golf balls or equipment.

An educational briefing was given by golf club pros, Callum Ashby, winner of the PGA of B.C. Apprentice of the Year Award, and Jeff Palmer, a former golf professional with 28 years of golf teaching and management experience around the world.

After 90 minutes of instruction participants hit the links for a round of golf.

Palmer, also the General Manager of Highland Pacific, said he was delighted to help

support the Soldier On program with complimentary instruction.

"As a proponent of mental health and physical fitness and big supporter of our troops, I was more than happy to assist Soldier On," said Palmer. "Golf is a great way to help people recovering from injuries and since Highland Pacific values community outreach initiatives we thought this was an excellent cause to support."

For more information about Soldier On and its programs visit their website www.soldieron.ca



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Bravo ZULU

Fleet Diving Unit (Pacific) Awards and Presentations

Cdr Richard Kappel, Commanding Officer of Fleet Diving Unit (Pacific), and CPO1 Sylvain Jaquemot, Fleet Pacific Chief, made awards and presentations.



CPO2 Goodine is awarded the Canadian Forces' Decoration First Clasp for 22 years of service.



CPO2 LePage is promoted to his current rank by LCdr Kappel.



CPO2 Ensor is presented the Pacific Fleet Chief coin by CPO1 Sylvain Jaquemot.



S1 Paquette is presented the Pacific Fleet Chief coin by CPO1 Sylvain Jaquemot.



MS Dawkins is presented the Pacific Fleet Chief coin by CPO1 Sylvain Jaquemot.



MS Horvath is presented the Pacific Fleet Chief coin by CPO1 Sylvain Jaquemot.



MS Ogle is promoted to his current rank by LCdr Kappel.



MS Rankin is presented the Pacific Fleet Chief coin by CPO1 Sylvain Jaquemot.



PO1 Arsenault is presented the Pacific Fleet Chief coin by CPO1 Sylvain Jaquemot.



PO1 Pease is awarded the Canadian Forces' Decoration Second Clasp for 32 years of service.



PO2 Adam is promoted to his current rank by LCdr Kappel.



PO2 Allan is awarded the Canadian Forces' Decoration First Clasp for 22 years of service.



PO2 Denman is promoted to his current rank by LCdr Kappel.

Bravo Zulu

Sailor of the Quarter

Sailor First Class Mitchel Kathol, a boatswain on board HMCS Whitehorse, was awarded the Canadian Fleet Pacific Sailor of the Quarter for the third quarter of 2020.



Photo by Ed Dixon, MARPAC Imaging Services

Bravo Zulu



PO2 Lisa Davidson is presented her Canadian Forces' Decoration First Clasp by Cdr Ben Seaby at a ceremony outside Personnel Coordination Center Pacific.

Bravo Zulu

HMCS Vancouver Change of Command



Left to right: LCdr Robert T. Hooper, outgoing Commanding Officer of HMCS Vancouver; Cmdre Angus Topshee, Commander of Canadian Fleet Pacific; and LCdr Matthew S. Arthur, incoming Commanding Officer, sign the formal Change of Command certificates during a ceremony on Oct. 16.



Photo by S1 Sisi Xu, MARPAC Imaging Services

Incoming Commanding Officer, LCdr Matthew S. Arthur (left) and outgoing Commanding Officer LCdr Robert T. Hooper pose for a photo.

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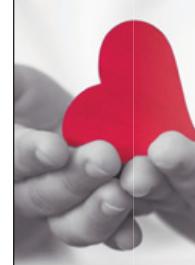
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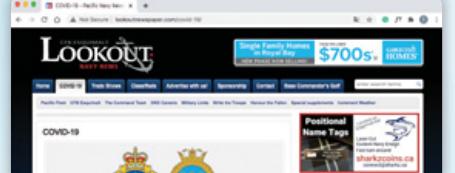


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