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Volume 66 Number 6 | February 15, 2021

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LCdr Maude Ouellet-Savard, Commanding Officer of HMCS Brandon, leads Lieutenant (Navy) Yasmin Mayne, Operations Officer, and other members of the ship's company, in a person overboard exercise during TGEX 21-01. See pages 8 and 9 for more images.
Photo by Captain Sarah Harasymchuk, Royal Canadian Air Force, Canadian Armed Forces

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Optimism and burpees

How the crew of HMCS Calgary got ready for deployment

Lt Jeff Klassen, HMCS Calgary PAO

In late January and early February, the crew of *HMCS Calgary* were quarantining at a local hotel in preparation of their upcoming seven-month Operation Artemis and Operation Projection deployment to the Asia-Pacific region and Middle Eastern waters.

For much of the crew, this will be their first deployment during the COVID-19 pandemic, which means significantly curtailed foreign port visits.

The quarantine process, although a necessary measure to keep people healthy, came with its

own frustrations. For a crew that will be away for over half the year, having to spend more time away from home confined to a single room was difficult.

Everyone found their own ways of staying busy and remaining virtually connected to family and friends.



Sailor Second Class (S2) Matthew Jones, Marine Technician from Port Moody, BC

"With the internet and all the technology we have today, quarantining isn't really isolating," says S2 Jones, who spent his quarantine reading and video-chatting with his girlfriend.

"Our team does daily check-ins and there are Facebook group chats. I wouldn't say it's a blast, but it's fine," he said.

Over the last year, *Calgary* has spent a lot of time training with various workups and exercises dating back to spring 2020. All that training has made him eager to deploy.

"Even with all the challenges of COVID, even if we don't do many port visits, this deployment has been long in the coming, so I'm very upbeat about the whole thing."

S2 Matthew Jones read Lord of the Rings while in quarantine.



Captain (Capt) Eric Jurski, CH-148 Cyclone Pilot, from Mississauga, ON

In 2020, Capt Jurski completed his Cyclone pilot training during the COVID-19 pandemic, so now he's pretty well-adapted to the quarantine process.

"I spent a good chunk of this pandemic in the Shearwater shacks isolating and just working out, so this is kind of a walk in the park for me. After working out, reading, looking over notes, and calling friends and family, it's pretty easy to kill a whole day," he said. "Between my last isolation in Shearwater and now, I've gotten really good at burpees."

The upcoming deployment will be Capt Jurski's first as a pilot.

"I'm excited to fly and do the job. It has taken seven years since I joined the military to become a qualified and deployable Cyclone co-pilot. I'm excited to fly, learn the tactics, meet new people, and see the world - no matter what challenges COVID may bring. I'm optimistic."

Captain Eric Jurski got really good at burpees while in quarantine.

Sailor First Class (S1) Alyssa Henry, Naval Combat Information Operator, from Hamilton, ON

S1 Henry has been on four deployments and one five-month exercise in her career, so even though *Calgary's* deployment will bring with it a lot of challenges, she feels at ease.

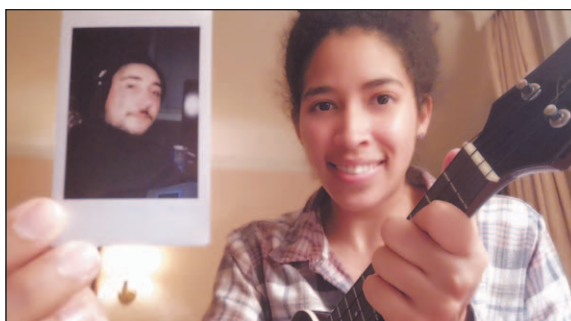
"It's kind of old hat at this point. It is exciting to do Op Artemis as I've never been to that part of the world before. It's nice to mix it up - you have to keep it fresh," she said. "Even if we won't be getting to shore so much, we will still get to see other parts of the world, which can often look amazing even from just off the ship."

S1 Henry remembers how on her 2019 Op Projection deployment to Asia, she spent a port visit in Okinawa, Japan, skateboarding around the city and hanging out at the beach. On this deployment things will likely be much different.

"Maybe now it will just be skateboarding on the jetty, but that's okay too," she said enthusiastically.

S1 Alyssa Henry posed with her skateboard in her hotel room while in quarantine with the rest of HMCS Calgary's crew ahead of their 2021 deployment.

Image Supplied



Sailor Second Class (S2) Audrina N'Guessan, Boatswain, from Montreal, QC

S2 N'Guessan is a newlywed - she and her husband met when she was attach-posted to Esquimalt two-and-a-half years ago on a full-time Class C Reserve contract. The couple were just married over the Christmas holidays and *Calgary's* upcoming deployment will be the longest time they've been away from each other since they first met.

She remains positive all the same.

"I'm one of those people that doesn't drink coffee but is still smiling in the morning. Some people think it's odd because I'm always happy," she said. "My objective is to smile every day. I know it's simple, but I think, if I wake up every day with that little thing, it will really contribute to my well-being and I'll be able to overcome anything."

One thing that S2 N'Guessan is grateful for is the morale phone on board *Calgary*. This satellite-routed phone allows members to talk to their families. She is going to try to talk to her husband every day throughout the deployment.

"He loves talking even more than I do," said S2 N'Guessan, who, by her own account, is pretty chatty herself.

Above: S2 Audrina N'Guessan holds a photo of her husband, S1 Duncan Woods, while in quarantine. S2 N'Guessan and her husband, a Marine Technician on board HMCS Chicoutimi, were just married over the Christmas holidays. This deployment will be the longest they have been apart. Image Supplied

Warrant Officer (WO) Nicole Lewis, Human Resources Manager, from Winnipeg, MB

"I have a work computer with me in the hotel room and I'm super busy," she said. "When I need a break I do something active."

WO Lewis and co-workers who train together on ship are doing virtual workouts over video chat together every day during the quarantine.

"We normally do a circuit like HIIT - lots of burpees, sit ups, and squats. You just have to do it, to take a break, or your mind can always get stuck on work, which isn't necessarily healthy," she said.

What she loves most about sailing?

"Nothing beats the sunrises and the sunsets, it's pretty cool. Some of the most beautiful I've ever seen."

Warrant Officer Nicole Lewis used exercise to keep her mind off her busy work schedule while in quarantine with the rest of Calgary's crew.





Canadian Ranger Gary Bath, pictured here during his Canadian Ranger Basic Military Indochination training at Albert Head Training Centre, has been a Canadian Ranger for nearly three years. He previously served with the Cadet Instructors Cadre in Fort St. John and the Cadet Corps in Ontario.

BRITISH COLUMBIA CANADIAN RANGER'S GOOD DEED

Receives international accolades

Canadian Ranger Lindsay Chung 4th Canadian Ranger Patrol Group

Canadian Ranger (CR) Gary Bath of Fort St. John, a member of the Pouce Coupe Canadian Ranger Patrol in northern British Columbia, has found himself doing countless television, radio, and newspaper interviews for national and international media outlets in the past few months.

Last November, he helped reunite a military family from the United States in time for the holiday season by driving Lynn Marchessault and her two children more than 1,600 kilometres after they were caught in a snowstorm. People in Canada, the U.S., and even Europe have grabbed onto the story of CR Bath's generosity and willingness to jump in and help others.

He is back in the news again, as the American nut company Planters heard about his good deed and is honouring him and the Marchessaults.

This year, instead of spending \$5 million on a Super Bowl commercial, the company decided to highlight stories of people who went "a nut above" to help others. They are spending that ad money on those people and the initiatives they support.

For CR Bath and Marchessault family, Planters is giving both a new car and a lifetime supply of nuts.

"They sent us a message through Facebook Messenger, and the note started off with 'This may sound crazy, but it's the truth. Keep reading,'" said CR Bath. "They read our story and wanted to give us a gift."

CR Bath has been amazed by all the media attention the story has received.

"It's been quite crazy and very busy with all the phone calls and interviews. When we first did it, I just figured that a few friends on Facebook would see it, and that's as far as it would go. To see that it is going around the world pretty much for the second time, it's just very shocking."

In December, Major-General Peter B. Andrysiak Jr., Commanding Officer of United States Army Alaska, sent CR Bath a medallion and a letter of thanks expressing gratitude and admiration for his character and integrity.

Canadian entrepreneur and philanthropist W. Brett Wilson has offered an all-expenses-paid vacation in the Yukon for CR Bath and his family.

"I appreciate everyone saying congratulations and good job and thanks for being nice and stuff like that," CR Bath said.

Since the drive, he has stayed in contact with Lynn Marchessault, and they speak online every day.

Facebook, and then Tanya Hunt saw her post, so she shared it, and Joe Elliott saw Tanya's post and re-shared it, and I saw Joe's post. Seeing Joe's post, I saw people's comments of how they wished they could help or they'd like to donate money to help and nobody really saying they could drive all the way. So I talked to my wife, and she said 'What are you still doing here?'"

He drove Lynn, her two children, two dogs, and a cat in her pickup truck, pulling their U-Haul trailer more than 1,600 kilometres from Pink Mountain, B.C., to the Yukon-Alaska border near Beaver Creek, Yukon. The drive took two and a half days.

"I didn't think much about how long it would take or anything like that. I didn't even think about how I was going to get home because I knew I had Joe [Elliott], and my local MLA Don Davies trying to find me a ride, so I just left everything in their hands. There are a few people who donated money for a plane ticket to get me home, so we really only had to figure out how I was going to get from Beaver Creek back to Whitehorse."

On the return journey, an RCMP officer drove him from the U.S. border to Beaver Creek; then a local mechanic gave him a ride to Whitehorse. He spent the night in Whitehorse and caught a flight home the next day.

Service comes naturally to CR Bath

CR Bath has been with Pouce Coupe CRP for almost three years.

"One of my friends was in the Canadian Rangers and he told me what they do, and it sounded interesting. I went to a patrol meeting one night, and they said it was fun and every now and then they get to go out and help people, and I said, 'That sounds like something I would like to do.'"

Although much of the training has been paused due to COVID-19 and public health orders, CR Bath did complete the Canadian Ranger Basic Military Indochination and met many Rangers and Canadian Ranger Instructors.

Before joining 4 CRPG, CR Bath served as a member of the Cadet Instructors Cadre (CIC) in Fort St. John and with the Cadet Corps in Ontario. He served with the CIC for five years.



From left to right: Selena and Gary Bath bring winter coats to Lynn Marchessault in Pink Mountain, BC, in November 2020. From there, Bath, a Canadian Ranger who lives in Fort St. John, drove Marchessault, her children, and pets more than 1,600 kilometres to the Yukon-Alaska border so she could reunite with her husband, a U.S. Army Staff Sergeant stationed in Fairbanks, Alaska.

The famous drive

Marchessault was driving with her two children from Georgia to Alaska in mid-November to reunite with her husband Staff Sergeant Tim Marchessault, who is stationed at Fort Wainwright in Fairbanks, Alaska. Several days into their trip they were caught in a snow storm in northern B.C.

Thanks to the power of social media several players in the military community connected and ensured the family was reunited.

"Teena Sew first ran into Lynn and helped her out," said CR Bath. "When they got to Pink Mountain, Lynn said she couldn't drive any further, so Teena put a call out on

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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.

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WHAT SAY YOU



An unexpected career

Lt(N) Denise Dickson

RCN Public Affairs

Lieutenant (Lt(N)) Denise Dickson, Marine Systems Engineering Officer with the Royal Canadian Navy (RCN), began her military career almost by accident nearly two decades ago.

"To be honest, in 2003 I didn't even know that Canada had a navy. I was introduced to the RCN at a Canadian Armed Forces (CAF) recruiting event at my university. I knew I wanted to get involved. The trade I was interested in had everything I wanted: opportunities to work in an engineering environment, to travel, and to have my education paid for."

In the RCN, the primary role of a marine systems engineer is to provide technical expertise, advice, and leadership in support of day-to-day naval operations and maintenance of marine systems in ships and submarines,

modernization of the fleet, replacement of naval marine systems and equipment, and maintenance of the infrastructure needed to support naval operations and missions.

For Lt(N) Dickson, colleagues and camaraderie make the RCN an unparalleled environment.

"I know we say that a lot, but it's true. Where else can you meet Canadians from so many backgrounds, and face so many different challenges together? You can meet professionals who have worked in the same organization for 20 or 30 years. They are amazing, and they have wonderful stories to tell."

Lt(N) Dickson's experiences in uniform have been both varied and surprising.

"My first time at sea on a warship is my most memorable experience. I was on my Naval Engineering Indoctrination course. We were supposed to leave Halifax for three weeks

and go to St. John's and Corner Brook (in Newfoundland). Then we were reassigned to Operation Chabenal. At the time, we didn't know anything about it (the drug interception operation). We picked up some RCMP members, left Corner Brook and came back to Halifax two and a half months later. I learned about so much on that mission: the fight against drugs, arresting drug traffickers, and the importance of packing for three months even if the trip is only supposed to last a few weeks."

Other memorable experience includes her time on board former HMCS Protecteur, to join Combined Task Force (CTF) 150 in the Gulf of Oman.

"When I was posted to HMCS Protecteur, its mission was to go around the world to support Canadian operations and those of our allies. HMCS Protecteur and HMCS Calgary left Victoria (in

British Columbia), passing by the Panama Canal to meet up with HMCS Iroquois and CTF 150 in the Gulf of Oman to take our position and support our allies in the fight against terrorism and piracy," Lt(N) Dickson says.

Their itinerary took them through the Suez Canal, which seemed to take forever, she says. Some crew members had to always wear firefighting equipment in the hot weather.

"The firefighting equipment was worn nonstop for three full days while we took shifts. Let's just say that when we came back, that equipment was the first to be dry-cleaned."

"There are so many opportunities in the RCN for professional growth. My experiences have given me the skills and confidence I need to manage considerable budgets and face the many challenges inherent to a navy officer's work."



Where else can you meet Canadians from so many different backgrounds, and face so many different challenges together? You can meet professionals who have worked in the same organization for 20 or 30 years. They are amazing, and they have wonderful stories to tell."

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Biodigesters transform food waste into water

Peter Mallett
Staff Writer

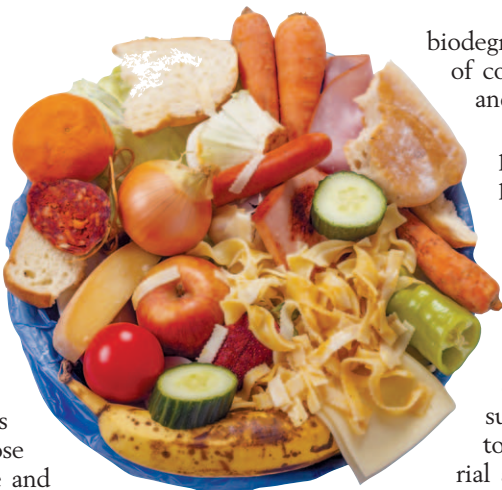
Food waste at CFB Esquimalt's galleys, once scraped into green bins and hauled to the landfill, is now being decomposed on site.

Two Power Knot LFC biodigesters installed at Nelles Block Galley decompose biodegradable garbage and turn it into grey water. Two more will be installed at Work Point's Venture Galley as part of the base's green initiative.

"Anything that can protect our environment, reduce our carbon footprint and CO2 emissions, and cut costs at the same time is a great initiative," says PO2 David Keneford, Nelles Block Galley Manager.

Eliminating green bins means big cost savings as private waste contractors will no longer need to haul the contents away, plus there is the bonus of reduced mess and smell from the green bins and their contents.

Now, kitchen staff will feed everything directly into the biodigesters, from unwanted food items to recently introduced



biodegradable cutlery made of cornstarch, paper cups and plates.

Each unit can process up to 200 pounds of waste in 24 hours, far more than what passes through Nelles Galley. The machine uses a mixture of a concentrated enzyme called powerzyme, sugar rice, and water to break down material and turn it into grey water, which can be treated

in the wastewater stream or used for irrigation. About 97 percent of food waste is turned into grey water with the remaining three percent a fully compostable by-product. This natural process is significantly better for the environment.

"It's good to see the Government of Canada and Canada's military are constantly pushing for more green initiatives and finding new ways of helping save our environment," says PO2 Keneford. "This latest development is a morale booster and makes people feel more confident and better about the job they are doing."



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Daniel Bezna of Base Logistics' Disposal Stores Warehouse, stands in front of a large industrial shredder. The shredder is used to break down some of the approximately 12,000 discarded IT and computer items Bezna handles each year.

Photo Credit: BLOG



OBSOLETE COMPUTER GEAR *finds new use*

Peter Mallett
Staff Writer

Ever wonder what happens to your workplace computer bits and bytes when they are life cycled? At CFB Esquimalt, there is a program in place to sort, assess, recycle, and when-ever possible repurpose them.

Unwanted government-owned desktop computers, laptops, hard drives, monitors, printers, routers, switches, keyboards, and mice are dropped off daily at Base Logistics' Disposal Stores Warehouse in dockyard. Daniel Bezna and other members of the disposal team then sort through the discarded equipment, segregating catalogued items into different disposition streams. Last year they handled almost 12,000 items.

"Our success is that we have nearly 100 per cent of these items recycled, reused, and disposed of properly," says Bezna. "Less than one per cent of material is actually thrown away in our general garbage bin and that is usually plastic packaging."

Bezna's job is to ensure all customer's items are properly received in the Defence Resource Management Information System. He also verifies that items are properly identified, that all DND markings are removed, and that the items contain no classified information, such as hard drives.

"Whatever comes into this room needs to be catalogued so the chain of command can keep track of it all," he says. "Accounting for all of these items is a huge part of my job and takes up about half of my time at work."

Finally, he chooses the disposal stream.

Items such as monitors found to be in good working order and not technologically obsolete are cleaned and redistributed within the Department of National Defence's (DND) western region.

Items that do not meet reusable standards for DND end up in one of four disposition streams.

DND has an agreement with Industry Canada to offer information technology items to the Computers For Schools Program via donations.

Regionally, the program is operated by B.C. Technology for Learning Society. The national partnership-based program refurbishes digital devices donated from government, private business, and individuals for use in schools, libraries, not-for-profit organizations, Indigenous communities, and eligible low-income individuals. The program is funded by the Government of Canada.

If donations are not in order for particular items, they might be deemed acceptable to sell as Crown Assets though Government of Canada Surplus - www.gcsurplus.ca - who auctions off unwanted federal government assets.

Last year, 2,000 items were redirected to the Computers for Schools program, 1,500 items were sent to BC's stewardship program as electronic waste, and 2,000 computer hard drives were shredded along with 5,700 memory sticks, tapes, CDs and other electronic file storage devices.

It's rewarding, says Bezna, to spend his days reducing the amount of waste produced at the base, ensuring most of it doesn't end up in the landfill.

"The job I do is certainly important in this respect as some of the materials in electronics are toxic and this effort shows the Government of Canada takes environmental stewardship very seriously," said Bezna.

There are processes in place for discarding your unwanted IT goods. Toner, printer cartridges, mice, and keyboards can be dropped off at Disposal Stores D514 and D513 in dockyard without paperwork.

But IT assets such as computers, monitors, and hard drives must first be inspected by your unit's Information Technology Technical Inspector (IT TI), normally requested for by your Information Technology Coordinator (ITC).

They will inspect the equipment and attach a CF942 tag, remove and classify any hard drives, and create an IT Return Certification Form.

A more in-depth procedure explanation can be found on the Intranet: <http://esquimalt.mil.ca/bsup/BLOG-MDO/MDO%20Disposal.htm>

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AUTHORS NOTES

1. POST FIBUA WATCH

This piece I rendered in charcoal is based on a photograph I took in Fort Knox Kentucky. In this work, I am trying to portray a sense of calm, clarity, and intimacy, all while this soldier fought hard to take this position just a few minutes prior.

Despite the noise, chaos, and fog of war, there are times when one can find moments of peace and tranquility.

2. COUNTER ATTACK WATCH

A pen and ink self portrait that is based on a photograph taken by my fire team partner while on a defensive exercise in Meaford, ON. I drew this piece to portray a sense of mental exhaustion and sleep deprivation while maintaining a vigilant watch. This period of my career was the most difficult, both mentally and physically.

It is also a personal reminder that when things in life seem to not be going well, or times are tough, I think back to this time and remind myself "Well, at least I'm not in Meaford."

3. CEREBRAL SHACKLES

This is a digital piece that is actually a modernized revisit of a pen and ink drawing I completed in 2013. The concept is to visually portray how, in essence, we are all addicted and enslaved by our technology. How social media, the news, and advertising basically invades our psyche and can potentially manipulate us. We as humans quickly forget what enraged us yesterday, only to be enraged by something new today.

Peter Mallett
Staff Writer

Sketchbook, pencils, eraser, even chalk and pens are some of the first things Master Corporal Aydyn Neifer packs when deployed - even before his camera equipment.

The Canadian Armed Forces Imagery Technician has embraced many art forms in his 43 years, from graphic design to photography, to drawing and painting.

"I can't imagine not painting," he says. "It's a way to express myself even if no one ever sees them. Most of my works are just about painting for the sake of painting and trying to turn abstract concepts into visual art. I can't imagine not being able to do that."

Much of his work is inspired by his military service that started in 2007 as a member of Third Battalion, Royal Canadian Regiment in Petawawa, ON. After three years as an Infantryman, he re-mustered to Image Tech, a trade that satisfies his itch to create.

What he likes about the military is it can take him out of his comfort zone.

"The military constantly challenges you to complete difficult tasks and learn new things," he says.

That constant evolving is duplicated in his art. His craft tools are varied, from the usual acrylic paints, pencils, and inks, to ball point pens and pastels. His subjects are equally assorted.

"I am really not sure what my style of art or genre is called, but I try to take a concept from a photo or series of photos and then visualize it in my creations," he explains.

His vision starts with an image, usually a photo. In his self portrait *Counter Attack Watch*, it was a fellow soldier who snapped the photo while they were on a training exercise in Meaford, Ont. It's a pen and ink side view of a younger Pte Neifer peering intensely down the barrel of his machine gun set against a stark white background. His torso fades into geometric squares. The empty background brings a feeling of bleakness and isolation, something he felt at the time as he battled exhaustion while maintaining a vigilant watch.

In contrast, *Cerebral Shackles* is a full

colour piece of a young person clutching her cellphone, half open eyes on the screen. Swirling around her, soft images of people, things, and words.

The creation, he says, is a deliberate attempt to show the ill-effects that social media addiction and the scourge of fake news has had on so many people.

"The concept is to visually portray how, in essence, we are all addicted and enslaved by our technology," says MCpl Neifer. "It's like a cerebral toffee pull for both our attention and our sanity."

He's created many pieces over the years from a small studio he made in the basement of his home, which he shares with his wife and three children. A few of his ink drawings and acrylic works are on the walls upstairs, but most have been completed and tucked into boxes.

"I have a stack of practice pieces, and over the years have accumulated many finished works that were completed in different types of media, from oils, to charcoal, to pastel, to acrylics, to graphite, and watercolour, as well as digital. As well, I have a stack of sketchbooks that I have

filled up over the years."

But his prized piece resides on a high school wall, a mural he painted as a student.

"I won a design contest to paint a mural at my high school, Fellowes, in which I helped to paint my design alongside a professional mural painter. The mural is still up in the school."

He currently works as a photography instructor at Canadian Forces Training and Development Centre at CFB Borden. He is also part of The Steel Spirit, an art collective that showcases the unique artwork of military, police, firefighters, paramedics, hospital practitioners, and other first responders.

Never one to have an empty canvass, MCpl Neifer is working on an art piece for a friend to help bring awareness to brain injury victims.

Art, he adds, brings him much-needed calm in an often intense job.

"In my opinion art is truly a great form of self expression and a vehicle to externalize injuries. My art is more preventative medicine."



TGEX 21

TASK GROUP EXERCISE 21-01



HMCS Brandon, HMCS Saskatoon, HMCS Victoria, and CH-148 Cyclone participate in a Photo Exercise during the Task Group Exercise held at the West Coast Firing Range on Feb. 10.
Photo by Lieutenant Jeff Klassen, Task Group PAO



Lieutenant Commander David Dallin drizzles chocolate and strawberry sauce on ice cream for Sundae Sundays at sea in HMCS Regina during the exercise.
Photo by S1 Lisa K. Wallace, Imagery Technician



Sailors from HMCS Brandon recover a RHIB after a person overboard exercise as part of TGEX 21-01.
Photo by Captain Sarah Harasymchuk, Task Group PAO



Sailors from HMCS Brandon secure the RHIB.
Photo by Captain Sarah Harasymchuk, Task Group PAO



Members of 443 MH Squadron stop at Tofino Long Beach Airport to fuel after the completion of Photo Exercise on Feb. 10.
Photo by Sailor 1st Class Victoria Loganov, MARPAC Imaging Services



Members of HMCS Regina pull lines as the ship comes alongside F Jetty Feb. 8.
Photo by S1 Lisa K. Wallace, Imagery Technician



A member of HMCS Regina throws a line to Y Jetty as the ship comes alongside to disembark the crew on Feb. 4.
Photo by S1 Lisa K. Wallace, Imagery Technician



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"CHEFING" FROM HOME FOR VOLUNTEERS

Peter Mallett
Staff Writer

Organizers of this year's Volunteer Appreciation event have found a unique way to celebrate the occasion while respecting provincial COVID-19 health and safety directives: a fully supplied virtual cooking class.

The invitation-only, digital event takes place Feb. 20 with an expected 99 invitees. Sponsored by the CANEX Volunteers' Recognition Program, the evening cooking class is a fun way to recognize volunteers who donate their time to the Esquimalt Military Family Resource Centre (MFRC), Personnel Support Programs (PSP), and the CFB Esquimalt Naval and Military Museum.

Festivities will kick off with opening remarks from Capt(N) Sam Sader, Base Commander, and Sarah Johnson, CANEX Store Manager, followed by the virtual cooking class led by Chef Dan Hayes of The London Chef. Chef Hayes is co-host of the cable television cooking show *Moosemeat and Marmalade*.

"Interest and response has been great for this event with over 90 per cent of the participants already confirming their participation over a week ahead of the event," says Christine

Farrington, event organizer. "We have a good cross-section of volunteers from across the base being honoured and they have been telling us they really like this unique new way of saying thanks."

Ingredients to make Chicken Tagine will be given to each volunteer the day of the event, either by picking them up at a set location or direct to their door via a refrigerated delivery truck.

Attendees will then cook Chicken Tagine through Chef Hayes' step-by-step instructions.

Who are these volunteers?

Sixty-four MFRC volunteers are being recognized for their approximately 2,100 hours of time in 2019 and 2020.

While most in-person events over the past year have been cancelled or postponed due to the pandemic, the MFRC has relied almost entirely on virtual volunteering.

"Because many military families found themselves isolated or otherwise adversely affected by the pandemic it was crucial for us to affirm to our community that the MFRC and its volunteers are here to help," said Ekaterina Gregory, Esquimalt MFRC Community Integration Coordinator. "MFRC volunteers stayed in touch, engaged families in contests, games,

and other online events as we wanted to tell our families: You are not alone, and we are thinking of you."

Over 75 PSP volunteers are also being honoured for approximately 1,500 hours of volunteering over the past two years for sports events such as the Navy Run and regional and local sports competitions held at the base over the past two years, participation in base clubs, and special interest activities.

Also 19 volunteers from the base museum are being recognized for a combined 3,188 hours of volunteer work before the museum closed its doors last spring due to the pandemic. Their work included acting as tour guides, greeters at the welcome centre, and archival assistants and researchers.



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RCAF FEMALE ATHLETE OF THE YEAR

Captain Paige Campbell

goes far taking part in CAF sports

Royal Canadian Air Force Public Affairs

In her role as Air Combat Systems Officer with 442 Transport and Rescue Squadron, at 19 Wing Comox, BC, Captain Paige Campbell strives "to always be learning, having an open mind, and a positive attitude."

She believes this mindset "will take you further than you know. You never know if you will enjoy or excel at something until you try it."

Capt Campbell brings this same point of view to her athletic pursuits, as well as her work with the Royal Canadian Air Force (RCAF). She is a two-sport athlete who won two national gold medals in 2019 as captain of the 19 Wing Women's Volleyball Team, and as a member of the Canada West Women's Soccer Team. The leadership she exhibits contributed greatly to the success of both teams.

When she was posted to 19 Wing in 2019, she joined the women's volleyball team. She served as the setter when they won the CAF women's national volleyball championship. The pennant for that win is proudly displayed in the trophy case at 19 Wing Comox alongside the tournament's coveted trophy.

Capt Campbell was awarded the RCAF Female Athlete of the Year to recognize both her commitment to, and success in Canadian Armed Forces sports, as well as her participation and contribution to several civilian sports organizations.

Being a part of sport in the CAF is important to Capt Campbell.

"It is great to reconnect with old friends and to compete at a high level."



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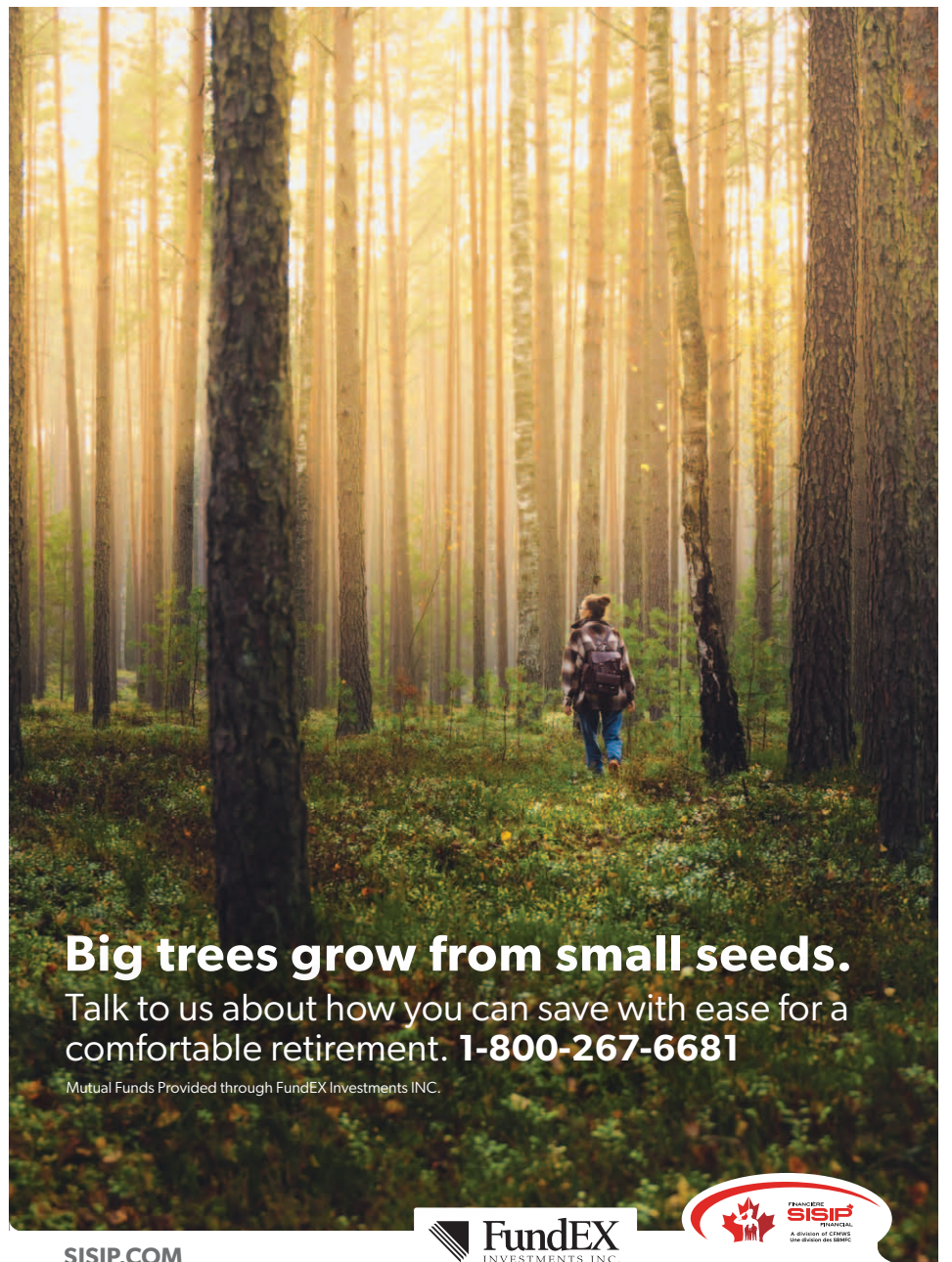
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The Aeromedical Single Isolation Bio-containment Unit is a durable, reusable capsule for a single patient with sealed ports on its sides. This enables health care providers to access the patient, while protecting those outside the capsule from exposure to potential infectious pathogens.

Photos by Private Natasha Punt



Because of its relatively small size, the Aeromedical Single Isolation Bio-containment Unit can be used in most of the RCAF's aircraft, including the CC-177 Globemaster, CC-150 Polaris, CC-130 H/J Hercules, CP-140 Aurora, CH-147F Chinook, CH-149 Cormorant and CH-148 Cyclone.

RCAF IMPLEMENTS NEW Bio-containment Capability TO TRANSPORT INFECTIOUS PATIENTS

Royal Canadian Air Force Public Affairs

With the world still dealing with the threats posed by the COVID-19 pandemic, the Royal Canadian Air Force (RCAF), in collaboration with Canadian Forces Health Services Group, is implementing a new bio-containment capability for the transport of infectious patients.

Called the Aeromedical Single Isolation Bio-containment Unit (ASIBU), this new capability allows for the safe isolation of patients thought to be contagious while allowing medical experts to provide direct treatment. In effect, it allows medical staff to treat patients with virtually zero

possibility of transmission of infection in either direction, all while being transported in an aircraft.

"Our mandate is to provide quality health care in the air, at home, and abroad," says Major Marilou Beaucage, the senior Nursing Officer with the Canadian Armed Forces (CAF) Aeromedical Evacuation (AE) Flight at 8 Wing Trenton, ON. "Caring for patients with an infectious disease adds a significant level of complexity; this new capability is an extra tool to help us bring patients back home or to the appropriate level of care safely."

Measuring approximately two metres long by one metre wide, the ASIBU is a durable, reusable capsule for a single patient with

sealed ports on its sides. This enables health care providers to access the patient, while protecting those outside the capsule from exposure to potential infectious pathogens.

Because of its relatively small size, the ASIBU can be used in most of the RCAF's aircraft, including the CC-177 Globemaster, CC-150 Polaris, CC-130 H/J Hercules, CP-140 Aurora, CH-147F Chinook, CH-149 Cormorant and the CH-148 Cyclone. The CC-130J Hercules will be the primary platform by which the ASIBU will be employed.

A total of 15 ASIBUs (trademark EpiShuttle) were ordered and have been delivered, with one going to each of the RCAF's five

primary search and rescue squadrons across the country. The remaining 10 units will stay at 8 Wing Trenton, which will be the operational focal point for the ASIBU. This includes a "standby" allotment of ASIBUs that are ready to evacuate up to four infectious patients on a single CC-130J Hercules flight.

The RCAF is currently working with the 1 Canadian Air Division Surgeon and the CAF AE Flight on the operational implementation of this new capability, which includes the development and testing of procedures and training programs. The expectation is that the ASIBU will be fully operational in 2021.

The ASIBU is just one of the new bio-containment

capabilities the RCAF is investing in, with the aim of providing a cutting-edge ability to conduct safe aeromedical evacuation of potentially infectious patients.

In addition to the ASIBU, the RCAF is also procuring the Aeromedical Bio-containment Evacuation System, which is a large, sea-container-sized containment unit, and Disposable Isolation Single Bio-containment Units, which are essentially lighter, one-time-use versions of the ASIBU. All told, the total investment is valued at approximately \$7.3 million.

"The RCAF is on the path to becoming much more agile in the safe aeromedical evacuation of infected patients," says Lieutenant-

General Al Meininger, Commander of the RCAF. "These procurements will provide the RCAF with the most advanced equipment commercially available to build a capability for now and for years to come."

The global coronavirus pandemic makes this new capability timely, but the RCAF also has its eye on more long-term requirements. With serious outbreaks of Ebola in Africa in recent years, and the ever-present possibility of yet another pandemic of influenza or other infectious diseases, these new capabilities are key to ensuring the RCAF's ability to provide the Government of Canada with effective options for safe aeromedical evacuation at home and abroad.



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Commander (Cdr) Michael Stefanson, Outgoing Commanding Officer (left), Reviewing Officer Commodore Angus Topshee, Commander Canadian Fleet Pacific (CANFLTPAC) (center), and Cdr Douglas Layton, Incoming Commanding Officer (right) sign the certificates during HMCS Winnipeg's Change of Command ceremony on Feb. 4.

Photos by Sailor First Class Mike Goluboff, MARPAC Imaging Services, Esquimalt



Cdr Douglas Layton holds the Prestige, Privilege, and Burden of Command Plaque given to him by Cmdre Topshee.



Cdr Amber Comisso, Executive Officer (right), presents Cdr Michael Stefanson with the Command Pennant from HMCS Winnipeg.



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BLACK HISTORY MONTH

Regulation? What regulation?

February is Black History month.

The Royal Canadian Air Force, like most institutions in Canada, used to be "Whites only" decades ago. It was true when the air force came into being in 1924, and it remained so for some years. Some recruiters stretched the rules; most did not.

In 1941, the Canadian government finally accepted Black enlistees in certain areas of the Canadian military for certain jobs, but not as RCAF air crew or workers who service aircraft. But, like any door that finally opens a crack, once open the crack widens.

Major Mathias Joost RCAF

In late 1938 and early 1939, having just become independent from the Canadian Army, the Royal Canadian Air Force (RCAF) received approval from the Federal Cabinet through orders-in-councils to restrict enlistment in the RCAF to those of European origin – in other words, persons whose skin was white.

The RCAF regulations were not, however, complete. While officers in both the Permanent (regular) Force and the Non-Permanent Force had to be white, the same restriction was only applied to airmen of the Permanent Force. The reasons for this discrepancy have not been determined.

With the heavy recruiting that began with the onset of the Second World War, leadership soon realized that a new component was required for war-time service only. When it was created in December 1939, the Special Reserve also restricted enlistment to white people.

Men living in Canada who wished to join the RCAF did so at a RCAF recruiting centre, where qualifications were checked, tests conducted, and the regulations enforced.

Leonard Braithwaite, who enlisted in 1943 and later became a lawyer in Ontario and then a member of the provincial parliament, recounted going to the recruiting centre in Toronto on several occasions, only to be turned away each time. Allan Bundy, who became a pilot with

404 Squadron, told a similar story.

It was not until October 1941 that Blacks Canadians could enlist in the "general duties" category of trades, which excluded trades that worked on aircraft and, more importantly, the coveted aircrew trades.

In March 1942, the government approved the lifting of the colour barrier nine months after the RCAF had recommended its elimination.

Yet, in the period when the barriers were in place, Black Canadians were being enlisted. A letter from the RCAF recruiting centre in Vancouver, BC, from November 1940 asked for clarification of the policy because non-whites were noted in RCAF uniform in the Vancouver area. In fact, by the time the colour barrier was lifted, there were at least 13 Black airmen and officers in the RCAF (about 20 per cent of known Black Canadians who served in the RCAF). Some explanation is possible for a few of them.

Gerry Bell had enlisted in the Non-Permanent Force before the order-in-council was approved; while Adolphus and Clyde Carty enlisted in their local Non-Permanent squadron in Saint John, New Brunswick. Sammy Estwick was able to enlist with help from his Member of Parliament. In the case of James Post, the Distinguished Conduct Medal he was awarded in the First World War while serving in the Canadian Army may have helped.

However, how do we explain Eric Watts who enlisted in May 1939, Henry Langdon who enlisted

in November 1939, Reginald de la Rosa who enlisted in August 1941 (Langdon and de la Rosa as aero engine mechanics), or the others who were able to serve, only one of whom was in a general duties trade?

The explanation may lie in the simple fact that the RCAF was a microcosm of the society from which its personnel were enlisted. Canada in the period up to the Second World War was divided regarding how to treat visible minorities. While many Canadians saw minorities as equals, there were others who didn't. It should therefore be no surprise that there were RCAF officers who ignored the regulations.

In the absence of any documentation from recruiting officers, it is possible that, for these officers, the policy may have been secondary – or to be ignored – to get the best-qualified personnel for the service. Or they chose to be "colour blind" because they disagreed with the policy. The possibility of some officers being colour blind is indirectly supported by the fact that, after the racist enlistment policies were eliminated, a few recruiting officers ignored the regulations and continued to bar Black Canadians from enlisting.

Whether they did not believe in discrimination or whether they were trying to get the best people into the RCAF, there is no doubt that some RCAF recruiting officers were ignoring the regulation prohibiting the enlistment of Blacks Canadians. The Black airmen who were enlisted went on to serve the RCAF in upstanding fashion during the war and, in some cases after the conflict.



Sergeant Reginald Taylor de la Rosa enlisted in the Royal Canadian Air Force on Aug. 18, 1941, in Toronto as an aero engine mechanic. He was one of the few Black Canadians who were able to enlist prior to the lifting of the colour barrier. He later retrained as a flight engineer.

Photo courtesy Major Mathias Joost

The Evening Times-Globe

SAINT JOHN, N. B., SATURDAY, MAY 19, 1945

Carty Family Has Enviably War Record



ADOLPHUS, a flight sergeant, is an airframe mechanic, enlisted in the R.C.A.F. in September, 1939, serving in Saint John, Halifax, Dartmouth, St. John's, Que., and Deseronto, Ont., where he is now serving. Prior to his enlistment he was on the staff of the Boys' Industrial Home.

WILLIAM (Bill), a flight sergeant, is an aeronautical inspector, enlisted in September, 1939, serving at Saint John, Fingal, Ont., Technical Training School in Toronto, Moncton, Clarke Ruse Aircraft Ltd., at Dartmouth, then returning to No. 5 Equipment Depot at Moncton where he is now stationed.

CLYDE, an L.A.C., is a fire fighter, enlisted in 1942, was stationed at St. Thomas, Ont., Prince Edward Island, and Dartmouth where he is now serving. Before enlisting Clyde was employed by J. Marcus and Co., also took a keen interest in art, and many stations have much of his work displayed on their walls.

DONALD, an AC2, is an equipment assistant. Enlisted in the R.C.A.F. in May, 1942. He has served in Toronto, Winnipeg, Brandon, Man., Mountain View, Ont., and Debert, where he is now stationed. Before enlisting Don was at Saint John Vocational School.

GERALD, a pilot officer, enlisted in the R.C.A.F. in September, 1942. He received his commission at Mountain View, Ont., July 23, 1944, as a wireless air gunner. He went overseas in September, 1944. Prior to enlistment Gerry was a student of the Saint John Vocational School.

THESE young men are sons of Mr. and Mrs. Albert Carty, 22 Courtney Street. Mr. and Mrs. Carty have two other boys at home, Robert and Malcolm, who are members of the Army Cadets and Air Cadets, respectively. Their father served in the First Great War as a senior non-commissioned officer. An uncle, Seymour Tyler, was a sergeant in the First Great War.

Carty Family Has Enviably War Record. This May 19, 1945, newspaper clipping from the Saint John, New Brunswick, "Evening Times-Globe" displays the photos of five Carty brothers who served in the Royal Canadian Air Force. From left are: Flight Sergeant Adolphus Carty, Flight Sergeant William (Bill) Carty, Leading Aircraftman Clyde Carty, Aircraftman 2nd Class Donald Carty, and Pilot Officer Donald Carty. Adolphus and Bill joined the non-permanent RCAF in 1939 as non-commissioned members, thereby skirting the regulations that at that time barred Blacks from joining the permanent RCAF or as officers in the non-permanent RCAF.

Photo: <http://scholars.wlu.ca/cgi/viewcontent.cgi?article=1645&context=cmh>; accessed January 31, 2018.



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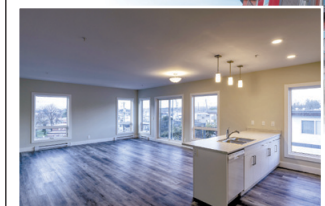
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Price includes shipping.
\$35 - registration closes Jun. 13

VIRTUAL KIDS RUN

We are excited to launch a Kids Virtual Run for 2021! Sign up now and get a shirt and finisher's medal. Shipping is included in the registration.
\$30 - registration closes Jun. 13

BE SURE TO SIGN UP EARLY FOR A SHIRT!



ALL PARTICIPANTS RECEIVE A FINISHER'S MEDAL!

REGISTER AT WWW.NAVYRUNESQUIMALT.COM

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