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Week 2021

May 23 - 29

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LOOKOUT

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HMCS CALGARY

Sub-Lieutenant Courtney Pooley, a Naval Warfare Officer aboard HMCS Calgary, uses the pelorus to figure out bearings and navigate the ship. Read the full story on page 3.

Photo by Cpl Lynette Ai Dang, Imagery Technician

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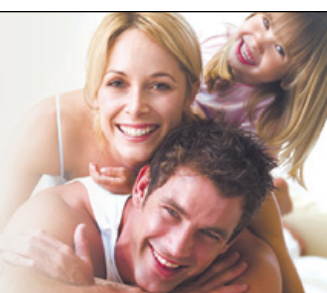
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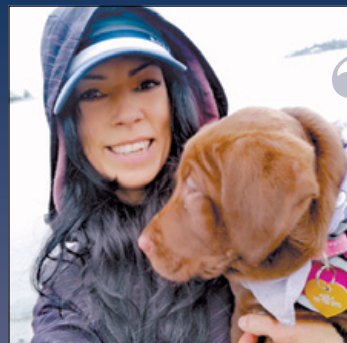
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INDIGENOUS AWARENESS WEEK

Indigenous Awareness Week takes place May 25 to 28, and is an opportunity for Canadians to learn about the rich diversity of the cultures, traditions, and values of Indigenous Peoples in Canada.

#INDIGENOUSAWARENESSWEEK



"This week provides us an opportunity to honour the Indigenous culture and people for continuing to preserve and develop their traditions, rituals, art, language, song, dance and Potlatch in our ever-changing world today."

How long have you been with the CAF/DND?
2 years & 4 months

What do you like most about your job?
Making connections and developing relationships with people within my office and throughout the Base.

What is your Indigenous ancestry?
I am from one of the 14 Nations of the Nuu-Chah-Nulth (Nootka) people called Tseshah located in Port Alberni.

SHAE CLUTESI, CLIENT SERVICES PROVIDER, BASE EXECUTIVE OFFICE



"I think it is important to recognize Indigenous Awareness Week, as it includes recognizing our people's history, sacrifices, and achievements. Education on Indigenous issues for everyone will be a large factor in contributing to reconciliation within Canada."

How long have you been in the CAF/DND?
I have been in the Canadian Armed Forces for 7 years.

What do you like most about your job?
My job brings me new challenges every day. With the new helicopters (Sikorsky CH-148 Cyclone), it brings even more experiences.

What is your Indigenous ancestry?
Dene Tha First Nations of Northern Alberta.

CORPORAL KYRA BROWN, AVIONICS SYSTEMS TECHNICIAN, 443 MARITIME HELICOPTER SQUADRON



"Indigenous Awareness Week is a great opportunity to promote a greater understanding about Indigenous peoples in Canada, as well as celebrate and honour our rich Indigenous culture. It is important to create and maintain an environment where any person can take pride in and embrace their cultural identity."

How long have you been with the CAF/DND?
I have been in the CAF for 18.5 years.

What do you like most about your job?
I really enjoy joining a ship at the beginning of a readiness training program and watching the crew learn, grow, and refine their practices as a team. Being able to play a role in this growth, no matter how big or small, is a great feeling.

What is your Indigenous ancestry?
I am Tsimshian, Pacific Northwest Coast, and I was born and raised in Kitsumkalum, BC.

CHIEF PETTY OFFICER SECOND CLASS JESSICA COOLEY, SENIOR NCIOP, PATROL VESSEL SEA TRAINING (PACIFIC)



"I think it's important to take Indigenous Awareness Week as a reminder to get to know each other and to glean the pearls of wisdom in Indigenous perspectives. They will help us forge a more balanced, sustainable and unique way of life."

How long have you been in the CAF/DND?
Since 1986, on and off, with the reserve and the regular force, Army, Royal Canadian Air Force and Royal Canadian Navy, but always in the band branch.

What do you like most about your job?
I get to approach all the members of my unit, supporting their self-improvement and professional development goals, and share my ideas about inclusivity and unity-based leadership.

What is your Indigenous ancestry?
On my dad's side, we know we have an Indigenous ancestor, but no information about their tribal affiliation. On my mother's side, my grandmother was part Mi'kmaq. I've been adopted into the Anishinaabe Nation through my sisters, friends, and community. I am a student of the Ojibwe language.

PETTY OFFICER SECOND CLASS MARIELLE AUDET, SUPERVISOR, STANDARDS AND TRAINING, NADEN BAND



"I feel that so many Canadians know very little of what it's like or what it means to be Indigenous-Canadian and our storied history, which in so many chapters is very tragic. When I was really young, I remember enjoying the celebration of our culture. As I grew older I learned to hide, even deny my heritage. I pushed my family away. I think at some point I didn't even acknowledge it. Now, only in my later years, do I embrace it. I've studied my ancestry and am now proud of who I am and where I came from."

How long have you been with the CAF/DND?
I have served in the CAF for over 32 years in both Maritime and Land forces.

What do you like most about your job?
There are many great things about being a GeoTech, such as creating a product that previously couldn't be done or putting together a map that makes a difference in mission outcome, but I have to say, I get a lot of joy out of hearing a client say, "That's exactly what I was looking for!"

What is your Indigenous ancestry?
My family are Métis from southern Manitoba.

SERGEANT NIKKI DUCHARME, GEOMATICS TECHNICIAN, JOINT TASK FORCE (PACIFIC)



SAILOR PROFILE

SLt Courtnay Pooley

A sailor's journey from sonar technician to bridge officer in HMCS Calgary

Capt Jeff Klassen
HMCS Calgary PAO

The Canadian Armed Forces (CAF), like most militaries around the world, structures its ranks in two separate progression streams: officers and non-commissioned members - NCMs.

Each stream has its own linear rank structure - there are both high-ranking officers and high-ranking NCMs. The majority of members don't cross over from one stream to the other, but it does happen.

Sub-Lieutenant (SLt) Courtnay Pooley is one of those NCMs that made the jump. He grew up on a small Rocky Mountain farm in the Nicola Valley just outside of Merritt, British Columbia. He spent years working as a sonar technician in *HMCS Calgary*. Now, after upgrading his education and training, he's back with the same ship, this time as an officer on the bridge.

"Each stream (officer or NCM) is difficult in its own way," said SLt Pooley. "As an NCM you are expected to follow orders, work hard, and not necessarily know why. As an officer, you are given much higher levels of responsibility and while the day-to-day work isn't as physical, that responsibility weighs on you."

SLt Pooley worked as sonar technician from 2013 to 2016. In 2016, he applied for the University Training Plan for Non-Commissioned Members.



The program paid for SLt Pooley to get an Economics degree from the University of Victoria. He chose to become a Naval Warfare Officer - a general leadership position that covers many officer roles in the navy.

"I wanted to stay in the navy because I still wanted to travel and I picked Naval Warfare Officer, instead of pursuing engineering as one might expect from a technician, because I heard it is one of the most demanding trades in the military and I wanted that challenge."

This year, he is working with many of his old NCM friends, although they are all higher ranked in the NCM stream now. He gets moments of déjà vu when walking around the ship.

"It's weird coming back after having learned so much and having left for so long. You come back and see your old equipment and remember a lot of it. It's still the same ship. I sometimes get flashbacks. I walk by 17 Mess every time I go to the gym and I think 'wow, I slept in there for 300 days', but I haven't been there yet on this sail as it's not my home anymore."

While on Operation Artemis, SLt Pooley works on the bridge helping navigate the ship through the busy Gulf of Oman as *Calgary* intercepts drug smugglers posing as fishing vessels. The ship recently made a drug seizure of 1,286 kg of heroin, the single largest heroin seizure in Combined Maritime Forces history.

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Military recognizes International Day Against Homophobia, Transphobia, & Biphobia

RAdm Luc Cassivi

Champion, Defence Team Pride
Advisory Organization

The International Day Against Homophobia, Transphobia, and Biphobia was a day to reflect on our attitudes towards others, to confront and overcome our biases. It was also an opportunity to acknowledge that around the world, LGBTQ2+ individuals are still the victims of violence.

As the Defence Team forges on to create a more inclusive workplace, acknowledging the persistent and frequent misconduct being brought to light recently, I can't think of a better time than now for us to rally together to combat homophobia, transphobia, and biphobia.

Despite the progress made since the end of the LGBT Purge, too many people still do not feel they can be honest with their team members about their own identity for fear of harassment, career impact, or other negative outcomes. They also feel that most of our policies and processes are not supportive of their identity and lived reality. This situation negatively impacts their well-being, team cohesion, and our ability to create an inclusive and respectful environment for all - it must change.

These changes can only take place if we all contribute to the effort. All members of the Defence Team deserve to feel safe, and be treated with dignity and respect.

We are pleased to recognize the significant step taken by the Defence Team to include the voices of our LGBTQ2+ communities by officially recognizing a fifth Defence Advisory Group: the Defence Team Pride Advisory Organization (DTPAO), previously known as the Defence Team Pride Network.

This group of volunteers from across the country will provide much-needed advice, education, and critical support to Defence Team leadership and members, to further promote an environment of dignity and respect for all. The DTPAO looks forward to working collaboratively with newly established Level 1 Chief, Professional Conduct and Culture as we move forward. LGBTQ2+ members and allies are encouraged to join in these efforts to create an inclusive environment worth celebrating.

We know there are people who still feel the harm of discriminatory policies like those that led to the LGBT Purge and although we can never undo the



CPO2 Lyne Edmondsun, far right, raised the Pride Flag at Naden, accompanied by CPO1 Al Darragh, Base Chief, and Capt(N) Sam Sader, Base Commander.

pain those policies caused, we can learn from our mistakes and do better for our members.

We welcome the recommendations from the LGBT Purge Fund Report on the state of inclusion in the federal workplace, as an opportunity to improve because we are committed to eliminating all forms of discrimination based on gender identity, gender expression, and sexual orientation within the Defence Team.

This year, we are raising the Pride flag across the country to show support for and solidarity with LGBTQ2+ members, and to reinforce the message that everyone belongs. I encourage everyone to show support by joining the DTPAO or by becoming allies to help create safe, inclusive, and respectful workplaces.

Let's reflect on our values and support a Defence Team in which everyone feels safe and welcomed to bring their whole selves to a workplace free of homophobia, transphobia, and biphobia.



S1 Mike Goluboff, MARPAC Imaging Services

S1 Addison Korb raises the Flag for Colours at Duntze Head in honour of International Day against Homophobia, Biphobia, and Transphobia on May 17.

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Training centre trials virtual reality tools

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Learning to navigate a ship more than two times longer than a football field is no small feat. Virtual reality training is enabling a powerful and more effective way of conducting ship navigation training to allow navigators to become more effective and aware of the challenges before getting behind the wheel.

"Students will find themselves in training scenarios where they will be able to see the ship from perspectives that wouldn't be possible during real-world training, such as under the surface as the ship they are manoeuvring comes to anchor," said Lieutenant (Navy) Sara Kucher, a Curriculum Analyst with Naval Training Development Centre (Pacific) (NTDC(P)). "These perspectives will provide a more rounded experience for students and answer the 'why do we do that?' questions they might have by providing a visual representation to accompany the classroom instruction."

Through Innovative Solutions Canada, the Royal Canadian Navy's navigation school, NTDC(P), has partnered with developers from Chaac Technologies to test the viability of having virtual reality in the classroom.

Chaac Technologies is a geospatial

technology software company. They use 3D modeling and photo-realistic imagery to create training programs that provide safety procedure training for situations that would normally be found in dangerous environments. By using the virtual reality technology, trainees can learn and practice these procedures while reducing the risk to their personal safety.

"The team at NTDC(P) have seized a fantastic opportunity by matching new tech from our partners at Innovation Solutions Canada with areas of their training plan and objectives that can be greatly enhanced with these new methods," said Lieutenant-Commander Lee Vessey from Director Navy Innovation. "There is some hard work being done on design development by the team and the result will be greater capacity for training for some of the most challenging tasks. It is an innovative use of new tech that others can learn from in their own organizations."

NTDC(P) is developing and testing this technology by immersing students into virtual reality training scenarios for navigation, ship handling, and anchoring.

The technology would also be valuable for students who may be struggling during practical assessments, which take place in the Navigation and Bridge



Simulator as well as at sea. Those students would be able to use the program to revisit and practice the skills they find difficult without having to rely on the availability of the simulator, other students to assist, or an instructor to mentor them.

As the programs are developed, the Royal Canadian Navy could have the capability to use the technology to enable Naval Reserve Divisions to maintain navigation and ship handling skills in the absence of available simulators. Fleet

bridge teams could have the opportunity to practice these same skills prior to deployment, or while they are in port away from available simulators.

Navigation officers and commanding officers may be able to practice a difficult navigation passage prior to embarking on those routes. The possibilities are endless and NTDC(P) is eager to test virtual reality in the classroom, bring the students into the development process, and see where this technology can be taken.

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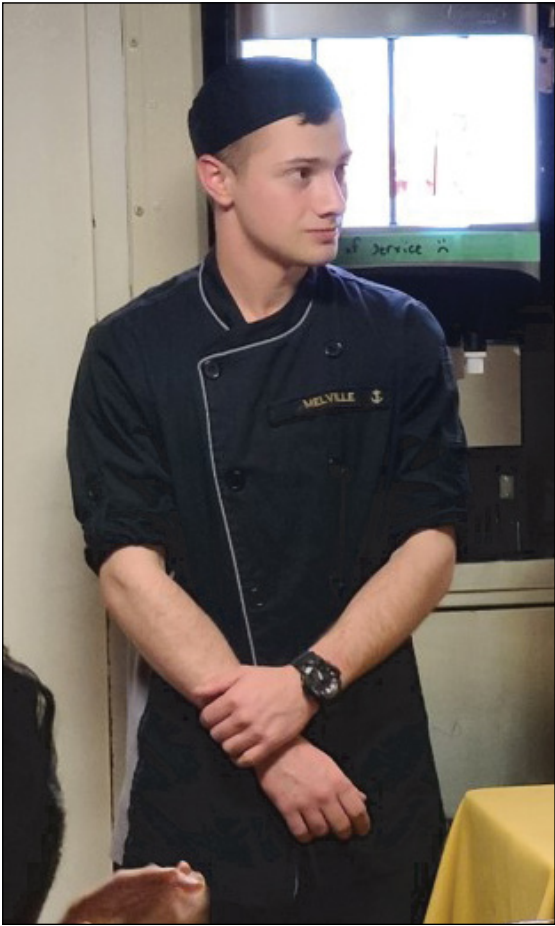
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*A display of culinary talent
by HMCS Regina's*
S3 Connor Melville

HMCS Regina's S3 Connor Melville successfully accomplished his Cook RQ Cpl/S1 Package Practical Confirmation Dinner on May 16.

Cooks on board HMC Ships hold an important responsibility to ensure crew morale, health, and well-being by continuously serving fresh, healthy, and delicious meals in accordance with Canada's Food Guide to Healthy Eating and the CAF Food Services Manual.

This is a milestone for S3 Melville's career progression as it makes him eligible for QL5 training at Canadian Forces Logistics Training Center (CFLTC) in Borden, ON, in the near future.

His meal consisted of a fresh herb clover roll, watermelon and cucumber salad dressed with a lime and vanilla vinaigrette, fresh halibut ceviche served with fried plantain chips, a mint and mango sorbet palate cleanser, beef filet mignon and lobster tail accompanied with a horseradish aioli, duchesse potatoes and beurre noisette asparagus almonidine. For dessert, Breton Style Crepes filled with a mixture of fresh berries, coulis, and shredded dark chocolate. To conclude this delicacy, an old fashioned cocktail digestif smoked with apple wood and rosemary. Bravo Zulu S3 Melville.



Driving school geared to military families

Peter Mallett
Staff Writer

A new veteran-run driving school serving southern Vancouver Island is offering a discount to military members and first responders.

Isle Drive Driving School is owned and operated by a former submariner of the Royal Canadian Navy, PO2 (Retired) Joe Hayward. He spent 18 of his 21-year military career as a Naval Acoustics Operator based on the east coast, working mostly in Oberon-class submarines.

These days, instead of focusing on underwater surveillance, he introduces new drivers to the laws of the road. In January 2020 he revved up his small business venture.

"Driving is a milestone and safe driving is a must," says Hayward. "Safety should go hand in hand with everything you do behind the wheel."

He is not only the sole proprietor but also the school's head instructor. Hayward holds ICBC Class 5 and Class 7 Driver Training Instructor licenses and has previous experience as an instructor. His business offers a 15 percent discount for immediate family members of military and first responders.

The Duncan resident says Isle Drive Driving School's advantage over competitors is its private individual instruction to all customers.

Despite operating out of Duncan, he delivers training in Victoria, the West Shore, Ladysmith, the Cowichan

Valley, and Chemainus with at-home or school pick-up available. Hayward conducts his class in a Toyota Prius, which is available for students to use for their final ICBC road test.

Isle Drive Driving School offers customers flexible hours, custom-designed programs, and in-car, one-on-one private driving lessons. Areas of instruction include: new driver training, defensive driver lessons, ICBC Road Test Preparation coursing, senior refresher lessons, court-mandated lessons and winter driving awareness lessons.

Hayward says owning a smaller-sized driving school gives him the opportunity to take the necessary time to make sure every one of his graduates is fully qualified to drive the streets with confidence.

"For young drivers just starting out, their driving road test is really one of the most important tests of their lives. Driving offers everyone independence in life, but knowing the right procedures is critical in getting to that point."

His business follows strict health and safety protocols.



These include having only one driving instructor and student in the car at a time, mandatory mask-wearing, hand sanitizer and hand washing, and rigorous cleaning of the vehicle.

For more information about Isle Drive Driving School and how to book lessons visit <https://isledrive.ca/>



The MFRC recently hired a nameless, furry new employee. This teddy bear loves military families and desperately needs a name.

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Military volunteers perfect fit for RCMSAR

Peter Mallett
Staff Writer

At the helm of the Royal Canadian Marine Search and Rescue (RCMSAR) is a retired naval officer.

Captain (Navy) (Retired) Bill Riggs' familiarity with the ocean coupled with his navy training provides the expertise to lead the more than 900 search and rescue volunteers.

They operate 44 specialized rescue vessels and 32 marine rescue stations, and are on call 24 hours a day, seven days a week to help the coast guard and military keep watch on 450,000 square kilometres of the Pacific coastline and inland lakes and waterways in British Columbia.

"We have the resources, people, and assets on the water and are available to support the Canadian Coast Guard, the Canadian Armed Forces, and the Province when we are needed," says Riggs, RCMSAR Chief Executive Officer. "Many of our volunteers are also heavily

involved in other activities within their communities."

Through an agreement with the Canadian Coast Guard, RCMSAR can be called out to marine emergencies by the Joint Rescue Coordination Centre located at CFB Esquimalt.

Persons in medical distress, collisions, onboard fires, mechanical failures, boats taking on water, and missing persons are some of the marine emergencies volunteers tackle. They conduct, on average, one-third of all marine rescues each year.

The non-profit was founded in 1978 as the Canadian Coast Guard Auxiliary - Pacific. It was re-branded in B.C. in 2012 to highlight its crews are volunteers.

Since 1996, they have responded to more than 2,814 SAR taskings and assisted more than 1,966 individuals, recording over 370,000 volunteer hours in British Columbia.

"The strength of any non-profit is in its volunteers and they are what makes our operation so successful," he says. "Our strong ties

to the military through our membership are also quite remarkable."

RCMSAR's volunteers come from all walks of life including current-serving military and veterans who make a seamless transition to RCMSAR.

"Military members seem to be a perfect fit for our organization because they bring with them their willingness to work under pressure, in a team, and deploy and respond to any scenario whatever it might be."

Riggs says the public and navy are mostly unaware of RCMSAR and it's something he is working hard to change.

"The work we do is vitally important, and I want to raise awareness of our organization to a higher level within the naval community," he says. "This organization is a perfect fit for current serving members and also folks like me who have retired and have the time to share our knowledge with other SAR volunteers."

To learn more about RCMSAR email info@rcmsar.com or visit the website <https://rcmsar.com/>



Photo by Mike Mitchell

A TALE OF TWO RESCUES

Peter Mallett
Staff Writer

Two men with ties to the Royal Canadian Navy have a few yarns to tell about their work as volunteers with the Royal Canadian Marine Search and Rescue.

SLt Ilya Chudakov, a 39-year-old Marine Systems Engineer with HMCS Winnipeg, and Earle Shirley, a 68-year-old retiree who previously served 28 years in the navy mostly as a reservist, both volunteer at RCMSAR's Victoria Rescue Station, located at Ogden Point.

Back in 2015, a large wave toppled a scuba

diving club's boat sending nine divers into the water off Race Rocks.

A worker at a nearby lighthouse saw the boat capsize and immediately put out a call to the Canadian Coast Guard via the Joint Rescue Coordination Centre.

Shirley and team were dispatched. "We worked with a vessel from our [RCMSAR] sister station in Sooke to rescue all nine divers in extremely rough sea conditions," he says.

When they arrived on the scene some of the divers had climbed on to the overturned boat, others were hanging on. Due to rough seas, it was too dangerous to come alongside the overturned vessel; so they were forced to throw a

line and pull each diver to safety. They were suffering from mild hypothermia and sea sickness but the RCMSAR team was able to bring them ashore at nearby Pedder Bay where they received medical treatment.

SLt Chudakov recalls a SAR operation four years ago that was a "valuable learning experience" in handling a tense situation.

It began with an urgency call from a sailboat proceeding under power near the Ogden Point lighthouse. Winds were light and the seas calm, he remembers.

The boat had broken down in a narrow and busy channel between the sea terminal and seaplane runway.

SLt Chudakov was part of a RCMSAR team

that came alongside the stricken vessel. It was Shirley, serving as the boat's coxswain, who communicated with both the sailing vessel and Victoria Coast Guard radio on how to proceed. The occupants of the boat grew rapidly impatient and upset about the delay, but Shirley defused the situation with his calm composure.

Operators of the boat were eventually able to regain power and the sailboat made its way safely to port. SLt Chudakov says it wasn't the nature of the call that stuck with him, but more importantly the lesson learned in terms of remaining calm and following the necessary procedures no matter what the circumstances or how frantic those are at the scene.



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SAILOR PROFILE

PO1 Kurt Arnold

Section Base 5: a one man emergency response team in HMCS Calgary

Capt Jeff Klassen
 HMCS Calgary PAO

They're called section bases – emergency response teams that gather in different parts of the ship during emergency situations. While most commissioned ships in the Royal Canadian Navy have four, *HMCS Calgary* is the only one with a Section Base 5.

Section Base 5 is the nickname given to *Calgary's* Chief Cook, Petty Officer First Class (PO1) Kurt Arnold. Officers and senior Chiefs find him to be so fast and so capable at responding to emergencies they lovingly compare him to a whole team.

"It's really rare to see sailors attain his level of knowledge for damage control and general seamanship. Through sheer determination and putting in extra hours, his knowledge is equal to or greater than some hard sea trades at his rank," says CPO1 Arvid Lee, who was PO1 Arnold's Coxswain when he first came to *Calgary* in 2018.

Part of the reason for PO1 Arnold's success is spending a lot of time at sea, much more than the average cook. By the end of 2021, he will likely earn his Gold Sea Service Insignia (SSI) signifying he has served 1,460 full days at sea; he currently has over 1,300 sea days. Out of the roughly 16,600 Regular Force and Reserve members in the Royal Canadian Navy, only around 330 have their gold anchor. It's especially rare for cooks because they are a purple trade, meaning even if they wear a navy uniform they can also be posted across Canada to any army or air force base.

"As always, there are exceptions but largely because of their limited amount of sea time we don't often see support trades like cooks take on this level of seamanship expertise – and he did all of it on his own. It wasn't pushed upon him. He studied, got into the books, and familiarized himself with everything on this class of ship," says CPO1 Lee. "We're just lucky enough to have a dedicated person like Kurt stay in the navy lines for most of his career so that he could gain that knowledge and experience."

Section bases report to various spaces on ship when an emergency alarm sounds, most often as part of the frequent training conducted on ship. Emergency situations typically involve putting out fires, stopping floods, shoring bulk heads, or helping with casualties. PO1 Arnold's area of responsibility includes the galley (navy-speak for kitchen) and adjacent areas.

"Whenever I have a job to do on ship, I give it my all - that's just what I'm here for," says PO1 Arnold. "If I detect a problem that can have an exponentially larger

effect on how much damage is done to the ship, I need to get the problem solved as fast as I can so my team can get back to providing the vital function of feeding the crew."

PO1 Arnold tries to pass on his expertise to the cooks that work for him.

"The cook trade is an integral part of the ship. Besides feeding people, we are at our best when we can perform secondary duties and responsibilities with confidence," he says. "I'm hoping the work I do inspires junior cooks to take on duties in the same way I did and continue to inspire sailors into the future."

PO1 Arnold also assists the ship's chaplain when one is embarked, and he will take over holding a Sunday service when one is not. He is currently working on a Master's degree from Masters College and Seminary. After 24 years of service, his plan is to retire from the military in 2022 and settle on the East Coast as a pastor in the Pentecostal Church.



PO1 Kurt Arnold at work in the ship's galley.



Petty Officer First Class Barry Noseworthy drives the excavator as Petty Officer Second Class Tom Amos guides the Unexploded Explosive Ordnance on to the back of a truck prior to transport to the disposal site.

Second World War bomb disposed of at Chebogue Point

Lieutenant Nicole Morrison
Maritime Forces Atlantic Public Affairs

A 500 lb Second World War-era bomb found in a pond in Chebogue Point, a small community in Yarmouth County, Nova Scotia, has been disposed.

Finding Unexploded Explosive Ordnance (UXO) in the area is common as it was a former military training ground and weapons range in the 1940s.

Fortunately, there is a program designed specifically to respond to the discovery of UXOs and to safely dispose of them.

If a member of the public finds an UXO, they call the local police, and the matter is referred to the Canadian Armed Forces (CAF) for disposal.

In November 2020, the Chebogue Point UXO was reported to the RCMP and the CAF were informed. Over the next few months, steps were taken to dispose of the UXO – an environmental assessment, negotiation of land use agreements with the property owner, and consultation with provincial and municipal authorities, the RCMP, and other government departments and agencies. Once these steps were completed, the Maritime Explosive Ordnance Disposal (MEOD) team from the Royal Canadian Navy's Fleet Diving Unit (Atlantic) was deployed in April 2021 to conduct the disposal.

The MEOD team are experts in detecting and destroying UXOs in a variety of settings. They arrived in the area April 26 and the disposal process took five days. The team did a thorough search of the pond for other possible UXOs. After determining there was only one, the team spent a day preparing the equipment and finalizing the plan for the removal of the UXO, followed by the detonation the following day.

Typically, disposing of a UXO consists of safely removing the item, transporting it to a secure environment before conducting a controlled detonation. Afterwards, any scrap metal is gathered and sent for disposal. The UXO in question, a Second World War general purpose bomb, was taken to a local quarry for detonation.

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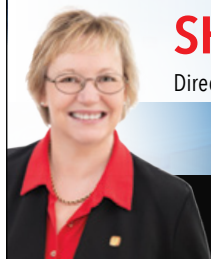
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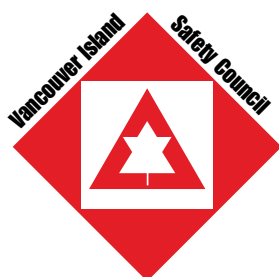
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MEET THE COXSWAINS THAT WERE DEPLOYED ON OPERATION CARIBBE



Captain Sarah Harasymchuk Operation Caribe PAO

HMC Ships Brandon and Saskatoon left Esquimalt Harbour on Feb. 18 on a grey rainy day to start a three-month deployment on Operation Caribe. After a highly successful deployment with many drug interdictions, both ships returned to port on May 20.

Operation Caribe is Canada's participation in the U.S.-led enhanced counter-narcotics operations in the Caribbean Sea and the eastern Pacific Ocean. Naval warships and aircraft deploy to the region on a rotational basis to support the American-led multinational mission to suppress trafficking in international waters.

The Coxswains on board play a critical role on the ship to ensure high standards of deportment, maintain discipline, and ensure sailors have a voice to the Command Team. Here's more about *HMC Ships Brandon's* and *Saskatoon's* Coxswains, Petty Officer First Class Keith Parsons and Petty Officer First Class Kenny Sparkes.



HMCS Brandon's Coxswain, Petty Officer First Class Keith Parsons, a Weapons Engineering Technician by trade:

Are you the first person in your family to be in the military?

Yes, I am the first in my family to join the forces.

Where was your favorite place to sail in your career?

That is a tough one, as I have been all over the world, and each place has its own uniqueness about it.

How did you get such an excellent crew on board?

I ask myself that very question almost daily. The morale on board is nothing like I've seen before. It helps when you have a small crew and everyone buys into the mission. With every evolution requiring the entire ship's company, whether it be part ship hands or launching the RHIB, it allows everyone to come together quickly.

Why did you choose to join the navy in particular?

That is a funny story. When I went to the recruiting office, I actually wanted to join the combat arms trade, as I didn't really know anything about the Royal Canadian Navy. Now that I have spent almost 21 years in the navy, I am pretty confident that I made the right choice.

What do you miss the most when you're at sea?

I would have to say my kids, Ethan and Mason hands down.



HMCS Saskatoon's Coxswain, Petty Officer First Class Kenny Sparkes, is a boatswain by trade:

Where was your favourite place to sail in your career?

I loved London, U.K.

Would you rather be able to control the winds or the tides at sea?

The wind.

What's your favourite smell on ship?

The smell of fresh coffee when I first wake up, mmmm.

What's your biggest comfort factor on ship?

My memory foam mattress!

What is your favourite activity to do in your free time while at sea?

Surf the news or read a good book.

What motivates you to be the Coxswain of the ship?

Knowing that I have input and an impact on the day-to-day routine and morale of the ship's company.

What do you miss the most when you're at sea?

My family of course!

What's the first thing you do after a long sail?

After all the hugs etc, I like to grab a good coffee, sit, and just soak up the realization that I'm home again.

Are the MCDVs safe to deploy on this operation?

They have travelled to Europe, Africa, and Hawaii just to name a few, so yes they have proven to be a very safe platform to deploy on Op Caribe.

If you could have any superpower in the world what would it be?

To clone myself so one of me can be home and the other here!



Chief Petty Officer First Class (CPO1) David Bisal, Incoming Coxswain of Sea Training (Pacific) (left); Commander Ryan Saltel, Commanding Officer (center); and CPO1 Arvid Lee, Outgoing Coxswain of (right), sign the formal Change of Appointment certificates during the Change of Appointment ceremony on May 14.

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



SEA TRAINING (PACIFIC) CHANGE OF APPOINTMENT

From left to right: Commander Annick Fortin, Outgoing Commanding Officer; Captain (Navy) Jason Boyd, the Reviewing Officer; and Lieutenant-Commander Christopher Maier, Incoming Commanding Officer, sign the formal Change of Command certificates during the Naval Fleet School (Pacific) Change of Command Ceremony on May 12.

Photo by Sailor 1st Class Sisi Xu, MARPAC Imaging Services, Esquimalt



NAVAL FLEET SCHOOL (PACIFIC) CHANGE OF APPOINTMENT



Left: Ashley Evans, Fleet Maintenance Facility Cape Breton Strategic Communications Officer, showcases the special commemorative book and poster produced by Lookout. Above: The special commemorative book, stickers, and travel mug handed out to FMF CB employees at the May 12 event. Top right: The cake created just for the occasion by Jennifer Kingston of Kingston Cake Craft.

Photos by Sailor First Class Mike Goluboff, MARPAC Imaging Services

FMF(CB) 25TH ANNIVERSARY CELEBRATED

Bravo Zulu

Paramedic Services Week

This week is Paramedic Services Week, where we recognize the role paramedics play in our health care system. Something that may not be common knowledge is our CAF Medical Technicians are all Primary Care Paramedics trained at civilian institutions as part of their trade progression. They have had a strong role in our response to COVID-19, not only locally in our base clinics, but also in the public supporting care and vaccine programs across the country.



Operations Room Officer Course Graduation Ceremony

Bravo Zulu

Commander Annick Fortin, Commanding Officer of Naval Fleet School (Pacific), presented certificates during the Operations Room Officer Course 20-01(W) Graduation Ceremony on May 10.

Photos by S1 Mike Goluboff,
MARPAK Imaging Services, Esquimalt



Lieutenant (Navy) Tyson Babcock receives a Certificate of Military Achievement.



Lieutenant (Navy) Bucky Branscombe receives a Certificate of Military Achievement.



Lieutenant (Navy) Curtis Dollis receives a Certificate of Military Achievement.



Lieutenant (Navy) Sebastian Harper receives a Certificate of Military Achievement.



Lieutenant (Navy) Jonathan Nellan receives a Certificate of Military Achievement.



Lieutenant (Navy) Cameron Prescott receives a Certificate of Military Achievement.



Lieutenant (Navy) Benjamin Scott receives a Certificate of Military Achievement.



Lieutenant (Navy) Carolyn Pumphrey receives a Certificate of Military Achievement.



Lieutenant (Navy) Bradley Spencer receives a Certificate of Military Achievement.



Lieutenant (Navy) Michael Zens receives a Certificate of Military Achievement.



Lieutenant-Commander William Chong, Instructor, showcases a gift from his students.

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