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HMCS CALGARY

S1 Michael Sladic and S2 Nicholas Bouvier paint HMCS Calgary's bullring gold in honour of an age-old naval tradition. It's painted when a ship crosses a significant geographical area, more commonly known as crossing the line. In this case, it was in preparation for Calgary's crossing the Equator at the International Date Line in the Pacific Ocean.

Photo by Cpl Lynette Ai Dang,
HMCS Calgary Imagery Technician



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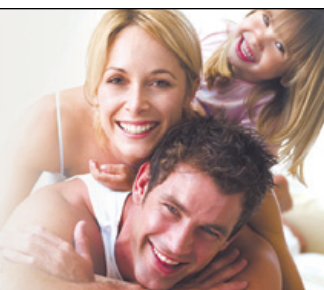
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HMCS Shawinigan returned home to HMC Dockyard in Halifax on Aug. 9 after a successful Operation Caribe deployment.
 Photo: MARLANT PA

HMCS SHAWINIGAN

Home After a Successful Mission

Crewmembers commended for Operation Caribe counter-narcotics efforts

Joanie Veitch
 Trident Newspaper

There was much to celebrate as *HMCS Shawinigan* returned to Halifax on Aug. 9, such as their successful and historic counter-narcotics operation, and the ship arriving home to handmade signs and hugs from family and friends at one of the first in-person reunions since the beginning of the pandemic.

"Everyone knows in the military we're only who we are because of the strength behind us and that's our families," said Cdr Bill Sanson, *Shawinigan* Commanding Officer. "So, having everybody here to welcome us home like this gives you that tingle up your spine."

Since leaving its homeport on June 2, *Shawinigan* has been on a 10-week deployment in the Caribbean Sea with Operation Caribe, Canada's contribution to a US-led multi-national counter-narcotics operation under Joint Interagency Task Force South.

Working with the Law Enforcement Detachment of the United States Coast Guard Southeast, the crew of *Shawinigan* intercepted nearly 2,800 kilograms of cocaine, worth an estimated \$70 million USD in four interdictions in the Caribbean Sea.

The first two raids took place between July 12 and 13 and resulted in the seizure of almost 1,350 kg of cocaine. Another 675 kg of cocaine was seized on July 18 after crewmembers boarded a small vessel, with an additional 774 kg intercepted in another raid on July 21.

"As you can imagine, finding a small boat in the Caribbean that does not want to be found is like looking for a needle in a haystack," said Cdr Sanson, speaking at a

news conference held by US and Canadian officials on Aug. 5 at Port Everglades in Florida, where the drugs were off-loaded.

"Four seizures in 10 days is extraordinary, as is the effort put forth by everyone on this team. But none of this surprises me, knowing what I know about all these sailors," he added. "I'm proud of them, and you should be proud of what they've done. Their unwavering professionalism alongside our partners made this happen."

The effort represents the largest illicit drug offload in Coast Guard history, added VAdm Steven Poulin, Atlantic area commander with the US Coast Guard.

"It's historic. It's the result of the combined efforts of our interagency partners and a dedicated international coalition," he said. "I want to congratulate and thank Canada for their efforts. The Canadian government and the Canadian defence force brings an incredible capability in defeating transnational organized crime. I'm grateful to *HMCS*

Shawinigan, that they could be here as well to showcase Canada's commitment."

As part of Operation Caribe, the Canadian Armed Forces support multinational efforts to address drug trafficking in the Caribbean and off the Pacific coast of Central America by providing naval and air capabilities to detect and monitor suspect activities.

The results of this most recent counter-narcotics operation demonstrate the strength that comes from working together, said MGen Paul Ormsby, Canadian Defence Attaché in Washington.

"We know that no nation can do it alone and we know that we are stronger together," he said.

After a successful completion of their mission, Cdr Sanson said the ship's company was looking forward to a well-earned rest at home.

"Everyone is really happy to be reunited with their families and get back to normal a little bit. They really deserve it."



The ship's company of HMCS Shawinigan is seen with illegal drug contraband seized during Operation Caribe in the Caribbean Sea on July 21.
 CAF Photo



HMCS Winnipeg departed CFB Esquimalt for Operations Projection and Neon on Aug. 17.

Photos by S1 Mike Goluboff, MARPAC Imaging Services, Esquimalt



HMCS WINNIPEG DEPLOYS ON OPS NEON, PROJECTION

Peter Mallett
Staff Writer

Last Tuesday, *HMCS Winnipeg* departed Esquimalt harbour on a four-month deployment in support of its allies in the Asia-Pacific Region.

Friends and family of the crew and senior leadership were among the well-wishers gathered on A Jetty in HMC Dockyard to say good-bye to the 258 crewmembers.

Winnipeg is taking over Operations Projection and Neon from *HMCS Calgary*, which is set to return home at the end of August.

Under the mandate of Operation Projection, *Winnipeg* will conduct forward naval presence operations in the region to further strengthen Canada's relations with partners in the area.

Operation Neon is Canada's contribution of United Nations Security Council sanctions imposed against North Korea. This mission includes conducting surveillance operations to identify suspected maritime sanction evasion activities.

"*Winnipeg* is heading off to a part of the world where there are stresses, strains and great power competition, and certain international laws, human rights issues, and those evolutions in that part of the world are not necessarily going in a direction that is in Canada's national interests," said Commodore David Mazur, Commander Canadian Fleet Pacific, before the ship left. "As a tool of our national power, the navy has been asked to maintain a presence in that part of the world and *Winnipeg* is taking up that torch, which is very important."

Winnipeg's Commanding Officer, Commander Doug Layton echoed the Commodore's comments noting that Canada's "unwavering resolve and commitment" to allies and partners is important to freedom and navigation rights in the region.

"*Winnipeg's* deployment will also be an opportunity to showcase [Canada's] values of dignity and respect for all human life," he

added. "All of us enjoy this in this country, and for the next four or so months know your family members will play a part in ensuring this basic human right for all the world's citizens."

Winnipeg has seen wholesale changes to its crew since completing its last deployment in December 2020. In April, CPO1 Line Laurendeau was appointed as the ship's Coxswain.

She says the ship and crew underwent a robust training schedule to prepare for their mission. There has also been an adjustment in the sailors' deployment routines, she says, as many had yet to be deployed since the start of the COVID-19 pandemic.

"Through all the training requirements it was critical the new *Winnipeg* team learn and adapt to the new COVID-19 environment while on operation."

With port visits uncertain during the deployment because of the pandemic, maintaining the morale of her sailors will be a critical piece to the mission, she says. The ship has a team who are planning special events and activities to ensure spirits are kept up.

Prior to its exit from the Strait of Juan de Fuca into the Pacific Ocean, the Halifax-class frigate conducted a sail past by Saxe Point, Macaulay Point, Clover Point, and Haring Point.

For more information on deployment support programs for family members of *Winnipeg's* crew, visit the MFRC's deployment webpage at: <https://esquimaltmfrc.com/deployment/family-networks/hmcs-winnipeg/>



Top: Cdr Doug Layton, HMCS Winnipeg's commanding officer, addressed those gathered to bid farewell to the ship and crew. Above: A family sent a loving message to a crewmember.



matters of OPINION

WHO WE ARE

MANAGING EDITOR

Melissa Atkinson 250-363-3372
melissa.atkinson@forces.gc.ca

STAFF WRITER

Peter Mallett 250-363-3130
peter.mallett@forces.gc.ca

PRODUCTION

Teresa Laird 250-363-8033
production@lookoutnewspaper.com

Bill Cochrane 250-363-8033
workstation3@lookoutnewspaper.com

ACCOUNTS/CLASSIFIEDS/RECEPTION
250-363-3372

SALES REPRESENTATIVES

Ivan Groth 250-363-3133
ivan.groth@forces.gc.ca

Joshua Buck 250-363-8602
joshua.buck@forces.gc.ca

EDITORIAL ADVISORS

Lt(N) Michelle Scott 250-363-4006
Rodney Venis 250-363-7060

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Message from the Defence Team Champion for the 2021 National Defence Workplace Charitable Campaign (NDWCC)

Dear Defence Team Members,

It is a great privilege for me to be Defence Team Champion for the 2021 National Defence Workplace Charitable Campaign (NDWCC). Our campaign will launch on Sept. 10.

NDWCC is the Department of National Defence and Canadian Armed Forces' contribution to the larger Government of Canada Workplace Charitable Campaign (GCWCC).

We collectively show great generosity each year, helping to ensure the GCWCC remains the most successful workplace fundraising campaign in the country with \$29 million raised in 2020. Last year, contributions from DND totaled \$2.5 million. I know the past year was difficult, but for the most part Defence Team members have continued to support their communities as volunteers and as part of Operations Vector, Lentus, and Laser.

This year's campaign comes as Canada continues to deal with the pandemic, with some restrictions easing as vaccination rates climb across Canada. That said, we will continue to rely on a mix of virtual events and smaller in-person events with the hope that as the campaign progresses, we will be able to conduct larger scale in-person events as well while maintaining local COVID-19 safety requirements.

This year's NDWCC slogan is 'Stronger Together'.

The slogan was chosen with the theme of inclusivity and the sentiment of togetherness. A great reminder that, despite the hardships of the past year, the community ties that bind us remain in place.

Donating this year is easier than ever: you can do so online via ePledge, which will be available to all Defence Team members beginning Aug. 30. This link will be distributed as part of our campaign launch and provides "donor's choice," meaning you choose the organizations you would most like to support.

You can also use FlipGive, a team fundraising website and app, to direct a portion of your purchases from any of 300 retailers to NDWCC charities.

Remember, no donation is too small. Every cent given makes a real difference to Canadians in need.

Thank you for your support.

Vice-Admiral Craig Baines
Commander, Royal Canadian Navy



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Words from the cat lady

An Unwelcome Alarm Clock

Joanne Kimm

Early one morning, I was awakened by a sound that caused me to fly out of bed.

One of our cats was vomiting up a hair ball.

It's gross. It's messy. It's part of being a cat.

Cats groom themselves, often. They have a "bath" – leg straight up as they lick their fur, eyes closed, concentrating on the task.

Their tongue is rough like sandpaper. I know, as one of our cats likes to lick my forehead, and it hurts.

The tongue has an effective way of cleaning a cat. It acts as a hairbrush to keep their coat clean. Unfortunately, cats ingest the loose hair, which results in the stomach's need to expel it.

One of our cats, Tabi, is a short-haired Tuxedo kitty who weighs next to nothing. At 18 years old, she doesn't groom herself a lot; so, we thought we wouldn't have to worry about her being a prolific hairball hacker. But it's an event for her.

She dry hacks first and then stops and stretches her neck to perform the disgusting deed. Many late nights and early mornings have resulted in having to run for the paper towel (or mop afterwards) to clean up after she has splattered furry vomit on the floor.

While the sight of watching a cat hack up a hairball is gross, it is a necessary part of being a cat. Most of the time hair is able to make its way through a cat's intestinal tract without issue. But, if it is not expelled, hairballs can wad up in the stomach and block a cat's intestinal track, which could result in costly surgery, or worse.

If you want to help your cat in preventing those "hairball" moments, ensure your cat stays hydrated by having plenty of water available, comb/brush them often or take them to the groomer. You can also purchase laxative hairball remedies at your local pet store or vet's office. You wipe some on the cat's front paws, and when they lick it, it coats the stomach and helps the hair continue its journey instead of wadding up.

As much as I love my cats, getting woken up by that retching and hacking sound isn't pleasant. I often joke that someone should invent an alarm clock that sounds like a cat hacking up a hairball. You'd never hit the snooze; button, and would be instantly awake.



Read more from Joanne Kimm at www.exclusivelyjk.com

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FLEET SCHOOL INSTRUCTOR LOOKS BACK ON 'SWEET' CAREER

Peter Mallett
Staff Writer

Petty Officer Second Class Richard Beaumont's retirement cake was made and decorated to showcase his 32 years of sweet success in the Royal Canadian Navy.

The cake, shaped as an anchor and covered in a gold fondant, measured 17 by 49 inches - the age when he started and when he finished in the navy. Hand piped on the anchor shaft were the classes of ships he sailed in and the trade motto.

"The symbolism on the cake told my naval story to a degree that became an interesting talking point," he says. "Also included in the design was a compass, symbolic of setting a new course in life; a Kisbee ring, if the plan goes awry; a golden Turtle for crossing the Equator numerous times, and some rust colouring for being an old salt of the seas."

The 49-year-old now retired naval combat information operator (NCIOP) gathered with family, co-workers, and former shipmates for his Depart with

Dignity Ceremony at the Chiefs and Petty Officers' Mess on Aug. 5.

A second cake was also made with the Naval Combat Information Operator trade badge on it.

"I'm amongst the very few left to have signed up as a Radar Plotter before the trade changed names and MOC number," he says. "There are still some RPs left but they are mostly promoted out of the trade."

17 to 49

His sea legs started as a member of the Royal Canadian Sea Cadet Corps in his hometown of Edmonton. As soon as he turned 17, he joined the naval reserves and discovered finding his sea legs meant "ditching the Gravel."

Before he landed his last position as an instructor at Naval Fleet School (Pacific), he sailed on numerous deployments.

"I went on four SAR [Search and Rescue] missions, participated in numerous missile shoots, interdiction operations, deployments, way too many task group exercises, and two Persian



[Gulf] excursions," he says. "There was also exploring Malaysia with my friend PO1 Jimmo, and Darwin with PO2 Thorne and many of my watch members."

He sailed on most of the former Porte-class gate vessels of the west coast, the destroyers HMC Ships Saskatchewan and Annapolis, minesweeper HMCS Chignecto, HMC Ship Algonquin and Huron, and most of the current commissioned vessels of the Pacific fleet.

During his career, he witnessed the progression of no fewer than six different combat systems. Despite massive changes to the fleet, sweeping technological advancement in radar technology is what stood out the most, he says.

"The greatest advancement in my trade is the technology used to share information with our allies. Specifically, LINK AIS and IFF, and the continued evolution and development of these systems that remarkably improve what we know beyond the horizon with the exchange of infor-

mation automatic."

The Identification Friend or Foe (IFF) system is now far beyond the old light pens previously used to identify aircraft modes and codes, he adds. AIS saves an incredible amount of time when hailing a ship by radio to discuss navigation and passing intentions. This and other technical changes in the navy helped him in teaching the trade and gave him insight into the big picture and significance to NCIOP candidates.

He taught various qualification levels of the trade between 2007 and 2011 and again in 2020.

But the tools of the NCIOP and the advancement in naval technology are now in his rear-view mirror. Beaumont says not being able to go to sea was a major factor that led him to retire from the military.

"The last eight years of my service taught me that I was capable of doing more, but those challenges lay outside of the CAF. Not being able to go to sea and do the job is very important to me, so I'm plotting a new course."

His working days aren't over, he is just shifting gears.

He is currently studying Nautical Sciences at Camosun College where he is earning his 500-tonn master qualification as he explores job options within the marine sector as a tugboat operator or possible employment with BC Ferries or the Coast Guard.

As it that wasn't enough to keep him busy, the motorcycle enthusiast is the owner and head instructor of his own small business Learn to Ride Motorcycle Training Ltd. www.Learntoride.ca



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Corporal Frederick Schinck (second from the left) and Aviator James Schneider (centre, third from the right) apply the first coat of NATO standard gray to the underbelly of a fighter jet at Aerospace and Telecommunications Engineering Support Squadron.

Photos by Stacey Payne, ATESS

No Ordinary Paint Job: The CF-188 Hornet

Captain Bettina McCulloch-Drake
1 Canadian Air Division Headquarters
Public Affairs

When you want to paint your house, you can find the necessary paint in a variety of home hardware and paint specialty stores.

When you want to paint a Canadian Armed Forces fighter aircraft, you need something that can survive speeds of more than 2,200 kilometres per hour or Mach 1.8.

"It is a very specific type of paint that we have to order," says Captain Jeff Chacko, a Workshop Support Officer with Aerospace and Telecommunications Engineering Support Squadron located in Trenton, Ontario. "The paint has specific properties that enable it to be effective in operations. Greater attention must be given when painting these aircraft. If there are imperfections in the painting, there can be losses in aerodynamic efficiencies that can have more significant consequences such as accelerated fuel burn and accelerated deterioration of the aircraft skin."

The Squadron has a dedicated team of 10 aircraft structures technicians who sand, prime, and paint each aircraft that comes into the squadron's paint bays. They are tasked to paint the first six Australian fighter aircraft purchased by the Government of Canada to supplement Canada's CF-188 Hornet fleet.

Trained and authorized as aviation painters, these technicians follow procedures laid out by the original equipment manufacturer to ensure the highest quality of work.

The first step to any paint job is to prepare the workspace, cover or tape any surface that is not to be painted (such as air intakes or exposed areas where controls exist), and put on personal protective equipment such as respirators and Tyvek suits.

"The second step in painting an aircraft is to sand down the surfaces to remove old paint and markings," explains MCpl Nick Fedele. "Sanding also reveals any surface imperfections that need to be rectified before painting begins."

Even with the assistance of power tools, sanding can be taxing physically especially in warm weather.

"We ensure our techs get the rest and hydration they need during the procedure," says Capt Chacko. "We also rotate our techs in and out so that work can remain continuous once started."



Corporal Martin Savard, an aircraft structures technician, cleans off the surface of a fighter jet before the first layer of NATO standard grey is applied.

Once sanding is completed, all the surfaces are washed down and the shroud coverings that are in place to fill gaps in the aerodynamic structure and certain panels are removed for ease of painting.

Then the primer, which enables the paint to adhere better to the metal, is applied across the entire surface of the aircraft. After the primer has dried, the first layer of paint is applied.

"We use paint gun systems that include pressure pots and mixers," says MCpl Steve Leblanc. "The pressure pots help to keep the flow of paint consistent, enabling us to apply a smooth coat over all of the surfaces that are to be painted."

Once the first coat of paint is applied technicians will let it dry for one day. Then, the second coat, along with any markings and decals, are applied.

When all the painting is finally complete on a single aircraft, a total of eight to 10 gallons (or between 32 and 40 litres) of NATO standard grey paint has been used.

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New Zealand and Canadian partnership highlighted during HMCS Calgary Auckland visit

Capt Jeff Klassen
HMCS Calgary

The strong relationship between Canada and New Zealand was highlighted recently when *HMCS Calgary* visited Auckland during a port visit on its Indo-Pacific deployment Operation Projection.

The visit occurred after *Calgary* had been at sea for approximately six months, where it maintained a COVID-free bubble during port stops.

In early August, after the ship's company was vaccinated, New Zealand permitted *Calgary's* crew several leave days ashore.

This was partially returning a favour.

In 2018, the Royal New Zealand Navy sent two Anzac-class frigates – Her Majesty's New Zealand Ships (HMNZS) *Te Mana* and *Te Kaha* – to Esquimalt to have extensive upgrading on their combat systems and surveillance counter-measures, which will extend the ships' operational life to the mid-2030s.

HMNZS *Te Kaha* departed for New Zealand in December 2020 following successful harbour and sea trials. *Te Mana* is expected to return to New Zealand in early 2022.

"The visit by *HMCS Calgary* to Auckland was a great opportunity for us to return some of the excellent support and comradeship the Royal Canadian Navy has provided the hundreds of RNZN sailors who have been in Canada over the past three years while their ships underwent an upgrade," said Rear Admiral David Proctor, Chief of the RNZN.

In order to meet New Zealand's maritime border laws, *Calgary* was at sea 18 days before com-

ing to Auckland, and each of these days the entire ship's company received a medical screening. As the ship came into New Zealand, COVID-19 tests of the entire ship were rushed off for review by a RNZN Seasprite helicopter.

The tests came back negative and the ship's company was allowed off the ship from Aug. 5 to 10.

Besides regular restocking and refuelling in Auckland, *Calgary* participated in a traditional Powhiri welcoming ceremony at the Devonport Naval Base – the home of the Royal New Zealand Navy – where both navies exchanged gifts, and inter-mess social happenings.

When *Te Kana* was recently in British Columbia for work on the ship, *Calgary* was their host ship; so *Te Kaha* returned the favour by hosting a social gathering in their wardroom during *Calgary's* visit.

"The hospitality of New Zealand and the Royal New Zealand Navy was absolutely incredible. We were so honoured to be welcomed into Auckland," said Commander Mark O'Donohue, *Calgary* Commanding Officer. "The Kiwis really came through for us by helping the ship on our current challenging deployment, it's something we will always remember."

Calgary also performed cooperative deployments with RNZN ships and helicopters off the coast of New Zealand during their time in the country.

The warship visited Auckland after participating in Exercise *Talisman Sabre* with Australian, American, South Korean, and Japanese navies. The ship is expected to return to Esquimalt the end of August.

HMCS Calgary arrives in Auckland, New Zealand, on Aug. 4.
Photo courtesy New Zealand Defence Force



An aircrew member from a Kaman Super Seasprite helicopter from the Royal New Zealand Navy and Master Corporal Andre Almeida, an Avionics Systems Technician from HMCS Calgary's embarked air detachment, conduct a hoisting exercise with a Kaman Super Sea Sprite helicopter during cross-deck flight operations.



Members of HMCS Calgary are welcomed during a Powhiri ceremony at Te Taua Moana at the Devonport Naval Base in Auckland, New Zealand, on Aug. 9.

Photo courtesy New Zealand Defence Force



Commander Meghan Coates, Executive Officer of HMCS Calgary, leads the singing of a song to members of the New Zealand Defence Force during the Powhiri event.



Royal Canadian Navy sailors aboard HMCS Calgary stand at ease on the forecandle as the ship is escorted into Auckland by HMNZS Taupo.

Photos by Corporal Lynette Ai Dang, Canadian Armed Forces Photo

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New advisory group focused on culture change

Peter Mallett
 Staff Writer

Organizers of the base's newest employment equity group – the Defence Team Pride Advisory Organization – say raising the Pride flag atop flag polls for Public Service Pride Week, Aug 23 to 27, is satisfying, but their overall focus is the betterment of the Canadian Armed Forces.

The Defence Team Pride Advisory Organization (DTPAO) officially stood up on Dec. 9, 2020, as the fifth Canadian Armed Forces (CAF) employment equity advisory group.

The new group's mandate is to offer guidance to the CAF leadership on matters relating to LBGTQ2+ members, both civilian and military.

At CFB Esquimalt, the military and civilian co-chairs of the local chapter are MS Erin Rautenstrauch and Steven Cleugh. They say inclusive policy changes for LBGTQ2+ members will be key to enhancing military and operational success for everyone in the Maritime Forces Pacific (MARFAC).

"Allowing members to serve and express who they are without systematic and cultural barriers enables them to focus on the task at hand and contribute to CAF operational success," says MS Rautenstrauch.

At last count, membership in CFB Esquimalt's DTPAO totalled 90 members of varying ranks and jobs. Due to COVID-19 health and safety restrictions, the DTPAO meets on MS Teams, but that hasn't dampened enthusiasm or demand for change among its members, adds MS Rautenstrauch.

About the military co-chair

MS Rautenstrauch joined the military in 2011. She grew up in Grande Prairie, AB, and is a member of the Pride community.

She has experienced both discrimination in the workplace and support from the military community.

She currently works for Canadian Fleet Pacific as a Battlespace Management Operator at the Maritime Regional Interface Control Cell.

MS Rautenstrauch says she jumped at the chance to become involved in the DTPAO when it was formed.

"I have been supported by [LBGTQ2+] advocates in the past and since I learned a lot from them, I felt it was important to carry the torch and make MARFAC and the CAF a more inclusive and accepting organization," she says.

About the civilian co-chair

Steven Cleugh agrees with his military counterpart that operational success for the CAF is crucial to the mission of his group, but also feels that a culture change is long overdue for both military and civilian employees at the base.

Cleugh is a marine industrial labourer who has worked with Fleet Maintenance Facility Cape Breton for 14 years. Two of his children are members of the LBGTQ2+ community along with his wife who is bisexual.

He grew up in Duncan, BC, during the 1970s and says discrimination against LBGTQ2+ people was a systemic problem at his schools and in his community.

After undergoing his own personal learning curve with his wife, Cleugh says he felt inclined to become involved with the group because he wanted to encourage a culture change in his workplace.

"A lot of people, both in my workplace and society in general, are resistant to this cultural change because they just don't understand," he says. "My role is to act as an ambassador and help educate some of these people into understanding why this culture shift is taking place and that discrimination is also bad for business. When there is discrimination directed at any group it also effects productivity in the workplace and that should concern everyone."

Cleugh says he is already seeing a culture shift in the workplace and believes the DTPAO is helping people come forward and point out systematic issues and problems.

"Now there is a place for them to go; in the past they didn't have that," he says.

The DTPAO is a part of a wider network of five advisory groups at the local and regional levels, offering guidance to the CAF leadership.

The Department of National Defence Employment Equity Defence Advisory Groups are: DTPAO, Defence Aboriginal Advisory Group (DAAG), Defence Visible Minority Advisory Group (DVMAG), Defence Women's Advisory Organization (DWAO) and the Defence Advisory Group for Persons with Disabilities (PWD).

The DTPAO also works closely with the Positive Space Working Group (PSWG), which focuses on the training and education of the base community.



Canadian Ranger Instructor Warrant Officer Kirk McColl rides down from Groundhog Lake with the Quesnel Canadian Ranger Patrol.



ON THE GROUND WITH QUESNEL

Canadian Ranger Master Corporal Terry Nichols, second in charge of the Quesnel Canadian Ranger Patrol, leads Saber and Merlin for a drink at Groundhog Lake.



CANADIAN RANGERS

Canadian Ranger Lindsay Chung 4th Canadian Ranger Patrol Group

What would it look like if Canadian Rangers were asked to support a ground search and rescue operation using horses to get through difficult terrain?

Members of the Quesnel Canadian Ranger Patrol in British Columbia's Cariboo region set out to answer that question during an exercise in July.

The purpose of Exercise Goldfield Sojourn, which took place July 15 to 18, was to run a rehearsal of the Quesnel Canadian Ranger Patrol deploying on horseback to assist in a ground search and rescue.

"The exercise was to put all of the moving parts into play and establish patrol-level standard operating procedures," said Canadian Ranger Sergeant Paul Nichols, Patrol Commander of the Quesnel Canadian Ranger Patrol. "I can say with confidence that it was a success. I think the major success was the emphasis placed on the scheme of maneuver versus just getting out and riding horses."

To be an effective asset to a search, the patrol needs to move quickly from its home location and self-sufficiently stage out of a new area; so, mobility and communications were a focus of the exercise.

The patrol group loaded their trucks and trailers and drove in a convoy from Quesnel to Wells, where they set up a reception area and met with village residents, community officials, members of the local RCMP Detachment, and the Wells Volunteer Fire Brigade. From there, they drove to a new location and set up an administration area and camp in the village and spent the night.

"From assembling, loading equipment, forming our convoy and vehicle packets

to a road move and creating a reception area in Wells, the entire move was broken down into its component parts and rehearsed until we got it right," said CR Sgt Nichols.

In the morning, the group departed on horseback and rode through the historic town of Barkerville up to Groundhog Lake, riding a rocky, steep trail that followed the old Cariboo Wagon Road and an historic ditch line. At Groundhog Lake, another administration area and camp was established.

After spending the night in their shelters, the Canadian Rangers rode back through Barkerville and returned by vehicle convoy to Quesnel.

"As a patrol, we took the lessons we practiced with our vehicle convoy, applied it to horses and moved every member of the Quesnel CRP on horseback to establish a new HQ area at Groundhog Lake," explained Sgt Nichols. "From Groundhog Lake, we broke down into smaller detachments and did a recce of the area. We lived and operated out of our everyday carry as if we had been asked to extend the duration of a ground search and rescue patrol."

Sgt Nichols says the big takeaway from the exercise is that the patrol can operate unsupported on horseback to a high level and be an asset to an operation.

"The horses can be mobile and self-sufficient while being an asset," he said. "We can operate in difficult terrain and be a readily-deployable, self-sufficient asset."

For this exercise, the Quesnel CRP brought 11 saddle horse and five pack horses, who carried horse feed and patrol stores up to Groundhog Lake.



Canadian Ranger Sergeant Paul Nichols (left), Patrol Commander of the Quesnel Canadian Ranger Patrol, and Warrant Officer McColl lead the patrol group through Barkerville on July 17.

Ask the Expert: Safer Fun in the Sun

Q

My job requires me to be outside a lot and I also enjoy fishing, golfing, cross-country skiing, and walking. Several months ago, my partner discovered a spot on my back. The spot was removed and, fortunately, showed no evidence of cancer. This incident gave me quite a scare and my physician has strongly encouraged me to be more careful in the sun. Would you provide me and others with some advice on how to enjoy the sun more safely?

Dr. Darrell Menard OMM MD, Dip Sport Med

Dr. Menard is the Surgeon General's specialist advisor in sports medicine and has worked extensively with athletes from multiple sports. As part of the Strengthening the Forces team he works on injury prevention and promoting active living.

Strengthening the Forces is CAF/DND's healthy lifestyles promotion program providing expert information, skills and tools for promoting and improving CAF members' health and well-being.

A

Glad to hear you did not have skin cancer. Most people enjoy spending time in the sun but, like many things in life, too much of a good thing can be harmful to one's health. Being exposed to too much sun can lead to problems such as sunburns, cataracts, premature skin ageing, and skin cancers.

This doesn't mean you need to become nocturnal and only venture out at night; however, you should try some strategies to reduce your risk of sun-related damage. When you go out into the sun, make a habit or routine out of the following, to help you enjoy your time in the sun more safely:

- Reduce the amount of time you spend in the sun, especially between 1000 and 1600hrs – when the sun is the most intense;
- Be aware that water, snow, sand and concrete all reflect light and increase your risk of sun damage;
- Use a broad spectrum sunscreen (protects against both ultraviolet A and B) that is also water resistant with a sun protective factor (SPF) of at least 30. Generously apply your sunscreen and reapply every two hours, after a swim, or more frequently if you sweat a lot;
- Wearing a wide brimmed hat will protect your eyes, as well as, the skin on your head, neck and face;
- Wear clothing that covers as much of your skin as possible; ultraviolet

rays from the sun can even penetrate through clouds. This is particularly important during the months of April through September;

- When it comes to tanning – fake it, don't bake it! Sunless tanning creams will give you that bronzed look without the skin damage;
- Avoid getting sunburnt – a history of five or more sunburns doubles your risk of malignant melanoma;
- Wearing sunglasses or eye glasses with ultraviolet protective lenses reduces the risk of sun damage to your eyes; and
- Pay attention to the Canadian Daily UV Index Forecast – it tells you how intense the sun will be on any given day, including a link to additional tips based on the Index number. In Canada the UV index goes from 0-11+. The higher the number, the higher the risk:
0-2 – low risk;
3-5 – moderate risk;
6-7 – high risk;
8-10 – very high risk; and
11+ – extremely high risk.


The bottom line, while sunshine is essential to the functioning of our planet, too much sun exposure can harm you and your loved ones. The good news is that using the above strategies will allow you to be safer while you have fun in the sun. Exercise is medicine.

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CHANGE OF COMMAND



Photo by S1 Mike Goluboff, MARPAC Imaging Services, Esquimalt

CANADIAN FLEET PACIFIC

Captain (Navy) Scott Robinson, Outgoing Commander Canadian Fleet Pacific (CANFLTPAC) (left); Reviewing Officer, Rear-Admiral Angus Topshee, Commander Maritime Forces Pacific and Joint Task Force (Pacific) (center); and Commodore David Mazur, Incoming Commander CANFLTPAC (right) sign the Change of Command certificates at A Jetty on Aug. 13.



CHANGE OF COMMAND

CANADIAN FLEET ATLANTIC



Cmdre Richard Feltham handed over Command of Canadian Fleet Atlantic to Cmdre Christopher Robinson at a change of command ceremony held on Aug. 3 in Halifax at the dockyard's NB Jetty. Presiding over the ceremony, RAdm Brian Santarpia, Commander Maritime Forces Atlantic and Joint Task Force Atlantic, centre.

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PCC



PO1 Curtis Gillies is awarded his Canadian Decoration medal by Cdr Benjamin Seaby, Commanding Officer of Personnel Coordination Centre (Pacific) on Aug. 11.



PO2 Janine Pope, with her mother Lois McLean, is awarded her Canadian Decoration medal by Cdr Benjamin Seaby on Aug. 11.



CADETS

Photo by 2Lt Anita Wlasitz



Left to Right: Flight Corporal Hannah Kalyn, Commander Stephan Gresmak, Corporal Gabriel Kalyn, and Chief Petty Officer First Class Michael Miller at the Connaught Youth Centre, where the cadets were each presented with a Vice Chief of the Defence Staff Commendation.

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