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# LOOKOUT

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## IMMERSIVE EXPERIENCE

A/Slt Jordan Thompson conducts a proficiency dive at Ogden Point, Victoria, B.C., on Sept. 21 during the last week of Ship's Team Diver Course 0012 conducted by the Fleet Diving Unit (Pacific).

Photo by S1 Class Valerie LeClair, MARPAC Imaging Services



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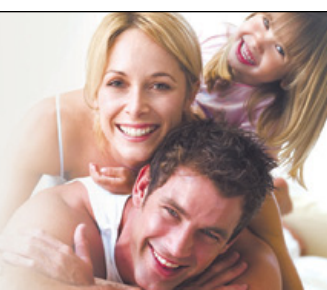
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# Face to face with wildlife in the Canadian Arctic

**Lt(N) Lisa Tubb**  
HMCS Harry DeWolf PAO



It was a remarkable sighting, that black dot on the horizon in the field of blue and white of the Canadian Arctic. The sailors in the Multi-Role Rescue Boat dispatched from *Her Majesty's Canadian Ship (HMCS) Harry DeWolf* slowly drew closer to the strange sight.

"We slowly inched closer to this brown and black dot on the horizon, it just completely stood out from its surroundings," said Medical Officer Major (Maj) Lili Zhang, one of the sailors sent to photograph a particularly large iceberg when the anomaly was spotted. "We maintained a safe distance from it, but it was unmistakable, a lone walrus was perched on a large slab of ice."

The walrus didn't seem to be as interested in the sailors as they were in it.

"Walrus are normally sighted in large groups referred to as herds, so to see one all on its own was really rare," Maj Zhang said, referencing an Arctic wildlife field manual which has been passed around the crew.

Thanks to Sub-Lieutenant (SLt) Karen Winzowski who has supplied the crew with her own copy of an Arctic Wildlife field manual, crew members have been reading up on the wildlife they have encountered.

During the transit through Canada's storied Northwest Passage on Operation Nanook 2021, every member of *HMCS Harry DeWolf* has had their own wildlife sighting story.

SLt Terrance Moy spotted an albatross from the bridge while on watch, confirming this after consulting the field guide.

"The wingspan was just incredible," he said.

Sailors who went ashore on Herschel Island, Yukon, had a heartwarming surprise awaiting them: a lone seal pup was there to greet them on arrival.

While sailing through waters off of Nunavut, an Arctic fox was sighted by Imagery Technician Corporal Simon Arcand in Grise Fjord.

Polar bears were seen from the bridge windows as the ship came to anchor in Terror Bay, and again sailors saw another polar bear on land during their hike on Beechey Island.

While *HMCS Harry DeWolf* was at anchor in Cambridge Bay, several beluga whales were spotted by the crew. It had been the first time in many years that whales came to Cambridge Bay, and soon dozens of local fishing boats began to swarm the harbour to hunt.

Whale sightings became more and more frequent as the ship began the transit down the coastline of British Columbia. By this time, SLt Winzowski had become the ship's in-house wildlife specialist, presenting detailed information during the command update briefings on the types of whales the ship's company may come across.

Risk mitigation for marine mammals is a priority for RCN ships at sea. Vessels avoid operating in known mammal migrating areas and during our transit aboard *HMCS Harry DeWolf*, if whales were sighted in our path, engines were stopped and the whales given the right-of-way.

"Seeing arctic wildlife up close and interacting with it in a meaningful and respectful way is a unique experience that provides a unique perspective," Maj Zhang explained.

"You read about the history of the land and its people interacting with wildlife up North, and of their utmost respect for it and conservation efforts."

Maj Zhang noted that hearing about Northern life is very different from seeing it first-hand. The crew got the chance to view the animals up close, and then to witness community-wide whale hunts and the handing-down of knowledge, practices and respect for wildlife, which is at the core of Northern traditions and culture.

"We don't pick up bones here," a community member told sailors during a hike in Grise Fjord, explaining the importance of the land. "The lives of animals are sacred, especially those given to ensure our survival, and we leave bones where they have fallen."

While the crew built relationships with Indigenous communities in Canada's Far North, they also built understanding and further appreciation for respecting wildlife through meaningful interactions through their many lessons in the ice fields, on land and in the skies.



HMCS Harry DeWolf at Crocker Bay, Nunavut.



Photos by Corporal Simon Arcand, Canadian Armed Forces photo



HMCS Harry DeWolf makes its way towards Pond Inlet during Operation Nanook-Nunakut, on the Davis Strait, Aug. 18.





The CH-148 Cyclone helicopters (seen here accompanying HMCS Winnipeg and HMCS Regina) are the RCN's main ship-borne maritime helicopter.

Photo by MS Dan Bard, Canadian Forces Combat Camera

## CHARTING A NEW CAREER FLIGHT PATH IN THE RCN

**Peter Mallett**  
Staff Writer

He was looking for a bigger challenge on his career path and ended up with a job landing helicopters on the flight decks of RCN ships.

Today Naval Combat Information Operator (NCIOP) MS Nelson Holland says he is fully enjoying his new job as Shipbourne Air Controller (SAC) onboard HMCS Vancouver.

The 26-year-old from Sanford, Manitoba began his service in the RCN seven years ago. Prior to completing his SAC training in May 2021 he was employed as an Air Raid Reporting Operator and Track Supervisor within the NCIOP trade.

"I decided to volunteer for the SAC course because I wanted a greater sense of accomplishment and something that would keep me more engaged in my job and have a tangible impact on operations," says MS Holland.

"After being approached by other air controllers in the fleet and being given additional insight into the job, I decided it would be a good fit and provide the sense of accomplishment I was looking for."

Shipbourne Air Controllers are responsible for the tactical air control of helicopters, fixed wing marine aircraft as well as international aircraft excluding fighter jets. Their job and title is a recognized NATO qualification granted to combat operators from naval trades including NCIOP, Naval Electronics Sensor Operator (NESOP) and Sonar Operator. The job itself is similar to an air traffic controller, but SACs also provide tactical or radar control when pilots and their air crews are not capable of detecting threats.

"I quickly discovered that being a SAC puts you into an advisory role to command for everything to do with the employment of air assets," says MS Holland. "I find myself contributing to many different evolutions involving our shipborne helicopter or other aircraft. The SAC plays an important role in many operations vital to a warships at sea."

### Learning Curve

Fulfilling a role of increased responsibility in day-to-day tactical operations onboard and gaining a sense of accomplishment was exactly what he wanted. However, MS Holland did not achieve this new qualification without overcoming significant challenges. He stresses the 10-week-long SAC course was among the most demanding military training he has encountered.

"The learning curve can be steep at times but with adequate preparation and some studying it is absolutely attainable for anybody motivated to succeed," he said.

He believes to be a successful SAC you must be adaptable, reliable, proactive and able to function autonomously.



MS Holland credits his success to the mentorship and guidance of senior non-commissioned officers including Vancouver's Coxswain CPO1 Robert Ferguson, and PO2 Richard Charland of Naval Fleet School Pacific.

That mentorship was never more welcome than the first time MS Holland guided a CH-148 Cyclone to a landing on HMCS Regina. "Too be honest it was a nerve-racking experience to say the least, a bit of an adrenaline rush, followed by great relief," he said. "With PO2 Charland's guidance my confidence and competence grew with each successive landing."

In August 2021, Holland was one of four SACs at the Base promoted to Master Sailor and provided a raise in pay.

Combat Operators can request the course once they attain the S1 rank, and have the recommendation from their Commanding Officer and career manager, says CPO2 Warren Beattie, Chief NCIOP with Sea Training Pacific and acting Fleet SAAC.

### Landing a Cyclone

Working in the Operations Room on Vancouver MS Holland has a range of sophisticated electronic equipment at his disposal. A two-way radio and giant computer monitor which displays radar, video output of the flight deck and tactical information for modifying equipment settings are normally his go-to tools for landing helicopters says MS Holland. Also important, is a secondary independent radio which relays weather and ship data that provides the SAC further awareness of what is happening around the ship.

The information relayed to the SAC from a helicopter's sensors is extensive says MS Holland. It may include positional data and observations on civilian maritime traffic, other military units at sea, data collected from helicopters, sonar or underwater contacts and anomalies or situational information regarding the mission itself.

It all takes place in a fluid environment where the plan might change at a moment's notice due reasons ranging from a shift in weather to a change in mission to an emergency.

MS Holland has been at his new job for five months and says the learning never ends. That has been especially true lately as he and his shipmates prepare for the upcoming Task Group Exercise (Oct. 12 to 22) off the coast of Vancouver Island.

"There is significant preparation that goes into air controlling and there likely won't be anybody to tell you what to do every step of the way," he explains. "Circumstances change and situations arise that must be handled promptly as you are responsible for the safety of a multi-million-dollar asset as well as the lives of the aircrew."

A spokesperson for Maritime Forces Pacific (MARFAC) said they are hoping to encourage additional interest amongst combat operators towards earning their SAC qualification.

Inset photo: MS Nelson Holland



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## FLEET MAINTENANCE FACILITY CAPE BRETON: STUDENT TALK

### Student Questions and Answers

**Name:** Graedon Church

**School Info:** Finishing Trades Institute of BC (3rd year)

**FMFCB Shop Info:** Shop 123 Paint & Graphics



#### What drew you to your field of study?

I used to work in the residential painting business as I enjoyed working with my hands and having a chance to be a little more artistic with my work.

#### Why did you choose to do your apprenticeship with the DND/FMF?

I chose to do my apprenticeship with the DND/FMF because I have a military tie that runs long in my family, I wanted to work on the Navy ships that my brother still sails on.

#### What kind of projects have you been working on or what does an average day look like for you?

On an average day I spend my time painting, spraying, powder coating various unique military equipment. No day is the same as the previous.

#### What are your future career aspirations?

My future career aspirations are to stay working with DND/FMF until I retire, I want to stay in good shape for as long as possible and working with my hands is the best way to keep that up. One day, I see myself hopefully being a supervisor, manager or even in the safety & environment shop. I want to help keep everyone at work happy and safe.

#### What has been your biggest takeaway from your apprenticeship experience?

The biggest takeaway from my apprenticeship experience is that working hard pays off, having a good attitude goes a long way, and always trying to learn something new every day is key.

#### What advice would you give to future apprentices?

If I could give future apprentices advice, I would say to them "Listen to the experienced journeymen around you, don't be afraid to ask questions. I'd rather have someone be annoyed that I ask too many questions, than just act like I already know what I'm doing and mess up the job because I was too scared to ask."

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Navy race participants conduct pre-sail inspection of Tuna.

Photos by Michael McWhinnie

## CFSA hosts Cascadian Convoy 2021

**Peter Mallett**  
Staff Writer

The Canadian Forces Sailing Association (CFSA) will once again be hosting the Cascadian Convoy race with this year's competition planned for Oct. 23 and 24. The search is on both for volunteers and teams to compete.

Despite COVID-19 constraints, the CFSA hosted a highly successful race last year and have pledged to operate this year under similar, stringent safety protocols says CFSA Commodore LCdr Chris Maier.

"When all of the big sailing races were cancelled last year, the CFSA stepped up to think outside the box and host a no-contact race," says Maier. "With most of the races cancelled again this year, there are a lot of people still interested in getting out and racing."

Competitors and volunteers will follow COVID-19 health and safety protocols conforming to those mandated by the province says LCdr Maier, who works as the Deputy Commandant at Naval Fleet School Pacific (NFS(P)). LCdr Maier says there are many prominent racing teams and "big boats" already registered but noted overall participation numbers are low: he cited COVID-19 protocols along with the unpredictable late-October weather as contributing factors.

"It's a rough time of year to be racing but that's also part of the allure and the hardy are drawn to the race," he notes.

Two Navy sailboats, *Tuna* and *Goldcrest* will be competing in the event. The boats are managed by NFS(P) and are used to provide seamanship training to personnel awaiting training (PATs).

"These boats provide exceptional training value to officers and NCMs at the start of their careers," emphasized Lt(N) Konnor Brett, a Training Officer at NFS(P). "Students develop a wide range of maritime skills from seamanship to navigation to small-team leadership." Lt(N) Brett will skipper *Tuna* in the upcoming competition. "The PATs that learn to sail at Fleet School never stay long yet we manage to develop highly competitive crews capable of giving the bigger boats a run for their money!" says Lt(N) Brett. "With the RCN logos and naval ensign on our sails, we race with pride and do our best to represent the Navy."

Sailboats will compete in four races of varying lengths

Lt(N) Konnor Brett, Training Officer, Seamanship Division, NFS(P), inspects the mainsail slides.



Cascadian Convoy 2020

off the coast of Vancouver Island: a long-distance race of 100 nautical miles from Esquimalt to Port Renfrew and back; a medium race of 35 (nm) to Sooke and back, a short race of 14 (nm) and a Cruiser (class) race of 14 (nm) to Victoria Harbour and back. LCdr Maier noted that the long-distance race is the only long-distance race on Vancouver Island to be run since the pandemic began.

The Cascadian Convoy is part of the Vancouver Island Racing Series and will serve as a qualifying race for the 2023 Van Isle 360 and next year's Vic Maui International yacht races.

"The Vic Maui race and the VanIsle 360 are two of the most challenging races in the Pacific Northwest," says LCdr Maier. "They demand that skippers, crew and boats participate and prove themselves in a race that is sufficiently challenging before they are even permitted to enter."

Organizers at the CFSA are currently filling their volunteer teams. On race day they will have officials positioned at Duntze Head and living in the Admiral's Cottage, monitoring the race and finish line. Another team of volunteers will monitor the live race tracker and will forward deploy two race monitors along the race course. The two radio teams will be positioned at Sooke and Port Renfrew and monitor the middle-distance race and long-distance rounding marks, explains LCdr Maier. These volunteers will spend the night at Sookepoint Ocean Cottages and Wild Renfrew.

"One of the unique features of the Race is the 'Meals on Keels', says LCdr Maier. "It's a gourmet lunch box that's made by local Italian café Guidos, and is delivered to the racers by volunteers as they check in to the race in the morning."

The CFSA was established in 1946 and operates from its Esquimalt Harbour headquarters located at the foot of Maple Bank Road. The club's mandate is to provide recreational sailing opportunities for military members, their families, DND employees and veterans.

For more information about the CFSA and the Cascadian Convoy visit <http://www.cfsaesq.ca>. If you would like to compete or volunteer in the Cascadian Convoy please contact CFSA Fleet Captain Leslie Basham at [fleetcaptain@cfsaesq.ca](mailto:fleetcaptain@cfsaesq.ca)



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- 2 QUALIFIED ADVICE:** Buying a home can be overwhelming, especially if you do not have impartial advice you can rely upon. Allow us to help guide and explain to you all that you need to know so you can feel confident and empowered in your financial decisions.
- 3 ACCESSIBILITY:** Have you ever called a bank and got placed on hold, then transferred, just to be placed on hold again? We know your time is important. Our team is always available to help you with anything you may need throughout your approval journey. We are committed to the highest standard of customer satisfaction and have over three dozen 5-star Google Reviews!



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Children and youth from military families can be some of the most resilient kids out there. But they also face a number of unique challenges such as:

- Repeated relocation
- Absences of one or both parents due to work
- Parental deployments to volatile areas
- Unpredictable work hours for their parent(s)

All of this can represent sources of stress that regular kids never have to worry about in their day-to-day lives.

Young people's resilience is determined by the interplay of their individual characteristics (including skills they have developed), the characteristics of the families in which they live, and the characteristics of their physical and social environments. Meaningful participation in the home, school and community contributes to the resilience of children: it increases their sense of connection while decreasing their sense of isolation.

Everyone needs skills and supportive people in their lives to help cushion them from problems they may encounter. Introducing even a few positive elements into their lives can shift the balance and help many children and youth flourish. STAR is a new resilience-based program for children of military families, and it's free. It builds self-esteem and leadership skills and allows children to grow and thrive: physically, emotionally and mentally.

"In between the arts and crafts, games and activities, something special happens. Friendships blossom, self-confidence emerges, independence grows, and through it all, children build resilience to help them face new challenges as they grow up," says Ben Ouellette, Vice President Operations, Personnel Support Programs. "We are empowering children to lead healthier, happier lives by helping them learn how to handle life's curve balls."

Registration opens soon with limited spaces, priority registration will go to children from families affected most by the military lifestyle (i.e. deployments). Don't miss out on this great opportunity.

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## Thriving Relationships: Small things add up

Every year, the Healthy Relationships campaign runs in October. This year it takes place over two weeks from Oct 18 to 29. But why do we even focus on relationships, you ask?

In general, being in a healthy relationship feels good. Healthy relationships can make us feel happy and mentally strong. When we find ourselves in an unhealthy one, the opposite is true. We can feel stressed out about every little thing and even be unhappy in our day-to-day lives.

Yet over time, all relationships will evolve and change. Have you ever wondered what sets apart a healthy relationship from an unhealthy one?

According to relationship experts Drs. John and Julie Gottman, the primary reason why couples separate or divorce is that they are unaware of their partner's inner world. In the past, experts believed that major betrayals are what led to separation or divorce. The Gottmans have spent the last four decades studying romantic relationships to find out what makes a marriage successful. They report that couples who remain together are more likely to be attentive to their partner's needs and wants. This simple idea has revolutionized the study of love and romantic relationships. In fact, experts now believe that small acts and gestures are what can make or break a relationship.

There are easy ways to increase your awareness of your partner's 'inner world'. How much do you know about your partner's most embarrassing childhood moment?

What does your significant other consider unfair in the world? Is there something that is hard for them to overcome this week? Knowing the answers to these questions allows you to connect with your partner on a much deeper level.

To help you find out more about your partner's inner world, the Gottmans created an app called Card Decks. It has a series of card deck themes with questions you can ask each other. It's a fun way to help both of you develop a deeper understanding of each other's inner worlds. The app is free and is available on both Apple and Android platforms.

There are also other ways you can assess the health of your relationship. You can check out the Intimate Relationship Continuum and Chart on [www.cafconnection.ca/healthyrelationships](http://www.cafconnection.ca/healthyrelationships). How you answer the questions in the Chart will give you a good idea if your relationship is healthy, unhealthy or somewhere in between. Whether it falls in the green, yellow, orange



or red zones, we provide you with other useful tip sheets to help you. Healthy relationships are achievable. Even if yours is less than optimal, there are often things you can do to improve it. But it does require work from both parties involved.

In the event that you or someone you know is experiencing family stress, breakdown or violence, you will find other resources to help on the website. Staying safe is the number one priority in a situation like this. Always call 911 if you or someone you love is in immediate danger.

We also have videos and stories of #RealMilitaryFamilies to help inspire you in your journey. With help, the featured couples have overcome some big challenges. They've decided to share their stories to help others who may be in similar situations. Watch them today and get inspired to find ways to improve your relationship!

[CAFCONNECTION.CA/HEALTHYRELATIONSHIPS](http://CAFCONNECTION.CA/HEALTHYRELATIONSHIPS)



## CAF NATIONAL SPORTS DAY AT CFB ESQUIMALT - NADEN

**OCT 20 2021**

**Sports Day Timing 0930-1400**

### Entry to Building

- Entry will be through the front doors of Naden Athletic Center. Everyone will have to check in at the Kiosk and provide proof of vaccination.
- Masks mandatory unless participating in a sport/skill.

### Upper Gym

#### DROP IN SPORTS

0930-1030 – Soccer  
1045-1145 – Floor Hockey  
1200-1300 – Spin  
1330-1400 – Dodgeball

### Lower Gym Front Half

#### SPORT SKILLS

- Soccer Juggling
- Basketball Free Throw
- Floor Hockey Target Shooting

### Lower Gym Back Half

#### MINI GAMES

0930-1130 – Volleyball  
1200-1400 – Spikeball

### Pool

0930-1130 – Length Swim  
1200-1300 – Aqua Fit

### Arena

0930-1130 – Lap Skate

### Outside

**5km Group Run**  
1000 – Meet at Track

### Fitness Classes

1200-1300

#### Spin Class

Same as current noon hour class

#### Aquafit Class

Same as noon hour class

#### PRIZES

- Draw prizes will be available for participating members.
- 2021 CAF Sports Day shirts will be available.

For more information email

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# INSTRUCTORS NEEDED FOR Decentralized BMQs



A typical day during Basic Military Qualification has recruits up at 5 a.m., and instructors up even earlier, for physical training. Afterwards, recruits head to the mess for breakfast, followed by drill and instruction that emphasize basic military skills such as weapons handling, map and compass use, first aid, and CAF values training.

Since physical fitness is a key component of military service, a large part of the course is spent on fitness training. Recruits march up to eight kilometres in full combat gear, complete the confidence course, learn to rappel, and undergo the FORCE Evaluation fitness test.

A number of key stakeholders from across the formation have pitched in to make decentralized training a success. These include Personnel Support Programs, Base Administration, Base Logistics, Base Operations Range Control, Base Foods, Base Information Services, Base Accommodations, TEME, Real Property Operations, Health Services, CANEX, and Personnel Coordination Centre.

**Peter Mallett**  
Staff Writer

It takes a community to raise a child, and the same can be said for preparing the next wave of Regular Force sailors.

Albert Head is home for 10 weeks to newly signed naval recruits undergoing their Basic Military Qualification (BMQ) training, decentralized two years ago from the Leadership and Recruit School in Saint-Jean-sur-Richelieu, Quebec, to help ease the training burden as the school also trains army and air force personnel.

Instructors come from all corners of the navy to help Naval Fleet School Pacific deliver each training serial.

A full training serial includes the standard modules: classroom instruction, drill, field training, weapons training, range practice, first aid, basic fire extinguishing skills, confidence course completion, swim tests, and chemical, biological, radiological, and nuclear training, and physical fitness training and testing.

Over 200 recruits graduate the Basic Military Training each year on the west coast.

Navy members who volunteer for teaching duties undertake a two-week General Military Training Instructor course in preparation. However, billet shortfalls within the trades make finding instructors tough, says CPO2 Stephan Melançon, D-BMQ Chief Petty Officer.

"As this is a number one CAF priority, people who are interested need to let their chain of command be aware of their intentions as soon as possible," he says. "The ideal candidate to be a BMQ trainer is someone who is a good mentor, that doesn't mind working

extra hours and on weekends, they also need to have really good people skills, and be able to adapt to change on the fly."

Currently, 52 personnel are at the ready to instruct. This expertise casts a wide net: Naval Communicators, Weapons Engineering Technicians, Marine Technicians, Boatswains, Sonar Operators, Naval Combat Information Officers, Naval Communicators and even an Imagery Technician and professional musician with the Naden Band.

PO2 Katrina Bligh, an oboe player with Naden Band of the Royal Canadian Navy, decided to become a D-BMQ trainer in February, with the gig ending after the August graduation of the serial.

She completed her first serial as a Section 2IC then did her second serial in July as Section Commander.

The greatest challenge for PO2 Bligh was the administrative component - logging detailed information, evaluations, and reports on each candidate, a most time-consuming of all her tasks, she says.

"I found my training as a musician helped me a great deal in ways I did not expect. My training as a singer helped me give commands loudly and clearly, and my experience performing music in front of large groups of people meant I was not anxious when I was giving lessons or orders."

She is one of the many volunteer instructors that have impressed CPO2 Melançon.

"Over 90 per cent of those recruited to become trainers have adjusted to the learning curve and the demands of the job very well."

If you think you have what it takes to be a D-BMQ trainer, CPO2 Melançon suggests you reach out to your chain of command and seek permission to volunteer.





# JOINT INTERFACE CONTROL STUDENTS THRIVE IN ADVERSE ENVIRONMENT



Joint Interface Control Officer candidates and staff at the Joint Interface Control Cell for Ex CUTLASS FURY 21, Osbourne Head, NS.

Photo by Cpl Branden Trudeau

## PO1 Shawn Quigley Joint Interface Control Officer

"Lose sight, lose the fight" is an old fighter pilot adage that is more valid today than ever before. The speed and complexity of modern warfare continues to grow apace advancements in Defence technologies. State-of-the-art combat control systems rely heavily on Tactical Data Link (TDL) to compile and present the accurate and timely information Commanders need to make critical decisions.

TDL networks are complex and require a great deal of planning and coordination to manage successfully, a role assigned to the Joint Interface Control Officer (JICO). The recent Exercise Cutlass Fury 21, a major east-coast joint and combined exercise, was the perfect venue to qualify 10 new JICO candidates from across the Canadian Armed Forces.

Tactical Data Link (TDL-400) JICO candidates are drawn from the RCN, CA and RCAF. This course is the final validation in which the students apply the theory gained throughout the TDL 100, 200, and 300 courses, along with their unique operational backgrounds in the TDL environment. As the students will tell you, their previous experience is never enough to make this course anywhere near easy. After a week in the classroom students transition to the practical phase by

creating an entire Joint Interface Control Cell (JICC), from which they controlled data link network for the entire Ex Cutlass Fury. Additional participants included the Medium Range Radar from 4th Artillery Regiment (General Support) and the Aurora's Deployable Mission Support Centre, connections to the Canadian Air Defence Sector, the ships at sea, aircraft over-head, and Regional Joint Operations Centre (Atlantic); creating an uncommonly rich training environment.

Over two-weeks, JICO students stood watches 24/7, alongside Data Link Operators from the RCAF and RCN. The students were evaluated on their abilities as both JICO and JICC Watch Officers. They were required to demonstrate thorough knowledge of a wide range of hardware, software and procedures key to the TDL environment. Dynamic scenarios challenged each student – at times these were instructor induced but frequently real-world problems emerged that required team problem-solving. The exercise proved a challenging learning experience but, equally important, it helped forge strong relationships amongst the JICO students that they will draw upon throughout their careers. The junior Data Link Operators shared their professional experiences and received mentorship from the students, supporting their development and ensuring the success of the next generation of JICOs.

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# HMCS WINNIPEG THANKSGIVING DINNER



Keeping spirits high while separated from family and friends is a common challenge for sailors during deployments. The experience can become acute during traditional holidays making events such as Thanksgiving dinner an important part of bolstering morale while at sea.

*Her Majesty's Canadian Ship (HMCS) Winnipeg* departed CFB Esquimalt on Tuesday Aug. 17 on a four-month deployment to include participation in multinational surveillance and security missions as part of Operation Projection and Operation Neon before returning to Esquimalt in December.

## STOP THE FLU BEFORE IT STOPS YOU.

THE FLU SHOT IS NOW AVAILABLE FOR ALL MILITARY MEMBERS.

The flu shot will continue to be offered to military personnel at the **WARDROOM** on a walk-in basis from 8 a.m. to 2 p.m. on Oct. 18, 19, 25 and 26.

### TRAVELLING FLU CLINICS:

**Fleet Diving Unit Sick Bay:**  
Oct. 22: 0800 - 1200  
**Albert Head Bldg. AH1075:**  
Oct. 29: 0900 - 1100  
**443 SQN Hornet's Mess:**  
Nov. 5: 1130 - 1500



Members of the Maritime Forces Pacific Command Team mustered at the Wardroom on Wednesday, Oct. 13 to receive their annual influenza vaccine. Leading by example above (clockwise from top left) are: Commodore David Mazur, Commander Canadian Fleet Pacific, Rear-Admiral Angus Topshee, Commander Maritime Forces Pacific, and Captain (Navy) Alex Kooiman.

Photos by S1 Victoria Loganov, MARPAC Imaging Services



# Base Personnel Exercise Nuclear Emergency Response

**2Lt Emerrie Geddes**  
Base Public Affairs

CFB Esquimalt's Nuclear Emergency Response (NER) team was tested on their response skills during an assisted NER exercise held at the Base on Oct. 6.

Assisted exercises act as a dress rehearsal for Base NER personnel in preparation for official evaluations by the office of the Director of Nuclear Safety (DN Safe) in Ottawa. Successful certification by DN Safe is a prerequisite for DND/ CAF hosting allied nuclear-powered vessels in Esquimalt.

During this exercise a group of coordinators and invigilators from DN Safe and members from CFB Halifax's NER team ran key members from the Base through a simulated nuclear-powered vessel visit. The exercise was designed by DN Safe to ensure the Base NER team is prepared to mediate any potential issues arising during a nuclear-powered vessel visit.

"These exercises occur at a much quicker pace and involve much worse scenarios than what might reasonably be expected during an actual visit," says Lieutenant (Navy) Ward Thomson. "Allied navies like the US have been operating nuclear-powered vessels for over 50 years and their safety record is excellent. Nonetheless, we train to the highest standard to ensure we are capable of hosting these visits safely and responsibly."

Exercises like this provide Base personnel opportunities to learn lessons, gather information, and practice various techniques and skills that will be applied during the next NER evaluation. The NER Team is comprised of several sections which include: command, radiation monitoring, public affairs and base support services. Depending on the scope and complexity of simulated scenarios a NER exercise or evaluation may entail the participation of fire departments, medical personnel, police, as well as coordination with representatives from Emergency Management B.C. With so many players involved, the exercise allows the team to fine tune their coordination prior to the formal evaluation.

"The next step for the base in preparation for a visit by a nuclear-powered vessel is the NER evaluation which will take place at the end of November," explains Lieutenant (Navy) Thomson. NER evaluations are required to be completed by the Base every two years. Completion of the NER evaluation determines if authorization will be granted by DN Safe for nuclear-powered vessels to visit the base or Canadian Forces Maritime Experimental and Test Ranges Nanoose.

Currently, nuclear-powered vessels are only permitted to visit three Canadian ports which have been carefully assessed to determine their suitability for this purpose. These ports are Esquimalt, Nanoose, and Halifax. Visits by nuclear-powered



**NER Team members perform radiological monitoring at Y Jetty.**

Photo by 2Lt Emerrie Geddes

vessels allow the Royal Canadian Navy to train with allied forces and gain essential experience and is part of the Government of Canada's collective defence policy, which seeks to reduce the defence burden while maintaining peace and security through cooperative mutual defence organizations, such as NATO.

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## PLQ GRADUATION



PLQ 0379 Graduation was held on Sept. 29.  
At left: Graduation group photo.

Below (left to right):

Top Student Award – MCpl Wright-Ingle  
presented by Cdr Ouellet-Savard.

Formation CPO Award – MS Kelley  
presented by CPO2 St-Jean.

Top Drill Award – S1 Dubinsky  
presented by CPO2 Wise.



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# Vaccination Requirements

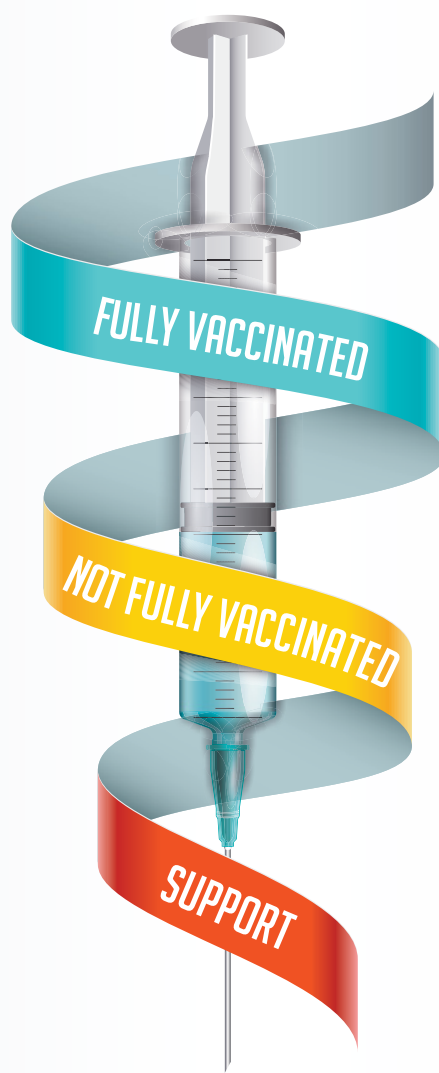
**The Government of Canada is now requiring federal public service employees to be fully vaccinated. This includes members of the Canadian Armed Forces (CAF). This policy applies to all Defence Team public service employees including student, term, and casual employees.**

As an employee of the Department of National Defence, you must be fully vaccinated. The requirement to be vaccinated applies whether you are teleworking, working remotely, or working on-site at a federal government facility. Contractors will be required to submit a certification for all applicable contracts (contracts where they require access to federal government worksites where government employees are present) certifying that any personnel who will access federal government worksites will be fully vaccinated.

- **Public service employees and CAF members** will submit attestation information beginning **October 15, 2021**.
- **CAF members** will have until **October 29, 2021** to input their attestation into Monitor Mass with full compliance by **November 15, 2021**.
- **DND employees** will need to have completed their attestation by **October 29, 2021**.

## IF YOU ARE FULLY VACCINATED

- Over the course of the next couple of weeks, federal public servants will need to confirm their vaccination status in the Government of Canada's Vaccine Attestation Tracking System (GC-VATS) (<https://bit.ly/3BAcOUw>). Employees and managers will need to be on the DWAN and have a PKI card to access GC-VATS. For employees who do not have the necessary IT assets (e.g. PKI Card) to access the GC-VATS system, an alternative attestation method will be available. Further details will be communicated shortly.
- If they are already fully vaccinated (<https://bit.ly/3mQutkm>), public servants can complete their attestation in GC-VATS (Microsoft Edge or Google Chrome are the recommended browsers <https://bit.ly/3BAcOUw>) when it is available for our department on October 15, 2021. It will only take a few minutes to complete the attestation.



## IF YOU ARE NOT FULLY VACCINATED

- Eight-out-of-10 Canadians over age 12 are fully vaccinated. If you are not already fully vaccinated, we advise you to book your appointment as soon as possible.
- Regardless of their vaccination status, public servants must complete an attestation in GC-VATS (Microsoft Edge or Google Chrome are the recommended browsers <https://bit.ly/3BAcOUw>) by October 29. Public servants who do not attest to their vaccination status, or are unwilling to be vaccinated, will be placed on administrative leave without pay as of November 15.
- The vast majority of Canadians are eligible to receive the vaccine. In the exceptional case that you are unable to be vaccinated due to a prohibited ground under the Canadian Human Rights Act (<https://bit.ly/3BAolmA>), such as a medical contraindication, you may request accommodation. Employees unable to be fully vaccinated, (with an approved request for accommodation) and who are required to report to work on-site, will require regular rapid testing (i.e. at least twice per week).

## SUPPORT

For public service employees and their families requiring support during this time, there are a number of services available to you:

- Employee Assistance Program, 1-800-268-7708 <https://bit.ly/3p2d4lx>
- EAP Peer Advisors: Call 1-833-747-6363 to be connected with a readily available colleague who can provide confidential active-listening skills and resources to employees in need.
- LifeSpeak: A web-based service that offers free confidential access to hundreds of short videos by experts on a variety of issues.

CAF members and their families in need of assistance can access:

- the Member Assistance Program at 1-800-268-7708; or
- the Family Information Line at 1-800-866-4546.

## INFORMATION & TRAINING

We understand that some people may have questions or want more information about COVID-19 vaccination. For this reason, employees who are not vaccinated and those who have not attested to their vaccination status by October 29 will be required to attend a training session on the benefits of COVID-19 vaccination, to ensure they have authoritative and accurate information on vaccine safety and benefits. We also encourage you to speak with your manager and your primary healthcare provider about any concerns or questions you may have.

More information about the government's vaccination policy is available on the Vaccines in the public service page (<https://bit.ly/3FQhx74>).

The physical and psychological health and safety of public servants remain an absolute priority for the Government of Canada. As we mark Mental Illness Awareness Week, we remind you of the wide range of services and supports available to both Defence Team public service employees and CAF members listed on the COVID-19: Continuing Work Helpful Links & Resources web page (<https://bit.ly/2YMMHLC>).



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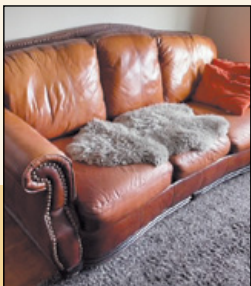
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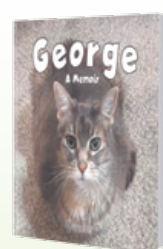
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**Sunshine Coast  
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A Non 12-Step Program

