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LOOKOUT

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OPERATION PROJECTION

HMCS Winnipeg sailed in formation with USS Ronald Regan Strike Group, USS Carl Vinson Strike Group, HMS Queen Elizabeth Strike Group, and others for a PHOTOEX Oct. 3 while sailing in the Philippine Sea during Operation Projection.

Photo by MCpl Andre Maillet,
 MARPAC Imaging Services



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Local sailor to stand watch on Remembrance Day in Ottawa

Peter Mallett
Staff Writer

A member of Personnel Coordination Centre (Pacific) has been selected for Sentry duty at the National War Memorial on Remembrance Day.

PO2 Jacob Russell was among six military members appointed by Acting Chief of Defence Staff General Wayne D. Eyre on Oct. 25 for the National Sentry Program.

"Knowing that I was selected out of so many applicants, I was truly shocked when my coxswain announced in front of my unit that I was selected," says PO2 Russell. "I'm proud and this is very humbling for sure because there are so many other military members that do amazing work and could have been recognized instead of me."

PO2 Russell, 36, has served 14 years in the Canadian Armed Forces and is currently attached to the Personnel Coordination Centre (PCC) Pacific.

His normal responsibilities include managing incremental taskings for Orca-class training vessels. But on Nov. 11 he will take a break from that work and stand watch at the Tomb of the Unknown Soldier in Ottawa during the nationally televised Remembrance Day proceedings.

He is also the Sentry Commander for the ceremony. His duties include marching the contingent on and off parade for the ceremony.

To round out the experience, PO2 Russell and the other Sentries will attend a Silver Cross Mother's Luncheon at Rideau Hall, a guided tour of the Canadian War Museum and Canadian Aviation



PO2 Jacob Russell.

Photo by Ed Dixon, MARPAC Imaging Services

Museum, dinner with the other sentries, and meet with the Acting Chief of Defence Staff and Vice-Admiral Craig Baines, Commander of the Royal Canadian Navy.

His wife S1 Laura Russell of Base Logistics and their one-year-old daughter Joni will join him on the trip to Ottawa. His father and step-mother will make the drive from their home in northern New Brunswick and his in-laws, who live near Nanaimo, will also attend.

Honouring Cpl Nathan Cirillo

PO2 Russell says his selection to the National Sentry Program also offers a strange twist of fate for him and his family. That's because his mother's cousin is Kevin Vickers, former Sergeant-at-Arms of the House of Commons. It was Vickers' heroic actions that saved members of the legislature, government employees, and visitors to Parliament Hill from Michael Zehaf-Bibeau on Oct. 22, 2014.

Only moments earlier Zehaf-Bibeau had shot and killed Cpl Nathan Cirillo at the National War Memorial. Cpl Cirillo was performing sentry duty at the Tomb of the Unknown Soldier when he was killed. Zehaf-Bibeau had also shot a constable at the Peace Tower entrance.

Vickers fired one of the bullets that killed the gunman.

"As I ready my uniform and double-check my kit for the day, I will think of my cousin and his heroism and especially Cpl Nathan Cirillo and all of the other fallen soldiers who have sacrificed so much and are no longer with us."

Sentry Program

The Remembrance Day Sentry Program was created in 1968 to publicly recognize outstanding Canadian Armed Forces (CAF) members from both the Regular and Reserve Force, and the Royal Canadian Mounted Police (RCMP) for their dedication, professionalism and service to Canada.

Those selected have been honoured with this important ceremonial duty based on deployment experience, community involvement, physical fitness, and their record of conduct.

The following personnel have also been selected as sentries for the event this year: Canadian Army Sentry, Cpl Justin George, 1 Combat Engineer Regiment of Edmonton; RCAF Sentry, Cpl William Jodoin, 21 Aerospace Control and Warning Squadron, North Bay, Ont.; Special Operations Forces Sentry, MCpl Dany Drapeau-Guay, Canadian Special Operations Training Centre, Petawawa, Ont.; Military Personnel Command Nursing Officer Sentry: Lt(N) Debra Fredericks, Canadian Forces Trauma Training Centre (West), Vancouver, B.C.



CASCADIAN CONVOY OVERCOMES ADVERSITY

Peter Mallett
Staff Writer

Teams in the Cascadian Convoy sailing competition overcame a fierce autumn storm and container ship spill and fire to complete their races.

The sailing competition, which took place Oct. 23 to 25, is part of the Vancouver Island Racing Series. It was hosted by the Canadian Forces Sailing Association (CFSA). Several sailors from the base posted strong finishes in the convoy, which served as a qualifier for the Van Isle 360 and Vic-Maui International yacht races.

Bomb Cyclone and the unexpected

The storm, dubbed a 'bomb cyclone' by forecasters, was centred off the west coast of Vancouver Island for most of the weekend. Meteorologists called it the strongest storm to ever hit the Pacific Northwest with a barometric pressure dropping to 942.5 millibars, strong winds and gusts of 90 km/h, and an atmospheric river of heavy rain. Then, a shipping accident aboard commercial freighter Zim Kingston on the eve of the race further complicated matters for organizers.

Weather conditions were the gravest concern to sailors and race organizers throughout the weekend, says LCdr Christopher Maier, CFSA Commodore and Cascadian Convoy Race Officer.

"From a race organizer's standpoint, saying that we successfully overcame our fair share of adversity and everything that was thrown at us on a wild and challenging

weekend would be a gross understatement," he adds.

The race course did not see storm force winds until later in the day on Oct. 24, long after all boats had crossed the finish line.

However, on Oct. 22, the container ship spilled 106 shipping containers into the sea at the western approach of Strait of Juan de Fuca. A fire erupted aboard the ship the next day while it was anchored between Race Rocks and Discovery Island.

Races go ahead

After careful review of the modelling of the sea conditions, weather forecasts, and the number of obstructions, the decision was made to continue the Long Course Race but change the race course itself.

Organizers steered boats away from the floating shipping containers and extremely rough seas, changing the planned turnaround point at Port Renfrew. Instead, the race course was reduced from 100 nautical miles to 68 and ran between Secretary Island near Sooke and D'Arcy Island near Sidney. As the fire on board Zim Kingston developed, the organizers consulted with the Regional Joint Operations

Center and imposed an exclusion zone around the ship.

"The race was shorter, but added tactical complexity as racers had to navigate through more complex obstructions near Discovery Island," says LCdr Maier. "In the end, the race was well organized and safe and everyone who started the race finished it. If we had any indications that the sailing conditions were unsafe we would have cancelled the races."

Race headquarters were located in the Admiral's cottage in Dockyard, in close proximity to the start and finish line at Duntze Head. Throughout the weekend LCdr Maier and his team of volunteers were in touch with the RJOC, the Joint Rescue Coordination Centre, and Seattle and Victoria's vessel traffic management organizations to ensure the safety of the participants.

Cheekee Monkee prevails

In the revamped Long Distance Course race, Cheekee Monkee with skipper Kim Alfreds of the Royal Vancouver Yacht Club crossed the finish line first, and Planet Express with skipper Adam Serediuk of the Royal Victoria Yacht Club, sailed to victories in the second division.

The long-distance race offered an exciting finish, noted LCdr Maier, with four boats finishing within 20 minutes of each other's corrected time in the weather and obstacle-shortened 68-nautical-mile course.

In the medium course there was an impressive finish from Unleaded, a catamaran from the Royal Victoria Yacht Club, and defending champion Jack Rabbit of the CFSA was first to cross the line.



STV Tuna.

The second division race in the medium course saw an incredibly tight battle. Sailors from the base, including Lt(N) Tom Eagle and Capt(N) (Retired) Kevin Greenwood, guided their sailboat Hessian to a first place finish. CFSA team Dark Star finished runners-up in the race.

Also during the second division race, S1 Sproule, skippering RCN sail-training vessel Tuna, prevailed over sister ship Goldcrest led by A/SLt Griggs in a tight battle.

Competitors and volunteers followed strict COVID-19 health and safety protocols mandated by the province.

For complete results of the Cascadian Convoy visit the web page <https://theclubspot.com/regatta/0aqEn06GEH> For more information about the CFSA and its recreational sailing programs visit their website <http://www.cfsaesq.ca>

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Words from the cat lady



I'm Kneading You!



Joanne Kimm

One Friday night our family settled in for a movie. With popcorn popped and buttered, drinks at the ready, and the lights turned off, the play button was pushed on the DVD remote.

Within a few minutes, one of our cats hopped on my lap and started kneading the blanket covering my legs. She decided to show me some love in the most painful way.

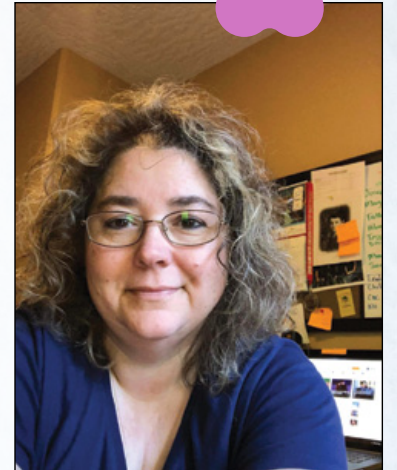
I felt the pinpricks of her nails on my legs through her rhythmic movements. I yelped and shooed her away, then flung back the blanket to see the bloodied results of her kneading.

There's no definitive answer as to why cats knead. It could be an instinctual behavior from when they were kittens to stimulate the flow of milk during nursing. They could be marking their territory. Cats have scent glands in their paws, so kneading may be a way of letting other cats know you belong to them.

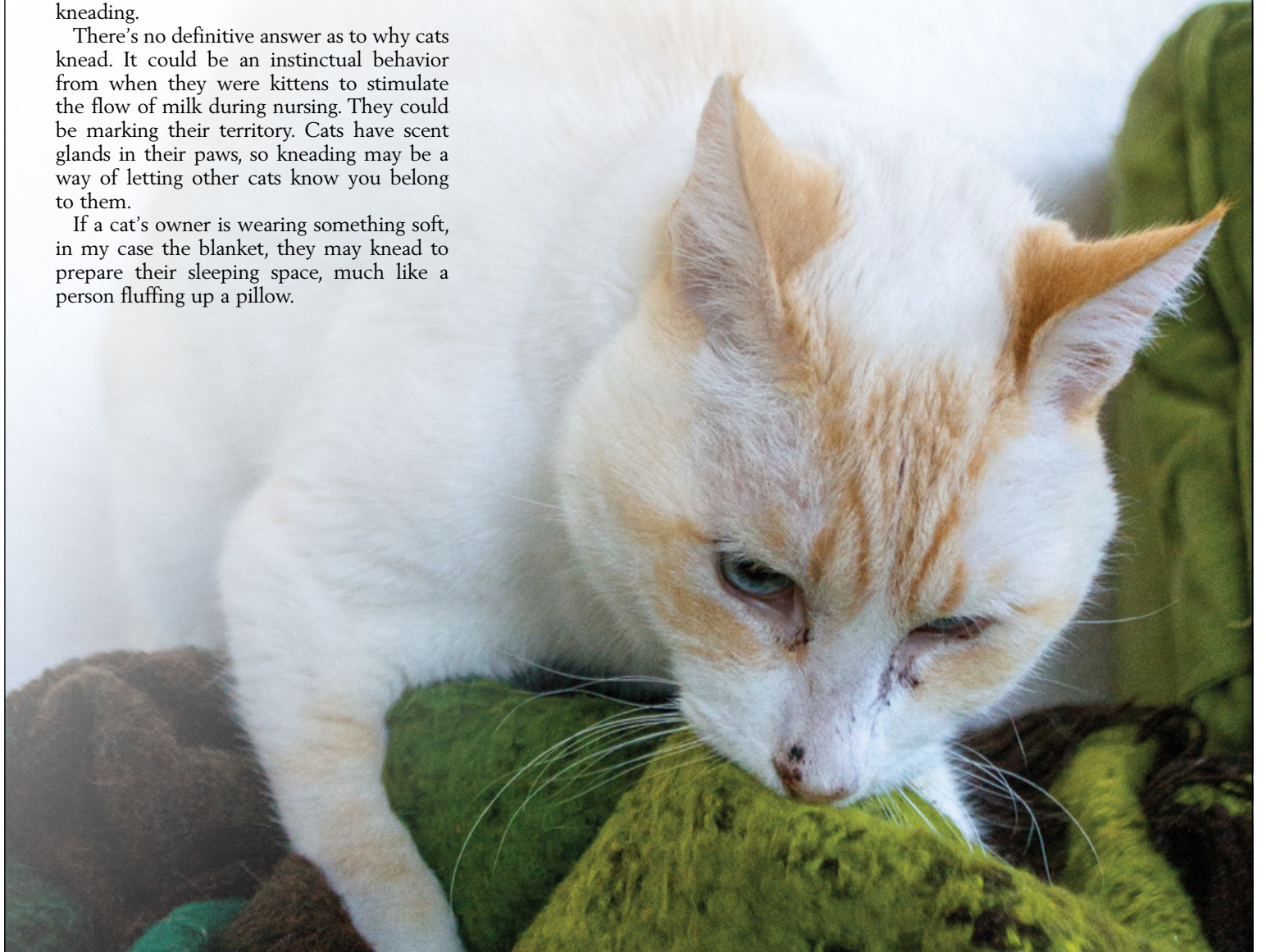
If a cat's owner is wearing something soft, in my case the blanket, they may knead to prepare their sleeping space, much like a person fluffing up a pillow.

There are a few suggested ways you can dissuade a cat from kneading. One is to keep their nails trimmed to prevent them from poking holes into fabric or into your skin; another is to keep a thick blanket or a stuffed animal close by and move them to it when they knead on you; another is to distract them with a toy or treat.

As much as I love my cats, the feeling of pinpricks on my legs isn't pleasant. I know they love me, and I understand that kneading is instinctual, but I must show them there are some places they just can't knead. I need my legs to stay intact; they need to knead somewhere else.



Read more from Joanne Kimm
at www.exclusivelyjk.com



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Transgender Day of Remembrance – Nov. 20

Continue the steps toward inclusiveness



Defence Team Pride Advisory Group

Transgender Day of Remembrance is an annual observance on Nov. 20 that honours the memory of the transgender people whose lives were lost in acts of anti-transgender violence. It was started in 1999 by transgender advocate Gwendolyn Ann Smith as a vigil to honour the memory of Rita Hester, a transgender woman who was killed in 1998. The vigil commemorated all the transgender people lost to violence since Rita Hester's death, and began an important tradition that has become the annual Transgender Day of Remembrance.

Despite recent political victories, increased transgender representation in the media, and promotion of new policies that protect transgender rights, transgender people still face disproportionate rates of discrimination compared to other communities.

In the Canadian Armed Forces, the Defence Team Pride Advisory Organization is encouraging employees to join the day of remembrance and embrace inclusivity at work and in the community at large, and help end discrimination and violence towards this marginalized group.

"Transgender Day of Remembrance is key to shifting public opinion on transgender people in the Forces," says Cpl Vincent-Gabriel Lamarre, a transgendered military member. "On Nov. 20, let's talk about how we can create an accepting work environment for trans people and acknowledge the injustices they have faced. Show your solidarity and be open minded for the occasion."

Understanding Transgender

Cpl Lamarre began a gender transition a few years ago with the support of his family and military hierarchy. It is crucial to understand the difference between sex and gender, explains Cpl Lamarre. Sex refers to the biological elements of a person, while gender refers to the social construct of femininity and masculinity in a specified culture and time period. Understanding this distinction is crucial so as to not limit gender to just reproductive organs.

Moreover, it is important to use the correct terms such as "gender confirmation surgery" or "gender transition" rather than "sex change," because some trans people decide to keep their reproductive organs.

People need to respect trans people's pronouns

and gender identity, even when the individual is not immediately present in a conversation.

"Being a trans person means living in a world where physical appearance and gender expression are continuously judged and analyzed. People will label you based on what they see and this can be really harmful to some people. French itself is a very binary language, meaning there are masculine or feminine words, and it makes it harder to be inclusive. Some non-binary people turn to English as a result because it is easier to be inclusive," says Cpl Lamarre.

Micro-aggressions impact trans people significantly. They are forms of prejudice experienced in either verbal communication or through subtle physical gestures. They are often done subconsciously and between people of various ethnicities, cultures, beliefs, or genders. Even though there is usually no malicious intent behind these gestures and comments, they remain negative and antagonizing. Micro-aggressions can also make those who face them feel rejected and can potentially cause mental health issues.

"False compliments are in fact micro-aggressions. For example: 'you look like a real woman/man' or even 'you're pretty/good looking for a trans person.' Your respect towards trans people should never be linked to their conformity or their adherence to society's norms.

Cpl Lamarre suggests some concrete actions that can be added to social interactions.

"You must adapt your vocabulary to respect a trans person, such as using feminine or masculine grammar and using their correct name. Avoid anything that could possibly remind them of their former self, who they do not identify as anymore. Don't worry about getting things perfect, we all make mistakes. If the intention is good, the trans person will understand that it takes some time to adapt."

Are you unsure of which pronouns to use? Just ask, and then use those pronouns from that point on and encourage others to do the same. Do not guess a trans person's gender based on their appearance. Transgender and non-binary people may not have the appearance and physical characteristics that we typically assume of them. In fact, several trans and non-binary people live their lives without everyone around them knowing how they identify.

"Keep in mind that trans-identity does not have to be linked to a medical transition: some people only transition socially by changing their name, pronouns, and clothes, and not medically by taking hormones or having operations. Trans identity and acceptance does

not depend on how much they have transitioned or how far they have gone medically, socially, or legally with their transition," says Cpl Lamarre.

Cpl Lamarre regularly holds conferences on his gender-transition process with educational groups and organizations dedicated to improving knowledge about the LGBTQ+ community. Through his conferences, he stresses the importance of mental health and physical wellbeing for all the members of the Defence Team.

We can create an accepting work environment for trans people and acknowledge the injustices they have faced. Show your solidarity and be open minded for the occasion."

– Cpl Vincent-Gabriel Lamarre



If you have any questions or want to get involved with the Defence Team Pride Advisory Organization, get in touch at LGBTQ2DTPNNational-LGBTQ2REFDNationale@forces.gc.ca.

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Private (Trained) captures Sailor of Quarter award

Peter Mallett
Staff Writer

HMCS Calgary was in the final leg of its deployment last July when Pte(T) Alison Tso was called to the Coxswain's office on board the ship. She was surprised to find CPO1 Mark Chambers and the entire ship's command team assembled, so her first thought was a worried "Uh oh."

That thought turned to astonishment when the Fleet Chief told her she was nominated and selected for the Maritime Forces Pacific's Sailor of the Third Quarter.

"My mind was still in deployment mode, so being told I had won the award felt like it was a dream," she says. "I was a Private winning the Sailor of the Quarter Award and it was really nice to have been recognized for the work I was doing."

In an internal document, Cdr Mark O'Donohue, *Calgary's* Commanding Officer, said Pte(T) Tso's "professionalism and dedication, both on and off duty, reflects the morals and ethics expected of a service member" and that her "strong work performance and initiative makes them an outstanding candidate for this award."

CPO1 Chambers described Pte(T) Tso as "one of those sailors that seems to be wherever she is needed and never hesitates to roll up her sleeves and lend her assistance whenever it is required."

The award most certainly stems from her leadership skills mentoring of junior mem-

bers; streamlining the communications process for casualty clearing, which earned her a Commanding Officer's Coin from Sea Training Pacific; volunteering to assist physician's assistants and medical technicians to deliver the COVID-19 vaccine in foreign ports; and volunteering for a promotional video about her position on board *Calgary* that was meant to educate university students in Vietnam on gender-equality in the Royal Canadian Navy that appeared on its Facebook page.

The 25-year-old grew up in Burnaby, B.C., and studied Human Resources Management at the British Columbia Institute of Technology. She initially joined the civilian workforce as a corporate head hunter for C-suite level employees.

"I joined the CAF because I wanted to serve a higher purpose than just sitting at my desk in a glass office tower in the middle of downtown Vancouver," she says. "I wanted adventure, a sense of excitement when I went to work, and a job that I didn't necessarily need to take a vacation from."

She chalks up her recognition to keeping her focus and determination during the COVID-19 pandemic, and offers this advice to others.

"In these tough times of the pandemic, it's easy to lose focus on how far you've come and how much you've accomplished to this point. Remember to take a breath, refocus, and get ready to absolutely crush your next goal."

She is now on board *HMCS Regina* as a Human Resources Administrator.



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Museum windows shine light on Naden's past

Peter Mallett
Staff Writer

CFB Esquimalt's Naval and Military Museum is offering a window into history – literally.

The glass panes of Naden building 29, the museum's workshop, have been transformed into a pictorial gallery visible from the outside.

Island Graphics staff were contracted to print and install black and white historical images to eight exterior windows on Oct. 13.

"The photos can be enjoyed by visitors even after hours when the museum is closed to the public," says Clare Sharpe, Museum Exhibit Designer. "When guides and museum interpreters are available to help show our visitors around, the photos will provide some key talking points and get visitors oriented to Naden and its significance."

Sharpe selected the photos from thousands of pictures in the museum's collection.

One photo, taken from a nearby rooftop, features the joyous moment of hundreds of sailors tipping their caps during the Change of Command Ceremony for Captain Ian Agnew.

Another image is undated and features young cadets from the Royal Naval College of Canada on the bowsprit of the Dominion Government survey ship Naden. The college was moved to Esquimalt following the Halifax Explosion in December 1917, and the schooner Naden was built in 1913 and was loaned to the Royal Canadian Navy in 1918.

Sharpe says the images selected will give museum visitors a better sense of the buildings at Museum Square and their roles and connection to the Naden community over the years.

For more information about the CFB Esquimalt Naval and Military museum and the historical legacy of CFB Esquimalt visit their website: <https://navalandmilitarymuseum.org>



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New application will better manage personnel, improve sailors' quality of life

DND

The Royal Canadian Navy (RCN) is developing an application to better manage personnel.

The new initiative called the Digital Parade State will display sailor availability and provide recommendations to crew RCN ships for operations.

"The Royal Canadian Navy is facing personnel shortages across a variety of trades," says Commander Ben Seaby, Commanding Officer of the Personnel Coordination Centre Pacific. "Having a digital dashboard that accurately tells us who is available at any given time to fill a vacancy will greatly enhance our ability to crew ships and essential shore-based positions quickly and effectively."

The Digital Parade State will combine the data needed to make crewing decisions into one location. Such metrics include training status, time away from home, recent tasks and postings, and availability assessments based on medical or compassionate factors. Future versions of the application will use optimization software to provide holistic personnel solutions, with the potential to optimize training and fleet scheduling.

The application development team is made up of members from Halifax, Ottawa and Esquimalt, and led by Lt(N) Brent Fisher.

Although the application will be produced through the Digital Navy Organization App Development Team, the Digital Parade State project is a larger endeavour that is identifying improvements for the navy regarding governance, sailor qualifications, and the use of Military Command Software, the suite of personnel management and human resources products that are used across the Canadian Armed Forces.

These efforts are expected to have a direct impact on sailor quality of life by reducing turnover, increasing the quality of sea time, and taking into consideration personal preferences.

The initiative is co-sponsored by Rear-Admiral Angus Topshee, Assistant Chief of Naval Staff, Personnel and Training, and Commodore David Patchell, Director General of Naval Strategic Readiness, and is the top priority under the Digital Navy program.

The Digital Parade State will support Project Navy Generation's goals of ensuring the training and retaining sailors in an effective, coordinated, and sustained manner.

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"There is no love sincerer than the love of food." – George Bernard Shaw

Author recalls Cold War-era career

Peter Mallett
Staff Writer

A retired Royal Canadian Air Force member has penned a book of his firsthand account of Canada during the Cold War, a period between the end of the Second World War and the collapse of the Soviet Union in 1991.

Mud on My Boots: Dares and Ventures of a Canadian Airman During the Cold War written by Capt (Retired) Maurice-André Vigneault recounts his four-decade career that spanned the entire Cold War era.

During this time, the world was largely divided into two ideological camps, the United States-led capitalist "West" and the Soviet-dominated communist "East." Canada aligned with the West. While the war never became "hot" through direct military confrontation, there were plenty of behind-the-scenes stress-filled moments, says Vigneault.

He was a radio operator and radar technician who rose through the ranks during decades of geopolitical tension between East and West. It was a seemingly endless war of attrition, of check and check mate that came in the form of arms and troop build-up between the two factions who were always on the brink of full-out war.

"The Cold War was a different kind of war, not a shooting war as was the Korean War," says Vigneault. "The West's objective was deterrence, and deterrence worked as not a single bullet was fired."

In an op-ed piece in the *Globe and Mail* by General Paul Manson, entitled *Canada's Forgotten Cold Warriors*, he said: "We trained for war so that we did not have to fight a war."

That piece was Vigneault's inspiration to write about his own extensive service in the air force with postings to radio and radar stations in Europe and Canada, during the Suez Canal crisis, the 1960 Congo crisis, the establishment of NORAD's line of radars, and six years at Arctic stations.



Vigneault was among the first Canadian troops to answer the Cold War call from NATO. He was deployed to #2 Fighter Wing near Metz, France, in 1952. The base had four squadrons ready to protect Europe against an attack from the Soviets.

Sometimes the attack was more concealed. Vigneault writes about a Soviet agent who infiltrated the tight security at the Wing and sabotaged the Sabre aircraft fuel supply.

"The plane had a failure and veered right and went into the Bischwald [Channel], killing the pilot. The small community of Bistroff was notified and came to help, and it was later determined that a spy had spoiled the jet fuel in the main tank at the base."

The title *Mud on My Boots* came from his experience at 2 Wing. Upon arrival, the base was not fully ready for operations and the surrounding land was a sea of mud.

"Due to the conditions, everyone at the base was issued mud boots," says Vigneault. "Newbies were told to get some mud on their boots first before complaining."

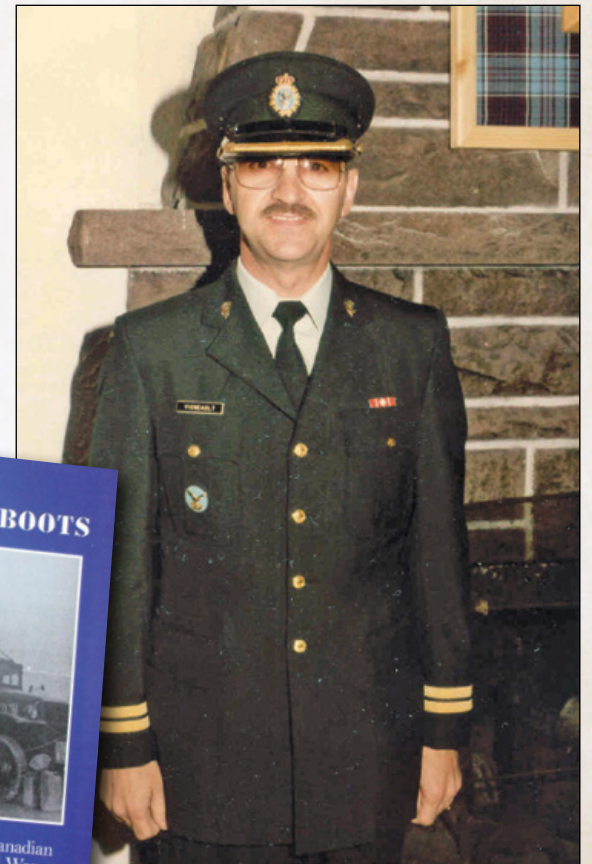
He even had one posting in the basement of the Château de Mercy at Metz, France which at one time in the 1950s served as a makeshift communications centre for the air force.

The fight to stop the spread of communism continued in Canada. He worked at several radar and satellite communications stations across the country.

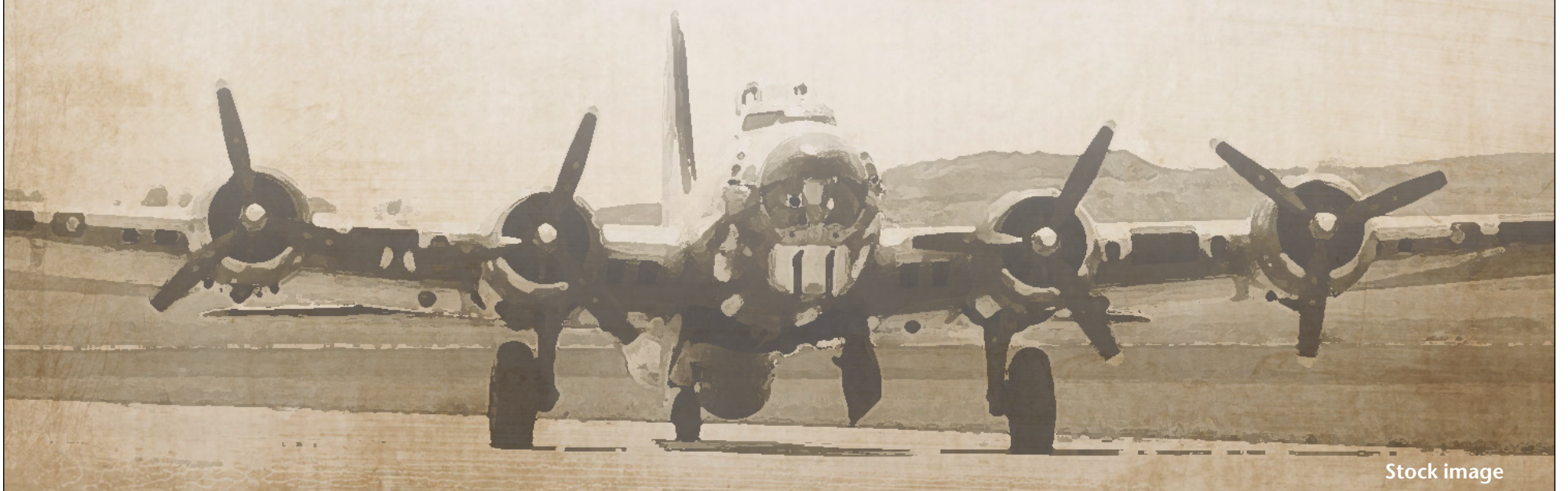
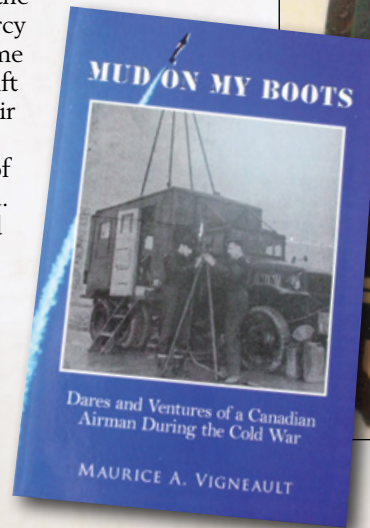
His self-published soft cover book was released in January 2021 by Victoria-based Tellwell Talent and is available online through Amazon.ca. and other distributors. It is receiving favourable reviews including Gen Manson. The former

Chief of Defence Staff and fighter pilot was so impressed by Vigneault's writing he endorsed it.

"I have now read every word of your book and what an experience that has been," wrote Manson. "I was totally absorbed by your eloquent account, not just of your military career, but also of the many achievements, travels, adventures, hobbies, and good works that have marked your days on this planet."



Capt (Retired) Maurice-André Vigneault



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79TH ANNIVERSARY OF THE SINKING OF SS CARIBOU

Joanie Veitch
Trident Newspaper

Barely tall enough to see over the second-level railing at the Maritime Museum of the Atlantic, eight-year-old Daniel Drover stood riveted to the scene unfolding in the lower-level gallery below, as naval officers and veterans gathered Oct. 14 to commemorate the 79th anniversary of the sinking of SS Caribou.

After standing ramrod straight through the playing of the *Last Post* and two minutes of silence that followed, the young boy was up on tiptoes to watch Rear-Admiral Brian Santarpia, Commander Maritime Forces Atlantic, and Captain (Retired) Earle Wagner, Merchant Navy veteran, lay a wreath at the Merchant Navy Memorial.

Held each year in remembrance of the 136 people who perished in the sinking of the Newfoundland ferry SS Caribou on Oct. 14, 1942, the ceremony also pays tribute to thousands of Canadians who volunteered their service during the Second World War.

Approximately 12,000 men and women served in Canada's Merchant Navy during the war.

According to Royal Canadian Navy information on the Battle of the Atlantic, 59 Canadian-registered merchant ships were sunk by enemy or probable enemy action, and 2,000 RCN members, 1,600 Canadian merchant seamen, and 752 Canadian airmen lost their lives.

Opening his talk with a reading from *The Sea Is at Our Gates*, a book about the Battle of the Atlantic written by Tony German, RAdm Santarpia spoke of the constant danger faced by the Merchant Navy as they "fought and won" the longest battle of the Second World War.

"It's fitting that we chose today, as a nation, to commemorate the efforts of the Merchant Marine – the 14th of October – because on that day in 1942, SS

Caribou was sunk, marking the greatest loss of life in the Battle of the Atlantic in Canadian waters," he said.

SS Caribou was a steamship ferry that operated between Nova Scotia and Newfoundland. On the evening of Oct. 13, 1942, the vessel left Sydney, NS, with 237 people on board: 46 crew members, 118 military personnel, and 73 civilians, including 11 children. Escorting Caribou as she crossed the Cabot Strait was HMCS Grandmère, a minesweeper.

Travelling overnight, the ferry was torpedoed and sunk in the early morning hours by a German submarine less than 40 kilometres southwest of Port aux Basques. Of the 237 people on board, 137 died — 57 military personnel, 49 civilians, and 31 crew members.

One of the survivors, Nursing Sister LCdr Margaret Brooke, received a Member of the Order of the British Empire for her efforts to save her friend, Nursing Sister SLt Agnes Wilkie, who died following the sinking. LCdr Brooke was the first Canadian woman to receive the award.

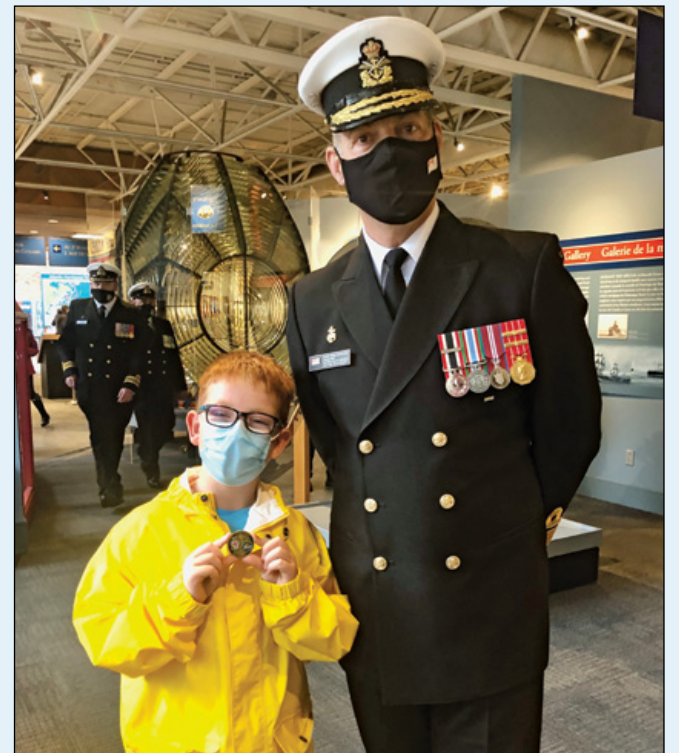
The RCN's second Arctic Offshore Patrol Ship, HMCS *Margaret Brooke*, is named in her honour.

LCdr Nicole Robichaud, Commanding officer of HMCS *Margaret Brooke*, read the Commitment to Remember at the commemoration event, following Capt (Retired) Wagner's reading of the Act of Remembrance.

After the ceremony, military personnel, veterans, and other visitors gathered for an informal talk and tour led by museum staff of the naval heritage exhibits on the museum's ground floor.

"It is an honour to be here; to continue to share the story of LCdr Margaret Brooke and hear stories from Capt Wagner," said LCdr Robichaud.

Capt (Retired) Wagner served with the Merchant



Eight-year-old Daniel Drover was thrilled to watch the ceremony at the Maritime Museum of the Atlantic on Oct. 14. Pictured here, Daniel meets with RAdm Brian Santarpia.

Photo by Joanie Veitch

Navy during the Second World War. An active member of the Canadian Merchant Navy Association, he has worked determinedly on behalf of Merchant Navy veterans.

Joining the museum tour, Daniel Drover and his dad Steven said they got a lot more from their visit to the Maritime Museum of the Atlantic than they had expected when they set off that morning.

"It was really cool to meet everyone and to see all this," Daniel said.

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Fair Winds and Following Seas to HMCS Harry DeWolf

Lt(N) Lisa Tubb
PAO HMCS Harry DeWolf
SLt Wilson Ho
MARPAAC PA

The sound of a ship's whistle echoed throughout CFB Esquimalt on Oct. 22, marking the departure of *HMCS Harry DeWolf*.

Supported by two tugs, *Harry DeWolf*, the first of six Arctic and Offshore Patrol Vessels, made its way out of the harbour. Curious onlookers lined the jetty and the harbour front, waving goodbye to the ship as it passed. Joined by *HMCS Vancouver*, HMNZS Te Mana, and three Orca Class Training Vessels, it completed a sail past of the Victoria waterfront.

Harry DeWolf recently transited the Northwest Passage after departing from Halifax on Aug. 3. It arrived at CFB Esquimalt in early October, and stayed for

three weeks while it conducted a short rest and maintenance period.

Their journey was historic as it had been over 50 years since a Royal Canadian Navy vessel had completed the transit through the infamous arctic waterway. During the first half of the ship's circumnavigation of North America, *Harry DeWolf* participated in Operation Nanook 2021.

Ship and crew will now continue south and embark members of the Law Enforcement Detachment (LEDET) of the United States Coast Guard prior to participating in Operation Caribe, which is Canada's participation in the United States-led enhanced counter-narcotics operations in the Caribbean Sea and the Eastern Pacific Ocean.

After completing Operation Caribe, the ship will complete its circumnavigation of North America and arrive back at CFB Halifax in time for Christmas.



Photos by SLt Wilson Ho, MARPAAC PA

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FLEET MAINTENANCE FACILITY CAPE BRETON: STUDENT TALK



Student Questions and Answers

Name: Emma Rautio-Roe

School Info: Third-year Mechanical Engineering at University of Victoria

FMFCB Shop Info: Industrial Engineering Co-op Student – Shop 440



Why did you decide to study engineering?

I've always really liked math, physics, and problem-solving, so engineering always felt like the best fit.

Why did you choose to do your co-op with FMFCB?

When I was researching the position, it became clear that FMFCB offered a lot of resources and opportunities to learn. With such a huge facility, a wide variety of machines, and so much knowledge on the shop floor, it seemed like there were endless possibilities to gain knowledge.

What kind of projects have you been working on?

I've been working on creating a periscope trolley that has required a lot of design through SOLIDWORKS, AutoCAD, and manufacturing drawings.

What has been your biggest takeaway from your co-op experience?

I've learned to always carefully listen to everybody's ideas and opinions; even people who you think might not have the answer you're looking for might have a great idea or suggestion that could lead to a problem-solving solution.

What advice would you give to future co-op students?

Try to take every opportunity you can to take in and enjoy your four months and everything FMFCB has to offer. With so many cool machines and expertise, there's so many opportunities to learn things you couldn't learn in a classroom.

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TUG-OF-WAR

COMPETITION

19 NOVEMBER

TIME:

0930-1200

LOCATION:

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TEAM SIZE: 5/TEAM

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Note: This is the minimum amount a team has to raise in order to be eligible to participate.

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- **Second Highest Fundraiser** (must raise over \$2000) – gets to toss Captain Sebastian Richard of FMF into the Harbour
- **Competition Tug O War Winner** (as long as they have raised \$1000+) gets to toss Lt(N) Rhys Davies – Flag Lieutenant
- **Platinum Fundraiser** (must raise over \$6500) – gets to toss all 3 participants (Admiral, CO FMF, and Flag Lieutenant). Platinum Fundraiser can choose to donate the CO and Flag Lieutenant to deserving units to toss.

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HMCS Sackville completed its refit and undocking on June 2 thanks to the hard working team at Fleet Maintenance Facility Cape Scott.

Photo by Mona Ghiz, MARLANT Public Affairs



ACTIVE SUMMER/FALL FOR HMCS SACKVILLE



HMCS Sackville, Canada's Naval Memorial, returned to her summer berth on the historic Halifax waterfront in late June after an extensive hull refit and welcomed—amidst COVID limitations-- more than 27,000 visitors.

Commander Gary Reddy (ret'd), commanding officer of Sackville reports a number of activities and services were carried out during the summer and early fall leading up to ship's return to her winter berth in HMC Dockyard and observance of Remembrance Day.

One of Sackville's significant duties is conducting committal of ashes services for veterans and family members and this year services were held in September and October. With the aid of tugs Sackville transits to an area south of Point Pleasant Park and abeam of Sailors Memorial. For both services the ship's crew was supported by CFB Halifax Chaplain's Office, Queen's Harbour Master, fleet personnel and CNMT Trustees; the services involved the committal of 12 ashes.

"In August the ship participated in Dervish'80 to recognize the 80th anniversary of Arctic Convoys to Murmansk and Arkhangelsk. The Russian Embassy's Deputy Chief of Mission, Vladimir Proskuryakov, was a guest and participated in the ceremony. It was great to have our veterans onboard to conduct the bell ringing ceremony," Reddy commented.

In October the Canadian Naval Memorial Trust participated in DEFSEC Atlantic (defence, security and aerospace exhibition) at the Halifax Convention Centre and the Sackville booth attracted a good number of visitors.

While COVID has placed limitations on hosting activities the ship's crew is working on return to the popular Friday lunches.

Captain (N) Bill Woodburn (ret'd), Chair of CNMT noted that Sackville -- the last of the Allies 269 Second World War corvettes -- will observe a significant milestone on December 30, the 80th anniversary of the ship's commissioning in Saint John, NB.

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BASE COMMANDER HONOURS AND AWARDS



Captain (Navy) Jeff Hutchinson, Base Commander, made presentations at the Base Commander Honours and Awards Ceremony, held in the Chiefs' and Petty Officers' Mess on Oct. 14.

Photos by S1 Mike Goluboff, MARPAC Imaging Services, Esquimalt



Sailor First Class (S1) Shawn Timewell (right) receives the Canadian Joint Operations Command Commendation.



S1 Derrick Street receives the MARPAC Bravo Zulu award.



Brendan Carver receives the MARPAC Bravo Zulu award.



Daniel Hagell receives the MARPAC Bravo Zulu award.



Lieutenant-Commander Ruth Shojaei receives the CFB Esquimalt Bravo Zulu award.



Andre Pickersgill receives the CFB Esquimalt Bravo Zulu award.



Rodney Wood receives the CFB Esquimalt Bravo Zulu award.



George Morris receives the CFB Esquimalt Bravo Zulu award.



S1 Class William McLean receives the CFB Esquimalt Bravo Zulu award.

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IN MEMORIAM



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- ALBERT EINSTEIN

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IN MEMORIAM

POWELL, LEENDERT ANTHONY (TONY)
OCT. 5, 1956 – OCT. 25, 2021

Peacefully, at Hospice Prince Edward, following a courageous battle with cancer. Cherished husband of Ann Marie (née Bacon). Proud and loving father of Jamie (Stephen) and TJ (Michelle), and devoted grandpa to Landon, Brooklyn, Preston, Aiden and Isabella. Dearly missed by his sisters Donna Graham and Jackie Powell-Loree. Predeceased by his parents Gordon and Petronella (née Lekx), and his brother, Daniel.

Tony was born in Guelph, Ontario, and served in the Royal Canadian Navy for 27 1/2 years as Chief Petty Officer 2nd Class, and continued to serve as a civilian for the following 13 years as an expert in submarine assessment and repair. He enjoyed traveling the world extensively, and was a wonderful storyteller and friend to all who crossed his path. He was an avid runner, cyclist, and kayaker, and would often go for walks out in the country for hours at a time. His heart was always full and generous to others, and he enjoyed his volunteer work with Community Care for Seniors and the Loyalist Humane Society.

He had an uncanny ability to nurture animals of all kinds, and he enjoyed many hours tending to his beehives in the field behind his home. Tony was also a wonderful gardener, and grew the best organic vegetables and the most beautiful flowers his wife had ever seen. Most of all, Tony enjoyed time with his family. His most beloved memories were of his children and grandchildren, who all brought tremendous joy to his life. He was so very proud of them, and loved them deeply.

Tony, we will all miss you and love you for the rest of our days. At Tony's request, there will be no service. In lieu of flowers, donations to Community Care for Seniors, Loyalist Humane Society, or Hospice Prince Edward would be greatly appreciated.

Messages of condolence may be left at rushnellfamily-services.com



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