

Volume 66 Number 47 | November 29, 2021

# LOOKOUT

MORALE & WELFARE NEWS | CFB ESQUIMALT, VICTORIA, B.C.



newspaper.com



## HMCS WINNIPEG AT SEA

PO2 Jeffrey Salemink and SLt Joshua Lang conduct Multi Ammunition Soft-Kill System maintenance while at sea in HMCS Winnipeg. The frigate is nearing the end of its four-month deployment on Operations Neon and Projection in the Asia-Pacific region, and is expected home before the holidays.

Photo by MCpl Andre Maillet, MARPAC Imaging Services

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# A Chance Exhibit

**Peter Mallett**  
Staff Writer

CFB Esquimalt's Naval and Military Museum has dedicated its permanent Battle of the Atlantic exhibit to Commander (Retired) Peter Godwin Chance.

On the day of his 101st birthday, Nov. 24, Base Commander, Capt(N) Jeff Hutchinson, base and museum staff, and museum volunteers held a small invitation-only ceremony.

"I was absolutely amazed, humbled, and astounded that I was being honoured," said Chance. "The news from the museum came as a complete surprise and I never anticipated anything like this would happen."

More than 30 years of his life were dedicated to the Royal Canadian Navy, including serving aboard HMCS Skeena during the Second World War. He survived its sinking on Oct. 24, 1944, during a storm off Reykjavik, Iceland, where it was anchored. The storm pushed the ship aground in 15 metre waves onto Viðey Island. Fifteen crewmembers perished.

"He survived naval actions during the arduous years of struggle in the Atlantic that included actions against enemy submarines and surface vessels to the loss of his own ship, wrecked

in a gale in Iceland," said Paul Seguna, museum volunteer, and retired Lieutenant-Commander. "He rose in rank and responsibility from a high school graduate Midshipman of 1938 to command a frigate and destroyer in Canada's post-war navy, and senior staff positions ashore in Canada, the United Kingdom, and United States."

The exhibit features an account of Chance's career and several items of interest from the Battle of the Atlantic. Among them are models of a Flower Class corvette and North Sands freighter, a diorama style exhibit of a Carley float, a food ration box and first aid kit, depth charge thrower, the repatriated war medals of famed Royal Canadian Naval Volunteer Reserve Cdr Ted Simmons, and other artefacts of the day.

Chance lives independently in Sidney, B.C., and is in good health, or, as he quipped, "disgustingly healthy."

Until the onset of the COVID-19 pandemic, Chance was a long-standing Guest of Honour at the All-Ranks Mess Dinner held annually at CFB Esquimalt to commemorate the Battle of the Atlantic.

He is also a prolific writer and public speaker. In 2001, he wrote and published a full account of his military career and life in his autobiography entitled *A Sailor's Life*.



Capt(N) Jeff Hutchinson, Base Commander, and 101-year-old Peter Chance cut the ribbon to officially open the Peter Goodwin Chance Battle of the Atlantic exhibit at the base museum.

Photo by Rodney Venis, Base Public Affairs



“ I pray that our Heavenly Father may assuage the anguish of your bereavement, and leave you only the cherished memory of the loved and lost, and the solemn pride that must be yours to have laid so costly a sacrifice upon the altar of freedom.”

— ABRAHAM LINCOLN

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# HI-TECH FIX IN THE WORKS FOR WHALE PROTECTION

**Peter Mallett**  
Staff Writer

The welfare of marine mammals is at the fore of Defence Research and Development Canada (DRDC)'s recent equipment testing.

A team of researchers launched the surf-board shaped Data Xplorer, a solar powered ocean drone, onto the ocean from Oak Bay's Cattle Point on Nov. 23.

The technology, developed by Victoria-based Open Ocean Robotics, is a safe, green, and economical way to harvest ocean data.

The goal is to detect marine mammals by towing a passive hydrophone array and recording or sending back data to a command centre. If whales are detected, the navy can use the information to pause, delay, or relocate operations to avoid them.

"The best strategy to reduce the risk of harm to marine mammals is avoidance, and also the development of new automated technology to improve the monitoring of sea life," says Major Dugald Thomson, a Royal Canadian Air Force officer currently on secondment to DRDC as their Air Liaison Officer.

The ocean drone spent the day sailing near Chatham Island, Discovery Island, and Trial Island recording underwater sounds. The automated processing on board the vehicle detected Baleen whale moans and Pacific white-sided dolphin whistles; these detections will be manually verified after the trial.

Maj Thomson says the Data Xplorer has the potential to deploy at sea prior to military exercises.



The Royal Canadian Navy would not own and operate the drone; instead, it would contract out a pre-exercise sweep of a specified area to Open Ocean Robotics.

The potential data the drone can collect is enormous, says Ari Robinson, team lead for Open Ocean Robotics. Aside from passive sonar array data, the Data Xplorer has a 360-degree camera; a weather station that collects oceanographic atmospheric information such as wind speed, temperature, barometric pressure; a wave sensor; multi-beam depth sounder to gather ocean depth and topography information; and additional sensors that can be outfitted.

"It's satisfying to see something we have worked on for so long out there on the water and testing," says Robinson. "To get the Data Xplorer working with companies and branches of government, getting feedback, and really delivering is a pretty cool thing."

So far, they have built three prototypes that can transmit the information to their shore command centre via satellite uplink or a cell phone connection.

Open Ocean Robotics is working closely with JASCO Applied Sciences to develop the autonomous patrol capability. DRDC, meanwhile, is tackling the data problem with a decision support app under development. The app would process and integrate data captured by a multitude of sources including uncrewed platforms like the Data Xplorer, and provide decision support for a ship command team to manage the risks of at-sea operations.

They plan to prototype the app in-house over the next two years, says Maj Thomson.

"Once we are done evaluating and developing all of this, we will have a project that we can hand off to the air force and navy so they can implement and put it out to contract."

Before that can happen, further testing on the Data

Xplorer needs to be completed. Phase two testing is planned for late February or early March 2022 at the Canadian Forces Maritime Experimental Test Ranges at Nanoose Bay.

Protection of marine mammals is part of the federal government's Ocean Protection Plan (2016). It specifically focuses on three endangered cetacean species - Southern Resident Killer Whales, St. Lawrence Belugas, and North Atlantic Right Whales, which may be impacted by anthropogenic noise such as seismic surveys or active sonar use.

The military is actively working to mitigate their impact on ocean-going wildlife. The solution lays in automating marine monitoring, says Maj Thomson, and have that information fed to a central place for instant access by the crew of a ship or aircraft.

"This research is applying advances in passive sonar technology to alert decision makers when whales are nearby," says Maj Thomson.

He hopes the new technology is a game-changer for military operations.

“The best strategy to reduce the risk of harm to marine mammals is avoidance, and also the development of new automated technology to improve the monitoring of sea life.”

– Major Dugald Thomson, Air Liaison Officer with Defence Research and Development Canada



Collin Angus (right), Open Ocean Robotics, prepares to install a hydrophone on the Uncrewed Surface Vehicle Data Xplorer with Connor Grooms of JASCO Applied Sciences.

Photo by Corporal (Cpl) Jay Naples, MARPAC Imaging Services, Esquimalt



# matters of OPINION

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Published each Monday, under the authority of Capt(N) J. Jeffrey Hutchinson, Base Commander.

Le LOOKOUT est publié tous les lundis, sous l'égide du Capv J. Jeffrey Hutchinson, Commandant de la Base.

The editor reserves the right to edit, abridge or reject copy or advertising to adhere to policy as outlined in PSP Policy Manual. Views and opinions expressed are not necessarily those of the Department of National Defence.

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## Making no knead artisan white bread



S1 Robbie McDougall | Navy Cook

### Welcome to my cooking column!

I'm a navy cook at PCTU Esquimalt. I sail the Orca vessels and cook for a crew of approximately 22 personnel. On a typical day at sea, I provide breakfast at 0700, a stand easy, followed by dinner and supper. Then of course duff!

I would like to take this opportunity to share a recipe I make on ship and at home. If you would like to submit a favourite recipe(s), please email it and a brief note about yourself to: [robbie.mcdougall@forces.gc.ca](mailto:robbie.mcdougall@forces.gc.ca)

*This is one of my favourite white bread recipes. Yields two loaves.*

### Ingredients

- 1,000 gr / 1 kg / 8 cups flour (all purpose)
- 720 grams / 3 cups of lukewarm water (32-34 degrees Celsius) or warm to the touch
- 6 grams of yeast (packaged)
- 20 grams / 1 1/3 tbsp / of salt

### Directions

Measure out the flour, add to your container bowl.

Measure out lukewarm water, add to the flour, mix lightly until all the flour is hydrated. If too dry, don't be shy, add a touch of water until mix is just wet enough to form a dough.

Don't knead.

Cover with a lid or kitchen towel and leave for 30 minutes.

The flour and water mixed together creates an Autolyse.

An autolyse is the act of combining the flour and some or all the water in a recipe, and then leaving the mixture to rest. This resting period gives the dough special processing characteristics and improves the overall quality of the bread.

During the autolyse, gluten development starts, enzymes break down flour into sugars that feeds the yeast, which in turn aids the bread significantly in the rising process. Autolyse also decreases the need to knead the dough.

After 30 minutes to an hour, add your dry yeast and mix.

Add the salt, mix into the dough. I like to give the dough an extra 30 second mix in the container to make sure the dough is evenly hydrated (wet).

Cover the dough with the cloth and let rise in a warm area until tripled in size, about three hours.

When the dough has risen, lightly flour your hands, and delicately scoop out the dough onto a lightly floured surface. Roll the dough onto the floured surface to make the bread less sticky.

Cut the dough into two even halves. Shape into round loaves with your hands to the shape of your Dutch oven. Cover your uncooked loaves with a kitchen cloth, pre-heat your oven to 450 degrees Celsius, lightly oil your Dutch oven, and put in the oven. Leave your in the oven for up to 45 mins until they are smoking hot.

Carefully remove the pans and place on top of the oven. Carefully transfer your bread loaves into the Dutch ovens, put the lids on, and put the Dutch ovens into the oven. Let bake for 10-12 minutes, check by removing the lid, the loaf should have risen and have a nice white crust on it. Once the white crust is formed, carefully remove the lids, and continue to bake for another 10-12 mins until there is a beautiful golden-brown crust.

Remove the Dutch ovens and in one motion flip the bread onto your counter top or cooling rack. Knock on the bottom of the bread and if you hear an unmistakable hollow sound, you loaf is cooked.

*Enjoy!*

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# Explosion at 19 Wing Comox

Sixteen military members and six civilians were injured Nov. 18 around 9 a.m. after an explosion at a CFB Comox barracks building that was undergoing renovations.

19 Wing emergency services responded immediately and were supported by Royal Canadian Air Force search and rescue technicians and civilian emergency medical services.

Those injured were treated and released from hospital, except for one military member, according to Col Bryn Elliott, Wing Commander at 19 Wing Comox. The extensive damage made clearing the building a challenge, so an urban search and rescue team from CFB Esquimalt was

deployed to search the site using acoustic and infrared sensors.

The incident is under investigation by federal and provincial officials, as well as the military to determine if it was a suspected natural gas leak, or another cause.

"Thank you to all agencies and individuals who offered support to the Wing," said Col Elliott. "To our 19 Wing team, I am extremely proud of you. You acted immediately, professionally, and bravely to assist the injured and secure the scene. The initial explosion was significant and the risk of further explosions was present for some time. Thank you for a job well done under incredibly challenging circumstances."



*"To our 19 Wing team, I am extremely proud of you. You acted immediately, professionally, and bravely to assist the injured and secure the scene. The initial explosion was significant and the risk of further explosions was present for some time. Thank you for a job well done under incredibly challenging circumstances."*

Col Bryn Elliott, Wing Commander at 19 Wing Comox

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# Believe it Ore Not

# A Rock-Solid Connection Created in Arctic Bay, Nunavut

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

A mineral collection was the last thing Petty Officer Second Class Jonathan Dunphy expected to see while giving a tour of *HMCS Harry DeWolf* in Arctic Bay on Aug. 26.

However, while admiring the local landscape, he had a conversation with a local community member on the tour that drifted towards geology.

Years ago, he explained to the man, while at home in Halifax, Nova Scotia, he found a rock tumbler in a hobby store with his wife Jolene; it was something he had wanted since childhood.

Much to his delight, he later received said tumbler as a Father's Day gift.

He eventually decided a rock tumbler was not enough, and, after researching methods of polishing stones, he discovered a love of lapidary – the art of cutting and polishing stones for jewelry purposes.

The Arctic Bay amateur geologist pulled a rock collection from his jacket pocket and showed it to PO2 Dunphy.

"He said that his collection was kind of plain, but I told him he had some great specimens. At that

point, he offered me one of his favourite pieces and I immediately asked him for his mailing address and offered to send him some from my own collection."

According to PO2 Dunphy, Nova Scotia is "abundant in minerals and semi-precious gemstones that are mainly found around the Fundy shore."

"I love collecting because it's always a nice hike to get to some of the more isolated locations and it's like hunting for treasure."

Amethyst, Jasper, and even Stillbite, Nova Scotia's provincial mineral, are easily attainable on beaches if you know where to look, he says.

This hobby also led PO2 Dunphy to volunteer with the Nova Scotia Mineral and Gem Society, eventually serving as its president. The society organizes mineral exploration trips, holds monthly meetings with guest speakers, and other activities.

From one "Rockhound" to another, a mineral care package was sent to the community member in Arctic Bay from the Dunphys, and a little piece of Nova Scotia will forever remain in the Canadian Arctic.

As part of Operation Nanook-Nunkaput 21, *HMCS Harry DeWolf* conducted a series of port visits with Northern communities from their affiliated Qikiqtaaluk regions.



Jolene Dunphy displays specimens of minerals and gemstones.



PO2 Jonathan Dunphy gives a tour of *HMCS Harry DeWolf* in Arctic Bay on Aug. 26.



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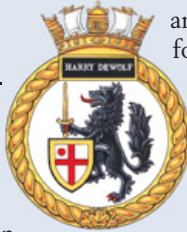




HMCS Harry DeWolf's Commanding Officer, Commander Corey Gleason (right), and Royal Canadian Navy members prepare to enter Port Chiapas (Puerto Chiapas), Mexico, during Operation Caribe on Nov. 15.

# HMCS Harry DeWolf makes Operation Caribe history

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



and the warship at large as they are deployed forward of *Harry DeWolf*.

C6 gunners are volunteers from different departments on board *Harry DeWolf*, and are usually junior members entrusted with a technical and demanding role on the frontline within boarding parties.

*Harry DeWolf* is currently deployed on

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

A little history was made recently when *HMCS Harry DeWolf* became the first Arctic and Offshore Patrol Ship to deploy on Operation Caribe, and successfully confiscate narcotics in their first drug bust soon after arriving in the operations area.

The interdiction was made by the embarked United States Coast Guard Law Enforcement Detachment (LEDET), who are sailing with *Harry DeWolf*. They are the ones who board and inspect vessels of interest.

Royal Canadian Navy ships and crewmembers provide the LEDET with logistic and transport support. A vital component to boarding parties are the navy boarding vessels; they chase after vessels of interest, which are frequently small, fast-moving boats.

On board *Harry DeWolf* are two multi-role rescue boats capable of supporting personnel transfers, rescues, and boarding parties. This craft boasts top speeds of 35-plus knots, and is 8.5 metres long, giving Op Caribe boarding parties enhanced capabilities. A crucial feature of these boats is the C6 gun mount located at the bow of the vessel where a gunner can be positioned to protect their boat crew,



Above: A Royal Canadian Navy member practices the handling of a C6 weapon while on a boat manoeuvring exercise on Nov. 1.

Below: A vessel is set to be destroyed after a drug trafficking interdiction mission as part of Operation Caribe on Nov. 9. HMCS Harry DeWolf can be seen in the background.

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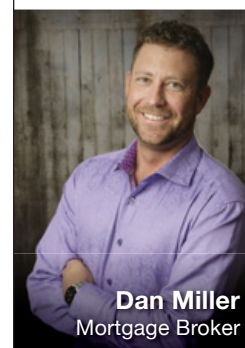
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- 2 QUALIFIED ADVICE:** Buying a home can be overwhelming, especially if you do not have impartial advice you can rely upon. Allow us to help guide and explain to you all that you need to know so you can feel confident and empowered in your financial decisions.
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# WINGS OF THE FLEET

## Maritime Helicopter on Operations with HMCS Winnipeg

**Capt John Jacob**  
HMCS Winnipeg

An embarked Helicopter Air Detachment (HELAIRDET) is a force multiplier for any Royal Canadian Navy ship going to sea.

The CH-148 Cyclone boasts an array of modern surface and sub-surface sensor suites and an integrated mission data management system that allows this maritime helicopter to excel in the modern battle space. Much like the multi-role maritime patrol aircraft, the CP-140 Aurora, it has the ability to conduct anti-surface, anti-submarine warfare, and search and rescue mission sets with cross-trained crews that can switch between these roles seamlessly in-flight.

HMCS Winnipeg has benefited from the flexibility and capability of their embarked Cyclone, call sign *Guardian*, during their deployment to the South Pacific on Operation Projection and Neon.

On Operation Neon, partner nations liaising through the Enforcement Coordination Centre in Japan conducted detection and deterrent operations of illegal ship-to-ship transfers in the South and East China Seas. This is in support of UN Security Council resolutions 2375 and 2397, observing sanctions to North Korea.

Operating over waters densely populated with maritime traffic, it is a concerted effort by all aircrew on board to process hundreds of vessels in the area, sifting out the few that require further investigation.

The use of the 360-degree Inverse Synthetic Aperture Radar allows the crew to routinely identify fishing vessels from cargo ships out to nearly 80 nautical miles. The Electro-Optic and Infrared turret then highlights visual references that narrow the identification to bulk cargo, container, or tankers. From the remaining vessels, closing to within a few miles allows for a clear look at their name, port of registry, and IMO number, allowing the crew to cross reference them against a list of established vessels-of-interest.

Upon finding a vessel-of-interest, especially one conducting a ship-to-ship transfer, the aircrew conduct a photo circuit a few hundred yards from the target, acquire information from radio communica-

tions, and take careful note of the features and traits of the vessel – passing this all on to the Enforcement Coordination Centre upon return to *Winnipeg*.

Following this process, *Guardian* was able to locate vessels-of-interest over 80 miles from *Winnipeg*, extending the collective mission effectiveness and contributions to this United Nations endeavour.

*Guardian* also joined a multi-national flying program involving dozens of aircraft once *Winnipeg* joined the United Kingdom Carrier Strike Group. Contributing nearly 50 flying hours to the task group, *Guardian* used the skills honed during Op Neon to provide surface search and compilation results well beyond the horizon of the fleet. This provided early warning to the consorts of significant vessels in the area – both civilian and warship.

The electronic warfare capability on board the Cyclone is a major asset as it allows the helicopter crew to passively detect unique electromagnetic emissions to nearly 100 miles. With this information the crew can rapidly process and identify distant targets.

They are trained to handle mission re-taskings in-flight, and on a number of occasions were transferred to the anti-submarine warfare role, providing a screening capability to the fleet for sub-surface contacts outside their detection range.

The Cyclone routinely carries a standard load of passive and active sonobuoys with the ability to process up to 16 at once. It also possesses a powerful low-frequency tethered active sonar deployable in the hover. This enables the crew to seamlessly transition from a SSC to anti-submarine warfare mission when required.

A maritime helicopter rarely operates as an individual entity, and when embarked acts an extension of the ship's force projection. *Guardian* is greatly enabled throughout this deployment by highly competent sensor operators and warfare officers on board *Winnipeg*. Providing the ability to relay real-time intelligence updates, process raw electronic warfare data, and reassure over-the-horizon operations by its stalwart operational presence, *Winnipeg* routinely bolsters *Guardian's* tactical effects while airborne.



## HELICOPTER CREW MEMBER'S JOURNEY TO SEA

**Sgt Ryan Harpell**  
443 MH Squadron  
HMCS Winnipeg

This journey began many months before ever stepping foot on the deck of *HMCS Winnipeg* and sailing away for a four-month deployment on Operations Neon and Projection.

It began in the summer of 2020 when I received news I would be the next Air Detachment Sergeant from the squadron in line for deployment.

The months of pre-deployment planning began, which included pulling together maintenance team members and officially standing up the Air Detachment.

With work ups behind us, I packed up my bag of kit and personal items and boarded *Winnipeg*. I brought so much stuff I wondered where it would go; but it's amazing how much you can fit it these tiny lockers.

I said goodbye to my family on the flight line at 443 Maritime Helicopter Squadron, and boarded the Cyclone, which would embark with *Winnipeg* for the deployment. That's when it hit me like a ton of bricks. This is real, I am leaving my life behind for the next few months.

The first few weeks at sea took some getting used to it. The movement, small beds, showers, just about everything is different from a normal day to day on land.

As air force, I came in thinking the

navy routine and culture would be tough to understand. But the sailors have been amazing at making the air detachment feel welcome and embracing us as part of the ship's family.

Sometimes there are long hours and trying days that push me to my limit. Then the helicopter lifts off the deck and disappears out of sight on a mission. The hours pass by, and then I finally see it break the horizon. The wheels touch down on the flight deck, and I get that friendly nod. Another day of flying is complete and my crew, my air force family is home. We have accomplished our mission.

I have been truly fortunate to have this team around me:

MWO Kevin Bell, MCpl Matthew Coling, MCpl Dan Doucet, MCpl Josh Dunn, Cpl Tyler Doyle, Cpl Rob Bracey, Cpl Darcie Cudney, Cpl Jorgen Glerup, Cpl Ivan Ponomarev, Cpl Chris Campagna, Cpl Andrew Hamilton, Maj. Liam Doyle, Capt Cory Proulx, Capt Dan Schade, Capt Joe (Buzz saw) Anderson, Capt Ross Collison, Capt John Jacob, MCpl Chris Gray and MCpl Sean Lothian.

The road to get here would have never happened without the strongest person I know, my wife Megan. She is the rock of our family and has supported me every step of the way for this deployment and my military career. To my boys Carter and Oliver and my daughter Shelby, I miss you every second of the day. I love you all to the moon and back. Papa Bear will see you soon.

*“As air force, I came in thinking the navy routine and culture would be tough to understand. But the sailors have been amazing at making the air detachment feel welcome and embracing us as part of the ship's family.”*

– Sgt Ryan Harpell, 443 MH Squadron





## CFMWS Community Needs Assessment Survey

Canadian Forces Morale and Welfare Services (CFMWS) is launching another Community Needs Assessment (CNA) Survey, this time with a different focus.

Instead of re-assessing collective needs and program deficiencies, the 2021 assessment will look at community needs from a micro-level perspective, such as when is the best time to offer programming and how and when to prioritize spending.

We believe that when CAF personnel are able to take good care of themselves and their families, they can do better both at home and at work. Whether families need to sign the kids up for swimming lessons, improve their fitness, make friends in a new community, or organize their finances, our services are there to support them.

To ensure that our programs and services are meeting their requirements, we want to make certain military members, Veterans and their families are aware of our services and that our services align with when, where, and how they need them.

In 2016, Military Family Services (MFS) partnered with Personnel Support Programs (PSP) in the development and implementation of a

new comprehensive CAF Community Needs Assessment tool. The results of the 2016 CNA generated essential data that has directly informed morale and welfare program and service modernization.

### How can you help:

- From Nov. 17 to Dec. 10, 2021, we invite you and your colleagues to share your opinions in our CNA survey.
- Please encourage participation by sharing this survey link with your teams and allowing them time to fill out the survey during work hours: <https://cfmws.checkbox.ca/CNA-2021>.
- Participating in this survey is an opportunity to express opinions on preference, gaps and potential improvements in CFMWS services for our military community.
- CAF members should also be encouraged to send the survey to their spouse.

To find out more, visit: [www.cafconnection.ca/CNA](http://www.cafconnection.ca/CNA).

Thank you for your engagement in this process and your commitment to providing services that meet the needs of our military community.

Les Services de bien-être et moral des Forces canadiennes (SBMFC) réalisent un nouveau sondage sur les besoins de la communauté, cette fois dans une nouvelle optique.

Au lieu de réévaluer les besoins collectifs et les lacunes des programmes, le sondage se penchera sur de microdétails, par exemple en demandant aux répondants quel est le meilleur moment pour offrir des programmes, ou encore comment et quand prioriser les dépenses.

Nous croyons que les membres des Forces armées canadiennes (FAC) qui peuvent bien s'occuper d'eux-mêmes et de leurs familles réussissent mieux au foyer et au travail. Que les familles aient besoin d'inscrire les enfants à des cours de natation, d'améliorer leur condition physique, de se faire des amis dans une nouvelle communauté ou d'organiser leurs finances, nos services sont là pour les aider. Pour que nos programmes et services combler leurs besoins, il faut que les militaires, les vétérans et leurs familles les connaissent et qu'ils soient accessibles au moment et à l'endroit voulu.

En 2016, les Services aux familles des militaires se sont associés aux Programmes de soutien du personnel pour créer et mettre en œuvre un nouvel outil complet d'évaluation des besoins

de la communauté (EBC) des FAC. Les résultats de l'EBC de 2016 représentent des données essentielles qui ont directement alimenté la modernisation des programmes et des services de bien-être et de maintien du moral.

### Comment vous pouvez aider :

- Du 17 novembre au 10 décembre 2021, exprimez votre opinion en répondant au sondage sur les besoins de la communauté.
- Invitez les membres de votre équipe à y répondre également et réservez leur une plage à leur horaire pour ce faire : <https://cfmws.checkbox.ca/CNA-2021>.
- Votre participation à ce sondage vous permet d'exprimer votre opinion sur vos préférences, les manques et les améliorations potentielles relativement aux SBMFC pour la communauté militaire.
- Les membres des FAC devraient également être encouragés à envoyer le sondage à leur conjoint(e).

Pour en savoir plus, visitez le site [www.connexionFAC.ca/ebc](http://www.connexionFAC.ca/ebc).

Je vous remercie de votre participation à ce processus et de votre engagement à offrir des services qui répondent aux besoins de la communauté militaire.

# 22nd annual

## Township & CUPE employees 2021 Christmas food drive

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Food donations can also be dropped off at the township's public works yard, recreation centre, municipal hall & Archie Browning Sports Centre from **Nov 24–Dec 21**.

### We'll pick it up!

- South side: Dec 6-10
- North side: Dec 13-17

Place non-perishable food in bags labelled "food drive."

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# MARTECH GRADUATION - RQS3 0046

Lt(N) Murphy, Deputy Engineering Division Commander of Naval Fleet School Pacific, presented certificates of completion during the Marine Technician course ceremony RQS3 0046 on Nov. 16.

Photos by S1 Laffèche, NFS(P)



S3 Acosta receives a Certificate of Completion.



S3 Atterbury receives a Certificate of Completion.



S3 Duhaime receives a Certificate of Completion.



S3 Ferjo receives a Certificate of Completion.



S3 Gill receives a Certificate of Completion.



S3 Graves receives a Certificate of Completion.



S3 Holloway receives a Certificate of Completion.



S3 Vézina receives a Certificate of Completion.



# MARTECH GRADUATION - NAVAL MACHINIST



LCdr Joseph Rotchford, Division Commander of Naval Fleet School Pacific, presented the following certificate of completion during the Naval Machinist course ceremony on Nov. 10.

MS Griggs is presented a Certificate of Completion from LCdr Rotchford (left) and PO2 Laurendeau (right). He completed a technically challenging and lengthy six-month course in manufacturing machined metal components. It is a highly desirable skill in the fleet as it is the Naval Machinist who manufactures replacement parts not available at sea, restoring capabilities to the ship in order to continue and have a successful mission.





# MARTECH GRADUATION

Lt(N) Kupchak, Deputy Engineering Division Commander of Naval Fleet School Pacific, presented certificates of completion during the Marine Technician course ceremony RQS2 0017 on Nov. 17.

Photos by S1 Laflèche, NFS(P)



S1 Anderson receives a Certificate of Completion.



S1 Convery receives a Certificate of Completion.



S1 Hawley receives a Certificate of Completion.



S1 Levert receives a Certificate of Completion.



S1 Puszka receives a Certificate of Completion.



S1 Rempel receives a Certificate of Completion.



S1 Sauer receives a Certificate of Completion.



S1 Toney receives a Certificate of Completion.



S1 Verner receives a Certificate of Completion.



## Want to recognize someone in your unit?

Send your BZs to [melissa.atkinson@forces.gc.ca](mailto:melissa.atkinson@forces.gc.ca)







# CANADIAN FLEET PACIFIC

Commodore David Mazur, Commander Canadian Fleet Pacific (CANFLTPAC) presented awards during the CANFLTPAC Honours and Awards ceremony at Chief and Petty Officer's Mess on Oct. 28.

Photos by S1 Mike Goluboff, MARPAC Imaging Services, Esquimalt



Sub-Lieutenant Craig Plumb (right) is presented his Commissioning Scroll.



Lieutenant-Commander Jihwan Park is presented the Canadian Peacekeeping Service Medal.



Master Warrant Officer Sibylle Michel is presented the Second Clasp to the Canadian Forces' Decoration.



Lieutenant (Navy) Junsob Byun is presented the Canadian Forces' Decoration.



Petty Officer Second Class Sheldon Halliman is presented a Maritime Forces Pacific (MARPAC) Bravo Zulu award.



Sergeant Francis Dion is presented a Maritime Forces Pacific (MARPAC) Bravo Zulu award.



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