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LOOKOUT

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

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OPERATION CARIBBE



HMCS YELLOWKNIFE


A sailor aboard Her Majesty's Canadian Ship (HMCS) Yellowknife checks the pelorus while conducting Officer of the Watch duties during Operation Caribbe. In marine navigation, a pelorus is a reference tool for maintaining a bearing of a vessel at sea. Yellowknife and sister ship HMCS Saskatoon are deployed on Operation Caribbe in the Caribbean Sea and the eastern Pacific Ocean with members of the United States Coast Guard aboard. The operation is Canada's contribution to the U.S.-led enhanced counter-narcotics mission Operation Martillo. It involves the Royal Canadian Navy working in coordination with international partners, including the United States, Mexico, and other Central American nations, to search, seize, and destroy illicit narcotics. *Editor's note: Canadian Armed Forces members deployed on Operation Caribbe cannot be named due to operational security requirements.*

Photo: MARPAC Imaging Services, Canadian Armed Forces



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recruiting campaign underway

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Master Seaman (MS) Heidi Straarup, a Port Inspection Diver from HMCS York, the reserve unit from Toronto, goes on a familiarization dive in Resolute Bay while on Operation Nanook. Photo: Cpl Chris Ringius, DND

For those interested in learning more about the CAF diving world, both Fleet Diving Unit Atlantic and Pacific offer a six week Ship's Diver course. Find more information for FDU(P)'s courses here:

<https://collaboration-navy.forces.mil.ca/sites/FDUupacific/web/SitePages/Home.aspx>

Or contact MS Mark Littler at GoClearanceDiver@forces.gc.ca for information on upcoming Ship's Diver course at FDU(A).

Examples of some operations and exercises that Clearance Divers will, or have, already taken part in this year are:

- Operation Reassurance
- Operation Open Spirit
- Operation Nunavut
- Exercise Trade Winds
- Operation Unifier
- Exercise Rim of the Pacific
- Exercise Baltops
- Exercise Northern Challenge
- Operation Regulus
- Operation Podium

Peter Mallett
Staff Writer

Military members interested in diving, explosive ordnance demolition, and working in a close-knit unit, becoming a Clearance Diver might be just the fit.

The Royal Canadian Navy is ramping up efforts to recruit regular and reserve force members to the trade, which mostly resides within Fleet Diving Units on both coasts.

"This campaign is seeking highly motivated, intelligent, and physically-fit individuals that are looking for more out of their career," says MS Mark Littler, from the Halifax-based unit. "If you are up for a new challenge and the experience of a lifetime, the Clearance Diver trade is looking for you."

Retirements have dwindled trade numbers in recent years, bringing the East and West Coast units together to recruit candidates. First in their efforts is bringing awareness of the trade to all three environments.

"Our latest effort is intended to generate more interest in the Clearance Diver trade until we reach a point where our trade is well-known throughout the CAF," says MS Littler.

A Canadian Forces General Message (CANFORGEN) memo, to be released in July, will officially promote the Clearance Diver Assessment Centre and provide application details and deadlines.

The selection and training of Clearance Divers is conducted annually. Application deadlines typically end each year in November. Potential candidates must complete medical and dental screening and conduct a Clearance Diver Physical Fitness Evaluation with Personnel Support Programs staff during the application process.

The Clearance Diver occupation dates back to the Second World War. The

term 'Clearance' is derived from divers tasked to clear harbours and port obstructions, such as sea mines, by using underwater explosives.

The first Royal Canadian Navy clearance diving unit was formed in 1954 and evolved over the decades.

Today's Clearance Divers play a vital role in neutralizing explosives, both underwater and on land. Core responsibilities are mine countermeasures operations, explosive ordnance disposal, battle damage repair, and force protection support.

These capabilities are done by approximately 120 Clearance Divers and 30 Clearance Diving Officers.

Additional responsibilities and tasks include training all Canadian Armed Forces (CAF) divers, mainten-



MS Mark Littler is on hunt for more Clearance Divers.

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New nursing room available on base

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D83 Regina Shore Office

Plus there are rooms at D63, D65, Colwood 66, WP1365 and D211.

Kateryna Bandura
Lookout Editor

HMCS Regina has set up a nursing/pumping room on the first deck of building D83, in the back corner of their shore office. The room has everything lactating persons need to pump and store their breast milk.

"New mothers now have a safe, private space where they can perform a very natural bodily function - pumping the breast milk they may still be producing," says A/SLt Melissa Boulanger of HMCS Regina.

The rooms were established following Canadian Forces General Messages (CANFORGEN) 116/21 - "Support to Members Pumping and/or Nursing", released last July. It directs Commanding Officers to put in place a lactation plan that includes a minimum of one lactation room for every 400 personnel.

The new lactation room in D83 has been set up for anyone who needs to produce, pump, and store breast milk. The space is complete with privacy screens, a reclining chair, a mini-fridge for storing breast milk, a multi-outlet power strip, and plenty of surfaces for equipment.

"The room is set up to be a quiet, private space; so, it's a relaxing

environment, which has been proven to help in the production of breast milk," A/SLt Boulanger says.

Nursing and breastfeeding is a human right protected by the Canadian Charter of Rights and Freedoms. Lt(N) Catherine Norris, MARPAC's Defence Women's Advisory Organization's military co-chair, says that workplaces should support a member's choice to continue breastfeeding and/or pumping when returning to work.

"I have listened to the stories of veterans, retired civilians, and current Defence Team members about the discrimination or health issues they have faced when returning to work while choosing to continue to nurse or pump," Lt(N) Norris says.

In the past, some women had to wean their children early and skip meals and breaks to fit nursing into their schedules, she adds. They didn't have access to proper facilities and had to use a bathroom or their car. Many were denied breaks to pump milk resulting in mastitis (infected milk ducts), which is extremely painful and requires medical attention.

"When we support lactating people in the workplace, it is better for everyone," Lt(N) Norris says.

Nursing rooms such as the one established by HMCS Regina pro-

mote healthier members, support better child development, and improve the organization's structure. Fewer sick days, improved mental and physical health, and better work productivity are only some of many results.

A/SLt Boulanger says having nursing rooms available to new mothers fosters inclusivity in the base community.

"It's also in a quiet part of the building, hopefully ensuring anyone using the room is not disturbed while nursing," she says of her room.

It operates on a first come, first served basis, and has clear signage and a lock to indicate when it is in use.

According to the CANFORGEN directive, proof and justification are unnecessary for members when they need to pump or nurse while at work. However, anyone experiencing issues trying to acquire space and time should reach out to their local command team or the Conflict and Complaint Management Services Office.

If you know of other lactation rooms on base send the location to MARPAC's Defence Women's Advisory Organization at marpacdwao@forces.gc.ca so they can be included in the base list.



A nursing/pump room within HMCS Regina's shore office.

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John Horton
Contributor

At 10:30 a.m. on Good Friday morning, and with COVID restrictions eased, the West Vancouver Yacht Club was able to start its classic Southern Straits Yacht Race.

With Orca-class patrol vessel Cougar anchored at the start line, approximately 70 yachts started in class order, under cloudy skies and rising winds; it promised well for a good race. Following the race start, Cougar continued with its training mission.

Assisting with safety and communication was the 52 foot "Delta Lifeboat" under the command of naval war artist John Horton. The lifeboat, which is owned and operated by the Canadian Lifeboat Institution, stayed at sea for the duration of the race, which ended Saturday evening.

At 0350 on Saturday morning, Delta Lifeboat was tasked to search for a possible man overboard (MOB) following receipt of a MOB beacon transmission five miles north of Ballenas Island. Forty minutes later the Lifeboat's mission was stood down by Joint Rescue Coordination Centre as it was determined the beacon transmission was an accidental activation.

In the afternoon while transiting to the finish at Point Atkinson, the lookouts on board Delta Lifeboat sighted a drifting 10-foot rigid hull inflatable boat (RHIB). A quick investigation and search of the area ensured the RHIB had no occupants; so it was lifted on board and secured.

Delta Lifeboat returned to its station in Ladner after 34 hours at sea.

The race finished with no reported damage or injuries. Having sighted two Orca class vessels training in the Gulf, it was satisfying for the Delta Lifeboat crew to know there was naval presence that could further assist if required.

For further interest, the Delta Lifeboat was built by the U.S. Navy in Pearl Harbor in 1944 and served aboard two U.S. aircraft carriers.



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Royal BC Museum Acquisition Marks 100 Years of Vaccine History



The Royal B.C. Museum has acquired a 100-year-old portrait of the Provincial Health Officer regarded as the Dr. Bonnie Henry of his time.

The painting by Mary Ritter Hamilton depicts Dr. Henry Esson Young, the Provincial Health Officer who led B.C.'s vaccination efforts against smallpox and tuberculosis in the 1920s.

In the 1920s, as in the 2020s, disease and public health measures to limit its spread were pressing issues for British Columbians, drawing many parallels between Dr. Henry Esson Young and Dr. Bonnie Henry.

"This acquisition bridges 100 years of healthcare history in British Columbia," says Dr. India Young, curator of art and images at the Royal B.C. Museum. "These two Dr. Henrys share common interests in preventative medicine and faced similar challenges as proponents of vaccination."

Mary Ritter Hamilton completed the portrait of Dr. Henry Esson Young in Victoria sometime between 1910 and 1915. After the armistice of Nov. 11, 1918, Hamilton departed for Europe to paint First World War battlefield landscapes. She is best known today as Canada's first wartime woman artist.

The portrait came to the attention of Dr. India Young because Hamilton has been a central focus of her research project, *Recollecting Women Artists*.

Once accessioned, the painting, titled *Honorable Dr. Henry Esson Young*, will be available online through the B.C. Archives database. It will also be available for further research and may appear in future exhibitions on provincial art history, women artists, or healthcare, especially those examining vaccines and pandemics.

The Royal B.C. Museum thanks the Morris and Helen Belkin Art Gallery for the gift of this historic work of art.

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The Dual Meaning of MONOCHROMATIC ART



Kateryna Bandura
Lookout Editor

It's 3 a.m.

A small lamp casts a dull light towards a corner in the dining room where a makeshift art studio resides. Under the glow, Jay Baker hunches over an easel.

A glass of Disaronno liqueur with cranberries is within reach. Atop a nearby cabinet a cat swats at a collection of paint brushes. Soothing classical music fills the quietude.

"I tend to do most of my painting in the middle of the night to help quiet the mind; so the softer music helps with the process," says Baker. "However, I often have to fight the cat off while I paint."

The 47-year-old veteran from Pembroke, ON, battles insomnia and says late night painting helps him find peace, especially after a hectic, stressful day.

"I was having issues sleeping and my psychologist suggested I try painting in the evenings as a way to quiet the mind before bed. So I tried it out and never looked back."

He retired from the military a year ago after a 27-year career in the Army Reserves as an Infantry Officer with the Grey and Simcoe Foresters in Barrie, ON, and then the Regular Force in 2008 as a Land Communication Information Systems Technician.

He has a rare condition that influences his art – monochromatism,

complete color-blindness in which all colors appear as shades of one color.

Because of this, he focuses on texture rather than colour. Texture created through brush strokes tells a better story.

"As I paint, I'm mindful of these textures and try to use them to enhance my artwork. It's one thing to paint a wave blue. It's another to add texture to that blue to give the wave movement and life."

Blue is his primary colour because he can move freely between the light and dark shades without changing its base colour, unlike red that can easily turn pink.

Subject matter is usually landscapes, developed with acrylic paint over canvas.

"I enjoy the motion of the waves as it crashes on a rock, or the graceful flow of mist, or wind as it pushes around the trees. You can almost hear the sounds of the ocean and smell the salt water."

It's the peaceful moments amongst the chaos that inspire his paintings, relating it to his time as a sentry on duty in the early dawn or late night.

"Nothing is moving except the gentle sway of the tree tops. The stars are at their brightest, the moon is large. A mist slowly and silently roles in. The air is crisp. It's the most peaceful moment anyone will ever experience and it's only for you to enjoy."

In moments of creative blocks, Baker looks to his inspiration Bob Ross. "Love Bob Ross and his happy little

trees. His laid back attitude towards painting allows for a peaceful application of paint to canvas. There is no wrong way of doing it. No formal structure that must be followed. This attitude allows you to put paint where you feel like it. And painting for him is also about releasing stress."

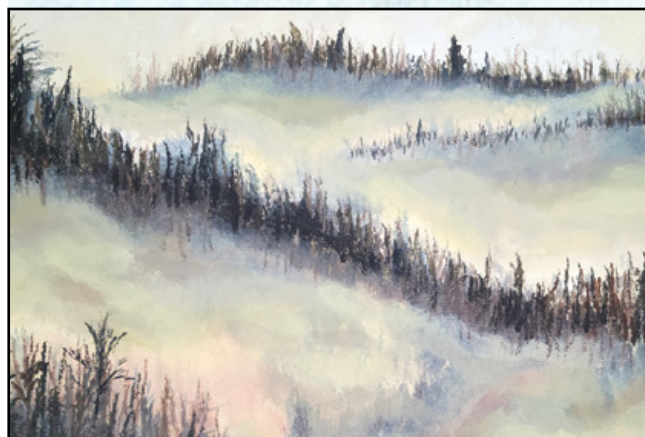
Most of Baker's art is sold; he promotes them through his Instagram @jaybak11.

When not painting, he can be found renovating his house and volunteering with Quilts of Valour, where he sews quilts for injured veterans. He also enjoys woodworking, which is reflected through the flower boxes on the deck outside his painting corner in the dining room.

He is one of many artists featured in the Steel Spirit Art Gallery, who promote the work on military, veterans and first responders.

"Jay is an excellent artist and has only just begun to delve into his art," says Barbara Brown, Steel Spirit founder. "He really is inspiring for having the mindset to try something new, as most people start with negative self-talk and avoid new hobbies or interests. Here he is painting with colours he can't see. There is nothing short of inspiring about that."

Steel Spirit is always looking for new and emerging artists with and without art experience, from every background and every age. For more information visit: www.thesteelspirit.ca





From the Shop Floor with Chyenne McPherson

Ashley Evans
FMF CB/CS

Fleet Maintenance Facility Cape Scott, in Canadian Forces Base (CFB) Halifax, millwright Chyenne McPherson was asked about her apprenticeship journey, both in school and on the shop floor, over the past year.

What is your current position title?

"I completed my dockyard written and practical trades test back in November, so I am now EME10. I'm also currently in school doing my level four block training."

When will you be taking your red seal test?

"I'm planning to write my red seal certification exam at the end of April."

You recently spoke on a virtual panel for Nova Scotia Apprenticeship and modeled for some images - one of which that was on a city bus - can you please speak about this?

"I spoke on a panel for International Women's Day

about my journey as a woman in trade; it's always a pleasure speaking for the Nova Scotia Apprenticeship Agency (NSAA). Last summer, I participated in a photo/video shoot for NSAA and they have been using the content in commercials, advertisements, and on buses."

How does it feel seeing your photo on a bus?

"It's extremely exciting seeing my face on the side of a bus, it's even more exciting hearing from people that they've seen me on the buses."

What is the coolest project you've worked on during your time at FMFCS?

"Honestly, everything I work on is cool and fascinating, such as working on radars and antennas that do things I didn't even know were possible."

What's a neat fact about your trade/shop/schooling/apprenticeship you'd like others to know?

"Cool thing about my shop and my line of work is the antennas and radars that I work on. It's so cool to think about

how far we have advanced in technology. It's also really cool how not many people work on the same equipment as I do, or even know equipment like this exists."

What has been the most impactful part of your schooling?

"The most impactful part is realizing how much school is preparing me for the next chapter of my life. It's almost bitter sweet that this is my last block before I write my certification exam."

What is the most common question you're asked about your apprenticeship and the process of gaining your journey person certification?

"I'd say the most common question is if schooling is hard, and the answer is no, if you put in the work and pay attention in class your apprenticeship will fly by."

What would you say to anyone looking to join the trades and start an apprenticeship?

"I would say do it. The



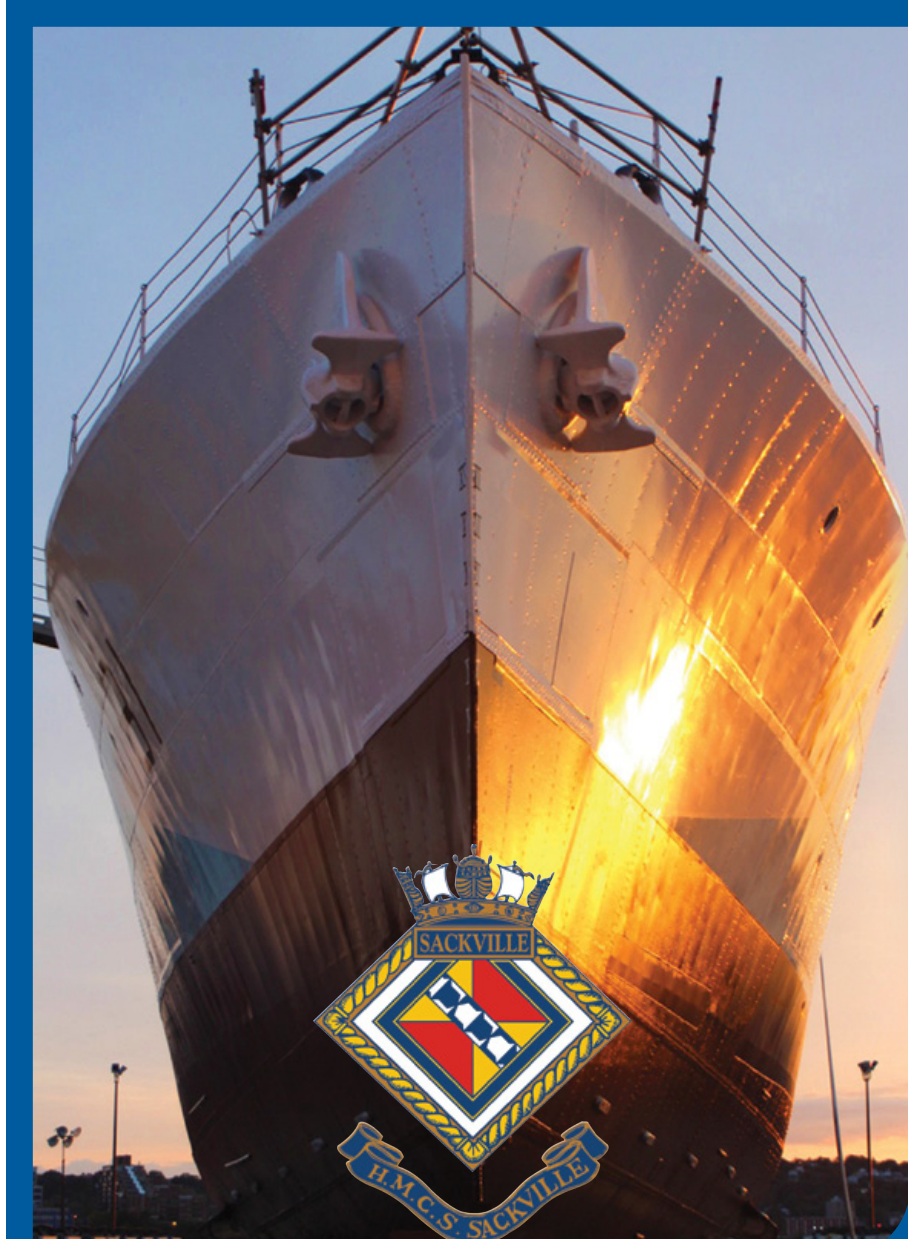
trades are for everyone and hold so many opportunities. My apprenticeship journey has been an absolute breeze, through work and through NSAA. Not only are trades great paying jobs, but you make great connections with amazing people while working."

Do you see more woman joining the trades?

"I definitely do see a lot more women in the trades, but not enough. For the longest time it was so male dominated, women were under the impression this type of work wasn't meant for them. As we get more representation of women throughout the trades, we are starting to realize that trades aren't meant for one specific gender, trades are for everyone."

What are your career goals?

"My career goals are to obtain my journey person status, and stay working in the antenna shop as a mechanic."



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2022 – Celebrating the 80th Anniversary of HMCS Sackville's Commissioning

Promotions and Appointments Announced

Admiral Topshee to become Commander RCN

DND

General Wayne Eyre, Chief of the Defence Staff, announced last week the first Canadian Armed Forces (CAF) General and Flag Officer senior appointments and promotions for 2022.

Rear-Admiral A.I. Topshee will be promoted to the rank of Vice-Admiral and appointed Commander of the Royal Canadian Navy in Ottawa, replacing Vice-Admiral C.A. Baines, who will retire from the Canadian Armed Forces.

Lieutenant-General J.J.M.J. Paul will be appointed Commander Canadian Army in Ottawa.

Major-General S.R. Kelsey will be promoted to Lieutenant-General and appointed Deputy Commander Allied Joint Force Command Naples, in Naples, Italy, replacing Lieutenant-General J.J.M.J. Paul.

Major-General E.J. Kenny will be promoted to Lieutenant-General and appointed Commander of the Royal Canadian Air Force in Ottawa, replacing Lieutenant-General A.D. Meininger, who will retire from the Canadian Armed Forces.



Royal Canadian Navy ships return from Africa



Members of HMCS Moncton and HMCS Goose Bay volunteer at Tacugama Chimpanzee Sanctuary in Freetown, Sierra Leone, as part of Operation Projection. Photo: Corporal Jaclyn Buell, Canadian Armed Forces photo

National Defence
Canadian Armed Forces

Her Majesty's Canadian Ships *Goose Bay* and *Moncton* returned to their homeport of Halifax April 15 after a four-month deployment to western Africa on Operation Projection, in support of security and stability in the region.

Operation Projection (West Africa) includes strategic engagements with regional nations to support capacity building, foster relationships, and make a contribution to the stability necessary to advance security goals in the region.

"Operation Projection (West Africa) 2022 marks the first time in three years our ships have been able to support the mission to the extent that they have," says Rear-Admiral Brian Santarpia, Commander Maritime Forces Atlantic. "I am incredibly proud of our sailors for their success on this deployment – shedding a positive light on Canada from afar. They've helped to make a difference not only in the realm of maritime security, but also to the lives of many on the ground through their community engagement efforts. I wish the ships' companies a warm welcome home. Bravo Zulu for what I know has been a most memorable and rewarding experience."

Since departing Canada on Jan. 19, the minor warships completed a number of port visits that furthered strategic engagements with allies and regional partners to exchange knowledge and expertise and to strengthen relationships in maritime security.

Sailors visited the Tacugama Chimpanzee Sanctuary in Freetown, Sierra Leone, and donated 300 feet of rope from *HMCS Oriole* to help rebuild outdated play structures for the chimpanzees. Additionally, the ships' companies presented the Canadian High Commissioner with donations of 2,500 feminine hygiene and sanitary products from the military family community in Halifax, Nova Scotia, for furtherance to local charities in Freetown. The effort was in support of a menstrual health campaign in Sierra Leone, to lessen the negative impacts on young women who often cannot go to school or work because they lack education and proper hygiene products.

In Abidjan, Ivory Coast, the ships' companies left a donation of school supplies to Collège Catholique Saint Jean Bosco de Treichville, as well as a donation of children footwear for other local charitable organisations.

During a port visit to Lagos, Nigeria, sailors participated in a friendly game of chess with the children of Oshodi Underbridge via Chess in Slums Africa, an organization that uses the game of chess to empower children from impoverished backgrounds to learn academic, educational, and critical thinking skills. The event culminated with a donation of chess boards to the organization.

A key port visit to Accra (Tema), Ghana, coinciding with International Women's Day, provided the ships' companies the opportunity to showcase female crew members, and demonstrate diversity within the Royal Canadian Navy.

Community relations activities included a donation of books to the State School of the Deaf, where sailors had the opportunity to share their experiences with students and answer questions; and a visit to Right to Play Ghana where a contingent of 30 sailors presented a significant donation of sporting equipment and gear, and participated in friendly sport with the children of the program.

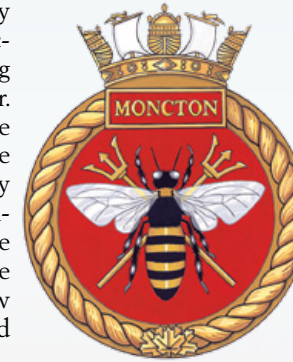
The deployment marked the first deployment for *HMCS Goose Bay* on Operation Projection (West Africa) and the second for *HMCS Moncton*.

Led by U.S. Naval Forces Africa, the ships, along with a detachment from the Canadian Armed Forces Naval Tactical Operations Group and a Maritime Operations Centre mentorship team, also participated in Obangame Express 2022 from March 12 to 17 in the Gulf of Guinea region.

It focused on maritime interdiction operations, as well as visit, board, search, and seizure techniques, and sought to assess and improve Gulf of Guinea law enforcement capacity, promote national and regional security, inform African maritime law enforcement partnership planning and operations, and shape security force assistance efforts.

The exercise took place in the Gulf of Guinea and included forces from Angola, Benin, Cabo Verde, Cameroon, Cote D'Ivoire, Democratic Republic of Congo, Gabon, Gambia, Ghana, Guinea, Guinea Bissau, Liberia, Morocco, Namibia, Nigeria, Republic of Congo, Sao Tome & Principe, Senegal, Sierra Leone, Togo, Brazil, Belgium, Canada, Denmark, France, Italy, Netherlands, Poland, Portugal, Spain, and the United States.

Obangame comes from the Fang language of southern Cameroon and other parts of Central Africa and means "togetherness", which is symbolic of the spirit of this major exercise.



Through the Halifax mist, HMCS Moncton, with its Second World War dazzle paint scheme, arrives home April 15 after a four-month deployment in West Africa.



Family members of HMC Ships Moncton and Goose Bay eagerly await the ships' arrival.

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A/Slts MacArthur, A/Slts Sweet, A/Slts Campbell and A/Slts Lavoie on their first week in HMCS Calgary.

What is:

Shipboard Electro-Optic Surveillance System Operator:

Operates a camera system (SEOSS) mounted on the bridge top that is used for various purposes.

Marine System Engineer Rounds:

Conducted by the Engineering Roundsmen to ensure the safe and efficient operation of all machinery within their charge. The Roundsmen conduct hourly rounds on all running machinery.

On-the-Job-Performance Records:

This is a package of qualifications that trainees do to receive a certification. For the example, one requisite would be to explain how to use shipboard communication devices.

From PAT to Pacific

HMCS Calgary

Four students on Personnel Awaiting Training Platoon for their Naval Warfare Officer (NWO) level III course recently joined HMCS Calgary for a month-long sail to the South Pacific. The sail aided their work towards their Officer of the Day packages.

The experience began with the four Acting Sub-Lieutenants - A/Slts Paula Campbell, A/Slts Luca Lavoie, A/Slts Scott MacArthur and A/Slts Sherri Sweet - being flown via a C-130 Hercules to Hawaii to meet up with the ship.

This opportunity rarely happens for students just beginning their training - a full month of sailing, a port visit, and firsthand experience in a frigate for the first time in their careers.

Originally, the trainees were attach posted to HMCS Ottawa to work towards their Officer of the Day packages, an amazing opportunity in itself as most students don't start this portion of their training until after their NWO IV course.

However, having only been attach posted for one week, this made them the ideal candidates to partake in this sail and experience life on ship firsthand, while still working towards their qualifications and participating in essential training.

Arriving in Pearl Harbor where

it was 26 degrees hotter and immensely sunnier than Esquimalt, they took a brief ride to the jetty, joined up with Calgary, and enjoyed a crew-wide port visit, the first one since the beginning of the COVID-19 pandemic.

Following a brief stay in Honolulu, the trainees returned to the ship and were encouraged by their new command team to take advantage of the experiences, evolutions, and opportunities to come their way, and to act like sponges, taking as much information in as possible.

Their first day was spent spread across various departments, shadowing and learning about the different roles such as Technician of the Watch, Petty Officer of the Watch, Shipboard Electro-Optic Surveillance System Operator, and Marine System Engineer Rounds.

Each of these shadow roles gave a different perspective on how the ship is run on a day-to-day basis. Soon after, they were placed on a Watch on Deck Rotation for a week. This saw them participate either on the helm or as lookout, which allowed them to spend quality time with the Boatswains, soaking up the happenings on the bridge and around the boat decks.

They also participated in a .50 calibre hammerhead shoot, part ship hands evolutions; a towing exercise;

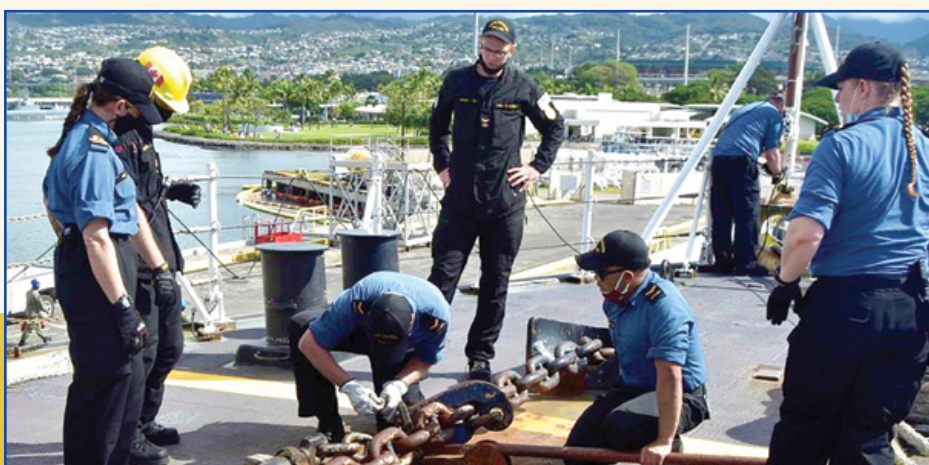
a cold move; anti-submarine warfare operations; torpedo counter measures manoeuvres; a dual Sig Sauer and C8 shoot; and person overboard evolutions.

In between evolutions, standing watches, and soaking everything in, trainees could be found huddled together studying their On-the-Job-Performance Records requisitions for their Officer of the Day Package. When they arrived in Calgary they had 19 requisites; they obtained 14 more while on board for a total of 33 out of 47, a healthy 70 per cent completion of their Officer of the Day package.

Calgary's crew was extremely welcoming and helpful and made integrating into the ship's day-to-day operations an easy transition. On numerous occasions while working on the "Know Your Ship Book", looking presumably lost, the trainees were approached by members of the crew offering assistance by way of knowledge, fire tours, or often times just a friendly "Hello".

The trainees have now officially been attach posted to Calgary with the intent of sitting their boards this spring and staying with Calgary until their courses start late this summer.

The opportunity for them to be placed in what might have been empty racks has given them a base for their training to build on.



A/Slts Sweet and A/Slts Campbell observe the cable party as they secure the anchor cable while alongside Pearl Harbor, Hawaii.



TEME MECHANICS FULLY CHARGED ON ELECTRIC VEHICLE TRAINING



From the left: Instructor Patrick Jones discusses electric vehicle repair with Base Logistics Supervisor of Vehicle Maintenance, Sgt Dave Newman, and Vehicle Technicians Pierre Drouin, Ashley Harrison, and Lucas Kendall. Jones teaches a new Electrified Vehicle Technology Service course recently launched at Camosun College's Interurban Campus.

All photos by Peter Mallett/Lookout

“Our technicians learn every day on the job but adding supplementary courses, especially ones to do with modern technology not only helps us gain knowledge and understanding, but also boosts morale.”

—Sgt Dave Newman, Supervisor of Vehicle Maintenance.



From the left: Camosun College Instructor Patrick Jones explains the ins and outs of battery components used in electric vehicles to Transport Electrical and Mechanical Engineering (TEME) branch Vehicle Technicians Ashley Harrison and Lucas Kendall.



Vehicle Technicians Cpl Emily Barnard and Cpl Anthony Morin inspect an electrical vehicle component.

Peter Mallett
Staff Writer

Mechanics at the base are upgrading their skills to better service the expanding fleet of electric vehicles.

Eight members of Transport Electrical and Mechanical Engineering (TEME) recently concluded an Electrified Vehicle Technology Service course at Camosun College's Interurban Campus.

The course is introductory in nature and designed for Certified Automotive Technicians or registered fourth-year apprentices. It was delivered at Camosun's Centre for Trades Education and Innovation.

“Camosun College has really put together a great course and everyone enrolled is enthusiastic and having a great time learning,” said Sgt Dave Newman, Supervisor of Vehicle Maintenance. “Our technicians learn every day on the job but adding supplementary courses, especially ones to do with modern technology not only helps us gain knowledge and understanding, but also boosts morale.”

BC'S MOVE TO ELECTRIC VEHICLES

The training aligns with British Columbia's emerging low-carbon energy economy.

British Columbia has more than 60,000 EVs (electric vehicles) on the road and leads all of Canada's provinces in transition to EVs.

With all of those electric vehicles on the road, someone will be required to service them. In March 2021, the Province of British Columbia announced \$440,000 for the expansion of the Electric Vehicle Maintenance Training program at Camosun and three other post-secondary institutions through the CleanBC Go Electric program.

Pilot courses were launched by the British Columbia Institute of Technology (BCIT), Okanagan College, and New Caledonia's Prince George campus in 2020, and Camosun College in 2021.

GREEN TECHNOLOGY ON BASE

In recent years, CFB Esquimalt and TEME have gradually added to their fleet of electric-powered vehicles to fall in line with the Department of National Defence Energy and Environmental Strategy, says Sgt Newman. The base currently has more than 20 vehicles, a mix of electric and hybrid.

In order to properly understand the new technology under the hood of an EV, proper training and certification is required.

TEME Vehicle Technicians are well trained to repair and maintain engines of varying sizes, everything from lawnmowers to automobiles, to heavy equipment and armoured vehicles.

The Camosun course provides them the knowledge and skills to safely diagnose, service, and repair high voltage electric vehicles, says Sgt Newman. After six hours of interactive online learning, they moved to 30 hours of in-class/shop theory and hands-on practical instruction. Another eight TEME mechanics will attend the course in October.

BOOSTING MORALE

Cpl Emily Barnard has been a vehicle technician for seven years and is excited to service the new electric technology.

“When I joined the trade in 2015, I never really imagined I would be servicing electric vehicles. It's a complete morale booster to be learning something new, and electric vehicles are a wave of the future; so yes, this is very interesting to me and our entire staff.”

Her co-worker, Pierre Drouin, a civilian vehicle technician agrees. He has nearly 30 years' experience working as a mechanic.

“I really liked this course because I don't have a lot of experience working with electric vehicles and it's great to get a basic understanding how things work; especially the safety precautions needed to work with high voltage electricity.”

Camosun instructor and program leader Patrick Jones says he has been fully-impressed with his new DND students and their level of enthusiasm and interest in the training.

“One thing that really stood out for me after the first day of instruction, is this is a group of people that works together every day and have a level of comfort that makes them more receptive to learning. I wasn't really expecting this and from an educator's point of view that is pretty awesome.”

Jones says the demand for instruction in the field is quickly increasing and he hopes Camosun's program will continue to expand.

Apology to No. 2 Construction Battalion set for July



Joanie Veitch
Trident Newspaper

In a recent event coordinated with the Black Cultural Centre for Nova Scotia, the Federal Government reaffirmed its commitment to apologize for the treatment of No. 2 Construction Battalion members, Canada's only all-Black unit active during the First World War.

"[This] is an important step to address this historical wrong and to ensure that we learn from the past so that we build a more equitable and just future for the members of our Canadian Armed Forces," said Anita Anand, Minister of National Defence, via Zoom.

When the First World War broke out in 1914, Black men across the country responded to the call but were turned away by recruiters. They persisted and finally on July

5, 1916, the No. 2 Construction Battalion was established in Pictou, NS, before being transferred to Truro.

More than 600 Black men volunteered for service — with about 300 from Nova Scotia and the rest from other parts of Canada, the United States, and even some from the British West Indies.

In his remarks, Russell Grosse, executive director of the Black Cultural Centre, paid tribute to the research and work done by the late Calvin Ruck, who, in 1986, published Canada's Black Battalion: No. 2 Construction, 1916 – 1920; and the late Captain (Retired) George Borden, for his work in advocating for recognition of the battalion.

"The story of the No. 2 Construction Battalion is a story of resilience, pride, and honour that was unfortunately marred by



Members of the No. 2 Construction Battalion Photo Courtesy Black Cultural Centre For Nova Scotia

the effects of racial discrimination," he said.

Over the past year, a National Apology Advisory Committee, created by the Black Cultural Centre in partnership with the government, has held a series of consultations in an effort to engage with as many descendants as possible.

While the apology is an important step forward, Douglas Ruck, son of Calvin Ruck, and a member of the National Apology Advisory Committee, said what happens next is equally important.

"That's the unknown," he said, adding that if the apology is not followed by "substantive actions" then the words, despite the best of intentions, will have no meaning.

"Not only is it time for the men of the battalion and their descendants to receive an apology, it's time that changes take place. We heard the Minister's commitment to reforming, restructuring, and improving the Canadian Armed Forces; the time is here to make sure that happens," said Ruck.

At an earlier online event, held in recognition of the International Day for the Elimination of Racial Discrimination and hosted by the Maritime Forces Atlantic Defence Visible Minority Advisory Group, Anthony Sherwood was featured as guest speaker.

An actor and activist, Sherwood can trace his roots in Nova Scotia back to the late 1700s; he is also a

member of the National Apology Advisory Committee.

Sherwood's great uncle, Reverend William Andrew White spearheaded the movement to allow Blacks to enlist, and eventually became chaplain of the No. 2 Construction Battalion.

When Sherwood read the diary his great uncle kept during the war, it inspired him to create *Honour Before Glory*, a film about the No. 2 Construction Battalion, which he produced in 2001.

In 2016, in honour of the 100th anniversary of the formation of the No. 2 Construction Battalion, Sherwood wrote and produced *The Colour of Courage*, based on a story from his great uncle's war diary.

The official apology to the members of the No. 2 Construction Battalion, and their descendants, will take place on July 9 in Truro, N.S.

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Canadian Forces Base (CFB) Esquimalt Base Commander, Captain (Navy) Jeff J. Hutchinson addresses the parade.



Mayor of the Township of Esquimalt, Barbara Desjardins, lays flowers in memory of HMCS Esquimalt.



Capt(N) Hutchinson and Base Chief, Chief Petty Officer First Class Alden Darragh salute after laying a wreath.



Sunshine Coast Naval Association, Stephanie Biggs salutes during the National Anthem.

APRIL 16, 2022

HMCS ESQUIMALT MEMORIAL SERVICE

HMCS Esquimalt was a Bangor class minesweeper that served in the Royal Canadian Navy during the Second World War. Esquimalt served on the Atlantic coast of Canada conducting anti-submarine patrols in the approaches to Halifax Harbour. The ship was torpedoed and sunk off Cheducto Head, Nova Scotia, by U-190 on April 16, 1945, becoming the last Royal Canadian Navy warship lost to enemy action. Every year, the military and Esquimalt community hold a memorial service to remember those who perished when the ship went down. In addition to the 28 sailors believed to have died when the ship sank, another 16 are believed to have died of exposure, on the open water, before HMCS Sarnia could rescue them.

Top: A member of the Naden Band of the Royal Canadian Navy salutes during the National Anthem.



BRAVO ZULU

HMCS REGINA

HMCS Regina's Commanding Officer, LCdr Dave Dallin, hands out awards and promotions to deserving sailors.



Lt(N) De Guzman receives his Marine Systems Engineering Officer (AIRY) Certificate of Competency



Lt(N) De Guzman is promoted from Sub Lieutenant to Lieutenant (Navy).



S1 Sneddon receives their Weapons Engineering Technician (AKNV) Experience Qualification Certificate of Military Achievement.



S2 Vergara is promoted from Sailor Third Class to Sailor Second Class.



S2 Vaughters is promoted from Sailor Third Class to Sailor Second Class.



S1 Johnson is promoted from Sailor Second Class to Sailor First Class.

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