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LOOKOUT

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RIMPAC 2022 FLEET DIVING UNIT (PACIFIC)

Royal Canadian Navy divers prepare diving equipment before a dive at Joint Base Pearl Harbor-Hickam, Hawaii, during Rim of the Pacific (RIMPAC) 2022, July 18. Photo: Corporal Djalma Vuong-De Ramos, Imagery Technician

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CFB Esquimalt museum highlights unique hand-made flag for National Peacekeepers' Day



Petty Officer George Mannix, his wife, and daughter in a photo taken upon the return of HMCS Sioux from Korea in 1951. Image from Crownset Magazine, March, 1951

CFB Esquimalt Public Affairs

In celebration of National Peacekeepers' Day on August 9, the CFB Esquimalt Naval and Military Museum is highlighting a unique handmade Korean War-era United Nations (UN) flag.

The flag was donated by George Mannix, who hand-made it in 1950 while serving as the Chief Yeoman of Signals in HMCS Sioux.

"The United Nations was so new there was no readily useable flag for a ship participating on such a mission," said Clare Sharpe, the exhibit designer at the museum. "The improvised flag also speaks to the tremendous resilience and adaptability of the Royal Canadian Navy and its personnel in times of great uncertainty."

The flag's look is quite different from the modern, mass-produced flag. The white map and olive branches still show the black marker cut lines, and the flag is made of blue bunting and material cut from a regulation-issue kit bag to form the outline of the UN logo.

At the time of the flag's construction, HMCS Sioux left its Esquimalt home base to support UN efforts to defend the Republic of Korea (ROK) from invasion by North Korea. The



For National Peacekeepers' Day, CFB Esquimalt Naval and Military Museum is highlighting a unique handmade Korean War-era United Nations flag used by HMCS Sioux. Photo by Rodney Venis, CFB Esquimalt Public Affairs

flag was first flown in the summer of 1950 while entering Kwajalein, an atoll in the Marshall Islands that served as a US Navy communications, supply, and refuelling station.

Sioux's first task was to escort ships between Sasebo, Japan, and Pusan in South Korea, witnessing a veritable 'last stand' of ROK and UN troops against the North Koreans. Sioux then transferred to Korea's west coast to support the Inchon landings that relieved Pusan and allowed UN forces to push north.

HMCS Sioux departed in January of 1951, served two more tours around

the Korean Peninsula, and was the last Canadian vessel to depart those waters after hostilities ended.

Yeoman Mannix can be forgiven for the crude construction of this flag, given that North Korea crossed the 39th Parallel on June 25, 1950, and Sioux was en route to assist with HMC Ships Athabaskan and Cayuga on July 5.

"We are so proud to have this artifact and to be able to highlight it – and the deeper story it tells – for this year's National Peacekeepers' Day," Sharpe said.

In 2008, the federal government established National Peacekeepers' Day to recognize Canada's greatest loss of life on a single Peacekeeping mission. The Day also provides Canadians with an opportunity to express their admiration and respect for the Canadian Armed Forces personnel, the Royal Canadian Mounted Police, and provincial and municipal police forces, as well as Canadian diplomats and civilians who have worked in support of international peace and security operations.

CFB Esquimalt will participate in local celebrations, including a parade and memorial ceremony at Esquimalt Memorial Park.

National Peacekeepers' Day parade and ceremony Tuesday, August 9

On August 9, a National Peacekeepers' Day Ceremony will be held at the Esquimalt Cenotaph in Memorial Park, involving members of the Canadian Armed Forces and veterans.

There will be two short road closures in Esquimalt between 7 p.m. and 8:30 p.m. on Tuesday, August 9, to allow a parade to march to and from the Tudor House Liquor Store and Esquimalt Memorial Park for the ceremony. The closures will occur on Admirals Road between Lyall Street, Esquimalt Road, and Esquimalt Road between Admirals Road and Fraser Street.

A Royal Canadian Air Force (RCAF) CH-148 Cyclone helicopter from 443 Squadron will make a low-altitude pass over Esquimalt Memorial Park during the ceremony.



HMCS Vancouver supports TAPA during RIMPAC 2022



HMCS Vancouver (FFH 331) fires the multi ammunition soft-kill system (MASS) from the bridge during Rim of the Pacific (RIMPAC) 2022. Photos: Sergeant Ghislain Cotton



Sailor First Class Josh Reves, Naval Electronics Sensor Operator, loads rounds into the MASS before a shot on July 14 during RIMPAC 2022.

Lt(N) Michelle Scott
HMCS Vancouver
Public Affairs Officer

HMCS Vancouver became the first Royal Canadian Navy (RCN) vessel to tactically launch a surface off-board passive decoy (SOPD) as part of electronic warfare (EW) tactics training during the Rim of the Pacific (RIMPAC) 2022 exercise.

"Electronic Warfare is, by far, the most effective defensive method against Anti-Ship Missiles," said Lieutenant (Navy) Adelaide Hawco, a member of the trail staff on board HMCS Vancouver from Canadian Forces Maritime Warfare Centre (CFMWC).

Over eight days, subject-matter experts from the CFMWC led the ship's crew through various tactics trials as part of the Technical Cooperation Program Anti-Ship Threat Project Arrangement (TAPA). TAPA is a Five Eyes cooperative series of EW exercises that test current and future non-kinetic defensive tactics and procedures. RCN ships test theoretical tactics in real time using real missiles and ammunition to prove their viability. TAPA trials have been a regular RIMPAC component since 2006.

The SOPD is one component of the Halifax-class Anti-Ship Missile (ASM) Defence suite. It is a spherical inflatable decoy launched from the ship to attract Radio Frequency Missiles.

"TAPA22 with HMCS Vancouver was extremely successful and a huge step forward for RCN Electronic Warfare tactics and procedures," Lt(N) Hawco said. "There were some significant milestones during the week: an effective hard-kill/soft-kill combination solution was identified and confirmed for specific current threat Anti-Ship Missiles, and sophisticated jamming techniques were refined."

EW differs from traditional kinetic warfare and hard-kill tactics as it does not employ munitions to destroy a target. Soft-kill tactics are used to disable an enemy without

destructive force; this is done through distraction and seduction to divert an attack. Launching the SOPD was just one of the many sophisticated EW tactics trialled while Vancouver supported TAPA22.

Over the week, the ship tested and fine-tuned its multi ammunition soft-kill system (MASS) capabilities. MASS is an automated decoy system that fires a wall of chaff to confuse sensor-guided missiles and disguise a vessel. Vancouver also fired its Dueras rocket system, which is built onto the ship's MASS launcher. The rockets fire a decoy rocket to protect the ship from Anti-Ship Missiles and infrared threats in an asymmetrical threat environment.

For Master Sailor Matthew Cormier, Fire Control Supervisor in HMCS Vancouver, TAPA22 was a chance to see the growth of his team's skills in the EW environment.

"TAPA was extremely busy but very rewarding as it not only honed our team skills, but provided an excellent opportunity to contribute critical data to the teams ashore working to develop new and innovative tactics for us to employ in the future," he said.

According to Lt(N) Hawco, the lessons from HMCS Vancouver during TAPA22 will immediately benefit RCN deploying platforms.

TAPA is conducted every two years in conjunction with RIMPAC. Twenty-six nations, 38 surface ships, four submarines, nine national land forces, more than 30 unmanned systems, approximately 170 aircraft, and more than 25,000 personnel will train and operate in and around the Hawaiian Islands and Southern California from June 29 to Aug. 4. The world's largest international maritime exercise, RIMPAC provides a unique training opportunity while fostering and sustaining cooperative relationships among participants critical to ensuring the safety of sea lanes and security on the world's oceans. RIMPAC 2022 is the 28th exercise in the series that began in 1971.



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Mark Nelson

In a tight-knit group like a ship's company, nicknames are bound to arise between members. They are a quick way to refer to someone, convey familiarity, and can even show a degree of respect.

When a sailor first joins the Navy, they soon discover how people with certain surnames often carry a common nickname; a tradition-bound moniker stuck to them the minute they join the service.

Have you ever wondered why there is more than one 'Dusty' Miller in the Navy and, for that matter, several 'Nobby' Clarks? It's because there is a standard nickname for those two surnames. Heck, only Nobby Clark's mother, the paymaster, and maybe the Coxswain's writer know Nobby's real first name.

Sometimes the nickname is derived from something that resembles a word association test, giving us 'Spider' Webb, 'Rusty' Steel, 'Frosty' Snow, 'Shady' Lane, and the aforementioned 'Dusty' Miller.

Another method of assigning nicknames is based on celebrities or famous people, which is how we get 'Clark' Gable, 'Doris' Day, 'Henry' Ford, 'Jesse' James, and 'Artie' Shaw. Interesting, these are all personalities from decades past. Is there a 'Katy' Perry in an HMC ship today? Probably.

Also, nicknames may be derived from fictional characters from popular culture, such as 'Buck' Rogers, and 'Buster' Brown, a comic strip character popular at the turn of the previous century but adopted as the mascot of the Brown Shoe Company.

There are some commonly used nicknames where the derivation is not immediately evident, such as 'Nobby' Clark(e). Sailors use this nickname, as it is

traditional to do so, but may not realize its use was derived from the British. During the Industrial Revolution, commoners became wealthy and decided to indicate their status by changing their surname. Smith became Smythe, Brown became Browne and Clark became Clarke. In the case of the Clarks, the commoners began to refer to them as 'nobs,' which became Nobby Clarke.

Incidentally, 'Nobby' is a popular nickname. Aside from Clark(e), it may also be used for White/Whyte, although 'Knocker' is another common nickname for the surname White.

'Tug' Wilson is another commonly used nickname in the RCN. It is derived from the nickname given to the former Royal Navy First Sea Lord (1909-11) Admiral of the Fleet Sir Arthur Kynvet Wilson, whose nickname came from an incident when he ordered a battleship to go alongside, but it failed. So, he offered her Captain a 'tug' to help, and the nickname 'Tug' stuck.

'Pincher' Martin was also derived from the RN. It was the nickname of Admiral Sir W. F. Martin (1801-95), well known for being a strict disciplinarian who 'pinched' many sailors for even minor infractions.

'Sweeney' Todd was a well-known murderer from British literature, contemporarily made famous through books, plays and movies, and even a Canadian band named the same. You can bet 'Sweeney' Todd, the shipmate is a lot less exciting and probably a nicer person.

You may find examples of many more 'Navy' nicknames in the book *Jackspeak* of the Royal Canadian Navy (2nd ed.).



The author of *Jackspeak of the Royal Canadian Navy and Whiskey 601*, Mark Nelson developed a love of the Navy's language and lifestyle over his 26-year career in the service. After retiring as a Chief Petty Officer Second Class, he now works as a library systems specialist at Red River College Polytechnic in Winnipeg, Man.

Follow Mark on Twitter @4marknelson



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BASE RULES OF THE ROAD

A marching group of 15 sailors on the Temporary Holding Platoon (THP) safely march in two ranks to their next destination. Photo: A/SLt Charlie Galley, Base Public Affairs.

The sign - signage at the main entrance to Naden and CFB Esquimalt reminds motorists marching groups have priority. Photo: Peter Mallett/Lookout Newspaper

Peter Mallett
Staff Writer

CFB Esquimalt is a busy place and it's important to remain mindful of the rules of the road unique to the Base, especially around marching contingents, says Chief Petty Officer Second Class (CPO2) Jason Tucker, Deputy Base Chief Petty Officer.

"It's vitally important people are aware service members, most of them newer members, are out on the road marching, and it's important people take the time to observe the rules and show some patience," said CPO2 Tucker.

Marching groups from Naval Fleet School Pacific (NFS(P)) often march near the main entrance of Naden along Ontario Drive, at Work Point as part of HMCS Venture's Leadership Training programs, and at Albert Head, where Basic Military Qualification (BMQ), Primary Leadership Qualification (PLQ), and training for the Raven Program is conducted.

The road rules surrounding marching contingents at CFB Esquimalt, spelled out in Base Standing Orders 5250-2 on Marching Groups Policy, state contingents have the right-of-way over all vehicles at CFB Esquimalt. An exception applies to police, fire, ambulance, or other emergency vehicles in performance of their emergency duties.

The standing order warns motorists interrupting the Canadian Armed Forces (CAF) while on the march, and/

or hindering CAF on the march, is an offence under the National Defence Act Section 256.

CPO2 Tucker notes these rules also apply to cyclists.

"It is okay to pass marching groups on the left, if it done slowly and safely," he said. "This means there is no oncoming traffic coming towards them, and they do not speed past the marchers in their effort to pass them."

CPO2 John Penner, a Divisional Chief Petty Officer at NFS(P) says most motorists at the base drive safely around marching contingents.

"Some people, especially first thing in the morning, are impatient," CPO2 Penner said. "This can lead to poor judgement and bad choices around marching groups, with drivers heading into the oncoming lane with traffic approaching or speeding past the group."

The Base Standing Orders also have rules for marching groups:

- Marching groups will march at the extreme right-hand side of the road and only in two ranks.
- A look-out person, wearing a high visibility vest, will be posted approximately 15 paces in front and in the rear of the marching group, and may be required to stop traffic at intersections, when necessary.
- The look-out person is required to warn vehicles of the proximity of personnel and to assist vehicle traffic in passing them.

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NEW TRADE SPECIALTY BADGE arrives at Naval Fleet School (Pacific)

Peter Mallett
Staff Writer

Sailors qualified to control aircraft onboard Navy ships will now be awarded the Royal Canadian Navy's new Shipborne Air Controller (SAC) specialty skill badge.

A helicopter on a web surrounded with crimson laurels – that's the visual cue of not only the demanding qualifications and added workload, but also the NATO standard, said the Coxswain of Naval Fleet School Pacific (NFS(P)).

"The SAC qualification is one of the few qualifications across the CAF that is a NATO qualification," CPO2 Warren Beattie Canadian Fleet Pacific Chief Air Controller said. "This badge indicates to other nations and navies that we have the same qualifications and training as them."

Seven Shipborne Air Controllers (SACs) were awarded with this new badge in a July 28 ceremony in Dockyard at CFB Esquimalt, including CPO1 Ferguson, who completed his first SAC training in 1995. Other eligible sailors will continue to receive these badges during ceremonies in the weeks to come including those currently deployed on operations. Newly qualified Shipborne Air Controllers will be awarded their pin on successful completion of the grueling course at Naval Fleet School Pacific or Atlantic.

SACs are responsible for the safe and effective tactical control of helicopters and fixed wing maritime aircraft. The job title is granted to combat operators from naval trades, including Naval Combat Information

Officer (NCIOP), Naval Electronics Sensor Operator (NESOP), and Sonar Operator. To qualify for the SAC specialty badge, a sailor must be currently serving as a regular or reserve force Royal Canadian Navy (RCN) member, and must have successfully completed the NFS NATO-grade Delta Course. The course combines classroom instruction and time in the simulator, culminating with live control of aircraft at sea.

The badges were presented by Commadore (Cmdre) David Mazur, Commander Canadian Fleet Pacific at Duntze Head.

Cmdre Mazur said the new specialty badge recognizes a sailor's diligence in completing training to become a SAC.

"They stepped forward and have taken on more responsibility, have gone above and beyond the scope of what is expected of them, and we want to reward them and recognize them for that," he said.

Petty Officer Second Class (PO2) James Willoughby of Sea Training Pacific was delighted to receive the new badge.

"It's great to receive this badge because I think it gives Shipborne Air Controllers the recognition they deserve," he said.

PO2 Willoughby has served 21 years in the RCN, previously working as an NCIOP and is now a Shipborne Advanced Air Controller. He helps the navy maintain its high standards of air control and conducts assessments of SACs.

"The badge has been in the works for a long time and it's good to see air controllers in the fleet receive that recognition," PO2 Willoughby said.



Recipients of the new SAC Pin



Chief Petty Officer First Class
Andrew Ferguson.



Chief Petty Officer Second Class
Warren Beattie.



Petty Officer First Class Kelly
Corbett.



Petty Officer Second Class James
Willoughby.



Petty Officer Second Class
Byron Neufeld.



Master Sailor Julien Lacasse.



Canada: A 'Capable, Adaptive, Partner' at RIMPAC 2022

Part 3 – The Royal Canadian Navy optimizes opportunities to work with allies

Lt(N) Michelle Scott
HMCS Vancouver
Public Affairs Officer
Capt Jennie Derenzis
Combined Information Bureau,
RIMPAC 2022

This year's multi-nation Exercise Rim of the Pacific (RIMPAC) is hosted by the Commander of the United States Pacific Fleet and led by the Commander of U.S. 3rd Fleet biennially. RIMPAC 2022, taking place June 29 to August 4, has returned to a full-scale implementation of the world's largest maritime exercise. It follows a scaled-back RIMPAC 2020 during the early months of the Covid-19 pandemic.

The initial shore-phase of the multi-nation Exercise Rim of the Pacific (RIMPAC) provided Canadian Armed Forces (CAF) participants with unique opportunities to exchange ideas and carry out operations-focused training with international partners and allies.

As RIMPAC 2022 transitioned into the sea phase, Commander (Cdr) Kevin Whiteside, HMCS Vancouver's Commanding Officer, said the first two weeks of shore phase helped the ships crews to prepare for operations at sea.

"Once we get out to sea, there's no exact starting point for us – we can continue with the basics we discussed alongside or we can expand on those facets to challenge ourselves and our interoperability," he said.



U.S. Navy Vice Admiral Michael Boyle, Commander Combined Task Force, presents Commander Kevin Whiteside, Commander HMCS Vancouver, with a plaque commemorating the ship's participation in Rim of the Pacific (RIMPAC) 2022 at Pearl Harbor, July 6. Photo: Sergeant Ghislain Cotton, Canadian Armed Forces

"Vancouver is a great team of 250 awesome Canadians, and RIMPAC brings us all together as an even bigger team."

During RIMPAC's alongside phase, HMCS Vancouver spent time exchanging ideas and practices with partner nations the crew will be working with during Operations Projection and Neon following RIMPAC.

The ship hosted members from Australian supply ship HMAS Supply to discuss the Vancouver's experience and familiarity

with the Close-In Weapons System, a relatively new system for the Australian ship. Divers from the French frigate FS Prairial conducted a hull inspection and familiarization dive with Vancouver's dive team. These meetings were made possible by RIMPAC 2022 Commander Vice Admiral Michael Boyle of the United States (U.S.) Navy, with an aim of bringing like-minded partners and allies together.

The end of July and early August provided both Canadian ships with more

opportunities to hone skills with their Indo-Pacific allies and partners during 'free play' wartime scenarios.

Alongside Pearl Harbor, HMCS Winnipeg carried out a number of operations-focused training serials with the U.S., Chile, and France to test their communications. Cross-deck evolutions alongside were conducted with their Air Detachment, who hosted partner Maritime Helicopter crews from Australia, Japan, England, and the U.S. These evolutions covered the landing and fuelling capabilities of the ship and aircraft, critical skillsets for Maritime Helicopter crews to master in order to operate safely while at sea.

On July 12, HMCS Winnipeg, in partnership with Australia, Malaysia and the U.S., fired upon and sunk the decommissioned ex-USS Rodney M. Davis (FFG 60) during the first of two scheduled sinking exercises (SINKEX) to gain proficiency in tactics, targeting, and live firing against a surface target at sea. SINKEX vessels are put through a certified cleaning process, including removing all environmentally harmful material including trash, floatable material, mercury, fluorocarbon, and petroleum.

Soon, HMCS Vancouver and HMCS Winnipeg will bid Hawaii a final farewell and depart for their future operations.

Look for the final part of this series, Clearance Divers share in salvage tasks with partner nations, coming soon.



Wounded veteran Major (Retired) Mark Campbell (left) was given the rare opportunity of performing a tandem jump with the SkyHawks at CFB Esquimalt on July 26. Photo: Corporal Jessey Gagné

Wounded veteran gets rare opportunity to jump with the SkyHawks

A/SLt Charlie Galley
CFB Esquimalt Public Affairs

A Canadian Army war veteran who lost both legs in combat in Afghanistan took a rare opportunity to jump with the Canadian Armed Forces (CAF) Parachute Team, the SkyHawks, at CFB Esquimalt.

On July 26, the SkyHawks took Major (Retired) (Maj (Ret'd)) Mark Campbell 12,500 feet above Albert Head before strapping him to one of the team members for a 'tandem jump', a jump where two people connected by a harness jump together.

"Intense, fantastic, incredible – just the jump itself was exciting, but also the opportunity to see the SkyHawks behind the scenes, in action, in rehearsal, and being welcomed into the team, made me feel very warm and welcomed. They are a truly spectacular jumping team," Maj (Ret'd) Campbell said.

The rare opportunity came when his former SkyHawks friends contacted the team and set it up without him knowing. It was also a chance for Maj (Ret'd) Campbell to



SkyHawks

leave Edmonton and reconnect with family and friends in his hometown of Nanaimo.

Maj (Ret'd) Campbell was harnessed with Tandem Master Sergeant Antoine Collette. Once the parachute was deployed, he was given control of the steering until they came in for a landing. He has previous experience jumping as a paratrooper. However, this was his first time experiencing free fall.

Maj (Ret'd) Campbell was an Infantry Officer and part of the Operational Mentoring and Liaison Team in Afghanistan on Operation Athena in 2008 when he lost both his legs in an explosion. He retired from the CAF in 2017 after 34 years of service, the first six of those as a reservist on Vancouver Island.

"It's been fourteen years since my injury but that doesn't necessarily inhibit me from things I like to do. I still hunt, fish, and go to the rifle range," Maj (Ret'd) Campbell said. "Life continues, and I believe you have to make the most of what you have. Focus on family and your well-being, and pursue hobbies on the side, adapt and overcome."

5 Questions... with the **The Head Lifeguard**

CFB Esquimalt Public Affairs

Ron Boyce is the Aquatics Supervisor at the Naden Athletic Center (NAC). Although much of his job involves managing the pool, he also spends much of his time working as a lifeguard.

What's an average day on the job?

The lifeguard team starts at 0600 each morning and sets up for the military lap swim. When I get to the pool, I check in with the facility coordinator to get up to date on the day's operations, and then I'm usually out on the pool deck by 1100. Each day the pool works to support military operations with training sessions and by providing general recreation opportunities.

What's the most interesting thing that's happened recently while on the job?

When I started here a year and a half ago, the pool had the same signs as it did when I came here to swim as a child 20 years ago – it was kind of neat. Funny, since coming on, one of the things I've done is upgrade all the signs.

What's something about your job that you wish more people realized?

It was in the news recently, but Canada is currently experiencing a major shortage of qualified lifeguards. Right now, the NAC will be offering both Bronze Medallion and Bronze Cross courses in August to get some people trained. It's a great opportunity both for the NAC and the wider community. We've got to do what we can to train new lifeguards and to keep them – water safety is important!

What's something interesting about yourself?

I placed top three in provincial lifeguarding competitions once. I suppose most people don't even know there are lifeguarding competitions, but teams of lifeguards from all across B.C. come to compete in them. I remember we were blindfolded in one scenario, and when the blindfolds were taken off, we faced a pool of people who needed different kinds of help. It was a great test of critical thinking alongside first aid and fitness, as how we approached things and what problems we dealt with first were a big part of how well we did in the competition.

Random Question: What would you do to save yourself if you were drowning?

I would go on my back, do a big starfish float to keep my head above the water, and then start shouting for help. If I were close enough to safety, I would try to kick my way over, but staying on your back is important since you float better that way and can conserve more energy.



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Lt(N) Donald Den
HMCS Malahat Public Affairs Officer

I have been fascinated with my family history for as long as I can remember, and I have always treasured pieces of my family's past that have been passed down to me. However, a recent coincidental family discovery made me believe in the unbelievable.

As a recent Navy-oriented hobby, I have amassed a decent coin collection, including several HMCS coins from different eras. For this reason, I found myself at the local military antique shop downtown Victoria, Command Post Militaria and Antique. As I am, by no means, the only Royal Canadian Navy (RCN) member in Victoria who collects them, it was unsurprising that they did not have any coins available.

I passed dozens of boxes holding thousands of old and new military photos on the way out.

"We get photos all the time, from legions, people drop off boxes, it's quite extensive," noted the shop owner, Brent Fletcher.

While glancing at one of the boxes, I noticed a black-and-white photo of a man in a Royal Canadian Air Force (RCAF) uniform and had to do a double take.

This could be my grandfather, I thought.

It didn't seem possible, but I began noticing tell-tale signs. The lapel pins marking his status as a Medical Officer, the 'RCAF' crest on his peak cap that I kept in my office, and the familiarity in the face of the man I had called 'Papa' in my youth.

When I joined the RCN in April 2016 as a Public Affairs Officer with Victoria's Naval Reserve Division, HMCS Malahat, I was not the first member of my family to serve in the Canadian Armed Forces (CAF). My great uncle on my father's side, Surgeon-Captain (Navy) Lemuel Prowse, was a career Naval officer on the East Coast, also serving as Commanding Officer of Charlottetown's Naval Reserve Division HMCS Queen Charlotte from 1960-1964. My grandfather, Captain Ambrose (Jack) Denne, served as a Medical Officer for the RCAF, based out of CFB Borden, during the Second World War.

As the 'keeper' of my family's historical archives, I have in my possession several items from both of their CAF careers, including patches, cufflinks, and photos. However, the one thing I did not have was a photo of my grandfather (Papa) in his RCAF uniform. I knew it had to exist, but I had accepted it was lost to history at that point.

Hurriedly, I texted a photo of the photo to my mother.



Left: Captain Ambrose (Jack) Denne, Royal Canadian Air Force.
Right: Lieutenant (Navy) Donald Den. Photos supplied

"Yes, Donald, that's your Papa," she said. "I'd know that face anywhere."

It is important to note that my grandfather had lived and served in Ontario nearly eighty years ago, and no one in my family was ever based out of Victoria.

Upon further investigation, I could locate two additional photos: a wedding photo of my grandparents from the early 1940s and a photo of my grandfather golfing in Ontario in the 1960s. While I had a wedding photo of my grandparents, I had never seen this one, nor the one of him at the Scarborough Golf Club.

When I presented the photos to Brent, the shop owner, and told him they were of my grandfather, he just gave them to me.

"It was amazing that you found those photos amongst all the others. I couldn't charge you for making that find," Brent said.

I have since consulted several CAF serving members, veterans, and historians on

how my grandfather's RCAF portrait and the other photos ended up in a box in this store in downtown Victoria. They all are just as baffled as the surviving members of my family who would have known of the existence of the photos.

"I think it's incredible that Lieutenant (Navy) Den was able to make that discovery, and I am happy he has this important piece of his family's military history back with him," commented Commander Cameron Miller, HMCS Malahat's Commanding Officer.

I consider it providence that I found these photos when I was promoted to Lieutenant (Navy), as the rank is equivalent to a Captain in the RCAF, the same rank my grandfather was. I like to think, in some way, it was a little gift from him on occasion. Whatever the reason, I am forever grateful these pieces of my family's history have found their way home.

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SAILORS KICK OFF CALGARY STAMPEDE PARADE

Public Affairs of Western Region
Naval Reserves

Sailors with white cowboy hats delighted over 300,000 spectators at the Calgary Stampede Parade on July 8 in Calgary, Alta.

"The Calgary Stampede provides a great opportunity for us to connect directly with our fellow Calgarians and provide them with an awareness of the Navy within their own community," said Commander (Cdr) Andy Paschke, Commanding Officer (CO) of HMCS *Tecumseh*.

Sailors from HMCS *Tecumseh*, HMCS *Calgary*, and the National Band of the Naval Reserve paraded along the 5-kilometre route to kick off the Calgary Stampede.

Petty Officer First Class (CPO1) Armand Reelick, Coxswain of HMCS *Calgary*, said he was struck by the turnout and the support shown to the sailors.

"It was great to be back in the city that shows HMCS *Calgary* so much support and to interact with Calgarians," he said. "They

host the greatest outdoor show on earth and they're the ship's greatest supporters."

The parade provided an opportunity for community outreach and to raise awareness of the Royal Canadian Navy. The parade route was lined with thousands of people, and sailors took every opportunity to interact with the public, pose for pictures, sing, and dance in the street with the spectators.

Sailors then made their way to Stampede Park to continue interactions with the community.

"The energy of the city, the people, and our sailors – everything was electric," said Lieutenant (Navy) John Foster, Western Region Public Affairs Officer of the Naval Reserve. "Our sailors are our best ambassadors, and it was a real privilege to showcase the navy to the public on

such a scale."

"People here are very supportive of the military. Donning *Calgary's* signature white cowboy hat with our white uniforms at events like the parade is a great way to connect with the community," he said.

All photos: Corporal Daniel Chaisson, Wainwright Imagery



Sailors from HMCS *Calgary*, HMCS *Tecumseh*, and cadets from Royal Canadian Sea Cadet Corps 335 *Calgary* at the parade. Top: Captain (Navy) Janet McDougall, Western Region Captain of the Naval Reserve riding the HMCS *Calgary* chuckwagon. Inset: Members of the National Band of the Naval Reserve at the parade.

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Task group departs Halifax for

OPERATION NANOOK



With HMCS Margaret Brooke leading the way, the ships participating in the latest Operation Nanook deployment make their way out of Halifax Harbour on August 2. Photo: Sailor First Class Bryan Underwood

Ryan Melanson Trident Staff

Five ships from four countries departed from Halifax on August 2 to begin the latest iteration of Operation Nanook, Canada's signature mission in the North.

"As the number of ships actually going to sea grows with this operation, we need to ensure we have that coordination element in place," said Captain (Navy) Sheldon Gillis, task group commander and the deputy commander of Canadian Fleet Atlantic. He added working alongside partners like the Army, RCAF, RCMP, and Coast Guard increases that need.

As usual, the early at-sea portion of Op Nanook will see the international group conducting patrols and interoperability exercises. In a change from previous years, however, the task group staff will remain in place throughout the deployment as the new AOPVs make their way north.

This year's Op Nanook will be the first for the Royal Canadian Navy's (RCN) newest Arctic and Offshore Patrol Vessel (AOPV), HMCS Margaret Brooke, which completed cold weather and ice trials earlier this year. HMCS Goose Bay joined the ship, His Danish Majesty's Ship (HDMS) Triton, United States Coast Guard Cutter Bear, and the French offshore support and assistance vessel BSAH Rhone. The group

sailed out of Halifax Harbour together and will be joined shortly by HMCS Harry DeWolf to complete the Op Nanook task group.

Following the international task group piece of the mission, RCN ships will continue to conduct the usual sovereignty patrols and community visits as part of Operation Nanook. Still, the ice capabilities of the Harry-DeWolf class mean ships can operate for longer and in larger areas. In 2021, HMCS Harry DeWolf transited the Northwest Passage, a first for the Navy since 1954, and this year, plans are for Harry DeWolf and Margaret Brooke to go further, North of Resolute and into the upper Arctic Archipelago.

The deployment is significant for the RCN, with two AOPVs operating in the North together for the first time, and it's also significant for the sailors and aviators taking part, Capt(N) Gillis added.

"The teams are excited. This is a beautiful region of Canada, so they're looking forward to that physical geography; some will be seeing it for the first time," he said.

This year's mission will also include scientific research alongside Defence Research and Development Canada and Fisheries and Oceans Canada. The focus will be on the changing Arctic climate, possible impacts on future naval operations, environmental stewardship, and potential effects on marine life.

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