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LOOKOUT

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



Royal Canadian Navy divers raise the Canadian flag in the Pacific Ocean waters in a colours ceremony as part of Rim of the Pacific Exercise (RIMPAC) 2022 at Pearl Harbor. Twenty six nations, 38 ships, 4 submarines, more than 170 aircraft, and 25,000 personnel participated in RIMPAC from June 29 to August 4, in and around the Hawaiian Islands and southern California. The world's largest international maritime exercise, RIMPAC provides a unique training opportunity while fostering and sustaining cooperative relationships among participants that are 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. Read more about Canada's role in RIMPAC 2022 in the fourth installment of *Canada, a 'capable, adaptive partner' at RIMPAC 2022* in this edition of the Lookout.

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Clearance Divers share in salvage tasks with partner nations

Part 4 of *Canada: A 'Capable, Adaptive, Partner' at RIMPAC 2022*



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

The Canadian Armed Forces (CAF) played a significant role in 2022's iteration of the world's largest maritime exercise, the multi-nation Rim of the Pacific (RIMPAC), hosted by the Commander of the United States Pacific Fleet and led by the Commander of U.S. 3rd Fleet biennially. RIMPAC 2022, from June 29 to August 4, returned to a full-scale implementation. It followed a scaled-back RIMPAC 2020 during the early months of the COVID-19 pandemic.

Canada's contribution to RIMPAC 2022 was not only airborne or on the sea, it was also below the surface, where Canadian Port Inspection Divers exercised from both coasts. For the past few weeks, the team has been working with RIMPAC partner nations to support U.S. dive tasks and to share capabilities, tools, and methods to become more effective under water.

Since early July, the Canadian diving team has conducted several underwater salvage projects, including searching for Second World War bomber seaplane parts. Using various methods, including underwater handheld sonar, the Canadian divers have located several plane pieces catalogued by archaeologists. In the coming weeks, the divers will

work to build on larger salvage projects with dive teams from Mexico, South Korea, Australia, the Netherlands, and the U.S.

For Master Sailor (MS) Mark Littler, Canadian Clearance Diver, the experience has been like no other.

"All of us do virtually the same jobs at home, using the same kit, but [we] have different experiences. We work in different water types, temperatures, and visibility conditions, but we share very similar responsibilities," he said.

Whether a frigate or a lone diver, the CAF's contribution to RIMPAC 2022 is a thing of pride.

"We've had a chance to trial the tools and platforms used by other teams and see how partner nations go about a tasking. We're continually sharing our past experiences and building that camaraderie between the nations," MS Littler said. "RIMPAC is a great opportunity to learn from each other and bring home new skills and techniques."

With twenty-six nations, 38 surface ships, four submarines, 30 uncrewed systems, approximately 170 aircraft, and over 25,000 personnel, RIMPAC 2022 provided 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.

Canada is one of only three nations to have participated in every RIMPAC since its inception.

Divers from Mexico, the U.S., Australia, Canada, and the Netherlands train with KM 37 dive systems in Pearl Harbour during Rim of the Pacific (RIMPAC) 2022. Photo: Chief Eric Chan, Mass Communication Specialist

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Esquimalt Harbour occupants organize shoreline clean-up



(Left to right) Will Sheffield, Esquimalt Graving Dock (EDG) Operations, and Chris Kopar, EGD Environmental Services, search for waste in Esquimalt harbour.

Lorraine Crinkley

Branch Environment Officer
Port Operations and
Emergency Services Branch

CFB Esquimalt's Port Operations and Emergency Services Branch (POESB) removed approximately 200 kilograms of waste during our annual harbour and beach clean-up in Esquimalt Harbour on July 21.

POESB was joined by participants from the Esquimalt Graving Dock (EGD) and Victoria Shipyards – Seaspan (VSL), who collected debris from the water, shorelines, and between compression fenders.

During this year's clean-up, significantly fewer face masks and earbuds were collected than have been seen in recent years, but this year was a record-breaking year for the amount of collected rope. The most predominant types of waste removed were rope, treated wood and plastics. Other removed waste types included used absorbent pads, socks, and styrofoam. Much of these waste materials drift into Esquimalt Harbour with currents/tides or may end up in stormwater systems that drain roads and parking areas around the harbour.

Rope is a concern not only for vessels but it also harms the marine environment. Synthetic rope is made from plastic-based materials which release microplastic fragments – plastic debris smaller than five millimetres – into the mar-

ine environment. Ingestion of microplastics can have a toxic effect on marine life, impacting their reproductive health, inhibiting growth and development, and may even cause genetic damage.

Abandoned rope and nets in the marine environment can also threaten marine mammals through entanglement. Entanglements can pose a risk depending on their severity, duration, and the impacted species. For air-breathing species, entanglements that inhibit access to the surface may result in drowning.

Entanglements that an animal cannot escape from but do not immediately result in death are known as chronic entanglements. These entanglements almost always become more severe with time and lead to abrasions, secondary infections from lacerations, starvation, emaciation, and eventually death.

What can you do to help?

Report an entanglement immediately through your chain of command or the 24-hour B.C. Marine Mammal Response Network hotline at 1-800-465-4336.

Lastly, you can help clean up abandoned debris in our local waters and beaches. If you are interested in participating in one of POESB's ocean or beach clean-ups, or if you would like help organizing one within your unit, please reach out to the POESB Environment Officer, Lorraine Crinkley, at lorraine.crinkley@forces.gc.ca.



Lorraine Crinkley, Port Operations and Emergency Services Branch (POESB) Environment Officer, cleans accumulated garbage from between compression fenders on the C Jetty at CFB Esquimalt.



Participants of the 2022 harbour clean-up pose with the 200 kilograms of waste they removed from Esquimalt Harbour. Participants included POESB, EGD Environmental Services, EGD Operations, and Victoria Shipyards – Seaspan.



POESB staff observed the birth of a seal pup on the small pocket beach behind FMF while wrapping up the POESB 2022 harbour and beach clean-up.



"It is such a rare opportunity to see wildlife giving birth, perhaps a once-in-a-lifetime opportunity. To see mom and pup interact, and to see that first swim was really special. We wanted to stay and enjoy the show for longer, but we also wanted to give the new mom and her pup some space."

~Lorraine Crinkley, POESB, CFB Esquimalt

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CFB ESQUIMALT, VICTORIA, B.C.

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BLOGGINS & OSCARS

Everyone's Wingers

“Oscar hangs out in an inconspicuous area of the ship until he is tossed over the side ...”

~Mark Nelson, Chief Petty Officer First Class (Retired)

Mark Nelson Contributor

Bloggins is a generically used sailor name, sometimes featured in training materials, and may appear in everyday shipboard life, i.e., ‘Who ate the last piece of duff?’ The answer may well be ‘Bloggins’. Of course, this does not refer to an individual sailor named Bloggins, but ‘Bloggins’ represents every sailor, and ‘Bloggins’ is everyone’s winger.

A *winger* is a good friend, a nickname stolen from the air element in how the zoomies refer to a fellow flyer as a wingman. *Wings* is a shorter way to say someone is a buddy, as in, ‘Bloggins is my wings’. The Air Force may have invented the term, but the Navy uses it better.

A perfect activity for wingers is to go on a run ashore. After spending many days at sea, when a ship arrives in a port, its sailors will invariably choose to depart the ship and enjoy the local amenities, such as museums, libraries, historical sites, and other culturally significant establishments. Only rarely is running actually involved.

Sometimes the run would be a *rig run*, meaning the participants would wear their dress uniform ashore, all in an attempt to impress the local populace with their tiddley look and demeanour. Back in the day, when sailors wore square-rig, they wore a uniform referred to as a *tiddley suit*, which was tailored to be less baggy to make them look more appealing. Today’s sailors rely on natural charm.

A uniform would also be called *pusser*, which carries more than one meaning. *Pusser* can indicate a service issue, i.e., ‘Bloggins wore his pusser boots to go clamming.’ Sometimes it can describe someone wholly dedicated to the Navy or something extremely Navy-like, i.e., ‘Bloggins is as pusser as a box lunch.’ Indeed,

there is nothing more military-like than a box lunch.

A *pusser shower* conserves fresh water by showering with as little of the precious resource as possible. According to a winger of mine, the tried and true methodology is to turn on the shower for a few seconds to wet yourself down. With the water off, lather and wash your entire body, and then turn the shower on and rinse until you are soap-free. Save the real shower for homeward bounders.

When two wingers lose their friendship, it is sometimes referred to as a *parting of brass rags*. Derived from the day when shipmates would share cleaning supplies, a breakup would mean the cleaning rags had to be divided. It’s always a sad day when two former buddies must be separated to polish the ship’s bell.

The only other generically named sailor in every HMC ship would be *Oscar*, the name given to the standard-issue dummy supplied to every ship, used to practice man-overboard drills. Oscar hangs out in an inconspicuous area of the ship until he is tossed over the side in the initiation of the drill. No sailor has seen the stern of a warship more than Oscar. Oscar is the standard NATO phonetic spelling for the letter ‘O’, which is also represented by a red and yellow signal flag. When flag Oscar is flown, it means ‘man overboard’.

Lastly, Oscar often appears when sailors use the phonetic alphabet as a stand-in for certain acronyms, i.e., CO becomes *Charlie Oscar*, and XO becomes *X-ray Oscar*. We won’t say the meaning of *Foxtrot Oscar*, except to point out it involves heading in another direction.

Do you want to learn more? You will find over 4,000 examples of Jackspeak in my 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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Urban Search and Rescue (USAR) Team completes monthly training

SLt Wilson Ho,
Urban Search and Rescue
Team,
MARPAAC Public Affairs

The CFB Esquimalt's Urban Search and Rescue (USAR) Team completed its monthly training the last week of July at the USAR Training Compound near Naval Officer Training Centre (NOTC) Venture.

"The USAR Team has been working on a variety of different urban rescue techniques, and this month's training allowed the Team to combine a lot of the skills learned to safely extract a patient from rubble," said Lieutenant (Navy) Drew Torchia, USAR Team Operations Chief.

This month, the team conducted a complex rescue scenario to search for a missing person trapped in rubble following

a building collapse. This scenario included: a vertical lift insertion; cutting through concrete, rebar, and wood with power tools; and a confined space maze. Once the missing person was found, the team had to package the patient for transportation and then manoeuvre the patient through the rubble to extract them via the vertical lift.

In addition to the complex scenario, members were allowed to train on the DELSAR, a seismic/acoustic listening device used to detect and locate trapped live victims, and the SearchCam 3000, an articulating, extendable, waterproof search and rescue camera that locates victims trapped in collapsed buildings.

"Skill fade is inevitable, and complex scenarios like this allow everyone to refresh their skills," he said. "There is no single right answer in USAR, and everyone

has different, unique expertise they can bring to the table to save lives."

The CFB Esquimalt USAR Team is actively recruiting more Canadian Armed Forces (CAF) members to join its ranks to become a Medium USAR (MUSAR) team by International Search and Rescue Advisory Group standards. The USAR Team trains 20 days a year, on the last Wednesday of every month except December, and two week-long exercises each year. No prior qualifications or experiences are required to join.

Interested CAF members are asked to go to the DWAN's CFB Esquimalt USAR Recruiting website and submit their applications (with Chain of Command authorization) via email to the indicated personnel on the webpage, or to contact glenn.cooper@forces.gc.ca.



A member of Urban Search and Rescue (USAR) team is hoisted down via vertical lift into a confined space. Photos: Sub-Lieutenant Wilson Ho, USAR Team Member

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Sailors roll out in Seattle



Navy Bike Ride

The Navy Bike Ride began in 2016 to encourage the well-being and health of the Royal Canadian Navy communities and families through cycling. Members ride on their own and log their hours and kilometres. In 2020, at the onset of the COVID-19 pandemic, the event became virtual.

The Navy Bike Ride is a way for Canadians to support the recovery, rehabilitation, and reintegration of members with physical and/or mental health illnesses or injuries. It collects donations from across the country and supports charities such as Support Our Troops, Soldier On, and the Royal Canadian Benevolent Fund.

For more information on the Navy Bike Ride, visit navybikeride.ca

Peter Mallett Staff Writer

A recent Seattle visit provided a superb stop for the Navy Bike Ride of the HMCS *Yellowknife* crew.

"I'm thrilled with the level of participation from *Yellowknife*, and I'm blessed with a dedicated and generous crew," said Lieutenant-Commander (LCdr) James Brun, *Yellowknife's* Commanding Officer (CO). "Our sailors have thoroughly been enjoying riding through the streets of Seattle during their down time."

He said their enthusiasm was unwavering, and their steel wheels kept spinning.

The Kingston-class ship and its crew participated in Seattle's Seafair event from Aug. 1 to 7. Approximately 20

members of the ship logged their kilometres in the virtual fundraiser by riding through the streets of the Emerald City with rented bicycles and e-bikes. For those not wanting to tour the city by bicycle, the ship offered a stationary bike in its bridge wing.

LCdr Brun brought his bike to Seattle. He said he and the crew made it their mission to support annual fundraising and esprit de corps event.

Sailor First Class (S1) Brendan McLoughlin, *Yellowknife's* Marine Systems Engineer, also brought his bike. While noting staying physically active is extremely beneficial for his mental health, he said he fully supports the Navy Bike Ride mission.

"Participating in this Bike Ride shows my support for the Navy," he said. "I also like how the Navy continues to support its community along with the concept of team spirit and keeping fit."

S1 McLoughlin is an avid cyclist who also does rock climbing and Wing Chun, a Chinese martial art, in his spare time.

LCdr Brun said one of sailors has received the support from event's charities, which set up and helped fund medical evaluations and ongoing support for their child.

The ship's substantial participation numbers and enthusiasm can be traced back to an email from Navy Bike Ride organizers earlier this year. It noted preliminary support for this year's ride was down.

LCdr Brun was happy to report that *Yellowknife* was in the top three for national fundraising by units and teams. As the CO, he was not taking a backseat and participated in the ride himself. In the last report, LCdr Brun logged over 600 kilometres and raised approximately \$1,700.

This year, the Navy Bike Ride had 512 participants and 105 teams raising over \$47,000 between June 12 and Aug. 7 for its charities.

The event remained virtual this year with an added premium event, the Admiral's Challenge, designed to challenge participants to select one of three distances to complete and included an exclusive Navy Bike Ride coin to mark the achievement.

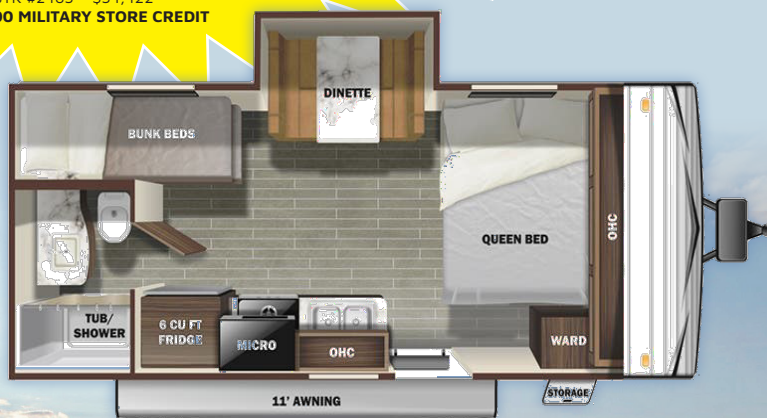
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REMEMBERING CANADA'S FALLEN PEACEKEEPERS



PEACEKEEPER

Peter Mallett
Staff Writer

Members of Victoria's military paid tribute to Canadians who lost their lives in peacekeeping operations during the 30th Annual Peacekeepers Memorial Day Event at Esquimalt Memorial Park on Aug. 9.

Chief Petty Officer Second Class (CPO2) (Retired) Chris Preston, a peacekeeping veteran, remembers the importance of Canada's historic global peacekeeping role.

"It is of utmost importance all Canadians remember our military and peacekeeping history, or we are going to keep repeating these tragic moments," the 68-year-old Victoria resident said during the memorial.

Forty-eight years ago, Preston was two months into a six-month United Nations (UN) peacekeeping deployment to Egypt when he heard that a CC-115 Buffalo aircraft had been shot down over Syria. Nine Canadian Armed Forces (CAF) members died in the attack, the largest single-day loss of lives during Canada's peace operations.

The memorial was organized by the Canadian Peacekeeping Veterans Association with the Office of the Base Commander at CFB Esquimalt.

Attending dignitaries included Captain

(Navy) Jeff Hutchinson, Base Commander; Randall Garrison, Member of Parliament for Esquimalt-Saanich-Sooke; and Mitzi Dean, Member of the British Columbia Legislature for Esquimalt Metchosin.

Capt(N) Hutchinson noted the importance of Canada's involvement in UN peacekeeping missions.

"Over the years, peacekeeping has become deeply entwined with the Canadian identity," he said. "We identify ourselves as peacekeepers and are seen as such on the international stage."

Canadian peacekeeping missions date back to the 1950s and have involved more than 125,000 CAF members.

Gerald Pash, the event's emcee and former journalist, naval reservist, MARPAC Public Affairs Officer, and citizenship judge, emphasized how British Columbia was the first to declare a memorial day for the occasion.

"Canadians are particularly proud of how our military, which trains as warriors to engage in combat, has world-renowned peace operations, peacekeeping, and peacemaking," Pash said.

Also in attendance were Silver Cross parents, Shelia and Shawn Fynes, whose son Corporal Stuart Langridge died by suicide at CFB

MEMORIAL

Edmonton in 2008; and Silver Cross parents Steffen and Tessa Hagen, whose son died with crewmates when HMCS *Fredericton's* helicopter crashed into the Ionian Sea in 2020.

After a rendition of the *Last Post*, attendees bowed their heads in a moment of silence as pilot Major Daniel Schade of 443 Maritime Helicopter Squadron conducted a ceremonial fly-past salute in a CH-148 Cyclone Helicopter.

CPO2 (Ret'd) Preston then delivered the stanza from the poem *For the Fallen* and *Act of Remembrance*. He then pinned a poppy to the wreath at the Cenotaph.

Preston remembers

More than once last week, Preston said his mind raced back to that fateful moment in Egypt so many years ago.

"What started out as an interesting opportunity for a young man from Victoria to see the world all of a sudden got serious," he said.

He was the lone occupant at the Communications Message Centre for the main Canadian UN Headquarters in Ismailia, Egypt, on Aug. 9, 1974, when the call about the Buffalo attack came in. He remembers taking down the call details and forwarding them to

his duty officer. This started the process of getting the word out to the rest of the world.

"Obviously, I wasn't expecting to hear this news. It came as a complete shock and changed my perspective on everything," he said.

While the official report from the Syrian military claimed they had mistaken the Buffalo for an Israeli military jet, speculations about their motives continue to this day. Nobody really knows why it was done, Preston said, noting that military officials from the Soviet Union have been Syrian military advisors.

"The mood at the time was very subdued and people were in shock, many angry," Preston said. "We were there as peacekeepers, there is no doubt in what we were doing. We were there as neutrals making sure all sides respected the truce [between Israel and Egypt]."

Preston went on to serve 44 years in the Naval Reserves and 25 years as a constable with the Victoria Police Department. Today, he is the Vehicles Curator at the Ashton Armouries Museum. During the lead-up to the remembrance ceremony, he was part of a vintage military vehicles parade that made their way down Esquimalt Road to Memorial Park to commence the Act of Remembrance.



Above: A retired Peacekeeping Veteran of the Canadian Armed Forces salutes after laying a poppy at the cenotaph. Participants of the Annual Peacekeepers Memorial Day event march down Esquimalt Road.

Photos: Sailor First Class Mike Goluboff, MARPAC Imaging Services

Canadian Navy's 10 o'clock soup tradition



Crew members of HMCS Restigouche sample soup.

Sailor First Class Marianne Mojica displays her Chicken Tinola soup.

"Please, sir, I want some more... soup"

S1 Marianne Mojica HMCS Regina

Savouring hot soup at 10 a.m. on a ship is something that every sailor is familiar with in the Royal Canadian Navy.

While researching the 10 o'clock soup tradition, I found some archival photos, such as the one from HMCS Restigouche, the lead ship of the Restigouche-class destroyers, commissioned in 1958. In it, a cook is standing in a hatch and serving soup straight out of the pot to some hungry sailors.

That is not the only 'archival' instance

of soup-sampling: in the mid-1970s, Osbourne Head Gunnery Range in Dartmouth, N.S., started to serve soup at 'stand easy' (break).

"That makes sense; any of us that have been there know the wind never stops, and even in summer can be chilly; soup at stand easy – perfect," tweeted Christopher Richardson, a veteran CAF Cook.

By the early 1980s, many East Coast ships followed suit and soup at stand easy started to gain traction. By the mid-1980s, it was almost universal in the East Coast fleet. By the mid-1990s, the tradition spilled into the West Coast as well.

The soup is served on workdays during the stand easy. The meal is thought to improve the morale and welfare of the ship's company in a few ways, including bringing people together, keeping sailors hydrated and full, and giving the immune system a nice boost, especially during the colder months. Soup is also a cost-effective way to use any leftover ingredients on the ship. Sometimes, if sailors are lucky, the cooks give them a chance to share recipes for the whole crew to enjoy.

In that spirit, I'm happy to share my recipe for one of my favourite soups: Chicken Tinola.

Chicken Tinola is authentic Filipino

comfort food. It is a ginger, onion, and garlic-based soup with chicken as the main ingredient along with bok choy, chayote, and chilli pepper leaves, traditionally served with rice.

This is my favourite soup because my mother has passed it down to me from her culture. I consider cooking to be an art, and it is as much of a pleasure preparing food as it is eating it. It conjures comforting memories of times I had been feeling sick or just wanted a feel-good meal to cheer me up. This is a simple recipe I like to make my own way, and here I present to you the directions, should you want to try it out for yourselves!

S1 Mojica's Chicken Tinola Recipe

Serves four people

Total cooking time:

Approx. 1 hour and 20 minutes

INGREDIENTS

8 Chicken Legs
1½ Yellow Onion (*Diced*)
1 Garlic Clove (*Minced*)
2 Chayote Squash (*Diced*)
5 Bok Choy Bunches
(*Slice bunch ends and separate leaves*)
2 Chilli Pepper
Leaf Bunches
2 Cups of Chicken Broth

2½ Cups of Water
3 Thumbs of Ginger
(*Peeled and sliced*)
3 Tablespoons of Salt
3 Tablespoons of Pepper
1 Tablespoon of Sugar
3 Tablespoons of
Vegetable Oil
3½ Cups of Jasmine Rice
*Ingredients preparation
time: 10-20 minutes*

DIRECTIONS

1. Using an 8-quart stock pot, set the burner to medium-high heat, and add vegetable oil, diced onion, minced garlic, ginger coins and chicken legs. Fry until reduced and golden brown (*about 15-minutes*).
2. Add chicken broth, water, diced chayote, bok choy leaves, chilli pepper leaves, salt, pepper, and sugar. Boil for 1 hour on medium heat and stir periodically every 10 minutes. (*Taste test at the 30-minute mark and 1-hour mark of the boiling time where the chicken and vegetables should be mostly cooked. Add salt and pepper to your liking*).
3. Cook Jasmine Rice in a rice cooker (*or whatever method works for you*).
4. Transfer into soup and rice bowls, serve hot, share and enjoy!

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"The Friends" of the Ashton Armoury Museum is a non-profit society made up of volunteers with a passion for military history. We assist the Museum by promoting the collection and display of Logistics, Medical Service, Military Police, and Communications Branch history. At present we are seeking volunteers interested in becoming Executive Board members, particularly serving in the capacity of Treasurer and/

or Secretary. If you have the passion and are interested in helping out please contact Chris Preston, at (250) 479-7634, or prestoncm@shaw.ca for details.

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Up and coming Clearance Divers graduation

Lt(N) Alexander Castagna
Fleet Diving Unit (Pacific)

Ten candidates are set to graduate from the Clearance Diver Course at Fleet Dive Unit Pacific (FDU[P]) on Sept. 9, following a year of intensive training, diving, and camaraderie.

The candidates, consisting of nine non-commissioned members (NCMs) and one Clearance Diving Officer (CLDO), began their training at FDU(P) in Colwood last October, led by highly-trained diving and explosive ordnance disposal specialists.

"One year ago, I barely knew my nine course mates," said Sailor Second Class (S2) Sam Phillips. "Now, one year later, what we have gone through together has given us a bond that will last a lifetime. This course and this trade have given me a second family and I am proud to be part of something so great."

The course consisted of five phases.

Throughout the first training phase, candidates learned how to operate the Recompression Chamber (RCC), a hyperbaric or decompression chamber, to treat patients suffering from diving-related illnesses.

During the mission phase, candidates used the Sharkmarine, an underwater navigation system, to search, locate, and mark underwater training mines in Esquimalt Harbour. The device is fitted with GPS and a multi-beam sonar suite. It was used in several training scenarios and can also be used to record and playback mission-critical footage.

"We employed a modernized approach to training where students did a lot of self-teaching and were also guided by their staff throughout the year," said Petty Officer Second Class (PO2) Ryan Burrell, their instructor.

Following a holiday break, the course serial travelled



to CFB Gagetown in New Brunswick, where candidates learned the basics of Explosive Ordnance Disposal (EOD) and Improvised Explosive Device Disposal (IEDD). Students also learned to maneuver the remote-controlled telerob Explosive Ordnance Disposal and observation robot (tEODor) in tight spaces. By the end of the phase, candidates could identify conventional munitions, establish safe scenes, and dispose of munitions with basic land demolition.

"From jumping out of helicopters to swimming up to mine shapes and blowing them up, to diving 300 feet below sea level – if I needed anything, I knew my course mates would be there for me," S2 Phillips said.

Candidates spent five weeks up-skilling in welding and electrical knowledge at Naval Fleet School Pacific, completing hands-on projects and gaining knowledge in engineering systems above water that would be used throughout their careers.

The final phase involved training with the Surface Supplied Breathing Apparatus (SSBA), deep diving, recompression chambers, working tasks, and seamanship skills on the Yard Diver

Tenders. Starting at FDU(P), students dove off the jetty using various underwater tools facilitating underwater cutting, welding, and the basics of SSBA diving.

"I am very proud of what this group accomplished," PO2 Burrell said. "They came from all different trades and experiences to perform well as a team from the start."

Half of the course members will remain in Esquimalt upon graduation, while the other half will be posted back to Halifax. The next portion of training for the divers is a seven-month-long Advanced EOD course in Florida, commencing in January 2023.



Course students posing on IEDD Improvised Explosive Device Disposal (IEDD) Assist with tEODor, the remote-controlled telerob Explosive Ordnance Disposal and observation robot.



Students conducting a transfer under pressure using the DART and MRCC at FDU(P).

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5 Questions...

with a **Base Barber**

Hadley Parsons

CFB Esquimalt Public Affairs

Joy Hamilton currently works at the CFB Esquimalt CANEX Barber Shop and has been cutting hair for 44 years.

What's an average day on the job?

We get a lot of drop-ins, but we take appointments as well. Since the pandemic, our numbers have been different, but, usually, I do about ten haircuts, and on a hectic day, I've done as many as 25. We're at our busiest when there's a deployment or other special event.

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

Well, with the upcoming CANFORGEN on hair regulations, we'll see a much more comprehensive range of hairstyles and colouring requests. It's not in place yet, but once it is, it will broaden who we are as stylists and allow us to be more creative. I expect most people will keep their current hairstyles, but I'm open to the changes and ready to deal with any haircut or colour that comes my way. It's exciting to be on the

'cutting edge' of military hair styling.

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

When they see a military haircut, many people think it's fairly simple, and while they are straightforward, that doesn't mean they're easy to do well. It takes skill to get the taper on the back and sides just right so that it looks good and meets the standards every time.

What's something interesting about yourself?

I hosted a radio show called Wolf Beat for a while back in the early 2000s. It was a First Nations cultural show that featured First Nations music, storytelling, and theatre. I also interviewed many people on the show, like Elders and political figures. Chatting to guests as a radio host and clients as a barber is alike.

Bonus Question: What makes a good client?

You know, we get a wide variety of people, military members of course, but also retired members and civilians, and everyone who comes in is great to work with. The best clients are respectful and can tell or show you exactly what they want. It makes the process easy.



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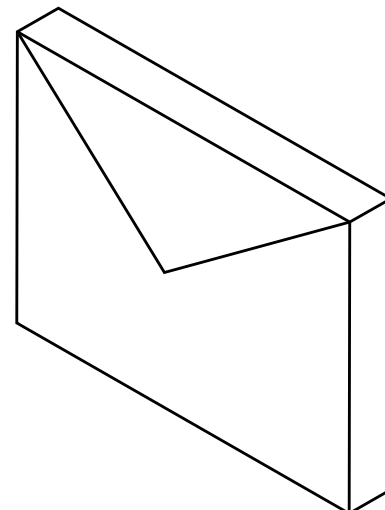
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Ships visit delights cadets in Comox



HMCS Edmonton and HMCS Brandon hosted Open House visits for residents of Comox, July 22. Photos supplied

Peter Mallett
Staff Writer

A rare visit by two Maritime Forces Pacific (MARPAF) Maritime Coastal Defence Vessels (MCDV) to eastern Vancouver Island became a focal point of three occasions.

The Kingston-class ships HMCS *Brandon* and HMCS *Edmonton* held an Open House for the locals and offered tours to cadets from nearby Cadet Training Centre (CTC) HMCS *Quadra*. The outreach event also became a homecoming for Lieutenant Commander (LCdr) Tyler Smith, *Edmonton's* Commanding Officer.

With a combined complement of 80 sailors, the ships visited the Department of National Defence Jetty on Port Augusta Street in Comox, B.C., on July 22.

"People were quite interested in getting a tour of the ship and talking to the sailors about what their jobs entailed," said Lieutenant (Navy) Cam Prescott, HMCS *Brandon's* Executive Officer. "As well, many were keen on finding out what the ships generally do on missions or what life at sea is like."

Lt(N) Prescott said his ship's Open House suc-

cessfully showcased the Royal Canadian Navy (RCN) to the residents.

Meanwhile, HMCS *Edmonton* offered extensive guided tours to approximately 220 cadets from HMCS *Quadra*. The tours encompassed the entire ship, from the bridge to the ship's engine rooms and living quarters, said Lt(N) Kareem Negr, *Edmonton's* Executive Officer.

"We like to think of the cadets as part of our collective family at the RCN, so by connecting with them in this manner, we invest in their futures by showing them that the training they are doing now is meaningful and of great value to all of us onboard," LtNegr said.

This was the first summer since 2019 the cadets have been engaged in full in-person training, said Lt Rachel Louis, *Quadra's* Unit Public Affairs Representative.

Not only did LCdr Smith show off the *Edmonton* to the cadets, he also visited CTC *Quadra*. Lt Louis led him throughout the facility, including the Perri Department, where LCdr Smith once worked as an Adventure Training Instructor.

"Visiting HMCS *Quadra* was a little bit like going home because it is such a familiar place to me," LCdr Smith said.

As a cadet, LCdr Smith travelled from his home

in Calgary to attend HMCS *Quadra* for three summers, beginning in 1996. He also spent three subsequent summers in Comox as a staff member. He joined the Naval Reserves in 2002 and then the Regular Force in 2007.

He says bringing the cadets on board the ship that day seemed only natural.

"I had such a great connection with them and understood where they were coming from, so this made it easier to explain the ship from my perspective," he said.

Members from the Canadian Armed Forces Recruiting Centre were also present for the event to answer any questions about career options with the Navy.

Chief Petty Officer Cadet First Class (CPOC1) Ben Judson of Winnipeg, Man., has been involved in the cadet program for the past seven years. He said the tour of *Edmonton* gave him a complete understanding of what life is like on a Canadian vessel.

"I loved seeing how the crew dealt with the ship, crew quarters, the front and back engine, as well as how to properly use ladders," CPOC1 Judson said. "After talking with the Regular Force and Naval Reservists aboard, I am now considering applying to RMC [Royal Military College] in September."



A Cadet from HMCS *Quadra* looks into the Ship's binoculars on the HMCS *Edmonton's* deck.



HMCS *Quadra* Cadets assemble on HMCS *Edmonton's* deck for a tour.

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Canadian Tulip Festival in Ottawa celebrates citizen sailors in 2023

The Naval Reserve

The Naval Reserve will celebrate its Centennial in 2023. As one of the showcase initiatives, the Canadian Tulip Festival in Ottawa will commemorate 100 years of service by highlighting the sacrifice of Citizen Sailors from the Royal Canadian Navy Volunteer Reserve (RCNVR) in the Second World War as a primary theme of the Festival in 2023.

The Canadian Tulip Festival was established to celebrate the historic Royal gift of tulips from the Dutch to Canadians immediately following the Second World War as a symbol of international friendship. The Festival preserves the memorable role of the Canadian troops in the liberation of the Netherlands and Europe. It commemorates the birth of Dutch Princess Margriet in Ottawa during Second World War – the only royal person ever born in Canada.

The 2023 Festival will showcase the Naval Reserve to Canadians through various program activities, such as the dedication of six distinct varieties of tulips to recognize the proud histories

of some of the Naval Reserve Divisions across Canada. These tulip bulbs will be on sale to the general public across Canada, and will be the focal point of the Festival's tulip beds in 2023. The Festival has offered members of the Canadian Armed Forces and their friends and family wishing to buy any of the six tulip varieties dedicated to the Naval Reserve Divisions *Discovery*, *Chippawa*, *Donnacoma*, *Star*, *Scotian* or *Carleton* a discount, with all proceeds going to the Canadian Tulip Legacy.

Other planned activities include an expansion on this year's 'Ghosts of the Glebe' walking tour, which tells the stories of those who left the safety of their homes in the Glebe neighbourhood, right next to the site of HMCS Carleton and the Canadian Tulip Festival, to fight for freedom overseas, never to return.

The Canadian Tulip Festival, which averages more than 700,000 visitors annually, will be one of many opportunities for Canadians to celebrate the Naval Reserve Centennial and the proud service of Naval Reservists to Canada over the last 100 years.



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Sonar Operator Reaches 1000 Hours of Aircraft Control Time

Capt Russ Vandeputte
HMCS Vancouver

Master Sailor (MS) Jessica Silva has reached a milestone that few in her field have attained – she has logged over 1,000 hours in her role as Shipborne Air Controller (SAC) while participating in Rim of the Pacific (RIMPAC) 2022 on board HMCS *Vancouver*.

"It was pretty exciting, it's really rewarding to hit such a huge milestone," MS Silva said. "Through my hours controlling aircraft, I have gained a lot of knowledge that I could teach to others. I hope it helps me achieve my main goal of becoming a Sea Training SAC."

MS Silva is the first Sonar Operator (Sonar Op) and only the second SAC on the West Coast to achieve 1,000 hours of control time. Serving as a SAC for the past six years, she took the opportunity to be trained in the field as soon as she was eligible.

"It looked like the most interesting job in the operations room," she said, recalling how the choice to take the course was rooted in her desire to be part of air operations on board the Halifax-class frigates. During exercises, many positions in the Operations Room work with computer-simulated inputs, but the SAC often controls the embarked helicopter.

"Everything you do is real – real helicopter, real people, real mission – nothing is pretend," she said. "There's rarely a dull moment in the job."

The SAC is the main link between the ship and its embarked helicopter at sea. Air Controllers give pre-flight briefs to the crew with all the information they may need to accomplish their mission. While the aircraft is in the air, a SAC is responsible for the tactical control of the helicopter, as well as the fixed-wing marine aircraft. The role is open to Naval Trades Operators, including Sonar Op, Naval Combat Information Operator, and Naval Electronic Sensor Operator. The job is similar to

an air traffic controller, however, SACs provide radar or tactical control when aircrews cannot detect threats.

MS Silva holds the SAC category of NATO B, the second highest possible category for a Navy controller. A qualification recognized internationally, she is extremely close to achieving NATO A status. Having a background as a Sonar Op made the training more challenging – it's one of the few operations trades that doesn't use the computer software required for SACs to do their job. MS Silva had to learn to navigate it on her own time to keep up with the course training.

"It can be a challenge as a Sonar Op filling the role because I wasn't trained on the Combat Management System like other ops trades are," she said. "I almost had to learn two things at once."

Recalling the experience, MS Silva began studying for the SAC course three months before attending training and has continued seeking knowledge. Completing the SAC course grants a NATO SAC Grade of D, but continuing to progress requires the completion of an in-depth training package and passing an intensive exam.

The challenge for her has been worth it. Along the way, MS Silva has controlled helicopters from multiple NATO allies and embarked on CH-124 Sea King and CH-148 Cyclone helicopters. She said she wouldn't have done anything differently throughout her career, which has involved five deployments, three of them as a SAC.

MS Silva joined the Royal Canadian Navy in 2012. Recruited out of Winnipeg, Man., she joined with a desire to see the world.

"I've travelled to over 35 countries and been to Hawaii over 30 times. You'll go to places you've never dreamed of," she said.

Now that RIMPAC 2022 is complete, MS Silva is continuing with HMCS *Vancouver* as the ship deploys on Operations Projection and Neon before an anticipated return to Esquimalt in early December.



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