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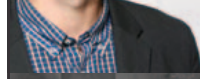
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Ravens stretch wings

Raven recruit Sailor Third Class Glendale holds on to the 50 Cal NRSW mount onboard HMCS Ottawa during the Raven Day Sail on August 11. Members of the Raven Indigenous Summer Program explored HMCS Ottawa before their graduation on August 17. The six-week program follows the Army Reserves Base Military Qualifications Training Program with a few extra elements. Read more on pages 8-9.

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Extreme athlete completes 'Death Race'

Peter Mallett
Staff Writer

A fire instructor at Naval Fleet School (Pacific)'s Damage Control School participated in a gruelling 118-kilometre race.

Sailor First Class (S1) Willem Davies recently competed in The Canadian Death Race, one of the world's toughest ultramarathons.

"It really takes a special type of person to compete in this race," S1 Davies, 31, said. "Compelling yourself to keep putting one foot in front of the other for nearly 24 hours while facing obstacles like high temperatures, dehydration, and discomfort takes an enormous amount of effort and willpower."

With a skull for its logo, the race warns the foolhardy and faint-of-heart with its to-the-point slogan, 'It's a killer'. Held

each summer near Grande Cache, Alta., the endurance contest pushes extreme athletes and their well-conditioned bodies to their limits. The race consists of a gruelling course passing over three mountain summits, diverse weather conditions, and 17,000 feet of elevation change.

"I ran through terrain so steep that some runners were forced to sit down or crawl to manoeuvre it," he said.

Many who attempt to complete the feat within the 24-hour time limit, fail. Approximately 100 participants could not finish this year's race, S1 Davies said.

S1 Davies has worked in the Legacy Trade of Hull Tech for 12 years of his Royal Canadian Navy service. He is currently transitioning to the Fleet Diving Unit (Pacific) as a Clearance Diver, which he expects to begin on Oct. 3.

He says he always wanted to compete in an Ultra Race and trained days and

nights at an elevation at Jocelyn Hill near Saanich Inlet on top of his regular training routine.

His support team included his girlfriend Sarah and parents Sharon and Richard Davies, who were responsible for transporting food, water, and other necessities to four designated transition points on the race course. First aid stations and medical assistance were available at designated course spots.

At one point during the third leg of the race, he contemplated quitting.

"I almost didn't make the cut-off time to begin Leg 4 and felt like quitting, but my girlfriend hyped me up and got me back on the course," he said.

The threat of complete exhaustion and dehydration was constant, S1 Davies said.

"I drank lots of liquids throughout and ate energy gels and sandwiches to start," he said. "By the fourth and final leg of

the race, I couldn't eat anything solid and watermelon was the only thing that I could stomach by the end of the race."

S1 Davies competed in the Men's Solo category and with an overall time of 22:45:02. He finished 72nd out of 244 and 102nd overall in a field of 331 male and female runners.

Despite a strong performance and finishing in the top third of the field, S1 Davies wasn't celebrating.

"I was happy to have completed the race under the 24-hour cut-off but my result also showed me that there is always room for improvement," he said.

Next up for S1 Davies is a personal challenge to tackle a 50 km course at Finlayson Arm, which he plans on running in late September.

Race Facts



- ★ 1,600 racers
- ★ 118 km course which begins and ends on a plateau at 4,200 ft
- ★ Passes over three mountain summits
- ★ Includes over 17,000 ft of elevation change
- ★ A major river crossing at Hell's Gate canyon



Sailor First Class Willem Davis of Naval Fleet School (Pacific) finished 72nd out of 244 and 102nd overall in a field of 331 male and female runners of the Canadian Death Race, held at Grande Cache, Alberta, every summer.

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Capt Christine MacNeil
HMCS Winnipeg PAO

The operations team in HMCS *Winnipeg* had the opportunity to detect, track, and fire torpedoes at an 'enemy' submarine as part of the anti-submarine warfare (ASW) training during Exercise Rim of the Pacific (RIMPAC) 2022 off Hawaii's coast.

"Our operators undergo years of specialized training to gain proficiency in submarine detection," said Royal Canadian Navy (RCN) Lieutenant (Navy) Andrew Chong, Underwater Warfare Officer with *Winnipeg*. "They have studied and practised through training exercises and simulations, but that can only take you so far. The ability to train with real submarines live at sea cannot be replicated, so these are important opportunities to put our skills to the test."

Tracking a submarine takes focus and patience.

During the recent Combined Anti-Submarine Warfare Exercise (CASEX) with a United States Navy submarine playing the part of the 'enemy' sub, the Sonar Operators' (Ops) focus and patience were put to the test.

When intelligence indicated an 'enemy' submarine in the area, the ship employed underwater sensors to locate the sub, including the towed array sonar, hull-mounted sonar, and launching Guardian, the CH-148 Cyclone helicopter (helo). Once those measures were taken, the Ops operated their consoles and monitored incoming audio and visual information. Their training and skillsets were tested as they tried to find the indicators of a submarine in all the oceanic noises.

In this particular exercise, the first hit was made by the most junior member of the Sonar Team, Sailor Third Class (S3) Mohammad Hamaad Kazmi.

"This was the first opportunity to imple-

ment my training in real time," S3 Kazmi said. "I felt pretty good when I found it."

With the contact confirmed, the ship maintained contact at the greatest possible distance, and the coordinates of the submarine were relayed to the helicopter via the Shipborne Air Controller. The helo then moved to that area and dipped their sonar to pinpoint the exact location of the sub.

At this point during a real combat situation torpedoes would come into play. However, for the exercise, voice contact was made via the underwater telephone to inform the sub's crew they had been found. The sub then surfaced briefly before submerging again to begin another training run.

"I am incredibly proud of how my team worked together to detect, identify, and track all the submarines we are working with," said Petty Officer First Class (PO1) Jonathan Rielly, Underwater Warfare Director.

Two days later the team trained for the torpedo counter-firing during a TORPEX, or torpedo exercise. As in the CASEX, the Sonar Ops worked with the ship's helo to determine the precise location of the submarine. This time two CH-148 helicopters were participating, Guardian and Canuck from HMCS *Vancouver*. With three assets working together, the team located the submarine quickly, and the submarine fired an exercise torpedo at HMCS *Winnipeg*. The ship counter-fired its torpedo and began evasive maneuvers. Guardian also dropped its torpedo in defence of the ship. The exercise was repeated in the afternoon, culminating in the successful launching of four exercise torpedoes.

The torpedoes used for this training serial were MK-46 exercise torpedoes. Exercise torpedoes have no warhead and are not fully fueled; when they reach the end of their propellant, they float to the surface, where they are picked up by Range Safety personnel.

The ability to detect, track, and hunt enemy submarines is vital for RCN frigates, as it allows the ship's Commanding Officer to address underwater threats while maintaining a safe distance. With the detection of the submarine and the successful launching of torpedoes, the CASEX and TORPEX proved the capability of both the ship, the crew and the air detachment to work as a competent and effective team.

RIMPAC provides a unique and invaluable training opportunity for the Royal Canadian Navy. It supports advanced team training in a complex, multinational maritime environment and is an opportunity to prove high-level combat capabilities through live-fire exercises using world-class weapon ranges.

Twenty-six nations, 38 ships, three submarines, more than 170 aircraft, and 25,000 personnel participated in RIMPAC from June 29 to Aug. 4 in and around the Hawaiian Islands and Southern California. The world's largest international maritime exercise, RIMPAC 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 was the 28th exercise in the series that began in 1971.

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TIFFIES, SHIPWRIGHTS AND BOSUNS

Even trades have nicknames!

“Boatswain is derived from the old English word *batswegen* meaning the boat's *swain*, or husband.”

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

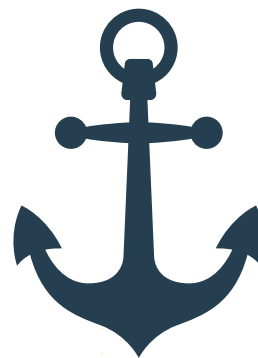
Mark Nelson Contributor

Everyone in the Navy has a ‘trade’, which is considered to be their job or specialty. A traditional way a specialist might be identified is through the title *artificer*, which indicates a skilled sailor. Historically the most common *artificer* is an *Engine Room Artificer*, a specialist within a ship's engineering branch. In modern times, only the senior engineer in a warship, the *Chief Engine Room Artificer*, retains this specialty indicator.

Artificer may be shortened to *tiffy*, as in *Sick Bay Tiffy*, which refers to a sick bay's medical attendant. A Sick Bay Tiffy may be known by other names, almost always referring to the least fulfilling jobs they perform. For example, a medical attendant is never referred to as a ‘blood pressure checker,’ but check a certain body part, and you have a forever nickname.

Sailors are sometimes referred to using the traditional title of *Shipwright*. Generally, ‘shipwright’ is used for a person who designs, builds, and repairs boats and ships, and in this case, used for the sailors who facilitate important repairs of the ship, especially when away from home port.

Toothwright is a popular nickname for a dentist who can also be referred to as a *molar mangler* or a *fang farrier*, somehow leaping from fixing a sailor's teeth to trimming horse hooves. Even more popular is the nickname *fang bosun*, which refers to the professional sea trade of a dentist.



A *bosun* or *bos'n* is a shortened version of the *boatswain*, which generally refers to a sailor responsible for the ship's ropes, rigging, and boats. *Boatswain* is derived from the old English word ‘*batswegen*,’ meaning the boat's ‘*swain*,’ or husband. In today's Navy, ‘*boatswain*’ refers to the professional seaman trade. The name is popular and gets reused in many ways. For example, a *sin bosun* is a nickname for a Chaplain or a Padre, *muscle bosun*, referring to physical fitness staff or a muscle-bound sailor who enjoys weightlifting, or *ping bos'n*, another name for a sonar operator. *Rum bos'n* was a term used for someone who might be willing to share their contraband stash of liquor, especially back in the day when a daily rum ration was issued to the crew.

Some refer to members of the Boatswain trade as *super sailors* because they are specialists in all seaman-ship evolutions. Another tongue-in-cheek way to refer to a boatswain would be ‘*boat swan*,’ appropriately combining two of their favourite things, boats and swans. Who doesn't love a good swan!

In this context, the *swan* would refer to a side trip or attendance at an event that may be perceived as more fun than work, i.e., ‘While we were de-storing ship, Bloggins was away on a swan to Montreal’. Some might even refer to such a trip as a *jolly*, especially if it was a work-related journey that involved little work and more pleasure. Lucky Bloggins!

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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Armoured Officer brings love of scuba diving to Yellowknife

Alice Twa
JTFN Public Affairs Support

A quartz vein with gold in it, an oil seep, a 40-foot trawler, and a microphone are just some of many incredible finds Captain (Capt) Jeremy MacDonald made during his scuba diving adventures.

Famous in HMCS *Yellowknife* for finding lost items in lakes and rivers surrounding the community and returning them to their rightful owners, Capt MacDonald has made scuba diving more than just a hobby.

"It's always interesting to talk to people and find out what happened, how'd it happen, is there a story? Being that 'middle man' to solve those issues is quite fun," he said.

Capt MacDonald is the Executive

Assistant to the Commander at Joint Task Force (North).

Initially hoping to join the Canadian Armed Forces in 1994 as a Navy Reserve Clearance Diver for the HMCS *Brunswick*, he left the recruiting office enlisted in the Canadian Army as an Armoured Officer.

"My great-grandfather was in the First World War, my grandfathers were in the Second World War; I've had all kinds of uncles and cousins and relatives who've been in the Army, Navy, and Air Force throughout the years; my son is in the military now. So, it's a family tradition



of service," said Capt MacDonald.

Joining the Army didn't stop Capt MacDonald from learning how to scuba dive. While waiting for French training in St.

Jean, Que., he and a few friends got their Professional Association of Diving Instructors Open Water Diver Certification. Capt MacDonald earned his Advanced Open Water Diver Certification in 1999.

For a while, diving remained a side hobby for Capt MacDonald, and it wasn't until 2014 that he started to

become more passionate about the sport.

"I would go scuba diving with friends in the Saint John River and we would find stuff. It'd be fun to track down their owners," said Capt MacDonald. "That got me hooked on finding things and finding the story about how those things came to be in the water. It just kind of morphed from there."

Another big aspect of his diving is doing underwater clean-ups to pull out 10,000 pounds of trash every year.

Scuba and the community of Yellowknife both hold unique places in Capt MacDonald's life.

"I've set up a scuba diving club, a scuba diving company, and a scuba diving TV show. My life is really all about scuba diving," Capt MacDonald said.

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'KNOT' JUST ROPES

Keeping the rope work tradition alive: 'It could save your life'

Lilian Fridfinnson
Maple Leaf

Over time, the traditional Boatswain naval trade has evolved to require less knack and artistry, but Sailor First Class (S1) Keiran Sidle is dedicated to preserving the craft of rope work.

"We'd handle the splicing, the whipping, and now that stuff comes pre-made. It's fading out the rope work part of our trade," S1 Sidle said. "Decorative rope work isn't taught anymore."

'Splicing' is the formation of a joint between two ropes, and 'whipping' is done to prevent rope fray.

Although the role has advanced, and boatswains are responsible for the operation and maintenance of a ship's rigging, cargo handling, and small crafts, S1 Sidle says the tradition of rope work is worth preserving in today's Navy for more than just the custom.

"It could save your life," said S1 Sidle, a Surface Rescue Swimmer. "When I rescue somebody, I have the horse collar around me. A lot of people don't think of knots as being that important."

The 'horse collar' is a rescue sling used by a Rescue Swimmer to bring someone back to the ship. A rope connects the ship and the horse collar, which is placed under the arms of the individual being rescued from bringing them

back in. For S1 Sidle, such rope work is practical and essential knowledge for those working at sea.

The usefulness of rope work was paramount for S1 Sidle, and he started teaching it to young sailors to offer a positive introduction to the Navy and provide them with what he believes are crucial skills.

"I like teaching juniors how to do the trade. That's like 'moulding' new minds, good habits, good mannerisms and a positive attitude toward the Navy," he said.

But the introduction to rope work does not end with young aspiring sailors. S1 Sidle creates art to garner attention for his trade and as a means to unwind in his free time. He posts his work on Facebook, selling some of his projects, and even gifting his handmade knife sheaths and key chains to fellow sailors – reminding them of the functionality of rope.

"I feel like decorative rope work is an artsy way of getting people interested in rope work again," he said.

S1 Sidle even incorporates his trade into his daily life, finding leisure in the tradition of his trade after long days at work.

"It's a good way to relax. For me, I could be sitting, decompressing, watching TV, doing some rope work, and making something look pretty," he said.



Sailor First Class (S1) Keiran Sidle holds a rosette knot. The rosette is a piece of decorative rope work. Photos submitted by S1 Sidle.

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Ravens stretch wings on day sail

Peter Mallett
Staff Writer

After six weeks of military training, members of the Raven Program got a glimpse into Navy life with a Day Sail aboard a Royal Canadian Navy (RCN) frigate.

Twenty-three participants of the Raven Indigenous Summer Program embarked HMCS *Ottawa* on Aug. 11. The Ravens participated in an extensive guided tour of the vessel's departments along with multiple static displays as they sailed through the waters of the Strait of Juan de Fuca.

"Sometimes it's hard for a recruit to envision life in the military outside of their basic training, so the Day Sail offers this outer glimpse," said Petty Officer First Class (PO1) Michelle Howell, Raven Program Coordinator.

The Program was founded in 2003 and followed the basic principles of the Army Reserve Basic Military Qualification (BMQ). This year's edition was hosted at Albert Head Training Centre from July 7 to Aug. 18 and included recruits from all nine provinces and territories.

"The Raven Day Sail was an excellent opportunity for recruits to experience a day at sea and interact with military members outside of course staff," said PO1 Howell.

The Ravens witnessed fire-fighting and hose handling demonstrations and interacted with the ship's Helo (helicopter) Team and its embarked CH-148 Cyclone. Members also interacted with the ship's Dive Team

and their diving equipment. The crew then demonstrated Naval Boarding Party drills and person overboard rescue procedures. The Ravens also experienced some of the vessel's manoeuvres, such as heavy turns and quick stops.

Participants also visited some of the ship's departments during their guided tour, such as *Ottawa's* Operations Room, the ship's Bridge, and the Machinery Control Room, where Ravens learned about the mechanical operations of the ship's engines and generators.

Aiden Dillon, a member of the Raven program, described his first overall experience aboard an RCN ship as 'great' and said he was most impressed by the ship's dive team and members of 443 Helicopter Squadron. He was also taken aback by the agility and skill required by the crew to manoeuvre in the cramped confines of the lower deck with its low ceilings and maze of ladders.

"I was stumbling on the ladders every time," Dillon said. "It was also interesting to see how the crew can get to different parts of the ship by going down the ladder one way and up the other and how they remembered their way."

Dillon, 17, of Windsor, Ont. is a member of the Oneida Nation of the Thames. He said he initially joined Ravens to earn his BMQ qualification, but friendships he developed during training were wholly unexpected and have made him a better overall person.

Lieutenant-Commander (LCdr) Justin Simmons, *Ottawa's* Executive Officer said the Ravens' visit was a great way to 'invigorate' a new generation of sailors. He said two members of his ship's current crew are Raven graduates.

"They were delighted to give back to the program and happy to facilitate a fine ending to this year's Raven Program," LCdr Simmons said.

The Raven Program is one of five Indigenous Summer Programs by the Canadian Armed Forces (CAF). It includes a culture camp at the beginning and then moves into military training such as military knowledge lessons, drill, weapons training, field craft, the obstacle course,

and much more. At the end of the course, the graduates receive their CAF Army Reserve BMQ certification and are allowed to join a local reserve unit, become a full-time Regular Force member or be released from the CAF.

Briana Soloman, another Raven Program participant, was impressed with the teamwork and camaraderie onboard.

"I really admired how everyone worked together to get the job done," she said. "Each of the crew had their own specific role and job to do but they all come together to make it happen and work hard to get there."

The 26-year-old is a St. Thomas University student from Kingsclear First Nation in New Brunswick. She said she joined the Raven Program to explore career opportunities in the RCN, with the Naval Warfare Officer path catching her eye the most.

Mackenzie Nolan, a 17-year-old Grade 12 student from Brampton, Ont. and member of the Missanabie-Cree First Nation, said she was looking forward to boarding *Ottawa* after visiting the former RCN Tribal-class destroyer HMCS *Haida*, which serves as a National Historic Site and floating museum in Hamilton, Ont. The Day Sail was her first time aboard a commissioned RCN vessel.

"I was very excited to be aboard *Ottawa*, a ship of considerable size, and see what the lifestyle could be like and if I'd be interested in joining the Navy," she said.

Nolan is interested in becoming a Naval Communicator and said her favourite part of the tour was seeing the ship's Operations Room.

Besides embarking on a Day Sail, Raven Program participants attended a Military Career Day on Aug. 15 to learn more about CAF opportunities after BMQ. The Raven Program wrapped up for the year with a graduation ceremony at Work Point's Parade Square on Aug. 17.



In Depth: Spotlight on Clearance Divers



Chris Betts

Chris Betts was born Sept. 23, 1999, in Riverview, N.B.

Betts grew up in East Hants, N.S., where he attended Hants East Rural High school. He joined the Canadian Armed Forces in 2017 as a Combat Engineer right after high school and was posted to Gagetown, N.B., in 2018.

Chris completed the Combat Diver prelim in May 2019, followed by the Combat Diver course in August 2019. During his time there, he was primarily employed as a RECCE (reconnaissance) Element for the field troops.

He participated in Exercise Roguish Buoy in February 2020 in Albert Head, B.C. During this exercise, his dive team was paired with a dive team from the U.K, where he made great friends and learned how different countries operate in diving exercises.

Betts participated in Operation Nanook-Nunalivut in March 2020 in Rankin Inlet, Nunavut. During this Op, Betts worked hand-in-hand with a dive team from Finland. This Op was his first time diving under the ice in the Arctic. He completed Clearance Diving Assessment Centre (CDAC) in February 2021 and was confirmed to attend a course in October.

Betts participated in Operation Bell Island in July 2021 in N.L., where he witnessed the Explosive Ordnance Disposal side of the Clearance Divers job. The operation's mission was to remove ordnance from various ships that German submarines sunk during the Second World War.

His future aspirations as a Clearance Diver include completing the Improvised Explosive Device Disposal (IEDD) Operator course and participating in as many exercises and operations as possible.



Alexander Castagna

Alexander Castagna was born on Feb. 23, 1995, in Richmond Hill, Ont.

He grew up in River Drive Park, Ont., and enrolled in the military as a Naval Warfare Officer in 2013.

Castagna began his military career by studying at the Royal Military College in Kingston, Ont., graduating in 2017 with a degree in Chemical Engineering. He was then posted to Victoria for training, where he completed his ship's dive course and trade training.

Castagna's first posting was HMCS *Vancouver* for six months until the ship entered the dry dock. He was then posted to HMCS *Winnipeg* as the ship was brought back from refit. He became the Clearance Diving Officer for the following two years and sailed through the ship's Tiered Readiness Program, deploying on Operations Projection and Neon. While on operation, he applied and was selected for the 2021/2022 Clearance Diving Course.

Castagna was initially interested in Clearance Diving because of the fitness, military style, and community it brought. After being on the ships for a few years and having only positive experiences from Fleet Diving Unit (Pacific) and the people who worked there, he decided it was the career path he wanted to pursue.

Castagna's greatest aspirations for becoming a Clearance Diving Officer are to ensure the unit maintains a desirable workplace and to enable the capabilities of each diver to optimize work throughout the unit and encourage their personal and career goals.



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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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Tamaru the Troll

Fictional character tells real PTSD story

Trigger Warning: This article covers themes and descriptions of trauma and PTSD. If you need to talk to a mental health professional one-on-one, call 1-866-585-0445 or text WELLNESS to 741741 for support.

Peter Mallett
Staff Writer

When a pint-sized sickly grey troll with a pot belly, gnarled feet, and discoloured teeth rips a beautiful garden to shreds, David realizes things in his life are very wrong.

In a self-published short story, *A Troll in the House*, the fictional troll represents Post-Traumatic Stress Disorder (PTSD), which one military member faced in real life, and is using as a writing tool for healing.

"The allegory of the troll as trauma helped me put my experience into a softer third-person story that would be more approachable for anybody reading it," said Corporal (Retired) John Renaud, a civilian police sergeant and former member of Canada's Military Police Unit.

Renaud set out to write a book about his PTSD to explain it to his two sons, Benjamin and Charlie. The book's central character, David faces the same struggles as Renaud.

Having been exposed to trauma in the workplace, David recognizes it has come home with him in the form of a sickly, grotesque and determined pint-sized troll with jagged toes, a pointy nose, and messy hair named Tamaru. "Tamaru" is a play on the word 'trauma', Renaud said. David's garden, which Tamaru taints and then destroys, is an allegory for Renaud's family and mental health.

"David is me and his journey with Tamaru is very true to what I experienced in trauma and treatment," Renaud

said. "David tries to hide his Tamaru and when that fails, he seeks help and follows a therapy process that allows him to live with the trauma."

Renaud is a current member of the London Police Service. His Tamaru surfaced in 2014 when he answered one of the most traumatic calls in his service.

"I performed CPR on a three-month-old girl who was already deceased when EMS decided to take over," he says. "Over 18 months that experience was followed with a series of calls that involved little girls who were dead, dying, or mortally wounded."

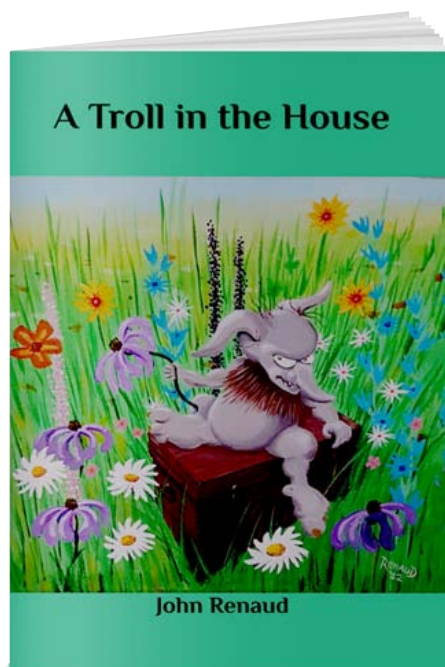
Renaud's triggers are varied and include crowds, unfamiliar people and places, and noisy environments. Babies and young girls can be severe triggers, too, he said.

"As in the story, my troll stalked me for years and I really didn't know or understand what was happening," Renaud said. "I denied it, hid from it, and used poor coping methods to deal with it."

Renaud was diagnosed with PTSD in November 2019, and his wife Tina challenged him to get help. His treatment mainly focuses on cognitive processing therapy, which involves exposure therapy, revisiting the elements of trauma calls, and, in some cases, returning to the scenes.

Renaud said writing his book has been therapeutic. Just like David, Renaud learned to live with Tamaru.

"Healing is a process and it only started when you finally found the courage to talk about it," the Troll said to David in the book.



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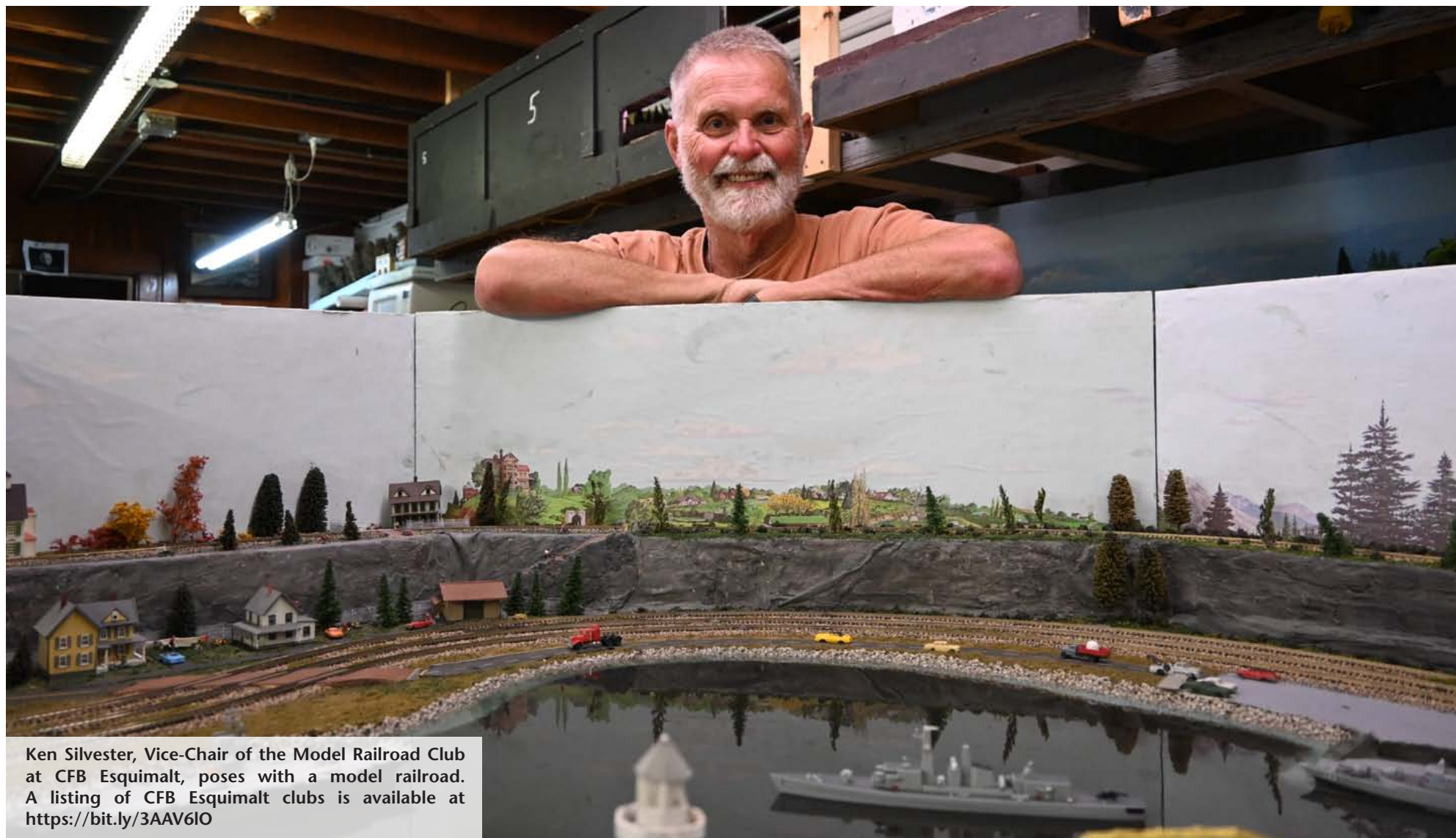
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Questions contact / Contact pour les questions : Christine.farrington@forces.gc.ca



Ken Silvester, Vice-Chair of the Model Railroad Club at CFB Esquimalt, poses with a model railroad. A listing of CFB Esquimalt clubs is available at <https://bit.ly/3AAV6IO>

5 Questions... with the Vice Chair of the Model Railroad Club

CFB Esquimalt Public Affairs

Ken Silvester is the Vice-Chair of the Model Railroad Club at CFB Esquimalt. The club is open to current and retired Canadian Armed Forces members and Department of National Defence employees.

What's an average club meeting like?

We meet on Wednesday afternoons and Saturday mornings. Generally, we spend some time chatting, enjoying coffee and having good conversations, and then we get to work either repairing old models or creating new ones. Since we go to many shows, the models can get a bit dinged up in transport, so there's always something that needs to be worked on. Most of our models are built in a modular format for ease of trans-

portation, but we also have a permanent layout that allows members to run and test their engines on the track.

Is there anything exciting coming up for the club?

We have a lot of events coming up that we've been getting ready for, which means repairing many models to ensure they look their best and run smoothly at all of the shows. We plan to attend Formation Fun Day on September 10 and then the Victoria Train Show and the Luxton Fall Fair at the end of the month.

What's something about the club you wish more people realized?

The hobby is about more than just trains. It might be for you if you are interested in modelling in general or in electronics. The hobby is also always changing and evolving as new technology becomes

available. Recently we've been trying to set up some Arduino microcontrollers to trigger lights and animations on the modules.

What drew you to the Model Railroad Club?

I've always been interested in modelling and so getting into model railroads was a natural development of that hobby for me. The members here are great, and we all have our interests outside of modelling and our specialties, but we've got common ground in railways.

Bonus Question: What's your favourite model railroad gauge to work with?

At the club, we have HO gauge and N gauge models. HO is nice because it's bigger, and you can work in more detail, but I prefer N gauge. It's half the size of HO, so you can get more done in less space.

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NAVAL FLEET SCHOOL (PACIFIC)

Presented by Lieutenant-Commander Greg Oickle, Operations Officer

Photos: Sailor First Class Sisi Xu, MARPAC Imaging Services.



Sailor Third Class Alexander Smith receives a Certificate of Military Achievement for Top Student Honours during the Naval Communicator QL3 Course Graduation Ceremony on Aug. 12.



Sailor Third Class Tien Tran receives a Certificate of Military Achievement during the Naval Communicator QL3 Course Graduation Ceremony, Canadian Forces Base Esquimalt on Aug. 12.



Sailor Third Class Owen Steed receives a Certificate of Military Achievement during the Naval Communicator QL3 Course Graduation Ceremony on Aug. 12.



Sailor Third Class Alexander Smith receives a Certificate of Military Achievement during the Naval Communicator QL3 Course Graduation Ceremony Aug. 12.



Sailor Third Class Owen Smith receives a Certificate of Military Achievement during the Naval Communicator QL3 Course Graduation Ceremony on Aug. 12.



Sailor Third Class Maciej Russer receives a Certificate of Military Achievement during the Naval Communicator QL3 Course Graduation Ceremony on Aug. 12.



Sailor Third Class Adin Roy receives a Certificate of Military Achievement during the Naval Communicator QL3 Course Graduation Ceremony on Aug. 12.



Sailor Third Class Ian Rodman receives a Certificate of Military Achievement during the Naval Communicator QL3 Course Graduation Ceremony on Aug. 12.



Sailor Third Class Mike Mendria receives a Certificate of Military Achievement during the Naval Communicator QL3 Course 0015 Graduation Ceremony on Aug. 12.





NAVAL FLEET SCHOOL (PACIFIC)

Presented by Lieutenant-Commander Greg Oickle, Operations Officer

Photos: Sailor First Class Sisi Xu, MARPAC Imaging Services.





Sailor Third Class Brian Lillew receives a Certificate of Military Achievement during the Naval Communicator QL3 Course Graduation Ceremony on Aug. 12.



Sailor Third Class Guillermo Jungbluth-Aleman receives a Certificate of Military Achievement during the Naval Communicator QL3 Course Graduation Ceremony on Aug. 12.



Sailor Third Class Artur Demchenko receives a Certificate of Military Achievement during the Naval Communicator QL3 Course Graduation Ceremony on Aug. 12.



Sailor Third Class Ryan Carroll receives a Certificate of Military Achievement during the Naval Communicator QL3 Course Graduation Ceremony on Aug. 12.



Course graduates and instructors of the Naval Communicator QL3 Course pose for a group photo before the Naval Communicator QL3 Course Graduation Ceremony.



FLEET TARGET SERVICES WEST

Presented by Lieutenant-Commander Kateryna Hubbard, Senior Staff Officer, Plans Canadian Fleet Pacific

Photos: Mr. Bryan Harder.



Sailor Second Class (S2) Yann St-Jacques Beauchemin was promoted to current rank on Aug. 5 at Duntze Head. S2 St-Jacques Beuchemin is a consistent and valued member who promotes the physical and mental well-being for all members of the section.



Sailor Second Class (S2) Ali Goljan was promoted to current rank on Aug. 5 at Duntze Head Fleet Target Services West (FTSW), a division of Canadian Fleet Pacific. S2 Goljan is a dedicated and hardworking member who maintains the positive morale of the section.

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