

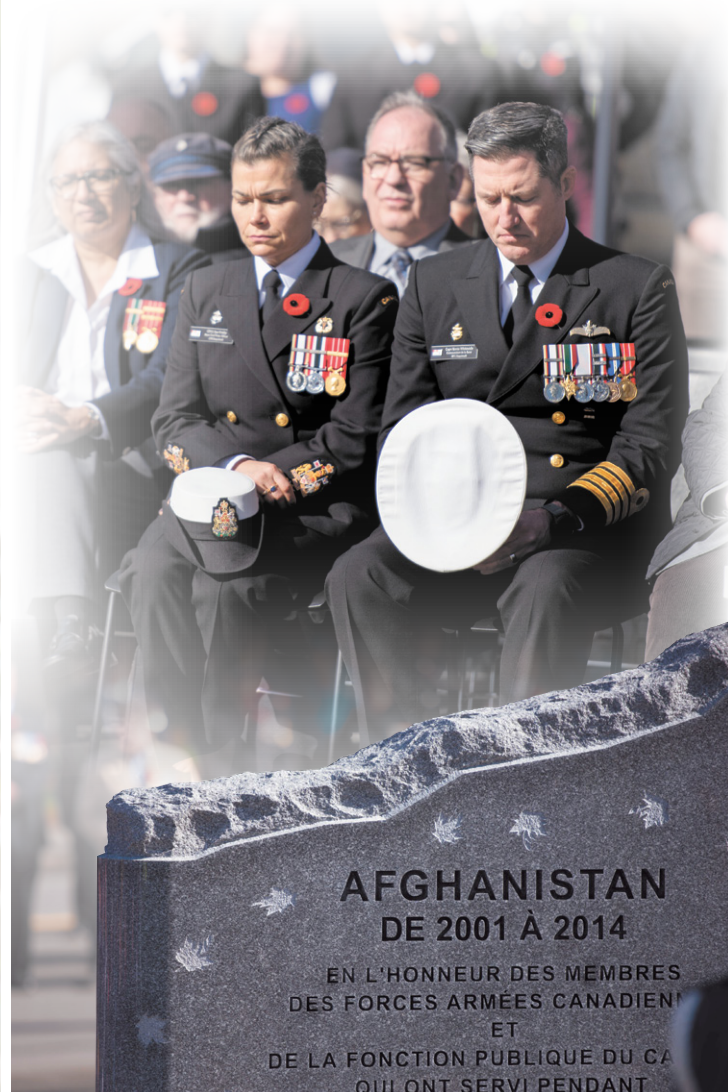
the LOOKOUT

VOLUME 69 NUMBER 11 | MARCH 18, 2024
MORALE & WELFARE NEWS | CFB ESQUIMALT, VICTORIA, B.C.
NEWSPAPER & PUBLISHING

AFGHANISTAN A TRIBUTE TO THOSE WHO SERVED

Chief Petty Officer 1st Class Sue Frisby and Captain (Navy) Kevin Whiteside, Base Commander, CFB Esquimalt, along with Canadian Armed Forces serving members, veterans, and members of the public attend a memorial for the Afghanistan War at the Afghanistan War Memorial in Victoria on March 12.

Photos: Master Corporal Nathan Spence



Composite photo.



Sailor 3rd Class (S3) Owen Bylsma from Fort Saskatchewan rings the bell during the ceremony. S3 Bylsma is a member of the Naval Experience Program.

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KING'S HARBOUR MASTER

Tugging Away

(Left) Brian Whittaker, King's Harbour Master (KHM) Pilot 1 and Mooring and Training Officer, and Tansel Erkmen, KHM Pilot 2, view potential landing spots on Y-Jetty from an observation deck aboard HMCS Saskatoon on Feb. 29. The two are civilian employees and members of the Port Operations and Emergency Services Branch Auxiliary Fleet.



The *Glendale* Tug, a vessel of the King's Harbour Master Auxiliary Fleet, completes a towing operation at Y-Jetty as part of Tansel Erkmen's training, Feb. 29 at CFB Esquimalt. Photos: Peter Mallett/ Lookout Newspaper

Peter Mallett

Staff Writer

Tansel Erkmen's training and certification for his Pilot 2 clearance with King's Harbour Master (KHM) were conducted with the KHM *Glendale* Tug over four days last week.

The rigorous training involved mastering various maneuvers, such as departing, coming alongside different berths, backing, and driving forward at most of the jetties in

Esquimalt Harbour. These skills are crucial for a KHM Pilot 2, as they ensure safe and efficient navigation in the harbour.

This training procedure involved moving a Maritime Coastal Defence Vessel (MCDV) using single lines different configurations, and communicating with the *Lawrenceville* Tug at the stern of *Saskatoon* to ensure a seamless move. Whittaker says that two tugboats are usually required for harbour operations, so communication and understanding

between the two tugs and pilot is critical for any move.

"The MCDVs can be rather tricky for docking and undocking and take some practice because they are smaller than frigates; they get very twitchy when you apply power and the tugs at the bow or the stern need to react to this," said Whittaker. This highlights the precision and skill required of a KHM Pilot 2, as they must navigate these challenging conditions to ensure the safe

movement of MCDVs in the harbour.

Earlier in the week, Erkmen successfully completed a similar towing operation involving *Halifax*-class frigate HMCS *Ottawa* at A-Jetty. The completion of Erkmen's training was vitally important, says Whittaker, since the KHM currently has only two full-time pilots working on the West Coast. As a KHM Pilot, Erkmen will be qualified to move Department of National Defence assets into the harbour, requiring extensive training.

WONDERING WHAT TO DO IF YOU OR SOMEONE YOU CARE ABOUT MAY BE THINKING OF SUICIDE?

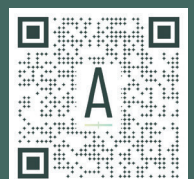


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Matt Carlson, Projects Officer for Base Public Affairs, celebrates the achievements of the National Defence Workplace Charitable Campaign (NDWCC) while Rebecka Ibbotson of United Way of Southern Vancouver Island spins the prize wheel at the NDWCC booth.



Lars of West Coast College of Massage Therapy gives a member of the Defence Team a massage.



Master Sailor (ret'd) Tyson King of Vancouver Island K9 Consulting takes a break with his two English Cream Golden Retrievers Groot and Jack.



Personnel Support Programs employees serve up free food to visitors.

Peter Mallett
Lookout Staff

The MARPAC Health and Wellness Expo, a testament to community spirit, saw hundreds of visitors and over 50 community organizations and businesses converging at the Naden Athletic Centre.

Organized by the *Lookout Newspaper* with the support of many Personnel Support Programs (PSP) units, the MARPAC Health and Wellness Expo is a popular trade show-style event held annually at CFB Esquimalt.

The Expo, a vibrant event aimed at boosting the morale of the Defence Team, offered a diverse range of activities. From sports and fitness to food, education, health care and healing, travel, recreation, and hobbies, it covered all dimensions of the health and wellness spectrum.

While vendors distributed free food samples and swag to attendees, Tim Hortons Esquimalt provided complimentary tea and coffee, SISIP handed out popcorn, and West Coast College of Massage Therapy donated free massages.

Harris Victoria Dodge and Sunshine Coast Health Centre were the official sponsors for this year's event.

Missed out on the Expo this year? Save the date for *Lookout Newspaper's* next exciting event, the Ship-to-Shore Industrial Tradeshow, which will be held on Oct. 8.

Photos: Peter Mallett, Lookout Newspaper

Thank you to our sponsors:



Captain (Navy) Kevin Whiteside, CFB Esquimalt Base Commander, stops by the Navy Run booth to show his support for this year's upcoming races. Joining him for a group photo are PSP members Gillian Larsen, Kamma Frederick and Laurel Koslowski.



Shelly Reed of real estate property staging company Fluff it UP! decorated her booth with beautiful floral arrangements.



Daniel Jordan, Director of Strategic Development for the Sunshine Coast Health Centre of Powell River, B.C., offers up some chocolate to visitors.

Harris Victoria Dodge Sales and Leasing Representative Matt Ozon, and Anastasia MacMillan, Inventory Manager, show off Jeeps from their showroom.



(Left) Danielle Yole and Vicky Doucette of the MARPAC Health and Wellness team toast with a glass of cold, refreshing water while offering tips to stay hydrated.



Visitors to the West Shore U-Lock Mini Storage booth spin the prize wheel.



Sailor 2nd Class (ret'd) Ken Silvester of the CFB Esquimalt Model Railway Club adjusts a section of the track for his Z Scale model train.



Chief Petty Officer 1st Class Steve Wist of CFB Esquimalt Golf Association showcases his putting skills.


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PTSD: Using the now to overcome intrusive thoughts

Thomas Goenczi
 Lookout contributor

Last week, we looked at a couple of techniques that can assist in alleviating the immediate uproar of our intrusive thoughts from a traumatic incident. By identifying the thought, scanning our body to find where the tension lies, slowly and intentionally breathing into that anxiety, and using positive affirmations, we can find some immediate relief from the disturbing thoughts.

However, we sometimes find that the invasive thoughts persist after using some or all the techniques. We can't stop them from riddling our minds with feelings of hopelessness.

What can we do to grant ourselves space from these intrusive thoughts?

One option is to redirect our focus to the present moment. When no coping mechanisms work, we no longer revel in reality. We must pour ourselves into an activity that dominates our mind and no longer allows it to do as it feels. Action is key here; we cannot sit idly and meditate on the horror of these thoughts because then we give them the power to overtake our lives. We halt the mind's wandering

and ground it back into reality through attention to the present moment, wherever and whenever that is.

Simply bringing ourselves into the moment is no easy feat. We're often swayed by the desire to follow the mind and to continue to gnaw at the disturbing thoughts of the trauma. This is where our capacity for attention is paramount. At times like this, we must will ourselves into the present moment to exert all we have to the current happenings. However, it needs to be done skillfully, which doesn't detract from the present moment. An example of where overly exerting the will becomes evident is when we become so anxious that we cannot live in the moment. To live presently is to live guided by a gentle will and devoted attention.

When the intrusive thought spontaneously bursts into your awareness, try to draw your focus into whatever you may be doing. Whether you are cooking dinner, hanging out with a friend, exercising, or even watching TV, fully devote yourself to the reality in front of you. By pulling your attention into what's happening around you, the mind can no longer engage in the rumination of the

trauma. It is occupied with the life before you, not what happened.

Putting our unmixed attention into the present moment is the purest devotion to ourselves. The sorrow or pain in life does not obstruct us. We are not swayed by desire or fear; we accept what is before us. We allow reality in, witness, and experience it as it is. This isn't to disparage the mind's capacity; it is a gift. However, when our mind continuously ropes us in with intrusive thoughts, it no longer serves us; instead, we begin to serve it. The present moment is the gift that is always there; we must pay attention to it.

Next week, we will round up our discussion on trauma-based intrusive thoughts by looking at ways to confront them on our own.

Thomas Goenczi is an RCN Veteran and MA Clinical Counsellor with Private Practice: Well Then Therapy. The content is not intended to substitute professional advice, diagnosis, or treatment.

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NEW BOATS

FOR FDU(P)



One of four Outboard Engine Diver Boats of Fleet Diving Unit (Pacific) located at the D Jetty. Inset: (Left) Sailor 1st Class Tajoniel Forbes and S1 Aaron Speare (R). Photos: FDU(P)

Kate Bandura
Lookout Editor

Fleet Diving Unit (Pacific) is making the most of its new vessels.

The Unit has been expecting four Outboard Engine Diver Boats (OEDB) since November; the boats replaced their existing Rigid Hull Inflatable Boats (RHIB).

Petty Officer 1st Class (PO1) Benoît Léonard, Operational Dive Team Chief, says the maneuverability of the OEDBs is vastly superior to the RHIBs.

"The cab and seats are great for the operators. It also keeps divers

protected from elements during dive jobs and gives them a place to warm up," he says.

The 'outboard' part indicates the engine is not 'in' the boat – this increases maneuverability and ease of maintenance, and allows for more deck space to work.

Master Sailor (MS) Joshua Hardy, the Tech/Dive Tender Engineer, says the twin, super-charged 275HP is, by far, the best part.

"Having an outboard mounted on the stern of the boat allows for better control and ease of operations. Being able to 1-for-1 swap an outboard in Unit, should the

need arise, is definitely a benefit," he said.

The twin O/B engines allow turning in tight spaces, and the power allows a fully loaded OEDB to come to speed much faster than the RHIB. Recovering divers using the diver doors fitted on the work deck is easy, and it allows for a quick transfer of equipment and helps in emergency situations. The OEDB is also quieter than the RHIB, which helps pass orders and instructions while ensuring divers do not spend hours in noisy environments.

Although the design hinders the ability to take many people

out on the water, the OEDBs are far more comfortable and can go further out than RHIBs. PO1 Léonard says the boats are great for longer dive days.

"They have a great navigation suite which helps navigating to remote dive sites or end-of-day calls. It also has a nice open work deck allowing a functional dive site, and the amenities are great for poor weather," he said.

Nine members were qualified to operate the vessels. Qualification required members to take a week-long course followed by one-on-one time with the instructor to ensure safe operation. Members

were surprised by the little power required to maneuver the vessel, especially in reverse.

"I expected more PowerPoint," MS Hardy said. "It was a nice surprise to spend enough time getting comfortable with the boat's operations."

The remaining RHIBs will be decommissioned and returned to stores to be auctioned off.

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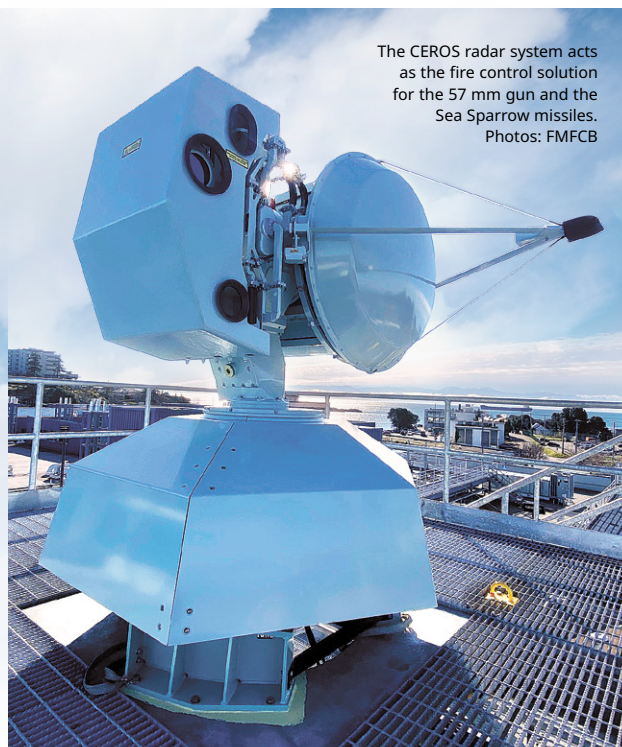
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FMFCB secures new radar system



The CEROS radar system acts as the fire control solution for the 57 mm gun and the Sea Sparrow missiles.
Photos: FMFCB

Rory Theriault

Strategic Communication Officer, FMF CB/CS

A new diagnostic precision and operational efficiency era has commenced at Fleet Maintenance Facility Cape Breton (FMFCB).

The facility saw the installation of the CEROS 200 radar system atop building D250. This state-of-the-art radar system, renowned for its effectiveness on naval ships, promises to revolutionize FMFCB's maintenance capabilities.

"This is a huge asset for us at FMF," says Oliver Froehlich, Work Centre Manager for shops 161, 162A, and 163.

The CEROS radar system acts as the fire control solution for the Bofors 57 mm Naval Automatic Gun and the Sea Sparrow missiles, allowing these weapons to track targets, including aircraft and vessels. One of the most notable advantages of the CEROS 200 radar system is its ability to conduct diagnostics tests on lower reparable units (LRUs) extracted from naval ships' radar systems.

"If we have an unknown part, we can go upstairs, test it, and determine what is at fault," Froehlich says.

These LRUs—integral components of a highly complex system—can be plugged into the CEROS system, which expedites identifying faults within components and streamlines troubleshooting and maintenance procedures. This newfound accessibility in diagnosing and addressing issues enhances FMFCB's responsiveness and effectiveness in maintaining the operational readiness of naval assets.

Moreover, installing the CEROS radar system opens new training and skill development avenues. Having a replica unit of the ships conveniently located on FMFCB's premises enhances proficiency in operating and maintaining the radar systems. It fosters a culture of continuous learning and innovation within the organization.

The Industrial Engineering (IE) department played a pivotal role in implementing this project, from configuration and location to creating detailed conceptual design and managing the integration into the facility.

"This was a complex infrastructure project, and FMFCB showcased our abil-

ities in the design and integration of the CEROS system into the facility," says Matt Raine, IE Manager. "This project's heart is in a fully functional converted Seacan, a work station that now houses the circuit boards, hydraulic pumps, and operating console essential for operating the CEROS radar system. It highlights FMFCB's resourcefulness and adaptability in repurposing existing resources to meet evolving operational needs."

Electricians played a pivotal role in getting the radar up and running. Their thorough attention to detail and technical proficiency ensured the system's successful integration and functionality.

Furthermore, the collaborative efforts of various shops, including pipe fitters and sheet metal workers, were instrumental in bringing this project to fruition. Their expertise and teamwork exemplify FMFCB's commitment to excellence and operational readiness.

Colin Gillman, an FMFCB electrician, describes the project as one of the more unique ones he's worked on.

"From the ships to the rooftop of FMFCB, our team of trades personnel have proven time and time again their adaptability when completing projects of any scale," he said.

The acquisition and installation of the CEROS 200 radar system represent a significant leap forward for FMFCB in enhancing its diagnostic capabilities and operational efficiency. By leveraging this technology, FMFCB continues to uphold its mission of ensuring the readiness and effectiveness of naval assets while supporting the Royal Canadian Navy.



The CEROS 200 radar system is seen atop building D250 at FMFCB.

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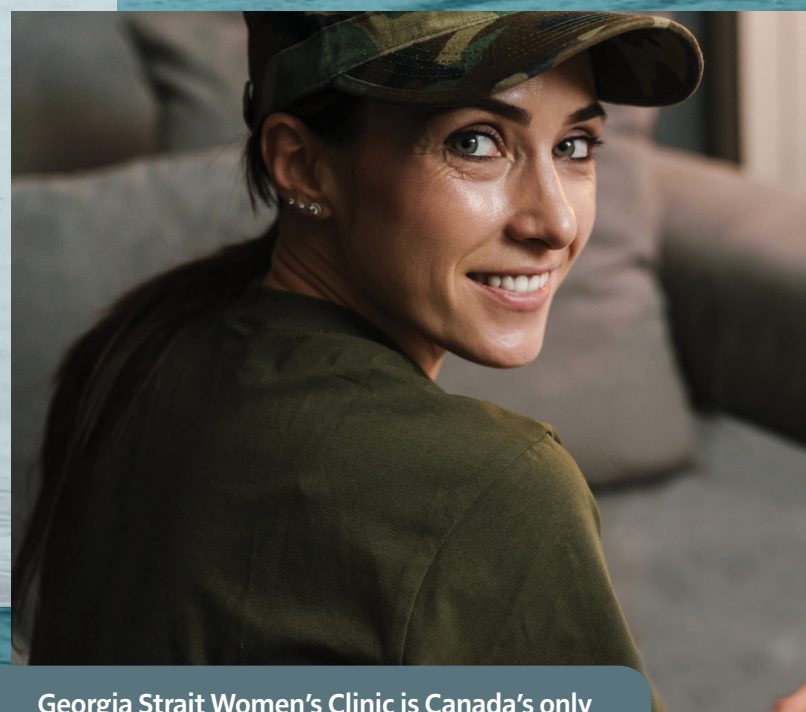
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