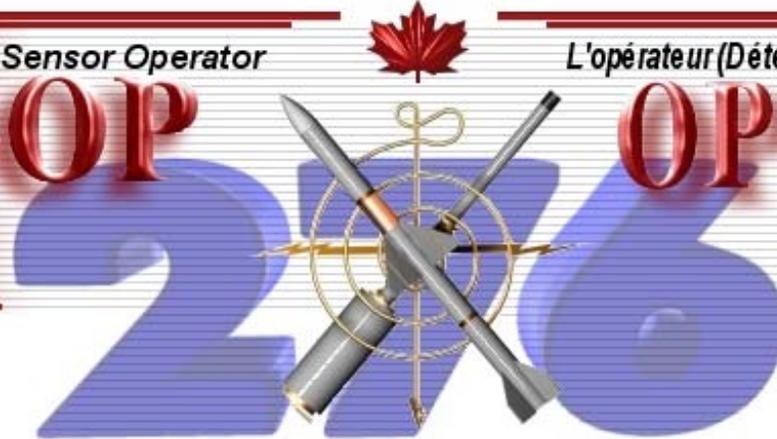


Naval Electronic Sensor Operator

L'opérateur (DéTECTEUR électronique nava)

NESOP

OP(DEM)



And The Survey Says.....

The **NESOP NEWSLETTER** is published by and for the NESOPs of the Canadian Navy. It's purpose; to keep members current with items that reflect the NESOP community, by supplementing information provided by formal sources and acting as a forum for sharing unit-level items of interest. This newsletter is only as strong as the members it supports, as it is they who provide the content...

Views expressed in this newsletter do not necessarily reflect official opinion or policy.

... Editor

Ok, so the title was "borrowed" from a game show. Given the scope of what's happened with the MOC over the past six months, it's rather fitting. Coinciding with the release of issue eight in Nov 00, the Combat Ops questionnaire was making it's rounds from sea to shining sea. You know. That survey that wanted to know what you think you did. Or uh...actually what you do instead of ..uh...what you did, because you weren't allowed to discuss what you did. To do that would be speaking of the past, but you were..uh...past that point and should only answer those questions dealing with the present, but not ever the future, because then you wouldn't be discussing what you did...er...do. Ouch. That hurt! Now I know how Dr. Seuss started out. Suffice it to say that the tally is in, and the results tabulated.

Our good SME has provided a column that will help to sort out the burning questions for us all. One thing is certain. If we set out to identify our MOC deficiencies, we succeeded. If we set out to document those deficiencies, so the same types of problems can be averted in the future, we succeeded. If we set out to ensure that our difficulties were made known to the "powers that be", we succeeded. We're therefore already better off than we were a year ago!

This issue was delayed slightly until after the MOC Advisory Council had convened.

Once again, we've received numerous articles for this release of our trusty newsletter. Read them well. Learn, reminisce, laugh and enjoy issue nine.

...CPO2 Terry Prowse

Le **BULLETIN OP (DEN)** est publié par les OP DEN de la Marine canadienne et à leur intention. Son but : aider les militaires à connaître l'actualité en ce qui concerne le milieu des OP DEN, en complétant l'information qui provient des sources officielles, et offrir une tribune où les unités peuvent mettre en commun les sujets dignes d'intérêt. Ce bulletin ne vaut qu'en fonction des militaires qu'il appuie, car ce sont eux qui en fournissent le contenu ...

Les vues exprimées dans le présent bulletin ne correspondent pas nécessairement à l'opinion ou à la politique officielles.

... Le directeur

In This Issue

And The Survey Says ...	1	News From MARLANT	15
"So...Who's Who In Our Zoo?"	2	"...System, Break Engagement..."	26
News From The NCR	4	Closing Thoughts	30
News From Marpac	9		

So...Who's Who In Our Zoo

by CPO2 Terry Prowse

D Mil C2, MOC Manager, D Mar Pers, MOC Advisor, TGNESOP, DMPOR, DMTE, N3, N12, N11, etc. Confusing? What do these acronyms and positions have in common? They are some of the positions that are manned, or *can* be manned by senior NESOPs. More importantly, they are offices whose decisions affect every NESOP ashore or afloat. But every sailor with a "276" tattooed to his/her brain stem knows what they do. As well, he/she can recite precisely who is currently in these spots representing them ... can't we? Unfortunately, everyone knows the answer. Unless you work directly with these offices, the chances of you knowing what they do are pretty slim; let alone what the acronyms themselves stand for. It's for this reason that this column is a permanent fixture within the Newsletter. It's purpose... to provide you with info regarding the people and places who make the decisions that affect you. Again, if you have any suggestions for this column, please pass them on.

... Editor

This will be the last "Who's Who In Our Zoo" column dealing with individual positions for the year 2001. As you may have noticed in the text box above, many of the acronyms have changed. Yes, just when we had it down pat too. Reorganisation within CMS has led to "modified" positions. In view of this, issue ten (to be released in November), will contain a summary of the positions covered to date, and the senior members sitting in the

respective seats.

This issue however, will put the spotlight directly over top of a few Chiefs that everyone may come into contact with while on course, or in the vicinity of the schools.

So without further adieu, I introduce you all to the lives and wonders of our own school CPOs. May Saint Barbara have mercy on my soul...

Who They Are

CPO2 Paul White, CD (CFFSE AWW DEPT CPO)



CPO2 White was born in Peterborough, Ont 28 May 1956 (**Wow!**). He enrolled as a Firecontrolman on the 20 February 1974. Following basic training, he underwent trades training at Osborne Head Gunnery Range in Halifax. In September 1974, he was posted to GATINEAU. After successful completion of his PL 4 course, he was transferred to HMCS Saskatchewan. In 1978 he was promoted to LS.

In January 1979, he completed the Firecontrol Technician course at CFFS Halifax. He was promoted to Master Seaman March 1980 and employed as a Firecontrol maintainer on the RESTIGOUCHE and KOOTENAY. In early 1983 he was promoted to PO2 and posted to HMCS QU'APPELLE as Senior Maintainer. In January 1985, after MORPS, he was reclassified as a NESOP. He was posted to AWWTC BLACKROCK as a QL3 Instructor. He was promoted to PO1 September 1986 and completed his SLC at CFB Borden September 1996.

In June December 1987 he completed the AWWD course in Halifax (**a lot harder then!**), and posted to KOOTENAY as the AWWD. PO1 White was posted to Pacific Region Cadets as an Area Cadet Instructor in August 1990. Responsible for supply, administration and cadet training, he travelled extensively throughout British Columbia supporting Sea Cadet Corps (A very rewarding job). In Dec 1992 he was posted to RESTIGOUCHE and remained onboard to decommission her and transfer to HURON.

In July 1995, he was promoted to CPO2 and was posted to Pacific Manpower Co-ordination Centre. In January 1996 he was posted to PROTECTEUR as the Combat Dept and Training CPO.

In July 1997, he was posted to the DMPPD in the Nation's Capital looking after AAW policy and deficiencies in the Fleet, and looking after Naval equipment needs 5-10 years into the future.

In July 2000, CPO2 White was posted back to the West Coast to AWWTC BLACK ROCK as the Senior Instructor. CPO2 White is married to Alice Barbara of Dawson Creek and has 2 daughters Robyn and Jennifer and a son Trevor that keep them very busy in life.

So...Who's Who In Our Zoo

...continued from page 2

Who They Are



CPO2 Wayne Tansley, CD *(Incoming CFNOS AWW DEPT CPO)*

This is my first submission to our newsletter and hopefully not my last. I am from St.John's NFLD and joined the navy in May of 1976 as a boy of 17, boy have times changed since then! I have sailed on 3 steamers, which were ANNAPOLIS, OTTAWA and ASSINIBOINE. I joined IROQUOIS in 1982 and I have basically been with the 280's and TRUMP program ever since. I was a director on ALGONQUIN for almost 5 years, and I have done 3 postings to ATHABASKAN as an Above Water Warfare Director. Now as the TGNESOP for CANFLTLANT, I get to see the planning and operational process from a whole different perspective. I have learned a lot from this seat and the lessons I have learned will stay with me for years to come (It's true, you do learn from your mistakes ☺). I have also had the privilege of serving on HMCS ANTICOSTI as the Coxn. It was a busy time for her and let me tell you, crossing the Atlantic in a flat bottom ship is an experience of its own. If you ever get the opportunity to serve on a small sea going unit, jump at the chance. You will never regret it !!!!

This September I will be posted to CFNOS as the AWW Section Chief, it will be my first regular shore posting in sometime and honestly, I am looking forward to it.

What They Do

The AWW Dept CPO's for CFFS Esquimalt (Blackrock) and CFNOS Halifax are directly responsible for the overseeing of all training and administration within their respective schools, to the standard outlined by the formations and/or the Chief of Maritime Staff; CFFSE for QL3 students, CFNOS for QL5 and above. When not conducting "Career Course" serials, continuation training for various units/teams fill their daily schedules. From an administrative standpoint they are responsible for overseeing multiple instructors, complete with the required divisional duties. From a student perspective, they are responsible for your well being and progress and if required, such tasks as convening Training Review Boards.

News From THE NCR



From the Career Shop

by CPO2 Terry Prowse

Leading Seaman & Below Career Manager



HPD Assignments

Posting season is upon us. During the last Career Manager visits, a few asked for a permanent HPD change. Luckily enough, cost moves became available which allowed some of you to get your wish. For those who did, enjoy your new surroundings.

It's one of my goals to attempt to balance out the coasts a little more in my last year. By this, I mean more QL3s to Halifax, and hopefully more volunteer QL5s to Esquimalt. As usual, this is dependent on my ability to obtain additional money in the form of cost moves. If you want to change HPD, let your supervisor know so he/she can inform me by message. It may happen soon, later or not at all. One thing is guaranteed though. If I don't know, you stay put.

ELECTRONIC SELECTION BOARDS

It's June and we're already busy preparing for the fall Promotion and Terms Of Service boards. Preliminary lists are being compiled. These simply state who is **eligible** to go before the board. Problem is that the initial preliminary list, which for the most part is compiled from

peoplesoft data, was 40% inaccurate. Some of you are missing because the peoplesoft data still has a previous rank listed. Some have incorrect dates for seniority or entering promotion zones. Some have incorrect HPD assignments listed. Suffice it to say that these are not the only errors in your peoplesoft records. Although it's taking us at least ten times longer to vet the lists, we're attempting to capture all discrepancies manually. If successful, the next step will be determining the SLR (selection list reduction) cut-off for those files to be seen by the boards. Those electronic files will then be vetted to exclude irrelevant info. By the time the next newsletter is released, the boards will be completed. Word has it that supplementary boards for missing PERs etc, will be few and far between, if at all next year. Good luck to you all.

POSTINGS

We're well into the APS. Multiple and I do mean multiple posting messages have been transmitted in the past few months. The vast majority of you have received the brass ring, and will be going to one of your preferred postings. The sea-shore list has been reduced drastically and the "continuous sea time" ratio is far less than it was previously. Do yourselves a favour. If you happen to get a phone call from yours truly, stating that

you're next to get ashore, and I just happen to have an empty billet in the coffer... take it. If you've been at sea long enough to get to the top of the list, chances are that you and you family (if applicable) deserve the break. Gone are the days where the strongest PERs come solely from sea-going units. Hard work is now recognized in all units, ashore and afloat, as reflected by last year's assessments. Don't let this be the sole factor that keeps you at sea.

OCCUPATION TRANSFER

By now, everyone is aware of the newest CANFORGEN pertaining to the Voluntary Occupation Transfer Program (VOTP). In essence, all CF trades are open. This policy comes at a time when we are trying to gage the success of new recruiting initiatives. Due to a lack of new recruits in recent years (ie. TASOPs with a whole 3 last year), we have been left short of qualified members. To this end, the CANFORGEN was followed by a MARGEN from CMS outlining how this VOT policy will be handled in the Navy. Anyone wishing to VOT must first be within a qualifying window (Post QL4, but pre QL5

continued on page 5...

From The Career Shop

...continued from page 4

or 2 years post QL5). You must then request a VOT waver from NDHQ OTTAWA DMarPers (MOC Manager). Success of the waver will depend on you being within said window, and of course the current strength of your MOC.

This policy does not affect the COTP program, which continues as always for OT to such trades

as INTOP, GEOTECH etc.

NEW FACES

July 2001 will see a new face in the Career Shop. CPO1 Remi Dumont will be replacing CPO1 Corbett as the MS & Above Career Manager. Chief Dumont is a West Coast TASOP most recently employed at ADAC(P). He is looking forward to his new position. Chief Corbett is off to Cape Breton to

snag the masses of new recruits that will be pounding at our door in the coming years.

Congratulations to everyone who got promoted, passed career courses and were offered further terms of service.

That covers it for this issue. Have a great summer.

MOC Manager Notes

by CPO1 Randy Smart

NESOP & NCIOP MOC Manager

A brief introduction is probably in order. I have been in my present position since July 00. Prior to this I have spent the majority of my career in and around the Halifax area. I am responsible to both the NCI OP and NES OP MOCs for the tracking of and management of the positions held by each MOC. Unlike the Career Managers I do not control or deal with postings or promotions, but work in conjunction with the CMs and Coastal Advisors to ensure that when new positions become available they are filled by the appropriate trade and qualification. A main function of my position is, with the aid of computer modelling, determining

the Terms of Service Rate (TOS) for coming years.

At present the NES OP MOC is currently 4% below its Preferred Manning List (PML). The percentage appears to be greater, but when you account for the personnel on medical category, those attending training, then numbers reflect the correct percentages of the PML. After having said this, I will point out that when you look to each coast separately our West Coast brothers are 10% below their coastal PML, which in itself is flagged as being quite high! Present recruiting initiatives indicate that our numbers are on the rise and are already close to last year's intake.

In June your Career Managers, MOC Manager and Coastal Advisors will meet in Esquimalt to discuss the

Occupational Analysis review, previous initiatives and their progress, and any new items submitted to the Council.

There is more information contained in this newsletter that has had its' beginning in Ottawa and no doubt has passed through the MOC management cell but is better explained by their originators. I invite you to study all articles and pose questions to your representatives if something is not clear.

I hope to contribute more positive articles to the newsletter as I gain more experience in the position and as issues related to the trade become available.

Occupational Analysis Report

by CPO2 Chris Smallwood

DMHRR 3-8-6 Combat Trades OA – NESOP SME



It's been seven months and ten days. Sounds like someone describing the length of time they've been away on a NATO deployment or the amount of

time they have left in their current posting or contract. In each case, it symbolizes a period of time that can be perceived as short or long, depending on whether you're a glass

half-full or half-empty kind of individual. If you consider what each of you has accomplished over the last seven months and

continued on page 6...

Occupational Analysis Report

...continued from page 5

ten days, I'm confident the majority of you would have to take more than a few minutes to write it all down. Most would have a list of achievements that a supervisor would be hard-pressed to fit into a PER. Have we figured out where I'm going with this?

It's been seven months and ten days since the Naval Operations OA Team first arrived here in Ottawa and commenced the Occupational Analysis of our MOC's. While the time has passed very quickly, much has been accomplished for all the MOC's. From the initial Problem Definition Paper (PDP) which detailed the current concerns for the MOC's, to the survey and numerous discussion groups held, there has been a myriad of issues either resolved or clearly acknowledged with a way-ahead identified. Changes that were recommended for our MOC included re-alignment of training at the QL3/QL5 levels and the introduction of a new QL5B course. Most of you have already or will soon receive a brief (East Coast will be briefed in June) on the way ahead for our trade. Therefore, there is no need to take up copious pages of this Newsletter to describe the all the changes we have made to the training and employment patterns of our people. Suffice to say we have utilized this OA as fully as possible to ensure our

MOC is placed in a position to meet the challenges ahead.

It is very important to note that we have been in our current state since MORPS was implemented back on the 1st of January 1985. It would be extremely unrealistic for us to assume we could solve all the issues in only seven months. Nonetheless, I'm confident we have clearly identified our situation and created better ways to meet the challenges our MOC faces on a daily basis. More importantly, issues which could not be solved at this time are out in the open and will not disappear simply because the official OA is completed.

When I first agreed to represent our MOC for the OA, I requested input from all personnel to ensure this was a NESOP OA, and not a Joey Smallwood OA. How did it turn out? Over seventy percent of our MOC provided input in the OA. That means everybody who made the effort to get out and complete the survey back in November had their opportunity to be part of the decision making by expressing their opinion in the survey. No one person has the right opinion or answer, and it has taken the input of everybody to ensure the decisions we could make (and implement) are the best for the MOC. In addition, there have been numerous NESOP's from both coasts and here in Ottawa who provided information to me by responding to my email / telephone requests. Their efforts assisted me by ensuring that I remained on the right track and operated at all times in a pan-Navy NESOP mode. Another

impressive part of this OA was the way that senior representatives of our MOC on both coasts put aside their coastal affiliations and worked as a team to ensure the way ahead met the needs of the whole MOC. I'm sure there were days when they wished they had never heard of my name or the term "OA"!

In closing, let me assure you all that we are much better off from this OA and we are very close to being "In Line, On for Range" for the future. There is, without a doubt, more work to be done as the QSP Boards will soon stand up and rewrite the training plans for our courses. The instructors, and standards personnel, at CFFSE / CFNOS will be particularly busy adjusting to the new training patterns derived from the OA in the coming months. Though it will be a year or two before you see the full effect of the changes at sea, rest assured we haven't stopped working towards the common goal of being the best MOC in the Navy!

Thanks to all for your support and perhaps we'll see you around CFNOS over the next two years. Rumor has it that because I'm "learned" in the OA process and all it's findings, I'm on my way to the Standards cell at CFNOS. Suffice to say, I'll be still asking for help over the next two years....



J2 IMAGERY

Myself and PO2 Guillot (West coast variant) arrived into the NAVY ISE (Imagery support element) position in Aug of 2000. The NAVY cell is not up and running at the moment but should start generating products by the beginning of June or July 2001.

We have recently completed Imagery Analysis training in Jolly old Chicksand, United Kingdom. The bitters are fantastic but Guinness ale has extra cold pints available at your local pub, those who prefer cold over piss-warm. I guess a little something should be wrote on what we do around here. I haven't actually got into the nut' n 'bolts of the position yet but I can tell you that everything is imagery-based intelligence. As far as the NAVY is concerned we will be directed by the fleet on what kind of information they require which may regard to such things as; ports and harbours, port facilities, beach landing areas, shipbuilding and real time EOB, just to name a few. Hopefully a visit will be scheduled in the near future to each coast, this will give me a chance to explain in detail the job description and get in touch with the old salty personnel that I have sailed with.

.... PO2 Pete Marshall



NEWC OTTAWA *(The land of milk and honey)*

Hello, and welcome to all from the Naval Electronic Warfare Centre (NEWC), formally known as NISS. The NEWC, a detachment of the CFMWC Halifax evolved from the former EWATs under the guise of the Naval Integrated Support Station (NISS) and resides within the confines of the Defence Research Establishment Ontario, Shirleys Bay along with the Air, Land and the national EW centres. We are approximately 20 minutes west of downtown

Ottawa and on the outskirts of Kanata, home of the Ottawa Senators. How did we get our name? Well about a year and half ago it was decided that the first name given to our detachment, Naval Integrated Support Station (NISS) really did not define our being, so within the detachment on went the thinking caps to try and come up with a suitable name. A couple of the more popular suggestions were Naval Electronic Warfare Facility (NEWF), Naval Electronic Warfare Detachment (NEWD), but the one that was selected by CMS was NEWC, Naval Electronic Warfare Centre. So in the spring of 2000 we officially became the Naval Electronic Warfare Centre Ottawa (NEWC OTTAWA) how ironic and they didn't want NEWF.

As this is our first entry to the Newsletter, we would like to introduce ourselves to give everybody a handle on who we are and what the Detachment is all about. The Det is comprised of a LCdr CSE type as the Det CO (LCdr Barrie Witts), a C2 NESOP as the Det CPO (Satch Henriksson), a P1 NESOP as the Database Manager (Pony Moore), two P2 NESOPS (Ed Campbell intercepts and a vacant billet for library generation), two MS NESOPS (Mark Stark library generation and Rick Penney intercepts), three LS NESOPS (Richard Contant intercepts, Fred Gushue intercepts and Steeve Mimeault library generation), one NET (Patricia Flynn) and one civilian contractor (Ernie Matthews for ECM). This APS our detachment will grow with the arrival of LS Serkeyn our new clerk (I knew I would find away to get rid of my workload) and another civilian engineer. Since our humble beginning, a detachment of 6, we have increased our personnel by 5 and have become one of the fastest growing units within the CF. Command has finally started to realize the importance of EW. So, as you can see we have many years and plenty of experience here.

Our mission is to Provide Her Majesty's Canadian Ships and Submarines with accurate and timely Electronic Warfare data, support and expertise. Currently we generate CANEWS, Guardian Star, Sea Search and CANEWS 2 libraries for our 28 areas of interest. The NEWC also analyses intercepts received

continued on page 8...

NEWC OTTAWA

...continued from page 7

for all ESM systems. We distribute our libraries and programs through the respective coastal media centres. What does the future hold? Well the NEWC, with the addition of civilian engineers, will become actively involved with support to SWG4 and EW OCA trials. Our new equipment, SADM (Ship Air Defence Model) and the Sea Search SPT (Signal Processing Tool) will allow the NEWC to be at the forefront of Naval EW. We just had a recent rash of awards given out here at the unit. The following pers received there CPSM

**PO1 Moore****LS Contant****Now PO2 Stark****Now MS Gushue****PO2 (now Cpl INTOP)
Gagnon****LS Mimeault**

PO2 Gagnon is currently on his int QL-5 course, LS Gushue now has his CD, (only took 4 years to get it.) and CPO Henriksson received his second clasp to his CD last year

The NEWC, in co-operation with Lockheed Martin Canada, have contracted to build a trophy for EW intercepts. The design is now complete and is in its final stage. This trophy will be given to the ship that submits the **best quality** intercepts for the calendar year. It is hoped to present the trophy at either the spring or fall Fleet Week each year. Well enough verbal diarrhoea. So long from Silicon Valley North.

Visit our Website at <http://img.mil.ca/cfewc/NEWC/index.htm> on the DIN

....MS Stark



News From MARPAC

The "News From" columns are included in the Newsletter to assist in bridging the 5946 Mile gap. They do this by providing a place for members and units of each coast to submit articles of interest to the MOC as a whole. This may include congratulatory messages, retirement notices, challenges etc. The only guidelines for this column are that submissions are "tasteful" and provide content that relates directly to the NESOP MOC or its members (items general in nature have their place within other DND publications). Use the column and enjoy!

....Editor



West Coast Advisor Report

by CPO1 Paul Helston
MARPAC MOC Advisor

Greeting from the sunshine coast where we are soon to expect water restrictions because of the beautiful days we been having. Love to share it with my compatriots on the East Coast but that goes hand in hand with that HPD transfer thing.

I will not say much on the OA or Pay Review as a lot of hard work has been done and while it may not be that everything we set out to achieve was approved by CMS, it was not for a lack of effort by every one concerned. However, the yardsticks have been moved to address a number of training issues and to improve NESOP EW skills. It should be interesting in the next year as QSP boards convene and the MOC Council in June sets to

work to tackle those issues yet unresolved. I'd like to take time to give to special thanks to CPO2 Smallwood, PO1 Nichols and PO2 Living for their contributions to the OA and Pay Review respectively.

Below is a list of recent promotions, retirements and congratulations, which does not capture the LS promotions and below who deserve hearty congratulations. So for any East Coasters who like rapid promotion and extra pay (PLD) contact your friendly career manager!

Retirements - 2001

CPO2 Dore
CPO2 Wills
(Both whom are leaving us after 32+ years of dedicated service)

Promotions - 2001

CPO2 Gerry White and MS Barker

Congratulations - 2001

PO2 Green on successful completion of QL6B

MS Miller, Featherstone, Blore and Olejnik on successful completion of QL6A

Best of luck to PO1 Hickman in his posting to Colorado

Welcome to the sunshine coast –

PO2 Gracey, LS Mahoney, LS Krezek and LS Scalabrini

CPO1 Helston
AVN 255-4707



Pay Review Update

by CPO1 Paul Helston
OSCP ATHENA

DPPD staff (pay and benefits folk) this past December approached myself, PO1 Nichols and PO2 Living to expand the Director and Journeyman Predominant Job Descriptions (PJD). While the current two were detailed documents DPPD wanted to make clearer distinctions between Ship classes and the various shore positions that equalled 10% of more of that particular NESOP rank level. The purpose was to accurately define jobs at sea and shore to validate our current pay scale. In other words everything we do at sea and ashore is it worth our current Standard pay scale or a specialist pay category. To do this we broke out the our most recent PJD drafts and requested Terms of References from all the jobs NESOPs do ashore whether it be in CFNOS, CFEWC, NEWC, Athena, Trinity, NORAD etc you name it. The end result was six comprehensive new PJDs. DPPD Recently provided an update during the MOSART

working group this past February. It had been requested that the director General Naval Personnel (DGNP) submit a letter verifying the OA will not impact of the PJDs. The issue of splitting Warfare's most likely would, if not at least cause us to do a complete rewrite and start the process all over. In fact a PO2 ASuWD option that was discussed could in fact put the whole process in jeopardy. Simply put the pay equation used incorporates rank levels in terms of the rank to supervisory skills to determine pay. In this case it meant a reduction by 10% if we were to have PO2 D-Level directors. Keep in mind while SACs are D-Level Directors they ARE NOT part of a specific MOCs career path. The end result is status quo for AWWDs and the letter was sent from DGNP to DPPD staff (who work for VCDS) indicating no change. This in effect saved our bacon as it kept near the top of the review process where as this had not been the case then it could have been set back three years if not forever. However, this did not influence the OA as occupational structures are not based on pay

scales. The final OA report did recommend splitting of the two warfare areas but was rejected by the Navy's senior leadership. DPPD during its brief to the MOSART working group indicated they are still in the early analysis stage but initial indications are it looks very positive for AWWDs and close for journeyman. However, as I briefed NESOPs on the West Coast this past March, this is a long process that still has a number of levels to go through prior to approval. In a nutshell it looks very promising but DO NOT go to the bank just yet. Check out this link for the MARPAC NESOP site for the latest power point briefs on the OA and Pay Review (Naval Operations Occupation Analysis "Sponsor Advisory Group"). Also you can view the latest rendition of the PJDs.

<http://esquimalt.mil.ca/athena/nesopweb/Links.html>

CPO1 Helston
AVN 255-4707



News from "The Rock" *AWWTC CAYUGA*

Well, believe it or not, we have been fairly busy out here in lotus land. NESOP QL-3 0004 recently graduated and headed off to their first postings. NESOP QL-3 0101 is in house, under the tutelage of PO2 Rob Brydon and MS Steeve (that's not a typo) Long.

We have also acquired a SEASEARCH system, which has been installed and will hopefully remain here until the end of the year. So far, three courses have received basic operator introduction taught by PO2 John Penner. We will be conducting numerous courses on SEASEARCH between now and December, with the goal of ensuring that all West-Coast NESOPS receive basic operator introductory training while we still have the equipment.

MS Romulad (AI) Olejnik Has just returned from his QL-6A which he completed with distinction. Congratulations also go out to PO2 Todd Green on the successful competition of his QL-6B.

New "Rackets"

REGINA
6 Aug 2001

OS Michael Colombe.
19 years old. Grew up in the little town of Harbour Breton, Newfoundland. Enjoys playing hockey, volleyball, and softball. Grew up in a family of five, with a younger brother and sister. The CF is his first line of work because he joined right after high school (King Academy Central High). Very happy to be in the Navy.

OS Erin O'Donnell
Born in Scarborough, Ontario in 1981. Brother had recently joined the Army as a Vehicle Technician and was stationed at CFB Borden. After moving to Cobourg, Ontario in 1997, decided the best choice for her would be the Navy. Always wanted to travel and see the world and the Navy offers that.

ALGONQUIN
6 Aug 2001

TORONTO
6 Aug 2001

OS Ashley O'Neill. From St. John's, Newfoundland. Went to Holy Heart of Mary High School for 4 years. Worked at the Aqua Arena as a lifeguard for a year. Also worked at the Signal Hill Tattoo for 3 years. Worked in Ottawa for a summer at Connaught ranges as a shooting coach. Went to nationals 3 years for shooting. In 1999 placed 2nd in the individual shoulder-to-shoulder match.

MONTREAL
6 Aug 2001

OS Slauenwhite
"but everyone calls me Salami. a nickname I picked up in basic training." Born 8 Apr 72 in Lunenburg, Nova Scotia. Joined the Navy to see the world and probably for job security. Joined the NESOP trade because it sounded interesting and he'd get the chance to blow something up. Also enjoys watching movies, playing cards and partying but that is starting to catch up with him!!



OS Ryan Pollard
"but most people call me by my nickname-PO". Born in Etobicoke, Ontario on February 11, 1980. Before joining the Navy, had many different jobs, none however like this. Enjoys all sports. Hopes to have a good career in the Navy.

OS Robert Allen Day.
Born in Toronto, Ontario where he lived for 26 years. Attended Western Tech High School where he learned electronics, computers and music. Used to work for Canada post and UPS. Spent 3 years in the Naval Reserve as a Boatswain before transferring into the Army as a musician. During that time, developed his ability on trumpet. Achieved a QL 6A level and was a corporal 4 pay rating. Felt he needed to expand his horizons, so he enlisted full time using my two other loves, computers and electronics.

VANCOUVER
6 Aug 2001

CALGARY
25 Jun 2001



~~CCST~~ WTD Esquimalt

~~CCST~~ WTD

THEY TIED THE KNOT: FINALLY!

The CCST (Command and Control Systems Trainer) Division and the Harbour Training Division have been cohabiting for many a year and have finally decided to get hitched. The final outcome of this union is the WTD (Warfare Training Division), all the positions remain the same but the administration side is more streamlined and now we utilize a larger pool of expertise.

As for the news on our personnel movements, PO1 Trent Nichols should be getting his CPO2's in July and taking the billet of F3. PO1 Lonnie Thompson was posted into our unit, taking over for PO1 Rick Hickman, and is presently attending his SLC. PO1 Rick Hickman is getting ready to be posted to Colorado. PO2 Ian Kelly has been furiously preparing for his QL6B course starting April. On a sadder note MS Kim Chaisson will be leaving the Navy to pursue a career in health care.

Some upcoming events for WTD are MRI for HMCS Algonquin prior to her doing her single missile shot at Barking Sands Range off Hawaii. The upgrade to the trainer will be completed and back in operation and preparing for the rollout of Iroquois Class CCS version 5 software by mid June (crossed fingers).

At present the following personnel make up the WTD:

LCDR Santarpia-OIC WTD	PO2 Evans-WTD NESOP
LT(N) Headrick-OPSO	PO2 Vandermuellen-NCIOP INST
LT(USN) Montie-WPNSO	PO2 Kelly-NESOP INST
CPO2 Horner-FLT TRG CPO	MS Matevia-NCIOP INST
CPO2 Orwick-WPNS CERT CPO	MS Chaisson-NESOP INST
PO1 Nichols-WTD SWC	MS Pope-NAVCOMM INST
PO1 ChapmanSNR NESOP INST	MS Adams-WTD SAC
PO1 Thompson-FLT TRG NESOP INST	MS Ouelette-TASOP INST
PO1 Craig-FLT TRG NAVCOMM	
PO1 Loeper-WTD ASWC	
PO1 Quigley-WTD C3I	
PO2 Brown-SNR NCIOP INST	

So if you are ever in the vicinity of N92A stop by and visit us, where the coffee is always hot but the pot is not always full.



OSCP ATHENA

Hello everyone! For those of you who wouldn't know, there are eight NESOP positions filled up right now at building 75 & 76. Here are the people:

CPO Helston : THE CHIEF! Also the NESOP MOC Advisor on the West Coast.

MS Featherstone: Supervisor/Watch-keeper at MOC (building 76).
Congratulations for successfully completing your QL-6A course!!!

MS Miller: Supervisor/Watch-keeper at Athena (building 75).

Congratulations for successfully completing your QL-6 A course !!!

LS Piotrowicz: MOC watch-keeper.

continued on page 13...

OSCP ATHENA

...continued from page 12

LS Mack: MOC Watch-keeper who recently joined us, welcome to you!!!

LS Mumford: Athena Watch-keeper who will joined MOC soon.
Congratulations for successfully completing your Seasearcher course!!!
Also, from everyone here, happy belated birthday!

LS Rempel: Athena Watch-keeper who will joined MOC soon.
Congratulations for successfully completing your Seasearcher course !!!
Also, from everyone here, happy birthday!

LS Searle: Athena Watch-keeper.
Congratulations for successfully completing your Seasearcher course !!!

The 12th of April, we had our professional development day. It was very educational. I got picked to wear the special goggles that simulate your vision as a person who had 0.05% and 0.16% of alcohol in their blood. You could imagine how crooked I was walking, specially with the second pair of goggles!!! We got a good laugh out of it!

This month, a big change will happen at ATHENA; we are moving to MOC and work all together! When? Soon, very soon !!!

Q: What is the difference between the ship working schedule alongside and the Watch-keeper schedule at OSCP ATHENA?

A: Alongside usually, people work 8-3 or 4 pm and have a 24 hour duty once in a while. At OSCP ATHENA we work 24/7 witch means that there is always someone working in the building at all time. Most people work two nightshift of 12 hours, have 24 hours off and then two day shift of 12 hours. After those five days, we have five days off. There are no statutory days for the Watch-keepers but we don't have duty at all!
This is it for this month, catch you later!!!

... **LS Searle**



HMCS ALGONQUIN

Hi all. Since the last time we had our little piece of fame on the newsletter we have been moderately busy. We completed DWUPS, ORO Course 0002, Missile Readiness Inspections, PACEX 00, and Missile Readiness exams, all of which were passed with no problems. Right now we are @ 20 27.6N 161 36.5W or in other words somewhere in the middle of the Pacific heading southwest. The weather is getting very warm and I took a walk on the upper decks today, to my surprise unless we are using it as a Picket ship we actually made it this far without a TUG! We have been very busy since leaving Esquimalt on the 26th of March 01. We did the usual shake down when we left and on our 8 day transit to Hawaii we worked our way through a 64 page flex..... 8 sailing days 64 page flex (I am sure you can do the math). Hawaii was a well-deserved break for all and put Teflon Don Weaver's mind at ease, it seems he got dangerously low on hair gel while at sea. Now we are off to Guam for some fuel and then to Manilla, Brisbane, Sydney, Auckland, Apia West Somoa, and finally Hawaii again for our SM-2 Block IIIA firing in June that we are still practicing for at every opportunity. Well at least when paint ship routines and cleaning stations allow us to. Since the last news letter we have received a few new personnel as well PO2 Trevor Walker, MS Ken (Big Wallet) Simoneau, OS Darwin Velara, OS Simon Madgin, and myself MS Corey (wished I was still on a CPF) Treverton. Well that about does it for what little writing skills I possess, we are looking forward to seeing everyone again when we arrive home on 6 July 01.

... MS C. Treverton



Pictured from left to right
 LT(N) Foxall, OS Madgin, MS Simoneau, AB Thiessen,
 PO2 Robins, PO1 "Teflon Don" Weaver, OS Valera, LS Gillard, AB Lefort,
 MS (everyone wish's he was back on a CPF then he wouldn't bitch so
 much) Treverton
 AB Kroetsch. LS Piotrowicz and PO2 Walker

News From MARLANT



East Coast Advisor Report

by CPO1 Ray Doucette
MARLANT MOC Advisor

Greetings from the East Coast. We have had our share of snow this year and we do envy the others out West, but the sun will rise again for a beautiful East Coast spring. I believe that the way ahead for the MOC looks bright. We have had many meetings and changes are happening based upon the OA results. I would like to echo the thoughts from many in the MOC for an outstanding job by CPO2 Smallwood during his tenure as part of the OA Team. He is now posted to CFNOS Standards to see the OA results through to fruition. I also would like to thank all members of the MOC for their input in the process, which helped make the NESOP MOC have one of the highest percentages in the process. As for promotions on this coast we have had many deserving members. We now have a healthy promotion forecast and as with the West Coast we can expect

movement and good times ahead. (Movement doesn't mean what some of you are thinking)

I would like to take this opportunity and thank CPO2 John Painchaud for everything he has done for our MOC over the years, as MOC Advisor and Co-Advisor you did an outstanding job and we all thank you for it. I would also like to thank LS Macnevin and MS Collins for all their efforts in the NESOP WEB Page, a job well done and thanks from all of us.

Retirements - 2001

PO1 Hurley
CPO2 Antle
CPO2 Painchaud (TBD)

Promotions - 2000/2001

CPO2 Tansley
CPO2 Morgan
PO1 Blake
PO1 Murphy
PO1 Tremblay
PO1 Steen

PO2 Carr
PO2 Chiasson
PO2 Harrison
PO2 Marshall
PO2 Culligan
MS Thivierge
MS Deneif
MS Macelwain
MS Murray
MS Rousseau

Congratulations 2001

PO2 Comeau, PO1 Blake and PO1 Murphy on successful completion of the 6B course and congratulations to PO2 Steen and PO2 Murphy for successful completion of the latest AWWD course.

CPO1 Ray Doucette
N3 COXN / MARLANT NESOP
MOC ADVISOR
2002

Gun Shield – Sun Shield ... Let's Talk Missiles (A fish story)

By CPO2 Dan Myers
MARLANT N34-8 ORAC

You know lately there's been a lot of talk and changes about to happen to our Navy, our Occupation, pay raises and most important "income tax"! Life as a sailor always wasn't so depressing! I remember when we had lots of money for gas, food, foreign port visits and Research and Development!

Some of you may think that, like now, back in the "early days" we just went out to a department store and bought "off the shelf" missile systems, designed our ships around it and sailed away happy. Not so, in fact we wouldn't have what we have today without good sound research! Research is good for morale but as a Navy we could never afford to do it,

(except once or twice within the last 15 to 20 well maybe 30 years). I don't have to tell you, there's nothing like paying big for something and then getting our there and trying to bang away with the stuff some other country paid to "research and forget".

continued on page 16...

*Gun Shield – Sun Shield ...**...continued from page 15*

Did it work? Of course not, we didn't put any R & D into it! But it gives you something to complain about.

Now when it comes to Canadian Research (and the money) you know we'll work on nothing but the best for less! Which brings me back to the topic, missiles. Why don't we have our own design and hey "what was our first system anyway?" Most are going to say "the Sisters of the Space age" were our first platforms to carry anything with solid fuel (for those of you not born in the "space age" read 280 class)! You would be right, but hey that launching system with the Batman doors and those long white "fangs" that never wanted to leave the rails once they found out it was cold outside, were ok for awhile, but they weren't something you'd like to keep. Fun to watch though! Then you're thinking "the Standard" and closely followed by "the VLSS"!

Not so fast! Not enough or too many moving parts to be a Canadian design, there is however one other that you may have missed!

This recently declassified picture is of something that very few of you may remember or knew about. It's a relic of a time when the Navy did things dangerously reliable but on a whim.

We're talking a launcher with reloading (note hatch in deck) SAM here folks, not SEA DART nor SEA SKUA! None of that proven "off the shelf stuff" here. Remember we're Canadians!

We're talking an all up round weighing 8000 ounces holding

60lbs of Gore-Tex propelling 2 expanding GRC "Speed Spike Strips, giving a kill radius of 15+ feet vs most hypersonic 60's era FBA, out to a max range of 60nm!

Hard to believe! Look at the picture.....I know the picture is slightly out of focus and "Hey how come its not in color!?" In 1984 color film was only available to the Air Force, (go figure). Besides the world was more black and white back then anyway! Actually our uniforms were green, but that's another matter and story.

Don't know what it is? For starters, any "real" sailor would recognize that whale back look of a steamer focsle! So I won't go into the tear jerking detail of what color the buffer wanted all the uppers!

For the rest, let me paint the picture for you: some of you who are more adventuresome may want to close their eyes..... it's gleaming white bodythe Missile (guardrail stanchion white) was approx. 3+ feet in length, composed of high impact, real thick sided polyurethane Sonobuoy tube. You just know these babies won't break apart falling into the water! Nor sink, so clean up of the debris field is quick and easy, unless it caught fire! How do you think the world found out that burning polyurethane and its fumes are toxic and slightly hazardous to your well being!

The "Fins" and the "you can't see-um canards" are non-maneuvering (read straight running) reinforced Baffin Island plyboard, painted high-visibility yellow (VDS yellow) for ease of tracking in flight. No need for expensive recording or telemetry equipment here.

Those cute "point-tee" noses were blue (you know, navy blue),

don't laugh, heard one guy lost an eye loading the launcher. Not necessary to say but they were attached using the NWT's secret weapon..... Gun Tape (painted blue, natch). Contained behind the wind proof nose cone was a self-guiding, cross-grain, high sensitivity, low probability AS-899 antennae! We're even developed the upgrade of using non-biased radar here operators! "Look out bad guy, no where to hide!

(Old Crow explains: non-biased radar - have you ever taken your dog out to play "fetch the stick"? Observing as he ran away chasing the stick that you threw, he would look behind him periodically checking to make sure you weren't running away leaving him alone? Well we had that problem here. Using a left or right biased radar we found that these puppies were looking and turning around when they were supposed to be chasing.)

Notice the long fuses? You betchya, with safety in mind we kept them that way so once lit, the Capstan Operator had time to get back to his station to continue aiming these puppies before launch! Made of "heaving line" dipped in fondue wax, we all know once burning they won't fizzle or go out no matter how wet they get! We even put red tape on the ends so the POOW would know which end to light. What's that I smell burning WDO? ...that would have been the one stage uranium 236 booster (not shown). Back then we always carried boxes of CANDU 236 to weight down our

continued on page 17...

Gun Shield – Sun Shield ...

...continued from page 16

emergency destruct bags!

How about that black box they're attached to? (hard to tell but it's capstan black, so to blend in with same). "Hey Old Crow, what ya got in that box, a guidance system?" (In a whisper) it's empty, saving even more money. No need for expensive rickety "Illumination rocket" rails here either, that capstan they're sittin on ain't goin no where! Unlimited 360 degree coverage too! And besides every skunk works need

one black box!

Had enough hints? If you guessed "SEA PUPPY" then you'd be right! These babies were built and used (no duff), to give every ship in the fleet SAM capability in the North Sea area of the world during HMCS FRASER's 1984 NATO! It caused such a stink that we gained the interest of a well-known fleet with many ships that have "picture taking" capabilities, if you get my drift! I ought to know, a friend of a friend of mine was there!

Life's now not so depressing eh?

The moral of the story: remember we as a Navy and as NESOP's had a lot of ground and experience already covered when we went to the table in 1985 with MORPS. Since then we have come a long way, just imagine what the future holds.....a challenge! ☺

Until next time, may all your bearings be Alpha's!

...Signed Old Crow



CFNOS Halifax – “A View From The School”

by CPO2 Bob Massia

As I prepare to leave the office with a million dollar view, I wish to provide a perspective for the many readers from my position as AWW's DCPO at CFNOS.

“The School” as it commonly referred to is a virtual beehive of activity. Instruction is provided to a myriad of groups including AAWC, AAWD, NOC, QL6A and QL5 courses. Include a very

popular AWW Continuation Training program where the fleet can obtain refresher training lasting from 2-3 days in any of the 12 modules offered. EOB, STIR, RAMSES and an Intel package that includes lectures from the Coast Guard, RCMP and DFO are just a few of the products available to the fleet, whenever they are available. A Sea Search module will be added to the

selection shortly. Add a sprinkle of EW OCAs, a splash of SWG 4's and a dash of IPT training and you'll get a good feel for the instructional recipe that we put together.

AWW's instructional arsenal is comprised of a staff of 17 instructors ranging in rank from

continued on page 18...

CFNOS Halifax "A View From The School"

...continued from page 17

LCdr to MS. The staff is encouraged to seek out any publication, software package or instructional technique that would enhance the products and services that we provide. Left to their own accord, the results have been at times amazing and consistently impressive. The areas of instructional responsibility provided by AWW fall into four distinct disciplines: Theory, Equipment, EOB/AWW Continuation Training and NEWT (Naval Electronic Warfare Trainer).

Courses

AAWC The most recent serial graduated three students who attended phases in the UK and USA learning "Force" tactical methodology and procedures at some of the finest Anti-Air Warfare training establishments in the world. The course is scheduled so that the students join the MEGA and they become an integral member of the practical examination phase. Lt(N) Trudeau earned the "Top Student" award during the last serial.

AWWD

Developments over the last year have enabled CFNOS to add some very beneficial and valuable phases to this demanding course. A two-day sea phase has enabled the students to plan and conduct live gunnery firings at sea. The operational status of the ORTT has provided the students with

considerably more "stick time" prior to their practical assessment phase during the MEGA. The Weapons Certification phase not only provides more time in the seat, it also facilitates sending certified AWWD's and NESOP 6A's to the fleet. Lt(N) Tettamanti (HFX) and PO1 Al Blake (MON) attending serials 0101 and 0002 respectively earned top student honours on their courses.

NESOP QL6A Two recent serials have graduated 15 personnel for employment at sea as an EWS. MS Demers (NEWC) and MS Olejnik (CFFS Esq) have taken top honours on their serials and have been recipients of the Billy Hines Memorial Trophy.

NESOP QL5

Twenty-three successful candidates from recent serials are now plying their trade throughout the fleet. NEWT has proven to be a highly effective training tool for this form of training. Portions of PTA, AREPS, Radar Theory and Command Briefings are taught utilizing the trainer. LS Kusinskis (CAL) and LS Danielsen (REG) were the top performers on serials 0101 and 0002. As promised, I wish to make reference to an issue that derived from a recent end of course critique. Personnel from the East Coast attending QL5 training are required to stand duty watches on their ships when alongside and this has been a point of contention for them. They took an opportunity to professionally discuss this with the Cmdt where they were informed why this was a necessity. A trial currently underway is testing a significant reduction in

duty watch manpower, which if deemed successful and adopted, will minimize much of this dissatisfier for the students.

AWW Postings IN/OUT

LCdr Jim Ellis (AWWO)
 LCdr Yves Germain (DMPOR)
 CPO2 Wayne Tansley (DCPO)
 CPO2 Bob Massia (CFNOS Cbt Coord)
 PO2 Tom Smith (EOB)
 PO1 Paul Steen (TOR)
 MS Sully MacLeod (NEWT)
 PO2 Bob Burton (ST J)
 MS Darrell Morton (Equip)
 PO2 Glen Osmond (MON)
 MS Pat Brunet (EOB)
 MS Chris Schleihauf (Theory/Sea Search)

The Proud Papa!

AWW took an opportunity to congratulate PO1 Brian Rees on the occasion of the birth his first baby. An experienced volunteer firefighter, he trained for many years just in case his services were required to deliver a baby. Recently, a call came into the station during the wee hours of the morning and as consequence, Brian and his partner were dispatched to a residence where he was quick to learn, there would be no time for a trip to the hospital. Brian rolled up his sleeves, got down to business and delivered a healthy little girl. Still on cloud nine when he returned to work the following day, the staff heard every detail. The staff thought it only fitting to purchase a card congratulating him on the birth of his first child.

continued on page 19...

CFNOS Halifax "A View From The School"

...continued from page 18

NESOP Challenge

The third installment of the East Coast C&POs vs MS & Below took place June 14 on the softball diamond. Still smarting from losses at the ice rink (hockey) and on the dartboards, the younger charges were psyched for a victory. In a

closely fought seesaw battle, the older gents once again were victorious squeaking out a 15-12 thriller. PO1 Andy Frouse won the post-game home run derby with a towering drive unmatched by any other. MS Tom Hineman provided the crowd of 60-odd (players, spectators and family members) with a few chuckles when he struggled a

bit at bat swinging straight through 11 consecutive pitches before he finally connected with a hot smash that reached the pitchers mound. A post-firing brief was held at the Fleet Club where the balls were hit longer and throws a bit faster as the afternoon went on.



CFNOS Halifax Recent Accomplishments



LS Wood recently graduated from QL5 0101. Her home unit is HMCS ALGONQUIN. The staff of CFNOS AWW section, her classmates, and shipmates onboard ALGONQUIN would like to congratulate her on her recent promotion.



The Staff and Students of CFNOS/AWW would like to congratulate PO1 Steen on his successful completion of the QL6B course and his promotion. His hard work in the AWW section and in particular the NEWT trainer will be missed but we all wish him fare winds and following seas on his new posting to HMCS Toronto.



PO2 Ian Kelly was awarded his CD on 22 June by CDR Switzer Commandant CFNOS, while he was on his AWD 0201 (SWC COURSE), How can you be so far down the road with so little time getting there?

**PO2 Burton D.M.
AWWD WANTABE
Student AWD 0201**



HMCS ATHABASKAN

Hello from HMCS ATHABASKAN. Just a short note to let the rest of you know what is going on with the NESOPS of the ATHABASKAN. First off I would like to thank the powers that be for answering our add in the last newsletter for "one slightly used PO1 NESOP". Once we kicked the dust off PO1 Tremblay, it has been business as usual around here. We also received PO2 Pete Rigby, who had been around the

CFNOS facility for a very, very, very long time. In April we will welcome MS Jamie Collins to the fold. MS Collins is welcoming the posting as things have been slow around MOC for quite a long time. We also lost PO2 Chiasson to HMCS St. John's. We have also gained a few more arms in the bullpen with the acquisition of OS Gouthro fresh off his threes course and on loan from Freddy AB Fletcher. We loaned out two of our boys to HMCS Freddy; OS Burton, and LS Wells who will travel the seas on a her NATO. Hey Wells, hope you manage to stay off the road during this trip! I am sure MS James will look after you! On the CDSE side of the house I would love to send a big congrats to LS COX, and LS Bruzas for getting through their JLC course. They came back and were actually pusser for about a day or two.

Our schedule is very light as we will be leaving the wall as soon as the wind dies down for some trials, a gun shoot (hopefully), and then we will find out where we will be heading for our re-fit.

Until next time "WE FIGHT AS ONE".

... LS Garnett



HMCS FREDERICTON

Greetings from the Fightin' Freddy. We left the icy grip of winter on 05 March 01 and spent four days at sea accompanied by Sea Training. We ran into some rough weather (sea state 4). MS James and LS Wells kept saying "man I don't get sick like this on Athabaskan". Yeah right. When Sea Training finally left, we found ourselves in sunny Port Canaveral Fla. During Bike week and Spring break. We hit the beach on Saturday after a night on the town, amazingly we found a bikini contest. The

weather in Fla. was all right I guess (sunny 30 deg. C) HA, HA snow shovellers. We left on Monday 12 March and we will spend the next 10 days at sea for JTF EX with the NATO fleet, one more stop in Mayport Fla. Then we are off to Europe for 4 months to spread Canadian generosity and moose milk. We would like to welcome some new additions to our happy little home, LS Howie posted in from HMCS Halifax, and the return of LS Long from Trinity as he is a Freddy once again welcome back Clyde. LS Wells and OS Burton attach posted from HMCS Athabaskan (what did you guys send us anyway, sweet Mary and Joseph these guys are ANIMALS). Newly promoted from MS to PO2 Lawrenson congratulations Craig. OS Chambers newly promoted to AB. AB Chambers is currently releasing from the Navy. He will be taking over his father in-law's sheet metal business Good Luck Matt. AB Chambers put in for an extension so he could make the NATO and keep the ship's band going for another trip. AB Chambers most memorable moment on board HMCS Fredericton is playing in a bar last year in Germany not for money, fame or success but for the sweetest thing ever invented---- beer. How do they make it so good and sell it for so little. AB Brenton and AB Fletcher's promotion to LS. Good luck to LS Brenton on his QL5's course (to all you Able Seamen in the fleet East and West coast waiting for your QL 5s when you get your course loading message ensure you read the start date and understand that it is in local time not Zulu in other words don't be late, right Jamie. Oh yeah you don't have to wear your 1As either, RIGHT JAMIE) and LS Fletcher who did not make the trip as he might get a QL5's course in April. We remember leaving the jetty and LS Fletcher was all smiles, then

continued on page 22...

HMCS FREDERICTON

...continued from page 21

I saw an attach posting message for him, well you know the old saying he who laughs last laughs the loudest. HA, HA, HA. Just kidding old buddy. Good luck on your attach posting to the Ville de Quebec. LS Wells decided to let one of the boys in 15 mess cut his hair it wasn't a very good idea as everybody had a couple wobbley pops and now he looks like Friar Tuck.!

LS Long (CLONG) fell asleep on the beach and got his armpits burnt. LS Schaefer is supposedly allergic to the sun but I think she found one of two possible cures, beer or those little tropical drinks with the umbrellas. Bravo Zulu to OS Cayen on surviving her first foreign port. PO1 Forrester was hanging around in the port breezeway smoking and playing the odd game of golf those old guys are real party animals. MS Mc Namara and MS James were causing havoc as usual and they made AB Leblanc go along warping his fragile little mind at Coconuts bar and grill on Coca beach Fla.

Last but not least, good luck to PO2 Murphy on his QL5's oops we mean QL6Bs. We hear he made it to the trainer. Man you must be driving those guys nuts. We can hear the instructors now, sweet Moses does this guy ever close his mouth, no he doesn't. This letter was the input of every NES OP on board HMCS Fredericton although the final draft was edited and typed by OS Burton, maybe AB Leblanc had a little input. From the Fightin' Freddy smooth seas and calm weather in whatever adventures you may par take.

Before we forget congrats to LS Leblanc (don't worry Cam your still senior to him). For all of you reading this there is hope out there just look at LS Leblanc, it proves that everyone's career is salvageable at some point.

**HMCS TORONTO**

Its been a few months now since TORONTO has been out of refit and the department is in full steam. MS Lowthers and LS Harrington volunteered their expertise to HMCS Iroquois for their missile. In return they traded AB knee (i guess it was heads not tails eh, Phil?). With OTT and Weapon Certs coming up, and later this year work-ups and missile, our plate is full. Our department has changed a little. OS (you guys do everthing backwards) Jensen has just completed his fleet exam and has successfully

advanced to scullery (like all good NESOPS before him).

MS MacLeod has moved his rack from our ship to Stadacona, for AWW Instructing. Ordinary Seaman Kreitzer has become Able Seaman Kreitzer (now the phrase has changed to "AB's and green apples..."). And PO2 Farouse is now PO1 Farouse. (Congrats!)

We are also proud to welcome newly promoted MS Moses from the VDQ. PO2 Smith completed his 6 months of french training, oui oui? Concluding our departmental change, PO2 Harrison decided to flex some of his CFNOS instructional knowledge and join us here on TORONTO, for some real in port training (try not to crack under the pressure).

This year has just started and there has already been some massive changes. By October for our missile we should be one heck of a fighting unit.

... AB Kreitzer

PO1 Farouse is now "Lifting the fleet" from HMCS HALIFAX & their European tour. Wake up Andy, you're promoted now!





HMCS CHARLOTTETOWN

Howdy. Well, I see by the calendar and the repeated pleas and threats from the editor that once again it is time for another update from the NESOP section of HMCS Charlottetown. As many of you know, we decided that spending another frigid winter shovelling snow in Halifax was just not our thing and so we left for the warm, sunshine of the Mediterranean. (Just how much snow do you guys have anyway...gee, that much eh? Sucks to be you!)

We left Halifax and headed south to meet up with our American counterparts USS Mitscher and Carr before heading east. It seems we forgot to pay the required deference to the mighty SPY-1 and got right on with the business of demonstrating who was the best EW's on the block. By the time we reached Gibraltar, Charlottetown was the undisputed heavy weight champion of nightly watch-on-deck serials, our only defeat coming the night the LS and below took on the US ASUW directors in an ASUW Pubex (we finished second).

The remainder of our time during the transit was spent conducting NBCD training in preparation for our eventual employment in the Arabian Gulf. All of us received a much scaled down refresher on the bio-chemical threat and the various Mission-Oriented-Postures we would use if faced with a bio-chemical attack. The grand finale of all this training was a 12 hour NBCD transit – suit and all.

When they weren't busy shooting up atropine and practising their drinking drills (as if they needed practice) the NESOP boarding party members were slowly but surely being transformed from thugs with guns and pepper spray into lethal killing machines. One unconfirmed (and probably false) report also indicated that they were even doing some painting and upper-deck maintenance. Personally I think that was probably just LS Falconer trying to clean up the blood after he and AB King tried to incorporate some the moves they learned playing Tekken into the boarding party's unarmed combat drill.

On the morning of 21 January we passed by the "other Rock" into the Med, and in-chopped to the US 6th Fleet. For the first day or so our SWC's, PO1 Hamilton and Lt(N) Charlebois hovered on the brink of testosterone overload as they adjusted to the new weapons posture and the rush of sailing with a fully loaded 57mm and CIWS. Fortunately they were able to curb their killer instincts and itchy trigger fingers long enough for us to reach Barcelona without causing an international incident.

Barcelona gave us all a chance to unwind and relax. We were all impressed with the scenery and relaxed atmosphere, and yes...even the nightlife. But the highlight had to have been the touching reunion between AB Albert and his Marine Corps brothers onboard the USS Portland. After a quick run ashore, we left Barcelona behind; and just in time too because Dwayne was already starting to mumble something about missing "Charlene".

When our heads stopped throbbing and our vision cleared we found ourselves in Civitavecchia – the "Heart of Italy". I think our impression of Civitavecchia was quite eloquently voiced by one anonymous observer – "if this is the heart, I'd hate to see the a—". Fortunately Civitavecchia was scant 40 minute train ride from the Eternal City of Rome, and we all had a chance to explore and experience its legendary attractions. Topping the list of sights were St Peters Basilica, the Sistine Chapel, the Forum and, of course, the Coliseum. I think it's safe to say that we all have a new entry on the shortlist of our "most impressive places"...although LS Raymond insists that Rob Roy's will always have top honours in that category.

From Italy, our tour continued on to Valetta, Malta. Rome was a tough act to follow, but Valetta proved a very pleasant surprise – hey it's hard to trash any place where you can buy a beer for 35 cents. Anyone with an interest in history will be impressed with the fortresses, bunkers and monuments from nearly every major conflict in the Mediterranean – from the Romans and Templar Knights to the "Great Siege" of the Second World War. And anyone with any stamina will enjoy the bars that close "when the last person leaves".

But, once again, it was time to go back to work. We left the Grand Harbour of Valetta behind and headed out for another stint patrolling the western Mediterranean, and finally getting to strut our stuff exercising our

[continued on page 24...](#)

HMCS CHARLOTTETOWN

...continued from page 23

fire control teams in concert with our 6th Fleet brethren and STANAVFORMED.

Shortly after the smoke had cleared from the first firings, we received word that a public affairs film crew was on their way out to spend a few days with us. Initially they were a little disappointed to discover that the "Sly and Fabio" they had heard of back in Slackers was actually "Syl and Fabian" – MS Rousseau and LS Pittman. However they quickly discovered that our version and their 57mm was just as entertaining and almost as good-looking as their Hollywood counterparts. For the next few days, Sly put the FC team through its paces in glare of the spotlight and managed to give the film crew a good demonstration of life as a sea-going NESOP. Mother Nature even co-operated, churning up a moderate swell, enabling the cameraman to get another vantage-point on life at sea – namely a close-up of the heads; (they claimed it was just the chicken). I don't think we'll be seeing any footage of that though - I guess the lighting in the Ops Admin heads wasn't good enough and the position of the toilet bowl created problems for the camera angle. Too bad, it was very entertaining; trust me.

Now that you're more or less caught up on what we've been up to while you were busy digging out from snowstorm after snowstorm – I'd just like to point out a few accomplishments of our members over the past few months. First of all, congratulations to Sylvain Rousseau on his promotion to Master Seaman, and we were touched by the fact that although posted to HMCS St John's, he missed us so much he came back to fill in for MS Mike Culligan who is on his QL-6A. (Oh...Cully's gone? – just kidding). And since we knew better than to leave Mike behind without supervision, PO2 Gordie Carmichael opted to stay back and keep an eye on him up at the school while on his QL-6B. Best of luck to both. Congratulations are also in order for newly promoted LS Steve Hunt, even if he did stiff us on his wet-down by going home on LTA. And last but not least, our super-spook turned NESOP LS Mike Goguen has completed his OSUT after finally learning that sailors don't have shifts, they stand watches.

We would also like to welcome LS Frank Raymond, who was so impressed with MS Rousseau's stories about the legendary Charlottetown NESOP section that he left the St John's just to sail with us. Another new addition to our starting lineup is AB Dwayne "Jar-head" Albert from NCSM Ville de Quebec. When not on watch, Dwayne is currently writing a book on his experience in the US Marine Corps entitled "101 Uses for a C-130 Hercules". Look for it in bookstores in time for Christmas 2002. Finally, welcome and thanks to PO2 Claude Philippe (also from Ville de Quebec) who is filling in for Gordie and trying (without success) to convince us that skittles is a real sport.

Well folks, that's all for this edition...SIGNALS FOLLOW...ECHO X-RAY THREE TACK FOUR DESIG SERIAL 04-01- OUT.

...MS Dave Keeping





HMCS IROQUOIS

Who's Who In The IROQUOIS ZOO? Well, it certainly has been a wave of change on the high seas of Iroquois. We said goodbye to PO1 Gallant, still without a job in Ottawa. How's Bucham's Bay anyways? LS Peek moved onto CFNOS.

Incoming were LS (this is different from the steamer) Mercieca, LS (I'm goin' to Eureka mon) Macnevin, LS (the love boat king) Nearing, and PO2 (give me back my damn Xmas lights you @#%\$*) Burton. MS Neveu also stopped in for a brief hello; only long enough to get his car fixed.

Congrats to LS (I can't believe they almost charged the whole course) Perrier and LS (K6) Krezek, yes, promoted upon returning from their 5's. Look see at the new AB's: AB (new photo tech) Esquivel, AB (I'm a home owner when I get home) Ezio, and AB (wanna be a Hull Tech) Peck. They smoked their fleet exam; holding the 1, 2, & 3 highest marks in the fleet.

Other shenanigans include: AB Ezio got involved with the new recruiting approach, only to find out she was playing with the big boys, all positive of course. LS Caines continues to watch his little one grow, he's posted out this summer. MS Saunders leaves us in July for his much anticipated 6A's. LS Krezek is off to see if the grass is really greener on the other side. We tell him no, just less snow; he is off to the Building 283 in Esquimalt. They are even going to fly him out to Brisbane; life is rough. AB Knee has left the Navy to reek havoc in the New Brunswick world. LS (It took me less than 2 minutes to get into my dive gear) Gaudreault, is looking toward a change in the future. MS Bessey is on his year long french course.

As I'm sure you heard, Iroquois, after much death by Power Point, nit picking, and trials; finally got a missile off. We just wanted to be a part of the grande finale. We did it in full Native tradition. Our new Co, Captain Mofford (from the St John's) sported a full length headpiece, with the rest of his tribe in war paint. Even the Commodore loved it. Watch for Tomahawks and XXXX chuckin' here. We even did a search for a participating sub. That's 2 for two. What's up for our next south sail? Tune in next time.

The above was the best excuse we could come up with, to escape the 20 cm of snow we received the day of departure. We were a little behind schedule that morning due to the snow and much anticipated arrival of LT(N) Laplante (our replacement SWC from the Atha B). PO1 Tymchuk managed to get landed for the trip, Too much broomball? Also TD'd for the trip LS (the happy wanderer) Harrington from the Toronto. A permanent fit for the Iroquois is LT(N) McClay, who enjoys flats bowling (10 pin), and cross dressing, British style. Jemma, I believe was her name. He certainly has brought a sense of humour and relaxed attitude to our world. "Sir, no, I am not kissing your ring, I don't know where it has been".

While in Peurto Rico for about the 6th time, a definate stress reliever, and St. John's Antigua, most took advantage of \$45 all you can eat and drink specials at the local resort, and lots of fun in the sun. If families will only forgive us for our dark tans and Mee Mee bites. Antigua opened a lot of peoples eyes, touristy and poor all in one. We participated in a work party that brought 2 cannons to the surface; from 6 feet below. They didn't tell us about the cement and rock surrounding it. The artifacts found were bonus. Also, running water was brought into the Government run elementary school. The kids were friendly and polite and thrilled by our presence and power tools. The goats wandering through the school yard brought new meaning to the rhyme "Mary had a little lamb".

In conclusion, PO1 Tymchuk is posted to Colorado, PO2 (I'm still renovating, a monster has been created) Randell, is due back from his 6B's, as PO2 (If I'm not stirring something up, than something is wrong) Burton is due to start his. Lots of moving and shaking going on as the summer posting season is upon us. All is fun in love and war, until someone loses an eye; then it becomes a sport. Definitely working on that one. (Well, white man make good fire water.)

...AB Peck

"...System, Break Engagement..."

NESOP Retirements



**CPO2
Gilles Dore**



CPO2 Gilles Dore has decided to end his watch with the Navy and as a NESOP as of 20 April 01. Gilles and his wife plan to retire in Sackville NS after taking the summer to leisurely drive across the country. Gilles originally joined the RCN 6 Aug 1968 as a RAD OP 251 and served the first half of his career on the east coast with a variety of postings including HMCS Skeena, HMCS Annapolis, HMCS

Iroquois, Mill cove, NEU(A) to name but a few. In 1983 as a PO2 Gilles made the trek west to the Promised Land where he had numerous postings on the coast as well as in CFEWC Ottawa. He served aboard HMCS Terra Nova, HMCS Winnipeg (as a SWC) and HMCS Regina as the Cbt-Chief. His final posting was to N34 as SO EW and will be relieved by CPO2 Gerry White.

We decided to bid Gilles Farewell at the C&POs mess, 12 April which was

very well attended by former ship mates, trades persons and co-workers. I'd like to send a special thanks to those who helped organize the event, attended or who could not attend and sent salty dips. Gilles, best of luck to you and Barb, fare winds and following seas. In the words of CPO2 Danny Myers, we hope to see you soon in the strip mall in Sackville.



**CPO2
Al (Nunzio) Wills**



Well, my drawers are emptied, all the pictures are down from the bulkheads, last email sent, voice mail changed, what else is there???..... Just that 'retirement letter' I kinda promised Terry! I'm sure you've all heard this before, but the reality really hasn't sunk in yet! So..... 32 years, 298 days ago..... The biggest thing that hits

me now, is that someone so naïve ever made it to, far less through Cornwallis. When I joined from Morse, SK, I had no idea what an officer was, had no idea of rank structure, had only seen one navy uniform in my life, had never even seen a military contingent in a parade! I must say here, that unlike most of those of about my genre, I did NOT join the Navy, rather the CAF, the Navy, Army

and Air Force ceased to exist in February of '68! (and no, I didn't sail on the Bonney!) But like any other 17-year-old in the world, I knew it all and off I went! Luckily for me, Cornwallis was so full of the structure and organisation of a 'boot camp' we weren't given time to think

continued on page 27...

“... System, Break Engagement...” *NESOP Retirements*

...continued from page 26

about anything other than getting some seniority. Every week a new group of ‘pussers’ would arrive meaning you were another week senior, I think I was prouder of 6 weeks seniority there than of any seniority as a C2!

I met my first ship, the Chaudiere one Thursday in Esquimalt, she was getting ready for a quick trip to Vancouver, so amid the chaos, I did my in routine! No sponsor in those days, you just did it yourself. I didn't have too long to work on it however, as I had the afternoon on the brow. Again, no double banking, just a quick turnover from the guy with the forenoon and I was on my own. Now, I had passed my TSQAB where I had learned about pipes etc and there I was by myself. For those of you that can remember the old '32/33' telephone exchange, you can imagine how many pissed off people there were that afternoon. Later that afternoon, I met Ron Wastrodowski, who asked, 'are you working part-ship or maintenance?', I was baffled, just what language was this guy speaking?? (Sorry Ron, that is the last time I'll tell that story!!). Also that week was learning how to stand upper-deck watches, again without a double bank, just a turn over from the guy you relieved. From there it's a blur a few memories:

- living on a ship during a refit;
- bunking and victulating on the Cape Breton;
- being a part-ship hand (for ever!);
- tot time(upper lippers, lower lippers and sippers);
- the careless life of a ABFC;

I wasted more than my share of years at first, I had too many more important things to do, work on my car, get wasted, chase girls, sleep, I got my killicks, but the extra money

didn't do anything for making me more responsible. Finally one day the P1 I was working for; George Spicer, told me that during the next trip I was going to have to be responsible for NGFS training and implementation on the range at San Clemente. I had to hit the books and work with George to get comfortable with it. The shoots went off without a hitch (well they went off anyway) and from it a sense of accomplishment. That was a big change for me, I started to feel a part of team and turned a corner in my life that month. Looking back and knowing George like I do now, I just think he was trying to get out of doing it himself, I'm not convinced that he had a 'master plan' for me, but what he did was genius!

From there I was off to my 3s course in Halifax for a year, again working closely with guys that were my peers, we all worked well together and close bonds that survive today are still there! I went to Kootenay and picked up my P2s and went to Qu'Appelle as senior maintainer, finally my own ship! What a difference from just shooting the gun to being responsible for firing it! Out of the blue came a posting to the Officer Candidate School in Chilliwack, 3 years of stability in my life and the eye opening experience of working with the army and officers.

I had been in archery since 1970 and while in Chilliwack worked with our national association's coaching committee becoming their chairman in the early 80's. When they advertised for a coach to the '84 Olympic team, I had the qualifications, so I applied and was accepted. That began an 18-month dream working with Canada's Olympic archery hopefuls culminating in a trip to the Olympics in Los Angeles one of the high lights of my life! Yes, it was only 18 months and no, I never missed a trip because of it! I know many of you think that all I've ever done is archery, and you wouldn't be far from the truth, archery has been an important part of my life for 30 years. It has provided a

stability that has kept me sane for all this time. I would advise all of you to have an interest outside the navy.

I went to the Gatineau in 84 and shortly after we manned to MORPS, I was on the first 6B course and then went to the Huron picking it up on the East Coast. I managed a shore posting in 88 to the Damage Control school as the scheduler. Then was posted to the year long French Course, at least until Bill Hiedema pulled the pin, then I was pier headed to the Terra Nova, we changed her for the Annapolis, I never did get that French Course. On Annapolis I picked up my Chiefs. That brought 2 years at Black Rock , there I was able to coordinate our effort to replace the 'no smoking sign' with the present trade badge. That was followed by another true high light of my life, Sea Training, now there's a good job!! I finished up my West Coast Navy life in the Fleet School with a couple of years in the HQ and then 3 great years at JLC. Then..... I was faced with a decision, I'd had all the good jobs on the West Coast, so where to go form there??? All I could think of was Ottawa!! It was a decision made as a family and off we went. Culture shock to say the least, these are jobs we need to have more NCMs doing, there are just too many good things happening here to let the officers do them all. Unfortunately it just didn't work out for me and the reality was all to plain to me – be a C2 forever or..... do something else. I decided on the latter. I have few regrets, it has been a great time, I've worked with a lot of great people in the best MOC in the Navy. I'm proud of what I've done and where I've been. All that and I didn't have to grow up for one minute. In closing thank you to the many who have worked with me and around me, may you all have a good a career as mine! Good Bye!

“... System, Break Engagement...” NESOP Retirements

...continued from page 27

CPO2
~ Mel Antle ~

My love of the sea and ships began at the tender age of fourteen years. Born and raised in Newfoundland, I joined the Royal Canadian Sea Cadet Corps TERRA NOVA located in St John's in 1959. Many long hours were spent on weekends watching the Portuguese White Fleet, and Canadian Navy warships sail into the harbor. These Portuguese fishing ships numbered 20 to 30 at a time. Resplendent in their all-white hulls and under full sail, they were reminiscent of the tall ship spectacles seen recently in Halifax harbor. During the next five years as a Sea Cadet I was privileged and delighted to have made innumerable day sails and weekend trips on board the old Tribal destroyers, such as HMC Ships HURON, HAIDA, MICMAC, CAYUGA, NOOTKA, and SIOUX. Also, I made similar trips on the Prestonian class frigates, such as HMC Ships CAP de le MADELEINE, LA HULLOISE, VICTORVILLE, SWANSEA, OUTREMONT, INCH ARRAN, LAUZON and LANARK.

My watch began in September 1965 when I joined the Royal Canadian Navy as an Ordinary Seaman and underwent basic training at HMCS CORNWALLIS in Digby, NS.

Upon graduation from basic training in December of 1965 I proceeded to Esquimalt, BC to

go on my Trade Group One Radioman course at HMCS NADEN. Part of my Radioman training was conducted onboard the harbor training ships HMCS STETTLER and HMCS STE. THERESE.

I cut my EW teeth in fall of 1966 on the MDF-5 and the DAU. It was during this time I was introduced to the WLR-1A. On the IRE configuration of TERRA NOVA I was trained on the SLQ-25, a noise jammer. Although. In its passive mode it was the best long range intercept receiver I've ever used. It greatly out-ranged the WLR-1C.

I remember seeing in the harbour, and at sea, HMCS LOON and HMCS CORMORANT. Our BIRD class motor launches. These vessels were ML's, similar in size and looks to the motor torpedo boats [MTB's] we used in WWII. I've also seen HMCS BRAS D'OR at sea at full speed, and foil borne. The BRAS D'OR was Canada's first, and last, hydrofoil. I've also been onboard Canada's original DDH, HMCS ST. LAURENT to visit friends I went through Cornwallis with.

I remember:

- The Pusser's Stomp , black sailor caps which instantly crushed underfoot immediately after 'passing out' from basic training;
- The Port-and-Starboards; white sailor caps which now identified you as being Regular Force;
- Daily issue of Pusser Neats after Up-Spirits was piped;
- Station Cards; Remember?? If

you incurred your Chiefs displeasure, he would demand your station card and you could not proceed ashore without it!!

- 'Not me Chief!, I'm Comm School' was a legitimate statement;
- The "slicker" was a dress of the day, indicated by two black balls run up the yard arm on the halyards;
- Pusser's corner was an actual geographic location – it was the corner of Douglas and Yates in Victoria;
- When ships were fully complemented, carried A, B and X, Y mountings and could actually man X and Y-mountings back aft. In the case of the 'Cadillac's' it was A and Y mountings; and
- How about that infamous charge of 'silent contempt'. There are many more memories of the RCN, but space does not permit me to carry on.

On my watch, over the years, I endured three different uniforms, three different service numbers and my postings included various ships, such as, HMCS KOOTENAY [DDE 258] and HMCS TERRA NOVA [DDE 259]. These ships were still in their original "Cadillac" configuration. I was posted off the KOOTENAY just a few

continued on page 29...

“... System, Break Engagement...” *NESOP Retirements*

...continued from page 28

months prior to the tragic engine room explosion. I knew each one of the eight crewmembers that lost their lives in the engine room explosion and fire. I was posted to HMCS BONAVENTURE, Canada's last aircraft carrier. Another posting to HMCS TERRA NOVA [IRE 259], and commissioning crew on the new Tribal DDH 280 class, HMCS HURON [DDH 281]. Following my Electronic Warfare Technician course I was posted to HMCS SAGUENAY [DDH 206]. In 1980 my family and I were transferred to San Diego, California where I commenced a two year posting on a new US Navy Spruance class destroyer, USS DAVID R. RAY [DD 971]. This posting was the highlight of my career. It included USS KITTY HAWK Battle Group ops in the South China Sea off Viet Nam, and in the northern Arabian Gulf. Operations in the Persian Gulf during the Iran-Iraq war, providing air security for Saudi Arabia in cooperation with other elements of the US Armed Forces. I qualified as Officer of the Deck. Earned the Enlisted Surface Warfare Specialist qualification, becoming the first Canadian Forces member to do so.

An interesting and humorous lesson in naval terminologies and their meanings happened to me when I first reported to the DAVID R. RAY. On my second day onboard, as I was leaving CIC to go to the CPO mess for

lunch when one of the US Navy CPOs was coming out of the mess and said we had sliders today. I immediately return to Repair 8, our department's office, and informed my DO I was going ashore for the afternoon. He looked at me with confusion written all over his face and replied; okay, see you tomorrow. About two days later the same event occurred. I'm now thinking I have really lucked out and got a ship that has a great routine, because my family was still living in the hotel waiting for our furniture to arrive from Canada. And it gave me more time to sightsee the San Diego area. Three weeks later we had to go to sea for a week to do some new equipment trials. It was the first day out to sea; again I was leaving CIC and met the BOSN MATE Chief [same as our Buffer], coming out of the CPO Mess. He made a comment that the sliders were greasy today. Sliders? I replied. Yes, he said, the hamburger patties. He must have seen the red face I now had and asked me what was the matter. I informed him that sliders in the Canadian means an unofficial afternoon off. So during our eight-month deployment on WESTPAC, whenever hamburger patties were on the menu, especially if the ship was underway, I would get a phone call from the Chiefs Mess. Above the laughter in the background I would hear a voice of one of my fellow chiefs saying; Mel, We have sliders today, are you going ashore?

Other sea going postings included four years on Sea Training Staff (Atlantic), four years on Commander

Canadian Destroyer Squadron Five Staff and one year on MAROPSGRU SEVEN staff. As CCD5 and MOG7 CNESOP I was involved with the EW trials for the CPFs and TRUMPs in the Puerto Rico OPAREA. In 1990 I was attached posted to HMCS ATHABASKAN as the CNESOP on the CTG staff for OP FRICTION [Desert Shield and Desert Storm].

Shore posting included, HMCS STADACONA, NAVAL RADIO STATION ALBRO LAKE, CANADIAN FORCES FLEET SCHOOL HALIFAX, and CANADIAN FORCES NAVAL OPERATIONS SCHOOL.

Over the years I've made many friends, and enjoyed the camaraderie that is unique to the family atmosphere found in our ships. As I leave the Navy later this year, I have the satisfaction of knowing that I performed and completed all postings, tasks and duties assigned me to the best of my ability. I have many fond memories of my years in the Navy, which I will cherish for a long time to come. My wife and I plan to travel. It will be nice to take cruise in the Caribbean on something other than a warship and not have to wear warbags. Trips to the US mid-west and to England are in our immediate future. I have stood my watch.

Oh the memories!

And now, I stand relieved.



Closing Thoughts

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Thanks to you all for submitting such great articles yet again! It's getting to be a job in itself keeping the Newsletter at a size that can fit onto a floppy disk, but so be it. 30 pages of articles are showing some great imagination by their authors, which is exactly what we all want.

Of particular mention in this issue, is the excellent submissions put forth by those who've decided to "carry on to greener pastures". Reading of their memories shows just how much can be accomplished and experienced in the space of a career, as long as we're willing to search for those opportunities. When our time comes, hopefully our memories will be as full as theirs. On behalf of the entire NESOP community, we wish you all the best! Keep in touch.

As I mentioned above, it's getting difficult keeping the Newsletter down in size. For those of you submitting article, please do NOT embed your photos into a Word Document and send it as one file. Send your text as a Word Doc and

your pictures as separate files. Not that this takes up more room, but if not embedded properly, some pictures can be irretrievable, as happened to one of the ships in this issue.

The next edition of our most esteemed Newsletter will be released prior to the Halifax Career Manager visits in November. Cut-off date for submissions...end Oct...

Have a great summer and enjoy your time off.

As always..."May your intercepts be identified and all your salvos (god I want to say broadsides soooo bad) be secondary".

*CPO2 Terry Prowse
 Editor-in-Chief*

(...get it?...chie..never mind)