



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

NESOP Home Port Website gets many visitors, but is the NESOP Newsletter attractiveness fading?

I have started the Newsletter the last few times by apologizing for my tardiness getting the latest edition out and promising that it wouldn't happen again, but this time it's actually being released early enough for people to read the holiday greetings and well wishes before Christmas!

On the down side, this edition is barely half the size of what it normally is and the number of units where NESOPs reside that actually make submissions appears to be declining with each and every edition. I actually delayed the release of this edition twice in hopes that additional units would make the effort to send in even a few lines, but I could wait no longer if I was to release the edition on time for a change.

On a positive note, the NESOP Home Port Website (www.nesophomeport.com) is getting numerous visitors and some have even submitted comments for further improvements to the site. Like

the Newsletter, the website is yours to enjoy and populate with news, pictures, and anything else you wish (within reason).

For those wondering why some pages on the website can only be accessed by using the username and password – this was implemented for a number of reasons including to keep the NESOP Newsletter contents and pictures for the pleasure of NESOPs and to also ensure that spam robots could not access the contact page where all the names and email addresses are. Both the Newsletter and the Website are for you NESOPs to enjoy, so please take part in populating them with all the latest news of what your units is/has been up to.

So, sit back, put the feet up, grab a tall cool one and proceed to enlighten yourself with what's been going on in the NESOP world.

It's not the size of the book that matters, but rather what's between the pages.

CPO2 (Ret'd) Joey Smallwood

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

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News From THE NCR



From the Career Shop

by CPO2 Danny Myers

NCIOP/NESOP/SONAR OP Career Manager – LS & Below

Hello again from one of the hallowed halls of your nation's capitol. CPO1 Ghislain Charest and I have been busy over the past many months prepping vast amounts of documentation for the 2009 Merit Boards, and executing these same Boards 22 Sep to 3 Oct. Like last year, this years board members were broken into two groups, CPO2s and the Merit Board chairman reviewing merit listing LS & MS files over the first week, and then bringing in the heavy weight CPO1s and the chairman for the second week to merit all PO2 and above files. To help identify who else to blame, thank, or ask pointed questions, the board was made up of the following for week one: CPO2 (SONAROP) Richard Swann CMP DPGR, CPO2 (NCIOP) Dan Labbe NDCC OPS, and CPO2 (NESOP) Andy Farouse VCDS CAP DEV. Week two consisted of CPO1 (SONAROP) Bill Forrester AJAG Hfx, CPO1 (NESOP) Ken Fisher CFEWC, and CPO1 (NCIOP) Serge Lavigne NAVRES HQ Quebec, and CDR (MARS) Martin CMS DGMPR holding the board chairman (Master & Blaster) job for both weeks. Now that they've been identified, I'd like to take the opportunity to thank

these busy people for taking time away from their schedules to participate in board. You may not realize that their participation is on a volunteer basis; placing extra effort and very long hours into ensuring that all the resultant merit lists are as fair and accurate as possible is no small feat. If you get the chance, I urge you to ask them personally about their merit board experience, the procedures that they followed, or their recommendations on how you can influence the strength of your merit file and career.

Over the 10 working days that the board was scheduled, the board members were able to process the almost 500 files that we Career Managers placed before them. In case you weren't aware, we don't forward everyone's file to the board, only those with files strong enough and eligible for promotion in 2009. If eligible, each file would have contained your last 3 PERs (if you had that many, plus your last "at sea" PER if not included in the 3), your last formal course report (QL5, 6A, etc), your latest leadership course report (PLQ, ALQ, etc), as well as all the career information held on your MPRR.

Now having said all of this, it is very obvious that you need to ensure that all of these documents are in the Career Managers possession, and/or up to date

with current information. For example if your last course report wasn't signed and sent to NDHQ, or your MPRR is not accurate with your latest qualifications like your Express Test completion date, you may not have received all of the points available to you from the board! Believe me, in most cases there are very few points splitting the top performers within your rank level and MOC. So ensuring, through your Divisional System that "your file" is as accurate as we can make it, may make all the difference between being #1 and being #8 on the promotion list! With so few promotions or chances to advance happening, you don't need a Tech-Elint course to figure this one out. In closing we look forward to seeing each of you during our visits this season. If you haven't heard already we'll be in Esquimalt Dec 1st to 9th, (general brief Dec 1 afternoon) and Halifax Jan 12th to 23rd, (general brief Jan 12 forenoon). Come listen to our brief and schedule an interview, bringing along your career plan for discussion.

Till then, keep the ESM Contact *range bucket* handy, and your intercept log completely filled out.



CMS - D MAR Pers



Occupation Manager Notes

By CPO1 Chuck Horner
NES OP/NCI OP Occupation Manager

As you can see, I have been given the SONAR OP Occupation to manage as well as yours and the NCI OP's. This all came about with the postings this summer of D Mar Pers personnel. The Occupation Manager that held the job was posted out and we divided up his responsibilities amongst current Occupational Managers in order to fulfil a new requirement within D Mar Pers, called "Future Cell". This enabled us to do so without growth, since we all know, there is no new growth for the Navy.

The buzz words around this office are RETENTION & RECRUITING. DMPSC announced at the JOINT RETENTION STRATEGY ACTION TEAM MEETING – 20 Oct 08 that DGMP has designated authority to offer CEs after VIE or IE20 contracts. Final details are being worked out and it is expected that a more formal announcement will be made announcing the contract option. It is intended to be a blanket offer to personnel that will give them more flexibility to determine how long they wish to serve. It is meant to ease confusion some people are experiencing with converting from an IE20 to an IPS. In addition, it is providing a choice for those finishing a VIE who wish to continue to serve, but find the idea of signing an IE25 too long-term. In the interim, if there are people currently in those circumstances who wish to take advantage of this opportunity before the formal announcement, please forward their files now and they will be processed.

As for recruiting, the NES OP Occupation is doing well so far this year as of the 24 Oct 08 we have recruited 25 personnel, which is 51% of the requested SIP. We have a potential to reach 97% of the required SIP, which is higher than the average across the CF.

The OAG was held in Halifax this past May; the minutes are still in draft. The next OAG is scheduled to be held in Esquimalt in May or June 2009 time frame. I hope that you forwarded any issues you may have on to your Coastal Advisor. If not, please do so when the issue or concern is fresh in your mind. Posted on my web site are past minutes, including last years, which will be posted once I have them officially translated into French. If you wish to read them to see what type of issues we deal with at the OAG, please go to my web page.

In July 2008, the re-write of our JBOS to the new format of JBS was submitted by CPO2 Steve Gracey. The JBS is currently under review by DPGR Spec Maintenance personnel. We still have one more process to go through, a Qualification Requirement Assessment (QRA), as it was added to the process after Steve had handed in all his hard work. I want to thank all of you who have been asked to provide input, as I know most of the time it was under short notice.

Coming up next is the Career Manager and Occupational Managers briefs, hope to see you all at the general briefings. Please do not be shy at the meeting if you have questions about the slides or anything in general about the way ahead for your Occupation please ask as we do not get that many chances to be face to face.

The next major hurdle or bow wave coming is: HCM/FELEX

What can I do about it? Two words...GET INVOLVED!

It will be imperative that you take an active interest in this program, both from a learning experience and as a way and means to promote your continuing career. Getting on the ground early and educating yourself on what the equipment does and how operating it effectively will increase your productivity as a Combat team member. This will go along way to progressing being responsible for managing your future career as an NES OP.

So then, how do I GET INVOLVED?

Using your local chain of command (of course) engage in the participation of Trade related Qualification Standard and Plan Working Groups. When these are announced, DMTE is ALWAYS looking for a "few good men and women" to actively contribute to these standards which drive how our future sailors will ply their knowledge and skills.

Attend program briefings. Visit websites, but above all, be proactive.

<http://dgmepm.ottawa-hull.mil.ca/special/Felex/index.asp>

<http://navy.dwan.dnd.ca/english/dgmpr/dmpor/dmpor6/intro.asp>

http://maritimeapp.mil.ca/dmte/intro_e.asp?dmte=1

*** Actual equipment will be identified in the near future.

Steven Whiting is the Operational Requirements Manager at the PMO HCM/FELEX. He is a retired CPO2 NCIOP.

In Closing, remember everyone is a RECRUITER and please be proactive and provide input for OAG items so that we can make the trade even better than what it is today. If you have a spare minute or two take time to look at D MAR PERS Occ Managers web site:

http://maritimeapp.mil.ca/dmarpers/management/moc3-3-5/3-3-5_e.asp?dmarpers=1

CPO1 Chuck Horner

Additional comment from CPO1 Ken Fisher with respect to the NESOP occupation:

CPO2 Steve Gracey was posted into one of the most difficult tasks imaginable. CPO2 Chris (Joey) Smallwood (retired) can attest to this. Both were sent to Ottawa, Joey in 00 and Steve in 06 to progress the future of the trade. I have heard many people comment on the aggressiveness of the guys when they were/are doing the task. If you have not yet been to Ottawa for a tour you may have a difficult time imagining or believing that there is anything slower than molasses going uphill, but guess what... there is.

I want to pass a belated thank you and acknowledgement to CPO2 Smallwood for his efforts and results. I also want to thank CPO2 Gracey who will be moving back to the coast this year. Both have used many means to accomplish their task while working for numerous bosses and having the ground rules change regularly. Their tenacious approach has put our trade in a position where it has the tools to fight the battles ahead while ensuring we cover each requirement of the trade in our training and presentations to the senior personnel of the Navy and CF. CPO2 Smallwood and CPO2 Gracey, on behalf of the MOSID.... Thank you

When I got home last night, my wife demanded that I take her someplace expensive.

I took her to a gas station.

And that's how the fight started...



NEWC Ottawa

Here at NEWC, in the city of Ottawa, home to festivals, multi-culturalism and yes, home of the Senators, there have been several changes since our last Newsletter entry in April. We have said so long to our Commanding Officer LCdr Turpin, we wish him well at Staff College in Toronto. We welcomed LCdr Duke from the NATO Seasparrow Project, in the Netherlands, to the fold as the new Commanding Officer, effective mid-August. PO1 Gary Murphy has returned to the east coast as the SWC aboard HMCS Halifax and PO1 Gilbert "Gigi" Tremblay was posted in, all the way from CFEWC. Our newest addition was LS Jason Horaski, who arrived from HMCS Toronto, (yes the famous individual who dropped the puck in uniform at a Leafs/Sens NHL game).

On the promotion front, Trevor Winter was promoted to MS and then posted to Star Top a part of JIIFC Det, in Ottawa. Our superstar RMS Clerk Jacqueline Dean was promoted to MCPL and posted back to her desk.

LS Kehoe is currently enjoying time away from the office in Québec City attending his PLQ course. Closer to home PO2 Schulz and LS Horaski have recently successfully completed the SIGE 2810 course.

On the fun side of the house, through the efforts of LT(N) Low and MS Kennedy an Adventure Training expedition was conducted in the first week of June. The event chosen to separate the NESOPs from the wanna-be NESOPs, was white-water rafting on the Ottawa River. A terrific time was had by all participants. The final three individuals who didn't back down from the mighty river, would like to thank their supporting cast for carrying the paddles and keeping the car warm at night. In the battle of the former SWCs, Mr. Derrick Moore has successfully defeated Mr. Rob Gallant **again** (5 years and counting) in the Island Cup Challenge, for golf's bragging rights.

Congratulations go out to PO2 Sean Kenny on the birth of his second child (a boy), since he was posted to NEWC; there must be something in the water.

Finally, NEWC would like to take this opportunity to wish LS Dylan McKinnon, all the best in his future endeavours as he retires and goes to wherever Jennifer's career takes them.

MS Brian Kennedy

A man walking along a California beach was deep in prayer. Suddenly the sky clouded above his head and, in a booming voice, the Lord said, "Because you have TRIED to be faithful to me in all ways, I will grant you one wish." The man said, "Build a bridge to Hawaii so I can drive over anytime I want." The Lord said, "Your request is very materialistic. Think of the enormous challenges for that kind of undertaking. The supports required to reach the bottom of the Pacific! The concrete and steel it would take! It will nearly exhaust several natural resources. I can do it, but it is hard for me to justify your desire for worldly things. Take a little more time and think of something that would honour and glorify me." The man thought about it for a long time. Finally he said, "Lord, I wish that I could understand my wife. I want to know how she feels inside, what she's thinking when she gives me the silent treatment, why she cries, what she means when she says 'nothing is wrong' and how I can make a woman truly happy." The Lord replied, "You want two lanes or four on that bridge?"



CFEWC

Good Day all from CFEWC. Here we are again with an entry to the Newsletter with many changes here at CFEWC. Most of the changes were to the sections, with new names, structures, responsibilities and personnel. As for the new personnel, we have a new UCPO, CPO1 Jim Percival coming from Black Rock. Our New Ops Chief is CPO2 Brian Rees, from CFNOS/PLQ; he is really enjoying getting signed in every day until his upgraded sec clearance comes in. PO1 Dave Keeping from HMCS Toronto, he is in charge of Special projects for now. MS Steve Mimeault, from HMCS Ville de Quebec, just left for Baltimore and his SIGE 3810 course. LS Steve Fortier posted from HMCS Ottawa out west, who will enjoy the close proximity to Montreal and all the Habs games. (I am enjoying it also...yes Chief, you too). LS Darren Binder posted in from the East Coast. LS Adam Callaghan came from HMCS Winnipeg. LS Callaghan and LS Fortier just completed the 2810 course here at CFEWC.

Much gratitude and a job well done go out to departing members of CFEWC. First off is CPO1 Ken Fisher after years of hard work (most of it done with a wireless handheld device) proceeds back to the east coast, see you DAD. PO1 Gilbert Tremblay moved down stairs to NEWC, so it's almost like he didn't leave. MS Dwayne Albert, congrats on the Ironman finish, nothing like some clogged arteries to get your butt in gear. MS Melanie Martin-Quevillon and LS Jennifer McKinnon have both left the NESOP trade for the world of paper work pro's (RMS Clerk).

As for the rest of the team, PO1 Steve Smyth keeps himself busy with many trips abroad. PO2 Claude Philippe is getting ready for his 6B course. PO2 Darryl Barrett and MS Randall Sulyma are both enjoying life at sea on VDQ, as TRS operators. MS Pierre Pelletier is currently attempting to complete a pass run on his 6A course good luck with that. LS Lucas Mack is working hard at making constructive comments as he cooks your food on the BBQ (I think it adds to the flavor). LS Eric Richard is on the OSA course, on completion he will be deployed with HMCS Winnipeg. LS Martin Derry is doing something, someplace, somehow, but maybe not in that order. LS James Hirtle is leaving us soon for HMCS Toronto, have fun at sea again and remember why we get sea pay. LS Johanne Dandrade is continuing his recovery, good to see you back on your feet again. Finally myself MS Bruno Savoie, I'm the Dude, playing the Dude, disguised as another Dude, coming off my successful 6A course. We at CFEWC wish all current and former NESOP's "ALL THE BEST FOR THE COMING CHRISTMAS SEASON"

T.T.F.N.
MS Savoie B.

Submitted by LS Mack

Good day I am LS Mack from CFEWC in Ottawa. I am going to talk a bit about what Ottawa has to offer, in terms of a posting in the city. So thinking back to the summer of 2006 when I was posted up until now (2 years later) I have come across some interesting things that separate Ottawa from the common Canadian city. I definitely had some mixed feeling about coming to Ottawa and after a somewhat seamless transition I found some interesting things to see and do in Ottawa.

For example, sports, the best hockey team to grace the earth is 10 minutes from downtown Ottawa. If you like the Leafs, they are only 5 hours away and the Habs play an hour and half away. The city also offers some good Major Junior hockey with the 67's. Aside from hockey there are many running, hiking, biking and rollerblading trails and paths around the city. Most of which are located around the Rideau Canal. The city is surprisingly easy to navigate and has a great downtown area for going out and that is kept extremely clean, along with countless restaurants. As

for kids programs and such, there are a tonne of rec centres and minor hockey, baseball, football and soccer leagues. There are also several leagues for us to play in also such as hockey (intersection and civvy), flag football and softball. If you have pets or more specifically dogs, there are many off-leash parks in the area and are all located in the city. There is plenty of housing and for the most part is reasonably priced especially for the location of Ottawa, being central to many out-lying areas that also have a tonne to offer. Some other attractions to Ottawa include, Casino Lac Leamy, Carleton raceway for horses, several car racing tracks such as Capital City speedway and coming in the summer of 2009 a water park 10 km's out of the city with 2 km's of water slides. All of which are accessible with an excellent public transit system that can also bring you home from the market in the early morning hours.

So, along with all the good reasons to consider Ottawa for postings there are a few down sides of the city also. One example is parking. When I first came to Ottawa it was an eye opening experience trying to find parking anywhere downtown or in the city and when I found parking it usually cost me all the change in my ashtray which does seem par for the course in any city including Halifax or Victoria. Although this is minor it plays a part on day to day living and it's more of an inconvenience than anything else. Of course there will be more down sides to the city but it's all relevant to what you choose to do in Ottawa.

In closing, I would like to say although I was hesitant to come to Ottawa a couple years ago, it has turned out extremely well and the city offers many things that the coasts can't. One major thing, is the change of pace and the fact that you are centrally located in an area has many things to offer to fulfil many interests be whatever they are. I have also been able to take countless courses since coming to Ottawa that I would never have been able to take on the coast, trying to keep up with a sailing schedule and professional development that has ever-increasing importance in what we do in day-to-day operations. I have been able to take both trade related and PD courses including SIGE 2810 (radar fundamentals), Operational SIGINT analysis, Intermediate Tech ELINT analysis, Tech writing and basic/advanced EW. I have also been able to take the BFTA (Basic Fitness Training Assistant) and many more are available to what appeals to you. Being in the Capital Region and close to NDHQ there are always positions that are available for coursing for the personnel at CFEWC to take advantage of. I have found Ottawa to be a great city to come to and I hope it's a consideration for you next time a position opens up.

Submitted by MS Albert

I had a heart attack on February 20th 2007 while attending the SIGE 3810 course in Baltimore, Maryland with the National Security Agency. At the time, I was driving back to the hotel where I was staying. I started sweating for no reason. I felt very hot. I turned down the car windows even though it was winter. I got to my hotel room and sat down on the bed. I had this awful feeling in my stomach like I had to vomit. By this time my shirt was drenched from sweat. My first thought was that I was suffering from food poisoning. I got to my feet and reached for the garbage can and tried to make myself puke but nothing came up. Then it started aching in my jaw. By this time I knew there was something really wrong with me so I called the front desk and asked them to call emergency services. The County sent an ambulance. Because I had insurance they took me to the best hospital money could buy. Johns Hopkins, Baltimore. Along the way they confirmed my suspicions, I was having a heart attack. Shooting pain was traveling down my arms. They called ahead to the hospital. Upon arrival two nurses were waiting for me to wheel me into an already opened elevator. When we reached the 3rd floor the operating room was waiting for me. There were seven heart specialist doctors ready to go. That's right seven. I don't think we have seven in Ontario. They all took the time to introduce themselves one by one. It took them 5 minutes from the time the doors to the ambulance opened to the time they stuck a wire through my groin up to my heart to remove the blockage. Because they were so quick to diagnose and repair, my heart sustained very minimal damage. I was a textbook example, they said, just another day at the office.

Of course it's never that easy is it? Soon after I woke up they started asking weird questions. Was I of Japanese or Korean descent? Did I ever sustain a fever for more than 14 days as a child? Had I ever heard of Kawasaki's disease? No on all counts. They did more blood tests. I ate the jello.

The next day I was diagnosed with Coronary Artery Ectasia or CAE, which means I have abnormally formed arteries that supply blood to my heart that are prone to blood clotting. In some Japanese children with Kawasaki's disease with symptoms including a fever lasting up to 14 days the body reacts by deforming the arteries that supply blood to the heart. 0.5% of all people with heart disease have CAE. I was born with it 38 years ago.

I started my rehab at the Ottawa Heart Institute 2 weeks after my heart attack. I started by walking 10 minutes a day on a thread mill with a nurse starring at me and a bunch of wires hanging off of me. It was hard at first. I couldn't even muster enough energy to walk my dogs. We saw a nutritionist and my family completely overhauled the way we eat. And of course I had some time off. I now had lots of time to sit and think.

The one preoccupation that I remember having was what were my limits now? Before my heart attack I could do whatever I wanted if I chose too. We all think it. "If I wanted to I could do that!" Well now that aura of invincibility was gone. I did have limits. I just needed to go out and find out what they were. My EXPRESS test was expiring. My doc said I should take it easy he would give me a chit. So instead I got into the gym again and started running and a month later I got exempt. This was 11 weeks after my episode.

Soon after that I got my 6A course-loading message. Everybody including my doctor recommended that I defer the course until I had more time to recover. Again someone was trying to put limits on me. So I went anyway. I knew the first 3 months of the course was BS anyway. I would get up in the morning at 0600 and go run. I would be in class for 0800. I had different milestones in my head. First there was the Lunenburg 5k. Then the Navy 10k and then the half marathon back in Ottawa during block leave period. Finally, the Marathon in the fall right smack in the middle of the Megaphase. Talk about stress. But my running got me through it all. I was losing tons of weight and felt great. Of course there are sacrifices to be made in order to achieve all this. No parties, no junk food, early to bed, early to rise. No exceptions. My course mates are well aware that I cheated once in a while but it's their fault and therefore I blame them anyways.

Something happened during the block leave period that I must mention. It was a Saturday afternoon and I was surfing the TV and there it was. They were showing the Ford Ironman Triathlon Championship in Hawaii on NBC sports. I was hooked. I put that in the back of my brain bucket.

Later that week I asked my wife if I could do an Ironman Triathlon. She looked at me like I had two heads but she still said yes. She now admits that she never thought in a million years that I would go through with it. Well a month later I was raiding the family budget to buy all the gear. I got my triathlon bike first. It's a beauty. I was still running a lot and I would take the bike out for a spin when I could. I was reading everything I could about the multi-sport life. After all Triathlons are 3 very distinct sports: swim, bike, and run. Here I hit my first snag. I couldn't swim, not at all. Not even a little bit. What I did have after reading and studying everything I could on triathlons was a plan. A 6-month meticulously planned out road map to my first Ironman. Everyday of every week of every month leading up to a triathlon that I had already signed-up for and spent thousands of dollars for equipment and I couldn't even swim yet. I was in a pickle.

One month before my 6-month plan was to start I went to the YMCA pool. I swam one lap the best I could. I got out and rested for a day and went back. This time I did one and a half laps. After a week I could get to the other side of the pool and then I would rest for a minute and go back. Eventually I could do this 20 times in an hour. That represents 250 metres. An Ironman is 3800 metres. At this rate it would take me 15 hours to finish the swim. I had some work to do. I needed help. I got a swim coach. What followed was an intense 8-week training period that would put Rocky Balboa to shame. Not only was I swimming 5 days a week but I also had to bike and run. It was winter now and I was biking in the basement on my triathlon bike that was hooked-up to a trainer on the back wheel. Talk about boring. I would get up at 0500 and bike for an hour looking at my basement wall plugged into my IPOD. Then I would go to work for the day and swim with my coach after work. I was in bed by 2100 and my legs would still be vibrating. Wake up the next day and get on the thread mill for an hour run and work all day and swim after work again with my coach. It was a grueling two months. I had 12 workouts to do in a 7-day stretch. I even worked out

Christmas day. The day before New Years Eve the YMCA was opened and I was the only person there. And this was all before the actual training plan was even started!

Well 5 months later I can now swim 4000 metres in less than two hours. My average bike ride is 70 Km and my base run in 10km. I still train 12 times per week and I still go to bed at 2100. I can't go to mess dinners anymore and we never eat out and I've been completely dry for months now. I've just completed my first triathlon of the season in 1 hour and 54 minutes. It was a 500 m swim, 35 km bike, and 5 km run triathlon. I finished 51st out of 700 and 7th in my age group.

Later in the summer, on 27 July 2008, I will be completing the Newfoundland 70.3 mile Ironman Triathlon in Corner Brook. And when I'm done I am going to eat a whole pizza by myself. And then one day when I've gained a lot more experience and have many more races under my belt you'll flip to NBC one day and you'll see me there at the finish line in Hawaii at the Ford Ironman Championship. I checked with my doctor he said I should take it easy the first 50 miles.

My doctor no longer stands in my way of what I want to do anymore and maybe someday I'll find out just what my limits are. But not today and tomorrow is not looking good either.

Life is simple, swim, bike, run, eat, sleep, and repeat.



CANCOM

Well, there have been a few changes to Canada Command since the last newsletter. The Cadpats for Navy & Air Force are out; Environmental Clothing is in as of October 2008 thanks to the new Commander, Canada Command Vice-Admiral McFadden.

The other large change for us who are shift workers is the upcoming co-location of all the Command Centres to one large command centre on the 3rd floor Startup Rd. The co-location is mostly to aid in the support functions, the AORs (Areas of Responsibility) for each Command will remain the same as well as the reporting to Command.

The 2010 Olympics are now taking more and more of Canada Command's planning focus as the event draws nearer. In the Canada Command JCC (Joint Command Centre), it is still the day-to-day events, normal & emergencies that capture our attention. Remaining in close contact with the regional centres and preparing & briefing the Admiral keeps the JCC busy.

JCC manning has now pretty much stabilized so too then the watch-keeping rotation. (See April 2008 newsletter for how our watches work). NES Ops could be employed in JCC as Operations Watch Officers (CPO2) or Information Managers/Common Operating Picture Managers (MS/PO2). Presently NES Ops, Sonar Ops & NCI OPs as well as Air Force & Army Occupations fill these positions.

You can find out more about Canada Command at <http://canadacom.mil.ca/en/home_e.asp?navsec=1>

Gerry White
CPO2
Canada COM JCC OWO



CANSOFCOM

Many months have passed since our last encounter. The Honours and Awards continue to pass across my desk on their way to the Chief of Defence Staff or the Governor General. What a fascinating process. Sometimes it can be an awfully frustrating beast, but that's the way things are in Ottawa. What seems so simple at the basic level becomes ultra complex as it moves up the chain. Of course, Access to Information requests fly in fast and furious. The types of questions people have really are amazing. Where do they come up with this stuff?! I continue to work closely with the Command Chief on some secondary duty projects. The Governor General approved our Command Badge in May and now we're in the process of getting a pocket badge for our tunics and mementoes to pass out at recruiting events and office visits. The Battle Fitness test back in June was wonderful. A lovely day to scamper up and down the Rideau Canal with 24.5kg strapped to your back followed by the 100-metre evacuation carry. Nothing like it first thing in the morning. Sure made the rest of the day interesting. A lot of moaning and groaning over the cubicle walls when participants needed to get out of their chairs to move around the office. Next on the agenda is a Special Operations course in Florida with the US Air Force (yes, they have a Spec Ops branch—who knew?). It should be interesting to see how they do their business. On the recruiting side, if you're up for a challenging and rewarding career change, don't rule out CANSOFCOM. We've got JTF2, the Canadian Special Operations Regiment and Canadian Joint Incident Response Unit-CBRN with a wide range of choices that may interest you. We are not an army unit; we are joint. We need all three uniforms to make our units what they are. Check us out at http://cansofcom-comfoscan.mil.ca/en/index_e.asp

Canadian Special Operations Forces Command
CPO2 Stephen Haughn





JIIFC

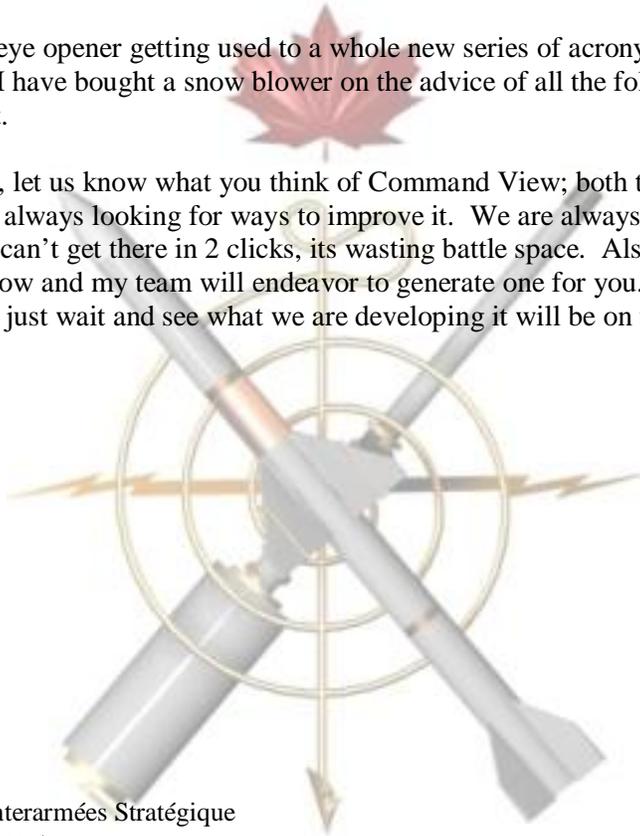
Hello from the JIIFC Detachment!! Not many personnel really know exactly what we do here. As part of the Strategic Joint Staff (SJS) we find ourselves having to think outside the box at the strategic level. I joined the JIIFC Det on 02 Sep 08 after departing HMCS REGINA. I am the Common Operation Picture Development team leader. I took over from CPO2 Rob Neish as the on-site CPO2 NESOP, but I am not in the Det MWO position that he was filling. I believe that Rob intends to retire from the CF in the not too distant future so start thinking of some sea stories and anecdotes to send him into retirement. PO2 Darryn Featherstone is also employed here at JIIFC Det in the Content Management section. He'll be heading of to Halifax to challenge the QL-6B. So good luck to him...I'm sure that he'll enjoy the Mega Phase.

So far the position has been an eye opener getting used to a whole new series of acronyms and the pace of the National Capital Region. Yes, I have bought a snow blower on the advice of all the folks who lived thru the 14+ feet of snow that last winter brought.

As for all of you at the coalface, let us know what you think of Command View; both the classified and the unclassified versions, as we are always looking for ways to improve it. We are always looking for ways to make the online experience better, if you can't get there in 2 clicks, its wasting battle space. Also, if you need a real-world overlay for C2PC, just let us know and my team will endeavor to generate one for you. And if you're tired of making MS Power Point briefs, just wait and see what we are developing it will be on the street within the next six months...give or take.



CPO2 Rob Brydon
COP Development Team Leader
Strategic Joint Staff | État-Major Interarmées Stratégique
JIIFC Detachment | CFIRI Détachment



A little girl asked her mother, "How did the human race come about?"

The Mother answered, "God made Adam and Eve; they had children and, so all mankind was made."

A few days later, the little girl asked her father the same question. The father answered, "Many years ago there were monkeys, and we developed from them."

The confused girl returns to her mother and says, "Mom how is it possible that you told me that the human race was created by God and Papa says we developed from monkeys?"

The Mother answers, "Well, dear, it is very simple. I told you about the origin of my side of the family, and your father told you about his side."



D Cap Plan

The Directorate of Capability Planning (D Cap P) is preparing to conduct baseline scenario analysis. We will analyze the Canadian Forces (CF) commitments in a domestic, continental, and international content and describe the capability requirements for each of these scenarios. The analysis is conducted using staff from all three elements and warfare centres, who bring their expertise and requirements to D Cap P in fully describing what the CF must be able to do to meet our standing commitments now and in the future.

CPO2 Andy Farouse
Directorate of Capability Planning
Team Analyst



DMPOR

Greetings from Sunny Ottawa, Goodbye Rainy Victoria!!! (Yes I have a new Snow blower J)

Well, 2008 is not yet complete, and already I find myself sitting in a third billet and a much smaller cubicle. From MARPAC to CANFLTPAC to DMPOR, what a blur, where did the year go? In August I replaced CPO2 Garry Reid, or did I? Not really sure, never did get to see him, just a quick note of how to find the CF Health Services Unit and the Coffee Area, but seriously Garry, I hope all is well with you and your family and most importantly your health.

My role as Staff Officer for Electronic Warfare is to "Assist DMPOR with the promulgation of operational readiness policies, safety procedures, and monitoring of standards in all areas of AWW/EW in MARCOM". In short, paper pusher J. Since arriving here, I have had a myriad of information thrown at me from everyone and everywhere, encompassing everything except my quoted role. Yes, that's how it is here. My priority at the beginning of the day quickly turns into CMS's priorities. As usual, you quickly learn to adapt, as in all cases "On The Fly".

Well on to the serious stuff. Some of the important things on my plate right now, in no particular order of priority, are: finalize the drafts of MARCORD 46-2, MARCORD 46-3, MARCORD 46-4 with an expected release date of early spring. Concurrently, I am laying down the groundwork for an inclusive review and rewrite of CFCD 114. I am liaising with NEWC on this in the early stages and will soon be soliciting the Formations for their input. In fact, yesterday I had a very productive meeting with DIMTPS 5. Who you say? DIMTPS 5 (Directorate Information Management Technologies, Products and Services). What would I be doing over there you say? These are the guys nobody seems to remember or want to talk to, unless they want to radiate RAMSES,

utilize NESTREP's exercise programs, or launch a CHAFF/IR Rocket. Even those who have some idea, remember them as DTSES.

Anyhow, anyone who has read Chapter 5 of CFCD 114 pertaining to EW Clearances will realize that this is severely out of date and provides inaccurate and limited information at best, on how to actually obtain EA Clearances and CHAFF Clearances. As of yesterday, the confusion will soon end. DIMTPS 5 has agreed to be the sole authority for insuring the frequency clearance portion of these events. This will alleviate J34/N34 involvements, which normally have them jumping through all the various hoops to get permission from Industry Canada, and or, NORFOLK or Whidbey Island. Respectively N32's will still continue to obtain Air Space/Water Space clearance as in the past. CFCD 114 Chapter 5 will be written to reflect the current direction outlined in Annex K1 of DNDP-35 (Management of The Radio Frequency Spectrum) to provide an easier avenue to obtain EA/CHAFF Clearances. Sample messages will be incorporated for both.

I am also working with both J34/N34 in their efforts to create Target Cells for both coasts. DMRS representative CPO2 Chris Lee and I are also in frequent contact, continuing the efforts of CPO2 Wendell Kitchen for the re-scoping of the old Naval Surface Target Project, to something more in the lines of Remote Controlled Target Infrastructure Support, as this will allow for easier funding if and when approved. Standing Target Purchase Agreements are soon replacing the NST, as this provides more flexibility to each coast to procure and purchase the targets that they require to meet their goals.

I would also like to applaud the efforts of both the Sea Trainers and Fleet Schools for their coordinated effort in what is understood to be a major overhaul of our NCPMs. Something that was perhaps long over due, lets keep the young Lt(N)s with one partial tour out of "OUR DRILL BOOKS". Next month I am off to Calgary for the "CIWS Get Well Forum". Yes, we do need a CIWS Get Well Forum. As you all know, Block 1B has proven to be quite problematic and has presented us with many challenges. The guys at DMSS assure us that the CIWS simulator is coming soon; keep the SOCDs flying, they are very important. I look forward to pushing forward on many other issues with you at Fleet Week in Halifax after Christmas. For now, please keep passing on your problems and concerns with any aspects of EW/AWW, so that I can champion them on your behalf.

CPO2 Ian Kelly
DMPOR 3-3-3
SO Electronic Warfare
http://navy.dwan.dnd.ca/english/dgmp/dmpor/AWW_EW_AMMO.asp

A 6-year-old and 4-year-old are upstairs in their bedroom. "You know what?" says the 6-year-old, "I think it's about time we started cussing." The 4-year-old nods his head in approval.

The 6-year-old continues, "When we go downstairs for breakfast, I'm going to say something with 'hell' and you say something with 'ass'." The 4-year-old agrees with enthusiasm.

When their mother walks into the kitchen and asks the 6-year-old what he wants for breakfast, he replies, "Aw hell, Mom, I guess I'll have some Cheerio's."

Whack! He flies out of his chair, tumbles across the kitchen floor, jumps up, and runs upstairs crying his eyes out with his mother in hot pursuit, slapping his rear with every step. She locks him in his room and shouts, "You can stay in there until I let you out."

She then comes back downstairs, looks at the 4-year-old and asks with a stern voice, "And what do YOU want for breakfast, young man?"

"I don't know," he blubbers, "but you can bet your fat ass it won't be Cheerio's."



West Coast Fleet Chief Report

by CPO1 Paul Helston



Good day all. Well, I have been in the position of Fleet Chief for CANFLTPAC now for 20 months and to say it has been an eye opener is an understatement. With my appointment came my mandatory remuster to a CF Senior Appointment or MOS 351. Though I no longer wear the NESOP crest, it does not mean I have forgotten my roots and I feel privileged to still be included on those mass group emails sent between the coasts discussing what the hot issues for the occupation are.

My role of Fleet Chief requires me to look after the moral and welfare of all sailors in the Fleet and act as a steward for the CF and Naval institution. To that end, from a west coast perspective the personnel shortages are not improving due mostly in part by predictable attrition but more acutely the lack of recruiting. The centre and N1 staffs are working on those particular issues of recruiting and retention while we in the Fleet are endeavouring to effect positive change born out of sheer necessity – people shortages and the need to retain our sailors to bridge the gap until recruiting has taken hold. This sets the theme for my article on the CANFLTPAC Fleet Efficiency Working Group (FEWG). The FEWG is not an official organization but consists almost exclusively of Fleet and Sea Training staff including another NESOP most of you should know, CPO1 Mark Moger. Recently Sea Training Atlantic has become involved as the FEWG moves beyond a single coast solution. Its mandate is to investigate changes in policy that can create efficiencies in the Fleet and if at all possible have a positive and immediate impact on all our personnel. Here are some examples of our recent initiatives.

Reduced Foreign Port Duty Watch Force Protection White – This trial initially took place in HMCS Regina and Ottawa during Westploy/RIMPAC with reduced core crew. It has since been extended to HMCS Winnipeg prior to and during her WUPs and most recently to HMCS Calgary and Protecteur upon leaving theatre. It was later trailed in HMCS Charlottetown in MARL. This has included trials in Canadian ports, USN ports, US civilian port, and International port. All ships feedback extremely positive with the frequency of the watch rotation being 1-5/6 for SR ships and 1-6 or better for HR ships. An amendment to SSOs and FP SOP amendment is anticipated in the near future;

Watch On Deck – a trial onboard HMCS Regina during DWUPs in November 2008 has been completed. This trial eliminated the life buoy sentry, as it is not used in many other Navies around the world including our own MCDV Fleet. The trial also saw all CBT trades; Deck and CSE take rotation on the helm. The aim is to reduce the pressures on standard readiness ships with reduced crews and in particular free us CS technician to progress maintenance which is progressively falling behind. By all these occupations taking a turn it has reduced the overall burden and is easily manageable if all the PO2 and MS in those occupations become trained. Sea Training will also examine other watch systems conducted at sea to find more effective ways of doing business;

SR ship manning study – The SR manning concepts for HALIFAX and IROQUOIS class ships due to the reduced number of available personnel. The crewing concept would limit the ships operational tempo to a 12-hour cycle (one fighting watch) or for such Force Employment activities such as MARSEPAC/FISHPAT and or some Force

Generation missions such as TGEX. The core crew not including trainees is 159 for the HALIFAX class and 179 for the IROQUOIS class ships. This study identifies billet by billet which positions are filled by trained personnel. This model could be integrated into CCFP R&S Task to produce a new R&S policy for the Navy by December 2008 and conceivably could be used as a guide for minimum SR manning. The key is the FLEX must be walked back to a level commensurate with that level of manning;

HCM manning/training study - studied options to ensure ongoing training and skills maintained during HCM period. This model could be integrated into CCFP R&S task mentioned above;

Refresher training - FF & Flood refresher training is being examined on how to more efficiently refresh skills and measure true capability. The draft plan was trialed during WIN WUPS. This trial permitted ST staff to name individuals on the ship to recommence their two-year validity period from the end of WUPS rather than going back to the school just months later. The length of validity periods for more senior personnel will be examined to see if they need training ever two years or a greater period of time i.e. three years. This frees up valuable time and resources. The concept has been approved in principle by the Naval Training WG and is still a work in progress;

Ships Extended Work Period (EWP) manning – HMCS Vancouver's EWP has been extended until November 2009 to facilitate the progress of maintenance. A minimum crewing study was conducted by the ships staff, validated and approved for implementation to reduce the crew to 61 critical core billets. The remaining crew (approximately 100) were then identified by specific need and matched against the Fleets needs for long term Attach Postings to the Fleet. In other words find them a long term home with useful employment. This has provided significant relief to many occupations short on personnel. This included the introduction of a 6 person the Reduced Duty Watch (RDW) while the ship ramped down. This permitted the ship and sea training the opportunity to assess its progress and the validity of a RDW. The ship is now at its core crew and since 23 October has assumed and Security Response Watch (SRW) which consists of most engineering systems shut down after hours and a three person SRW plus commissionaires at the brow after hours;

Reduced Home Port Duty Watch - VAN will have used this trial for five weeks this fall. We are formulating a trial plan based on the previous study/trial conducted just prior to 9/11 and followed up by more study in 2003. The previous trial and study means there is very little work remaining. The FEWG is conducting an option analysis/risk assessment and will submit a proposal in the coming months for Commands review. The net result would see the minimum duty watch size decrease from 10 personnel to possibly as low as 6 which supports an improved QOL especially in a period of reduced manning. This is by no means approved and the results will be promulgated when known; and

Administration – various staff members are reviewing reports, returns and inspections to see where we may have overlap, redundancies or can make administrative processes more efficient. At this juncture this effort is early in the staff review and will focus on those administrative areas the Fleet and the Formation can do better. Areas outside our control will receive less attention in order to achieve optimum and timely effect.

I hope this provides some insight into just some of the Navy's efforts to address the issues of today and the near future. Should you have any questions do not hesitate to ask or if you have an initiative please submit it through your chain of command. How often we say that, complain, moan but do nothing, though I am pleased to say I received a briefing note just the other day to PO! NCIOP John Haggis – good on him! The FEWG does not have the market cornered on good ideas and your help is needed since really it is OUR Navy.

Have a great Navy Day

CPO1 Paul Helston, Fleet CPO



CPO1 Helston after he's briefed as to what the ship's doc really meant when he said "be sure to wear protection".
 Editor's note: I'm not sure why he keeps sending me pictures of himself in this orange suit. Perhaps he's reaching out for help?



Sea Training Pacific

By CPO2 Pete Living

During WESTPLOY 08 in REGINA, I received the illustrious news that I would be taking up the RED HAT mantle of Sea Training upon our return to Esquimalt in August. After a few weeks of PDL, I hit the ground running with a full set of WUPS for WINNIPEG followed shortly there after with a DWUPS for REGINA, and I am heading off to the East Coast and a set of DWUPS for TORONTO shortly. For those of you who think the grass is always greener on the other side well let me tell you, as someone who loves my sleep the job is a lot more demanding than I first anticipated. I now understand the reason Sea Trainers spend weekends in foreign ports in a hotel, well my reason at least. I fell sound asleep in the lobby of our hotel when we were checking in during our San Francisco stay. They were nice enough to wake me up vice just let me lay there, but I am sure there was some major discussions about doing just that, Sea Trainers are here to help you know.

The DC side of things is coming along nicely; in fact I just got back from setting fire to the Tanker. I now actually remember to start my stop watch at the right time and record the timings I need. My first real scene as a Sea Trainer was well shall we say anticlimactic. There I was sitting in the Junior Ranks mess on WIN waiting for the DM211 to go off, then the loud bang and shudder, I set off my thunder flash and started my smoke machines yes I said machines, 2 makes a lot more smoke. I put out my strobes and waited, and waited, and waited. The attack team was required to burn through the door because it was warped and there were issues getting through. Needless to say I sat there for an hour in a space full of smoke before anyone came through the door and as they DC event ended. On well there is always TORONTO.....



News from "The Rock" AWWTC CAYUGA

Hello from the Rock, a lot has changed in the past months here.

Congratulations to CPO1 Jimmy "the Goon" Percival on his promotion and posting to CFEWC in Ottawa. We all hope the "man room" is coming along nice and wish you and Sue the best in our nations capital. Chief Percival left us in August and we all miss his, in your face demeanour... well, all of us except for a couple trouble making students.

We are pleased to welcome CPO2 Bob Clevett, who has taken over as the Senior Instructor. His first tasking was rearranging his new office which he actually finished by the end of day one... but Chief Percival will be glad to know that his old plant is still green and alive. Since then his office has quickly filled up with paperwork generated by his young OS... it happens that fast. Our new leader even donated a new toaster oven to our canteen out of his own pocket, I guess this "Black Cloud" has a silver lining... but he also keeps a list of dates of when it was cleaned last...toaster nazi.

We also welcomed a familiar face back to the rock... PO1 David Vanderlee, loaned to us from HMCS VANCOUVER. A big congrats goes out to Dave after a successful passing of his QL-6B course. After the course we borrowed Dave to fill the PO1 boots here... it was like he never left and he seamlessly got back into the Rock's daily grind. We all know when Dave comes and goes because his chopper is the loudest and baddest creation on the island... Honestly it is freakin loud... His poor neighbours.

I think PO1 Bill "talks a lot" Frerichs was the happiest to see Dave arrive and he could return to doing just one job. Bill is here on a weekly, bi-weekly basis now instead of everyday to ensure our students are meeting his standards. You know when Bill arrives at the Rock because most of the coffee is gone and you can always hear his voice somewhere... seriously, always. But we all missed his stories when he had to return to building 50... that and defacing his Calgary Flames gear.

PO1 Al "Big Al" Baillargeon will always be a part of Blackrock and the team at Blackrock had a memorial made up for Al with the inscription "In memory of PO1 J.A.A. Baillargeon "Big Al" was the personification of all that is the credo of the NESOP trade and the Canadian Forces Fleet School Esquimalt at Blackrock. Shipmate, Teacher, Colleague, and Friend. You will be missed." This memorial piece will forever remain on the walls of Blackrock in his honour.

We have been without PO2 Lloyd "Boots" Boutillier since May when he left on his QL-6B course. We all wish Boots the best on course and miss his sense of humour around the office. We also miss how he makes frivolous wagers on horrible hockey teams.

PO2 Rich Pearce has been very busy making never ending improvements to the Rock. His hard work can be seen all over the school... even the students have a LCD TV in their lounge... everyone thanks Rich for his thoughtfulness.

A big congrats to PO2 Brent "Doc" Halliday on the birth of his second child, a baby boy Kiawa Lawrence Rufus Halliday. Or as Doc puts it "the newest edition to the BC carbon tax payers club". Doc has been busy balancing his OPI and secondary duties at the Rock and taking care of his better half. Amidst all the commotion Doc relaxes by taking his red Ferrari 328 GTS out for a spin with the top down... I'm not joking here the man actually has a Ferrari 328 GTS convertible... way to go Doc.

MS Mark “Simpersorenuts” Simper has been working very hard and graduated his second QL-3 course in July and has started up his third course. Mark recently was given the opportunity to fly in a Snowbird. After he recovered (two days later) he said it was absolutely amazing buzzing the mountain treetops by Tofino. He later described the flight as “Star wars – like”, and his pilot later described the flight as “a hot dog eating contest gone bad”.

Another new addition to the team is MS Rex Heslop, loaned to us from HMCS VANCOUVER. Rex quickly had to find his footing here as he was thrown a course right away. Not long after he used his old Army techniques and gave all the students a hardcore drill refresher in the parking lot. He also got to the bottom of a “Boogergate” incident... don't ask. Rex also volunteered to take over canteen manager duties... thanks again Rex.

Blackrock has seen a steady flow of students since the last newsletter. We would like to congratulate the following personnel on the successful completion of the JNR ES OP Course:

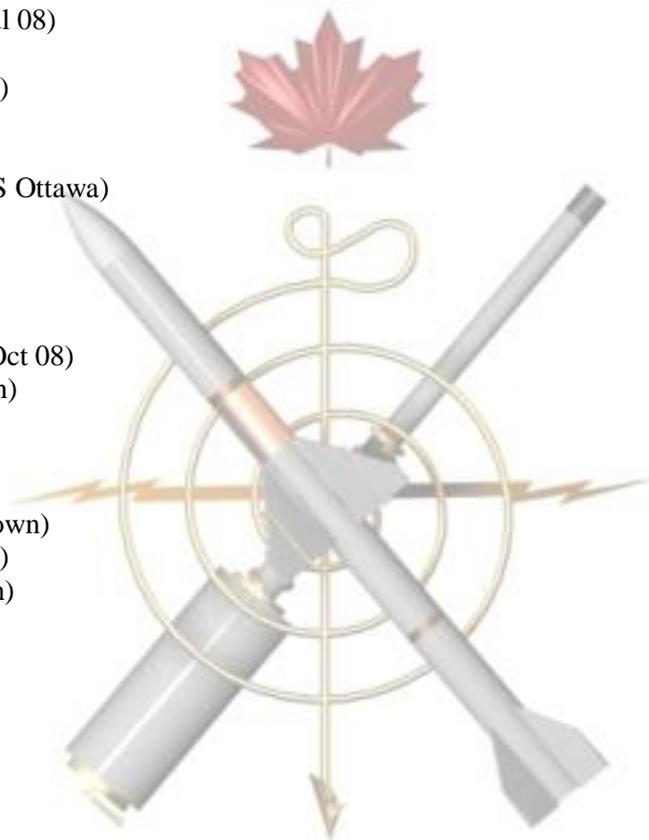
Course 0021 (28 Jan 08 – 14 Jul 08)

OS Bishop (HMCS Winnipeg)
 OS Bultinck (HMCS Winnipeg)
 OS Helpard (HMCS Ottawa)
 OS Jordan (BMP)
 OS Morris Top Student (HMCS Ottawa)
 OS Pyke (FAA)
 OS Rygiel (FAA)

Course 0022 (31 Mar 08 – 03 Oct 08)

AB Gallant (HMCS Fredericton)
 OS Broughton (FAP)
 OS Denis (HMCS Algonquin)
 OS Leitch Top Student (FAP)
 OS Mosher (HMCS Charlottetown)
 OS Perron (HMCS Athabaskan)
 OS Tanner (HMCS Athabaskan)
 OS Wyrozub (FAA)

All the best from the Rock,
 MS Mike Comboye



CFFSE WTD

Hello from Warfare Training Division at CFFSE. This fall has seen us lose two valued members to retirement. LCdr Johnathan Myers and MS Mike Rickards have both retired and moved on to greener pastures. Let us know if the grass is greener over there. LCdr Myers has traded in his Navy uniform for a Saanich Policeman's uniform and an

endless supply of doughnuts. Feel free to drop by every Friday morning. MS Rickards has taken on a career in financial money management. Congratulations to them both and good luck! We wish them fair winds and following seas. PO1 Keith Macfarlane was posted in to replace PO1 Todd Green who moved over one building to NCOT; PO2 Morgan Miller was posted to Colorado Springs and PO2 Steeve Long was posted into his spot; PO2 Darryn Featherstone was posted to JIIFC in Ottawa and PO2 Trevor Walker has come in to replace him. MS Troy Stickley has been posted into the position vacated by PO2 Tracy Schulz when she was promoted and posted to NEWC in Ottawa. Welcome to those newly posted in and good luck to those who either retired or have been posted out. We completed our first successful weapon certification of a CPF on HMCS Winnipeg as well as our first successful Harpoon MRI on HMCS REGINA and HMCS OTTAWA. Coming up quickly is our first ESSM MRI on HMCS WINNIPEG followed quickly by ORO, SWC, EWS, FCS, and FCO Delta courses. Just this morning we ran a successful NCOTEX involving CANFLTPAC staff and HMCS REGINA, OTTAWA, and WINNIPEG.

Cheers,

Trevor Walker

Reminder from CPO2 (Ret'd) Wills

Our west coast NESOP community continues to attempt to keep our retired and serving members in touch, this fall we started our own website. Here we are posting what is going on and trying to keep track of where everyone (serving and retired) have gone. We also have a regular newsletter that comes out about once a month outlining anything new for that month and reminding all of our monthly 'retired guys' luncheon the third Tuesday of every month. If you are interested, you can book mark this link: <http://www.nesopwest.ca>

CPO2 (Ret'd) Al Wills

A crusty old Sailor found himself at a gala event hosted by a local liberal arts college. There was no shortage of extremely young idealistic ladies in attendance, one of whom approached the Sailor for conversation.

“Excuse me, Admiral, but you seem to be a very serious man. Is something bothering you?”

“Negative, ma'am. Just serious by nature.” The young lady looked at his awards and decorations and said, “It looks like you have seen a lot of action.” “Yes, ma'am, a lot of action.”

The sailor just stared at her in his serious manner. Finally the young lady said:

“You know, I hope you don't take this the wrong way, but when is the last time you had sex?”

“1955, ma'am.”

“Well, there you are. You really need to chill out and quit taking everything so seriously! I mean no sex since 1955!” She took his hand and led him to a private room where she proceeded to 'relax' him several times.

Afterwards, panting for breath, she leaned against his bare chest and said: “Wow, you sure didn't forget much since 1955.”

The sailor, glancing at his watch, said in his serious voice, “I hope not, it's only 2130 now.”



HMCS OTTAWA

This is my first opportunity at writing for the NESOP newsletter. Some of you may remember me from before; Winnipeg's commissioning crew from 1995 to 1997. I was away from you all for many years and I finally saw the light and got back in the trade. This last year was busy for OTTAWA; DWUPS, WESTPLOY, RIMPAC 2008, consort for WINNIPEG's Workups, new GT trials, SCC coming up and finally a well needed refit.

Our section has welcomed a new section head, PO1 Corey Lange fresh off the April 2008 AWD course. Funny enough, we did our QL5 together and I remember getting his blood pressure going at times. Now that he is my boss I hope he forgot! (A side note from PO1 Lange - No I haven't forgotten!). PO1 Lange replaces PO1 MacFarlane (Gonzo) who is posted to WTD for some much deserved time ashore. We also have PO2 Frigon who recently finished his QL6A in April. "Everyone give me 25", I know he was going to ask anyway. MS Duhamel he is going on the QL6A in December. Let's go Duey!! Call those Zippo reactions like there is no tomorrow (there won't be a tomorrow if you don't get it right – just a little motivation for him). Talking about QL6A, we would like to congratulate MS Bevil for completing his course who has just returned to us. He said he came back to the ship because my self esteem was going up... OK, it's down now, satisfied? Congratulations also go out to PO2 Falconer who has just returned from his QL6B course. He'll be staying with us until sometime next year. As I write this, he is somewhere in his car between here and Halifax... probably still caught in the snow storm in Chicago.

We can't forget about the guys that share that comfortable chair in front of CANEWS. LS Spence, who is currently helping redesign the JNR-ES OP course, can't take much more of the mom jokes. I must say that since PO1 MacFarland left, the jokes about his mom have pretty much stopped. We have also have onboard LS Hamilton, LS Teasdale and AB Truscott, what can I say, fine individuals. I just wish AB Truscott would stop pressing his NCDs at sea, just makes the rest of us look bad (from PO1 Lange – our section will not look bad, hint hint). We also have two new Ordinary Seamen Attach Posted to us; welcome aboard OS Helpard and OS Morris. We also welcome AB John Fannon who is posted to us in January.

For those of you reading this from ashore, if you want a reminder what it's like going to sea or to just see a cool video of our Westploy and Rimpac deployment and our dual Harpoon shoot, just go on youtube.com and lookup "RIMPAC 2008" or user name "NESOP18".

In closing, we say goodbye to Lt(N) Kelsey Trattner, who, as of 9 Dec will be Mr. Trattner. He has definitely been an asset to the team and will be missed. Until next time, stay safe and make sure your OS's don't use their iPod on the helm... some people will try anything!!

AB Lacombe
EW Operator

From the HMCS OTTAWA's COXN:

I just want to say hello to all. Last time I was yakking with you from the best "rag" (Newsletter) out there I was the NESOP West Coast Occupation Advisor slash Unit Chief at MARPAC/JTFHQ. Now I am proud to be Cox'n for HMCS OTTAWA and her crew.

OTTAWA's schedule has been busy to say the least since the start of the New Year: DWUPS/SCC/ a 5 month WESTPLOY-RIMPAC (hi-lights was our Integration (icw REGINA) with USS Kitty Hawk Battle Group off of

Japan for 2 weeks and a multiple HARPOON Engagement during RIMPAC; WUP CONSORT / MARSECPAC /TRIALS and another SCC and MARSECPAC very soon.....

As Cox'n the big change for me of course as well as being the CPO1, I am to all a; Father, Mother, Grandparent, Padre, Advisor, Brother, Friend, Referee, wall to bounce ideas off of and a Guidance Counsellor to name a few.....and I have enjoyed every minute of it. Seeing the look of pride in a sailor's face when they accomplish a task no matter how small; when we work together as a team solving problems or working together during a simple Store Ship, or more complex evolutions such as a night RAS, TOWEX, Boots on the Ground, and when the Commanding Officer promotes one of the crew....I know the Navy despite some of the challenges we still have.... and I truly believe this, is still a good place to be....and it is because of our Sailors (East and West) we have; I believe in them and they make it work and are second to none....However back to the OTTAWA ;-)) I must say one of the many hi-lights to this point in my tour for me was the successful engagement of a HULK target with 2 HARPOON during RIMPAC (after all this is a NESOP Rag)....not necessarily as a NESOP though a small part of me did secretly root from a NESOP perspective. I made it a point to stay away from the OPS Room, actually PO1 "Andretti" MacFarlane locked the frikkin doors so I couldn't get in ;-)) but seeing the ship as a Team come together during that exercise....priceless.

I (and the crew) also got to see what I look like underneath my beard which I have had for almost 30 years. Over the course of WESTPLOY/RIMPAC the ship managed to raise almost \$7000 for charity....off it came the day before we arrived home in August. I must say I am so much prettier with it on and needless to say I grew it back the next day **J** below is a "Before Shot": the evening before we arrived home from WESTPLOY during an "OTTAWA GAGGLE". I am the Straight faced bearded Juan; as any good Cox'n should be as I bastardize in jest a presentation for one of our young sailors.....



I lost my beard shortly after this picture was taken.....and here is the After Shot.....

Editors Note: It seems that the man writing this submission has let his choice of hockey teams twist his mind into jiggly jello, as there was no "after" picture attached to his submission!



If you think I am going to show you voluntarily what is underneath all that fur.....by the way the little White "C" stands for Chief and the big "CH" stands for Chief's House.....at least that is what I tell the Ship's Company and CO.....so far it has worked ;-)...(apparently though I am on YOUTUBE beardless and all)
One of my main goals when I joined the Navy back in '77 was to be a Ship's Cox'n; I have attained that. I truly believe I have the best job in the Navy and wouldn't trade my job for any in the world....but I know it will come to an end before I realize it and the only sad part of that for me is I will never be a member of a ship's company again **L** but I will cherish every moment as a Cox'n.

If there one piece of advice I can give to anyone at any level....listen to your people...truly listen to what they have to say... the nuggets always without fail seem to come from that wide-eyed OS or A/Slt!
I can go on and on and on about HMCS OTTAWA.....a fantastic ship; her sailors and I am proud to be one of them.
My door is always open and have a happy holiday and stay safe!

David Hart
CPO1
Cox'n
HMCS OTTAWA (Eager Beaver)



HMCS PROTECTEUR

I am LS Dave Tremblay. Four other NESOPs and I (PO1 John Penner, LS Eric Lemay, and LS Daniel Borys - all from HMCS Algonquin) were joined by LS Paul Awalt of HMCS Vancouver and formed the NESOP Section in HMCS Protecteur during her most recent deployment to the Persian Gulf for Op Altair. All volunteers, and none with 'tanker time', we joined Protecteur at short notice and were faced with a hectic schedule which included Weapon System Certification, Mission WUPs and NBCD training.

We sailed from Esquimalt on the 13th of April in company with HMCS Calgary and anchored off of Balboa, Panama a week and a half later. Due to 'complications' we may have set the record for the slowest ever crossing of the Canal: 4 days from start to finish! Once we arrived in the Atlantic, the first order of business was to meet up with Iroquois, and head to San Juan, Puerto Rico for the first port visit of the trip. Departing San Juan, we conducted NBCD training as we crossed the Atlantic. Sailing past 'Gib' in mid-May, we met up with STANNAVFORMED a couple of weeks later and spent a day RAS'ing the NATO Fleet, along with the usual "Say again! Over" as we sorted out communications between the half-dozen or so different languages.

The end of May saw us through the Suez Canal and into the Red Sea; we were now officially part of the action. Out time on station was busy, and shared between fuelling other Coalition units and conducting dozens of approach ops. As well as the usual, we were also able to provide emergency medical aid to an injured fisherman, and towed a stranded dhow back to port. Port visits to Jebel Ali, and Fujairah broke up the routine, and allowed for much needed rest and relaxation for the crew.

The first week of September was our last on station and with that we began heading east. Five weeks of steaming and port visits to Chennai, India; Klang, Malaysia, which saw a change of Command with Cdr Sean Cantelon being relieve by Command Wood; Yokosuka, Japan; and Pusan, ROK where we participated in the International Fleet Review brought us back to Esquimalt on the 24 of October. 195 days and just short of 48,000 miles steamed we are home again, and headed for much needed time with our families and friends.

We are very proud of what we accomplished here; it was a lot of work, the trip itself was long. The time away from loved ones was difficult, but I truly believe we made a difference and most importantly we represented Canada. It was, for all of us, an experience that we will never forget.

LS Dave Tremblay
HMCS Algonquin

*I tried to talk my wife into buying a case of Miller Light for \$14.95.
Instead, she bought a jar of cold cream for \$7.95.
I told her the beer would make her look better at night than the cold cream.
And that's how the fight started...*

*My wife and I were sitting at a table at my high school reunion, and I kept staring at a drunken lady swigging her drink as she sat alone at a nearby table.
My wife asked, 'Do you know her?' 'Yes,' I sighed, 'she's my old girlfriend.
I understand she took to drinking right after we split up those many years ago, and I hear she hasn't been sober since.' 'My God!' says my wife, 'Who would think a person could go on celebrating that long?'
And that's how the fight started...*



HMCS REGINA

The following is an excerpt from the Regina's Salty Dips:

Salty Dips: The Man Who Would Be King

Many of you will have noticed an extra CPO1 walking around the ship, a dignified-looking gentleman with a ready smile and a rather large head – Fleet CPO Paul Helston. You'd probably not think it to look at him, but he was once a hard runner who liked to party until the wee hours of the morning (Editors Note: I can attest to that statement.). He was also once quite a hard case, who could pop your head off like a bottle cap. That probably hasn't changed, although his killer instinct slumbers now in his twilight years. Still, it's not worth the risk to find out.

I remember one particular occasion...is it possible it was more than 15 years ago? At the time, then-PO2 Paul Helston and I were comrades-in-arms aboard HMCS ANNAPOLIS; old fightin' Two Six Five. We had arrived in Halifax for Command Team Training, what OTT was called before one of those innumerable name-changes that seem to be for no reason other than change. Anyway, for non-combat types, it's a shore-based workup in the Trainer, the CO taking one watch for warfare exercises and the XO the other. As anyone who's ever visited Halifax from Victoria knows, the time change favours the western traveller: we got in to the mess bright-eyed and bushy-tailed, pausing only to change before heading to The Palace to swill beer and make fun of the east-coasters, who obviously didn't know the first thing about getting messed up, since they closed their bars before a real drinker could hit his stride.

Well, one thing that is never as obvious is that the time change means morning also comes extra early on the east coast. Sometime before heading to bed the previous night, when everything was still so hilarious that it provoked breathless and stupid giggles, I confided to Paul that I had forgotten to bring an alarm clock, and asked him if he'd mind giving me a shake in the morning.

Instead, I awoke to sunlight streaming through my window (we were living in the C&PO's Mess, a cancerous-looking scab on the face of the Halifax waterfront that was referred to as "quarters" only because that's likely what the building cost to put up). Suffering Christ!!! I grabbed for my wristwatch on the bedside table. Quarter past two!!! I might just as well blow my substandard brains out right now, I'm a dead man. Gradually I realized it couldn't possibly be that late; I had forgotten to set my watch back, and it was actually only 6:15 AM. The panic over, I began to take stock of my wasted self. My head felt like the Wehrmacht had marched over it during the push on Leningrad, and my tongue seemed to be upholstered in a particularly nasty plush. Never mind, perhaps breakfast would help.

It did, insomuch as I was now miserable and full instead of miserable and hungry. I noticed that Paul wasn't in the dining room, so I thought I'd check on him on my way out; we would have to be seated in the theatre for briefing in about 45 minutes.

When I was still throwing-distance away from his room, I could hear his alarm through the cheap door: an ululating, sonorous bray like an operatic donkey. How in God's name could anyone sleep through that? I pounded on the door until it shivered in its frame, and eventually, it opened. There stood Paul, in baggy underwear; his eyes glued shut with some pasty substance that looked quite a bit like working yeast, scratching his nether regions absently. He looked even worse than I did – it was a safe bet that there would be no breathless giggling in the immediate future. "Get dressed!!" I shrieked, "We've got to be in the theatre in a half-hour!!"

I waited outside. When he showed up, his eyes had opened, but it was not an improvement. They now looked like tomato juice being sucked down a pair of plugholes. Slowly, like brittle old men, we made our way up the hill, stopping occasionally to lean on each other and rest, while we implored the Almighty for the sweet peace of merciful death. After what seemed like a year, we arrived in the briefing room, and got seats.

One of our killicks, Jim Furber, was quick to notice our condition. Jim was originally from Sackville, had spent the night at his parents' place, and was consequently stone sober as well as loathsomely cheerful. "Ooohh", he smirked, as he looked at Paul; "Your name tag should say "Help Me" instead of Helston".

Slowly, Paul turned his head to look at him – have I mentioned he has a big head? – and I swear I heard the tendons in his neck creak like overstretched leather belts. He fixed Jim with that terrible bloody gaze, and grated at him (his voice sounded like charcoal briquettes being fed through the gears of a cement mixer), "You're on thin f***** ice, Furber".

This warning worked like a charm – the effervescent Furber's mouth shrunk down until it looked like a pink Cheerio, while his eyes got big as Baby Moon hubcaps. Evidently sensing the implicit violence of his own imminent murder, he offered no further gratuitous paramedical advice.

Well, that was a day I hope never to repeat. Our CO, a pompous, infuriating little gasbag named Serge-Claude Bertrand (he had a French name, but was apparently not fluent in either official language) kept up a steady terrier yapping about how useless we were – Paul and I were not in the same training cubicle, but he later told me Cdr. Bertrand had told him that he was not worth what he (the Captain) was paying him. If anything about that debacle was funny, that was it – the portion of Paul's salary provided by Cdr. Bertrand (the taxpayer) was so miniscule that he could have cheerfully told him to shove it where they'd have to mail sunlight to it. At one point during the ranting, witnesses later told me Paul's eyes had rolled back in his head like those of a feeding shark – you know how that nicating membrane comes down like a curtain, to protect the eyes from fragments of bone and guts – and that he had leaned in toward the CO with his jaws yawning open like he was going to rip his throat out. That would have been a career stopper, I bet.

When it was my turn to be in that cubicle, I found that I could hear nothing outside my skullcrusher headset: at several points the CO was shouting at me, but he might as well have been singing The Bangles' "Walk Like an Egyptian" – I was completely oblivious. After a while, he threw up his hands in disgust at my unresponsive dull-wittedness, and gave up.

Just yesterday we were laughing about that episode of debauchery, and I wondered aloud what would have happened if I had not gone to Paul's room on my way out – what if I had just gone on to the briefing? When asked where PO Helston was, what if I'd said, "I don't know, Sir; when I saw him last night he looked like something you'd pull through a cannon barrel to clean it, and he smelled like he washed his clothes in Labatt's Blue"?

Maybe now I'd be the Fleet Chief. Or headless.

I rear-ended a car this morning.

So, there we were alongside the road and slowly the other driver got out of his car.

You know how sometimes you just get so stressed and little things just seem funny?

Yeah, well I couldn't believe it...he was a DWARF!!!

He stormed over to my car, looked up at me, and shouted, 'I AM NOT HAPPY!!!'

So, I looked down at him and said, 'Well, then which one are you?'

And that's how the fight started...



HMCS VANCOUVER

Greetings from Vancouver... sort of.

A lot has happened with Vancouver in the past few months. As you all may be aware, HMCS Vancouver has had its re-fit pushed hard to the right. Vancouver as a ship and the NESOP section has all but ceased to exist. We have been scattered across the formation. Good luck to all, on your "new" units. Hope to see you all return Nov 09.

Between Attach postings, promotions, releases and remusters, Vancouver has successfully managed to rid herself of all the familiar faces that have roamed the flats over the past years. Not to make light of the contributions made by all members of the section, but specific mention should be made to two members who have made Vancouver home for the past 5 years or so.

PO1 Corey "Fitted Equipment" Treverton, finally has moved onto greener pastures, and is warming a desk over at the DC DIV of Fleet School. His bar tab is finally recovering. I hope I can fill those shoes, both in the seat and behind the bar.

LS Dominique Gougeon after successfully completing PLQ, has managed to find her way off of the ship and as been posted to OSC(P) Athena.

Good luck to both of you as you carry on with your new positions and duties.

That's all for now. Have a great Christmas season with your families and friends.

Hanna, hold the fort we'll back in November... 2009.

A woman stopped by, unannounced, at her son's house. She knocked on the door then immediately walked in. She was shocked to see her daughter-in-law lying on the couch, totally naked. Soft music was playing, and the aroma of perfume filled the room.

'What are you doing?' she asked.

'I'm waiting for Justin to come home from work.' The daughter-in-law answered.

'But you're naked!' the mother-in-law exclaimed.

'This is my love dress,' the daughter-in-law explained.

'Love dress? But you're naked!'

'Justin loves me to wear this dress,' she explained.

'Every time he sees me in this dress, he instantly becomes romantic and ravages me for hours.'

The mother-in-law left. When she got home she undressed, showered, put on her best perfume, dimmed the lights, put on a romantic CD, and lay on the couch waiting for her husband to arrive.

Finally, her husband came home. He walked in and saw her lying there so provocatively.

'What are you doing?' he asked.

'This is my love dress,' she whispered, sensually.

'Needs ironing,' he said, 'What's for dinner?'

News From MARLANT



East Coast Advisor Report

by CPO1 Randy Smart

MARLANT Occupation Advisor

As I live and breathe (my over the hill medical was sat for another year) another successful spring and summer has passed astern. We are into the short count before Christmas and another issue of our famous and enlightening newsletter is out to production. Most significant for me this year was the transition of CPO2 Boudreau from the NES OP Reg. force over to the Reserves, MOC status unknown, but I suspect he will make a great Scope Dope!!!, a big loss for the trade but a welcomed addition to the DRC. All the best to Randy and maybe he can add a new column to the news letter. We successfully graduated a number of trade courses; we will have some new POs in the fleet, well done, by the time this one hits the presses we should have two or three new POIs and maybe a couple of new CPO2s, "BONUS", or in the words of today's crowd "PHAT". The course graduated at end October, I will be passing on a well done. The last ten months have gone by rather quickly and there is little to dwell on for this year, so suffice to say no news is good news. Thanks to Joey Smallwood for the massive effort he has put into establishing our Webpage, and if this is any indication of the enjoyment that retired NES Ops got out our MOC, then it only re-enforces in me that we have a MOC that will survive into the future, BZ from the NES Ops Joey. I won't ramble on further, keep in mind we are a significant part of the NAVY, and we will always contribute to the maximum.

CPO1 Smart
East Coast Advisor
NES OP



SEA TRAINING

SEA TRAINING ATLANTIC - "Train As We Fight" By CPO2 Steve Murphy

Well, time for another newsletter, where has the time gone? STA had quite a busy summer with us working up PRESERVER, MONTREAL, and VILLE DE QUEBEC with a Sea Training Symposium in the middle of it all. With a bit of a break in September and October we are gearing up for ATHABASKAN's full WUPs in November and December during TGEX.

As always, ships are short personnel most of the time. At STA, we will not be the roadblock in progressing a ship through its RSP. If we work a ship up and they are short personnel, then so be it. However, if a ship is short personnel and therefore cannot carry out a certain function then it is identified in our report. This will assist the Fleet Commander in his decisions WRT what the ship can and cannot do at sea.

Another project that I have been working on is NCPM 701. After meetings, e-mails and phone calls, I have realized that we have let the book slip out of our sights, myself included. There has been hard work put into the book but creating drills and procedures for new kit, keeping them in line with what is taught and ensuring it meets the needs

of the Fleet is too much for one person. CFNOS asks for input for NCPM 701 and all too often we pay lip service to it. As a result, the book is slowly losing credibility and in need of a major overhaul. We are in the process of doing that, working in conjunction with our West Coast counterparts. Our goal is to work out all the bugs in NCPM 701, and then compare our work with what CFFSE WTD is doing with NCPM 702. Ideally we produce both NCPMs that look identical as possible and are of a high quality.

The New Year will see another Fleet Week and NESOP Occupational Analysis Group (OAG) meeting being held. And yet again another chance for all of us to voice our opinions on a wide variety of matters and attempt to prioritize issues and create solutions to the problems of the day. The more we get involved, the more ideas can be discussed with better solutions being produced. Get your voice heard through your supervisors to the MOSID advisors.

I have to express my gratitude to CPO2 Joey Smallwood (ret), for his work on getting the NESOP Home Port Website up and running. I know Joey worked very hard to get it started and many of you out there contributed as well. As always, the website will only be as good as the information we put into it. Again, thanks Joey.

As this will likely be the last newsletter before the New Year, I want to wish all of you and your families a safe and happy holiday.

And here's yet more rambling from CPO2 Murphy:

I don't think anybody ever likes or wants to get old. I was recently told on two occasions that I was old: the first time I was told by a Killick I should get out to make room for younger sailors and the second time I was told by a junior officer that perhaps my reluctance to accept a particular change was due to me being in the "older generation" and that the younger generation wanted this change. Well that got me to thinking.... am I really old? While mulling this over one night at sea, the action alarm went off for real and if you have ever seen a mess full of Sea Trainers reacting to a real emergency, it is quite the sight. We don't all move that fast normally and some of us are less than svelte if you know what I mean. Again I thought ... wow, am I old?

Does getting older mean changing in a bad way? As we age our appearance does change and may not have as much attractiveness. Also, activity of the brain decreases; we don't see as well, we don't hear as well, learning and memorizing abilities go down. Frustrating yes, but I believe that while the attractiveness thing may be true, my brain has not lost too much ability, perhaps this happens much later in life?

So maybe it is not my age but my rank? I was never called old when I was a Petty Officer; maybe it is how younger sailors see Chiefs. Of course that got me to thinking... The rank of Chief, in our Navy, carries responsibilities and privileges no other armed force in the world grants enlisted people. These responsibilities and privileges exist because as we enter our 100th year, Chiefs have routinely sought out greater challenges, assumed more responsibility, and are looked to by Commanding Officers, officers and other ranks to provide leadership derived from experience. We can all remember a Chief from our past that we thought of as a crusty bastard who had done it all. Likely that person had been tested and learned through trial and error, over more years than a lot of us had time on the planet.

Expecting Chiefs to be vocal, visible leaders is one thing. Having officers and sailors who support and value the concept is another. Good Chiefs have done much to help mould and shape the success of the Navy. Their traditional function to lead, train and mentor sailors and junior officers is essential to the Navy's success. Yet maybe younger sailors just don't take the time to recognize the worth of a Chief's leadership. I suppose that comes later when they experience poor leadership or let's say, when they have the maturity to recognize what leaders should be, and find that Chiefs may be the standard by which you measure all others. It is commonplace that Chiefs give most of their adult lives to the Canadian Navy. The advice to Command through mission planning, special projects, crisis turnarounds, and technological advances, in which Chiefs have played an important role in the Navy, highlights the depth of experience of a Chief. The Chief is paid to organize, enforce, and advise.

When junior officers begin to realize that those senior officers, whom they respect most and want to emulate in some way, all listen to their Chiefs, they will realize the importance of that connection and grow as a leader. There is no abdication of authority, just clear lines of role and responsibility.

Being a Chief is primarily about leadership. We were all good operators/technicians in the past, and had to exhibit leadership potential to be promoted. But as a Chief that doesn't cut it anymore because now we have operator/technical experts working for us. We cannot forget our individual expertise, but instead must use our experience as a leadership tool.

Finally, in my humble opinion, old age consists of ages that are nearing or surpassing the average life span of human beings, and thus the end of the human life cycle. That Killick will learn someday that more often than not the Chief will lead him down the right path and when we do get out, the people ready to fill in behind us all the way down the line will have likely adhered to the advice of some Chief along the way. As for that junior officer, I have no doubt that as he progresses to become a senior officer he will then understand what it means to have a Chief in his corner. As for me, I have come to the conclusion that I am not old but getting older. With more years than most spent learning from trial and error, I believe that I still have something to contribute. Therefore in closing, I don't see myself or my peers as old, just more experienced than most.

P.S. That real action alarm I referred to earlier....all Sea trainers mustered at their Emergency Station in less than 3 minutes, well ahead of the ship; not bad for a bunch of old guys!



CFNOS Halifax

CFNOS AWW

Its NES Op News letter time again, it seems like we (CFNOS CT AWW) just submitted a letter. You know what they say, time flies when you are having fun. Here at the school the MEGA has just finished and the circle of life for the next generation of EWS and SWC begins. We still have a QL5A and QL4 course in house and the next AWWD / EWS courses commence in Nov 08 and Dec 08 respectively. Good luck to all, (although luck has nothing to do with it). Some new additions to the AWW section are PO1 Mike (Sport Spice) Culligan and PO2 Jodi (Fiona) Ezio, PO2 Dave (I'm cheaper than Al Hirtle) Macnevin, PO2 Stu (I'd rather be hunting) MacElwain and PO2 Clyde (no QL6B required) Long, welcome aboard. Stu was here for 12 days, he along with MS Theriault was sent to the VDQ due to manning shortages and PO2 (GI Joe) Schleihauf is in Afghanistan with the army dudes. PO2 JJ MacDonald has moved on to greener pastures (TTT weapon cert) and HMCS Freddy picked up PO2 Kelloway off waivers.

The following personnel were successful in the MEGA, SWC's: PO2 Boutillier, PO2 Douville, PO2 Falconer, PO2 Brunet and PO2 Rigby.

EWS's; MS Bevil, MS Esquivel, MS Harrington, MS Lavigne, MS Pelletier and MS Rempel.

These personnel worked extremely hard throughout the entire course, well done to all.



HMCS ATHABASKAN

Greetings from the mighty ATHABASKAN. Recently revived from refit, we are now ramping up with a very intense sea schedule. I, LS Hunt, just arrived here in July after a stint ashore at RJOC and have now joined the wonderful world of destroyers. Arriving here, I was happy to see the old standbys were still kicking around. LS Clarke, LS Berresford, LS Simpson and LS Williams, have been onboard for quite a while and helped me integrate to life aboard HMCS ATHABASKAN which for the most part initially was painting. We all may have been a little bleary eyed after a recent trip to St. John's for Canada Day or it may have been the paint fumes. LS Simpson has since gone off to be a full time daddy for a few months and LS Berresford is now Cpl Berresford, having finally received his re-muster to ATIS Tech and now dresses in baby blue.

Additionally I was greeted with a bumper crop of Ordinary Seamen. ATHABASKAN's NES Op Section is bolstered heavily with no less than 7 fresh minds eager to see what sea life is all about. Although we sent OS Granger and OS O'Brien off to augment the manning on VDQ, we back filled those with OS Rygiel and OS Diegel on loan from FA(A) and HALIFAX. This still leaves us with OS Cuthbertson, OS MacArthur, OS Tanner and OS Perron ready to sail with ATHABASKAN and OS Innes off on parental leave. A big welcome aboard to all our new OS ESM Ops.

MS Trepanier (now PO2) left for the HCS world aboard HMCS MONTREAL. Thanks for the locker. Currently we have MS Delorme and MS Albert, the iron man himself, helping keep all these OS in line. Assisted of course by PO2 Waite. PO2 Peek would be here as well if he hadn't somehow managed to break a leg kicking a soccer ball during OTT1 in Esquimalt. Word to the wise henceforth... MILK, it does the body good. We have PO2 MacKay to fill in for him for the next little while from HMCS IROQUOIS. This ragtag bunch of course is led by PO1 Doutré who arrived here in April.

ATHABASKAN will be challenging the Sea Trainers coming up in November after a couple of weeks of sea trials. We are expecting to be out almost 'til Christmas, maybe even playing with the CORNER BROOK for a bit. PO2 Peek will be going on his QL6B course starting in November so we wish him well in this endeavour. We just hope there is no mandatory PT for him there. After a well earned break we will be off to Esquimalt yet again for OTT2 in January. All in all, it will be a busy time for us in the coming months. But hey, Ready Aye Ready... right?



HMCS IROQUOIS

To all fellow NESOP's, AB Spalding here, writing from good old HMCS Iroquois as we head back from our 6 month deployment in the Middle East. For those of you unaware, HMCS Calgary (did you get your name plaque back ok?), HMCS Protector, and our selves left for Operation Altair in early spring with the Iroquois taking over as the command platform for CTF 150. The ports have been few and far between, but the opportunity and experiences seeing such different parts of the world and culture's so different from our own will be unforgettable to say the

least. Ports like Aquaba, Jordan, Karachi, Pakistan, Djibouti, Djibouti and Rome, Italy just to name a few, make sailing all that much more rewarding, even if you cannot remember how you got back to the ship. With just over 10 days left, the naval countdown has begun; [19 watches, 260 hours, one more steak day, one more fish day, one more linen exchange (for some), ten more WAKEY, WAKEY'S (you get my point)], the anxiety and excitement of seeing family and friends (TIM'S) and having a full month off to get to know them again (TV), is comparable to that of a twelve year old at Christmas.

"That's all I have to say about that"
Forrest Gump

As far as the department goes, IT GOES! I'd have to say we have one of the greatest starting line-ups in the fleet. Leading the team with the likes of PO1 Ed "Jaundice" James (SWC) and PO2 Sam "Story time" Metcalfe (EWS), who both come the New Year will find new homes other than the Iroquois. So Stand by, to Stand by, because it's still To Be Determined (extensions pending, ED?) Leading the junior ranks is MS Adam "I mean PO2" Boone, who as well come the new year will more than likely be laying his head else where. Oh well! It's been fun Adam, but, like they say "To much of a good thing and all".... One guy who will be sticking around is MS Dave Seymour, with signature type moves such as; "the shopping cart" and "the can opener" makes firing a large gun that much more enjoyable (if that's possible??).... Has LS Paul "she's just a friend" Haynes finally found his one true love? We wish you the best Paul, but really, fish really isn't that filling, and for you to just have one, COME ON! LS Steve "I love you" Tremblay has been keeping the section spirits high for the past 6 months, must be nice when that's all you have to do between going to the gym and playing PS3! And Steve, we love you too, but that doesn't mean you can touch my ass! LS Frank "the tank" Lacroix, with a nickname "the tank", all I'm going to say is Frank is doing well. And I enjoy working with him, and he's great, and strong....GET IT!!!! Congratulations to LS Dan Oliver for his newly acquired lake front property, looking forward to some early morning fishing trips, but until then keep focused Dan. I don't think that was a CF-188 of the coast of Pakistan....Just a guess. Even though LS Robin "he's just my work out partner" Olsen's unexpected mishap with a troll (and yes, it was a troll, we all saw it) made for some funny, but uncomfortable times (as if he needed a troll to help him with that), he was still able to make it through. LS Leigh "6 scoops, 32 pills and a Pepsi" Gouthro was a newly acquired addition from Trinity right before the deployment and has fit in nicely and kept his nose clean (for once) but really Leigh, with all those supplements, is their really any need to go to the gym? We wish all the best to LS Jeremy Froese as he will be heading on to his 5A course come the new year as well as a reminder that choking somebody out is probably not the best method of instructing new OD's. It's still a little early, but, it looks like AB Steve Parsons and our only OS, Raymond Ivanauskas will be on their way out the door next year trying their hand on the civilian street, so good luck and remember Ray that two beer a day rule does not apply in the outside world, so....from the Iroquois, Delta- Out!





HMCS MONTREAL

Greetings from the Grand Banks, fellow NESOP's. MONTREAL has just completed week one of a month long FISHPAT. I write this blurb on the first watch, on Thanksgiving Sunday...in a very quiet OPs room. I could think of a few places we'd rather be than here, but alas; who else is going to do it, the Freddy?

So, where to start? MONTREAL has finally passed WUPs, and it seems all we've been doing is coming to St. John's...much to MS Frank Raymond's dismay. I am not complaining, but I knew I should have got an apartment here, rather than in Halifax. Hmmm, what else have we done? OP Carribe was a good time had by all...Key West, Curacao, and San Juan in August is beautiful despite what you have heard.

Ok, name-dropping time. New addition PO1 Pat Saunders is here, sometimes...hope that foot is all better PO. Another new addition is newly promoted, fresh-faced PO2 Jason Trepanier...thanks for taking that busy job. MS Frank Raymond is still here answering all the questions regarding the revolving door that is the NESOP department on MONTREAL lately. LS Matty Matchim is still short, hairy, and not happy with the temperature in 1 mess. LS Robert "Diddy" Mudge remains the cornerstone of the section, his strong and muscular shoulders carry much of the load around these parts. Recently promoted LS Ian "Nerber" Noble continues to be well versed in the English language, and memorandums. AB Nathan "Two Piece" Kuffner has left us for the next three months to enjoy a shore posting up at CFNOS while doing his 5A's, best of luck Kuffs. OS Andy Price looked as if he wanted to say something to one of us recently, but then quickly changed his mind. We're pretty sure he speaks English, or at least Newfinese. OS Scott Mcphee is also enjoying a shore posting at CFNOS for the next couple of months while working on his QL-4's. I would insert something somewhat witty and derogatory here, but Scott would probably give me the Spry-eye...Yikes! Yep, that's it for us...are we as short as your section?

As for the names who have recently left us (for dead).

PO2 Stu MacElwain has sadly left us to enjoy a sea/shore posting at CFNOS, lets hope the VDQ leaves you alone for a week or so. PO2 Jodi Ezio has also left us. Many congrats on your pregnancy Jodes, all the best. MS Evan Entwistle is coming to the end of his parental leave with his son, Finn. Lets hope nine months off hasn't affected your posterior too much. AB Matt McMurray is the last person to mention. Matt has left us to pursue a career elsewhere within the forces. Don't mow too many lawns in Ottawa Matt...just kidding!

Time to wrap up this shabby submission to the newsletter. TGEX, Xmas Leave, and OP Caribbe II are next on the docket for MON, anyone want to come for a ride? Ok, time to sign off...watch turn over is coming up. I hope everyone has a great Xmas vacation, and a Happy New Year.

Respek, LS Robert Mudge.



HMCS TORONTO

This very fine fall day finds HMCS Toronto tied up alongside with civilians busy scurrying about putting the final touches on her as the work period draws to a close. The crew is very busy conducting Refresher training, Mega support, DCOT and the newly instituted physical fitness program. Tomorrow we head off to the ammunition jetty to take on a full load for the upcoming and very busy sea schedule.

The summer was busy with involvement in Loyal Mariner, port visits to Spain and Ireland. We can not forget the work completed while the ship was deployed for OP Nanook in the high Arctic. The AWWD students have all completed the course and are chomping at the bit to get some REAL live gun shoots under their belts. Hot on their heels are the ORO students who are busy preparing for TGEX and anything else that gets thrown their way. The ship's company is busy focusing on the task of preparing the ship for the sea time as well as preps for DWUPS scheduled for early December. I may be forecasting a little but I bet the most asked for Christmas gift this year from the crew will be some time to take leave and hang out with the family for a while.

The face of the section has changed considerably since the last edition so I will highlight the newest changes. PO1 Dave "Hillbilly" Keeping has been posted out to Ottawa. We hope that you enjoy your "last" posting. In his place we received PO1 Mike "Grimace" Hillier, a second round draft pick and an Ordinary Seaman to be named later. All and all not a bad deal.

PO2 Michèle "Sister Teresa" Dumaresq had been posted in from Ottawa to fill the EWS position and is looking forward to the challenges ahead.

Posted out to Trinity are LS Andy "Big Man" Richards and LS Trent "Solid Waste" Sampson. Life at Trinity will never be the same. Thanks for all your hard work guys and come back to see us sometime SOON. Maybe even sooner than you think.

In exchange we received from Trinity LS Fabian "I gotta loose weight" Pittman and newly promoted MS Jeff "Copper Top" Lacey. The jury is still out on who got the best end of the deal so ask us again in a few months. LS Jason "I was on TV" Horaski has also left us for the big city of Ottawa and to put his skills to work in NEWC. Please keep your women and children inside.

MS Andrew "They are not dolls" Bennett has Closed up and Cleared Away for the final time and has taken on the less "stressful" job of driving for Metro transit. We wish you the best of luck in the future Benny and please stop and pick us up if you see us "asleep" along your route.

AB Johnathan " I didn't sign up for this #!*?" Zinck and LS Andrew "You guys owe me a day" Fletcher have rejoined us from CFNOS and are anxious to impress us with their newly acquired skills and knowledge as well as the big words they learned while away.

PO2 Steve "Old Man and the Sea" Watson continues to be the glue that hold us all together. Keep the smile on your face Steve as we are going to need it.

MS Steve " Crack pipe" Whyte has been very busy keeping everyone in line and everyone awake as his beard continues to SLOWLY grow back in. Someday it will get there young man, someday.

AB Tyler McDonald has proceeded up the hill to grace them with his presence during his QL5A course. An early Christmas gift has been granted sending LS James Hirtle back to his beloved East Coast along with his wife and new baby.

Those people who do not have nicknames attached have not been observed long enough to warrant one but all good things must come to an end.

The future looks bright and busy for Toronto "THE GO TO SHIP OF THE FLEET"

*I took my wife to a restaurant.
The waiter, for some reason, took my order first.
'I'll have the strip steak, medium rare, please.'
He said, 'Aren't you worried about the mad cow?'
'Nah, she can order for herself.'
And that's how the fight started...*

*After retiring, I went to the Social Security office to apply for Social Security.
The woman behind the counter asked me for my driver's license to verify my age.
I looked in my pockets and realized I had left my wallet at home.
I told the woman that I was very sorry, but I would have to go home and come back later.
The woman said, 'Unbutton your shirt'. So I opened my shirt revealing my curly silver hair.
She said, 'That silver hair on your chest is proof enough for me' and she processed my Social Security application.
When I got home, I excitedly told my wife about my experience at the Social Security office.
She said, 'You should have dropped your pants. You might have gotten disability, too'.
And that's how the fight started...*

Closing Thoughts ...

Items for publication, critiques or recommendations for improvement are gladly accepted and should be submitted to:

* **Publication Editor/Producer**
CPO2 (Ret'd) Joey Smallwood
 (902) 444-9063 or by E-Mail,
csmallwood@eastlink.ca

* **Marpac News POC**

CFFS Esquimalt (Blackrock),
 (250)363-4835, Fax 604-363-5820;

* **Marlant News POC**
CPO2 (Ret'd) Joey Smallwood
 (see above for contact info); or

* **NCR POC**
 TBA

There you have it – the latest news and highlights on most of the activities of us NESOPs.

As you can easily see, the length of this edition is 20 plus pages shorter than the norm and the number of units submitting continue to decline. As this is your Newsletter, it behoves all NESOPs to ensure it continues to thrive. That means that all units should strive to send in their submission, regardless of how little news there is to report.

If you have any issues with respect to your newsletter, be sure to pass them on to your coastal advisors / senior personnel so that we can address them. This is your newsletter and only you can ensure it continues to be a viable source of information for NESOPs.

With a look to the future, the NESOP occupation will celebrate its 25th Anniversary in 2010, the same year as the Naval Centennial. With that in mind, I will be looking to work with some of the current serving members to put together an Anniversary NESOP Mess Dinner in the fall of 2010. Our 20th Anniversary Mess Dinner was a huge success and I'm sure that this one would be no different.

Once again, thanks for letting me continue to be an active member of the greatest occupation. I hope that I have

released a product that meets the standard of the occupation.

I hope no one was offended by the jokes I included throughout; my apologies if you were.

I'll be looking at getting the next issue out around the April 2009 timeframe, so get those pencils / fingers / tongues sharpened and get ready to tell all. Maybe I'll have a better picture by then....

Keep your paperback (NESOP Newsletter) in the door and you elbow smash ready at all times.

CPO2 (Ret'd) Joey Smallwood
Editor-in-Chief

