

LBA:

COL A.M. BANVILLE

BRANCH CWO:

CWO J.P.P. CÔTÉ

INSIDE THIS ISSUE:

• 5 CDSB Gagetown	1
• 2 Svc Bn Celebrates	2
• Logisticians Celebrates	3
• Gagetown Moves from Salt	4-5
• 1 Canadian Field Hospital	6-7
• 4 Can Div Presentations	8-9
• 4th Cnd Div HQ	10
• Living the Dream	11-12
• Transportation Compagny	13
• Afghanistan Story	14
• A story of Courage	15
• The U.S. Navy Fleet	16
• The Cooks were Raring to go	17
• The Healthier Choice	18
• The Graduation	19
• Op TRILLIUM	20
• RCAS Chief Clerk	21
• Does this look Familiar	22
• Tumpline	23
• Logistics Identity	24
• Branch CWO Corner	25

If you have items of interest to the greater Logistics family, please submit a short, bilingual article (approx 300 words), including photos (action pics, people, etc) to the Logistics Branch Adjutant, NLT 1 June 16.



LOGISTICS BRANCH NEWSLETTER

VOLUME 6, ISSUE 2

APRIL 2016

5 CDSB Gagetown - Technical Services Branch 2015 Soldier & Civilian Employee of the Year



Mr. Brian Macdonald, Legislative Secretary to the New Brunswick (NB) Premier invited the 2015 Technical Services Branch Soldier of the Year, Cpl Ken Munroe, and Civilian Employee of the Year, Mr. Keith McArthur, and their beautiful families to the NB Legislature on Wednesday 10 Feb 16.

Front from the left, Mr. McArthur, his wife, Cathy, and his parents, Georgina and Edward, Cpl Munroe, his wife Michelle, and their daughter, Emilie.

Rear from the left, Mr. Macdonald, LCol Zima (CO 5 CDSB Tech Svcs), Maj Bennett (OC Tn Coy), CWO Bouffard (RSM 5 CDSB Tech Svcs), Maj Berthiaume (OC Sup Coy), MWO Bromley (CSM Tn), MWO Madore (CSM Sup) and WO Mason (GPV PI WO).

Photo by NB Legislature.



2 Service Battalion Celebrates the 48th Anniversary of the Logistics Branch



Left to Right: LCol C.A. Heilman, Maj R-P. Morin, Capt E.R. Labelle, CWO M.S.I. Galbrand

On 3 February 16, 2 Service Battalion hosted an event to mark the 48th anniversary of the Logistics Branch. The Logisticians of Garrison Petawawa and 2 Canadian Mechanized Brigade Group took this opportunity to pause, reflect and celebrate the history of the Branch with their peers over cake and coffee. The senior Logistics Officer, Lieutenant Colonel Heilman, and Regimental Sergeant Major, Chief Warrant Officer Galbrand, addressed the gathering of approximately 200 personnel. They noted the combined effort they had seen from Logisticians not only in 2 Service Battalion, but also those employed **with First Line, and Special Operations.** The event featured presentations on each element's history within in the Logistics Branch by representatives from Transportation, Supply and Administration Companies. The event was an overall success and served as a reminder of the importance of supporters in our modern military and throughout military history. Nulli Secundus!



Logisticians Celebrate their 48th Anniversary

On 4 February 2016, approximately 150 logisticians gathered at the Astra Lounge in Trenton to celebrate the 48th Anniversary of the Logistics Branch. Speeches from some of the senior Logisticians on the Wing spoke to the history of the Logistics Branch, its Mission and Motto, and the importance of ensuring this knowledge is passed on to future Logisticians.

8 Wing is comprised of over 600 proud Logisticians from of one Officer MOS and seven NCM Occupations which includes; Resource Management Support Clerks (RMS), Ammunition Technicians (Ammo Tech), Cooks, Postal Clerks, Traffic Technicians (Traffic Tech & Load Masters), Mobile Support Equipment Operators (MSE Op) and Supply Technicians (Sup Tech) which also includes the Parachutes Riggers as a specialty. These personnel work daily to support the RCAF, **8 Wing's operations and most important, it's personnel.**



From left to right: CWO Lafond (Admin Branch CWO), LCol Charbonneau (WAdminO), MWO Bouffard (CSM CAAWC), MWO Frowen (Acting WLE Branch Chief) LCol Blue (WLEO), CWO Lemieux (WOps CWO), CWO Legault (SWO 2 Air Mov Sqn), LCol Young (CO 2 Air Mov Sqn), Maj McGeown (OC Wing Replenishment)



From left to right: Mrs. Shauna Kester, Cpl Francois Lebel

For the 2nd year in a row Trenton has won 1st place in the 1 CAD Cake decorating contest. This year's cake was prepared by Cpl Francois Lebel and Mrs. Shauna Kester, who worked approximately 50 hours each to create the cake. Their cake design illustrates a CC-177 flying over the Wing, preparing to land.

Congratulations to the talented designers.

SERVITIUM NULLI SECUNDUS

SERVICE SECOND TO NONE



Gagetown Moves from Salt to Environmentally Brine in Support of Snow Removal Operations

By Maj Gord Bennett, Officer Commanding Transportation Company, Technical Services Branch Gagetown

5 CDSG Gagetown Technical Services Branch, under the leadership of LCol Adam Zima, has been seeking innovative opportunities and implementing efficiencies across the logistics spectrum. One significant change is how Snow and Ice Control (SNIC) operations are conducted. Transportation Company has spent almost a year researching improvements into SNIC operations and employing available funds to create more environmentally responsible, more efficient, faster, and safer ways of doing SNIC.

The first innovation came in March of 2015 when Officer Commanding Transportation Company, Maj Gord Bennett, procured brine making and spreading equipment that fits into the back of a pick-up truck. This technology existed with private industry already being typically used on major highways in some parts of Canada and the US. Road brine employs salt, water, a tacifier, and sometimes other additives to be spread on winter roads.

The brine mixture is brewed to 17-21% salinity and, in this case, is mixed with locally procured industrial molasses. Molasses are currently used in Eastern Canada and parts of the US whereas the western US states use beet juice left over from beet sugar production. The tacifier adheres the salt brine to the roadway while making the back of the shop smell like spiceless gingerbread cookies.



The advantages of brine are many. For instance, salt is used more efficiently. A kilo of salt would previously only cover a few square metres but when mixed in a brine solution can spread almost 10 times that surface area. Unlike rock salt which gets ploughed off during heavy snowfall, tacified brine sticks to the road surface and does not get ploughed or swept off with multiple passing vehicles. The result not only sees a more efficient use of salt but also much less salt being used thus reducing salt cost and corrosion to vehicles. Less salt also means fewer passes are necessary with the sanding truck.

Another advantage of brine is that it can be proactively sprayed on roadways before snowfall. Falling snow will commence melting once it hits the roadway whereas this happens at a much lower rate for regular rock salt. Proactive applications help keep the roads clearer for a longer period of time shaving a few hours off ploughing. Time saved means less wear and tear on equipment, more effective use of labor hours, open road surfaces for a longer period of time, and a lower risk of collisions for SNIC equipment.

Nevertheless, the primary consideration in the use of brine verses regular rock salt is the environmental effect. Gagetown was previously using over 500 tons of salt annually. By the spring, runoff into streams increased the salinity of many freshwater bodies to a level comparable to that of the ocean. The use of brine was independently estimated at cutting salt use by 80-90%. It is anticipated that for the 2015/16 winter season, this amount will increase further. Additionally, brine typically works to -21°C while road salt is typically effective to -16°C .

... continued page 5



... Continued



Brined Roadway

Brine also helps prevent ice buildup from vehicle traffic that packs down the snow creating a glacier like effect. Brine enables ice buildup to be peeled off easier than on unbrined roads. Less time is then required to peel ice off roads and SNIC equipment can work faster with less damage to expensive cutting edges. Less damage to cutting edges saves labour hours freeing up time for other SNIC tasks. Less time or fewer trucks on the road also reduce the risk of collisions and their associated costs to the Crown.

Tests were conducted this winter on brined verses unbrined roads to demonstrate its effectiveness. Two applications of brine in a 24 hour period were given to certain base roadways after ploughing from a blizzard. Both shots were not proactively applied as is normal practice, but were applied to break ice buildup. The accompanying photos show the results. Within 24 hours, the first road was almost entirely clear while the second still had a significant amount of ice on it.

Current coverage in this test whilst driving at a speed of

40km/hr at full spray used 150 gallons per 37 lane kilometres. Other tests and research are continuing including looking for biodegradable material to replace or add to traction sand and ideal levels of tacifier.

Lessons Learned and Observations

Several key lessons have been learned with the use of brine equipment. First, an F-250 or 2500 truck is required with anti-corrosion spray and improved suspension. The spray tank holds 500 gallons and is heavy. Second, the procurement requirements set out by OC Tn Coy ensured that existing salt stockpiles could be used and finer grind or more refined salt was not required. Third, since regular rock salt was being used, filters on the pumps need to be cleaned after every half to full tank of brine. The drivers found that regular rock salt occasionally had debris such as grass in it which puts pressure on the pumps. To clean the filters takes about two minutes as they are stainless steel mesh. Fourth, brine should be applied proactively before storms for best results. Fifth, the sprayer came with straight pipes to spray the road. When the brine is used proactively, it sprays and deflects on the road creating spread while keeping the stream steady in the wind. When it is used after or during a storm, defectors are needed to create a wider spray pattern and avoid shooting the spray right into the snow with no deflection. It took a mechanic about an hour to make simple defectors from some stock bar and attach them to the spray bar to overcome this problem.



Unbrined Roadway

Conclusion

The brine system investment was fairly low. Mixing equipment, the spray system, and an F-250 suspension upgrade with anti-corrosion spray cost under \$20,000. The quality of road conditions improved, fuel savings are being realized, and labor and equipment efficiencies are all present. The biggest benefit, however, is the qualitative benefits for the environment.



1 Canadian Field Hospital Celebrates Logistics Branch 48th Anniversary

By MCpl Vanessa Groom

Morale was high 29 January 2016 as Logisticians of 1 Canadian Field Hospital took part in a full day of events in celebration of the Logistics Branch 48th Anniversary. Co-ordination and planning of the day's activities was led by MWO Desgroseilliers, RQMS of 1 Cdn Fd Hosp along with a committee of OPIs representing each of the Trades within the Branch.

The celebration kicked off with a "friendly" round-robin volleyball tournament where teams were randomly selected with a mix of members from each of the Logistics Trades. The tournament ended with a fierce match between self-named teams Rascals vs Yellowknife with team Yellowknife coming out victorious as tournament champions.



For the next event, 1 Cdn Fd Hosp hosted a Chili Cook Off, where 6 Logisticians put forth their chili recipes to compete for the 2016 title of Best in House Chili. All members of the unit were invited to participate in the tasting with a special invitation to LCol Heilman and CWO Galbrand of 2 Svc Bn. Included for the members was 6 tastings of chili, a fresh roll, a beverage and of course a vote. The winner of the coveted trophy was Sgt Daniel Guigue (MSE Op).



During the planning stage of the celebration, each Trade was directed by its OPI to recreate the Logistics badge. The challenge being that you could only use materials specific to your trade. The entries were revealed during the chili luncheon where they were judged by LCol Heilman and CWO Galbrand. Although each entry was very unique, the winner of best recreated trade badge went to the RMS Clerks. LCol Heilman stated it captured the spirit of the challenge by using only materials found around the office on a daily basis.

... continued page 7



... Continued

In keeping with the light-heartedness of the day, a just for laughs fundraiser took place where several Senior NCOs **volunteered to get "cream pied"**. Tickets were sold in advance where members were able to purchase towards the Senior NCO or Officer of their choosing. One pie was thrown at each participant. Plenty of laughs were had by all with the RQMS receiving the most ticket sales. All **proceeds of the day's events were** donated to the Petawawa SPCA.



The main event of the afternoon was a Logistics General Service Knowledge Challenge. Teams were made up of representatives of each Trade within the Branch as evenly as possible. The challenge consisted of 4 scenarios; RMS GSK Trivia, Supply Reception Verification, First Aid Emergency Care and Fork Lift Challenge. Each team was scored on a point system based on criteria specific to the scenario with time being the determining factor in case of a tie. The teams worked together **drawing from each other's experience and expertise to complete the challenges. The winning team was led by** MCpl Kevin Rouleau (Sup Tech) joined by Cpl Donivan Hart (Sup Tech), Cpl Alexandre Joanisse (Sup Tech), Cpl Neisha Richardson (MSE Op) and LS Jennifer Bonnenfant-Deguise (RMS CIK).



As the celebration wound down, trophies and awards were presented and in keeping with tradition, the Logistics Branch Birthday Cake was cut by Maj Georgia Dryden, OC Svc Coy 1 Cdn Fd Hosp. Everyone shared in cake and laughs well past the end of day. It was largely agreed upon that this anniversary was a great success and one that inspired pride in our Trades and esprit-de-corps in our Branch. Here is to looking forward to another year in the Logistics Branch **and to next year's celebrations!**



4 Can Div, CFB Kingston, Logistics Support Squadron (LSS), Supply Occupation Coin Presentations

By: WO Joe MacNeil

On the 10 Dec 15, LSS Kingston presented two members of the Supply team the Supply Occupation Coin on behalf of the Supply Trade Co-Advisor, LCol Andre Mathieu and Occupation CWO, CWO Brad Curtis. The two outstanding and dedicated members were Cpl Georgina Hamilton and Mr. Rick Sweet.

Presenting the Supply Occ Coin to Cpl Hamilton is OC Kingston Supply, Maj Dave Moszynski. Cpl Hamilton was awarded the coin for her superior performance within the LSS Procurement Cell. She consistently performed her duties in an exemplary and highly professional manner. Having completed the BFT and Force Test Evaluator course, she has become a true leader amongst her peers, leading LSS Supply PT sessions resulting in zero failures for the section Force Fitness Testing. She was a motivational catalyst behind the success of the Entertainment Committee and GCWCC campaigns within LSS. She made a positive impact on the morale of her own section as well as Supply as a whole by her infectious energy, constructive input and consistent follow through. She focused on personal growth by qualifying in 10 procurement trade courses IOT assume DRMIS budget System Adjustments and Procurement roles which were instrumental in maintaining support to CFB Kingston, RMCC and Lodger Units. Her determination towards self-development and the improvement of the organization sets **examples for all others to strive for. Cpl Hamilton's initiative, perseverance and loyal devotion to duty** reflected credit upon her and were in keeping with the highest traditions of the CAF.



Above Maj Dave Moszynski, OC LSS, and Cpl Georgina Hamilton

... continued page 9



... Continued

Presenting the Sup Occ Coin to Mr. Rick Sweet is Lt (N) Craig Currie. Mr. Sweet is a highly knowledgeable individual who is relied upon to field customer questions and concerns and stepping in to intercept problems before they arise, alleviating unnecessary stress to staff. He is constantly committed to the development of the team and offers his knowledge as a First Aid instructor for the betterment of the Base. Not only qualifying troops in First Aid but also training future instructors. A loyal and dedicated individual, he constantly displays a genuine interest in the CF and unit alike. Working in a hectic work environment and often with an extensive workload himself, he always makes time to assist other Clothing Stores sections. Whether it is contacting customers to pick up their tailoring or shredding items he willingly offers a helping hand no matter how monotonous the task may be. His positive attitude and enthusiasm inspires others and is a contributing factor to the overall morale of the section. He works extremely hard to prepare and organize the daily workload of Clothing Stores, through his **superb organizational skills. He monitors all leave within his section and books kitting's based on staff** and unit availability. He takes into consideration military training and the importance of maintaining front counter service. His outstanding interpersonal attitude enables him to deal with and manage a wide variety of situations and personalities. He ensures all job related tasks are carried out and completed on time and in a safe manner. With an outstanding work ethic, Rick is a very professional individual with an exceptional attitude that is seen on a daily basis that all members within the unit should emulate.



Above from left to right WO Joe MacNeil, Lt(N) Craig Currie Sup O LSS Supply, Rick Sweet and WO Rosie Way IC Clothing



4th Cdn Div HQs, 4 CDSB Petawawa Tech Svc and Outlying Unit Logisticians in Toronto Celebrate the 48th

By Sgt Richard Lacroix | 4 Cdn Div HQ | 1 February, 2016

February 1st 2016 marked the 48th Logistics Branch anniversary. The event began with opening addresses from our youngest Logistician, Pte JaeHo Kim, of Pers Svcs 4 CDSB Petawawa Det Toronto and the senior Logistician of the day, Maj Paul Anderson, G4 Ops of 4 Cdn Div JTFC HQ's in Toronto. Both spoke about our history, heritage and most important, our Motto "SERVITIUM NULLI SECUNDUS" of the Logistics Branch and what it meant to be a Logistician.



CWO Demetruk, WO Battista and Maj Anderson

This year's event was marked with the awarding of the Supply Occupation Coin to WO Mario Battista by Maj Paul Anderson on behalf of the Supply Trade Co-Advisor, LCol Andre Mathieu and Occ CWO, CWO Brad Curtis. WO Battista received the coin for his leadership, professionalism and dedication to the Supply Trade, while a member of the 4 Canadian Division HQ and his parent unit, 32 Signals Regiment.

Following the traditional cake cutting ceremony, approximately 70 personnel gathered to share in the festive celebration and were served with cake, assorted sandwiches, coffee or tea hosted at the Denison Armoury WOs' & Sgts' Mess. The gathering was well represented from members of 4 CDSB Toronto, 32 CBG, 4 Cdn Div HQ and outlying Units.



Maj Paul Anderson and Pte Kim



"SERVITIUM NULLI SECUNDUS"



Living the dream: Army logistics officer excels at job and horse competitions

By Karla Gimby, Communications Advisor, Canadian Army Doctrine and Training Centre

Kingston, Ontario — Dedication, teamwork, commitment – some of the traits that make a good soldier are also ones that make a good horse show competitor.

Captain Leanne Karoles and her horse, named Remember I'm Awesome (Lacy), have put those characteristics to good use and have proven that they are a team to be reckoned with. Capt Karoles is a Regular Force Logistics Officer at the Canadian Army Doctrine and Training Centre Headquarters in Kingston, Ontario. She has been in the military for 29 years and has been showing horses since she was 14 years old.

"Horses have been a passion of mine since I was a little girl," said Capt Karoles. "I was the horse-crazy girl in school; I couldn't get enough of being around them, which led me to showing horses. I love the collaboration and coordination of effort that is involved with this sport."

Capt Karoles shows her eight-year-old mare, Lacy, on various Quarter Horse Circuits in Canada and the United States. A quarter horse is a breed of horse that excels at sprinting short distances faster than a Thoroughbred and is one of the most popular breeds in North America today. They are very versatile and can be found working cattle on a ranch, racing, trail riding or performing, like Lacy does.

There are eight events in which Capt Karoles shows Lacy, including:



Capt. Karoles and Remember I'm Awesome (Lacy) receiving their ribbon for placing seventh in the Amateur Performance Halter Mares class at the 2015 Nutrena East Level 1 Championship Show in Virginia.

Photo courtesy of The American Quarter Horse Journal



Capt. Karoles competing with Remember I'm Awesome (Lacy) at the 2015 Nutrena East Level 1 Championship Show in a class called Amateur Performance Halter Mares.

Photo courtesy of The American Quarter Horse Journal

- **Halter** – judges the horse (led by its halter, not ridden) on its physical characteristics, movement, balance and suitability for breeding
- **Hunter under saddle** – judges the horse on the consistency of each gait and overall movement at a walk, a trot and a canter
- **Trail** – judges the maneuverability, safety and alertness of the horse through an obstacle course simulating a bush trail
- **Showmanship** – judges the exhibitor's appearance and showmanship abilities, horse grooming and tack fitting skills, as well as the ability to lead the horse through a pattern or set of maneuvers.

She is undefeated in both Open and Amateur Performance Halter Mares in Ontario. Performance Halter Mares is a class in which you must qualify to compete. To qualify, Capt Karoles competed in nine circuits and showed to approximately 20 judges in Ontario in 2015.

Lacy is boarded and trained at a farm in Orillia, Ontario. Capt Karoles dedicates two full weekends a month to training with her coaches, Andrew Dewar and Pat Chamberland.

Mr. Dewar has been impressed by Capt Karoles' dedication and drive. "She is the first up every morning prepping her horse and organizing the day's events and then lending a hand to help everyone else," he said. "She is always trying to improve herself, and understands and appreciates coaching. She diligently practices so she improves every time she rides. Lacy and Capt Karoles are a fantastic team and Pat and I look forward to seeing what they do this year."

... continued page 12



... Continued

Lacy is ridden daily by Mr. Dewar to keep her in shape and to practice her disciplines so she is continuously challenged. When Capt Karoles is not training with Lacy she is doing her own physical training program at least five times a week.

The training and travelling do take their toll but the effort is worth it to Capt Karoles. "I am happiest when I am with my horses and I love the challenge of competitions," she said. "And nothing beats the feeling I get when Lacy and I have been working really hard on a manoeuvre and then it suddenly all comes together. It's magic."

Although Capt Karoles finds the shows stressful, her training in the military and Lacy's attitude have certainly helped. "We just try to go out there and do our personal best," she said. "It's what I was taught in my training, don't worry about everything else – just do your best. And it also helps that Lacy is a bit of a diva. I can always tell if she is going to give me a good performance when she enters the ring, raises her head and whinnies at the crowd. It's as if she is saying, 'Alright ya'll, I'm here!'"

The Canadian Armed Forces also sees value in its members being so involved and committed to athletic endeavours. "To successfully participate at a high level of competition, whether in an individual or team sport, demands dedication, commitment, sacrifice and a desire to succeed," said Lieutenant-Colonel Craig Moore, Commanding Officer at the Canadian Army Doctrine and Training Centre Headquarters. "Similar traits are essential for military professionals, both to enhance their individual abilities and to contribute to the team that is the Canadian Armed Forces. Activities such as that pursued by Captain Karoles greatly contribute to the development of military members, building their work ethic and their understanding of the teamwork essential for success."



Capt Karoles and Remember I'm Awesome (Lacy) take part in the novice Amateur Hunter Under Saddle Class at the Ontario Quarter Horse Breeders Futurity, in August, 2015 in Ancaster, Ontario.

Photo courtesy of Natashya Bay Designs



Capt Karoles and Remember I'm Awesome (Lacy) take part in the rookie trail class at the Eastern Ontario Quarter Horse Association, Summer Sizzler, on July 30, 2015 in Carp, Ontario.

Photo courtesy of Natashya Bay Designs

Most recently, Capt Karoles travelled to Virginia to compete in the American Quarter Horse Association (AQHA) All Novice and Level 1 Championship Show (East). Capt Karoles was the only Canadian Military member who competed in this championship. She placed seventh overall in Performance Halter and 54th out of 106 entries in Showmanship at this competition.

"The AQHA Novice Show was the largest competition I had ever participated in," said Capt Karoles. "It was amazing just to be a part of it but I am so pleased with how Lacy and I placed. The icing on the cake though was that they introduced me as a Military member when I entered the ring; it made me so proud to serve."

Next, Capt Karoles and Lacy are planning to compete in Michigan in March and in North Carolina in April. These shows are to prepare for the 2016 Novice Championship Show in North Carolina in May.

"The support and encouragement that I have received," said Capt Karoles, "both from my chain of command as well as my peers, has allowed me to continue to pursue my personal dreams while achieving professional goals. It's the best of both worlds."

... continued page 13



Transportation Company, Technical Services Branch, 5 CDSB Gagetown Participates in the 21st Annual Truckers Toy Drive

Cpl Driscoll Tn Coy, Tech Svcs Br 5 CDSB Gagetown

Transportation Company (Tn Coy), Technical Services Branch, 5 CDSB Gagetown was honoured to be able to take part in a fulfilling charitable campaign this past holiday season. For most, the holidays are a joyous season, but they can be a tough time of the year for some families and a little help tends to go a long way. In order to help those in need this year, Tn Coy continued its commitment to the Truckers Toy Drive and volunteered to partake in its 21st year.

Tn Coy takes multiple approaches when gathering support for the Truckers Toy Drive. Our methods include bottle drives across the Oromocto area, the establishment of monetary drop boxes across key units at Base Gagetown, and a boot drive. The boot drive is the most spectacular fundraising that Tn Coy undertakes. On Dec 7th 2015, Tn Coy utilized a team of seventeen people to collect support at both the North and South Gates. Through the boot drive Tn Coy had literally established a Charitable Vehicle Check Point, the volunteers donned Santa hats and spread holiday cheer across the base. Once all of our fundraising methods were complete and accounted for, Tn Coy had accumulated an astonishing \$3,900!

On Dec 9th 2015, mbrs of Tn Coy began the next stage of the Truckers Toy Drive. Tn Coy employed a smaller team of seven personnel for gift purchasing at both Toys' R Us and Walmart. Our shoppers had gathered child specific requests from local charities in order to purchase toys specific to the child's age and holiday wishes. The team had a lot of fun selecting gifts knowing we were going to bring smiles to so many children's faces! By the end of our shopping adventure we were able to provide holiday magic to 165 children.

On the completion of our activities, Tn Coy personnel promptly delivered the gifts to the Oromocto Food Bank, the Fredericton Youth in Transition House and the Big Brothers and Big Sisters Organization of Fredericton and Oromocto. Our Volunteers enthusiastically completed all stages of our fundraising. Thanks to the dedicated efforts of Tn Coy this year, many more children were smiling with cheer this holiday season.





Afghanistan: A Canadian Story

As Told by Men and Women Who Served

Afghanistan: A Canadian Story is a book that will serve as an Afghan mission legacy album and offer readers a chronological compilation of personal stories and photos from some 150 men and women who served in Afghanistan from the first deployment of the Royal Canadian Navy in October 2001 to the return of the last troops in March of 2014. The stories are accompanied by a brief history of Afghanistan and a description of the roles of the Canadian mission, including the various service elements and other departments of the Canadian government. The book provides a rare and human insight into many aspects of the boots on the ground experience of serving Canada in Afghanistan, and will be particularly appreciated by Loggies because its many heartfelt personal remembrances include an emphatic shoutout from LCol Devon Matssalla which celebrates Combat Service Support as "The lifeblood of the task force", and gives a detailed description of the many different and essential roles performed by Canada's Combat Service Support specialists in theatre.



This book was a wholly private volunteer effort, with proceeds being donated to the Edmonton Military Family Resource Centre, the Boomers Legacy Foundation, the Military Families Fund, Operation Dignity St Anne de Bellevue Veterans Hospital Foundation, and the Soldier On Fund. The families of those who gave their lives during the mission have each been presented with a commemorative copy.

Afghanistan: A Canadian Story:

- Written by the men and women who served; edited by Lt (N)(Ret) M Graham, Capt S Magill, LCol K Untergangschnigg, WO D Ferland, E Faucher, & Col (Ret) A Nellestyn
- Published by Magic Light Publishing, Ottawa, 2014
- Available from Chapters Indigo



A Story of Courage: Staff Sergeant Charles Albert Clark

The brave acts of a Canadian military Postal Clerk during and after the Battle of Hong Kong

The announcement of the award of the Distinguished Conduct Medal to Staff Sgt. Charles Albert Clark, of Toronto, Ontario reveals a story of courage in the face of the enemy. The citation reads (in part):

Staff Sgt. Clark of the Canadian Postal Corps was at Headquarters of "C" Force at Hong Kong when, the building in which he was quartered received a direct hit from a heavy shell. One of his officers was killed and Col. Patrick Hennessy, DSO, MC, second in command of "C" Force, was mortally wounded. With the assistance of another NCO, (Bill Overton) Staff Sgt. Clark applied a tourniquet to Col. Hennessy's legs, placed him on a door and carried him to a spot under an iron staircase for safety. Staff Sgt. Clark went for help and had to pass a blazing building which contained 300,000 rounds of small arms ammunition which was exploding. The danger of flying bullets and enemy shells did not deter Staff Sgt. Clark, who crept through this barrage and reached the Mount Austin barracks, where an ambulance was sent for. He returned to Col. Hennessy under the same dangerous conditions with a medical officer who treated him. Then Staff Sgt. Clark assisted in carrying Col. Hennessy on a stretcher to the ambulance and to hospital while under fire. Following his capture at Hong Kong in December, 1941, he was interned first at Hong Kong and later transported to Japan, where he worked in the Nippon-Koken shipyard in the Yokohama-Tokyo area.

Commander Edward V. Dockweiler of the United States Navy, the senior allied officer present in the Yokohama prison camp, provided further details to describe Staff Sergeant Clark's continuing remarkable bravery during his incarceration in the shipyard:

On Jan. 20, 1944, a large fire broke out in this yard, completely destroying a steel shed, ship outfitting stores, prisoner of war mess hall, riggers' lobby, tool rooms, part of the ship fitters' shop and mould loft. I would estimate the damage caused by this fire at about three-quarters to one million dollars. Aside from the monetary damage accomplished the production of this yard was reduced by about 60 per cent for a period of at least eight months. At this time the yard was engaged in building escort destroyers and merchant shipping. Its tonnage production was about 8,000 tons a month. Considerable repair work also was being undertaken at this time.

This fire was started by Staff Sgt. Clark and Corporal K.S. Cameron, Royal Canadian Ordnance Corps. The method used was a candle, the bottom of which was surrounded with celluloid shavings accumulated from soap boxes. The length of the candle determined the time of firing. This incendiary medium was placed behind some rubbish in one of the little-used and inspected storerooms. The Japanese authorities made a very thorough investigation of the damage caused by the fire but were unable to determine its cause or the part played by these two young men.

If the part that Staff Sgt. Clark and Cpl. Cameron played in this sabotage had been discovered, undoubtedly they would have been executed or tortured to death. This act of sabotage greatly crippled the production of this yard and directly minimized the Japanese war effort. The contribution to the Allied war effort that these two men made under the handicap of being prisoners of war cannot be over-estimated. The occurrence of this fire is part of my official report to my own navy department. I submit this report to your office with the recommendation that this act of Sergeant Clark and Corporal Cameron be properly recognized and adequately rewarded. Their conduct as prisoners of war, while under my jurisdiction, was exemplary and fulfilled the highest tradition of the Canadian Army.

As a result of this recommendation and further elaboration provided by two other American officers (Lt. Fisk & Maj. Cagey, MD), Staff Sgt. Charles Albert Clark was awarded the Distinguished Conduct Medal on June 15, 1946, and Cpl. Kenneth S. Cameron was awarded the Military Medal on October 23, 1946. To my knowledge, this is the only DCM awarded to a member of the Canadian Postal Corps and these two men were the only Canadian POWs to receive bravery awards for acts performed while POWs.

- Mr. Ron McGuire, Hong Kong Veterans Commemorative Assn.

(Provided courtesy of CWO Timothy Miller, J4 Post, Canadian Joint Operations Command Headquarters, Ottawa)

Note: This story is being reproduced from the Canadian Forces Logistics Association website. For more on this and other stories like it, go the www.CFLA-ALFC.com





The U.S. Navy Fleet Train in WW2

The Pacific Ocean in World War 2 was the setting for the implementation of perhaps the grandest logistical feat of the entire war, the establishment of the Fleet Train. The Fleet Train, which came to be regarded as the lifeline of **the U.S. Navy's Pacific Fleet, consisted of freighters, oilers and various other ship types which provided the fleet** with everything that it needed during its relentless drive across the Pacific. The idea originated at the end of World War 1, when American naval planners came to realize that a fleet of warships lost an estimated 10% of its combat power for every 1600 km (1000 miles) that it operated away from its base. This idea gained further urgency as a result of what was called the "fortifications clause" in the 1922 Washington Naval Treaty. The treaty had been designed to forestall a naval arms race between the United States, Great Britain, and Japan, and it included a fortifications clause that forbade the further establishment or growth of American bases in the Western Pacific, a development which forced the U.S. Navy to study the possibility of a fleet supply train which would allow the fleet to operate effectively far from its home bases. This new concept led the Navy to experiment with floating dry docks and ideas for underway replenishment, and ultimately to create a dedicated "Service Force" which would be able to operate a floating naval supply train. The Navy's peacetime budget was limited, and priority was given to the funding of warships, so only limited quantities of auxiliary vessels were available, but at least the Navy now had some idea of how it would mobilize and use a fleet train in time of war, and what such a train should consist of.

With American entry into the war in December 1941, the Service Force saw a rapid expansion, ultimately growing to 358 ships. Part of this increase included the creation of a new organization, the At Sea Logistics Service Group (ASLSG), which would become one of the crucial American innovations of World War 2. The ASLSG operated out of a large floating supply base, complete with tenders, repairs ships, and concrete barges, which had been created at Funafuti Atoll in the Central Pacific. By October of 1944 this base included 34 oilers, 11 escort carriers, 19 **destroyers, 26 destroyer escorts, and several fleet tugs, and provided a nerve center for the navy's logistics tail.** The ASLSG ships were organized into 10 – 12 replenishment task units, each of which included tankers, escort carriers with replacement aircraft and aircrew, and fleet tugs which could be used tow crippled warships to safety. The groups operated at sea on a continuous, rotating basis, staying just out of range of Japanese land-based aircraft and providing consumables and replacements until relieved by a replacement group, at which time they would proceed back to base where they would be replenished by waiting merchant tankers so that they could re-enter the cycle. The peak of underway replenishment was reached by Service Squadron 6 at Iwo Jima, where it delivered about 370,000 tons of fuel oil, 26,970,000 liters of aviation fuel, and about 14,000 tons of diesel oil. One type of ship which remained in short supply was the provisions store ships and, because of this shortage, it was not always possible to carry sufficient quantities of fresh and frozen food to the fleet, and sailors and airmen often had to make do with dry provisions like beans and Spam. Munitions ships were also in short supply, a shortage that was hastily corrected by converting Victory ships (an improved class of Liberty ships) into auxiliary munitions ships. This interim adjustment proved especially advantageous because the Victory ships were faster, more durable, and more heavily armed than Liberty ships, which meant that they could conceivably operate in a combat zone (In fact many were converted into attack transports after the war). The following is a table of supplies delivered by underway replenishment during the invasion of Okinawa:

Fuel oil:	10,133,000 barrels	Refrigerated provisions	2,219 tons
Diesel:	323,000 barrels	Dry provisions	4,005 tons
Aviation fuel:	25,573,000 gallons	Ship's stores	575 tons
Bombs & Ammunition	16,375 tons	Mail	15,398 bags
Replacement aircraft	998	Passengers	1,240
Replacement aircrew	220	Replacement personnel	1,032

By the time of the Okinawa campaign, the fleet train had perhaps done too good a job, and the Navy found itself with a surplus of dry provision cargo, all of which was being held on a single cargo ship which rode at anchor at the forward base from 25 February to 13 June 1945 before a use could be found for its dry cargo. The War Shipping Administration was not amused by this state of affairs because of what it considered to be a waste of cargo tonnage, but by this time there were enough provisions store ships to satisfy all requirements, which meant that the ships in the combat zone were getting ample fresh provisions and had little interest in the dry stuff.



The Cooks Were Rarin'to Go!

By Dr Andrew Gregory, Curator of the Canadian Forces Logistics Museum



I was at the CAF Directorate of History and Heritage recently looking for photos of Logisticians in the First World War in particular but was hoping to find other surprises along the way. I didn't get many WWI photos but I did find this story about two determined Cooks!

As part of Op SNOWGOOSE, the UN Mission (UNFICYP) to help maintain law and order in Cyprus, the ASW carrier HMCS Bonaventure left Halifax on 18 March 1964 with 154 Army personnel, including 4 officers and 65 enlisted men "to provide maintenance, supply and repair services", 60 vehicles and 95 tonnes of supplies.

As the CBC reported at the time, Cpl Michael Lane and Private Charles Bell, Royal Canadian Army Service Corps (RCASC) Cooks from N.S. were discovered three and a half hours out of Halifax by a Sergeant inspecting the vehicles. Both soldiers, who had six children, repeat six children, said they decided to stowaway because they were anxious to serve as they had in UNEF years before! The men, said to be excellent Cooks, were put to work helping in the galley.

The soldiers had been included originally in the Cyprus detachment but later taken off as not needed. They simply walked on board the ship in Halifax on Sailing Day and slipped onto one of the stored trucks.

Six days later, the same reporter, telegraphed that the Cooks "were turning out army-style delicacies...and spending time their spare time considering their fate when they return to Canada and their irate CO..." The documents lose the stowaway thread after that so we don't know if they were sent home or not. Certainly they would have to do some explaining on the Home Front.





The Healthier Choice

Promoting healthy eating among future military members

Pascal Vincent, Health Promotion Manager

Capt André P. Jean, Food Services Officer, Montreal Region, 2nd Canadian Division Support Group

Keeping in sight the primary objective of the Canadian Forces Leadership and Recruit School, which is to teach about military life, Montreal Region Food Services and Health Promotion have joined forces to create a healthy eating education and availability strategy designed to make them key players in prompting new generations of military members to adopt healthy living habits.

Healthy eating education is the cornerstone of this strategy. Food Services wants to further candidates' learning, in part by displaying a series of ads supporting Health Promotion messages, and by increasing the visibility of the healthy foods available to candidates. Use of the National Standardized Cycle Menu logo will be more frequent at the Saint-Jean Garrison Cours Gourmandes and the Farnham training site cafeteria.

Re-examining how it's done

Day to day, a candidate has to meet the serious challenge of keeping to a busy schedule while eating right. We need to remember that candidates are in Food Services facilities three times a day, and the time they have for eating can be short. Also, we are convinced that a healthy diet will play an important role in enabling candidates to meet their objectives, in particular by maximizing the nutrients that are essential to their physical and academic performance and their health.

Food Services and Health Promotion have combined their efforts to develop an effective working method while promoting healthy choices. The objective is to come up with a setting that makes good choices easier to pick and encourages learning about healthy eating.

The project launched this March, during Nutrition Month. First, a series of wall posters were put up. Then a new method of service promoting healthy choices was be tested with candidates.

Health on every plate!

A number of changes will be made over the coming year and especially during Nutrition Month in the Farnham Kitchen as well as the Cours Gourmandes and the dining room under the Patriote Mess in Saint-Jean Garrison. Food Services will introduce fruit desserts and turn off the fryers and sugary drink fountains. They will make use of this period to survey customer satisfaction with these measures. This is an invitation to try out and take advantage of healthy choices!

The Healthier Choice logo indicates that a food meets the following criteria:

Total fat: < 15 g

Saturated fat: < 10 g

Unsaturated fat: < 5 g

Sodium: < 600 mg

Energy: < 400 kcal

Le capitaine André P. Jean, officier des services d'Alimentation, région Montréal, et Pascal Vincent, gestionnaire à la Promotion de la santé.

Photo : A. Ventura-Giroux





The graduation of Traffic Technician QL5 serial 0044E

By Sgt RJC Manns, CFLTC Tfc Cadre Instructor

On February 24, 2016 the Traffic Training Cadre of CFLTC was once again honored to welcome Mr. John Stringer to the graduation of Traffic Technician QL5 serial 0044E. Mr. Stringer is a veteran of both WW2 and the Korean War, as well as the father of Cpl Bruce Stringer, a Buffalo Loadmaster that was killed, on August 9, 1974, during a peacekeeping mission in Egypt.

In order to progress to the QL5 course, all students must first complete 17 days of training in the movements of dangerous goods. During this time, students are taught how to safely ship Dangerous Goods by air, surface, and sea, and the proper packaging procedures required for those modes. The Traffic Tech QL5 course prepares members for deployed operations and leadership roles at the junior level; emphasising movement by Rail, Sea, and Air, advanced load planning techniques for aircraft and rail cars, and Movement Coordination and Control.

Each top student of the Traffic Technician QL5 courses is awarded with a memorial award that is dedicated to the memory of a fallen traffic tech. The Corporal Bruce Stringer Memorial Award is presented to the Top Student of the Traffic Tech QL5 course who achieves the highest academic results. Serial 0044E was especially memorable as not only did the course finish with an overall class average of 94.26% (the third highest so far), but the Top Student of the course, Cpl Christopher Schriver of 14 Wing Greenwood, finished with an overall personal average of 100%. This is a feat never before seen by the Traffic Training Cadre. Another aspect of Traffic Technician training is Dangerous Goods course, where he managed a personal average of 99.17%. For his achievements, Cpl Schriver was presented, not only with the Top Student Award but also with a certificate indicating his accomplishment and a coin from the Cadre staff that is normally reserved for departing instructors.



In the photo above from Left to Right: Major Chateauneuf (OC B Div), Mr. John Stringer, Cpl Schriver (Top Student), MWO Marquis (Acting CFLTC CWO)

After the ceremony, Sgt Natasha Ferrante of 2 Svc Bn Petawawa had the honour of attending the promotion of two of her members who graduated that day. Cpl Darren Dungey was accelerated promoted to his current rank by one year, and Pte Kim Regnier was presented with her first hook.



Operation TRILLIUM RESPONSE 2016 – A 2 Service Battalion Perspective

By Lieutenant Hansen Tan

Elements of 2 Service Battalion (2 Svc Bn) were deployed as a part of a Forward Support Group (FSG) to sustain Operation TRILLIUM RESPONSE from 5 – 24 February 2016. More than sixty soldiers provided headquarters, supply, transport, and maintenance support to the Land Component Command Headquarters (LCC), the Immediate Reaction Unit (IRU, based on Second Regiment Royal Canadian Horse Artillery), the Arctic Response Company Group (ARCG, based on 31 Canadian Brigade Group), and Domestic Response Company deployed in the engagement operations with northern First Nations communities.



TRILLIUM RESPONSE participants gather for a group photo.

The operation commenced with a three day deployment to Pickle Lake, Ontario's most northern community with year-round access by road. The deployment saw soldiers staying in staging areas overnight in Kapuskasing and Thunder Bay during a road move that covered over 1800kms in standard military patterned (SMP) vehicles. The FSG occupied an old airport site north of the town of Pickle Lake, carrying out second-line support to the deployed elements in the north and the LCC. The weather conditions, especially those seen during the road move, changed frequently with temperatures dropping to lows of -50 degrees Celsius with the wind chill.

The 2 Svc Bn FSG took advantage of their time in a unique subarctic environment to conduct training with 3 Canadian Ranger Patrol Group (CRPG). Subject matter included basic winter warfare skills, including fire starting, signal fires, snaring, and improvised shelters, as well as driver and recovery training in winter environments.

After an eventful week of support and training in the austere conditions of northern Ontario, and having completed the required long distance road move in SMP vehicles to reach a northern, remote community, the personnel of the 2 Svc Bn FSG returned to Petawawa for post-exercise drills and some well-deserved leave. The skills and experience gained during Operation TRILLIUM RESPONSE 2016 will undoubtedly help 2 Svc Bn in future combat service support and arctic domestic operations.



Soldiers huddle around a fire at the FSG.



RCAS Chief Clerk Stands Easy

By Captain Nicholas Kaempffer

On the 2nd of March 2016, Sergeant Raymond David, the Chief Clerk at The Royal Regiment of Canadian Artillery School (RCAS) experienced a privilege of firing a “last round” due to his pending retirement from the Canadian Armed Forces (CAF). With 18 years of loyal service to Canada, he was extended an honour almost exclusively reserved for members of The Royal Regiment of Canadian Artillery. While Sergeant David may be a member of the Logistic Branch, Gunners consider him as a part of their Regimental family, for his service at both the RCAS and 5e Régiment d'artillerie légère du Canada as a Chief Clerk and Administrative Clerk respectively.

During his time as the Chief Clerk at the RCAS, Sergeant David epitomized the Logistic Branch motto of “Service Second to None,” as he worked tirelessly to oversee and action administration of upwards of 500 staff and students. An active member of the RCAS Unit Family, Sergeant David excelled within all athletic pursuits. He was a pivotal part of the RCAS softball team, which were back-to-back Base Champions in 2015. Further, his phenomenal hockey abilities garnered him a spot on the RCAS B League Hockey Team, and the Base Galetown Old-timers team. Finally, Sergeant David was part of the RCAS “All-Star’s” Hockey team during the annual Saint Barbara’s day sports competition, and was a key component of a thrilling victory.

With almost two decades of service within the CAF, Sergeant David experienced a varied career that included time in the Royal Canadian Navy, an international deployment to the Middle East, and postings across Canada. Now looking forward for a return home to Miscou Island, New Brunswick, he plans to engage in a second career fishing for lobster. With four brothers and two sisters, the David family has certainly dedicated themselves to the defense of Canada, as he concurrently served in the CAF alongside three of his brothers, and hails from many decedents who were themselves veterans. When asked to summarize his career, Sergeant David stated: “It was a privilege to serve in the CAF – it gave me an opportunity to travel the world, make great friends, and have outstanding experiences. That I was able to serve with my brothers was a great honour, and my career is something that I will remember and cherish for the rest of my life.” The RCAS wishes Sergeant David well in his future pursuits, and very much appreciates his efforts towards serving those who serve The Guns.



Photo Credit: Bombardier A.D. Foley

Photo Caption: (L-R) Author and Sergeant David



Does this Look Familiar?

By Dr Andrew Gregory, Curator of the Canadian Forces Logistics Museum

The Canadian Forces Logistics Museum needs input from Logisticians from time to time in identifying artifacts. This is one of those times.

We have these two signs, one is MCU OPS and the other reads MCU CMC COY, both 60 cm x 90 cm. All we know about them is that they came from Afghanistan.

We would like to know more. For example, were these standard signs or were they unique. Would anyone know where they were from? Would anyone have a photo where one of the signs are visible?



I can be reached at 17agregory@gmail.com or at CFB Montreal, 514-252-2777, ext. 2241.





Tumpline in the Great War

By Dr Andrew Gregory, Curator of the Canadian Forces Logistics Museum

While researching Canadian logistics in the First World War, I came across an article, first written in the Canadian Defense Quarterly, vol VI, in October 1928 on the use of the "Tumpline" by the Canadian Expeditionary Force in the First World War.

By the end on 1916, the Canadian Army's system of delivering supplies to the front was hitting its stride. The General Service (GS) wagons, trucks and narrow gauge railways were now linking up with the rail head depots, taking the materiel as close as seven or eight km to the front. From that point, front line units had to send work parties at night to the collection points. This arrangement turned out to be extraordinarily inefficient. First, there was often more stock to take back than the soldiers could carry. **What couldn't be carried was left by the side of the track or road. Second, the soldiers were often too tired to work effectively so they couldn't carry as much as expected.** Third, the soldiers often got lost at night trying to find their way over unfamiliar grounds with heavy loads. Fourth, the consumption demands were so heavy that an inordinate number of troops were needed for the supply run who could have either been repairing the trenches or getting needed rest.

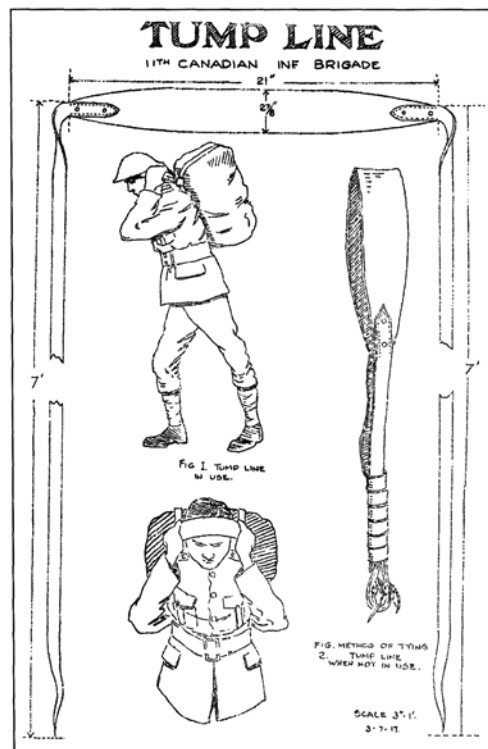


11th Canadian Infantry
Brigade men using a tumpline.

September 1917.

Official CEF photo O.1989.

The solution tested by the 11th Brigade in the fall of 1916 was the Tumpline, a leather strap system that rested on the carrier's forehead. This system, in use by the aboriginal peoples for time immemorial was widely adopted by trappers and backwoodsmen. The user could carry at least double what could be carried by hand and do so more comfortably and safely.



The result was the 11th Canadian Brigade Tumpline Company. While soldiers sometimes used the tumpline, the Brigade created a special tumpline company. The rationale was that training and practice meant **that the "tumplinners" would achieve much greater results.** The experienced tumplinners could carry much more than inexperienced soldiers using traditional methods or the tumpline, and, because the tumplinners would

become familiar with the lay of the land, they delivered their cargo faster, with much less loss of materiel and with fewer casualties. The use of a specialized company also allowed frontline troops to either rest at night or work on engineering projects.

The system was a notable success that spread through the CEF so that by 1918, it was commonplace. It was an innovation that contributed to the success of the Canadian Army in the final push that was the One Hundred Days from August 8, to November 11, 1918.



11th Canadian Infantry Brigade
men using a tumpline.

September 1917.

Official CEF photo O.1988.



Logistics Identity

By Capt Pierre Beauchamp, Logistics Branch Adjutant

The uniform is a military's outward symbol of commitment, identity and ethos. It is the most powerful single expression of pride by the individual service member and is the primary means by which the public image of the Canadian Armed Forces is fashioned.

On 1 Feb, 1968, the Canadian Forces Reorganization Act was proclaimed, resulting in the formation of the Logistics Branch. In 1972 Her Majesty Queen Elizabeth II approved the Logistics Branch Badge, which in the middle has two interlocking chain links that "denotes the strength in the support provided to the operational elements of the CAF by the united discipline". And in 1980 our Branch flag was approved by DHH; made up of four distinct colours that represent each of the three elements and fourth colour (off-white) representing the Logistics Branch.

To highlight a transformation that took place between 1963 and 1968, you will find below an excerpt from our Handbook, which impacted the Canadian Forces and led to the creation of the Logistics Branch.

"A time of rapid change was to descend upon the Corps. In 1963, No. 1 Helicopter Transport Platoon RCASC, which later became 450 Transport Squadron, was formed at the Canadian Joint Air Training Centre in Rivers, Manitoba. In order to improve support, 3 Experimental Service Battalion was formed at Camp Gagetown in 1963. This experiment was successful and all of the Brigade Groups changed to the Service Battalion concept in 1968. This was also the year that integration and unification took effect. As a prelude, the Canadian Forces School of Administration and Logistics (CFSAL) was formed on 1 Sep, 1967. The Canadian Forces Reorganization Act was proclaimed on 1 Feb 1968. This also marked the formation of the Logistics Branch, which incorporated the supply, transport and finance services of the RCN, Canadian Army and the RCAF. Although the RCASC no longer formally existed, Corps training continued until 1969 when the Logistics Branch training superseded it. Former members of the Corps continued to wear their RCASC badges with pride until the Logistic Branch badge was issued in 1973/1974."



... continued page 25



...Continued

It can be argued that Logisticians struggle with identity. There is no single Corps or Regiment that shapes us. With multiple Occupations represented under Logistics, it can be said that we have numerous branches within a Branch. Service members in their formative years tend to identify strongly with their individual Occupation or Trade. This is important, however, as our career progress we should be espousing the Logistics Branch. Before CF Integration Logisticians self-identified as soldiers, sailors, airmen and women who belonged to service corps and various support branches of the CA, RCAF and RCN. The uniforms and cap badges of service members matched their trade groups and the environments they served in throughout their careers. After Integration, Logisticians were no longer affiliated with a single service but became pluralistic and were expected to serve any element. Logistics was often overshadowed by the service environment writ large. The Distinctive Environmental Uniform introduced in the mid-1980s reinforced elemental identity. All of these factors have largely shaped Logistics identity today – that is to say, we tend to identify with a specific specialty and along Army, Navy, Air Force lines where we happen to serve, which may or may not coincide with the colour of your assigned uniform, vice Logistics. This means we must work a little harder to assert the Logistics brand.

Failing to promote and take pride in our collective identity in spite of a rich tradition is done at our peril. **Field Marshall Erwin Rommel saw the value of Logistics to operational success** “the battle is fought and decided by the quartermasters before the shooting begins. Cultivating what Logistics bring to the fight is important so we should celebrate who we are and what we do.

Promoting Logistics awareness and a sense of pride is important for the Branch’s standing in the future. This is nothing less than a form of smart branding. Branding “is a simple way of describing the association of ideas and feelings with something. Any business person will tell you that without a successful brand, a product is doomed to fail no matter how good the quality. Logisticians are sometimes reluctant to sell their ‘brand’ to the wider CAF. Branding our heritage and the vital skills we bring to the table will resonate not only within the Branch but more importantly to the wider CAF and beyond. This can only help to strengthen our collective Logistics identity as a much valued institution within the very fabric of the CAF and inspire us to continue to excel in the service of Canada.

Service Second to None





BRANCH CHIEF WARRANT OFFICER'S CORNER



As promised, one of my priorities is to improve our communications and I would like to share with you some of the ongoing work we do on your behalf. Recently, we have posted on the Logistics Branch Website the updated Branch Governance and the Branch Awards and Recognition Directive. Lots of new information has been included to our website so please take a few minutes to look at it as you will certainly find lots of interesting material.

Furthermore, as you know, in 2014, the Log Branch **joined the "Pride of Association" program making the** Canex our sole distributor for Kit Shop items. As part of our partnership, Col Banville, LBA, Capt Beauchamp, Log Branch Adjt and I meet on a quarterly basis with the Canex Kit Shop OPI to discuss issues concerning retail sales, accoutrements, Logistics apparel and merchandise, etc. During our last meeting we discussed the possibility to develop a line of t-shirts

and gifts to be presented during Depart with Dignity ceremonies. I have recently sent an e-mail to the Logistics CPO1s and CWOs to get their inputs about the t-shirts and DWD gifts, so feel free to provide your comments to them. Your suggestions or comments will enable us to provide you with the items you would like to see available at the Canex.

Lastly, I am actively working at updating our NCMs Succession Management/Planning Directive and I really hope to be able to complete the required work during the next few months. Once the Directive is completed and approved, it will be posted on our website but rest assured that you will also be informed of the details as everyone needs to understand the process used within the Logistics Branch.

Have a wonderful day!

CWO P. Côté





A WORD FROM THE EDITOR!

Greetings fellow Logisticians



As your editor and Adjutant, this will be my last edition of the newsletter, I announce my retirement.

33 years has passed, the last 3 years to serve the Branch with passion ...! To all who have contributed to the success of this wonderful career, thank you.

Today, an opportunity to work as a consultant is offered to me. This new challenge at the height of my aspirations will allow me to utilize my skills, my experience and expertise.

One of my concerns was, of course, all the different projects undertaken during my mandate. There is still much to do especially to promote our identity, but I am proud to say mission accomplished.

To all logisticians; Sincerely, you could always answer my many requirements thanks to your expertise and your professionalism. I am proud of each of you, the team and particularly proud of the great Logistician family.

I will have the opportunity to see you ...!

The next Newsletter is scheduled to be published 10 June 2016, I solicit your continued support by submitting your articles. The deadline for submissions is the 1 June 2016.

Remember that articles are required in a bilingual format and don't forget to include pictures. The Branch is always available and interested in your comments on how to improve our Newsletter and to hear all new and innovative ideas you have.

Do not hesitate to contact us at DND.LogisticsBranch-ServiceLogistique.MDN@forces.gc.ca

SERVICE SECOND TO NONE