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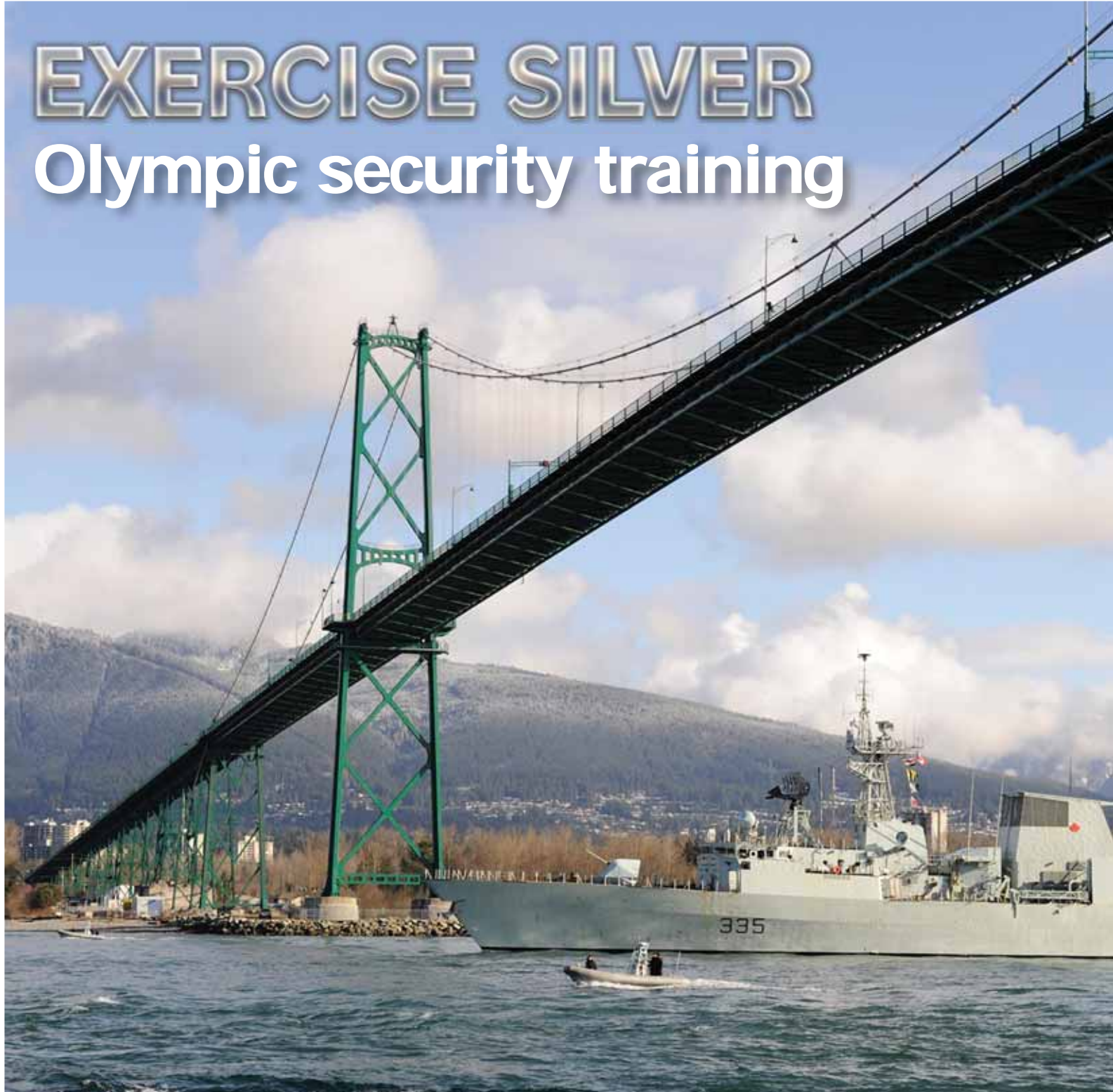
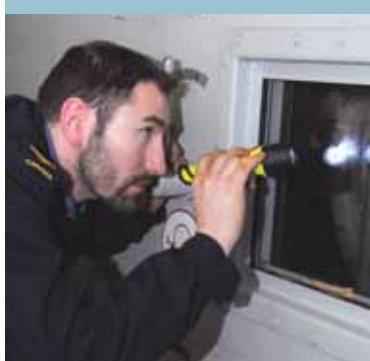
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## EXERCISE SILVER Olympic security training

Private Malcolm Byers, Imaging Services, CFB Esquimalt  
HMCS Calgary travels underneath the Lions Gate Bridge near Stanley Park in Vancouver along with a large escort including HMCS Yellowknife, Orcas Wolf and Renard, and Rigid Hulled Inflatable Boats, during Exercise Silver. Silver is the second event in the 2010 Olympic Integrated Exercise Program, which was held in the surrounding Vancouver area from Feb. 9 to 13. The exercise was an opportunity for the Canadian Forces to come together with their security partners to evaluate and execute the integrated security plan.

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tary skills. The RCMP has more expertise in forensics and underwater search, while the CF dive teams have more extensive training on the Explosive Ordnance Disposal (EOD) element."

While submerged in Vancouver's harbour, divers tested diver propulsion vehicles that help them move through the water quickly, and an underwater image sonar to improve search capabilities.

By the end of the exercise, 47 dives were accomplished with more than 30 hours of bottom time.

**Asset Control and Tracking**

During the exercise, the Port Security Unit worked with a new piece of equipment called Asset Control and Tracking (ACT), which will help them gain better situational awareness when operating in Vancouver Harbour during the Olympics.

ACT is a small boat command, control and information system that allows the Port Security Unit operations centre to track and analyze up to 12 RHIBs on the water.

With the aid of an LCD monitor

Couturier, Maritime Component Commander for the exercise and Operation Podium.

ACT was unveiled in 2007 by Offshore Systems Ltd, an industry leader in marine electronics. The Canadian Navy was the first to buy ACT after a successful try-and-buy period where three units were installed on naval reserve RHIBs.

Thirteen of the 19 RHIBs involved in Exercise Silver were fitted with the equipment for more comprehensive training. Two more ACT units may be installed on an Orca and the Combined Operational Dive Team's tender.

MS Andria Coward, a Class A naval communicator from Kingston's HMCS Cartaraqui, used ACT for the first time last week in the PSU operations centre.

She said that although it was the first time she saw the software, it was very easy to learn.

"Being able to see exactly where the RHIBs are on the water makes my job a lot easier," she said. "And being able to communicate with them when the radios go down is another advantage."

RHIBs can respond to the operations centre using the instant text message function and a virtual keyboard. They can select from a list of pre-determined messages, or type their own detailed messages.

ACT is an Automatic Identification system (AIS), which is installed on all merchant vessels over 300 tons. It broadcasts the vessel's name, speed, course and last port of call.

"It allows us to visually see what's coming," said Lt(N) Shane Denny, Port Security officer for Maritime Operations Group 4.

It also allows the operations centre to pinpoint a target for the RHIB to investigate, giving them a command of where to go and how to get there, and then virtually watch them follow it.

**Clockwise from left:**

- Team members discuss tactics during the testing of ACT, the newly introduced small boat command and control system.
- Reservist from across the country practice port security.
- Members of the Royal Canadian Mounted Police and Naval Reserve patrol the Burrard Inlet in search of a vessel of interest.

***Being a part of this operation is important stuff and for a naval reserve, it's exciting to do the job we trained for."***

-Cdr Matthew Davies, Commanding Officer of HMCS York

and joystick, RHIB crews can also see exactly where other PSU boats are located for real time situational awareness. They can also use the system to communicate via secure instant text message with each other and the operations centre.

"We used to rely on radio for communications and it was a challenge maintaining a clear picture. We were looking for a solution that provided better boat control capability and a form of secure communication. The ACT provides these improvements" said Capt(N) Gilles

