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## Exam time

A/SLt Sarah Theriault, a Maritime Surface and Subsurface (MARS) IV student, focuses on precision as her navigation skills are tested in Orca training vessel PCT Cougar. The evaluation was part of a six week sea phase assessment through the Juan de Fuca Strait and Southern Gulf Islands. Read the story on pages 8 and 9.

Shelley Lipke, Lookout

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*Naden Athletic Centre closes for maintenance*



### SHIP NEWS 3

*Handling the heat in Protecteur's engine room*



### SHIP NEWS 10

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# Naden Athletic Centre temporarily closes its doors

**Ben Green**  
Staff writer

The squeak of gym shoes on wood floors echoing through the Naden Athletic Centre (NAC) gym will be silenced for the first time in almost 20 years.

With little maintenance in almost two decades, the gym floors are worn out.

That's why from Monday, Feb. 28, to Friday, March 18, the NAC will close while the gym floors get re-varnished.

"The demand being placed on the facilities is growing exponentially," says Dave Molinari, Personnel Support Programs (PSP) Manager. "We're able to get it done this fiscal year while the funds are available."

The Base Construction Engineering Office (BCEO) has contracted the out the mainten-

ance work, but will oversee the project.

The lower gym hasn't been re-varnished in around 12 years and the upper gym in almost 20. Similar facilities conduct upkeep and touch ups every five years.

The project's contractor says the sanding, three coats of varnish, three coats of cure, and painting will take around three weeks to complete (both gyms will be worked on simultaneously). Due to the high volume of harmful fumes from the paint, varnish, and cure, the entire facility will be closed.

Unfortunately, this will cause a temporary disturbance for facility users and the 50 or so PSP employees in the building.

"We're trying to reschedule classes and take them outdoors," says Molinari. "We're trying to continue with business as much



The Naden Athletic Centre will close from Feb. 28 to March 18 to refinish the gym floors.

as possible."

Classes that can't be rescheduled will be cancelled and reimbursed.

NAC's pool users can find a temporary solution at Esquimalt's recreation facility by showing mil-

itary I.D. or NAC membership. For those able to get into dockyard, the gym will be open regular NAC hours: weekdays 6 a.m.-10 p.m. and weekends 9 a.m.-8 p.m.

For the three weeks, PSP staff, mainly in the Health Promotion, and Fitness and Sports departments, will be relocated around the base; anywhere from CPAC, dockyard gym, to Wurtele Arena. All staff will be plugged into DWAN and all calls will be forwarded to them at their new locations.

"We apologize for any inconvenience this may cause," added Molinari. "It's three weeks of pain for 20-plus years of gain."

The facility as well as both its gyms will reopen on Saturday, March 19, at 9 a.m.

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# NADEN ATHLETIC CENTRE CLOSED

**MONDAY  
FEBRUARY 28  
to  
FRIDAY  
MARCH 18**



Due to required maintenance to the Naden Athletic Centre, the facility will be closed from February 28 to March 18.

The building will re-open at 9 a.m. on Saturday, March 19.

Patrons can use the Esquimalt pool with a valid Military ID or valid NAC gym membership.

Please remove any necessary items from lockers as they will not be accessible during the closure.

Note Dockyard Gym hours:  
Monday - Friday: 6am - 10pm  
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Ben Green, Lookout

AB Nicolas Rainville (left) and SLt Jonathan Woods (right), Marine System Engineers, stand in front of a steam generator in HMCS Protecteur's 110 degree Fahrenheit engine room.

## Engineers hot and bothered with drills

**Ben Green**  
Staff writer

Deep within *HMCS Protecteur* the heat is so hot it quickly activates the sweat glands. It's especially warm in the Machinery Control Room, where a continuous battle between sweat and uniform sleeves wages to keep foreheads drip free.

At just after 8 a.m., the engineering department is huddled around various dials and levers preparing for the morning's drill period. Daily drills help qualify the trainees. Today's drills are testing them on throttle malfunction and high water levels in the boilers.

"We're heading down to the steering gear department for the steering gear breakdown drill," bellows SLt Jonathan Woods, a Marine Systems Engineer, as he leads a small group further aft in the ship and down an open hatch to the hydraulic ram indicator.

"So if we were ever to lose primary steering control from the bridge,

our personnel must know how to respond, what actions need to be taken, and where they need to go to regain control of the steering gear," he yells over the thunderous noise from *Protecteur's* propeller churning below his feet.

The drill begins.

A boatswain and engineer take

**When it comes up to actual testing, there's more pressure applied to see how they perform under stress.**

-SLt Jonathan Woods  
Marine Systems Engineer

control of steering from the bridge. In a real emergency, the engineers take control until a boatswain arrives, as they are the ones who actually steer the ship.

A volley of instructions is relayed between the Officer of the Watch on the bridge to the boatswain, who yells it to the crew member positioned in front of the hydraulic ram indicator, ready to adjust rudder angle position.

An adjustment is made. The bridge team completes agreement checks on their end to make sure the readings are the same. If the agreement checks don't match, the engineers have to root out the source of the problem.

As suddenly as it begins, the 15 minute drill is over.

"These drills are really informative," SLt Woods says as he scales his way back through the hatch. "When it comes up to their [the trainees] actual testing, there's more pressure applied to see how they perform under stress."

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# LOOKOUT

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## WHAT SAY WE

# It wasn't me! Reporter falsely accused

**Ben Green**  
Staff writer

As I stroll to the aft of *HMCS Protecteur* crew members hurry by to make their way to RAS stations.

It's a night-time Replenishment at Sea (RAS) and the 30 minute warning has just been sounded.

*Protecteur* is dark, illuminated only by her red night lights, which cast eerie shadows across the deck. The sea can be heard but barely seen as the boatswains shout instructions in preparation for the approaching frigates. *Protecteur* successfully completed a day RAS over the weekend with *HMCS Vancouver*, but a malfunctioning probe caused *HMCS Winnipeg* to pick up no fuel. She's back for a second try.

I hesitate to take a step down the stairs as the rocking ship combined with the camera around my neck, throw me slightly off balance. Grabbing the railing, I right myself and continue to the Jungle deck on the starboard side. Littered with various pipes and fuel tank lids, the Jungle deck can only be navigated by following the barely visible yellow lines on the deck.

Curiosity takes hold when I hear the blades of a passing Sea King; I unwisely stare out the open porthole. As soon as I step out of the yellow boundaries I feel my foot slide out from under me; condensation has made the Jungle deck slippery.

I right myself again and get through a dimly lit door. Before me is giant row of levers from one end of the space to another - the Aft Liquid Cargo Office (Aft LCO) is the heart of the RAS.

In continual communication with station hands on deck, the Aft LCO department is tasked with coordinating the pumping of the fuel. How much, how quickly, and from which fuel tank, the Aft LCO team starts and stops the cargo from leaving *Protecteur*.

A familiar face greets me at the door; PO1 Ernie Boudreault has been one of my cabin mates since I've been on board. The tiny room is packed with 10 people all vital to the success of the RAS. Some are charged with communication,



Lookout reporter Ben Green, a.k.a. "Flash", is all smiles on *Protecteur's* bridge deck as the sun shines down while in transit to Hawaii. Accused of temporarily blinding Sea King pilots with his camera during a nighttime replenishment at sea, the catchy nickname was picked up under unfortunate circumstances. Green was no where near the deck during the operation, but the nickname stuck.

some with manning the levers, and others with testing incoming fuel samples for quality.

Having spent the previous day's RAS on deck, I decided to check out the inner workings of replenishment. Invited by SLt Jonathan Woods, who is tasked to Aft LCO for tonight, I'm warmly greeted by the rest of the team. The room is relaxed and jokes are shot back and forth quicker than I can follow; I can tell the team has been together awhile and this isn't their first go.

As soon as the first signal comes down from above, business starts. The incoming "comms" are relayed to PO1 Boudreault who delegates what needs to be done. As the minutes go by, runners are sent up on deck to collect the samples to be tested. Comms come down that *Vancouver* is experiencing troubles and won't be filling up, which isn't an issue since they filled up a few days prior. It's *Winnipeg* that needs tonight the most.

About halfway through fueling, Lt(N) Ji-Hwan Park, the Acting Logistics Officer, pokes his head into the Aft LCO bearing

gifts. The entire team lights up as they've no doubt been waiting for their "RAS candies." Crowding around Lt(N) Park, hands shoot in and out of the tray containing an assortment of popsicles. With warmer weather gracing *Protecteur* recently, the popsicles are a welcome treat.

Looking around the room at the faces attacking the frozen delights, I applaud my decision to come below for this one - that is until I hear the end of an urgent pipe.

The rumbling of the fuel racing through the nearby pipes has nearly drowned out all other sound. Combined with my Jolly Rancher popsicle, the two have left my attention somewhat side-tracked.

"Mr. Ben Green call 222, Mr. Ben Green call 222!"

Unsure of what I heard, I wait a moment until the next pipe comes across loud and clear.

"Ben Green, stop using your flash on deck, the Sea Kings are complaining. Ben Green, stop using your flash on deck. The Sea Kings are complaining."

Confusion turns to embarrassment as all 20 eyeballs turn and

look at me. Lowering my camera as if I've been caught red-handed, laughter breaks the silence as Lt(N) Derek Booth calls up to the bridge to explain that I am no where near the upper decks.

Knowing what I'm in for, I trudge up to the Wardroom after the RAS finishes a few minutes later. Unable to contain my grin, I walk into the mess like a triumphant conqueror waiting for the first comment to come my way.

SLt Todd Robinson, always quick with a joke and a laugh, immediately covers his eyes as if I've blinded him. The rest let me hear it soon after; the reporter accused of almost taking down a chopper single handed.

Professing my innocence didn't seem to help. The fact that I had a water-tight alibi meant nothing as the pipe had downed me before I even had a chance to fight back.

A day later I'm dubbed "Flash", something that will most likely follow me to Hawaii and back. And to be honest, I don't really mind so much.

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FILM *friday*

# Sluggish "Unknown" fails to thrill

**W. Andrew Powell**  
The GATE

Opening this weekend in theatres: Liam Neeson and Diane Kruger star in the action-thriller, *Unknown*; *I Am Number Four* stars Alex Pettyfer as a super-powered teenager on the run.

**Unknown**

Making a great thriller is a lot like pulling off a great magic act. The point of the show isn't how many great tricks you can fill the time with, but how many times you can actually wow your audience with big tricks that are as grandiose as they are effortlessly executed.

Director Jaume Collet-Sera's *Unknown* certainly has one big trick up its sleeve – there's no doubt about that – but it will almost certainly leave you looking up the magician's sleeves.

Set in Berlin, *Unknown* stars Liam Neeson as Dr. Martin Harris, the victim of a car accident who wakes up to discover that his wife, played by January Jones, doesn't know who he is and another man, played by Aidan Quinn, has almost literally stepped into his shoes, claiming he is in fact the real Dr. Harris. Coming off like a deranged stalker, or a fevered car accident victim, Martin flails around wildly to find anyone who will believe

him while he hunts for answers.

His only friend, as he fights to find out what happened to his life, is the taxi driver, Gina, played by Diane Kruger, who pulled him out of the cab as it started to sink into the river, and a former Stasi officer turned private detective, played by Bruno Ganz.

Picking away at the pieces of the puzzle, Martin must try to remember what happened before the accident as he hopes something will bring a clue to what is happening to him now. When a man comes after him, it's the first clue that, whether Martin is crazy or not, something much bigger is going on than he originally thought.

The biggest problem with Collet-Sera's would-be action thriller is that it takes a long time to get into the action part of the thrills, and for that matter the early thrills are mostly on the light side of real thriller territory. We get an occasional scene where someone's neck is snapped or Martin is running for his life, but somehow the urgency is missing and the pace is sluggish.

As an onlooker, you want Martin to figure it out and you want him to knock some heads together, but I never felt terribly worried what might happen to him.

At the same time, *Unknown* has a lot going

for it. Neeson and Kruger are a great duo, and Bruno Ganz is nothing short of amazing in his darkly comic role. The cinematography by Flavio Martínez Labiano is also stylish, and moves swiftly through the streets of Berlin. Labiano's keen eye captures the fights, the explosions, and the car chases superbly.

Screenwriters Oliver Butcher and Stephen Cornwell just don't have a very strong story to tell though, and the whole film lacks the sharp edge you expect from a good thriller. They get the dialogue right, and the mood is tense at times, but next to the usual tricks that are required to pull off a good action thriller, *Unknown's* big surprise doesn't ring true – it feels dishonest to the rest of the film – and because the movie doesn't lead into these answers very well, *Unknown* feels desperate for a conclusion, any conclusion, in which Neeson can finally hurt someone.

*Unknown* is not a terrible film, it's just not what we expect from an actor like Neeson, and it's not half as clever as it wants you to think. Once it plays its final big trick, that becomes all too obvious.

**I Am Number Four**

*Disturbia* director D.J. Caruso helms a sci-fi action adventure about a young man named John, played

by Alex Pettyfer, who is on the run from enemies who are out to destroy him.

Acting like a fugitive on the run, John moves from town to town, changing his identity as he goes so he can hopefully elude his pursuers, but there is something very special about John; he's not like everyone else. John has abilities, and when he moves to Paradise, Ohio, he finds himself becoming more powerful as he falls in love with a high-school student named Sarah, played by Dianna Agron.

Written by Smallville's Alfred Gough and Miles Millar, with Buffy the Vampire Slayer writer Marti Noxon, *I Am Number Four* is essentially what the trailers make it look like: a super-powered teen movie that might remind you of *Twilight* more than anything else.

Based on the majority of reviews from critics, the film is definitely a dud, unless you're 16 and looking for something mildly entertaining this weekend.

## Correction

In the story "Top up at sea", on page 5 of last week's *Lookout*, we accidentally demoted Chief Boatswain Darrell MacKay in the photo caption. His rank should have read Chief Petty Officer Second Class.



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Members of the Pacific Fleet Club football team squared off against the Naval Officer Training Centre (NOTC) Venture team on Superbowl Sunday in a friendly match at the Colville sports field. The event was intended as a precursor to watching the big game later that afternoon. NOTC Venture emerged victorious with a score of 14 - 9.

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## Fleet Club celebrates Super Sunday

### MS Gordon McKiver Pacific Fleet Club

Super Bowl Sunday was an action packed day for CFB Esquimalt this year. To kick off the first annual Home Port Cup, the Pacific Fleet Club Seadogs dug in their heels against NOTC Venture's Warriors for a friendly match of flag football.

The Warriors scored two touchdowns early in

the game and then waged a valiant and ultimately successful battle to keep the Seadogs at bay, taking home the cup with a 14-9 victory.

After the game the teams returned to the Pacific Fleet Club for the award ceremony. Football memorabilia prizes were handed off to the winning team members, to the two players who demonstrated superior sportsmanship,

and the MVP.

The Warriors also received a trophy from the Pacific Fleet Club in addition to a football portrait donated by the Base Commander and referee of the match, Capt(N) Craig Baines. These will remain with the winning Mess until next year's rematch.

The Pacific Fleet Club then opened their venue to all ranks for a free

viewing of the Super Bowl on the big screen and went the extra mile this year with their half-time surprise, a football stadium made out of snacks. Numerous door prizes, including a small fridge, were also well received.

This event was a successful experiment and was only a small taste of what's to come in the *Ship's Side Grey Cup* in November.

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NEWS: LIFE SAVING ACTION RECOGNIZED

# Chief saved by fellow steward

**2Lt Josh Brighton**  
Contributor

At first PO2 Andre Carriere was unsure what was wrong when he found his supervisor, CPO2 Tim Gallinger collapsed on the ground on Jan. 13. He thought perhaps he hit his head and knocked himself out. He had no idea what was wrong with him.

Many people wouldn't have the knowledge or courage to act. But it took PO2 Carriere, a certified CPR/first-aid instructor, only a few seconds to determine his supervisor had suffered a massive cardiac arrest and launch into action.

It was a routine morning for the two stewards who were – ironically – loading pallets of automated external defibrillators (AED's) onto a truck at Building 66 in Colwood. After returning to the truck to collect another pallet, PO2 Carriere found his Chief on the ground, unresponsive.

"Statistically, I had a better chance of winning

the lottery than I did of surviving that day," recalls Chief Gallinger.

Although unresponsive, he appeared to be taking shallow, irregular breaths. This is a condition known as agonal breathing where excess air escapes the lungs. However, PO2 Carriere knew from his training that this type of irregular breathing is a medical emergency, so he began monitoring CPO2 Gallinger's airway, breathing and circulation. When it was obvious from his skin tone that his injuries were much graver than a bump on the head, PO2 Carriere administered CPR.

"I immediately switched on during the rescue and started helping him," says PO2 Carriere.

With the assistance of two bystanders, PO2 Carriere continued CPR on Chief Gallinger. When the AED was brought to the scene, he applied the chest pads and administered a shock. When paramedics arrived PO2 Carriere continued to

assist with providing oxygen. It was not until after the paramedics left with their patient that he snapped out of his adrenalin-induced rescuer high to process what had just happened.

He knew that even with an AED, survival rates for CPR are not high. He was also worried that even if Chief Gallinger were to survive, potential brain damage from lack of oxygen could leave him permanently disabled.

A few days later, his worry turned to joy when he got a call from the hospital. It was his Chief.

"I felt so thrilled when I found out Tim wanted to talk," said PO2 Carriere.

Chief Gallinger, who has no memory of the week before or after the event, was slated to spend weeks in the hospital and be out of work for at least six months. His tenacious demeanour and determination to get better conquered the doctor's orders, and within days he was on his feet and ready to go home. His healthy

looks belie those of someone who collapsed from cardiac arrest just over a month ago.

Last week, Chief Gallinger returned to his job at the Naval Officers Training Centre just in time to give a special promotion to PO2 Carriere, who was promoted from Master Seaman to Petty Officer Second Class.

While sudden cardiac arrest usually affects people living an unhealthy lifestyle, it can happen to professional athletes, children and healthy adults such as Chief Gallinger – but 97 per cent of victims do not live. With the help of strategically placed AEDs in workplaces and public buildings, along with increased CPR/first-aid training, there can be more stories like Chief Gallinger's.

What advice does the hero of the hour have to give? Make healthy lifestyle choices, keep your CPR/first-aid training up to date, and if ever confronted with an emergency situation don't hesitate.



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# MARS IV their ski

**Shelley Lipke**  
Staff writer

Successfully navigating a ship through a tight channel is serious business, especially if you're a Maritime Surface and Subsurface (MARS) IV student being evaluated on your every decision.

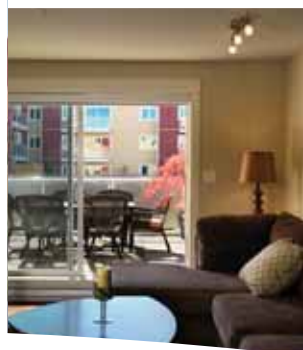
Under scrutiny of the Commanding Officer, Executive Officer and Course Training Officer, 19 students took to the bridge of four Orca training vessels to navigate the waters off the West Coast of Vancouver Island and Pudget Sound during the sea phase of their MARS IV training.

"It's pretty exhilarating to drive the boat for the first time," said 25-year-old A/SLt Elizabeth Robinson-Gallagher. "But I've seen people struggling with different aspects of the training."

From the bridge of Orca training vessel PCT Cougar, she was one of five students engrossed in the fourth week of a six-week

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# students prove skills at sea

sea phase evaluation. The atmosphere was tense, yet focused.

Most had little sleep, and all faced the challenge of successfully navigating the ship, performing Officer of the Watch duties, and manoeuvring the ship along a predetermined route.

The students alternated between Navigator and Officer of the Watch duties.

"At sea we are really being tested," says A/SLT Robinson-Gallagher. "We have to remember and apply everything we've learned at once. This is where the bulk of the stress comes from because as soon as you improve on one thing there is something else you need to improve on and get better at."

If successful in their course, students will be posted to a major warship and advance to the Second Officer of the Watch position (200W) on the bridge of a frigate, destroyer or replenishment ship.

Most students met in basic training and have worked and studied together for the past year and a half.

"Collectively our goal is to pass. We are all friends and have known each other forever," says A/SLT Robinson-Gallagher. "I want to be 200W as it's a job that comes with a lot of responsibility. I can't imagine having this kind of responsibility in any other profession."

On board Cougar, the

students were assessed by Venture Course Training Officer Lt(N) Travis Bain.

With clipboard in hand during a break in the evaluations, he said, "For many students this is their first experience interacting with a crew and they are learning about life and leadership at sea. It's all part of MARS training, but this aspect is the part not formally assessed. People who do it get a better idea if they enjoy the stress, responsibilities and challenges of it. Others find that being in this environment at sea is more than they care to handle."

Their course began with five weeks of academic studies at the Naval Officer Training Centre (NOTC) Venture, followed by two weeks at damage control school learning firefighting and flood prevention. Then they moved onto six weeks of navigation and bridge simulator training. The final component is the sea phase.

"We have been sailing through the Gulf Islands, San Juan Islands, Howe Sound, Desolation Sound and to Comox and Vancouver. These areas are very good for training," says Lt(N) Bain. "The Gulf Islands are challenging as they have a lot more traffic, but Desolation Sound is also difficult as it can sometimes be more challenging to detect bearings because of the lack of landmarks.



**Above:** A/SLT Sarah Theriault reads coordinates off the peloris while being assessed by the commanding officer and course training officer.

**Opposite page:** OS Fred Horan and LS Travis Hickey launch the zodiac to recover the man overboard.

The Inside Passage is steep and has less fixing points and Active Pass has strong currents. The West Coast of Vancouver Island has some of the best navigation training areas in the world. The students must use all their MARS skills."

Students faced the challenges of manoeuvring the ship at sea, man overboards, steering gear breakdowns and other emergency scenarios.

"They must abide by the rules of the road (or collision regulations). I evaluate them on how they can safely navigate from point A to point B. We disable their GPS so they can't depend on it and instead

have to use visual points and pre-planned tracks to navigate their passage. They must rely on what they see out the window," explains Lt(N) Bain.

Throughout the passage students must verify their equipment is running cor-

rectly, take visual reference points or bearings of land, and deal with the intent of people in other vessels.

Some challenges students face are encountering vessel traffic, unmarked dangers and currents in close proximity to land where they

are responsible for making and executing a safe recommendation to the commanding officer.

"They are all doing well," he said. "Once they graduate they will go to frigates, destroyers or tankers on both east and west coasts."

Shelley Lipke, Lookout

2136 Royal Canadian Army Cadet Corps

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Ben Green, Lookout

Personnel Support Programs Fitness Instructor Alicia Whyte kneels down on the flight deck to count pushups curing a crew member's test.

## Keeping the crew in shape

**Ben Green**  
Staff writer

Amongst the weights, medicine balls, treadmills, and elliptical trainers in HMCS *Protecteur's* hangar, Alicia Whyte has made herself quite at home.

Whyte, a fitness instructor with Personnel Support Programs (PSP), is embedded with *Protecteur* for the duration of their six-week deployment to the Hawaiian Islands.

"I'm here to support those CF members by creating programs for individuals to follow," says Whyte as she begins to write the day's program on a whiteboard.

Perhaps not as comfy as her usual space in the Naden Gym, *Protecteur* does boast one of the most complete gyms in the fleet; something she's putting to good use.

For most civilians, spending a month and a half at sea seems daunting, but for Whyte, the wife of a sailor, it's an experience she fully

prepared for well before coming aboard.

"I'm more aware of the daily life on a ship [compared to most]," she says smiling. "I was aware beforehand of the types of meals, types of jobs, just the day-to-day life."

Whyte's responsibilities on board vary in importance. With direction from *Protecteur's* Commanding and Executive Officers, she not only runs specific classes for small groups, but also makes herself available to answer questions or give tips to those using the fitness apparatus. During quieter hours, she cleans and maintains the equipment.

"Right now I'm in the Flex [the ship's daily schedule] four times a day," she says, finishing her writing on the board. "Two of the times are for personal training consultations, another one is for remedial [crew who need extra training because they didn't pass their EXPRES test], and the other one is for classes such as kettle bell, battle fit, combat train-

ing, yoga, and circuit training."

Perhaps the most important service Whyte is bringing to the Task Group is the actual EXPRES testing she's conducting during port visits. The test, a series of push-ups, sit-ups, grip strength, and cardio, is something all Canadian Forces members must pass annually.

Whyte's responsibility isn't just to *Protecteur*. She is also tasked with administering the test to sailors in *Vancouver* and *Winnipeg*. So far, around 36 sailors were tested over the two day port visit in Pearl Harbor.

"The most challenging thing so far is how busy the Flex is," she says. "Their [the crew's] days are so busy that to find time to come to the gym as a group is tough right now."

Now that the ships have reached Hawaii, and more fixed physical training is coming into place, Whyte is preparing for an extremely busy five weeks; something you won't hear her complain about one bit.



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# INFOCUS

## A lunch and learn you don't want to miss

This Friday, Feb. 25, Personnel Support Programs Health Promotion Presents "The 5 Love Languages" by Dr. Gary Chapman.

Often people express their love the way they would like to receive love and it misses the mark. Sound familiar?

This one hour video reveals how different people express love in different ways - five different ways. Words of affirmation, gifts, acts of service, physical touch and quality time are the five primary ways to express love.

After seeing this video, you will be able to recognize your primary love language and will learn to identify your partner's main love languages so that you can tap into what they

need to feel truly loved. What's exciting about this information is it can also assist in deepening relationships with your children, close friends and extended family.

This informative video will be shown at our Lunch and Learn, noon in the classroom above the pool at the Naden Athletic Centre.

### Coming soon

International Women's Day (IWD) - March 8.

International Day for the Elimination of Racial Discrimination (IDERD) - March 21.

The Defence Team is commemorating this year's International Women's Day under the theme "Equal Opportunity to Excel" and the International Day

for the Elimination of Racial Discrimination under the theme "Beyond Obligation".

Events and awareness activities will be held across the organization. To obtain copies of IWD and IDERD posters, please send your request to +EE Com Events@ADM(HR-Civ) DDWB@Ottawa-Hull.

For more information on IWD and IDERD, visit the EE Commemorative Events Intranet site at <http://hr.ottawa-hull.mil.ca/eec-ece/index.html>. The site includes a handbook on "How to organize an EE commemorative event". Regions are also invited to send in their agendas, success stories and photos via this website.



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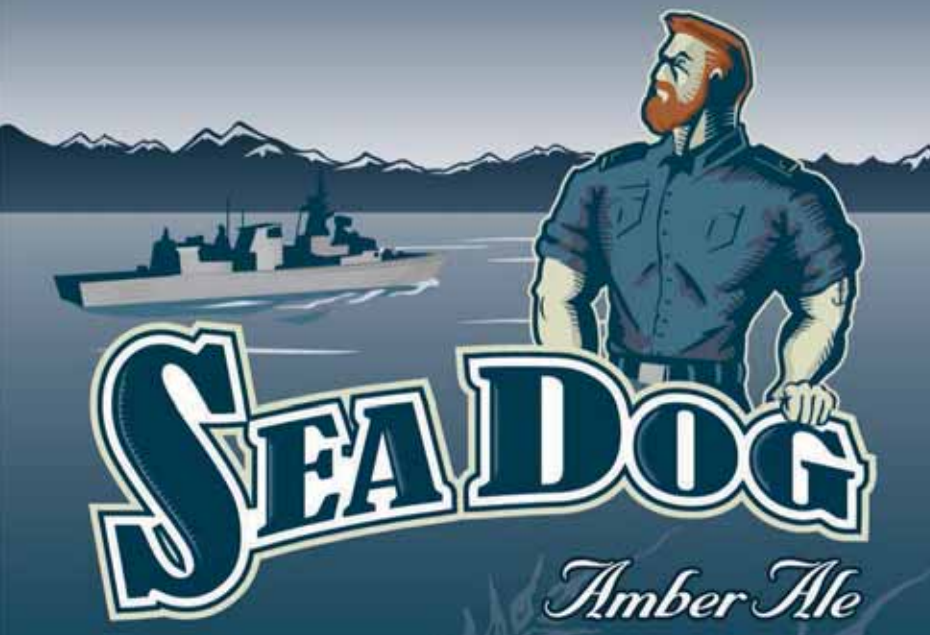
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# Community recognizes Defence Team's generosity



PO1 Chris Lockley accepts the award for Canvasser of the Year as a Unit Representative with Base Information Services during the 2010 campaign. He currently serves in HMCS Ottawa.

**Right:** On behalf of the Defence Team, representatives for Maritime Forces Pacific accept the United Way \$500,000 + Giving Award.

Front row, left to right: CPO1 Robert Anderson, Capt(N) Craig Baines, Vicki Laidlaw.

Back row, left to right: PO1 Chris Gervais, LS Heath Kerr, PO2 Chris Janosik, PO2 Debbie Chamberlin, PO1 Brad Smith.



**Bottom right:** Left to right, PO1 Brad Smith, CPO1 Robert Anderson and PO2 Chris Gervais accept the United Way Quantum Leap award on behalf of HMCS Regina. The award signifies the highest increase in fundraising donations over the previous year.



## Recognize your team

Submit your Bravo Zulu photos to the editor at [melissa.atkinson@forces.gc.ca](mailto:melissa.atkinson@forces.gc.ca)

# Commendations for environmental science research



Base Commander Capt(N) Craig Baines recently presented the Base Commander Recognition Award to several members of CFB Esquimalt's Environmental Science Advisory Committee (ESAC) for their contribution to research activities.

**Left:** Ken Morgan

**Right:** Dr. Elizabeth Campbell

**Bottom left:** Dr. Tony Trofymow

**Bottom centre:** Arthur Robinson

**Bottom right:** Andrea Shiller



Photos by Cpl Alex. W. Croskery, MARPAC Imaging Services



NEWS: CF MEMBER BENEFITS

# Update: maternity and parental benefits

CMP-CPM

The contributions and sacrifices made by military families are immense. The CF wants to ensure that all CF personnel are able to be with their families when they are needed the most, such as when a family welcomes a new child.

The CF provides maternity and parental benefits that assist both female and male personnel to balance the demands of military service with family responsibilities associated with the births or adoptions of their children. Maternity and parental benefits are available to all CF personnel; however, not everyone is aware of these entitlements. If you are expecting a baby or planning to adopt, this is information you need to know.

How much maternity and parental leave am I entitled to?

If you receive benefits through the federal government's Employment Insurance (EI) program, you are eligible for up to 17 weeks of maternity leave. If you live in Quebec, you are eligible for up to 18 weeks of maternity leave under the Quebec Parental Insurance Plan (QPIP).

In addition, CF personnel are also eligible for 35 weeks of parental leave under EI benefits, and 34 weeks under QPIP. Whichever plan you are

on, your total leave time is 52 weeks. Either way, your maternity/parental leave may begin as early as eight weeks prior to the expected date of your baby's arrival, and may not begin after the baby's birth date.

Can my maternity and parental leave be deferred?

Maternity and parental leave are entitlements that cannot be denied to you. However, you may be recalled from leave, or have your leave deferred by your commanding officer, if there is an imperative military requirement to do so. Any period of recall must be for at least five working days. If your maternity or parental leave is deferred, you will have up to 104 weeks to claim the leave you are

entitled to. Since QPIP doesn't provide this extension, CF personnel living in Quebec may apply for EI benefits once their QPIP benefits run out.

What requirements must I meet to be eligible for maternity and parental leave?

You must confirm that you are eligible for EI or QPIP benefits. For example, receiving severance or pension benefits could make you ineligible for EI or QPIP benefits and, therefore, ineligible for maternity or parental allowance.

In addition, the CF has specific eligibility criteria for these benefits, including: You must have completed at least six months of service in the CF immediately prior to the birth

of the child or to the start of legal proceedings to adopt a child; and you must agree to serve for a period equivalent to the period during which you receive maternity allowance, parental allowance or both immediately upon the completion of your maternity leave, parental leave or any other leave without pay and allowances, as applicable.

It is important to be informed about what benefits are available to you. If you live in Quebec, go to [www.servicecanada.gc.ca/eng/ei/types/quebec\\_parental.shtml](http://www.servicecanada.gc.ca/eng/ei/types/quebec_parental.shtml). If you live in any other province, go to [www.servicecanada.gc.ca/eng/sc/ei/](http://www.servicecanada.gc.ca/eng/sc/ei/) and select "Employment Insurance Maternity and Parental Benefits."



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GL Sport model shown

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GLS Sport model shown



Limited model shown

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