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Sailor First Class Josh Shaw fixes a part of the Integrated Platform Management System Sensor on board HMCS Winnipeg during Operation Projection-Neon on Sept. 9.

Photo by Leading Seaman Valerie LeClair, MARPAC Imaging Services

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Fond farewell for respected Primary Care Nurse

Peter Mallett
Staff Writer

Members from Canadian Forces Health Services Pacific said farewell to one of their longest serving members.

Doctors, nurses, and clinic staff held a retirement ceremony outside the main entrance Sept. 3 for Primary Care Nurse Deborah Walker.

With physical distancing measures in place, they celebrated her 18 years as a civilian Department of National Defence employee, and her 41-year career in the health care sector.

Walker, 60, says the event and her career were special.

"I loved the job of looking after and caring for our sailors, but my time has come to an end and it's time to move on. It was a demanding job that took great focus and energy."

She acted as a liaison between ship's medical teams and land-based members of the Integrated Health Team 3 (IHT3).

Her co-workers, including Primary Care Services Manager Peter Blencowe, praised the skills and determination she brought to the table.

"Over the years I have known Deb, she has had but one aim: the health and well-being of the sailors," said Blencowe. "She truly exemplifies what nursing is all about and treated every person with the same level of care and respect. We will miss the joy and enthusiasm that Deb brought to work every day."

Walker says her desire to care for people began at a young age.

"I decided I was either going to be a teacher or a nurse. I went the nursing route, never looked back, and it was an enjoyable career from the get-go. I started my career at Veterans' Hospital in Winnipeg as a Nurse Aid and ended with the Department of National Defence."

Her connections to Canada's navy were strong even before she joined the base health care team. She grew up in Winnipeg and was a member of the Royal Canadian Sea Cadets and the Navy League of Canada Wrennettes from 1973 to 1979.

"Her late father Petty Officer Stoker Hugh Walker was a member of the Royal Canadian Navy during the Second World War and served aboard ships of the Royal Navy during the Battle of the Atlantic.

After working many years as a Nurse Aid, Walker became a registered nurse in 1988 after graduating from Red River Community College.

Shortly afterwards, she moved to Victoria and joined the team at Royal Jubilee Hospital for 14 years. Then she made the jump to the base clinic in 2002 after noticing a job posting for temporary work.

Her duties as a liaison between Pacific Fleet ships and their staff included working closely with the ship's Physician Assistants and Medical Technicians, the chain of command, calling hospitals to check on members when they were admitted, receiving documents and hospital charts, arranging for follow-up care when patients were discharged from the hospital, and coordinating care for members being repatriated from ship deployments.

"It was really a team effort to make sure a ship was ready to deploy and every member

of our health care team was part of that. It was especially rewarding to know the sailors on RCN ships respected the jobs we did."

Walker isn't finished with her work in the health care field. She will continue with casual employment with local private sector company Occupational & Emergency Medical Solutions and also in a consultant's role as a Nurse Assessor with Veteran's Affairs Canada.

She offers this advice to today's young nurses and health care professionals just starting out in the field.

"Be proud of your chosen profession, always take time to learn and above all be kind," concluded Walker.



"It was really a team effort to make sure a ship was ready to deploy and every member of our health care team was part of that. It was especially rewarding to know the sailors on RCN ships respected the jobs we did."

Deborah Walker, Primary Care Nurse

Deborah receives a Certificate of Appreciation from Canadian Forces Health Services Command at her retirement ceremony on Sept. 3.

Photo credit Dave Yates



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Capt Brown and his team, MCpl Cape and Cpl Smith, assess a patient with possible SARS-CoV-2 symptoms. The team is wearing full Personal Protective Equipment. The combination of a live role player and simulated casualty (mannequin) was used for the training scenarios. The team questioned and examined the role player and then performed required interventions on the mannequin.

Acute Care Training

FOR NAVY MEDICAL STAFF

Peter Mallett
Staff Writer

Medical staff aboard Pacific Fleet warships are improving their readiness to handle life-and-death emergencies at sea.

Three Physician Assistants and six Medical Technicians recently completed a three-day Acute Care Team Training, Aug. 25 to 28 at Albert Head Training Facility. Students were the first wave of Esquimalt-based medical staff to complete the training with additional coursing scheduled for later this year. Course organizers say instruction focused on enhancing the skill set and knowledge of ship's medical teams and their ability to operate successfully in a navy-specific environment.

Captain Irene Doucette of Canadian Forces Health Services (Pacific), a Coastal Forces Physician Assistant, coordinated the event and also acted as an in-class mentor for the students. She says the rationale behind the coursing is to fill an important gap, in that land-based units of the Canadian Armed Forces (CAF) have received

similar training for several years but until now did not address the various demands of at-sea operations.

"Being on board a ship with a critically ill or injured patient is a very unique and demanding situation," she said. "Our ships sail in all weather conditions, often with prolonged evacuation times that could last days depending on a ship's location."

They trained in a simulated environment with simulated patients, but Capt Doucette said the supplies and medication used by students were the same ones available on a ship.

Students were divided into two teams with their skills put to the test dealing with scenarios that included traumatic injuries and medical emergencies.

"Students were evaluated on their medical skill in evaluating the patient, the medical interventions they performed, and the ongoing plan for patient care," said Capt Doucette.

The course was delivered by Physicians, Critical Care Nursing Officers, Physician Assistants, and Medical Technicians from the Fleet Support Medical Unit, 1 Canadian

Field Hospital, and the Canadian Forces Trauma Training Centre (West) of Vancouver.

Physical distancing and health protection were in place throughout the course, which Capt Doucette said presented a separate challenge to students in delivering high-quality medical care in a pandemic environment.

"Some of the scenarios also included simulated patients with SARS COVID-19-like symptoms with students being challenged to work in full Personal Protective Equipment," said Capt Doucette.

Aside from scenario-based learning, students also participated in several skills labs where they practised or learned new skills such as wound care, IV medication preparation, using ventilators, and doing chest decompression.

Upon completion of the course, students were presented with a certificate from the new Regional Surgeon, LCol Andrew Currie, and Pacific Fleet Surgeon, LCdr Mitchell Drake. Students were also credited with Continuing Professional Education Credits for the course.

"Being on board a ship with a critically ill or injured patient is a very unique and demanding situation. Our ships sail in all weather conditions, often with prolonged evacuation times that could last days depending on a ship's location."

Captain Irene Doucette of Canadian Forces Health Services (Pacific)

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WHAT SAY WE

Right financial advice from the right source

Shannon Childs
SISIP Financial Esquimalt

When faced with financial decisions such as retirement, we first tend to look to our peers for assistance; friends, family or the “almighty” internet are all ready with their “advice”, past experiences, and abundant data.

But how to sort through the conflicting guidance, life lessons and dry analytics?

From taking CPP at age 60, investing only in a TFSA or taking the Transfer Value, there is no right or wrong answer, just right or wrong for you. Each individual will have different financial circumstances, long-term goals, or tax considerations. What worked for your friend or parent might not be the best approach for you.

So yes, it is crucial to weigh your options and seek financial advice, but from the right source.

Canada Pension Plan (CPP)

The choice to take CPP may seem straightforward; take it early and receive money before we die. While one individual may elect to take CPP early to avoid reaching a higher tax bracket in retirement, another might delay a spouse's CPP, ensuring a higher amount, thereby lining them up for enough income if the other dies.

Our income sources, tax consequences, and estate planning are large factors affecting how we will live in retirement, and we require expert advice to sift through it all.

Tax Free Saving Account (TFSA)

With the TFSA well established after 11 years, you may wonder, “Why we still need RRSPs?”

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Transfer Value

Releasing from the military is a transition that may be stressful for some with the long processes, complicated packages, and conflicting information from departments and peers.

Should you defer your pension, rollover to public service or take a transfer value?

These can all be overwhelming, even confusing. Knowing the benefits to each scenario, and understanding your immediate and future tax consequences will assist you in making informed decisions.

Remember, financial needs, goals, risk tolerance, and knowledge vary from one person to the next; you may enjoy risk or want to take chances, others may require a smoother path. Either way, your local SISIP Financial Advisor will take the time to assess your specific situation and requirements, help you understand your options and set up a plan that works for you. Call today 250-363-3301.

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Formation Fun Day

Photos by Peter Mallett, Lookout

Over the Sept. 13 -14 weekend, more than 120 Defence community members enjoyed a contactless Formation Fun Day. Staying in their cars, families drove up to the many booths to receive free food, drinks, and activity bags and then parked in front of a stage to hear live music.

A big thanks to the following who made this event fun and successful:

- Christine Farrington, Event Coordinator
- Marlene Gurnham, Seaspan Victoria
- Personnel Support Programs staff volunteers
- MFRC staff volunteers
- CANEX
- SISIP
- Naval Personnel and Training Group
- Pacific Coordination Centre
- Real Property Operations
- Base Operations
- Military Police
- Base Logistics
- Port Operations and Emergency Services Branch
- Canadian Forces Health Services Centre Pacific

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S1 Brittany Hevreux of Canadian Fleet Pacific danced to the live music with her son Christopher and daughter Emma. Mother and daughter wore Snow White costumes to celebrate Emma's fifth birthday.



Lisa Church and other volunteers from the Esquimalt Military Family Resource Centre had the hot dog grill fired up and ready to cook.



Base Commander Capt(N) Sam Sader and his son Armand sampled the complimentary food and beverages.



Luke Webb of Fleet Maintenance Facility (FMF) Cape Breton and his family enjoyed the music and food in the back of their pickup truck.

Kim Brown from the MFRC was loaded up and ready to deliver hot dogs to attendees.



Happy attendees made their way through the Colville Road parking lot and were rewarded with tasty snacks.

Right: Members of HMCS Winnipeg's air detachment give the helicopter, known as Rebel, a cleaning.

Far right: Members of the Force Protection team take their positions as the ship prepares to depart Pearl Harbor on Sept. 7.

Imagery by
S1 Valerie LeClair



Having completed their participation in Exercise Rim of the Pacific (RIMPAC) on Sept. 1, HMCS Winnipeg has now transitioned to Operation Projection in Asia-Pacific, and later Operation Neon where they will work to further strengthen Canada's relations with partners in the region until December 2020.

Operation Projection works to make the world more secure and enhance relationships with Canada's allies and partners.

Operation Neon is Canada's contribution to a coordinated multinational effort to support the implementation of United Nations Security Council sanctions imposed against North Korea.

HMCS Winnipeg: a week in review

Highlights:

- Honours and Awards ceremony was conducted, which saw several members receive promotions, medals, and Sea Service Insignias (visit *HMCS Winnipeg's* Facebook page to see photos)
- Departed Pearl Harbor
- Started Operation Projection
- Daily fitness classes with S1 Honeyman (which are quite challenging)
- Meditation sessions added to the flex

Just for fun:

- Picked up a rider for a day (a bird, who decided to call the fo'c'sle home)
- New song at noon; members "pay to play" their favourite song during a noon pipe (proceeds go to the ship's charity fund)
- Ship hosted a Super Smash Bros. video game tournament over the weekend, as well as a pizza night and flight deck movie under the stars
- The flying fish, of course

A beautiful at-sea rainbow as captured by MS Karoline Rajotte, Naval Communicator.



Commander Mike Stefanson, HMCS Winnipeg's Commanding Officer, addresses the ship following an Honours and Awards ceremony.



Robin&AJ
Good morning. Good times.



YOUR CHANCE TO WEIGH IN ON PROPOSED WASTE MANAGEMENT PROJECT

Esqumalt residents are being asked to weigh in on a project that would significantly alter how waste is processed in the township.

After receiving a presentation about integrated resource management (IRM) at a July 6's council meeting, Esquimalt council tasked staff with reaching out to the community to hear residents' questions and comments about the proposed waste management project.

Integrated Resource Management is a process used to maximize resource recovery from wastes that would typically get recycled or go to the landfill.

In the case of this study, the proposal is to have solid waste,

kitchen scraps and yard waste processed using gasification rather than sending those materials to the landfill or composting facilities. Gasification is a process that differs from incineration in that the materials are not burned. Rather, they are subjected to high heat in a closed environment. The by-products are energy and bio-char, a carbon-rich organic substance.

"It's important that we hear feedback from our residents and businesses on this potential project," said



Mayor Barbara Desjardins. "What we are discussing here is a remarkable opportunity."

Part of the impact to the township is the need to build a facility to process the waste. The report proposes using a portion of the Township's public works yard to house the site.

The report also outlines various cost/benefit projections based on different scenarios, such as the facility processing Esquimalt's wastes or opting to take wastes from additional sources in the community, such as commercial

operations or large multi-family complexes.

To help residents and businesses get a better understanding of the project and what it means for the township, the public is invited to a live webinar on Sept. 22 where they can ask questions and learn about the potential project.

Council will review the results from the public engagement activities at a Committee of the Whole meeting later this fall.

The survey is open until Oct. 9 to help gather input from the Esquimalt community.

The township has a dedicated project page that contains a video about the project, background information, the survey and a link to register to the upcoming webinar at esquimalt.ca/IRM.



It's important that we hear feedback from our residents and businesses on this potential project, what we are discussing here is a remarkable opportunity."

Mayor Barbara Desjardins


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A very unusual dry docking

Fleet Maintenance Facility
Cape Breton



Lt(N) Peter Summers and Ashley Evans
FMF CB

What are these barges used for?

YOM 252 is an environmental barge. It contains a number of tanks that receive liquids from ships that pump out their tanks or bilges to the barge. The barge then takes the liquid away to be properly discharged at a processing or storage facility.

This is very useful as it enables ships to offload liquids as part of their work periods without having to go over to the Colwood side of the base.

Camel Fender Barges are used for berthing U.S. Navy submarines. The barges have underwater structures that hang down about six metres (20 feet) below the waterline. One side has horizontal rubber fenders that press against the columns of a pier or jetty, while the other side has vertical rubber fenders that the submarine's hull will press against. This permits submarines to be tied up to jetties that are designed for surface ships and would otherwise be too tall, causing the submarine to bump against the jetty columns.

Docking Plan for the three vessels

The docking plan is a drawing that shows the dock blocks the vessel sits on within the dry dock. The Naval Architecture section

is responsible for producing all docking procedures and specifications, as well as providing oversight for docking evolutions.

There were four people from Naval Architecture involved in the docking planning process: the Docking Officer and Assistant Docking Officer who developed all of the plans; a Structural Engineer who assisted with analyzing the strength of the Camel Barges and the suitability of various block layouts; and an Engineering Design Technologist who produced (and constantly updated) the drawings for the docking plan.

The Docking Officer works closely with the Dock Master and the Project Leader to plan the docking evolution

and coordinate the support required. This includes where the vessels will be located in the dock, how they will be supported, tug support, diver support, production support, environmental and safety considerations, working with Industrial Engineering, and other stakeholders.

All docking plans begin with a set of calculations that check a variety of factors such as adequate blocks to support the vessel weight, enough support to prevent the vessel from overturning due to high winds or an earthquake, that the vessel will land in a controlled manner that doesn't damage the keel, and that the vessel will remain stable once the water is removed.

Docking YOM 252 Barge

The docking plan for the YOM 252 Barge was relatively simple due to the barge having a wide, flat bottom. A partial docking plan existed from a previous Docking Officer, so making the plan

was mostly a matter of confirming the blocking would have adequate strength and stability to hold up the barge, and choosing a location in the dock.

Some difficulty arose due to the YOM barge size – it has a width of more than 18 metres (60 feet) and the clear width at the entrance of the dock is a little less than 19 metres (65 feet).

Additionally, because of its width, the barge needed to be placed on very tall blocks (two metres or 6.5ft) so it wouldn't contact the stepped walls of the dry dock. Further complicating the issue, two sections of vertical piping within the dry dock had to be removed on short notice by Industrial Engineering so they were not crushed when YOM was brought in.

Docking Camel Fender Barges

The docking plan for the Camel Fender Barges was much more complicated as

Naval Architecture did not have the official drawings for the Camels. These barges are on loan to Maritime Forces Pacific from the USN as part of a memorandum of understanding where the Royal Canadian Navy keeps and maintains the barges so USN submarines can berth in Esquimalt.

Therefore, the official drawings do not exist in any DND database. Naval Architecture had some drawings they suspected (correctly) did not match the actual design of the Camels, so a dive survey was conducted to verify the structure.

Due to low visibility in Esquimalt Harbour water, and due to the positioning of the Camels, it was difficult to produce accurate drawings of the underwater structure.

In the end, FMF CB was supported by a number of separate dives by Fleet Diving Unit (FDU (P)) and by a contractor with live video/com-

munication capability.

Due to the compressed schedule, by the time the drawings could be produced with confidence, the dock blocks were already being put in place. This in turn led to late updates to the docking plan and changes to the dock blocks that had already been put in place.

Unfortunately, this dive also found on one of the Camels, two of the 10 legs that would support the barge in the dry dock were extremely bent and could not be used. It's unclear how the legs, which are made of large steel I-beams, were damaged. However, the bent legs required Naval Architecture staff to confirm the clearance on the dock blocks to see if the legs would interfere with them while the dock was being pumped down.

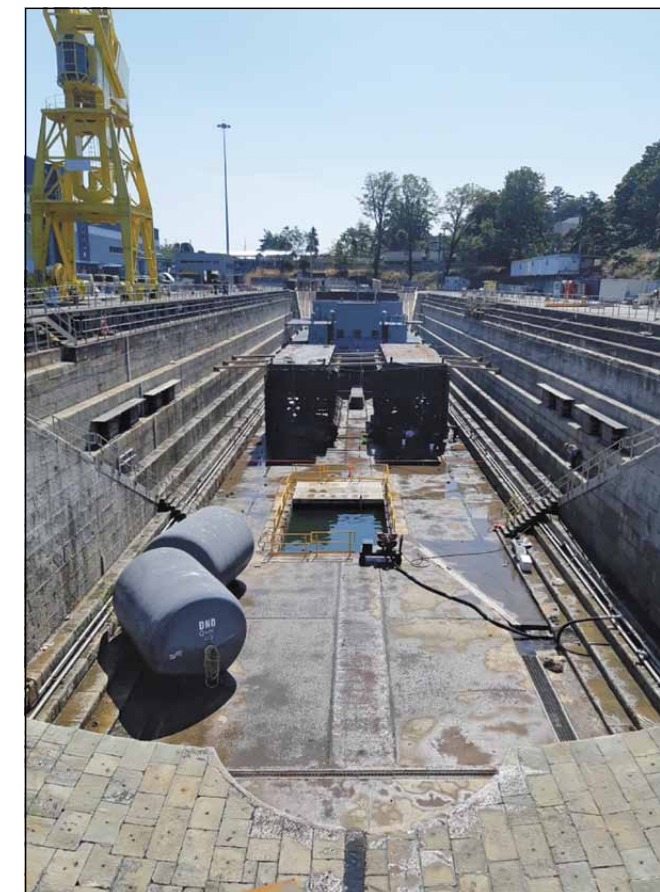
From the information they had, it appeared this would be okay. They also added extra blocks to the docking

plan to provide added support in case any of the blocks were knocked over by the bent legs.

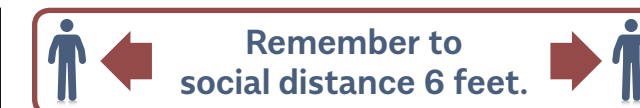
Lt(N) Peter Summers, Deputy Naval Architecture Officer said the most rewarding part of this process was demonstrating FMF's capability.

"We had a significant challenge trying to dock the Camels with their unique underwater structure and so many unknowns about what it actually looked like. To further complicate things, we then added the YOM to the docking plan on short notice."

Despite all of this, everyone involved worked extremely hard to overcome these challenges and make the docking a success. I suspect it would be very difficult to contract out a docking of that nature on a short timeline and find anyone willing to take on the challenge, so I am very proud of what FMF was able to accomplish."



“ There are currently three vessels – the 250 Barge and two Camel Fender Barges – docked in the dry dock, a big difference from the usual sight of one, or none.”



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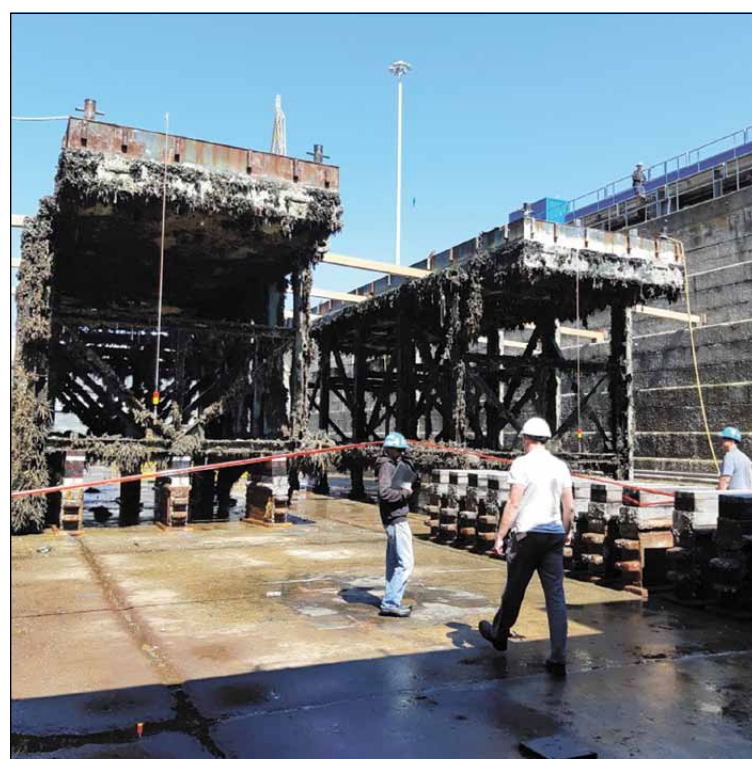
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Calling All Would-Be Preventive Medicine Technicians



In short, Preventive Medicine is a multi-disciplinary occupation whose responsibility and ultimate goal is to protect and preserve the health and well-being of Canadian Armed Forces (CAF) members. Just shy of one hundred positions across Canada, we undoubtedly have our work cut out for us.

Warrant Officer Brad Studham
Preventive Medicine Technician, Canadian Special Operations Forces Command

Traditionally, the Preventive Medicine Technician (PMed Tech) occupation accepted occupational transfers (OTs)/component transfers (CTs) from the Medical Technician occupation only.

The approval of a new Entry Standard now allows OTs/CTs from any Regular Force or Primary Reserve occupation as long as the applicant has reached the operationally functional point in their current occupation.

What is Preventive Medicine?

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As advocates for force health protection, PMed Techs employ proficiencies in public, occupational, and environmental health in order to anticipate, identify, evaluate, mitigate and prevent workplace conditions that may adversely affect the health of serving members. It is our duty

to provide force health protection intelligence to leadership to enable them to safeguard the health of personnel, while we work towards achieving mission objectives.

Distinguishing attributes of a PMed Tech include someone who is a strong communicator, has the ability to apply both analytical and "outside the box" critical thinking skills, is naturally inquisitive, and has an avid desire to learn new knowledge and skills to enrich their personal and professional development.

While I have held many positions at different units, the one I consider the most noteworthy is the position that I am currently serving in as a Supporter with Canadian Special Operations Forces Command.

In this position, I am relied upon to identify, quantify, and mitigate potential health hazards domestically and internationally. In addition to spearheading Preventive Medicine technical assistance visits for Special Forces operations worldwide, I am responsible for conducting public, occupational, and environmental health site assessments and investigations of derelict or abandoned facilities used to support off-base dynamic training and exercises.

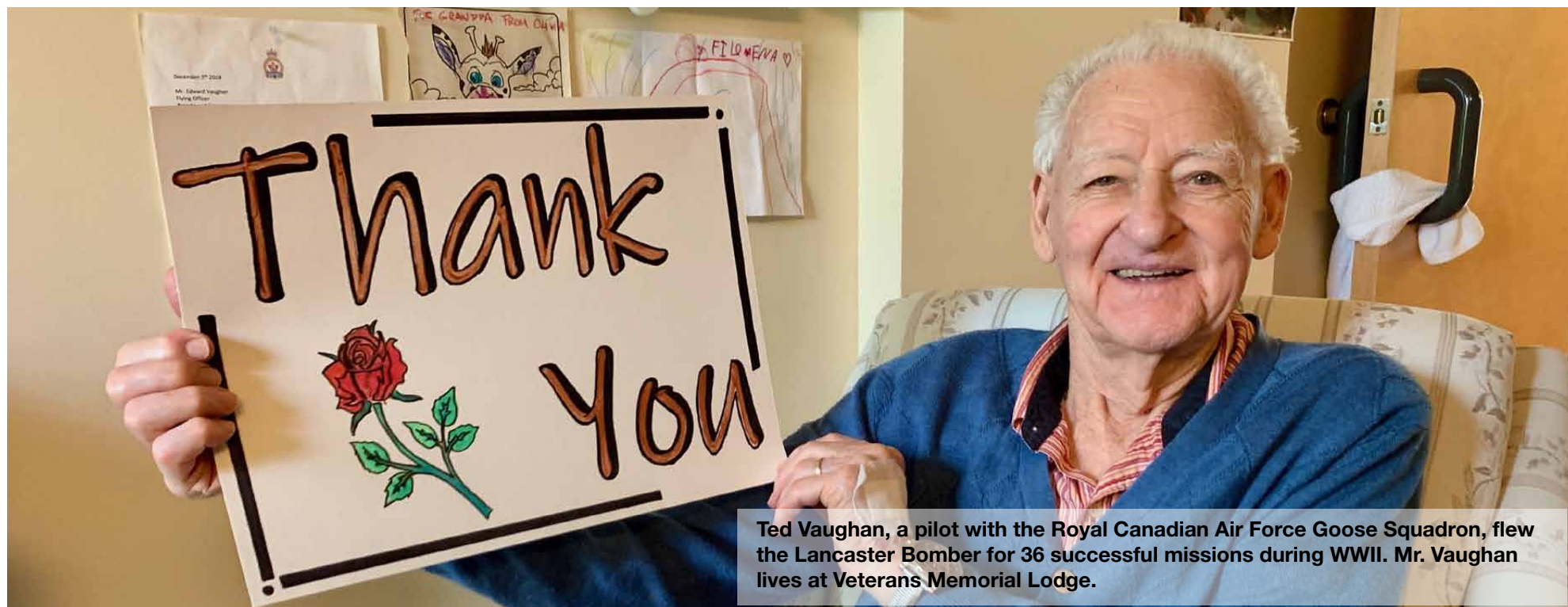
I have had the opportunity, on countless occasions, to work directly with foreign military force health protection specialists and organizations, as well



as civilian health professionals and agencies. These partnerships along with my duties and responsibilities affirm the importance of my role as a specialist and have necessitated enhancement of my academic and professional competencies, which in turn, promotes and fosters professionalization of Preventive Medicine in the CAF.

If you think this is a career you would be interested in, contact the Canadian Forces Health Services Group Staff Officer for Attraction, Major Tina Lipcsey, for more information. Those interested can also access the Call For Applications – 2021-2022 Voluntary Occupation Transfer Programs for Trained Regular Force Members CANFORGEN available on the CAF App.

While deployed on a Royal Canadian Navy submarine, Warrant Officer Josée Couture, a Preventive Medicine Technician and member of the Deployed Health Hazard Assessment Team, prepares air sampling equipment to help ascertain air quality as part of an ongoing Canadian Forces Health Services occupational health study.



Ted Vaughan, a pilot with the Royal Canadian Air Force Goose Squadron, flew the Lancaster Bomber for 36 successful missions during WWII. Mr. Vaughan lives at Veterans Memorial Lodge.

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Naval Training Development Centres, vital to training

Lt(N) Peter Bigelow
NTDC(A)

Similar to the mythical phoenix, out of the ashes of Canadian Forces Naval Operations School (CFNOS) rose Naval Training Development Centre Atlantic NTDC(A) in 2016.

It was established after CFNOS ceased to exist and Campus Atlantic was stood up. Under the Campus umbrella is NTDC(A) and Naval Fleet School (Atlantic)

(NFS(A)). It is mirrored on the West Coast with Naval Training Development Centre Pacific and NFS (Pacific), as well as with the Naval Reserve school becoming the NFS(Q).

This change is outlined in the RCN's Future Naval Training System Strategy, a document that describes the coordinated approach to the development and support of a future technologically enabled, integrated Naval Training System. The organizations have a strong rela-

tionship with each other but remain independent.

So what is NTDC(A) and (P) and what they do?

It is a question that everyone seems to have these days, especially those who see it on their posting message.

Both NTDC(P) and NTDC(A) fall under Naval Personnel Training Group (NPTG), a headquarters located on the Pacific coast.

Technically, despite the A standing for Atlantic, NTDC(A) falls under Maritime Forces Pacific.

The two units essentially focus on one thing: training. Staff develop training in the form of Qualification Standard and Plans and training aids such as videos, virtual reality simulation, and 3D printing.

The military tradition of creating fine, educational videos dates back to classics such as *In Through the Out Door* and it continues at both NTDC(A) and (P) within their Learning Support Centres (LSC). At each location, there is an entire lab filled with professionals dedicated to making new, high-quality videos and graphics to help demonstrate



NTDC(A) has several virtual reality simulators that are valuable in delivering training.



Lt(N) Oleg Lyubenko works on the construction of a 3D model. Photos submitted

various lessons. Think of it like building a YouTube tutorial video library.

There are also several virtual reality simulators. No longer is the simulator just for a Naval Warfare Officer to learn how to drive ships; now Boatswains can learn to drive a Rigid Hill inflatable Boat (RHIB) without getting wet. Tools like these not only allow junior members to learn a precarious skill in a safe environment, but adds more opportunity as well. It is one more RHIB that can

be used to develop driving skills, except it is not at the mercy of bad weather or mechanical issues.

Finally, the future is here with 3D printing. Inside the confines of S15 at CFB Halifax lies a wide range of technological relics and advancements. Need an engine piece printed out to demonstrate all the components? They can do it. Need some realistic models of ships created to explain ROR scenarios? No problem.

So what does this mean

for everyone? It means that now there is an organization, independent from the schools, that focuses on developing and improving training. Constantly modernizing training through creating 3D printed models, VR simulations, and demonstrative videos is all in a day's work to make sure that training has the best tools to ensure the Royal Canadian Navy generates the superior sailors our navy needs.

During these times,
thank you for keeping
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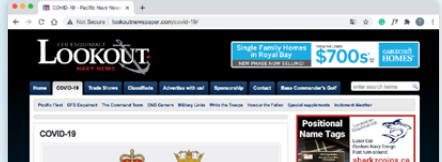
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NEW TO THE FLEET: BASE ADMINISTRATION'S

Spiritual Advisor



2Lt Jamie Boparai
Base Administration

Formation Chaplain, Lieutenant Colonel (Padre) Lisa Pacarynuk believes that spiritual and religious support is a key part of increasing the resilience of military personnel.

“When people know they are supported and that they have a greater purpose in their service, they are more effective in their own work. So, I believe that chaplains contribute to the operational effectiveness of personnel as a whole.”

She is only a month into her first tour with the navy, overseeing the spiritual and religious support within the naval environment; however, she has made her rounds throughout Canada’s defence community and the Royal Canadian Chaplain Services. She and her family have been posted seven times throughout her military career that started in 2000.

She has served as Chaplain in both the Canadian Army and Royal Canadian Air Force, and held team leader and staff positions in Ottawa.

She also has the role of advising the leadership of both the Royal Canadian Navy and the Chaplain General on the provision of services, ensuring that units have chaplain coverage, and that chaplains are operationally ready to respond to the needs of the community.

“I have a team of eight chaplains, half of whom work with the Fleet and the other half who support Base Services. I am responsible for ensuring their career development and ensuring they have the resources they need to fulfil their roles.”

As with all areas of the base, the persistence of COVID-19 has added additional challenges to chaplain services and how they conduct business.

“We have certainly modified our Christian Sunday services by limiting people, increasing cleaning, and ensuring one-way traffic. We still want to ensure people know we are there for them if they need us even though we need to reduce our unit visits.”


The resiliency of the Chaplain Service is no different than the remainder of the Canadian Armed Forces; they always find a way to achieve what needs to be done. When pressed on the traits required to fulfil this type of role, LCol Pacarynuk believes that you “need an open mind and heart, and a willingness to listen and walk with people where they are.”



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**Sunday September 27th, 2020
at 13:00 hrs. (1pm)
Esquimalt Veterans Cemetery
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1190 Colville Road, Victoria**



Special guests,
Silver (Memorial) Cross Mother
Sheila Fynes (mother of
Corporal Stuart Langridge)
and family

The ceremony is held in memory of those Soldiers, Sailors and Air Personnel who have chosen to end their days on earth due to mental health issues related to their service to our great nation.






ASK THE EXPERT:

Basic safety tips for multi-use fitness trail

Q: My community has become significantly more physically active during the COVID-19 pandemic and some days our fitness trail feels like the Trans-Canada Highway. I now share our trail with runners, walkers, in-line skaters, wheelchair athletes, cyclists, dog walkers and skateboarders. Everyone is moving at different speeds and some people don't pay attention to what is happening around them. Do you have some safety tips that people who enjoy fitness trails should follow?

Active Antoine

A: Dear Active Antoine: You are blessed to have a fitness trail and it's wonderful your community is making good use of it. When a large number of people are doing different things on the same trail, it's very important everyone follows some basic "Rules of the Road". The following rules will make sharing your trail safer:

Wheels yield to heels – The fastest moving people on the trail usually are on wheels. These folks need to be cautious when they approach walkers and runners especially from behind.

Always pass people on the left – Just as you do driving.

If you aspire to win the Tour de France – Don't train on a heavily used fitness trail. You will be frustrated by frequent slowdowns and

travelling fast will increase the risk of collisions. To satisfy your need for speed, train on the roads.

All cyclists should use a bell or horn to warn others they are planning to pass. This "heads up" is appreciated by everyone you pass and reduces the risk of accidents. Remember that dinging your bell is not a "command" to get out of the way – you still need to be prepared for people who do not respond to your warning. If you don't have a bell or horn, use a verbal warning such as "coming by on your left".

Maintain situational awareness – Look around regularly and listen for people coming up behind you. Staying vigilant while you use a shared trail is difficult to do if you are wearing ear buds, texting your friends or reading a book.

When you walk your dog on the trail, it should be on a leash. Even the best trained dogs can be unpredictable especially if they see a squirrel.

Children are motivated by fun and sometimes will rapidly change direction to see something interesting such as a frog. When learning to ride their bikes, children are particularly unpredictable because of their poor balance and bike control. Parents and everyone who shares the trail needs to recognize this and be appropriately alert to

prevent collisions. **Be understanding** – you may be sharing the trail with people who have hearing, visual, mobility or intellectual disabilities.

If you are exercising as a group, avoid travelling side by side such that you impede the flow of others who are also enjoying the trail.

The bottom line, fitness trails offer many people a wonderful opportunity to stay fit and enjoy Mother Nature. It is important to remind yourself that you don't own the trail and if you follow the above "Rules of the Road", everyone who shares the trail with you will be safer and have more fun. If you exercise alone, make sure someone knows where you are and when you expect to finish. Exercise is medicine.

Dr. Darrell Menard OMM MD, Dip Sport Med

Dr. Menard is the Surgeon General's specialist advisor in sports medicine and has worked extensively with athletes from multiple sports. As part of the Strengthening the Forces team he works on injury prevention and promoting active living.

Strengthening the Forces is CAF/DND's healthy lifestyles promotion program providing expert information, skills and tools for promoting and improving CAF members' health and well-being.



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7-8:30 a.m.

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HMCS Malahat Promotions

Presented by Cdr Cameron Miller, Commanding Officer of HMCS Malahat.



Sailor Third Class Dang is promoted to the rank of Sailor Second Class.



NCdt Fyfe is promoted to the rank of Acting Sub-Lieutenant.



MARTECH Graduation

Lieutenant Commander Roy Blume, Campus Support Divisional Commander of Naval Fleet School Pacific, presented certificate during the Marine Technician course ceremony on Sept 9.

Photos by S1 Lafèche, NFS (P)



S1 Crichton receives a Certificate of Completion.



S3 Andiputra receives the Top Student award.



S3 Andiputra receives a Certificate of Completion.



S2 Bahng receives a Certificate of Completion.



S3 Baylis receives a Certificate of Completion.



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Human Resources Consultant
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