





Vancouver crosses Protecteur's path



.....6

Cartoonist celebrates 20 years



Cadets tour dockyard



MFRC offers positive parenting

Photo by Public Affairs, HMCS Summerside Members of the United States Coast Guard Law Enforcement Detachment depart HMCS Summerside on March 29, as the ship concludes its participation in Operation Caribbe, Canada's contribution to the multinational campaign against transnational criminal organizations in the Pacific Ocean and the Caribbean. See more on page 2.



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HMCS Saskatoon doles out smuggler blues



Peter Mallett
Staff Writer

Sailors on board *HMCS Saskatoon* have just made the life of drug smugglers and organized crime a little less lucrative after participating in a sizable drug seizure in the Eastern Pacific.

The Maritime Coastal Defence Vessel with its crew of 38 and a United States Coast Guard Law Enforcement Detachment seized 10 bales of cocaine weighing approximately 360 kilograms on March 19.

The operation off the coast of Central America is part of Operation Caribbe, part of Canada's contribution to a multinational effort against transnational criminal organizations in the Pacific Ocean and Caribbean Sea dubbed Operation Martillo.

"It's not just getting drugs off the street in Canada and the United States; Operation Caribbe is also about keeping the money out of the pockets of bad people who are destabilizing the governments of nations in South and Central America," said Lieutenant-Commander Todd Bacon,

Saskatoon's Commanding Officer.

The seizure came about when occupants on a pangastyle fishing boat jettisoned their illicit contraband in the water before fleeing at a high speed.

Saskatoon approached the smugglers and deployed the U.S. Coast Guard Law Enforcement Detachment team in rigid hull inflatable boats (RHIB) to board the vessel.

The seizure by Saskatoon brings the total cocaine seized by Canadian warships in the month of March to nearly 700 kg. Earlier this month, the Halifax-based HMCS Summerside was involved in the boarding of a 12-metre vessel in the international waters off the coast of Nicaragua that led to the seizure of 16 bales of cocaine weighing 324 kg.

Four Royal Canadian Navy ships were deployed in early February and included HMCS Edmonton and HMCS Moncton, which concluded its deployment on March 26.

LCdr Bacon said that the latest drug seizure is another example of multi-national teamwork and cooperation It's not just getting drugs off the street in Canada and the United States; Operation Caribbe is also about keeping the money out of the pockets of bad people who are destabilizing the governments of nations in South and Central America.

LCdr Todd Bacon, Commanding Officer

between governments.

"There wasn't one specific individual who stood out in the seizure, but it really was a complete team effort," he says. "The integration of law enforcement, intelligence and communications and support staff onboard our vessel and onshore has been seamless."





Bales of cocaine jettisoned from a suspected smuggling boat and retrieved from the Eastern Pacific Ocean lie stacked aboard HMCS Saskatoon. The bales were seized by a U.S. Coast Guard Law Enforcement Detachment embarked on Saskatoon.



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X-Ship leads the way to innovation

Darlene BlakeleyPublic Affairs Ottawa

For the next five years, *HMCS Montréal* will have a new role to fill along with its regular naval requirements.

Montréal has been named the Royal Canadian Navy's Experimental Ship – or "X-Ship" – a program designed to advance innovative and leading-edge naval concepts in all areas of warship deployment, crewing and sustainment.

"To do this, we have been allotted a five-year period within which to build and execute a program that builds on existing trial concepts and develops new ones," says Lieutenant-Commander Lorraine Sammut, Senior Staff Officer Operations at the New Capability Introduction Detachment in Esquimalt, B.C. "Specifically, X-Ship will be tasked to conduct experiments that fall outside of normal fleet development activities, and be focused on supporting future classes of ships such as the Canadian Surface Combatant and Joint Support Ship.'

In the short term, many of the trials conducted will focus on human factors such as variations of crew size and impacts on crew rest and performance, as well as some operational trials.

"One of the driving tenets behind X-Ship is to explore

crew modelling initiatives future practices - that are forecasted to be employed in our next classes of ship," explains LCdr Sammut. "One of the challenges we face is forecasting the level of human effort required to conduct a certain task, given that future ships will have increased levels of automation. To forecast the baseline, the navy, in partnership with Defence Research and Development Canada, uses a crew modelling prediction software and inputs what we already know to be true."

Medium and long term horizons will see an increased focus on operational and technical type trials, including structural health monitoring, environmental effects on the ship and information systems trials

"In the long term, we anticipate that the conduct of naval operations will be shaped by the data collected from these experiments and trials," says LCdr Sammut. "As we move towards new ship design, one emerging trend is the shift to increased automation across a variety of systems. By default, increased automation equals decreased crew size and a requirement to employ specialized teams depending on the mission at hand."

Crewing configuration will vary over the five-year program and is dependent on the crewing experiment being conducted at the time. Notwithstanding, X-Ship will remain crewed by Canadian Armed Forces personnel, and outside of the crew experiments being conducted, *Montréal* will be crewed as usual for Halifaxclass frigates.

In support of future platforms like Canadian Surface Combatant where crew size is forecasted to be smaller than the current frigate model, one crewing concept being tested early in the program is a reduced crew complement.

"The goal behind any crewing model is to arrive at an appropriate and sustainable complement to execute the variety of normal readiness tasks encountered during naval operations," says LCdr Sammut.

The innovative X-Ship program will benefit the Royal Canadian Navy (RCN) in many ways as streamlining capabilities and finding new efficiencies allows increased effectiveness across a wide array of naval operations.

"In the same vein, it also allows the RCN to determine, with some empirical accuracy, where certain concepts fall short and the diversity of operational effectiveness is potentially compromised, thus requiring further work," explains LCdr Sammut. "Either way, providing a platform to advance innovative efforts

is a tremendous win in the eyes of force developers and our operational community. Likewise, and on the heels of our successful modernization of the Halifax Class, it allows the RCN to align itself with those successful advances made by our allied partners."

Although X-Ship will have a dedicated trial program, it will not be completely removed from everyday naval requirements and will continue to participate in scheduled engineering repair, docking work periods, fleet training exercises and support to the new shipborne Cyclone helicopter.

"In fact these opportunities lend a considerable hand in providing the appropriate test environment for many of the trials to be conducted," says LCdr Sammut.

In recognition of the unique nature of the program, Vice-Admiral Mark Norman, Commander of the RCN, has directed that a special badge be designed for X-Ship. Details about the badge and what it will look like are expected to be announced in the coming months.

It's a busy and exciting time for *Montréal* crew members and supporting staff ashore as the frigate moves forward with the X-Ship program, leading the RCN in ground-breaking experiments and trials.





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April is Oral Healing Month

Effects of lemon water on your teeth

Lemon water does have health benefits, such as it aids in digestion, boosts immune system, dissolves gallstones, provides antioxidants that nourish the skin, reduces hunger cravings, and freshens breath.

The acid in lemon juice and other drinks will erode tooth enamel. Enamel is the strongest substance in the human body and when it erodes teeth can become sensitive and prone to decay.

Lemon juice (pH of 2 to 2.6) and other fruit juices (especially Cranberry, orange, grapefruit and pineapple) are acidic. Sodas, sports drinks and some wines fall into this category, does vegetable juices (especially tomato). Any drink with a pH under 5.5 can erode tooth enamel.

How to preserve tooth enamel:

- Reduce amount of lemon juice added to water. One quarter to one eighth of a lemon will provide health benefits.
- Diluted lemon juice is better for tooth enamel. Drink eight or 12 ounces of water with lemon juice.
- Use a straw as this will bring the liquid more toward the back of the mouth away

from your teeth.

- Drink lemon water quickly, so your teeth are not continuously exposed to the acid throughout the day. After you finish drinking the lemon water, rinse your mouth with plain water to help normalize saliva.
- Eat foods like dairy to help to neutralize the acid.
- Do not brush your teeth for at least one hour after drinking lemon water or any acidic drink. Or brush your teeth before you drink lemon water.

Author of Warrior Rising speaks at lunch presentation

Royal Roads University is pleased to welcome LCol (Ret'd) Chris Linford, author of "Warrior Rising", and his wife Kathryn to the Royal Roads campus for a special lunch hour presentation, "PTSD - A Family Journey'

LCol (Ret'd) Linford and Kathryn have been living with PTSD in their home since 1994. After he returned from Rwanda he found himself profoundly changed - angry all the time and extremely hypervigilant. Together they speak of what it is like to live with PTSD and the impact it had upon their family of five. PTSD often goes unspoken of in many circles, but we have learned much over the past

decades about how it happens, why it happens and how we might best manage it. Chris and Kathryn share their story openly including what they did right and wrong over the years. They do this so that others might benefit and just maybe create their own plan to manage PTSD within their relationships.

Tuesday, April 26 Date:

12 – 1:30 pm (bring your lunch and refreshments) – 1-hour

presentation followed by Q & A

Place: Royal Roads University Quarterdeck

Please RSVP by April 22 to shelley.langille@royalroads.ca

SPORTS trivia

By Stephen Stone & Tom Thompson



Which player was red-carded and sent off for head-butting an opponent in the final of the 2006 FIFA World Cup?

- Which player received a nine-match suspension for biting an opponent in the 2014 FIFA World Cup?
- What is the greatest number of own goals ever scored in a single soccer match?
- Which golfer submitted an incorrect scorecard costing him the opportunity of a playoff in the 1968 Masters
- At the 2008 LPGA State Farm Classic, this player shot 67, 65, and 67 in her first three rounds. She forgot to sign her scorecard and was disqualified. Who was she?
- Which golfer was leading the 1985 U.S. Open on the final day by four strokes, double-hit a chip shot on the fifth hole scoring a quadruple bogey eight and lost the tournament by one stroke?
- Which LPGA golfer had to make a one-foot putt on the 72nd hole to seal her first major title at the 2012 Kraft Nabisco Championship, had the putt lip out, and lost the title in a playoff?
- Which golfer's infidelity is estimated to have cost shareholders in companies he endorsed between 5 and 12 billion dollars in lost share value?
- Which golfer needed a double bogey six to win the 1999 Open Championship at Carnoustie, Scotland and become the first Frenchman to win the tournament since 1907?

back from a ten-shot deficit at the end of the third round. Scotland and American Justin Leonard. Lawrie won his only major title after coming

triple bogey seven to send the Open into a four-hole playoff with Paul Lawrie of Jean Van de Velde held a three-stroke lead going into the 72nd hole but shot a

Eldrick Tont "Tiger" Woods.

with a birdie on the first extra hole. K. Kim of Korea lost the championship to Sun-Young Yoo, also of Korea, who won history in the tournament.

to American Andy Morth. Chen also scored the first ever double eagle in U.S. Open T.C. Chen of Taiwan earned the nickname "Two-Chips Chen" for the shot and lost

discovering his mistake, DeVicenzo's comment was, "What a stupid I am." him out of a tie with Bob Goalby. It was Goalby's only major championship. On 4. DeVicenzo failed to catch the error and signed the scorecard which dropped hole of the final round, but playing partner Tommy Aaron incorrectly marked a Rober DeVicenzo of Argentina. DeVicenzo scored a birdie three on the 17th

on the ticket booths to demand a refund. It's in the Cuinness Book of World Adema players stood looking bemused. It was reported that spectators descended next match by kicking the ball into their own goal after each kick-off while the AS penalty. The draw knocked SOE out of the title race. SOE decided to protest in their

against DAA Antananarivo during which the referee awarded a late and disputed round robin playoff. SOE had been held to a 2-2 draw in their previous match for the national championship of Madagascar. The match was part of a four-team In October 2002, 50 l'Emyrne scored 149 own goals in a match against AS Adema and fine 100,000 Swiss Francs over the incident. It was his third biting offence. marks. Suarez was also banned from any football-related activity for four months

Luis Suarez of Uruguay bit Giogio Chiellini of Italy hard enough to leave teeth Italy won the game on a penalty shootout.

Zinedine Zedane of France was sent off for head-butting Marco Materazzi of Italy. **ANSWERS**



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Navy talks marine mammal mitigation at symposium

Katelyn MooresMARPAC PA Office

"You have to remember our sailors come from all across Canada and are often just as excited about seeing whales as you are," said Danielle Smith, Maritime Forces Pacific Fleet Environment Officer, to a room full of researchers, naturalists and advocates at the 2nd annual Pacific Whale Watch Association International Symposium last month in Anacortes, Washington.

Smith was one of 17 presenters at the symposium, and explained the Royal Canadian Navy's Marine Mammal Mitigation Policy

and the navy's commitment to following the policies and procedures put in place to help protect marine life.

The RCN's Marine Mammal Mitigation Policy is a comprehensive order for all naval vessels that includes, but is not limited to, constant visual surveillance of the area by watch officers and lookouts, monitoring of passive acoustics and radar systems as a means to detect marine mammals, as well as the use of mitigation zones that will cease all sonar operations if marine mammals come within a certain range.

Smith advises Canadian Fleet Pacific on a variety

of environmental factors, such as the location of local marine mammal habitats, migration routes and breeding areas, which are all taken into account when planning Fleet operations and exercises.

During her presentation, she discussed the success the RCN has had collaborating with external partners, including the Vancouver Aquarium's B.C. Cetacean Sightings Network, the Department of Fisheries and Oceans, the Marine Environmental Observation Prediction and Response Network, and a number of other non-governmental organizations

By working in concert

with other organizations and navies the RCN is helping to ensure their policies and procedures are current, effective, and collaborative, she says.

So far, these partnerships have led to a number of benefits, including the ability to share and receive acoustic data, and to provide sailors with marine mammal identification training, while also working towards developing methods for real-time detection of marine mammals.

In addition, the RCN has actively participated in the development of Marine Protected Areas off the West Coast of Canada and continues to play a

key role in establishing a protected areas network with the Department of Fisheries and Oceans.

"Participating in this symposium reinforced the Royal Canadian Navy's commitment to work with partner agencies to ensure that we are doing everything we can to mitigate our impact on marine life," Smith said. "It really is an open-door policy, and that might not be something they are used to, but it's the type of environment we want to build."

It was a message that many attendees were quite receptive to, and one that will no doubt lead to beneficial partnerships in the future. Participating in this symposium reinforced the Royal Canadian Navy's commitment to work with partner agencies to ensure that we are doing everything we can to mitigate our impact on marine life.

Danielle Smith, Maritime Forces Pacific Fleet Environment Officer

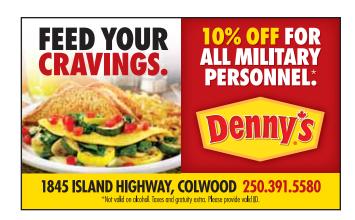




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An emotional meeting for sailors

Commander Clive Butler HMCS Vancouver

On the morning of March 16, after having completed a brief fuel stop in Balboa, Panama, about 100 of Panama, HMCS Vancouver came across the former Protecteur during the proud old vessel's final trip to Nova Scotia.

A number of personnel currently

nautical miles (185 km) south-west serving aboard Vancouver served in Protecteur during the fateful fire that ended its career. The encounter was a surprisingly emotional moment for many of them. Vancouver saluted its old comrade-in-arms out of respect.



Top: Former HMCS Protecteur off the coast of Panama as viewed from the vantage of HMCS

Below: Former Protecteur crew members pose aboard HMCS Vancouver off the coast of Panama. Personnel from top left to bottom right: LS Duane Earle, LS Jeffrey Allam, LS James Campbell, MCpl Alfred Castrojas, Cpl Nancy Rheaume, MS David Spiker, Lt(N) Maxime Delcourt, PO2 Benjamin Salamon, PO1 Steven Stacyszyn, LS Shawn Snow, LS Leo Bossé, LS Margeaux Hadwin, Lt(N) Jeff Scheerer, PO1 Stephan Melancon and LS Sergej Krivenko.







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Saskatoon native tackles Caribbe

Lt(N) Linda Coleman

HMCS Saskatoon PAO

A Lieutenant-Commander in the Royal Canadian Navy from Saskatchewan is second-incommand of a ship named after his hometown.

LCdr Jason Bergen, a proud native of Saskatoon and graduate of Walter Murray Collegiate Institute, is the Executive Officer of *HMCS Saskatoon*. The ship and its crew are currently on Operation Caribbe in the eastern Pacific Ocean, conducting maritime interdiction operations to counter illicit trafficking.

"I am honoured by the opportunity to represent *HMCS Saskatoon* and my country as we work with our allies countering transnational crime," says LCdr Bergen.

Growing up in Saskatoon, a career in the navy was not necessarily a childhood dream, but the influence of a friend.

"A friend of mine joined

the Canadian Armed Forces and went to Chilliwack, B.C., for basic training. Hearing her stories piqued my interest and I wanted to do something adventurous while still making money for my university tuition.

The first time I flew on a plane was when I went to Saint-Jean, Que., for my own basic training."

That first flight was just the beginning of a career that would end up taking him all over the world.

LCdr Bergen joined the Canadian Armed Forces in 1997 through his Naval Reserve unit in Saskatoon, HMCS Unicorn. While working part-time with the Reserves, he graduated from the University of Saskatchewan.

"Working at HMCS Unicorn while attending university kept me engaged, and I felt like I had accomplished something significant in my life while earning money for school," he says.

After university, he decided to stay in the Reserves as a Maritime Surface

and Sub-Surface (MARS) Officer, which would take him to Victoria, home of Maritime Forces Pacific.

Since then, LCdr Bergen has been busy holding various positions within the navy's fleet of Maritime Coastal Defence Vessels. such as Navigation Officer Brandon. of HMCS Operations Officer of HMCSWhitehorse, Officer Executive HMCS Yellowknife and HMCS Edmonton, and now the Executive Officer of Saskatoon.

He has deployed to the Arctic on Operation Nanook, provided support to the RCMP-led Integrated Security Unit at the 2010 Olympic Games during Operation Podium, and is currently on his second Operation Caribbe.

Despite his busy sailing career, LCdr Bergen always makes time to keep in touch with family and friends in Saskatoon.

"My parents and grandparents still live in Saskatoon, along with various uncles,

aunts and cousins. I know I don't get back to Saskatoon as much as my mom and dad would like me to, but both my parents understand the ship's busy sailing schedule and they support me unconditionally."

Even though LCdr Bergen hasn't been back to his naval roots at *HMCS Unicorn* in a while, he makes sure to keep in touch. "I always try to keep up with what's going on at my former unit and it's wonderful to see my old friends and colleagues mature and become the strong senior leadership of *Unicorn*."

LCdr Bergen, his wife (a Reserve Captain in the Health Service Reserve), and their two children have called Victoria home for the past 13 years. Rest assured, he and his family are still avid Saskatchewan Roughriders fans.

Following his tour as executive officer of Saskatoon, LCdr Bergen will be posted to Minor War Vessel Sea Training Pacific in Esquimalt, B.C.





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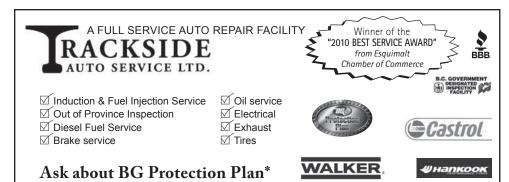
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Weather specialist aids ship safety



While on the bridge, Private Halmich briefs the Commanding Officer of HMCS Ottawa, Cdr Sylvain Belair.

A/SLt Kyle Reed MARPAC PA Office

Private (Pte) Ryan Halmich served as a Tactical Weather Specialist on board HMCS Ottawa from Feb. 22 to March 4.

Pte Halmich shared the responsibility of ensuring the ship's Commanding Officer, Commander Sylvain Belair, was well-informed and upto-date on the weather patterns that affect the safety and stability of the ship.

Now that his time with Ottawa is complete, he has returned to shore to do the same job for the Commander of Maritime Forces Pacific, Rear-Admiral Gilles Couturier.

"I always wanted to be in a role where my position was respected and the information I provided was valued," said Pte Halmich. "That is definitely the case now that I am a Tactical Weather Specialist. I've been involved with operations where crucial decisions were based directly on the weather impacting the operational assets deployed."

Pte Halmich joined the Canadian Armed Forces in September 2012, but long before that he was involved with the aviation industry.

After graduating high school in 2010, he went to work at the Vancouver International Airport as a handler in cargo operations; he hoped that some immersion would contribute to a future career working with aircraft.

Even before graduating, Pte Halmich expressed an interest with the Royal

Canadian Air Force (RCAF) having served as an Air Cadet at 754 Phoenix Royal Canadian Air Cadet Squadron in Port Moody.

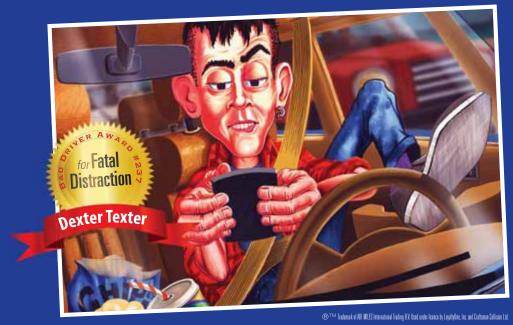
"I recognized that joining the RCAF was something of great interest to me down the line, and I thought working with aircraft would be a good place to jump-start a career," he says. "I wouldn't have told you five years ago that I saw myself as a Tactical Weather Specialist, but that's the beauty of the Canadian Armed Forces: there are more opportunities than you can ever imagine. You can serve with the army, air force, and navy in a diverse assortment of places with a variety of equipment. I am happy to be posted to a unit where all three elements have the opportunity to work in unison."

The opportunities continue to grow for Pte Halmich. In addition to his primary job, he has also had the opportunity to stand as a cenotaph guard at the BC Legislative Grounds in Victoria during the 2014 Remembrance Day ceremonies, and has supported multiple ships and aircraft from the Royal Canadian Navy, the RCAF, and the Canadian Coast Guard.

Pte Halmich is hoping to go on his Forecasting Course within the next year, which will qualify him for a promotion to Corporal along with new assignments and responsibilities.

"Î had no doubts or uncertainties; I wanted to be part of a well-organized team in a capacity that would allow me to help people, and I am very proud of what I have accomplished and continue to accomplish."

If you want to learn more about Meteorological Technicians and what they do in the military, please go to www.forces.ca/en/job/meteorologicaltechnician-10



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Cadets get insider view of Dockyard

Peter Mallett Staff Writer

Teens from the Royal Canadian Army Cadet Corps (RCACC) marvelled at the Royal Canadian Navy's Pacific Fleet and Dockyard's rich naval history during a morning tour March 24.

Thirty-five cadets from the lower mainland Corps were given a three-hour guided tour of the base as part of a two-day Citizenship Tour of Victoria.

The morning itinerary included stops at the Fleet Maintenance Facility Cape Breton, the dry dock, Duntze Head battery, the Admiral's House, and a chance to board submarine HMCS Victoria.

"The purpose of this and

all the tours at the base is to help the community connect with our military," said tour guide, SLt Louis Pierre Gosselin of Maritime Forces Pacific's Visits and Protocol office. "The cadets all seemed genuinely interested in the many stories and historical anecdotes we have about Dockyard."

Cadets came from four different units: two from Vancouver's 2290 RCACC (the 101 Duke of Connaught's Own Rifle) and the 2472 RCACC (15th Field Artillery), the 3300 RCACC (Bhai Kanhaiya) Surrey, and the 1838 RCACC from Maple Ridge, B.C.

Wet and blustery conditions didn't seem to dampen their enthusiasm about getting an up-close look at the home of the Pacific fleet.

"I thought there were a lot fewer ships here than there actually are. All of us [cadets] seem to be having a good time and learning a lot about the RCN today," said MWO Andrew Kim, an 18-year-old student from Vancouver's Magee Secondary School. "For me it was incredible to get a tour of the HMCS Victoria submarine and see how the RCN managed to utilize every single inch of space in the vessel."

During their trip to Victoria, cadets visited the British Columbia Legislative Building, the Legislative Assembly of British Columbia, the Bay Street Armoury, and Work Point.

Helping conduct the tour

was the 2290 RCACC commanding officer, Maj James Barrett, a former high school history teacher. He seemed to relish the chance to impart his vast knowledge of the "living history" that exists in Dockyard and its many historical sites.

"It's really great to have the opportunity to give the cadets a look at the military base here in the city, specifically CFB Esquimalt, the birth-place of the province's naval roots, and the British Columbia Regiment of Royal Garrison Artillery," he said.

Towards the end of their tour students enjoyed a boxed lunch on C Jetty before heading to their final destination, a tour of the national historic site, Fort Rodd Hill.

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Peter Mallett, Lookout Maj Jim Barrett guides members of Vancouver's Royal Canadian Army Cadets in a tour of Duntze Head Battery and Dockyard, March 24.

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Back in 2004, legislation was passed awarding tax exemptions to Canadian Armed Forces (CAF) members on hazardous and moderate to high-risk missions.

At the time of its introduction, some 3,000 CAF members and police officers qualified for this tax break; the goal being to improve "quality of life" for those who risk theirs, in defence of Canadian inter-

For personnel deployed on high-risk missions (those assessed by the Department of National Defence as carrying a risk score between 2.50 and 4.00), tax relief is automatically provided for the period during which the mission is assessed being "high-risk." For moderate-risk missions (carrying a risk score between 2.00 and 2.49) tax relief is provided when the mission has been designated as such by the Minister of Finance, and only for the period during which the mission is assessed as being "moderate-risk."

For eligible CAF members (those who fit either of these two mission categories) this means that they may claim a deduction against their taxable income in respect of income earned. In other words, the income earned during the members at risk mission is deemed non-taxable (tax-free).

As such, the amount shown in Box 43 of your

T4 slips will be deducted from earned income and therefore they will have less income tax to pay.

For Quebec residents, the same amount should appear in Box A-7 of your RL-1 slip.

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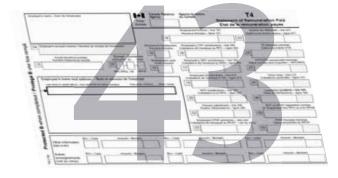
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Positive parenting models at the heart of MFRC program

Rachel Lallouz Staff Writer

Military parents seeking support and guidance for dealing with emotional and behavioural challenges with their children can turn to the Military Family Resource Centre's Triple P Positive Parenting Program.

The Military Family Resource Centre (MFRC) offers a Triple P suite of services that provides military families with opportunities to engage in conversations regarding the unique challenges of raising children within the military lifestyle.

"This program is based on creating strong, nurturing relationships and positive communication between children and parents," says Pauline Sibbald, MFRC social worker.

Triple P is an evidencedbased program that incorporates five core principles: promoting a positive learning environment, ensuring a safe and engaging environment, providing effective discipline, maintaining reasonable expectations for both parent and child, and

The Triple P program has five intervention levels and parents determine for themselves how much help they require.

"This multi-level parenting and family support strategy allows the program to be tailored to meet individual family needs," says Sibbald.

Parents may choose to attend one-on-one sessions with a Triple P practitioner, register for interactive seminars or participate in a group course.

"Because the system is flexible, it's adaptable and responsive to lifestyle needs and challenges. A parent might just be feeling overwhelmed or frustrated with a situation and may want some parenting tips, or may be dealing with ongoing behavioural challenges," says Sibbald.

Family Transitions is a new parenting program for separated/divorced parents who are experiencing challenges that are impacting or complicating their par-It takes time to enting.

taking care of oneself as a build a new family identity and work through feelings related to the end of a relationship.

"You may be concerned about frequent arguments with your ex or new partner, concerned about finances and worried about your child being caught in the middle and the impact this may have on your child's behaviour or emotions," says Sibbald. "Divorce is a major life transition for parents and children. Family Transitions can help individuals enhance their problem-solving skills to begin to manage and resolve conflict and improve their ability to cope with strong emotions, stress and change.

"There are unique stressors to parenting in the military lifestyle including relocation, frequent deployment, and workrelated separations that we want to provide family support and resources for,' says Sibbald.

For more information, or to sign up for any of the Triple P programs, please contact MFRC at 250-363-













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Fraser Division MARS IV Graduation Parade



Photos by Cpl Brent Kenny, MARPAC Imaging Services

Commander Todd Bonnar, Commanding Officer of VENTURE. The Naval Officer Training Centre (NOTC), presents awards during a graduation parade.



Cdr Todd Bonnar and Cdr Rod Hughes (Ret'd), present the Chief of Maritime Staff (CMS) Award to A/SLt House (right). The CMS award is presented to the top overall MARS IV student.



Cdr Bonnar and Capt(N) Ken Scotten (Ret'd) (left), present the VENTURE Association Award (Pullen Cup) to A/ SLt Wylie (right).



Cdr Bonnar and Madeline Humer present the David W. Groos Memorial Shield to A/SLt Thow (right). The David W. Groos Memorial Shield is presented to the Top MARS IV student at sea.



A/SLt Wylie receives his graduation certificate.



A/SLt Collings receives his graduation A/SLt Granta receives his graduation certificate.



certificate.



A/SLt Heon-Miousse receives his graduation certificate.



A/SLt House receives his graduation certificate.



A/SLt MacNeil receives graduation certificate.



her A/SLt Michels receives her graduation A/SLt O'Rourke receives certificate.



her graduation certificate.



A/SLt Place receives his graduation certificate.



A/SLt Thow receives his graduation certificate.



SLt Place receives the promotion to his present rank.



SLt Grant receives the promotion to his present rank.



Heon-Miousse receives the promotion to his present rank.



SLt House receives the promotion to his present rank.



SLt MacNeil receives the promotion to her present rank.



SLt O'Rourke receives the promotion to her present rank.



Photo by Deanne Gillespie

A recent professional development day at Canadian Forces Maritime Experimental and Test Ranges (CFMETR) in Nanoose Bay, B.C. proved to be more than just typical classroom training. Civilian and military members teamed up for a grueling match of outdoor ball hockey. Workplace wellness and team camaraderie were high ranking for the unit on the warm, West Coast spring day. From Left to right: LCdr T. Nichols, N. Burgess, B. Cooper, J. King, LS B. Bennekou, C. Doward, D. Hildbrand, K. Maude, O. Taylor, MS R. Moore, Sgt. B. Oxford, S. Carnie and LS C. Ashcroft.



LS Jeffery Anderson and MS Scott Landry receive their Submarine AILS qualification "dolphins" .



AB Adrian Hebert is promoted to his current rank of Leading Seaman by LCdr Jean Ouellet, HMCS Victoria Commanding Officer. Also present is HMCS Victoria Combat Officer, Lt(N) Regina Campbell from the Royal Australian Navy.



CPO1 Lorway MacDougall receives his CPO1 Warrant Scroll from CPO1 Paul O'Keefe, Base Logistics.



Cpl Christopher Viveash receives a Flight Safety for Professionalism Award from Cdr Watkins, Base Logistics Officer, and CPO1 O'Keefe.

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