



Cover Picture

Here's one of my favourite photos of CCG helios. I took it in the late 80's on the Central Coast, although I can't quite remember where...do you recognize the helicopter pad? Terry Berscheid *(Please contact Terry or myself if you recognize the location – Ed.)*

Canadian Coast Guard Association - Christmas 2004 Newsletter



Contributions to our newsletters are always welcomed and encouraged. Many thanks to all those who contributed material for this Edition. Please pass all input to: Alec Provan, Editor, 2656 Bukin Drive E., RR #7, Victoria, B. C., V9E 1H4 Telephone: (250) 479-9132; E-mail: aprovan@shaw.ca or Joan Scharf, #204-3969 Shelbourne Street, Victoria, B. C., V8N 6J5 Telephone: (250) 477-1390; email hjmacdon@shaw.ca

Short history of the Canadian Coast Guard Association

“An informal group of 12 Retired Coast Guard Officers met for a Christmas Lunch at the Princess Mary in 1988 and the number increased to 96 by 1995, due largely to the dedication and hard work of Migs Turner. A Canadian Coast Guard Retired Officer's Association Steering Committee was formed in March 1995 to determine the future of the Association. It was agreed that Art Mountain would chair a small working group to look into incorporating under the Societies Act of B.C. On June 20, 1996, Art was elected President of the newly formed Canadian Coast Guard Association and began the process of incorporation, which was completed on July 17, 1996. We now have 140 members.”

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1. Greetings from the President

Seventy-one members and guests attended the summer luncheon held in the Princess Mary Restaurant on June 10th. Thanks to Joan Appleton, Janice Phillips and Muriel Guy for collecting the money and looking after the "door". A short Annual General Meeting was held after the luncheon and the draft minutes are included in this newsletter (*p.10 – Ed.*).

Following on the success of previous events held on the mainland, a luncheon was arranged at the Charthouse Restaurant in Steveston, on Thursday, October 28. 38 members and guests, including 9 from the Island, enjoyed the meal and the opportunity to chat with former colleagues. Mike Gardner, Director of Operations provided an interesting presentation regarding the re-organization of Coast Guard as a Special Operating Agency (SOA) reporting to the Deputy Minister DFO. Thanks to Diana Miskell, Herb Adrian, Cec Rempel, Joan and Hugh for arranging the lunch, Gaily Koonar for collecting the money at the door and to Gerry Dixon for driving the van to/from the Island.

Retired helicopter engineer Jack Robbins, who was a patient at the extended care facility in Saanichton Hospital, and Captain John Doherty, former head of the ACV Unit in Ottawa (*obituary on P.10 – Ed.*), have passed away since our Annual Meeting in June. Condolences to the families and friends of these retirees. I hope to see a good turnout at the Christmas luncheon on December 9, and look forward to welcoming new members, including our first Honorary Life Member, Ms. Shirley Hewett, who is well known for her support of the Coast Guard Fleet through her articles in various marine publications. For those who will not be in attendance may I take this opportunity to wish each and every one of you the compliments of the season and my best wishes for Year 2005. Bill Dancer.



Steveston Lunch, October 28, 2004

2. Our Christmas 2004 Luncheon

WHEN: Thursday, December 9th, 2004. 11:30: - Mingle; 12:15: - Luncheon starts.

AIM: To relax, yarn, lunch and celebrate the coming Holiday Season with friends and colleagues in familiar surroundings.

WHERE: In the Princess Mary Restaurant, 344 Harbour Road, Victoria, our traditional Christmas Luncheon gathering place.

WHAT: The famous Princess Mary Christmas Luncheon Buffet, with all the trimmings.

WHO: Coast Guard Association members, Coast Guard Retirees and their Spouses and Guests. As usual, serving Coast Guards are most welcome!

COST: \$17.50 per person, including gratuity. There will be the usual "No Host" Bar.

To facilitate catering, we need to give the Princess Mary Restaurant staff firm numbers not later than Monday, December 6th and we are liable for the numbers reserved. To avoid disappointment, please reserve your place(s) with one of the following as soon as possible (or reserve by email to Bill Dancer cdancer@pacificcoast.net or Joan Scharf, hjmacdon@shaw.ca)

Island: Migs Turner 592-1198 Bill Dancer 721-5273 Bob Baird (answering machine) 477-3605

Mainland: Herb Adrian (Surrey) 596-9355 Cec Rempel (Chilliwack) 858-1983

(Herb. Please co-ordinate with Cec and pass information to Bill Dancer cdancer@pacificcoast.net Bill will co-ordinate with the Princess Mary Restaurant re number of reservations. Thanks!)

Mark 11:30 Thursday, December 9th on your calendar and make your RESERVATIONS NOW!

For Vancouver/Mainland attendees: Usual ferry arrangements prevail. **Please let Herb or Cec know by December 3.** As usual, if you catch the 9 a.m. BC Ferry on **December 9th** as a foot passenger from TSAWWASSEN (free if you are a senior) we will meet you in SWARTZ BAY. After lunch, we will aim to get you back to SWARTZ BAY in time for the 3 p.m. ferry.

Volunteer Drivers: We thank Gerry Dixon for being available as our "ferry pick up driver" for our last luncheon. *Would anyone prepared to help out on December 9th please phone Bill Dancer 721-5273).*

3. Planning for Summer 2005 Luncheon

Date and location for the Summer 2005 luncheon - June 9 at the Princess Mary Restaurant.

4. Member Thumbnails

In our last few issues, we have included a section containing a few words about some of our members, to try to help re-establish contact between former colleagues. As we have said before, so often we see a familiar face at the luncheon or hear a name that "rings a bell", but because we meet so many people over our working years, we can't quite remember what each person did. More member "Thumbnails" follow.

ROBERTS, Ivor – In 1956 Ivor was based in Ottawa with the Department of Transport providing helicopter support to both Air and Marine Services. He retired in 1981 as Victoria-based Helicopter Pilot, with fond memories of the camaraderie that existed amongst all his associates in lighthouses, ships, aircraft and shore personnel. As the first helicopters were produced in 1944, and Ivor flew them in 1946, he thinks he must be one of the earliest (and now oldest!) helicopter pilots still surviving.

ROBERTS, Ron - In 1957 Ron was Relieving Engineer in Victoria on the Weatherships and buoy tenders until 1965 when he joined CSI in Vancouver as a Steamship Inspector. Ron retired in 1987 as Senior Surveyor, Ship Safety, Vancouver.

ROBILLIARD, Norman – See Page 8 of the Summer 2004 Newsletter for a description of Norman's activities in Coast Guard. He is presently serving as Instructor – Small Craft Training, providing theoretical and hands-on training to DFO – Pacific Region employees.

ROOS, Bob – Bob attended Room 19 for his radio operators license from 1959 to 1961.

He joined Transport Canada in 1964 and attended the Radio Operators course at Uplands Airport from July 1964 until January 1965. He was posted to Williams Lake and then Bull Harbour Coast Guard Radio, and left Transport in 1969. Upon his return in 1972 he was stationed at Alert Bay, Spring Island and Port Hardy. In 1974 he joined the crew aboard the Quadra and sailed as Radio Officer until 1979, when he went to Comox CG Radio. In 1981 he transferred into “Air Services” and went to Campbell River remaining there until he retired in May 2002. Bob is now enjoying his retirement in Campbell River.

SACRE, Ian - Ian was born and educated in England and on emigrating to Canada right after school joined Canadian National Steamships. CNS as it was known was sold off in the late 1950's as the result of a prolonged seamen's strike. Ian continued to sail on foreign-going ships and ended his professional, actual sea-going career as Master of foreign going freighters trading worldwide. In 1972 Ian joined Canadian Coast Guard as a Ship Safety Branch, Marine Surveyor in Baie Comeau, Laurentian Region, and while there was later promoted to Senior Surveyor. In 1979 he transferred to Fisheries and Oceans as Senior Advisor, Fleet, in Ottawa and then three years later transferred to National Defence as Director of Auxiliary Vessels. In 1988 Ian returned to Coast Guard, as Regional Manager, Fleet Systems, Pacific Region, the position from which he retired on 4th. January 1995. Regrettably, Ian's wife Brenda died a year after his retirement and since then he has kept busy with foreign and local travel, sailing, canoeing, kayaking, hiking and many other interests such as photography, wood working etc. He is currently refitting a Folkboat and intends shipping her to Europe in the spring in a container for some coastal and canal cruising.

SANDS, Percy – Percy served with the Coast Guard as Administrative Officer in the Victoria District Office from 1967 to 1976, after a thirty year career in the Canadian Navy.

SANGARA, Jeto - Jeto's first position with the Coast Guard was in Purchasing in 1960. Three years later she moved to Accounts where she did payroll, accounts payable, accounts receivable, travel and looked after wharfage. Jeto moved on to Aids to Navigation, then to Stores as an Inventory Clerk and an Inventory Procurement Clerk. She became the Materiel Assets Coordinator and then retired as Purchasing Procurement Officer in 1997.

SEATON, Lanny – In 1961 Lanny started with the Coast Guard as a Labourer. His first job was at Pine Island where Pen Brown was the head keeper and he went there on the Simon Frazer. After working as a Labourer for four years, he got his carpenter's certificate. Four years later, he started the first Fibreglass Shop at the Victoria Base and they built the first fibreglass beacon tower. He became the Yard Foreman and then retired as Superintendent, Facilities Operations, in 2003, after 42 years of service.

SCHARF, Joan – After ten years in other Federal Government Departments, Joan joined Transport Canada in 1965 in Radio Regulations in Ottawa, then worked in Air Personnel, Marine Personnel (Secretary to Walter Dutchak), before transferring to the Victoria District Office in 1967. She worked in Harbours and Wharves Administration, was Secretary to the District Manager, Pay and Benefits Clerk and retired as Supervisor of Administration in 1990.

SCHEMBRI, Joe – Joe started in 1958 at the National Harbours Board in Montreal. He then went to the St. Lawrence Seaway as quartermaster at age 28 in 1963. He joined the Coast Guard in Cornwall and then moved to the West Coast. Captain Dykes was the first Captain he worked with and then for Captain Graham and Captain Lennie. He left the Coast Guard in 1988 still as a quartermaster and proud to be of service as a Coastguarder and serving Canada.

5. New Members

We welcome the following new CCGA members to our Association.

Cecil Cheng – Cecil joined the Coast Guard as a Deck Officer on June 13, 1977. He worked in ROC (Former FCCC) from 1991 to 1995 and has served on the CCGS Bartlett as Chief Officer and Commanding Officer.

Shirley Hewett - Shirley was invited to become the first Honorary Life Member of CCGA as a result of a motion passed at the June 2004 Annual Meeting. Shirley is a seventh generation mariner whose ancestors built and sailed schooners on Nova Scotia's south shore. Her passion for steel ships and the B.C. coast started at three when she travelled to Stewart BC in the Union *SS Catala*. Shirley was a partner in Bosun's Charters and Bosun's Boat Sales, and has raced at the Royal Victoria Yacht Club and Canadian Forces Sailing Association. In the summer of 1983, she co-ordinated a Coast Guard Auxiliary Public Awareness Program from the Huron Street base. She has cruised extensively in *HMCS Oriole*, and viewed Vancouver Island's coast from the CCGS *Narwhal*, *Gordon Reid*, *Laurier*, *Tanu* and the CCGC *Cape Sutil* and *Cape St. James*. She writes about her experiences in magazines and three nautical history books.

Barry Rinas – Barry's career started as an Officer Cadet in September 1975. (*We hope to have further information on Barry in the next issue – Ed.*)

David Snider – David started his Coast Guard career as a seaman on the CCGS Vancouver in January 1980. He has worked "everywhere in the Fleet" and is presently serving as Commanding Officer of the CCGS Gordon Reid. (*Further information on Captain Snider's career is contained in a separate article on Page 7 - Ed.*)

Simon Schwarz – Simon began as an Officer Cadet at the Coast Guard College in September 1974. After graduation he spent 20 years both ashore and afloat in Central and Arctic Regions. In 1998 he left Central from the position of Master CCGS Simcoe after it was placed in reserve status. His first assignment in the Pacific Region was Master on board the Fisheries Research Vessel W.E. Ricker. For the last four years, he has been Master of the CCGS Bartlett.

Angus Sutherland – In 1973, Angus joined the Coast Guard College as an Officer Cadet. When he resigned, he was Chief Engineer of the CCGS Sir Wilfrid Laurier. Angus is now with BC Ferries.

Ed and Pat Kidder – In 1961 Ed and Pat started at Gallows Point Lightstation as Lightkeepers. On April 30, 2003 Ed retired as Senior Lightkeeper at Nootka Lightstation. (*A National Film Board movie "Leaving the Lights" featured Ed and Pat, and is described on page 7 of the Summer 2004 Newsletter – Ed.*)

6. Dave and Babe Hegstrom

Curtis Ebbesmeyer, editor of "*Beachcomber's Alert*", a quarterly publication describing beachcomber finds and their impact on the study of ocean drift, has kindly given us permission to reproduce the following article by Dave Hegstrom, published originally in *Beachcombers' Alert*, Vol. 9, No. 1, July - October 2004. For further information contact Curtis at curtisebbesmeyer@msn.com or by regular mail to: Beachcombers' Alert, 6306-21st. Ave. N.E., Seattle, WA 98115.

Glass Ball History. "After reading about my friend Brian Gisborne in the Victoria B. C. newspaper [Colonist], I thought I would email Re: Glass Balls on the West Coast of Vancouver Island and other Flotsam we still get on our coast line," writes Dave W. Hegstrom, retired from the Canadian Coast Guard.

'A little history of myself. I was raised in Bamfield, west coast, Vancouver Island. My dad, Walter Hegstrom, was a west coast fisherman who spent over 40 years as the West Coast Life-Saving Trail (WCLST) Patrolman and Crew/Boatman on the Coast Guard Lifeboat Station. By the age of four, I'd done a lot of beachcombing but really started at six years with my dad on the WCLST. At age 15, I joined the Bamfield Lifeboat Station and spent 42 years at it. I was Officer in Charge for 25 years. As a seaman boatman, I was sent to help my dad keep the West Coast Trail open, fix phone lines, maintain bridges/walkways, hand

trolleys, and supply survival cabins between Bamfield and Port Renfrew."

"Over the many years, Dad and I hid glass balls in the bush line to pick up later by dad's fish boat. We put away well over a thousand floats. Many were found by trappers. To this day, West Coast Trail hikers still find them."

"During patrol in our 36- and 44-foot surf-self righting motor lifeboats, we found hundreds of floats in the tide rips mostly in and off Barkley Sound. In the 1950's to early-1960's between Pachena & Carmanah light houses, we encountered a lot of deep sea ships pumping out bilges off our coast - Washington and Oregon got it too - many floats had heavy coatings of tar-like crud all over (killed many sea birds, seals, otters). The balls with net around them, we'd clean-up. The largest I found was 81 inches around [26-inch diameter], was medium purple in color, and had a class seal on both ends. I was told this color was that of the Japan Empire Fishing fleet. No other fishing fleet can use this color."

"I have found many rolling pin floats 6-26 inches long and 3-12 inches in diameter. Around 1950, a fisherman uncle of mine found two about 26 x 14-inch rolling pins off Estevan Point Lighthouse. One was given to the Net Loft Restaurant in Victoria. Most of my floats I've given to friends and family. Dave Hegstrom

(Dave's mother, Babe, sent this letter when she renewed her membership – Ed.)

I want to say how much we enjoyed our life working for the Coast Guard, hiking and riding our motorcycles taking care of the West Coast Trail with our lovely German Shepherd dogs, and when the kids grew up, staying at the Pachena Point Lighthouse. The wonderful friends we made there, most of them gone now, but never forgotten. Walt loved every second of the job. I am proud of the years that David spent also in the Coast Guard. Now ill-health has overtaken us, and Walt and the dogs are gone, but the memories will never fade. No one can take them away from us.

Sincerely Thelma (Babe) Hegstrom

7. Jon Churchill

(The following is Terry Weber's address at the Christmas 2003 luncheon in the Princess Mary Restaurant in recognition of Jon Churchill's retirement. Photograph of Jon and Kevin Monahan by Mike Mitchell – ED.)



It is an immense privilege to be here this afternoon to say a few words about our friend and colleague Jon Churchill. Jon has had an incredible 35 year career with the Canadian Coast Guard- he's basically been around since Christ was a cowboy (or at least since near the birth of CCG in 1962).

Jon actually started his career in 1966 with temporary assignments as a Seaman aboard the cutters "Ready" and "Racer" and then in 1968 he joined the CCG on a permanent basis as a seaman on the weather ship "Vancouver". Having had enough of bouncing around ocean station 'Papa' Jon returned to the R class cutters in 1969. In 1974 Jon was drawn to the Zodiac Program and for a few years alternated back and forth from the rubber ducks to the comforts of the Ready.

Jon then decided to embark upon a new adventure and transferred from the Victoria Base to Kits Base in order to work as the

Planning Officer for the CCG Auxiliary under RMSAR. Then in 1979 Jon started his long affiliation with the boating safety detachment as the Regional Co-ordinator, Boating Safety. Over the years he continuously moved up the ranks until he achieved the exalted rank of **Putka the Chief bear of OBS** (we have the pictures to prove it).

Of all the programs within Coast Guard, OBS has certainly been the most dynamic. With the incredible growth in the recreational boating sector, OBS has done nothing but change- from training and prevention to tackling a whole new regulatory regime. Through it all Jon has been a leader of change, always embracing the possible and seeking ways to move the program forward. To prove this he decided to move the unit back to Victoria Base and close down the "**Rose Cottage**". And it was at Rose Cottage where I first met Jon and worked as one of his Boating Safety Officers. For those that don't know, Rose Cottage was just down the road here and

Bill Dancer's green thumb was valuable in making the place look presentable. Lovely gardens amongst the zodiacs.

Then in 1999 Jon received the call to serve in a senior management capacity, starting as the Director of Marine Programs, then Manager of OBS in Ottawa and prior to retiring he wrapped up a difficult Level of Service assignment for Marine Programs.

Jon has had an amazing 35-year career...from Seaman to Director. His attitude of "However best I may serve" has been an example to us all. But I think the quality that stands out the most about Jon is that 'people always came first'. He ran OBS and all associated programs like IRB and the RRB as a family. Jon made a point of knowing everyone's name and their full life history. And he did this out of genuine interest and care. Jon had a personal hand in many careers; he was and continues to be a great mentor to many of us. And you could always count on Jon to share the latest scuttlebutt. If a rumour wasn't started by Friday afternoon then he'd get right onto it.

Now I have to share with you my envy of Jon always having a personal chauffeur. He had those good-looking OBS guys and girls drive him everywhere – yet no one else had a driver. For years I thought Jon didn't know how to drive until he showed me his new car a few months ago.

I was looking for some juicy stories but I must confess the stories I received couldn't be cleaned up enough to bring to this table. Jon as you set sail on this new voyage of retirement your friends and family in Coast Guard would like to wish you fair winds and following seas. After 35 years your extraordinary efforts leave an incredible legacy. You have made a tremendous contribution in moving marine safety matters forward, and you have impacted so many lives. Thank you for your years of dedicated selfless service to the Guard. You are an example and inspiration to all of us. We will miss your humour, tea at the local pub, and the shoulder you always gave to lean on. It has been an honour and privilege to work with you. Keep in touch and "Bravo Zulu". Terry Weber.

8. Captain David (Duke) Snider, story by Eric W. Manchester

(The following article was originally published in the Times Colonist, and reprinted with permission of the author, Eric Manchester, a frequent contributor to the Times Colonist and various marine publications – Ed.)

Iceman navigates the Arctic.



People come to Victoria to avoid winter. But, Captain David Snider regularly seeks opportunities to leave his island home to sail where water is crusty, and often solid. Snider is an ice pilot/navigator with 27 years at sea - ten of those in the ice. He divides his time between commanding Canadian Coast Guard ships, and contracting out his ice expertise across the Northern Hemisphere. Between frosty assignments he works on ice research, and writes about ice navigation in Canada. "I don't know what else I'd want to do, but go to sea and work the ice - it's what I live for", said Snider.

Ice pilots give ship captains advice on the unique requirements of operating in ice. Having an ice pilot onboard is required by domestic and international regulations governing ships in ice-covered waters. To enable a ship to safely proceed where ice is an impediment, the pilot considers weather; preferred routing; ship characteristics and abilities; and available icebreaker support. Each hour and each ship is different according to Snider, "We operate 'in the moment'. Critical decisions are made in extreme conditions. Patience, adaptability and rapid decision making are vital attributes."

Snider didn't intend an icy career, but a mentor was the catalyst. "Captain Fred Wedgewood suggested that one of the best things I could do career-wise was take a turn on the MacKenzie River and in the Arctic", recalls Snider, "He said it was seat-of-the-pants operating up there, and you had to rely on your own skills more than anywhere else. He was right."

Since then Snider has toiled in the Arctic, Gulf of St. Lawrence, Atlantic Ocean, and Baltic Sea. He combatted dense H₂O aboard a variety of ships, some of which had no special reinforcement. Further skills were honed onboard MV Arctic - then the world's highest ice-class cargo ship - which operated in the ice before and after

the seasonal presence of Coast Guard icebreakers. "Ice-classed ships, rather than ice-strengthened, are the most fun - you can push the limits breaking ice, instead of avoiding it", said Snider.

One of Snider's memorable ice moments occurred in 2002 aboard RV Mirai (world's largest research ship), when it exceeded latitude 72-north in the Chukchi Sea. "We believe it's a record, reaching the farthest north position of a non-icebreaking research ship", said Snider. Scientists wanted to go even farther to collect water samples, but the temperature plummeted and ice re-formed as fast as Mirai spun around to create an opening. "Mirai's master asked, 'what do you think pilot-san?' and I had to make the call", said Snider, "Mirai is only lightly ice-strengthened. We couldn't risk becoming ice-bound."

The outlook for ice pilots is globally warming, according to Snider. "Despite a hiatus in the Canadian Arctic due to mine closures, the tourist/cruise market is growing. A deep-water port is being considered for Bathurst Inlet. Shipping direct between Murmansk and Churchill is contemplated. East Coast winter shipping appears unabated. Petroleum resources, refinery and port facilities are developing in ice-infested areas." Ships for ice duties continue being built, including some hybrids which have a conventional bulbous bow for open water - but in ice they proceed stern first, the stern being constructed as an icebreaking bow.

Increased demand for ice pilots means increased demands on the pilots. Ships are bigger; faster; operate with fewer people; carry more expensive cargoes; and work under greater time constraints. According to Snider, "A mariner can no longer simply get by with a good ship and a star to steer by."

Eric W. Manchester

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9. An update from Down Under, by Tom Keddie

Hi Joan

Thank you for the summer newsletter. We, of course, are into our fall, if you can call it that, after a very hot and dry summer. Daily now it gets up to 70+/21 C and down to 10 C at night. Very pleasant weather, clear skies daily. We have been on water restrictions since last May 03. Now we can only water on odd and even days for half an hour.

I golf twice a week (all year) and I have a walking group on a Wednesday. Walk the bush and beaches.

Started off with 16 members and now down to 6! Due to old age, ailments and unfortunately death. The youngest would be 76, the oldest 84. I am 78 as is my wife.

Just back from a cruise round South America. We flew to Santiago in Chile from Sydney -20 hours!! Joined Holland America's MV AMSTERDAM in Valparaiso and sailed round the Horn to Rio via many ports including the Falklands. Spent two days in the Sheraton in Rio before flying back to Australia. With all the trials and tribulations, it took us 28 hours to get back to Port MacQuarie. It was exciting to sail down the Beagle Channel where Darwin, Sir Francis Drake, Magellan, etc. had sailed. Santiago, Buenos Aires and Montevideo lovely cities. I first visited Buenos Aires and Montevideo in 1944 on a ship called the EGTON. I was Radio Officer, I think. Burgess was a cadet on board. Can't remember his first name!!

Medicare here in Australia is pretty good. The Doctor we go to in our retirement village, bulk bills so we pay nothing. All prescriptions are \$3.80 up to \$120 maximum, then they are free.

We are in a new retirement village run by the Seventh Day Adventists. You buy your house, 3 bedrooms, 2 bathrooms etc. and pay \$85 a week. It is fully secured with an electric gate system which closes at 5 pm each night and all day Saturday and Sunday. 195 homes in here up to a maximum of 300. We have our own bush walk, many, many birds, Koalas and Kangaroos roam in the complex. Have a large swimming pool (indoors) recreation building, with a kitchen and barbeque facilities, tennis court and bowling green. Must be 55 and over. No dogs, no cats, no horrible music. It is a pleasure living in here.

We plan to drive to Cairns (N. Queensland) in end of July. It is tropical there. It takes us 5 days and is always nice weather. The military have lovely accommodation on the beach, fully equipped and air-conditioned and being ex MN, I can get in there. It is 22k north of Cairns at Trinity Beach.

Australia is a fine country, especially the weather, but in my opinion, not so well run as Canada.

Unfortunately, the cold, snow, etc. is not so good for retired people. We have been back for Christmas in

Ottawa at my daughter's and found it bloody cold. Here we don't actually get Winter, or Winter as we know it. I wear shorts all the year round, and gave away my ties when I retired. Don't own any or a suit. On our cruises, I wear a bow tie when needed. It is a complete different way of life and I am sure would not suit everyone. Mind you, living up around Qualicum would be nice. We lived in Tsawassen which was a nice spot, also Churchill, Prince Albert, Saskatoon, Winnipeg and Ottawa.

Winter, as you probably know, on the Prairies is no picnic.

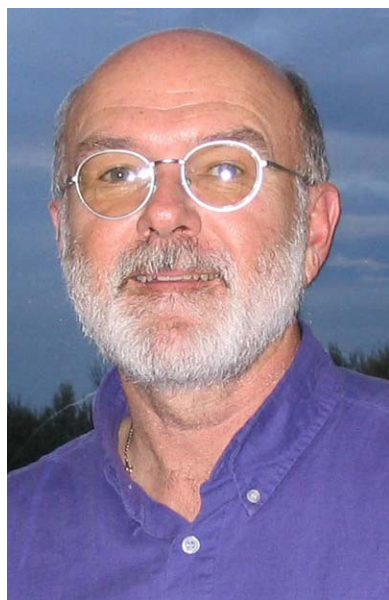
I follow the NHL as we get all the games on SAT/TV. Port MacQuarie is about 30,000 people with 7 glorious beaches. Water now is 20 C. So, that's some news for you. Petrol is now \$.91, case of beer 24 bottles \$26.00, Whisky \$23, Rum \$27, Bundaberg made in Queensland. Meat and lamb have increased lately because of the drought. Wine – all kinds, cheap from \$5 to \$20, 4 litre carton \$8.00.

Give my regards to Gerry Dixon

AS AYE Tom Keddy.

10. Phil Dauphinee's Coast Guard Career

(Many thanks to Phil for providing us with a summary of his extensive career with Coast Guard – Ed.)



On September 9, 2004, I officially retired from the Canadian Coast Guard as a Chief Engineer thirty-three years after my first summer of student employment at Kitsilano Base in 1971. Although I also did shifts on the Bull Harbour Lifeboat and the 95-foot cutter Rider, my principal duty that summer was with the "X" patrol, which provided a search and rescue to the Gulf Islands on weekends. The following summer was the first year of the very successful Inshore Rescue Boat [IRB] program and I was lucky enough to be assigned to Tofino where the IRB crews became surrogate lifeguards on Long Beach during the first full season of Pacific Rim National Park. Surf operation of our 40 horsepower 16 foot Zodiacs was learned by trial and error. I still consider the summer of '72 as being one of my all time bests.

I almost became a schoolteacher mainly because I was attracted by all the holidays that profession offered. When I discovered how much work and dedication was required to be a good teacher, I decided I was not quite ready to make that sort of commitment. Working day for day on a search and rescue cutter was one of the big attractions that drew me back to the Coast Guard. I was hired back and assigned to the Rider in the spring of 1974. Although having no previous experience in an engine room, after one patrol as an oiler, I found I really liked the new challenge of marine engineering. As there were few SAR resources on the coast in those days, patrol cutters were kept very busy sometimes carrying out more than twenty incidents during a two-week patrol in the summer. The four years I spent as an oiler passed very quickly during which time I learned my trade carrying out annual refit overhauls. I also qualified as ships diver and did another summer of IRB.

In the fall of 1978 I attended Pacific Marine Training Institute to study for my first engineering certificate - a fourth class. As a marine engineer I sailed on all three of the 95 cutters - Ready, Racer and Rider. I also did part of a season as an engineer on the Dummit, a small buoy tender on the Mackenzie River. When I got a third class certificate I was able to successfully compete for the First Engineer's job on the George E. Darby which would be my ship until it was decommissioned in 1991. During the eighties I also worked ashore a number of times. In 1984 I was seconded to headquarters in Ottawa to work on the birth of a computerized fleet maintenance system. Later in the decade I helped set up a planned maintenance program for small vessels and was the acting small vessel engineering supervisor on two occasions.

From 1991 until it was taken out of service due to cost cutting, I was the Chief Engineer of what is still the most recently built Canadian Coast Guard ship, the John Jacobson. After absorption by the Department of Fisheries and Oceans, the reorganization of the fleet and multi-tasking opened up new opportunities for me. By that time I had a first class certificate and so qualified to be Chief Engineer of the largest vessels. After my first introduction to buoy tending on the Narwhal, I spent a few years on the Sir Wilfrid Laurier going to the artic three times. My final ship was the Bartlett.

Over the years I was one of the few engineers who had been exposed to Coast Guard's computerized maintenance programs since the beginning. After getting the available software working on the Laurier, I successfully installed the system on all the larger vessels in the region.

I will always be interested in what is happening with the Coast Guard and I especially look forward to eventually hearing news of fleet revitalization, although I have no reason to really believe that will ever happen.

Phil Dauphinee.

11. Obituary - Captain John Doherty, RCN (Retd.)

(The following information was provided by Captain Bob Gillespie, who represented CCGA at the funeral service in Nanaimo on October 29 – Ed.)

Captain John Doherty, Royal Canadian Navy (Ret); Fellow, Royal Aeronautical Society, passed away peacefully on Saturday, October 23, 2004 at the age of 89. Following his service in the Royal Canadian Navy, Captain Doherty served in the Canadian Coast Guard from the 1970's till approx. 1980 when he retired and settled in Nanoose Bay, Vancouver Island. He was the Chief of the Air Cushion Vehicle (ACV) Division, Ship Safety Branch, Ottawa and was involved in the development of ACV Technology and Legislation in Canada. He was also involved in the establishment of the Hovercraft Evaluation Unit at the Vancouver International Airport, the evaluation of the Bell Aerospace Voyageur ACV in Montreal and the development of ACV Technology for ice breaking.

12. Draft minutes - Canadian Coast Guard Association Annual General Meeting, Princess Mary Restaurant, June 10, 2004

1. Call to Order

The Meeting was called to order at 1300 hours.

2. Minutes of Last Meeting

George Pinder moved the Minutes of the Annual General Meeting of June 10, 2004, be approved as circulated. Seconded by Muriel Guy and carried.

3. Approval of Actions by the Executive

Bev Graham moved that the actions taken by the Executive on behalf of the CCGA since the last meeting be approved. Seconded by Joan Appleton and carried.

4. Reports

a) General Report to Members

The membership continues to grow. We had another successful luncheon in Steveston in March with 49 members attending. Another luncheon will be planned for Steveston and the members are encouraged to attend. We are trying to establish communication with the Coast Guard Associations in Ottawa and Newfoundland. It was moved the report be accepted by Ivor Roberts. It was seconded by George Graham and carried.

b) Treasurer's Report

The report was presented by Hugh MacDonald and it was noted our financial status is stable and \$1,000 is invested in a GIC. It was moved by George Pinder and seconded by Ivor Roberts that the report be approved. Motion carried.

3. Elections

Bill Dancer stated that Secretary, Joan Scharf and Treasurer, Hugh MacDonald and himself, President, were prepared to stand for another term. Three times nominations were called for from the floor. There being no other persons nominated, Bill Dancer was declared President, Joan Scharf Secretary, and Hugh MacDonald Treasurer, by acclamation.

Bill thanked Alec Provan for his work on the Newsletter, Ivor Roberts and Sandy Kelley for their work on the Service Committee, Gerry Dixon for his "chauffering" and Reg Gunn for his work as communication person. All agreed to continue in these volunteer positions.

4. New Business

Alec Provan announced that the National Film Board had made a film about the Kidder family leaving the Lights and advised it would be repeated on July 6th.

The Oak Bay Beach Hotel has also been featuring a dinner theatre presentation about the Pike Family on the Lightstation.

Alec made a motion that Shirley Hewett, a well known writer who has written several articles about the Coast Guard, be nominated as an honorary member. Art Mountain seconded the motion and it was carried.

Lanny Seaton advised that the Sheringham Light House Preservation Society is asking people to sign a petition to ask the Coast Guard to turn the station over to the Society, so they can restore it. Further information can be obtained from Terri Alcock (250)646-2528 Teralcok@aol.com. The web site is www.sheringhamlighthouse.org.

5. Adjournment

The meeting adjourned at 1320 hrs.

William Dancer
President

Joan Scharf
Secretary.

Appendix

CANADIAN COAST GUARD ASSOCIATION MEMBERSHIP APPLICATION/ RENEWAL

THE PURPOSES of the Canadian Coast Guard Association (incorporated in July, 1996, under the B.C. Society Act) are:

- 1) To continue our Canadian Coast Guard camaraderie into retirement.
- 2) To support our Membership and their families, when and as appropriate.
- 3) To support those currently serving in the Canadian Coast Guard and other maritime interests, when and as appropriate.
- 4) To undertake or support other activities approved by the Membership.

MEMBERSHIP - A person who has retired from, or is serving in the Canadian Coast Guard, with at least five years of Federal public service, who is willing to accept the purposes and objectives of the Society and pay the annual membership dues, may apply to the Directors for membership in the Society and on acceptance by the Directors, shall be a member.

The Commissioner of the Canadian Coast Guard has fully endorsed the Association and its purposes, with the understanding that serving CCG personnel would not become directly involved in controversial issues through their membership in the Association or serve on the executive.

APPLICATION FOR MEMBERSHIP may be made by completing the information below and forwarding the signed application, along with one year's membership dues to Joan Scharf, Secretary/Membership, Canadian Coast Guard Association, 204 – 3969 Shelbourne Street, Victoria, B.C. V8N 6J5.

(Current Annual Dues \$5 - covers Newsletter mailing and administrative costs).

FOR MEMBERSHIP RENEWALS, complete name and address sections, check "Renewal", enclose one year's current membership dues, sign and mail as above. Thanks!

N.B. This form can be filled in on-line. Use mouse to move from one line to the next within each frame.

Name: Tel. No. RENEWAL?

Address:
Email address:

Canadian Coast Guard Service:

Retired (Date): Still Serving?

Started career as:
On (Date):

Other areas of work/location in Coast Guard:
Retired or left as:
On (Date):

Other Canadian Federal Service:
From: To:

Signature _____ Date: _____