



## **Canadian Coast Guard Association Summer 2004 Newsletter**

This is the Summer 2004 issue of our biannual Newsletter. As always, contributions to our newsletters are welcomed and encouraged. 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](mailto:aprovan@shaw.ca) or Joan Scharf, #204-3969 Shelbourne Street, Victoria, B. C., V8N 6J5 Telephone: (250) 477-1390; email [hjmacdon@shaw.ca](mailto:hjmacdon@shaw.ca)

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### **Cover Picture**

My Ham friend, George Boyd took this picture of the Sir James Douglas passing under the Johnson Street Bridge in 1972 (he believes). The floats in the foreground were also a CCG facility called the Johnson Street Floats. In the background is present-day Point Hope Shipyards, at that time also part of the CCG facilities.  
Terry Berscheid

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### **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

I inherited or was gently nudged to take over the President’s job from Art in 2003. The Association was in wonderful shape when I took over, thanks to Migs and Art at the helm. I’ve found the majority of the work is carried out by Joan, Hugh, Alec, Sandy, Ivor, Reg and Gerry. Most of them have been active since the beginning so that I and all members owe them a large THANKYOU. Our Christmas 2003 lunch was attended by 81 members and guests who enjoyed the Princess Mary Buffet and the chance to get together with former colleagues. Terry Weber updated us on changes in Coast Guard operations and we had the opportunity to congratulate Jon Churchill and Johnny Adams on their retirement and to congratulate Yvette Meyers on her appointment to the position of Vancouver Harbour Master.



Christmas 2003 Luncheon

We continue to hold luncheons in Steveston, the latest being on a wet and windy Thursday, March 25. This was very successful with increased enthusiastic attendance including Greta Harris from Prince Rupert, so successful that we even increased membership in the Association. Fifty members and guests enjoyed an excellent lunch at the Charthouse. It was an excellent opportunity for those of us who live on Vancouver Island to meet our friends and former colleagues on the Mainland and we owe a special thanks to Gerry Dixon, who volunteered to drive a van from Victoria. Thanks also to Cec Rempel and Joan Scharf for making the necessary arrangements, and to Gaily Koonar for her assistance at the door. We were saddened to learn that Peter Stocker and Norman Sigsworth had passed away a few days earlier.



Steveston Lunch, March 25

Wishing you all a great summer and looking forward to seeing you at the Summer and/or Christmas Luncheons.  
Bill Dancer.

## 2. Membership Dues

**Hugh MacDonald, our Treasurer wishes to remind those who have not yet paid their 2004 membership dues that, for the convenience of members, these may be paid at the Summer Luncheon. Annual dues will remain at \$5.00 for the year 2004.**

**Remember to keep our Service Committee, run by Ivor Roberts and Sandy Kelley, informed about how our members are doing.** Anyone knowing of a member (or member's spouse) who is ill, or who has suffered a family bereavement or problem and/or who may need a little help, comfort or recognition, please give Ivor, Sandy, Joan Scharf or Bill Dancer a call. We will be pleased to see if there is any way our organisation can be of assistance, and to let fellow members who may be concerned know of the situation. **Ivor's telephone number is 658-5519 and Sandy can be reached at 382-2706.** Joan Scharf can be reached at 477-1390 and Bill Dancer at 721-5273. Also, please note that the **spouses of deceased members are most welcome to continue as associate members of the CCGA** (annual dues remain at \$5.00 per year to cover costs.)

## 3. Our summer 2004 luncheon and Annual Meeting – Princess Mary Restuarant.

**WHEN: Thursday, June 10th, 2004.** 11:30: - Mingle; 12:15: - Luncheon starts.

**AIM:** To relax, yarn, enjoy the Luncheon Buffet and celebrate the coming Holiday Season with friends and colleagues in the familiar surroundings of the Princess Mary Restaurant, 344 Harbour Road.

**WHO:** Coast Guard Association members, Coast Guard Retirees, their Spouses and Guests and serving Coast Guardsers are most welcome!

**COST:** \$17.00 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 on Monday, June 7th 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 by email to Bill Dancer at [cdancer@pacificcoast.net](mailto:cdancer@pacificcoast.net) .**

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](mailto:cdancer@pacificcoast.net) Bill will co-ordinate with the Princess Mary Restaurant re number of reservations. Thanks!)

**MARK 11:30 THURSDAY, June10th ON YOUR CALENDAR AND MAKE YOUR RESERVATIONS NOW!**

**For Vancouver/Mainland attendees:** Usual ferry arrangements prevail. **Please let Herb or Cec know by June 2nd.**

As usual, if you catch the 9 a.m. BC Ferry on June 10th 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 June 10th please phone Bill Dancer 721-5273).*

## AGENDA FOR THE CANADIAN COAST GUARD ASSOCIATION JUNE 10, 2004, AGM

1. Call to Order.
2. Approval of the Minutes of the June 5th, 2003, Annual General Meeting.  
(The minutes were contained in the Xmas, 2003 Newsletter - copies will be available at the meeting.)
3. Approval of actions taken by the Executive on behalf of the CCGA since the last meeting.
4. Reports a) General Report to Members b) The Treasurer's Report
5. Elections (The current Executive is prepared to stand for another year)
6. New Business.
7. Adjournment

Bill Dancer, President                      Joan Scharf, Secretary                      Hugh MacDonald, Treasurer

## 4. Planning for our Christmas 2004 Luncheon.

Date and location for the Xmas 2004 luncheon - December 9, 2004 at the Princess Mary Restaurant.

## **5. CCGA Working Group on the Future of the Canadian Coast Guard; Comments?**

A small CCGA working group is being formed to study and possibly comment on the March 2004 Report and Recommendations of the Standing Committee on Fisheries & Oceans titled "*Safe, Secure, Sovereign: Reinventing the Canadian Coast Guard*".

If you would like to make your views known to the WG, please contact Dave Johns at telephone 204-752-1760 email <davidjohns@shaw.ca> or Migs Turner at telephone 592-1198 or email <manddturner@shaw.ca> and advise which particular Recommendation(s) you wish to address.

Summarized recommendations (where appropriate) of the Standing Committee are:

1. The Government through the CCG support the CCG Auxiliary and funding be increased.
2. The Government through the CCG guarantee stable, long term A-base funding for the Office of Boating Safety at a level fully sufficient for it to meet its responsibilities.
3. The CCG be established as the lead federal agency in marine pollution prevention.
4. That the CCG be given the necessary resources and powers to conduct surveillance and collect evidence necessary to support Canadian marine anti-pollution laws.
5. Further to #4, federal prosecutors be instructed to advise the court the total cost to the Canadian taxpayer for investigating & prosecuting marine pollution cases.
6. The Government in Council expedite the regulatory reform under the CSA 2001.
7. The CCG & DFO respond to proposals of the shipping industry to eliminate fees.
8. That prior to any decision to de-staff lightstations, affected communities & stakeholders be consulted & that any subsequent recommendations be referred to an appropriate parliamentary committee for review.
9. That a renewed CCG be established as an independent civilian federal agency.
10. That the CG agency report to the Minister of Transport for at least the following two reasons:
  - The Minister of Transport already has a lead role for Maritime security; and
  - The Minister of Transport has responsibility for maritime traffic in general, and a major part of CG's responsibilities concerns the safety of maritime traffic.
11. That the CCG be governed by a new CCG Act that would set out the roles and responsibilities of the CG. These would include: Search & Rescue; Emergency Environment Response; A lead role among several federal departments involved in marine pollution prevention; A formal mandate in national security with respect to Canada's coasts including the Great Lakes & the St. Lawrence Seaway; The assertion of Canadian sovereignty; Facilitation of safe & efficient marine commerce; Pleasure craft safety.
12. That the federal government conduct an assessment of the utility and cost effectiveness of new technology such as satellites & unmanned aerial vehicles for coastal surveillance & maritime security.
13. That the CCG be given full operational funding sufficient to carry out existing roles as well as the expanded mandate & additional responsibilities recommended in this report.
14. That the federal government make an immediate commitment that the CCG receive an injection of capital funding to pay for fleet renewal, upgraded & modernized shore-based infrastructure & the implementation of new technology; and That, in order to provide flexibility & value for money, the federal government consider the option of employing purpose-built or modified chartered vessels for fleet renewal provided any such vessels be built or modified in Canada & operated by CG crews.
15. That the CCG be given explicit authority to act on behalf of other agencies, including Fisheries & Oceans, Environment, Transport, the Canada Border Services Agency, the Canada Revenue Agency and Citizenship & Immigration Canada in situations where there is reasonable cause to believe that Canadian laws are being broken.
16. That a select number of CG officers be designated as peace officers with the authority to carry out enforcement duties. These officers should receive appropriate training commensurate with these new responsibilities.
17. That a number of CG vessels be equipped with suitable deck-mounted armament.

The Report is supposed to be posted on [www.parl.gc.ca](http://www.parl.gc.ca) but I have not been able to find the full Report there as yet. Here are:

1. Table of Contents

<http://www.parl.gc.ca/InfocomDoc/Documents/37/3/parlbus/commbus/house/reports/fopor01/06-toc-e.htm>

Click on items of interest listed in the Table of Contents website and they are displayed.

2. Recommendations

<http://www.parl.gc.ca/InfocomDoc/Documents/37/3/parlbus/commbus/house/reports/fopor01/08-rec-e.htm>

Migs Turner.

## 6. Career Profile – Art Mountain.

A summary of my career in the Federal public service follows, most of which was in the Canadian Coast Guard. It was truly an interesting career from my perspective, and on the whole, I think, quite satisfying. The best part was the fascinating people I encountered along the way, under so many different circumstances.

I joined the Department of Transport, Marine Services (the forerunner of the Canadian Coast Guard) in January, 1954. My first ship was the coal-fired navais tender *Estevan*, where I served in various unlicensed positions until 1958 when I became Third Mate, after obtaining First Mate, Home Trade qualifications. In the years that followed, I successively obtained qualifications as Master, Home Trade, Second Mate Foreign-Going (FG), Mate FG and Master FG as I earned qualifying time and completed the necessary study courses, while serving in various officer capacities in the *Alexander Mackenzie*, *Sir James Douglas*, *Simon Fraser*, *Ready*, *Racer*, *Camsell* and the weatherships *Vancouver* and *Quadra*. My service at sea included five years as Commanding Officer. Now, a bit more detail about some of the ships I sailed in and the people I sailed with.

The *Estevan* was a grand old 1161 ton, steam powered navais tender, with a forty ton lift derrick, a large work deck and hold space, and was the best ship of her type on the Pacific Coast for many years. The *Estevan* was built in Collingwood Shipyards in 1912 along with a sister ship that was lost in a storm at sea off the East Coast. Captain Harry Ormiston, who was C/O of the *Estevan* (and something of a coastal legend) when I joined her, was Third Mate on the ship when she was transferred to the West Coast in 1914. During my time on board, Captain Harry retired and was succeeded as C/O by “gentleman” Joe Petersen, then Art Davidson, both very different but very capable men. If Captain Ormiston was a legend as the hard-nosed “Skipper” of the *Estevan*, Bill Exley was also a legend as the hard-driving Second Mate. Bill was an outstanding sailor, who demanded only the best from the people who worked for him. People who survived Bill’s rigorous “on-the-job” marine training school generally found themselves better equipped to move ahead in life afterwards. The *Estevan* was eventually converted to burn bunker fuel, but during her coal burning years, her trade mark was the billowing cloud of black smoke that continually poured from her funnel. During World War II, (when my father was light keeper at Carmanah Light-station) ship movements were transmitted in code to confuse the enemy, and light keepers would periodically be advised that the “galloping ashcan” was heading their way. I’m sure the “enemy”, if they were listening, would not have had much trouble de-ciphering the code, if any of them had ever seen the *Estevan* under way.

In 1960, I was promoted to Chief Officer in the navais tender *Alexander Mackenzie* in Prince Rupert District for a year, serving with C/O Norman MacKay and Second Mate Roddy Smith, both very competent gentlemen and a pleasure to sail with. Captain George Graham was Relief Officer in Prince Rupert District at the time, which meant that he relieved every deck officer in every position as required for holidays (not an easy job). Once when George was relieving as C/O and it was time to sail from the Seal Cove Marine Base in Prince Rupert, he surprised everyone by saying to me “you take the ship out. I’m going for coffee.” This was my first experience taking a ship away from the dock, and an expression of confidence I will never forget!

Our time in Prince Rupert was early in our married life and our eldest daughter, Carol, was born there. My wife Frieda fondly remembers the kindnesses and humour of the Prince Rupert people such as Captain Norman McKay inviting her to the ship for lunch, then introducing her in the officers’ mess as a ‘freeloader’. The District Manager at Prince Rupert at that time was Captain E. O. (Ted) Ormsby, a retired Navy Captain who did a great deal during his tenure to modernize the way we did things. It was Ted Ormsby, working with Ottawa Marine Superintendent Bill Harrison, who introduced “rubber” boats to the Canadian Coast Guard. The operational trials were carried out during my time on the *Alexander Mackenzie*. Ted had an artificial leg and told us that when he joined the Navy early in World War II, he got through the joining medical without anyone noticing it. Ted said that after he had completed the full joining procedure, he went back to head medical officer’s office, took off his artificial leg and put it on the desk. The medical officer apparently said if Ted could operate well enough with the artificial leg to fool the medical examiners, he could probably fool the enemy, so he might as well stay enlisted.

I was Chief Officer in the *Sir James Douglas* with Captain Bill Exley for several very good years. Bill was a hard driver, always looking for ways to do things faster or better. As a result, the “Douglas” earned a reputation as a “can do” ship and we were assigned many interesting and challenging tasks, which we all enjoyed. It was Bill who got me (and many others) started along the road of striving to improve personal qualifications and experience and to compete for career advancement. Bill eventually became the Superintendent of Lights in Victoria Agency, where he continued to pursue his passion for efficiency, occasionally ruffling a few feathers in the process. There were many memorable seagoing experiences while serving in *Camsell* with Captains John Strand and Jack Lennie during three Arctic patrols,

such as nearly getting trapped in the Arctic ice pack off Pt. Barrow along with the US icebreaker “Northwind” and the Canadian survey vessel “Richardson”; and, while serving in the weatherships *Vancouver* and *Quadra* with Captains John Linnard and Randy Dykes, experiences such as an engine room fire en route to Ocean Station PAPA and long winter days of 100 knot winds and 60+ foot waves.

In early 1972, I was successful in a competition for a position as “Operations Officer” in the Ottawa headquarters group responsible for management and administration of the vessels and aircraft operated by the newly formed Department of the Environment. This Department was made up of various “environmentally oriented” components transferred from other departments, including the former Energy, Mines and Resources Marine Sciences group, the Canadian Hydrographic Service, the Fisheries Research Board, Fisheries Conservation and Protection, the Atmospheric Environment Service, the Environmental Protection Service, Inland Waters and probably some others I have forgotten. I advanced to Chief of Fleet Operations and served with “DOE” for some six years, during which time the department was reorganized first into the Department of Fisheries and the Environment and finally, the Department of Fisheries and Oceans. This period included part-time secondments to the Treasury Board Secretariat and the Privy Council Office Machinery of Government as a member of task groups that carried out the various studies which culminated in a comprehensive report to Ministers on the “Potential for Consolidation of Federal Sea and Air Activities”. I was a member of the two-person ‘task group’ under Associate Clerk of the Privy Council Clerk Dr. Gordon Smith that prepared the final report that was adopted as Government policy.

In early 1978, I was successful in a competition for the position as Chief, Search and Rescue at the Canadian Coast Guard’s Ottawa headquarters, which came under Transport Canada at that time. In 1980 I was promoted to Chief, Fleet Policy, Planning and Administration and then in 1987 to National Director of Search and Rescue, where I remained until I retired in late 1993.

The work required as part of the regular positions held during my time in Ottawa was interesting, but it was the “extra file” tasks that were particularly stimulating. These included the development of capital investment strategies to maintain appropriate CCG mission capability, serving as a member of various interdepartmental committees, managing the recovery of the wreckage from crash of Air India flight 182 in 1985, and monitoring and preparing reports to Ministers on progress in the implementation of certain “Marine” Decisions of Cabinet, amongst others.

I worked for many interesting people, including Ran Quail, now retired Deputy Minister of Government Services, when he was Commissioner of the Canadian Coast Guard; and Romeo Leblanc (who later became Governor General) when he was Minister of Fisheries and Oceans and Chair of the Ad Hoc Committee of Ministers on Ocean Management Policies; (one memorable occasion was to represent Romeo Leblanc at a Cabinet Committee meeting chaired by Jean Chretien, who was then Secretary of State for External Affairs). In 1990, I was seconded out of Government to work for Gordon Osbaldeston (a former Clerk of the Privy Council) as part of a small task group that carried out an independent “Federal Fleet Utilization” study for the President of the Treasury Board, then later (after retirement) represented Gordon at formal hearings relating to the preparation of a White Paper on Defence.

Throughout the memories of those interesting years, some things stand out, such as the camaraderie that has always existed amongst the hundreds of dedicated CCG colleagues (too numerous to identify here) that I came to know and work with. If I have any regrets, it is perhaps that despite a number of initially promising attempts, Canada has somehow never quite managed to organize its Federal Marine responsibilities to best serve our interests as a maritime nation. Perhaps the problem is that most Canadians don’t really recognize that we *are* a maritime nation.

Art Mountain

## **7. Captain Yvette Myers – Vancouver Harbour Master.**



Originally from Port Alberni, British Columbia, after studying Sciences at the University of Victoria, Yvette graduated cumlaude with a Degree in Nautical Sciences from the Canadian Coast Guard College in 1987. She went on to earn her Ocean Navigation 1 Certificate of Competency (Command Certificate) from the Pacific Marine Training Institute in 1992, and in 1999 received a Masters Degree in Marine Management from Dalhousie University in Nova Scotia. Yvette spent 10 years serving on Canadian Coast Guard vessels on all 3 coasts – the Atlantic Coast, the Pacific Coast, and the Canadian Arctic. She gained invaluable operational experience in icebreaking, lighthouse re-supply, aids to navigation installation and maintenance, marine search and rescue, and environmental response. In 1988, Yvette circumnavigated North America aboard

the Coast Guard vessel *CCGS Martha L. Black*. In 1994, she accepted a shore assignment to Canadian Coast Guard Pacific Regional Headquarters, working as a Navigable Waters Protection (NWP) Officer, and by 1996 had become the Superintendent of that program. She excelled in that position, and became internationally recognized as an expert and keynote speaker on NWP matters, as well as a noted author of many publications – many of which are currently included in the National NWP Officer training curriculum.

In 2001, Yvette was appointed Director, Marine Programs and assumed responsibility for a staff of 260, delivering the entire array of Coast Guard programs in Pacific Region, including Marine Search and Rescue; Environmental Response; Navigable Waters Protection; Marine Communications and Traffic Services; Marine Navigational Aids; Waterways Development; the Office of Boating Safety (for pleasure craft); and the Canadian Coast Guard Auxiliary. In addition, Yvette represented Coast Guard on committees comprised of representatives of industry, the marine community and all levels of government.

*(During the latter part of 2003, Yvette was appointed to the position of Vancouver Harbour Master. We wish her every success in her new post and look forward to seeing her at our luncheons from time to time. The accompanying photograph of Yvette and John Palliser was taken at the 2003 Christmas Luncheon – Ed.)*

### **8. “Leaving the Lights”**



Retired Lightkeepers, Ed and Pat Kidder, attended a private screening of the National Film Board movie “Leaving the Lights” at the Maritime Museum of British Columbia on April 30<sup>th</sup>. The film captures the final year of the Kidders’ 42-year career as Lightkeepers on the West Coast of British Columbia and the uneasy preparations for retirement. The accompanying photograph shows Ed and Pat at the private screening, together with some of their former colleagues, including Pete Fletcher, Kurt Cehak and James Tuohy, plus NFB producer Tracey Friesen. The film will preview on Knowledge Network on May 6, with a repeat performance on July 8.

### **9. “Lighthouse Skies”**



The Oak Bay Beach Hotel has been the venue recently for the Dinner Theatre production of “Lighthouse Skies”, written, co-produced and performed by Stephen and Yelva Ellerback. Yelva is the grand-daughter of Captain Harry Ormiston (*See previous article by Art Mountain – Ed.*), whose stories of the “Estevan” were the source of Yelva’s fascination with the men and women who lived and worked on the remote lightstations of the B.C. Coast. “Lighthouse Skies” chronicles the 47 year career of Percy and Mary Pike, who served on Pine Island, Estevan Pt., Discovery Island and finally at Albert Head. In addition to Captain Harry Ormiston, the list of persons who provided technical information includes Sandy Ormiston, Fred Leak, Sandy Kelly, Shirley Kristensen, Mae Sommer, Pen and Betty Brown, and Donald Graham, the recently deceased author of “Lights of the Inside Passage” and “Keepers of the Lights”.

The production was supposed to end on March 20, but due to continuing demand it has been extended, and will be performed each Friday evening and some Saturdays until the end of August. For ticket information contact the hotel at 598-4556. (*Photograph by Brooklyn Walker – Oak Bay Beach Hotel. Ed.*)

### **10. The Mysterious Mr. Adams (not the Commissioner – the real one!)**



Most of our readers will know that Johnny Adams retired from the position of Paintshop Foreman last November, on completion of 38 years service with the Coast Guard. Some of us are aware that John is a very talented artist, but not much information seems to be available regarding his long career. The following paragraph was received in response to a request for Newsletter material:

"John started in the Coast Guard in October of 1965 as a deckhand/quartermaster on the Sir James Douglas. The base was located in the Inner Harbour and the crew, back then, enjoyed most weekends at home. In 1972 an opportunity arose for a position ashore and John became the newest driver of the Yard crew. After three years behind the wheel, John transferred over to the paint shop and later became the foreman of the Buoy Painting Facility at Huron Street where he stayed until his retirement last November."

Even this skimpy bit of information may not be quite accurate as it was stated elsewhere that John came ashore as a labourer, and another source which we consider to be extremely reliable claimed that " John came in to the yards a painter - he never was a vehicle driver ". The following response from Henk Huevelman describes an incident on the West Coast:

*"I remember John Adams. I was up at Estevan Pt. once on a routine maintenance trip while John was there with his crew and we were all staying at the house on the hill. I opened up the fridge in the kitchen to put my food into it but there wasn't any room. So I went out to the fridge in the entry way because it was a big commercial unit and there just had to be room in that one. Opened up the door and I could not believe my eyes. It was packed solid, top to bottom, with cans of beer."*

Anyway John – one of these days somebody will make a fortune writing your biography – in the meantime enjoy your retirement and we look forward to seeing you at the Summer Luncheon.

*(Photo Caption: John Adams and Pete Fletcher share a tender moment at John's retirement party in the JBI.)*

### **11. What our members and friends are doing.**

**Reg Gunn** I still play with the computer and muck around in the garden. I'm still able to fix things around the house and perhaps you know about my new hobby at the English as a second language tutorial at UVic. I have been volunteering there for just about five years now. It seems that I like doing this. It gets me out of the house and because this is a commitment, I have to make an effort. It is also very rewarding and it is something I can do where there is a need. I've continued my hobby with the digital camera and if I may say so, I sometimes even surprise myself. Another full time job seems to be the time I'm spending with the medical people. As you know I had my heart done in 01 and I had my back fixed up in 02. They are now doing their best to fix my failing kidneys and it costs a fortune to buy all the pills they prescribe to control my cholesterol and blood pressure. Recently, I became allergic to pain control medication for my arthritic knees and hips and through some excellent advice from lots of other people, I have been able to find a mix of stuff that allows me to walk around fairly free of pain again. Margie did a fantastic job of seeing to her family over the last twenty odd years and as they are all now resting peacefully, we can start to think about travelling again. First I'm told, we might do something on the Island when it warms up a bit and then in August we are considering a visit to Ontario to see friends and relatives and attend a wedding. What does our future hold, well there's always our favourite, which is Maui, and there is some talk about New Zealand, and there is a lot of other talk going on about what we'd like to do with our new freedom. A few years ago Migs and Dianna did the train trip across Canada and that left us with visions of travel like we used to and dining in the dining car. Autumn leaves and the many different colours and my digital camera getting a workout, and of course fresh lobsters and fish and chips with chowder when you get to the other side. Sounds good to me. So who knows really what will happen as we enjoy our great journey through life? There are so many things we can do. We just have to get on with it... Reg

**Norman G. Robilliard** Well to start with I am still working. I am no longer with the ships. My last position there was Boatswain on the Sir Wilfrid Laurier, based out of Victoria Coast Guard Base. I am still with the Coast guard and am now an Instructor - Small Craft Training, and involved in training all employees of Fisheries and Oceans–Pacific Region, basic safety in both hands-on-boating and all the theory that goes with boating. To do this I travel the whole Pacific Region and the course runs all year long. The course is a four-day and classed as 'Tier One Training'. RHIOT school is now 'Tier Two Training' - Small Craft, less than 15 ton, 11 Metres in length and less than 25 knots. Upon successful completion of the course each student will receive a Small Craft Training Certificate, Pleasure Craft Operators Card, MED A3 and if requested and upon successful completion of a written and oral exam a Restricted Radio Operator Certificate-Marine, as I am a delegated examiner.

Also, I have been giving a Basic Rigging Course to Coast Guard fleet as requested. I have been very busy doing this and never enjoyed work so much. I also have a great supervisor in Mr Kevin Tomsett with his guidance and experience to help me in delivering the program. Norman

### **Captain Bill Noon**

*(The following information on Captain Bill Noon was supplied by Shirley Hewett, who is well known in the marine community as an author of books and articles, many of which are Coast Guard related – Ed.)*



When he is not on the bridge of the CCGS John P. Tully, Captain Bill Noon has another "full time" job: promoting maritime history. His involvement in coastal heritage dates back several decades when he started as crew, and then succeeded Blayne Scott at the wheel of a former B.C. mission ship - the *MV Messenger III*, which also doubles as an informal mariner's social centre at the Oak Bay Marina. Every Labour Day weekend, the boat berths at the Inner Harbour, where Noon and his wife Megan Scott host the Classic Boat Festival judges who use *Messenger* for their committee headquarters during Victoria's annual Classic Boat Festival. In the late 1980s, Noon was in charge of the historic Bamfield lifeboat when it entered the Festival.

Captain Noon is also on the executive of two local historical groups. He's the "skipper" (president) of Victoria's venerable



Thermopylae Club, which started in the 1930s as a society for seafarers who had rounded Cape Horn. Now, the Club membership is open to anyone with an interest in the sea. Last year, Noon signed on as a member of the Maritime Museum's Board of Directors. His timing coincided with a huge challenge for the museum, which had been notified that the provincial government was cutting the funding which pays the rent.

To collect ideas Noon, Museum BOD president Jamie Webb, and Classic Boat Festival chairman John West travelled to the UK last fall for a whirlwind three-week tour. From the former Royal Yacht *Britannia* to the restored paddlewheeler *Waverley*, Chatham Dockyards, Falmouth museum and *HMS Trincomali*, "If it floats or

has a historic connection, we saw it," he says. In Britain, a significant percentage of lottery money is designated to support some 20 major maritime history projects. Recently, Victoria's maritime museum was given a three-year funding extension. Captain Noon looks forward to helping find solutions to preserve and "reinvent" the museum, which ideally would see the building relocate on Victoria's waterfront.

*(Shirley Hewett is the author of The People's Boat. HMCS Oriole; Ship of a Thousand Dreams. Royalties from copies sold at the Maritime Museum gift shop will be donated to the Maritime Museum).*

**Captain George Graham** Bev reports that George is back home after a spell in hospital and hoping to attend the Summer Luncheon. He can be reached at 478-2357 and welcomes calls from his friends and former colleagues.

**Glen Vallance** Glen joined the Department of Transport as a radio operator in 1937 and retired 35 years later as Manager of Electronic Services, Western Region. He and his late wife, Lillian, were among the first residents of the "Victorian" retirement home on Feltham Road in 1987. Glen still resides there and has his good days and bad days. The "Victorian" welcomes visitors and I am sure Glen would appreciate visits from any of our members who happen to be in the area.

### **12. New Members**

We welcome the following new CCGA members to our Association

**Rick Dacy** - Rick began his Coast Guard career as a Seaman in 1978 on the Narwhal. He is now working at the Base as Lamproom Foreman.

**Bruce Lean** – Bruce joined the Camsell as second cook in 1966. He has been Chief Cook Storekeeper, Logistics Officer serving on the Racer, Quadra, Vancouver, Sir James Douglas and the Wolfe. Bruce retired after 29 years of service in 1995.

**David Bremner** – In 1967, David joined the Department of Transport as a Nautical Services Officer. After 23 years of service, he retired in 1990 as Superintendent Technical Services, Ship Safety Western Region, Vancouver.

**Robert Jones (Bob)** – in January 1967, Bob (the other Bob Jones) joined the CCGS Vancouver as an Oiler. He retired on August 30, 1997, as Chief Engineer on the CCGS John Jacobson.

**Thomas Carr** – Tom joined the Coast Guard in 1964 as a Lightkeeper at Pulteney Point. He served at Kains Island, Green Island, Langara, Lucy Island, Pachena and his last position was at Discovery Island. He retired in December 1996.

**Diana Miskell** - In August, 1971, Diana became Secretary to Capt Bill Catinus, Chief, Marine Casualty Investigations, CCG (now part of the Transportation Safety Board), in Ottawa. She worked at Kits Base, the Hovercraft Base, Ship Safety, NWPA Regulations Office, Director General's Office, Vancouver; Ports Policy Task Force, Ottawa and Pollution Prevention Group. She retired as Administrative Officer, SAR in April 1997.

**John Duduman.** – John joined the Coast Guard in June 1977 as Senior Officer with Navigable Waters Protection Act. He retired in March 1990 and is living in Sardis.

**Carol (Stephenson) Quail.** Carol began her career with National Revenue, Taxation, then National Harbours Board in Saint John, NB. After looking out over the harbour for a few years, she wanted to work where the red and white ships were docked, at Transport Canada, Marine Services, which she did in about 1962. Carol transferred to Ottawa in 1971 to work for the Director of Finance, Lloyd Worrall, did the Career Assignment Program (CAP), worked in Finance, on the Polar 8 Project and remained with the Coast Guard until she retired in 1993 as Director General Coast Guard Northern.

**Terry Weber.** Terry joined CCG in Nov.1977 in Hay River NWT as District Supervisor of Works - responsible for maintenance of facilities and equipment in Hay River District which stretched from Fort McMurray to Tuk. This included hauling out three vessels and refits at Fort Providence sub base, 5 other sub bases, support for the 5 vessels, maintenance of 13 housing units and the Hay River base.1982 became District Superintendent Hay River. 1987 transferred to Victoria base as District Supervisor Operations and Transportation. 1995 became Superintendent Aids to Navigation Program and still doing the job although it has changed considerably during that period.

### **13. 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 – Joan).*

**PACKHAM, Rick.** In 1947 Rick joined the Royal Air Force. He took a Marine Engineers Course and became Chief Engineer on 68-Foot High Speed Launches and served in Air Sea Rescue, in the English Channel. He transferred to the Royal Canadian Air Force in 1956. In 1973 he joined the Canadian Coast Guard as 2<sup>nd</sup> Engineer of the CCGC Racer, and then as Chief Engineer on the Racer, Rider, and CG 125 (Point Race).

Rick came back to Victoria on three occasions to carry out the maintenance on small rescue vessels. Rick retired in 1995.

**PHILLIPS, Janice.** Janice joined the Coast Guard in 1986 as a Records Clerk in Administration. She became the Classification Clerk and then the Supervisor of Administration, retiring in May 1996. She also is often at the entrance to our luncheons helping to get things underway.

**PINDER, George.** George began his career on the sea on CPR night boats. While working on the Princess Louise as bell boy, the hours were 0700 – 0900 hrs then 1100 – 2330 hrs.and he does not remember any overtime pay! George joined the Camsell as steward in 1960. As a steward he helped out in the galley and enjoyed cooking. He was offered the 2<sup>nd</sup> cook's position in 1962. He trained on the job under Bob Haines and became Chief Cook, and then Chief Steward. In 1967 George transferred to the CCGS Vancouver as Chief Steward and sailed aboard the weathership for eleven years. In 1978, he became the Regional Fleet Logistics Officer in the Victoria Office and retired from that position in 1995. George has been very active in many associations including the Malahat Lion's Club, the Air Cadets (his children belonged to the Air Cadets and George is still involved), Mill Bay County Music Festival for two years. For 12 years he was involved with the Duncan dabber bingo hall and served for eight years as president. The hall supports approximately 60 charities. You have been busy George!

**POLLARD, Mary.** In July 1963, Mary joined Employment and Immigration where she worked until July 1976. At that time she transferred to the Department of Transport, Personnel, and retired on October 23, 1988 as the Coast Guard Pay and Benefits Supervisor, Vancouver Regional Office. Mary said she enjoyed every minute of her time with the Coast Guard – the people and everything.

**POULTON, Babs.** “Babs” joined the Coast Guard in 1965 when it was located on Government Street. She was known to one and all who came through the office to pick up mail, deliver mail, arrange for the printing of the Notice to Shipping, or needing a laugh or a pat on the back. Babs joined the Stores staff in 1978 as Inventory Clerk, then became Procurement Clerk in 1982, retiring from that position in 1987.

**PROVAN, Alec.** Alec joined Coast Guard in 1976 as Training Officer for Vessel Traffic Services. Three years later he became Navigation Specialist for the Aids and Waterways Branch, working for John Ballinger and George Smith on litigation issues affecting the Branch. Following a leave of absence to work in the Arctic with Dome Petroleum, Alec

moved to the West Coast as Chief Officer on the George E. Darby and Master on R Class cutters. A spell as District Supervisor of Transportation in Victoria led to promotion to District Aids Superintendent in Saint John, New Brunswick, then Fleet Planning Officer in Dartmouth. Alec returned to Victoria in 1979 as District Manager, following the retirement of Larry Slaght. When this position was eliminated, Alec filled several positions on a temporary basis, including an assignment with the Office of Responsible Fishing, based in Ottawa, prior to taking early retirement in 1997.

**QUAIL, Ran.** In October 1975, Ran moved from the Saint Lawrence Seaway Authority and Great Lakes Pilotage Authority and joined the Coast Guard in Ottawa. He left the Coast Guard in 1993 as Commissioner of the Coast Guard and Associate Deputy Minister of Transport Canada, and continued his career in the Public Service, retiring in September 2003 after 41 years service.

**RANDELL, Derek.** Derek received his training on aircraft and helicopter maintenance during seven years of service in the Royal Navy. He came to Canada in 1955 and settled in Edmonton, working for Pacific Western Airlines and later for Northwest Industries on Aircraft Maintenance and repair. In 1962, Derek joined Aircraft Services in Ottawa, initially on the fixed wing aircraft, but after a training course, he worked on helicopters full time. It was in 1973 when a 212 helicopter was on order for the Victoria Base that he, with Bill Clifford as pilot, was transferred to Victoria. Derek served at the Victoria base until he took early retirement in April 1991.

**REMPEL, Cec.** In April 1966, Cec joined the Coast Guard as deck hand on the Racer and while there, qualified as a diver. After getting his Mate HT, he served on the Ready and Racer intermixed with watchkeeping at Rescue Coordination Centre. Following his position as OIC of the first IRB unit in Victoria, he moved over to the Hovercraft Unit in Vancouver, on to Parry Sound and then to Montreal as a member of the ACV Evaluation Development Unit. He returned to the West Coast Hovercraft Unit ending up as OIC of the Parksville Unit. Cec then went back to Vancouver as SAR Ops. And his last assignment was as a member of the Regional and National downsizing team. In December 1994, Cec retired voluntarily after 28 years of service.

**ROBBINS, Jack.** Jack served in the US Army before joining the Coast Guard. He was a helicopter engineer, and particularly enjoyed working on the S61 Helicopter. He served in Vancouver, Prince Rupert and Victoria before retiring about 1994, after 8 years with the Coast Guard. Jack now resides in the Saanich Peninsula Extended Care Facility.

#### **14. Condolences**

The following have passed away since the publication of our previous newsletter and we extend our condolences to relatives and friends of the deceased.

**Tom Kew; Norman Sigsworth; Peter Stocker; Doug Russell; Vera Carr; Dorothy Baird; Mrs. Ron Roberts.**

Obituary - Vera May Carr; August 4, 1933 – February 27, 2004.

By Joan McKee, Coastal Missions [www.coastalmissions.ca](http://www.coastalmissions.ca)

*(Friends and former colleagues of Tom and Vera Carr joined Tom and family members in a celebration of Vera's life. The Celebration was arranged by the staff of Coastal Missions and the eulogy was given by one of their members, Joan McKee – Ed.)*

Vera May was born August 4, 1933 to Roy and Vera Bodger at St. Joseph's Hospital in Victoria, BC. and lived her entire life on the British Columbia coast except for a short time in Halifax, Nova Scotia at the beginning of the war. She was almost 7 years old when her father, a Chief Petty Officer, died with 45 fellow crewmen when their C-Class Destroyer HMCS Fraser sank after a collision with the HMS Calcutta in the Gironde River in southwest France on June 28, 1940. Vera started school in Halifax and on her return to Victoria attended George Jay Elementary and Victoria High School. When she got her first job with the B.C. Forest Service she could type 100 words per minute. Tom and Vera were married August 3, 1953 in Blaine, Washington the day before her 20th birthday. Yes, they eloped!

On Vera's thirty-first birthday (1964) they began their thirty-five-year-career as lighthouse keepers. This took them first to Pultney Point on Malcolm Island; then to Kains Island at the entrance of Quatsino Sound; north to Green Island, 7 NM south of the Alaska border; to Langara Island at the NW corner of the Queen Charlotte Islands; to Lucy Island near one of entrances to Prince Rupert Harbour; to Pachena Point and finally to Discovery Island. It was a marvel to every CCG helicopter pilot that, even without notice, Vera would have fresh pie waiting to be served.

It was a joy for all of us in Coastal Missions to be able to share in Vera's last two months of earthly life. Vera displayed an exceptionally positive spirit as the disease (ALS) robbed her of her physical mobility. I have many personal memories of Vera such as her evening CB conversations with my late husband Ron, high tea at Pachena Point lighthouse, playing the organ and singing hymns, and being able to play the organ for her mother's funeral in 1983 at the Naden Chapel in Esquimalt.

**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.

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**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, circle "Renewal", enclose one year's current membership dues, sign and mail as above. Thanks!

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: \_\_\_\_\_