

# Canadian Coast Guard Association

## Summer 2005 Newsletter



Jordan Roche, OIC Tofino Lifeboat Station, was the first reader to identify Dryad Point as the location of the Cover Picture in the Christmas 2004 Newsletter. Here is another view of Dryad Point, featuring the lighthouse and the cruise-ship “Westerdam”. Contributions to our Newsletter 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)

The number of photographs printed in the Newsletter has been kept to a minimum, in order to avoid unnecessary printing costs. Members with access to the internet can view additional photographs on the Editor’s website <http://members.shaw.ca/aprovan/>, by clicking on the photo gallery and CCGA pages. Members are encouraged to forward pictures to the Editor for publication on the website.

Editor.

### 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.



Our Christmas 2004 lunch at the Princess Mary Restaurant was attended by 81 members and guests. Joan and Hugh were absent owing to sickness and Muriel Guy kindly stepped in to collect the 2005 subscription renewals. We extended a special welcome to members who had traveled from the mainland to attend the lunch and to Ms. Shirley Hewett, our first Honorary Life Member and enthusiastic promoter of Coast Guard activities and personnel. Gerry Dixon and Johnny Adams provided a wonderful service by driving our Vancouver visitors from the Swartz Bay Ferry Terminal to the restaurant and back again after lunch. A thank-you was extended to Reg Gunn for his efforts to keep members informed by email. Following a minute of silence in honour of members who had passed away since our previous meeting, we enjoyed the excellent buffet luncheon provided by restaurateur Bill Lang and his staff. A number of members and friends have passed away since the publication of our last newsletter and are mentioned individually in the Obituaries section. Condolences are extended to families of the deceased and we hope that spouses will continue their involvement in the Association. On April 21, 2005 approximately 37 members and guests attended our Spring luncheon at the Charthouse Restaurant in Steveston and a good time was had by all. Thanks to Joan, Hugh and Gaily for once again looking after the administrative end and Jerry for once again being duty driver. In future the administrative side of Vancouver lunches will be handled by a dedicated group of Mainland members while the Islanders will continue to provide such service for the Christmas and Summer lunches at the Princess Mary. Congratulations to Fred and Margaret Leak, who celebrated their Golden Wedding Anniversary on April 9, 2005. I look forward to seeing you all at the Princess Mary Restaurant on June 9th. Bill Dancer, President



Xmas 2004 Luncheon  
Fred and Margaret Leak



April 21 2005 Luncheon



## 2. Membership Dues

**Hugh MacDonald, our Treasurer wishes to remind those who have not yet paid their 2005 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 2005.**

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. Summer 2005 luncheon and Annual Meeting – Princess Mary Restuarant.

**WHEN:** Thursday, June 9th, 2005. 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:** \$17.50 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 on Monday, June 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 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, June 9th 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 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 and John Adams for being available as our "ferry pick up drivers". *Would anyone prepared to help out on June 9th please phone Bill Dancer 721-5273).*

## AGENDA FOR THE CANADIAN COAST GUARD ASSOCIATION JUNE 9, 2005, AGM

1. Call to Order.
2. Approval of the Minutes of the June 10, 2004, Annual General Meeting  
(The Minutes were contained in the Christmas, 2004 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 2005 Luncheon**

Date and location for the Christmas 2005 luncheon – December 8, 2005 at the Princess Mary Restaurant.

#### **5. New Members**

We welcome the following new members to our Association:

**FENWICK, Gordon.** Gordon joined the Coast Guard in December 1964 as a Steamship Inspector in Montreal. He also served for a few years as an Engineer with the Northern Canada Power Commission, in Ottawa.

**FULLERTON, Wayne.** In July 1977 Wayne joined the Coast Guard as a Radio Operator on the Weathership Quadra. He served as Marine Radio Operator at Prince Rupert and A/OIC of Inuvik CGRS. He served as Lightkeeper at Boat Bluff and Langara Point, Telecom Ops Manager at Bull Harbour Marine Radio, Telecom Station Manager at Victoria and Alert Bay CG Radio Station, Coast Guard Radio Standards Officer at Vancouver Regional Office and Superintendent, MCTS, Pacific Region, Vancouver.

He ended his career as Manager, Aboriginal Fisheries Strategy, DFO Treaty and Aboriginal Policy Directorate in December 2004.

**YOUNG, J.C. (Iain).** On April 1, 1961, Iain began his career with the Coast Guard as a Steamship Inspector. He retired on April 16, 1988 after working as Regional Manager Emergency Operations, Oil Pollution, etc. etc. (his words!)

**NAISBY, Bill** - Bill joined the Coast Guard in 1972 in Dartmouth as a Steamship Inspector in the Hull discipline. He transferred to the Vancouver office of Ship Safety in 1979 and retired in 2004 after serving 7 years as Manager Technical Services. Bill is a recipient of the Coast Guard Exemplary Service Medal.

**BOSCOE, Bill** – In 1952, Bill joined the Coast Guard as 3<sup>rd</sup> Mate. He retired in 1987 as Marine Surveyor with Ship Safety.

**BLYTH, Thomas G.** - Tom's career in the CCG started in Vancouver in April 1964 as Ship Inspector. He was in Ottawa from 1970 – 1975 serving in a number of positions. He returned to Vancouver in 1975 and resigned from CCG in 1979 to return to private practice.

**DOUTAZ, Mike** – Mike joined the Coast Guard as a Radio Operator in March 1967. He worked in Vancouver Coast Guard Radio, Vancouver Traffic, was Manager, Small Craft Harbours, DFO and retired as Area Chief, DFO Small Craft Harbours on January 5, 2005.

#### **6. 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.

**SEVERUD, Ted** – Ted began his Coast Guard career aboard the CCGS St.Catherines as a Radio Officer in 1967 and retired in 2001 as Western Region Regional Standards and Operations Officer, MCTS. During those years he served on the 4 weatherships as Radio Officer, worked in Vancouver Marine Traffic Centre, KAP 100, was promoted to Watch Supervisor at Vancouver Traffic, became Centre Training Officer, spent time at the CG College doing VTS training/course curriculum design. From 1990

to 2001 when he retired, he was assigned to the VTS Western Regional Office as Regional Training, Standards and Operations Officer – his “happiest years with CCG”. Ted has many personal interests which keep him busy, including music, Buddhism, poetry and watercolour painting.

**SIRNA, Sam** - Sam joined Transport Canada in Ottawa, where he grew up, in September 1959. He was with Air Services who provided helicopter support to the Canadian Coast Guard. He spent the summers on icebreakers and the winters on the Gulf of the St. Lawrence so he wasn't home much. In 1965 the Coast Guard decided to purchase Allouettes and Sam went to Marseille, France, for training and then to Paris for a further 2 weeks electrical training. In 1966 he was asked to go to Victoria to provide training on the Allouette 3, which he did and then moved to Prince Rupert in December 1966. In 1968 Sam won the position of Senior Helicopter Engineer in Victoria and moved back to Victoria where he “happily stayed until 1991” when he retired.

**SLAGHT, Larry** – The Summer 2002 Newsletter gave details of Larry's 40-year career which began on May 15, 1948 in Ottawa as a junior engineer. He held various positions in Charlottetown, returned to Ottawa and then became District Manager in Victoria in May 1965. When he reached 35 years of service, he was not ready for retirement, so he continued working in the Coast Guard. He was determined to reach his personal goal of being the longest serving District Marine Agent/Manager in the Victoria District. He reached his goal and so after 40 years and 8 months in Marine Services/Coast Guard, he retired on January 13, 1989.

**SOBRINO, Pablo** - Pablo started with the Coast Guard in 1977 as an Officer Cadet at the Coast Guard College. After graduation in 1980, he served on the weathership Vancouver, the Narwhal, the Alexander Mackenzie and the ACV unit in Vancouver. Pablo moved to Ottawa for 10 years serving in SAR training and planning, Levels of Service work for icebreaking, and almost 5 years as Executive Assistant to the Commissioner. In 1997 Pablo returned and “had a tremendous 3 years” as Director of Marine Programs, before being deployed by DFO to the Area Manager position in the Lower Fraser River. Since 2002, he transferred to the Department of Canadian Heritage as the Regional Head for BC, Alberta, and the Yukon and is enjoying the experience tremendously.

**STATHAM, Frank**- In June 1967, Frank joined Transport Canada Air Services as an electronics technician. He was asked if he knew where Sandspit was, and since he didn't know, he was given a plane ticket and ride in a DC-6 to find out. The one month posting, under Jack Fraser, as a relief technician at the airport turned into four, and was a good introduction into the job. In November 1967, he was posted to the Victoria Ship Electronics Workshop and during the following eight years, he was one of Glen Valance/Bim Baylis/Gerry Dixon's gang who did the maintenance and installations on board the vessels, island lightstations and Victoria CG Radio. In 1978 Frank moved from TC Air Services to TC Marine Services. As the 1990's progressed more of his time was devoted to computer desk top and network support and by the time he retired in 2001, he was filling the role of acting Regional Network Services Administrator for the electronics branch. After four months on the beach and puttering about the house, Frank landed a technician job with the local Victoria based Motorola radio dealer Radio Works. Now his time is taken up with installation and repair of two way radio systems – sort of back where he started.

**STATHAM, Wayne** – In July 1959, with a brand new radio operators certificate, Wayne was posted to Spring Island Loran, where he spent 2 ½ years before transferring to Crescent Valley Aeradio station which was the only posting he had that did not have Marine related duties. After 4 ½ years there, Wayne moved to one of his favourite stations, Tofino Marine/Aeradio VAE. They travelled the road from Port Alberni on Easter Sunday, which just happened to be two days after the Good Friday earthquake and subsequent tidal wave. For those who travelled the road from Alberni, it was quite an experience up over the old switchbacks and was accomplished in about 4 hours. Much different today. In February 1968, Wayne moved to Vancouver and held several positions there. He was a Radio Operator, A Watch

Supervisor, a Marine Traffic Regulator at Kap100, and a Supervisor. In 1981 he moved to Toronto as Regional standards Operations Officer in Central Region. In 1985 he returned to the West Coast and went to Prince Rupert VTS as Officer in Charge, seconded to the Regional Office to assist in the coordination of the VTS '92 Symposium and retired in 1993.

(When Wayne retired, his youngest son, Art Statham joined the Coast Guard at Prince Rupert and is now happily located at the Comox MTCS.)

**STEWART, Bill** – Bill served in the RCAF from 1939 to 1966. He then worked as a civilian with the RCMP in Pay and Benefits. He transferred to the Victoria Coast Guard Base and retired in 1979 as Pay and Benefits Supervisor.

**STRAND, John** - John's sea time actually started when he was quite young and went into the fishing industry with his father. In 1941 he spent several months with the Coast Guard, sailing with Captain Ormiston and then in 1944 with Captain Peterson as Quartermaster, along with George Graham who was bosun at the time. He was with the Merchant Navy from 1943 to 1949, went back fishing for a while. He was in Navigation school in 1945 when VE Day came and in Australia on VJ day. In 1956, he joined the Alberni as 2<sup>nd</sup> Mate. He continued his studies and obtained his Foreign Going Masters Ticket in 1970 and joined the CCGS John Cabot in that year. John returned to Victoria in 1972, relieving Captain Linggard on the CCGS Vancouver. In 1981, he was appointed Special Projects Officer when the Vancouver was decommissioned. In 1982, John spent Christmas on the Antarctic Polar Circle involved in a project for the Government of India. He returned to the Polar Circle again in 1983 – this time engaged in Hydrographic work and continued through the Northwest Passage to Halifax, returning to Victoria on September 22, and retired on September 23<sup>rd</sup>, 1983.

**STUART, Lillian** – Lillian is the widow of Bob Stuart. Bob joined the Coast Guard in Prince Rupert in the mid 50s as Chief Engineer on the MacKenzie. He became Relief Engineer in Victoria serving on the CCGS Vancouver and Quadra. Bob was on the shake-down cruise in 1974 on the Quadra. He was Officer in Charge of the Shore Maintenance Party until he left the Coast Guard and joined DSS in 1980. Lillian keeps busy with her gardening and playing tennis. She also enjoys the Coast Guard luncheons where she gets to meet with old friends.

## **7. Obituaries**

**Ernie Noel** passed away in his home at the end of December. Ernie started with the Coast Guard in 1960 and touched the life of anyone who sailed with him. He was a quartermaster and steady presence onboard the Estevan, Sir James Douglas, and later the Bartlett. He would tell all accounts of coastal history - from dances in the hall at Quatsino where fishing boats were rafted well into the channel to the people and ships of the Coast Guard. Third Officer's learned their first pilotage and confidence from him as no matter what amount of wheel they'd ask for on a turn, he'd quietly adjust it to set them up on the best course. With Ernie, a great deal of the coastal and Coast Guard history has gone with him. He had been retired 7 years. *Joanne McNish*

**David Hegstrom**, former Officer-in-Charge of the Bamfield Lifeboat Station, passed away on January 17, 2005 at Brentwood Bay, B.C. David (Heavy Weather) Hegstrom worked at the station for 41 years, starting as a seaman under John Logvanoff and spending the last twenty years of his career as Officer-in-Charge. Dave was well known by all who sailed on the west coast of the island and was always known as the unofficial "Mayor" of Bamfield. He was a true seaman, a great story teller and a significant part of the community of Bamfield. He saved many a life and will be sadly missed by all. With his passing goes a piece of West coast history. *Terry Weber*

**Jim Gorman**, who served on the CCGS Camsell and the CCGS Sir James Douglas as Second Engineer, passed away on March 28th at 72 years of age.

**Paul Johns** passed away on February 21, 2005. Paul touched the lives of many during his 38 years with the Coast Guard. The following poem, by Rick Packham, was originally read at Paul's retirement party in February 1997 and repeated at the celebration of life service following Paul's untimely death. It was supplied to us by Marilyn Johns, who kindly permitted us to reproduce it in the newsletter.

#### **A life in Coastguard Rescue**

What seems like a hundred years ago, but in reality about thirty years.  
We were sharp of eye, had an agile leap, and not prone to many fears.  
No matter what the weather, we were always ready to go.  
A little foolhardy at times, but not once did we ever say no.  
There were a few times in the dark of the night, when our survival seemed out of place.  
But we made it through, God knows how, sick, but with no loss of face.  
Good times, bad times, we had them all, life was at times most unforgiving.  
The reason it all seemed right – a boater who could have died was still living.  
The cycle of life waits for no one. It gets tougher as the years go by.  
Each day slows us down a little bit more, our eyes becoming less keen.  
Memories are all we have now, shadows of what we had been.

#### **8. "Harry and Bonnie Dubinsky's retirement." Submitted by Reg Gunn**

Hi Reg: I'm a month late but better late than never. Thank you very much for your report on the Steveston luncheon and especially for the interesting part on some of what's happening in your and Margie's lives. I wish that we could have made it to the luncheon. Still trying to get some kind of a handle on my feet and leg problems but it seems like it's the usual one step forward and two steps back routine. I am very glad that Bonnie and I did as much travelling and visiting as we've done over the past 15 years as now it is getting more and more difficult to do things like that. One year, we took six weeks and drove all the way across Canada to Quebec City and back visiting friends and family en route. One of the highlights of that trip was us going up in a helicopter for a tour of Niagara Falls. That was Bonnie's first time ever in a helicopter. Another time we flew to Saint John's, Newfoundland, rented a van and toured the Maritimes for a month, returning the van to the rental company in Quebec City where we spent five days in the Old City. We had a great time there and particularly enjoyed the live street performers. One of many highlights of the trip was when we visited with a friend of mine from my helicopter flying days in the 60's and his family in Saint John's. He had worked as my helicopter engineer in those days and now he was a chopper pilot also, flying Sea Kings to the offshore oil rigs out of Iqaluit, formerly Frobisher Bay, on Baffin Island. We spent a solid nine hours swapping stories about our more interesting flying experiences, some of them quite hilarious. One year my sister, brother-in-law and I spent six weeks in Mexico with a good Mexican friend of mine and his family. Bonnie wasn't able to take time off from work to come with us on that trip but a year or two later she and I did a cruise to Acapulco and back on one of the "Love Boat's" sister ships. We were a part of a group of some forty or more ex-navy pilots that I had flown with in the 50's and their wives, girlfriends, etc. Five or six years ago, Canadian Naval Air Arm retirees were invited to go to Nowra, Australia, to take part in the Aussie Fleet Air Arm's Fiftieth Anniversary celebrations at their main air base in Nowra. We managed to get a group of about 45 of us together and arranged a one-month tour of New Zealand and Australia, two weeks in each country, to coincide with the Aussie Navy celebrations. They conned us all into forming a platoon and marching in their parade through the city. We were the only non-uniformed unit in the whole parade. We each carried a small Canadian flag and the people cheered us on like crazy. After the parade we were besieged by a large number of ex-Canadians who were now living in Australia. That was a very memorable trip indeed. Anyway, we are glad that we took advantage of those opportunities to do interesting things like that when we did. In your letter, you mention some of the interesting and exciting things that you are thinking about doing. My advice to you, my good friend, based on my own experiences, is do them while you can. A special thank you for sending the photos from the luncheon. You don't seem to have aged much at all in the past twenty years. With my best regards. Harry Dubinsky

## **9. “Artist’s scale model evokes strong ties to maritime history.” by Dan Bate**

*(Dan Bate replaced Micheline Brodeur as Editor of “Shorelines” – the newsletter published by Coast Guard Pacific Region. The following article is reproduced from the Autumn 2004 issue of “Shorelines” with Dan Bate’s kind permission. Visitors to the Coast Guard Base in Victoria will be able to admire Allan Wright’s beautiful model of Estevan Lighthouse.. Ed.)*



For many people the architecture and design of BC's prominent lighthouses evoke strong emotional ties to maritime history. To local BC artisan Allan Wright of SeaSwept Fine Designs, the sweeping lines and impressive scale of Estevan light represented a unique opportunity. By using his talent and extensive experience, Allan set out to carve and build a scale model of Estevan light entirely out of wood. In order to carve an accurate model, accurate measurements of scale need to be taken. In this particular circumstance, Estevan light was much too large a structure to take accurate measurement. Instead, Allan relied on the generosity of Coast Guard employees Mike Mitchell and Vivian Skinner to provide assistance in the project.

Mike Mitchell provided Allan with personal photographs of BC coastal lighthouses taken overhead by helicopter. The photographs allowed Allan to view the structural details of the lighthouse and to gain a real feel for Estevan's dimension and proportion that would not be available through conventional photos taken from the ground. Vivian Skinner also provided generous support and invaluable assistance in providing Allan with a wealth of information and material about BC coast lighthouses, including literature, photographs, sketches and artwork drawings.

Coast Guard also provided Allan with copies of the artwork drawings completed by Mr. Graham Kennell. Those drawings included actual measurements and some of the fine structural detail found on the light. These resources greatly reduced Allan's research and design time but perhaps more importantly helped ensure the piece would be accurate in its scale. For Allan, the experience proved very rewarding, not only for having the opportunity to build the model but for having an opportunity to have such a positive association with Coast Guard.

As an appreciation of all of Coast Guard's efforts, Allan donated his first replica of the Estevan Point lighthouse as an expression of his sincere thanks and appreciation. The model can be seen in the entranceway of the Victoria Coast Guard Base.

## **10. “Life without Mary?”... by Shirley Hewett**

*(Many readers will be aware that the area surrounding the Princess Mary restaurant has been sold for redevelopment. Shirley Hewett, our Honorary Editor and Contributor, reminisces on her “Life with Mary”. Ed.)*



Hi Alec. Many thanks for responding so quickly...got the image (*Xmas 2004 luncheon at Princess Mary Restaurant –Ed.*) and was able to print off copies to send with Christmas greetings. I am going to frame a copy for myself....very good composition, with the festive touches on the walls and the windows in the background. Bravo Zulu. Also this photo will make a fine memento of my more than four decades of banquets and dining at the “Mary”....I can't imagine life without the “Mary”...as we are now told will happen "when" the property is re-developed...we take for granted acres of free parking on prime real estate, and its special mariner-friendly ambiance.

When Bernice Levitz-Packford was organizing the Victoria Esquimalt Working Harbour Association (VEWHA) in December 1991, we had several well-attended start-up meetings in the very space where we dined last Thursday. Members were divided into special interest focus groups and I attached myself to the group headed up by the late Blayney Scott, and the shipyard owners. We met at 7:00 am for brainstorming breakfast meetings. In latter years the VEWHA held its AGM, and other meetings, at the “Mary”. The final wrap-up meeting took place upstairs when the

VEWHA folded into its successor. The annual Classic Boat Festival windup banquet buffet is also held at the “Mary”.

By the way, my late Uncle George, (Captain George Newell - who was more than 50 years old when I was born) was the marine superintendent for Island Tug and Barge owner Harold Elworthy, who installed the “Mary” as a coffee shop for his employees across the road. Uncle George's son, Captain Ronald Newell, was the Victoria Harbourmaster during the 1950s. I never knew Ron well as he was more than 30 years older than me, given the family demographics, but it makes me feel very satisfied that I am continuing in the family mariner traditions...with thanks to the Guard for helping that to happen. Best Regards, Shirley (aka “yer obedient wharf rat”).

## **11. “Growing up all at sea”, by Lynda Lafleur.**

*(Growing up on a lightstation can have its challenges. With the support of his parents, Gordon and Judith Schweers, Guthrie Schweers demonstrates that these challenges can be overcome, and in fact may be used to advantage. The following article is reprinted from the Prince Rupert, “Daily News”, with kind permission of the author, Lynda Lafleur. Ed.)*



Guthrie Schweers

Growing up on a lighthouse may seem unusual for many young people, but for 20-year-old Guthrie Schweers, it was perfectly normal. Guthrie was 10 days old when his life on a light station began (*Ivory Island – Ed.*). He said he learned to do many of the things his parents did as lightkeepers. However, he still had to be educated using the provincial curriculum and grading standards. His education was not ordinary - no classrooms, no playgrounds. He learned by distance education. He studied through the North Coast Distance Education program, based in Terrace. Instructor Warren Wilson would make occasional visits to Langara Island during Guthrie's high school years. Schweers said he was one of the distance education program's longest standing students. He enjoyed the program because he could study at his own pace. With topics such as math, he saw first hand just how relevant mathematics could be in the workplace, as his light station is also a weather station.

During his years at Langara, he met RCMP members, Coast Guard, DFO, contractors, scientists and of course the pilots who brought them to the island. "They (the pilots) seemed to really enjoy their jobs," said Schweers. He said he thought they had a good life, and were able to see a lot more than most people. Those encounters and talks with pilots inspired Schweers to consider becoming a pilot himself one day. He started to read as many books on flight as he could. Even on an isolated light station, books are readily available from different libraries. He started to collect World War 2 memorabilia - everything from parts of planes to flight suits. "But, I didn't have much room for it all," said Schweers.

His grandmother in California provided other inspiration. Next door to her home (which the Schweers family visited often) a pilot resided. Guthrie tells the story of the first time he was taken up in a small plane. "It. was three days after my grandfather died and I thought to myself - I can do this." This inspired the youngster of 12 to read even more. He studied the mechanics of flight. He met pilots who had flown during the Korean War, and absorbed every bit of information from every pilot he met. His goal was to first get his private pilot licence.

It was a meeting and flight with renowned pilot Howard Winters that encouraged him even more. Winters was a pilot on the Enola Gay - with the Manhattan Project. Despite being in his 80s, Guthrie said the veteran still flew. Schweers flew with any pilot who would take him up. He kept accumulating flight hours and passed the test to receive his private pilot licence in 2003. He has spent many hours with pilot Wayne Hadley in Salinas Valley, known for his aerobatics. Schweers now plans to get his commercial licence and would like to fly commercial sea planes.

There is ground under Schweers feet. He has just completed a season of guiding at a fishing lodge at Langara. He said he enjoyed meeting clients from around the world as they fished Hecate Strait from North Island Lodge. When asked if he thought he had missed anything growing up on an isolated lighthouse. Schweers gave an instant "no". He said he learned to be self-reliant and to teach himself a variety of things. He said he is as well prepared for life as any student who had the standard life in a small town or big city school. Listening to him, it appears he had an advantage. Flying and guiding at 20.

**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, 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: \_\_\_\_\_