



CCGS Martha L. Black in Quebec City – photograph by Captain Bob Mellis. (Additional pictures on website <http://members.shaw.ca/aprovan/> - Ed.)

Canadian Coast Guard Association - Christmas 2006 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 160 members.”

Contents of Christmas 2006 Newsletter

1. Greetings from the President
 2. Christmas 2006 Luncheon
 3. Planning for Summer 2007 Luncheon.
 4. Membership dues
 5. New Members
 6. Deceased
 7. Captain Bob Mellis' East Coast visit.
 8. Cec Rempel and the Guard.
 9. From the Archives
 10. Minutes: 2006 Annual Meeting
- Appendix - Canadian Coast Guard Association Membership Application/Renewal

1. Greetings from the President

(Unfortunately our President is out of town at the moment; however, we think this is what he might have written – Ed.)



It has been a busy summer and fall and with winter in the offing we will be into the usual round of get-togethers, so just a gentle reminder not to forget our own December event at the Princess Mary. This will be our last function at this memorable location, where we have been holding our Christmas luncheons – and many of our summer events – since 1998. Our summer get-together/AGM on June 8 was a very successful event and many thanks to all those who helped with the organization. To all of you who may not be able to attend our Christmas Luncheon, my best wishes for a very happy festive season and to all a great winter and very prosperous 2007. Bill Dancer (in absentia).

2. Our Christmas 2006 Luncheon

WHEN: Thursday, December 7th, 2006. 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: \$19.00 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 not later than Monday, December 4th 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 dcdancer@shaw.ca 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 Diana Miskell 319-8142.

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

Mark 11:30 Thursday, December 7th on your calendar and make your RESERVATIONS NOW!

For Vancouver/Mainland attendees: Usual ferry arrangements prevail. **Please let Herb, Cec or Diana know by December 3.** As usual, if you catch the 9 a.m. BC Ferry on **December 7th** 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 7th please phone Bill Dancer 721-5273).*

3. Planning for Summer 2007 Luncheon

Date and location for the Summer 2007 luncheon - June 7, 2007 – location has not been determined yet.

4. Membership Dues

Hugh MacDonald, our Treasurer, wishes to remind those who have not yet paid their 2006 membership dues that, for the convenience of members, these may be paid at the Christmas Luncheon. The 2007 membership dues will remain at \$5.00 and may also be paid at the Christmas Luncheon.

5. New Members

We welcome the following new CCGA members to our Association

CONWAY, Gary - Gary began as a seaman deckhand in 1971 and retired in April 1997 as Quartermaster.

COLDWELL, John – John began as Assistant Keeper at Pulteney Point in 1969 and retired in July 2001 as Senior Keeper, McInnes Island. He is now residing in Austria.

RAYNOR, Bob - Bob has served with the Coast Guard several times. From 1967 to 1970, beginning as a Steward on the Quadra and leaving as a Logistics Officer. He returned in 1974 to serve on the Quadra again and left in 1977. He returned in 2001 and is serving on the Sir Wilfred Laurier, enjoying the Coast Guard life.

6. Deceased

Our condolences to Barry Rinas, whose wife, Nancy Fry, passed away on June 5, 2006

Condolences also to Rick Worrall, whose father, Ernie Worrall, passed away on October 21, 2006

7. Captain Bob Mellis' East Coast Visit

(Following his visit to the East Coast last summer, Captain Mellis sent the following message and photographs to Migs Turner, and has kindly made them available for the newsletter. Ed.)

Hi Migs

Hope all is going well for you and that you've been enjoying a great summer. Thought you'd be interested in seeing a couple of shots I took on my bike trip back east. I got a few photos of ships we once knew. The first two are of Martha L. Black tied up in Quebec City, P.Q. and then there's one of the Confederation Bridge to P.E.I., the next two are of the George R. Pearkes tied up in St. Johns Harbour. The next is one a lady took of me and the bike while in Lunenburg. The last two shots were taken in New York City at "ground zero". The shots of the "Black" were taken on 29 July '06 and the shots of the "Pearkes" were taken on 07 August '06.

Best regards. Bob



Lunenburg Harbour



Confederation Bridge



CCGS Martha L. Black in Quebec City



CCGS George R. Parkes in St. John's, Nfld.



Bob at Ground Zero – New York City



Ground Zero Memorial – New York City

8.Cec Rempel and the Guard:



Nobody had a better time, more adventure, more fun or had the opportunity to work and associate with better people than I did in the Coast Guard.

In April of 1966 I was introduced to the CG as deck hand on the Racer (during my time in this position I qualified as a diver). Next (after getting my Mate HT) went to the Estevan. From there, I went to Ready and Racer intermixed with watchkeeping at RCC. Following my position as OIC of the first IRB unit in Victoria I moved over to the Hovercraft Unit. From Vancouver I moved to Parry Sound and then to Montreal as a member of the ACV Evaluation and Development Unit. My next opportunity was to return to the West Coast Hovercraft Unit ending up as OIC of the Parksville Unit.

Fate next sent me back to Vancouver as SAP Ops. My last assignment was as a member of the Regional and National downsizing team.

During my career I witnessed or participated in many events that impacted on the way the Coast Guard carried out its duties, dealt with its employees and is perceived by the public.

I was there when the first SAR deck hand qualified with Industrial First Aid. I was part of the first IRB program. During my time with hovercraft I was involved in the first ACV icebreaking program, laid the first marine cable using hovercraft, introduced hovercraft to the winter maintenance program for marine aids in the St Lawrence, and the establishment of a permanent ACV unit in the Laurentians. Back on the West Coast, I was there when the hovercraft unit was made a 24-hour SAR unit. I participated in the formalizing and test of the fore shore airport rescue plan for Vancouver Airport and was involved in the first formal aids servicing program in the Gulf. Establishing the base at Parksville was one of my most challenging tasks.

It was during my time as SAR Ops that I witnessed the greatest change to the Coast Guard and particularly SAR. During this time; equipment was standardized, the Rescue Specialist was established based on standards of equipment, training and treatment throughout the CG. RHIOT was made mandatory in all regions. MLB Coxswains were sent to Cape Disappointment for rough weather training. We pioneered the use of aircraft for crew change. (This along with the establishment by Fleet of a scheduled on-site maintenance program greatly improved the availability of SAR units)

My last brief assignment was as member of the regional downsizing group. As a member of this group we did manage to reduce the bureaucracy and simplify the chain of command but (hopefully) leave operations in tact.

I retired (voluntarily) in December 1994 after 28 years of service.

Cec Rempel

From the Archives

(The following is a copy of a letter from Rear-Admiral H.F. Pullen to Mr. Keith Dixon, District Marine Supervisor (Agent?), enclosing the text of a letter from Captain Richards, HMS Plumper, to Governor James Douglas, recommending the installation of Lights at Race Rocks and Fisgard - Ed.)



Department of National Defence
Royaume Canadien

IN REPLY PLEASE QUOTE
NO.

Flag Officer Pacific Coast,
HMC Dockyard, Esquimalt, B.C.

15 March, 1956.

FYLE No. 7123-1996

MAR 19 1956

LETTER No. 8446

Dear Mr. Dixon:

I attach a copy of a letter dated 21 January, 1859, concerning the erection of a lighthouse at the entrance to Esquimalt Harbour.

It is of considerable historic interest and it points out most clearly the need for a light on the Fisgard Rocks.

Yours sincerely,

(H.F. Pullen)
REAR-ADMIRAL.

Mr. Keith Dixon,
District Marine Supervisor,
Department of Transport,
Victoria, B.C.

Referred to	
D. M. A.	
Dist. Dir.	
Sup. of Lights	
Accountant	
Public - Supt.	
	D.M.A.

H.M Surveying Ship "Plumper"
Langley Frazer River
21st of January, 1859

Sir,

I have the honor to acknowledge the receipt of your letter of the 17th instant, requestion (sic) my opinion as to the necessity which exists for erecting lighthouses, on the Race Islands, and on Fisgard rocks, at the entrance of Esquimalt harbour, as also the exact spots on which these lighthouses should be placed.

In my report to you dated in October last, I had the honor to submit these two spots, as the most suitable for the purpose and considering now, the rapidly increasing commerce, which is flowing into the ports of Vancouver Island and British Columbia it appears to me extremely desirable for the safety of navigators, that the work should be undertaken with as little delay as possible.

The United States Government have placed an excellent light on Cape Flattery (or Classet) the South entrance of Fuca Strait, which enables vessels to make, and enter, the Strait at night, without difficulty.

The Race Islands are a dangerous cluster of rocks, lying one mile off the S.E. end of Vancouver Island, and are 50 miles Eastward of Cape Flattery light; in their neighbourhood, are strong tides, and frequently heavy dangerous races, all vessels bound to the Southern parts of Vancouver Island, or to British Columbia, must round these rocks.

In the Strait of Fuca, the tides are very irregular, being much influenced by winds in the offing; if a vessel bound for Esquimalt or Victoria, over-run her distance, after losing sight of Cape Flattery light, the flood tide after passing Race rocks, would set her far Eastward of her port, and among the Archipelago which would involve risk, and delay; if the ebb should be running, and a ship should not know the exact position of the rocks, she would be extremely likely to be driven on to them; after passing the rocks, and bound to Esquimalt, the course changes immediately from East to North, the harbour being distant from them about 9 miles. It is obviously important therefore that a vessel should know the exact position of them, to enable her at the proper moment to steer for the harbour.

Independent of the trading merchant ship, there are even greater interests at stake; to the Mail Steamer time is of vital importance; to the Emigrant ship coming from Australia, and other parts of the world probably unprovided with charts of this coast, and freighted perhaps with hundreds of human beings, an error in position, would probably be attended with fatal consequences.

As regards the 2nd site; viz – Fisgard rocks which form the Western entrance of Esquimalt harbour, a light here, would be seen immediately on rounding the Race rocks, and a vessel would steer with confidence for the harbour, the entrance to which tho' clear, is narrow, and very difficult to be made out at night, the points being obscured by the high land rising behind.

The best proof of the necessity of a harbour light here, is the fact of many experienced Masters of Mail Steamers, and Merchant Vessels, to whom time is a great object, having been obliged to anchor outside in Royal Roads at night, altho' they had frequently entered the harbour by day, and it has happened that vessels which would otherwise have called at Esquimalt, have passed on to the United States ports, because they could not enter after dark.

With reference to the exact spots on which to place the lighthouses, I beg to enclose a tracing of the Race Islands, on which the spot is marked, and would observe that, should it be desirable to construct the building of stone, there is an abundance to be procured on the Island with little labour, that the site is an excellent one in all respects, and that communication could be kept up with the mainland distant one mile, probably 5 days out of seven, and more frequently during the summer season. The United States light on New Dungeness Spit, 18 miles from Race Islands, and on the opposite side of the Strait of Fuca, is fixed – white – and of the 3rd order of Fresnel; that on Smith or

Blunt Island, almost due East, and 29 miles from the Race Islands, is fixed – varied by flashes of 30 seconds duration, and of the 4th order.

I would recommend that the light on the Race Rocks, should be a fixed white light of the 2nd order, and that the Lanthorn should be at least 80 feet above the sea level, the height of the rock being 25 feet.

On the tracing of the entrance to Esquimalt Harbour, Fisgard rocks are shown, this should be a light of the 5th order, shaded, red and white, the arc of the horizon which should be shaded red, as a guide to clear the Scroggs Rocks which are shown on the tracing.

I also enclose a tracing of the Coast on a smaller scale from Westward of Race Rocks, to Discovery Island, a glance at which, will I think prove the necessity of the lights, and the eligibility of the sites.

I have the honour to be
Sir,
Your most obedient servant
(George Henry Richards, CAPTAIN)

His Excellency James Douglas Esq.,
Governor of British Columbia

MINUTES

CANADIAN COAST GUARD ASSOCIATION ANNUAL GENERAL MEETING PRINCESS MARY RESTAURANT JUNE 8, 2006

1. Call to Order

The Meeting was called to order at 1325 hrs.

2. Minutes of Last Meeting

Monty Montgomery moved that the Minutes of the Annual General Meeting of June 9, 2005, be approved as circulated. Seconded by George Pinder and carried.

3. Approval of Actions by the Executive

John Gronow moved that the actions taken by the Executive on behalf of the CCGA since the last meeting be approved. Seconded by Chris Hyde and carried.

4. Reports

a) General Report to Members by the President

We did not have a Fall luncheon or Spring luncheon in Vancouver in the past year. We would encourage the Vancouver members to organize these events as they were enjoyed by all who attended, including some members from Vancouver Island. Thanks was expressed to Hugh MacDonald, Joan Appleton, Muriel Guy, Reg Gunn, Sandy Kelley, Gerry Dixon and Joan Scharf for their work in the Association. Our present membership stands at 160.

In the coming year, Bill plans to visit both the Vancouver Office and the Victoria Base to encourage membership in our Association.

b) Treasurer's Report

The report was presented by Hugh MacDonald. Our financial status is stable and \$1,000 is invested in a GIC. Last year we earned \$17.00 in interest.

It was moved by George Livesey and seconded by Chris Hyde that the report be accepted. Motion carried. (It was noted that a donation of \$500 had been made to the Association from the estate of Ernie Noel.)

5. Elections

Bill Dancer stated that Secretary, Joan Scharf and Treasurer, Hugh MacDonald and himself, President, were prepared to stand for another term. There being no other nominations from the floor, a motion was made by George Pinder and seconded by Bev Graham to declare Bill Dancer, President, Joan Scharf, Secretary and Hugh MacDonald, Treasurer, by acclamation. Carried.

6. New Business

December 7th will be our last luncheon at the Princess Mary. In the meantime we will be looking at other venues to determine their suitability. The members were invited to let Bill know if they have any suggestions.

Bill stated the executive wanted the approval of the membership to reimburse the driver who picks up and returns our Mainland members at the Ferry when they are coming over for the Luncheons. Bev Graham made a motion to pay the driver and that the amount of remuneration should be set by the Executive. Seconded by John Gronow. Motion carried.

7. Adjournment

The meeting adjourned at 1340

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: _____