

Canadian Coast Guard Association

Summer 2006 Newsletter



“Cape Sutil” takes the air – photograph by Mike Mitchell.

Contributions to our Newsletter are welcomed and encouraged. Many thanks to all 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 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.

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 157 members.”

Contents of Summer 2006 Newsletter

1. Greetings from President
 2. Membership Dues
 3. Our Summer 2006 Luncheon and Annual Meeting on Thursday, June 8th at the Princess Mary Restaurant.
 4. Planning for Christmas 2006 Luncheon.
 5. New Members
 6. Member Thumbnails
 7. Clay Evans – lawyer, lifeboatman and author.
 8. Trevor Whitehouse
 9. Coast Guard Radio History
 10. Keith Watson
 11. Lighthouse websites.
 12. Lennard Island Lightkeepers
- Appendix – Membership Application Form.

1. Greetings from the President.



Our Christmas 2005 lunch at the Princess Mary was attended by over 80 guests. We did not attempt a spring luncheon in Steveston this year but it would be nice to have a fall one. (Vancouver members please note). On a very positive note our membership now stands at 157 give or take and in the Maritimes which we remain in contact with they are in a similar thriving position. In the last issue of the Newsletter I mentioned the dedication of a bench in memory of Ernie Noel and that I had the pleasure of meeting Ernie's sister, Ella Clark, and her son. Ella has donated \$500 to CCGA in memory of her brother and for this we thank her most sincerely. I wish all members and their families the very best for the remainder of 2006 and hope you will all be at the Princess Mary June 8th for our Summer luncheon. Bill D.

2. 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 Summer Luncheon. Annual dues will remain at \$5.00 for the year 2006.

Remember to keep our Service Committee 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 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. 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 2006 lunch and Annual Meeting – Princess Mary Restuarant.

WHEN: Thursday, June 8th, 2006. 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: \$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 on Monday, June 5th 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 dcdancer@shaw.ca.

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

Mainland: Herb Adrian (Surrey) 596-9355 Cec Rempel (Chilliwack) 858-1983 (Herb. Please co-ordinate with Cec and pass information to Bill Dancer dcdancer@shaw.ca Bill will co-ordinate with the Princess Mary Restaurant re number of reservations. Thanks!)

MARK 11:30 THURSDAY, June 8th 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 8th 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 John Adams for being available as our "ferry pick up driver". Would anyone prepared to help out on June 8th please phone Bill Dancer 721-5273).

AGENDA FOR THE CANADIAN COAST GUARD ASSOCIATION JUNE 8, 2006, AGM

1. Call to Order.
2. Approval of the Minutes of the June 9, 2005, Annual General Meeting
(The Minutes were contained in the Christmas, 2005 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 2006 Luncheon

Date and location for the Christmas 2006 luncheon – December 8, 2006 at the Princess Mary Restaurant. N.B. The Princess Mary restaurant is scheduled to close at the end of 2006, so this will probably be our last luncheon at this historic location.

5. New Members

We welcome the following new members to our Association:

DYBDAL, Tore – Tore began as a Mess Boy on the Estevan in April 1955, then a seaman for a total of 8 years. He moved into the Lamproom in Buoy Maintenance as a Lamp Technician and retired in October 1994 as Shop Foreman of the Lamproom. He was the first Shop Foreman in the Victoria Base.

CLARK, Don - Don joined the Coast Guard in 1967 working in the yard. In 1969 he went into the Welding Shop and became Foreman in 1981. In 2004 Don became the Supervisor of all the shops – or Supervisor, Marine Civil Infrastructure. Don retired on October 6, 2005.

EVANS, Clay - Clay started with the Coast Guard in April 1981. He is the Officer-in-Charge of Bamfield Coast Guard Station.

WOODS, Joe - Joe served as a Medical Attendant on the CCGS Vancouver from 1973 until the ship was decommissioned in 1981. He then served in the Stores Depot until he retired in 1987.

GREENE, Doug - Doug began his career as a Radio Operator on the CCGS Stonetown. He also served on the CCGS Vancouver, CCGS Quadra, Marine/Aeradio stations Victoria, Alert Bay, Port Hardy, and Vancouver. He was an instructor in Ottawa, Area Supervisor at Prince Rupert and Victoria and Section Manager (N) Vancouver ATS. He retired in October 1989

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. This concludes the “Member Thumbnails” series started in December 1999.

WEBER, Terry - Terry joined the Coast Guard in November 1977 in Hay River, NWT.

He started as District Supervisor of Works and in 1982 became District Superintendent Hay River. In 1987 Terry transferred to Victoria Base as District Supervisor Operations and Transportation and in 1995 became Superintendent, Aids to Navigation Program. Terry retired in March 2006.

WEDGEWOOD, Fred - On April 22, 1953, Fred started his Coast Guard career as a seaman on the CCGS Estevan. He became Quartermaster on the new Sir James Douglas in 1956. He was 3rd Mate and 2nd Mate on the CCGS Camsell from 1960 until 1964 when he went to the R Class Cutters. He left there as Master in 1969 and went to the Camsell as Mate and took the ship to the Arctic as Master in 1973. Fred transferred to Prince Rupert in 1975 as Master on the Alexander MacKenzie until 1978, when he became Master of the Douglas. In 1981 he became Master of the Nahidak and in 1982 Master of the George E. Darby where he remained until he retired in 1988.

WHITEHOUSE, Trevor – See write up.

WILLMS, Peter – Peter was the second longest serving “Weathership” Radiosonde Technician. He served in both the “old” and the “new” weatherships on Ocean Station PAPA from 1960 until 1981. Peter said, “It was a great 21 years and if they had not done away with the program I probably would have stayed longer.”

WILSON, Bruce – Bruce started his career at Royal Roads, the Royal Canadian Naval College in 1944. He joined the Electrical Branch of RCN. After his naval career, he joined the Canadian Coast Guard in Ottawa in 1975, as Chief, Ship Electronics on the staff of Boris Borodchak and remained in that position until he retired in 1987. Bruce felt he had the best of both worlds and enjoyed both services and maintains a healthy respect for both organizations. When making a comparison, he likes to point out that there might be different men, different ships, but there are the same old problems.

WOODBURY, Jack – After 25 years with the Navy, Jack joined the Canadian Coast Guard in 1976. His first job was nine months of French language training. He then joined Telecom leaving there after ten years as Chief Field Services. In 1986/87 Jack was seconded to the Marine Advisory Board and also acted as Chief VTM for about six months and Chief Marine Legislation for a while. For seven years he was Director, Marine Occurrence Programs. As Jack says, “When the big mistake was made to send CG to Fisheries, I stayed in Transport Canada and finally pulled the plug in the summer of 97. If you do the math you will see that this adds up to 47 years of undetected crime. (Anyhow, I have two 35 year medallions.) I would do it all over again!”

WORRALL, Rick - Rick joined the CG as an Officer Cadet at the Coast College in September 1973, graduating in June 1976. He came to the West Coast where he served on the CCGC Ready, CCGS Sir James Douglas and Camsell. After a varied career in the private sector including Master of Coastal vessels, Pilot and Co-Pilot of Hovercraft, Rick has been an instructor at Camosun College since 2000, teaching Marine approved Transport Canada Courses in the classroom and off campus. Since November 1994, he started his own Company, Angel Security, and is still engaged in providing security systems to homes and businesses on Vancouver Island and the Gulf Islands.

YOUNG, J.C. (Ian) - On April 1, 1961, Ian 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.

7. Clay Evans, lawyer, lifeboatman and author maintains old values in a modern Coast Guard.

(Martyn Clark is a Victoria writer and experienced mariner. He has kindly agreed to let us reprint his article on Clay Evans, originally published in the Times-Colonist on 13 November 2005. Clay’s book “Rescue at Sea” was reviewed by Shirley Hewitt in the Christmas 2003 issue of the CCGA Newsletter and is available at Ivy’s Bookshop in Oak Bay. Ed.)

The coxswain of the Bamfield lifeboat is a modest man. Today, of course, the term "coxswain" has given way to "Officer in Charge" and "lifeboat" can be any number of acronyms from " R.H.I." (Rigid Hull Inflatable) to "M.L.B ." (Motor Life Boat). But I deliberately use the old terms because even words like "modest" can seldom be applied with any regularity to modern heroes, whether they are raising money to battle AIDS in Africa or rushing relief to tsunami-struck third-world countries.

When I ask Clay Evans to bring some pictures of him and his boat to our interview he provides them, but they are always of his entire crew. "We're a team," he insists.

When I ask him about some of the more outstanding rescues at his lifesaving station he is quick to talk about a vigilant light house keeper at Cape Beale , "whose eyeballs" (during Evans' eight-year tenancy) "have saved at least thirty lives."

"...Good moral character, and sober and correct habits. A coxswain must...be able to read and write in a fair legible hand, must be able bodied, familiar with the line of coast embraced within his district, and must possess a thorough knowledge of the management of surf and lifeboats" reads an early job description from the late 1800's, lifted from a document known as the 'Regulations for the Government of the Lifesaving Stations of Canada.'

1907, when the first efforts were made by the fledgling Dominion Government to establish lifesaving facilities on Canada 's Pacific coast, may seem an awfully long time ago but for many it was later than it should have been. "In spite of the pleas of countless citizens on both sides of the border, to say nothing of the loss of hundreds of ships and thousands of lives in the last half of the 19th century," writes Evans in his book Rescue at Sea, politicians in Ottawa dawdled until, "In 1906, an event would occur which brought the plight of the shipwrecked on these shores to the attention of the government and helped to establish the first dedicated lifesaving facilities there." That event was the loss of the American passenger steamer *Valencia* which, in the early morning of January 22nd and in thick fog, ran aground on the southwest coast of Vancouver Island. Despite heroic efforts, "the *Valencia* succumbed to the massive breakers and slipped into the icy depths of the North Pacific taking 126 men, women and children to their deaths."

The outcry was instant and insistent. Two Commissions of Inquiry were held, both in Canada and the United States , and the upshot was that four lifeboat stations were established on Vancouver Island's west side: Bamfield, Clayoquot, Clo-oose and Ucluelet. Additionally, the strong bond between the Canadian and American lifesaving services took tangible shape in that a new type of lifeboat, under construction by the Electric Boat Company in New Jersey, was offered to the infant Lifesaving Station at Bamfield. And thus Bamfield became the first lifeboat station in Canada to have a motorized life boat and the first in North America to have one of the ELCO 36-footers.

As Evans recounts some of the early history of lifeboats and lifesaving on this coast which he has chronicled so adeptly in his book subtitled "An International History of Lifesaving, Coastal Rescue Craft and Organizations" I am able to steer the conversation 'round to his involvement with the Canadian Coast Guard. Born in 1961, Evans pursued a degree in Political Science and History at U. Vic graduating in 1984. During his undergraduate years he had worked for the coast guard in the summers operating inshore rescue boats. These were largely R.I.B.'s (Rigid-hulled Inflatable Boats) but he also crewed aboard the "R" class cutters, "Ready", "Racer" and "Rider"

He then went on to study Maritime Law at the University of Wales in Cardiff, graduating with a Master's degree in 1987. The sea, however, had a stronger pull than academia and Evans returned to the coast guard enamoured by the "time on , time off" lifestyle of his calling. He is now certified master, coxswain, officer-in-charge - choose a title – of the latest incarnation of a Bamfield lifeboat: the forty-seven-foot, Cape Class, self-bailing, self-righting, M.L.B . "Cape McKay ". Designed for 15-foot breaking surf, 30-foot seas and sustained winds of 50 knots. His crew consists of an engineer and two leading seamen, one a rescue specialist.

During the summer months sports fishermen and pleasure craft account for the majority of rescue calls responded to by Evans and his crew. In the fall and winter the numbers drop but the severity of the

rescues increases and his "clients" are largely commercial fishing vessels. "In August, we had 21 calls in a two-week shift," recounts Evans, "mostly pleasure craft." "In October, we had 4. Last weekend we had a "medevac" – one fractured skull and a crushed leg – from the mouth of the Nitinat River where three gillnetters and two seiners were still fishing."

"That late," I exclaim. "Yes, that late and, believe it or not, there'll be a large number of draggers off the west coast all winter."

Thinking of that gale-ridden lee shore in the dead of winter is enough to make one's skin crawl and I think that the time has come for coxswain Evans to spill the beans on some of his more hair-raising rescues. He pauses. I think I have him. "Did I tell you about the 17-foot Double Eagle that turned upside down in the surf with four people clinging to the hull?" He concludes, "If it hadn't been for the light house keeper peering over the edge of the cliff they would never have been rescued."

Martyn Clark.

8. Trevor Whitehouse

(Trevor kindly supplied Joan with this interesting account of his career in response to her request for thumbnail information. Ed.)



I first joined the CCG as a Cadet in the navigation program at the College in 1965. I was one of the original crew. Unfortunately, at 17 years of age, I hadn't really got my life plans in order and the CCG and I parted ways at the end of the first year. My shortcomings in Math and Physics and an appreciation of the "softer" side of Cape Breton being my undoing. For those who know me well (Down, Dancer and Sacre), my bloody-mindedness to show the CCG that they had missed a good thing, was bound to come through. I re-applied for the College for the 1967 Class, re-sitting the entrance exam and after having a very interesting interview with Captain Brie, was selected for the engineering program. At the end of the first term, I stood top of my class and second in my year, and armed with these results went to see Captain Brie to request my release. I think I was the first cadet who actually had to pay to breach contract. Looking back on this action with the wisdom of the years, wasn't I the foolish boy. While an Officer Cadet I served in CCGS EDWARD CORNWALLIS (the original) and CCGS C.D. HOWE.

The Navy was interested in me but by this time I was marrying my Cape Breton girlfriend and I went instead into the Reserve. I was commissioned in 1969 and served in HMCS GRIFFON and HMCS CARLETON. I left the Reserve in 1990 as a Lieutenant Commander.

I never forgot about the Coast Guard though and kept many friends from my 1965 and 1967 years. In 1985, a message was received at Naval Reserve ships searching for qualified Reserve officers who would be interested in cross training for positions as Logistic Officers for the Coast Guard. This was the time where the CCG wanted to make the break from the Supply Officer position and replace it with a more active and involved non-watchkeeper to support the Commanding Officer. I was interviewed, accepted, and after four months training aboard CCGS LOUIS S. ST-LAURENT and at TCTI, I was assigned to Central Region as the Logistic Officer for CCGS SAMUEL RISLEY.

After two years in RISLEY, I applied in a competition for the position of Training Officer, Logistics and Administration with Fleet Services (Pierre Boisvert was DG Fleet) in Ottawa in 1987. It was in this position that I developed the Ship's Officers Administration Course that is now a pre-requisite for going on to the Command Course.

I was successful in a 1988 competition as Manager, Fleet Logistics in one of the first of many headquarters' reorganizations. It was in this position that we broke away from the modular method of training Logistic Officers, developing a one-year long course of classroom and seetime instruction which was the Logistic Officer Training Program. We also developed the Clerk-Storekeeper Course and my staff developed the Healthy Cooking Courses for Ships' Cooks.

During the later part of the 90's, I was seconded to Search and Rescue for a year to establish the Office of Boating Safety as Manager, SAR Prevention, and had another one-year secondment to the Department as Chief, Occupational Safety and Health Program to set-up the departmental OSH program as well as the Employee Assistance Program, the Critical Incident Peer Counselling Program, and to revitalize and modernize the departmental employee recognition program.

By 1997, Coast Guard Fleet Systems had disappeared and the Fleet was contained in the Marine, Technical and Support Services Directorate under Jacques Clavelle. Mr. Clavelle called me back from secondment with the Department to start work on making the Fleet compliant with the International Management Code for the Safe Operation of Ships and Pollution Prevention (The ISM Code). I worked on this file, first as a one-man show and gradually building a headquarters and regional team until we were able to deliver Lloyds' Register ISM certificates for the management of our Fleet and then to certify our ships so that by the 2002 deadline the Coast Guard was fully compliant for all ships above 500 GRT. During this time, there was a massive re-organization of the Coast Guard which saw Fleet re-created and I moved by competition from Chief, ISM Code Compliance and Audit to the position of Director, Fleet Safety and Designated Person Ashore for the Coast Guard. I think that, to this day, the Canadian Coast Guard is the first and, to my knowledge, the largest government-operated fleet to meet the SOLAS Chapter IX requirements for commercial ships.

In 2002, I was awarded the Queen's Golden Jubilee Medal.

In 2003, I led my team towards developing an alternatively-compliant system to meet the requirements of the International Ship and Port Security Code (ISPS) and in consequence my position title was changed to Director, Fleet Safety and Security. During this same period, I was working with a Privy Council-led initiative on co-operation between operational arms of the government related to national security, the International Maritime Security Working Group with Transport, as well as developing policy for migrant smuggling ship interceptions with Immigration, DND and the RCMP. For work done on the ISM and ISPS files, I was awarded the Commissioner's Commendation in 2005.



In 2004, the Commissioner (John Adams) asked me to accept the position of Director, Seagoing Personnel with responsibilities for Officer Cadet recruitment, certification standards, training development and planning for the professionalization of Coast Guard crews. Concurrently, I was working directly with my staff to deliver on combined RCMP-CCG training for the first joint maritime security vessels which was successfully delivered in June of 2005. I developed papers, that were accepted by the Management Board for the Coast Guard, to confirm the College-based training for new officers, to ensure the development of a parallel advancement program for ships' crew who aspired to be officers and to deliver an *ab initio* recruit training program for ships' crew. One of the key elements of these programs was the portability of training to ensure that credits obtained by successfully completing this training could be used towards advanced standing for diplomas or degrees. I retired from the Coast Guard in November 2005.
Trevor Whitehouse

9. Coast Guard Radio History.

(Frank Statham has created an electronic edition of W.J.Bowerman's history of the early wireless years on the BC Coast from about 1908 to 1925. The last line in the document says: "Reproduced with the kind permission of Mr. Ian Haynes, Victoria, B.C." Frank would like to find out who Mr. Haynes is and talk to him before releasing the document. If anyone can put Frank in touch with Mr. Haynes please contact Frank at fstatham@telus.net Below is a portion of the document describing Mr. Bowerman's experiences at Pachena Point Light Station in 1911. Ed.)

“Engineer Stephenson (radio installation engineer) carried out some tests to try and improve the signals between Pachena and Victoria. Up to that time the normal working wave had been 600 meters (500 kHz). Longer wavelengths were tried and the Shoemaker glass tubular type condensers were replaced with the Marconi oil dielectric condensers. This resulted in improved signal strength, making it possible to work direct between the two stations, except when conditions were poor.

The general maintenance duties on the station were small. The spark transmitters and crystal detector receivers were very crude but seldom failed. The Fairbanks Morse engines seldom gave trouble, other than requiring an igniter replacement every few weeks and an occasional valve grind.

On account of the exposed location and strong winds, it was necessary to keep a close check on the aerial and rigging.

The engines in the fog alarm building were brutes. They were 15 H.P. horizontal Fairbanks Morse engines with large flywheels. They were too heavy to crank and as one looks back, the method of starting the engines appears now almost incredible. A large match was inserted in a small metal tube, with the match head exposed, and screwed into the combustion chamber. One then tugged and pulled on the flywheel, using all strength possible, to bring it up against compression and then reaching over with the free hand, strike the metal cap on top of the match holder, to ignite the match inside the combustion chamber. If lucky the engine would start after the third or fourth try and by this time the operator would be quite out of breath and with a sore hand.

Hillier replaced Kennedy at Pachena late in 1911, and shortly after taking over the station, met with a serious eye accident. He had removed the plug from the cylinder wall of the engine in order to look into the cylinder to see if there was a satisfactory spark when closing and opening the igniter points. No doubt a very risky procedure. An explosive mixture was still in the cylinder that exploded when Hillier flicked the igniter. The easiest outlet for the exploded mixture was through the hole where the plug had been removed, which caught Hillier in the eye.

Operator Bert Tee realized the injury was serious and it was a matter of getting Hillier to the hospital as quickly as possible. The hardest part of the journey was getting him over the 12-mile trail to Bamfield. It was decided to make use of the lighthouse horse. It was already getting dark. Tee put Hillier on the horse and after a nightmarish trip, with Hillier in much agony; they finally reached Bamfield where a launch was quickly made available to convey Hillier the twenty miles up the Alberni Canal to the Alberni Hospital.

Tee deserved much credit for getting Hillier safely over the trail, on the horse, in the dark and Hillier had heaps of grit to stand up to the pain.

The injury was serious and in order to try and save the sight of the eye, the Department sent Hillier to Germany for special medical treatment, paying all expenses.”

10. Keith Watson Biography



Back in May or June of 1969, I first became aware of the Coast Guard when I wandered onto the CCGS Camsell halfway looking for work of any kind. John Strand was the Captain then and Bob Candow was the Chief Engineer. As luck would have it they needed an oiler – no experience necessary. I went to work below decks, learning lots about ships and diesel engines, their care, maintenance and operation. I made the Arctic Trip of '69, the very first ship to travel both ways through the Arctic passage (to transport some whale bones). There was no flying in a crew change half way through the trip in those days. If you got home sick you'd better get over it quick. Flush with buckets of money (I thought), I abandoned ship, got married, went back to school and we had two babies. While attending school to earn my Electronics Technician ticket I drove cab at night in Victoria. We moved to Vancouver to accept a position with 3M

Canada in their photocopy Division but the writing soon appeared on the wall there. That was an industry best not to be involved in. They closed the copy division forever two years after my departure.

In the spring of 1974, I left my young family for a weekend jaunt over to Victoria to visit friends and test the employment waters “BACK HOME”. A visit to Canada Manpower produced a slip of paper to go see Chief Engineer Claude Gourdeau on the CCGS Sir James Douglas. I put on my working clothes and went

'down to the boat'. I guess he liked what he saw, or maybe he felt sorry for me, but I was once again employed by the Coast Guard on the **"Workhorse of the Pacific"** in the engine room. It soon became apparent that I always seemed to be looking over the fence for greener pastures so I was soon working on deck with Bob Hancock, Gilles Lapointe and Mark Stevens to name a few. I think it was about 1977 that a kite went up that the gang ashore was looking for some people to hire in the Aids to Navigation repair crew. I figured I would throw my hat in that ring to see what came of it and sure enough I landed a job ashore in the Lamproom working for Tore Dybdal and with Don Gray, Dave Dorner, Ian Gillis and Bob Nicolson. There I was again at the bottom of the learning curve. My first job for the Lamproom was to sort out all the nuts, bolts and assorted hardware in our shops back storage area. Borrrrring! To the max! My first real **"Go out and fix it"** job came along later that summer. Virago Rock beacon was out of service and Tore asked if I wanted to go. YOU BET! HOW DO I GET THERE? "Get your gear, go see if there's a truck in the yard you can use. Then drive to Victoria Airport to get a ride with a Coast Guard helicopter." We get to use helicopters? Wow! The little, teeny, tiny Bell looked more like a dragon fly but it was a real Helicopter. I put my tools in back and climbed in. I must have been all eyeballs, I was so excited. All this and they pay you too. Off we went to Porlier Pass Lighthouse where the keeper was going to run me out in his station boat. I went out feeling so full of myself; I climbed up the beacon, went up to light and covered the Sunswitch with a little tape to start troubleshooting. After I found the problem and replaced the faulty parts, we got back into the station boat and went back to the lightstation where I spent the rest of the day just lazing around soaking up the sun while waiting for my ride to come back and take my home. Round about 3 in the afternoon, I hear that familiar sound of the Jimmie D's engines getting stronger; and sure enough they came right through the pass and stopped on the inside. Then they let a boat go from the ship's side to repair the same Aid I had already visited. I started jumping up and down and hollering but they didn't hear or see me. After a short time they all got back into their boat and went back to the ship which soon carried on, leaving me to wonder why the office would send two of us to do the same job. My ride finally showed up and we all went home for the weekend. On Monday, The Dougie was on the wall and the guys came over to tell Tore what they had found wrong with the Aid, of course I had already told him what I had done and what had happened. I expected to hear them say they found nothing wrong. What I didn't expect to hear was that all they found wrong with it was someone had left some black tape on the sunswitch. OOOPS. Good thing they did stop by or we would have had to go back and replace dead batteries.

Sorry for being so long winded. I'll get back to your original questions now.

I've been employed as a Marine Aids Technician for most of my career with the Coast Guard and retired on January 7, 2005. I started with the Department of Transport and ended up in Fisheries and Oceans Canada.

Over my thirty-one years I participated in national Nav Aids Committees, worked as a Level of Service Officer for about three years, worked as a yard scuba diver and acted as the Shop Foreman for the Lamproom for almost a year. We were honoured through the suggestion award program for our contribution to the development and ultimately the Solarization of the entire West Coast, first Region in Canada, I might add. I've been on Safety Committees, filled in as Shop Steward for many years and even did one year as President of Local 20220.

You know, of all the things I've done in my life, I really liked being an Aids Tech! Where else can you get free transportation to some of the most beautiful places on earth? I never begrudged the weather days either. I learned to respect God's creation from them.

The one thing I would be remiss in if I didn't say it is this. I have really enjoyed working with the best people in the world. To paraphrase Churchill "Never have so many done so much with so little for so little." These people are the doers of our world. All you have to do is tell them what needs to be done, and it gets done. If the bosses would just open their eyes and realize the unlimited resources they have, their achievements will astound us. These people are capable of moving mountains, just get out of the way.

To date my greatest accomplishment isn't really my greatest accomplishment. Arlene and I have weathered some pretty horrific storms over the years; we've seen good times, we've seen tight times (remember double digit mortgage rates), and we've seen sad times (friends and family members that have gone to heaven). Through it all we never really entertained the idea of going our separate ways. I thank God and Arlene for putting up with me for all of these years. I know I was a pretty hard nut to crack,

but I did. My Grandbabies are my second most precious asset, after my wife Arlene. I heard a saying the other day that says it all for me now. Here is my paraphrase of it: "Always say and do nice things for each other and to each other! That way when you look back on your life you will have lots of nice memories to remind each other about."

Keith Watson, CCG retired

11. Lighthouse websites

(A number of websites pertaining to Light Stations have come to our attention in recent months. Ron Ammundsen, who is a lightkeeper at Quatsino Lightstation is the administrator of the site which can be reached at <http://fogwhistle.ca/bclights/index.php> Joan Scharf received the following message from retired Lightkeeper, John Coldwell, now living in Austria. The websites mentioned in his message are linked to the "Fogwhistle" site. Ed.)

Hello Joan,

I got your email address off Reg Gunn. He thought that you might be able to help me. I am a retired (2001) BC Lighthouse keeper (32 years - last 25 on McInnes Island). I now live in Austria. I run the BC Lighthouse Keeper Database http://www.smithersbc.net/john/Lightkeeper/frm_Lightkeepers.html which lists BC Lighthouse keepers and their stations since day one to present (a few missing). Just recently I have expanded this to include Stories and Photos

<http://coldwell.smithersbc.net:5910/john/Lightkeeper/Memories.html>

One of the branches of this is an "In Memorium" page for lighthouse keepers and a special place for "Friends of lighthouse keepers". Captain Bill Exley died and I would like to include him in this special place as he was very good to me when I started in 1969 but I have no information on him (birth, death dates) and was wondering if you had any way of finding out this information, please?

Also, while I have your attention, if you know of anybody else (retired lightkeepers, or others) that would be interested in contributing to the Photos/Stories pages please pass along my web address and email address.

Thanks for any help,

John Coldwell

Linz, Austria

qwertz@linzag.net

misterex@gmail.com

12. Lennard Island Light Keepers

(Shirley Hewitt, our Honorary Editor, has provided us with this short biography of two of our long-serving lightkeepers – many thanks Shirley, and we look forward to receiving Kathy and Iaian as CCGA members on their retirement from the lights. Ed.)



After reporting the "weathers" to Coast Guard radio for 20 years, Lennard Island lightkeepers Kathy Doyle and Iaian Colquhoun thought they had seen every combination of precipitation and visibility on Vancouver Island's southwest coast. But a mid April snowfall at their 15 acre island off Tofino surprised the pair, whose lifelong experiences living and working on the water was a great preparation for their light station careers.

Kathy grew up in Nelson on Kootenay Lake, while Iaian emigrated from Scotland's Moray Firth. The couple met while they were working for the B.C. Forest Service at Madeira Park on the Sunshine Coast. Their jobs included frequent travel to more northerly inlets in sturdy wooden vessels like the *Wells Gray* and smaller "blimps." Next came a few years when Kathy and Iaian ran sailing charters out of Secret Cove in their venerable wooden ketch, the 38 ft. *Ivanhoe*, which won the Victoria Classic Boat Festival's Oldest Vessel award in 1980.

In October 1986, the pair started their first posting as Junior keepers at Pine

Island. Then came two years at Pachena, three at Carmanah, and three at Trial Islands as Principal keeper. They returned to Pachena for several years before transferring to Lennard Island in 1998. Over the years, Kathy has served as an assistant keeper, while both have done relief work at other lights.

Always very aware of precipitation, Kathy maintains a thriving garden wherever they live. At arid Trial, every rain drop was precious, and she carried water used for washing clothes in buckets to the greenhouse. Ample precipitation at Lennard Island allowed the couple to dig and line a pond which they have filled with water lilies and other pond plants. Summer's vegetable crop, especially tomatoes and cucumbers, started in the greenhouse this spring.

With a prudent eye to when they eventually retire, Kathy Doyle and Iaian Colquhoun have invested in a house and several acres of good growing soil near Ladysmith. Meanwhile, the pair continue to staff the lights with skill and expertise.

Shirley Hewett.

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:

Application.doc