



CCGS Cape Calvert off Trial Island at the start of the 2007 Swiftsure Regatta. (Additional pictures on website <http://picasaweb.google.com/alec.provan/Swiftsure2007> - Ed.)

Canadian Coast Guard Association - Christmas 2007 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
This Newsletter is available on the internet at <http://members.shaw.ca/aprovan/CCG%20Association.htm> and on the website of the CCG Alumni Association at <http://www.coastguardalumni.com/>

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 approximately 160 members.”

Contents of Christmas 2007 Newsletter

1. Greetings from the President
2. Christmas 2007 Luncheon
3. Planning for Summer 2008 Luncheon.
4. Membership dues
5. New Members
6. Deceased
7. Message from Joan and Hugh
8. Ted Severud's Career
9. "Ivor of the Arctic"
10. Photo Caption Contest
11. Minutes: 2007 Annual Meeting

Appendix - Canadian Coast Guard Association Membership Application/Renewal

1. Greetings from the President



It is nearing the end of 2007 and looking back over the year we have seen a big change in our long serving and efficient executive. Joan Scharf has been replaced as Secretary by Bob Manning, Hugh Macdonald by Bill McKechnie as Treasurer and Frank Statham has taken over our e.mailing from Reg Gunn. My thanks go out to all these people.

If you care to explore the Internet you will find we are now a major contributor to the Maritimes based national site <http://www.coastguardalumni.com/> together with Maritimes and Newfoundland Labrador and apologies to Bob Manning whose name is still incorrectly listed as Bill.

Our membership numbers are slightly increased and I hope to recruit a few new members at the Vancouver Christmas Party, perhaps even including the new Deputy Commissioner whom I have known for a long time. Since many of our Vancouver members attend this function I will try and work up some enthusiasm for a spring lunch at Steveston and hopefully get one of our mainland members to organise it.

2. Our Christmas 2007 Luncheon

WHEN: Thursday, December 6th, 2007. 11:30: - Mingle; 12:15: - Luncheon starts.

WHERE: To relax, yarn, enjoy the Luncheon Buffet and celebrate the coming Holiday Season with friends and colleagues in the dining room of the Royal Victoria Yacht Club (RVYC), 3475 Ripon Road, Victoria.

WHAT: 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: \$20.00 per person, including gratuity. There will be the usual "No Host" Bar.

To facilitate catering, we need to give the Yacht Club staff firm numbers not later than Monday, December 3 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 w.dancer@telus.net)

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

Mainland: Bob Manning 604-986-4638 Herb Adrian (Surrey) 604-596-9355 Cec Rempel (Chilliwack) 858-1983 Diana Miskell 319-8142.

(Herb. Please co-ordinate with Bob, Cec and Diana and pass information to Bill Dancer w.dancer@telus.net Bill will co-ordinate with the Yacht Club re number of reservations. Thanks!)

Mark 11:30 Thursday, December 6th 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 6th** 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” for our last luncheon. *Would anyone prepared to help out on December 6th please phone Bill Dancer 721-5273).*

3. Planning for Summer 2008 Luncheon

Date and location for the Summer 2008 luncheon - to be determined.

4. Membership Dues

Bill McKechnie, our Treasurer, wishes to remind those who have not yet paid their 2007 membership dues that, for the convenience of members, these may be paid at the Christmas Luncheon. The 2008 membership dues will remain at \$5.00 and may also be paid at the Christmas Luncheon. If you are unable to attend the December luncheon you can mail your 2007 and/or 2008 dues to our Treasurer, Captain W. McKechnie, 2010 Corniche Place, Victoria, BC V8N 6C1.

Our Secretary does not have mailing addresses, email addresses or telephone numbers for two of our members, Paddy Merriman and Shannon King. If anyone knows how to get in touch with either of them please contact Bob Manning at 604-986-4638 or by email at rlert@telus.net

5. New Members

No additional members reported since the publication of the last newsletter.

6. Deceased

Ian Duncan. Sad to report but there was an obituary in the Times Colonist November 03 advising that Ian Duncan passed away October 30 at 87 years of age.

There will be a Celebration of his life at 3045 Meadow Place, Mill Bay, November 17 1pm to 4pm. Turn eastward on Kilmalu Road (intersection with the Petro-Canada station and Trans Canada Highway, just north of Mill Bay) and follow the signs.

Ian was a long time chopper engineer with Transport Canada/Coast Guard, and a well known 'character' within the organization. ---Frank Statham (*Ian was not a CCGA Member but was well-known to many of our members – Ed.*)



Rick Tolonen passed away at Victoria General Hospital on September 1st, 2007. Rick spent most of his youth in Calgary before joining the RCN in 1958. In 1969 he joined the Canadian Coast Guard and served at Kitsilano, Bull Harbour, Campbell River, Ganges and Victoria during his 25 years with CCG. From 1992-1995 he was OIC of the Inshore Rescue Boat division. His generous unassuming air made happy memories with his many friends and he will be missed. (*Extract from obituary in the Times-Colonist – Ed.*)



Captain Wilson L. Stuart, (*The following is an extract from the obituary in the newsletter of the Canadian Company of Master Mariners. Wil was a loyal member of CCGA, although unable to attend any of our luncheon meetings – Ed.*)

After a long illness, bravely borne, Captain Wilson Stuart passed away peacefully at his home in Dartmouth NS, on December 17, 2006. The Memorial Service to celebrate his life was held in St. Andrews Presbyterian Church, Dartmouth NS, a church Wil had served faithfully for many years as elder, choir member and even as volunteer gardener. Wil was born in Ottawa in 1928 but in 1930, with his parents, he moved to Scotland and his boyhood years were spent in Glasgow from whence he started his sea career, as an apprentice with the famous Glasgow tramp company,

“Hungry” Hogarth’s. Later, he served in cargo liners of Henderson’s and City Line and ultimately in Hong-Kong registered ships. In 1957, he was appointed as Pilot, in the busy bunkering port of Aden. While on a leave from Aden, Wil decided to have a look at Canada and, as luck would have it, on his trans- Atlantic voyage on the “EMPRESS OF BRITAIN”, he met a Scots-born girl who lived near Ottawa. He returned to Aden, a married man. In 1967, Wil brought his family to Canada and he joined the Coast Guard. At first he served in the Fleet. In 1970, he joined the Ship Safety Branch and later transferred to Aids and Waterways, which was responsible for Safety and Communications in navigable waters. Wil had been involved with the government appointed “Operation Oil” Task Force to deal with the tanker “ARROW” casualty and the massive oil pollution in Chedabucto Bay, NS. A year later, the Canada Shipping Act was amended to permit new regulatory measures for control and inspection of shipping. Wil provided valuable input to the Vessel Traffic Services regulations. With his experience, knowledge and ability, Wil was the right man for the task of setting up VTS in East Coast ports, routing schemes in port approaches and a reporting scheme for inbound vessels which became known as ECAREG. As in other pursuits in his life, Wil, then, Regional Superintendent of Vessel Traffic Services, did his job with dedication and the propriety of a diplomat. Wil was always good company, a man with a good sense of humour. He was a devoted husband to Margaret throughout their 44 years of marriage and a fine role model and mentor to their daughter Elizabeth and son Russell. Both are now Commanders in the Navy. He was much loved by his grandchildren. Generously, he donated a kidney to his brother in New Zealand. The values Wil Stuart practised, marked him as a true gentleman.

7. Message from Joan and Hugh



Hugh and I would like to thank everyone for your kind words of appreciation as we leave the executive of the CCGA. We enjoyed our gifts very much. We went to the Little Thai Restaurant where we had a wonderful dinner, and tried a few new dishes on the recommendation of Hugh's well-travelled son, who came with us. Hugh is an avid reader and the Bolen's gift certificate was a perfect choice for him. It has been a lot of fun serving on the executive these past years, and we anticipate enjoying many lunches as members. See you at the December luncheon!

Joan Scharf and Hugh MacDonald.

8. Ted Severud’s Career



1963-64 Attended Room 19, Received 2nd Class Radio Operator Certificate. First year at the old King Edward High School location and last year (inaugural year) at VVI, Vancouver.

1965 Attended DOT Radio Operators course at ASTS Ottawa. First Station “Dease Lake” Meteorological Station (best job a 24 year old could have. Worked 10 minutes every 3 hours, fished in between observations, and whiled away some pleasant hours with a lovely young university gal, home for the summer!).

1965-67 Aeradio Operator at Port Hardy Airport (a crazy time was had there!).

1967 Joined Coast Guard and made one trip to Ocean Station Papa as a Radio Officer aboard CCGS St. Catherines. Then transferred to CCGS Stonetown.

Made two trips on her to Ocean Station Papa.

1968-69 Radio Officer aboard CCGS Quadra. Joined Quadra while she was in for her final fitting at Burrard Drydock (my Dad was there working on her for Burrard).

1969 Left DOT for a few months to go with CP Telecommunications. Hated it. Came back to Coast Guard (bought my time back).



1969-1973 Radio Officer aboard CCGS Vancouver. The ship I remember the fondest. (*Attached drawing of CCGS Vancouver by Barry Hastings – Ed.*) I am probably the only RO to have worked on all four weatherships. In the 1990's while on a CCG mission to the USCG in San Francisco, the USCG took me in a launch to see the old Quadra and Vancouver tied alongside each other in the Sacramento River. They took me close aboard and I got to give them a pat on the side from all their old shipmates. It was very nostalgic.

1973 Married and transferred to Comox Marine/Aeradio as a radio operator.

1976 Applied for and accepted a position as a VTS Marine Traffic Regulator with Vancouver Marine Traffic Centre, KAP 100.

1977 Son Jason Robert born (now in final year SFU, Teaching - Secondary History)

1980 Daughter Carlie Anne born (now cardiac care RN, Royal Columbian Hospital)

1984 Promoted to Watch Supervisor at Vancouver Traffic.

1987-90 Centre Training Officer, Vancouver VTS Centre, KAP 100 (with stints at CCG College, Cornwall Ont. Doing VTS training/course curriculum design)

1990-2001 Assigned VTS Western Regional Office as a Regional Training, Standards and Operations Officer. Worked with Migs Turner, Dick Gaetz (the most wonderful man I have ever known), Dave Rodie, and Dave McMillan. My happiest years with CCG. We had a great team and wonderful times! Finished off working with Wayne Fullerton and crew after the amalgamation of VTS and the RO's into the new MCTS.

2000 Took few months sick time off to successfully beat bladder cancer (now cancer free 4 years)

2001 Retired in the Spring as Western Region, Regional Standards and Operations Officer, MCTS. May 18th Erick Allen Severud – born – I'm a grandfather!

And now for the Bits and Pieces:

Along with Dave McMillan, worked on the VTS portion of the Brander-Smith Oil Pollution from Ships Report. Developed the national VTS training curriculum and lesson plans for oil pollution prevention. In 1992, co-developed and delivered a paper with Cdr. Mike Hawke USCG on the Cooperative Vessel Traffic Systems Agreement for the Juan De Fuca Region (CVTS) to the Vancouver World VTS Symposium 1992. In 1992, recognized and awarded a Certificate of Appreciation by Rear Admiral J.E. Vorbach USCG 13th District for service with the Canada/United States CVTS Offshore Traffic Management Task Force. Represented CCG and Western Region at two World VTS Symposiums, Tampa Bay and Singapore. In 1998, once again with Dave McMillan, and with Marianne Molchan of the University of Washington (NOAA), and Cdr. Gary Greene (USCG) developed and administered the Vancouver SMART Forum at the University of BC. I have been told that it was one of the best marine forums ever done on this coast. In 1999-2000 in conjunction with the USCG, developed and implemented the Turn Point Tanker Safety Area (In appreciation, the USCG presented me with an engraved rock taken from Turn Point by a USCG cutter, with mounted U.S. and Canadian flags,). Received a Certificate of Appreciation from Jean Cameron for work done on behalf of the CCG for the States/British Columbia Oil Spill Task Force, Vessel Traffic Management Risk Study, 1999-2001.

On the personal side I have been past President of the New Westminster and District Band Society (received a Certificate of Appreciation from Mayor Betty Toporowski in 1995). I am presently a member of (a Base) and President of the Langley Community Chorus (80 strong). I am a member of the Abbotsford Walking Club, a member of the Sons of Norway, Viking Lodge. I am a member of a wine making and gourmet dinner club. I like to cook and I like wine. I am a member of the

Vancouver Tilopa Buddhist Centre, New Kadampa Tradition (NKT), Mahayana School headquartered in the U.K. I have written some newspaper articles on meditation and Buddhist philosophy. I also like to write a little poetry and I am into watercolour painting.

"The Weatherships" by Ted Severud

I remember my first trip out on the CCGS St. Catherine. A long standing (and still) Chinese friend of mine shipped out with me that trip. He was my watchmate in the Radio Room. It was a mid-winter trip. We were both green the whole trip. I remember that we had to brace ourselves with our feet to the radio console in order to keep from sliding all over the place. I remember the smell of diesel in everything including the food; and the stifling air because everything had to be battened down. Have you ever seen a green Chinese? It is quite a sight! When we got back after seven weeks at sea, we both kissed the ground. My Chinese friend immediately transferred to the arctic.

The strange thing was that even though I was sick almost the whole time, I loved it and couldn't wait to get back. And stranger still, I was never seasick again.

I served for over five years on the weather ships. I think that I am one of the very few and probably the only Radio Officer to have served on all four weatherships.

Two moments stand out in my memory from those years.

- One was when I joined CCGS Quadra in her final fitting at Burrard Dry-dock in North Vancouver. My dad, who had a hand in building her was so proud to introduce me in dress uniform to his fellow workers at Burrard.
- The second memory (a little sad) was when I was on an official trip on behalf of CCG to the USCG San Francisco VTS. Both CCGS Vancouver and CCGS Quadra were tied up alongside each other in the Sacramento River. The USCG made a special trip and took me alongside the two grand ladies. I actually got to touch and caress them one last time. It was very emotional.

I have to say that I have been very fortunate in my working life. I have done very many different things with the DOT and CCG. VTS especially stands out; but there will always be a special place in my heart for those grand gals of Ocean Station Papa.

"Past Memories of the Sea"

On the roll of the sea

My thoughts in hand go back to stand on the deck of a ship

Where I have slipped both land and harbour to be free.

9. "Ivor of the Arctic", by Ivor Roberts.

(This article was submitted in response to the request for submissions to the Newsletter, with a prize of a Coast Guard Crest offered for the best article – Ed)



Hello Alec, Here is my story as requested...

It started out as a routine annual voyage to the Western Arctic for the purpose of inspection and renewal of navigational aids, icebreaker escort of the re-supply vessels taking their goodies to Dew line sites and InnuIt communities.

Our vessel, the CCGS "Camsell", had made the trip many times; the Captain and crew very experienced. We had fulfilled a number of tasks; forced our way through miles of pack ice to a position, as I remember, just south of Simpson Strait.

Being north of the Arctic Circle daylight persisted for almost twenty four hours each day, so we were able to visually keep track while the majority of us, this particular night, slept rather fitfully, as the ship crunched its way through broken but heavy pack ice.

I vaguely remember one heavy blow and lurch followed by the ship coming to a stop. What I do remember very well was a knock on my door and the calm voice of a quartermaster saying, "Mr. Roberts. You had better get up, the ship is sinking!"

It was quite true. When I had dressed and had an opportunity to peer down into the engine room there was approximately 15 feet of unwelcome seawater in one section. Auxiliary power was supplied to a pump but we were not holding our own. We were a long way from anywhere!

Strangely enough, help was not all that far away. The northern shipping season was almost over but there was still a tanker to the East of us. She possessed portable pumps and a helicopter could land on its deck.

The "Camsell" was listing but not badly enough to prevent helicopter operations yet. The hangar housing the four seater Jet Ranger chopper was closed and normally required power to operate its telescopic doors. This was not available, so the crew devised a means of detaching the power drive, and muscled each section forward until there was enough room to take off and land. Later they were able to pump fuel by hand. There was a sense of urgency as one could easily imagine, so soon we were ready to fly.

As pilot, I took off to seek the tanker, which though out of sight was not all that far, landed on a hatch cover; returned with two pumps. By next morning with the addition of a canvas patch over the hole the water level lowered considerably, though at one point, hours later, the pumps acted up and we gradually lost all that we had gained. I'd say we had some very busy engineers!

In the meantime the powers that be, from all quarters, decided to fly welders into the area who eventually patched the hull. Naturally, the engines having been swamped could not be re-started so the "Camsell" had to be taken in tow for the return home.

I flew most of the crew to Fort Simpson for a connection to the South by chartered aircraft, leaving only a skeleton crew until the arrival of the CCGS "Macdonald" who towed us to a point close to Tuktoyaktuk where a chartered tugboat took over and commenced the long slow journey back to Victoria. The late Fayez Ali was the only remaining crew member who stayed for the latter part of the trip, aboard the tugboat of course.

Sad to say the "Camsell" is long gone, I know not where, but may be still travelling as spare parts for the Toyota Company

Incidentally, the rare feat of completing the North-West Passage was attained by the CCGS "Macdonald" in the course of this rescue and after some courtesy stops she circumnavigated the North American continent on her way back to her home port of Halifax.

So there you are, Alec, the opening (and closing) chapter of my memoirs...Cheers Ivor Roberts

10. Photo Caption Contest



CCGA members were invited to submit captions for the attached photograph, taken at the June 2007 Luncheon Meeting. The winning entry, selected by the Executive, was submitted by Lanny Seaton, who will receive a free lunch at the December meeting. Lanny's submission was "**Don; we were this close to automating all the light stations.**" Other photographs taken at the Summer Luncheon can be viewed at

<http://picasaweb.google.com/alec.provan/CCGALunchJune2007> Ed.

Photo Caption Entries

1. "Look! It's not really very big!"

2. "Don; we were this close to automating all the light stations."
3. "Someone should have told him you have to DRINK the coffee in order to stay awake."
4. "I'm telling you Don, it was this big, biggest damn slug I've ever seen. BBQ'ed it and fed the whole family. Next one I catch will be yours. Now that we're on pension makes a big difference on the meat budget."
5. .."The salmon were jumping all over the place, so I just reached out and caught half a dozen this size in my net".
6. "I tell you we visited this town in Wales with a name this long...Listen to thisLlanfair pwllgwynllyogeryychwyrndrobwlllantysiliogogoch."
7. "...And I was just about to give up, when this big sucker took my fly and the battle was on. It was this big Steelhead".
8. "No kidding Don, my pension cheques are this big!" (*Wishful thinking – Ed.*)
9. "NO! I'm serious Don! The herring up the Gorge used to be this size when I was a boy."
10. "...I was driving from up Island over the Malahat, when this Blonde comes up from no where and talking on the phone yet too. She was intend on passing me before we hit the single lane only when this truck swerved to miss her and it came about this close to my front end. Bloodyel! It was so close..."

11. MINUTES

**CANADIAN COAST GUARD ASSOCIATION ANNUAL GENERAL MEETING
ROYAL VICTORIA YACHT CLUB
JUNE 7, 2007**

**CANADIAN COAST GUARD ASSOCIATION ANNUAL GENERAL MEETING ROYAL
VICTORIA YACHT CLUB**

Prior to the official Call to Order of the meeting, several presentations were made.

President Bill Dancer, made presentations to Hugh MacDonald and Joan Scharf, who were retiring as Treasurer and Secretary, respectively, after 11 years of service in these positions. On behalf of the membership, Bill presented Hugh, an avid reader, with a gift certificate from Bolen Books. Joan was presented with a bouquet of flowers and a gift certificate to Little Thai restaurant, to cater to her enjoyment of ethnic food.

Alec Provan presented an original painting of the CCGS Camsell in the Arctic by Jim Cummings, a member of CCGA who passed away last year, to the Victoria Coast Guard Base, at the request of Jim's family. Jas Heer, a long-time Coast Guard employee, accepted the painting on behalf of the Base.

1. Call to Order

The Meeting was called to order at 1315.

2. Minutes of Last Meeting

Chris Hyde moved that the Minutes of the Annual General Meeting of June 8, 2006, be approved as circulated. Seconded by Aussie Gronow and carried.

3. Approval of Actions by the Executive

Migs Turner moved that the actions taken by the Executive on behalf of the CCGA since the last meeting be approved. Seconded by Bob Manning and carried.

4. Reports

a) General report to Members by the President

Bill stated that the positions of Treasurer and Secretary must be filled to comply with the Societies Act. Thanks was expressed to Hugh MacDonald, Joan Appleton, Muriel Guy, Reg Gunn, Sandy Kelley, Gerry Dixon and Joan Scharf for their work for the Association, and Alec Provan for his great work on the newsletter. Bill also expressed the hope that the Vancouver members would organize a luncheon in Vancouver in the coming year.

b) Treasurer's Report

Hugh began by telling the membership how much time was involved in being treasurer and encouraged the members to think of standing for this position.

He reported that a second donation of \$500 had been sent to us from the estate of Ernie Noel and that financially we were in a very stable position with a balance of approximately \$3,500. He recommended that we consider making a donation to a charitable organization such as Santa's Anonymous or BCITr.

Hugh moved that the report be accepted and it was seconded by Pen Brown. Motion Carried.

Elections

Bill Dancer stated he was prepared to stand for another year and asked three times if there were any other nominations from the floor. There being no other nominations, Bill was declared President by acclamation.

Bob Manning agreed to stand for Secretary. Bill asked three times if there were any other nominations from the floor. There being no other nominations, Bob Manning was declared Secretary by acclamation.

Nominations were called from the floor for a Treasurer. Bill McKechnie agreed to stand. Bill Dancer asked three times if there were any other nominations from the floor. There being no other nominations, Bill McKechnie was declared Treasurer by acclamation.

New Business

The membership was asked if they were in agreement that we return to the Royal Victoria Yacht Club for our Christmas Luncheon on December 6th. The proposal received unanimous agreement.

Bill asked if there was any interest in organizing events or trips such as hiring a bus, going to the Chemainus Dinner Theatre and staying overnight in the hotel and perhaps including a game of golf in the package, or other excursions. There was a show of hands indicating interest, so some type of excursion will be looked into in the coming year.

Alec Provan expressed a vote of thanks on behalf of the membership to the executive for their work in the past year.

Adjournment: The meeting adjourned at 1335 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 W. McKechnie, Treasurer, Canadian Coast Guard Association, 2010 Corniche Place, Victoria, B.C. V8N 6C1

(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: _____