

# Canadian Coast Guard Association

## Summer 2007 Newsletter



CG304 at Carmanah Lightstation– photograph by Mike Shepherd.

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](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.

### **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.”

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### 1. Greetings from the President.



The past year has seen us make considerable progress in getting to know what other regions are, or are not, doing in regard to an association similar to ours. Both the Maritimes and Newfoundland have similar associations and enquiries are being made in Laurentian Region to see if they have maintained their association. We know that Central and Arctic Region presently does not have an association.

We will be asking you to vote on being part of a National Association. This will mean that each region will continue keep running their association in the same manner and under the same regulations they do presently but will place items like our newsletter on a National website which will use the Maritimes Website <http://ccgalumnimaritimes.com/> which was up and running earlier this year but retitled to reflect its National nature. The executive think this is a good thing and will allow access to members of all regions to see what other regions are doing. Presently for example in Newfoundland there is great emphasis on collecting Coast Guard artifacts with a view to creating a museum setting for them while the Maritimes emphasis is very similar to our own.

In January 2007, Mrs. Ella Clark from Portland, OR, arranged to have an additional donation of \$500.00 made to our Association in memory of her brother, Ernest (Ernie) Noel. This, together with the previous donation and the bench situated at the Base, are very nice tributes to Ernie. It's nice to know that he enjoyed his time with the Coast Guard as much as his colleagues enjoyed working with him.

I would invite members to consider taking on the roles of Secretary and Treasurer as both Joan and Hugh, the long-time holders of these positions, are standing down after a long and outstanding service for which Migs, Art and myself and indeed all members are thankful. So, to other members, let's have some of you step up to the plate and carry on their good work. I would say the work in either position is not too demanding, can try your patience (what executive work doesn't) but is rewarding and not without its share of fun and laughs. If you are willing to put up with me for another year I am willing to carry on as your President but I would like to stand down in June 2008. I hope to see you all at the Summer luncheon at the Royal Victoria Yacht Club. Bill Dancer.

### 2. Membership Dues and Updates

**Hugh MacDonald, 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 Summer Luncheon. Annual dues will remain at \$5.00 for the year 2007.**

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 OCGA (annual dues remain at \$5.00 per year to cover costs.) Here is a brief update on several of our members:

Yvette Myers, has left her position as Harbour Master with the Vancouver Port Authority and returned to the Federal family. Yvette won a competition with the Transportation Safety Board and took up her duties as Director Marine Investigations in December 2006.

Percy Sands celebrated his 90<sup>th</sup> birthday and is enjoying life at the Wellesly.

Dorothy Hautaluoma called to say that we can remove Elmer from our membership list as he is not really well enough to appreciate the newsletter any more, although she has been reading it to him. He is in a care facility in Sidney. I told her Elmer would be missed by our members.

### **3. Summer 2007 lunch and Annual Meeting – Royal Victoria Yacht Club.**

WHEN: Thursday, June 7th, 2007. 11:30: - Mingle; 12:00: - Luncheon starts.

AIM: 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.

WHO: Coast Guard Association members, Coast Guard Retirees, their Spouses and Guests and serving Coast Guardsers 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 RVYC staff firm numbers on Monday, June 4<sup>th</sup> 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](mailto: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](mailto:dcdancer@shaw.ca) Bill will co-ordinate with RVYC re number of reservations. Thanks!)

**MARK 11:30 THURSDAY, June 7th 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 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 John Adams for being available as our "ferry pick up driver". Would anyone prepared to help out on June 7th please phone Bill Dancer 721-5273).

### **AGENDA FOR THE CANADIAN COAST GUARD ASSOCIATION JUNE 7, 2007, AGM**

1. Call to Order.
2. Approval of the Minutes of the June 8, 2006, Annual General Meeting  
(The Minutes were contained in the Christmas, 2006 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 (*See President's Greetings – Ed*)
6. New Business
7. Adjournment

Bill Dancer, President

Joan Scharf, Secretary

Hugh Macdonald, Treasurer

### **4. Planning for our Christmas 2007 Luncheon**

Date and location for the Christmas 2007 luncheon – December 6, 2007 at ?

## 5. New Members

We welcome the following new members to our Association:

**ANDERSON, John M.** - John started his career in the Coast Guard as Third Mate on the Quadra. He served as Mate on the Racer, and Ready and Master on the Racer. He spent time in RCC, and served as Master of the Vector, Parizeau, Sir Wilfred Laurier and retired as Master of the John P. Tully In May 2006.

**FOWLOW, Norman** - Norm worked as an oiler and engineer from 1989 until he retired on Jul 7, 2003.

**KING, Shannon** -

**PRIHAR, Shan** – Shan is Fleet Resource Manager, Operations , CCG Pacific Region.

**TEBB, Terry** – Terry retired after 36 years in the public service. He was the Director of Operations, then the Assistant Commissioner, Pacific Region. On December 4, 2006, the Deputy Minister presented Terry with a Deputy Minister's commendation for his "exemplary leadership" at the Coast Guard National management board. Terry retired on December 8<sup>th</sup>.

**TUOMI, Brian** – Brian Tuomi is now Managing Director of Tideland Signal Pte Ltd.

**LYMBURNER, Don** - began my Public Service in 1970 as an electrical engineer with the Telecom Branch of Transport Canada, Pacific Region. At that time the air and marine divisions of TC were combined so I worked on a mix of air and marine communication projects such as airport landing systems, lightstation communications and the VTS radar project. When Coast Guard Western Region was formed in the mid-seventies I moved to Coast Guard Telecom in the Regional Office in Pacific Centre as a project engineer. At that point I was lead engineer for the West Coast VHF project to extend VHF radio coverage to most of the west coast using a network of mountaintop radio repeater sites linked to our coast stations at Prince Rupert, Alert Bay, Comox and Tofino. Some years later, following the retirement of Tom Needes, I took the position of Superintendent of Engineering Services, Telecommunications and Electronics where I remained until my retirement in 2000.

I live in Vancouver with my wife Mary, who I met in 1972 in the Prince Rupert airport while on assignment there (she was fascinated by the electronic equipment room), and putter around the garden while generally taking it easy. Our three kids have pretty much moved out so it's fairly quiet these days. Don.

**GRAY, Don** - Don started as a student in the Lamproom on May 31<sup>st</sup> 1971. He served on the Camsell, then as a Lamproom Technician, Electrician, Foreman Electrical and retired as Superintendent Marine Civil Infrastructure Pacific on November 29, 2006

**DAHLGREN, Edward** – His career started as a Deckhand on the CCGC Racer. He became a winchman, leading seaman, coxswain, 3<sup>rd</sup>, 2<sup>nd</sup> and 1<sup>st</sup> officer. Worked in Boating Safety, and Regional Operations. Ed retired in 1997 as First Officer on the CCGS John Jacobson. He is presently Marine Superintendent, Seaspan Coastal Intermodal.

## 6. Deceased

**Glen Vallance.** We are sorry to report that Glen Vallance passed away on January 21st at Beckley Farm Lodge. Glen was 91 years old. He had a long and interesting career in the Ministry of Transport. He began his career in 1938 as Radio Operator at Estevan Point and retired in 1973 as Telecommunications Area Manager, Victoria.

**Captain Wil Stuart** After a long illness, bravely borne, Captain Wilson Stuart passed away peacefully at his home in Dartmouth NS, on December 17, 2006. Wil joined Coast Guard in 1967, at first serving with Fleet Systems. In 1970, he joined Ship Safety Branch and later transferred to Aids and Waterways. With his experience, knowledge and ability, he 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. *(An article on Wil's career will be included in the next Newsletter – ED.)*

**Bernard Clark** We regret to advise that Bernard Clark passed away on March 14, 2007. Bernard was born on August 19, 1928 in Lewes, England. He leaves his loving wife of 48 years, Pat; two sons - Tim and Simon and daughter Luci. Bernard joined Ship Safety in 1974, transferred to Coast Guard Marine Casualty Branch in 1978 and to Coast Guard Legislation Development in 1980, where he remained until he retired in 1994.

## 7. Lawrie Huck's Retirement Party



On 8 February 2007, friends and family helped Lawrie celebrate his retirement after a long and illustrious career with Coast Guard. On 1 July 1969, fresh out of high school, Lawrie commenced his employment as CR-01 with Central Registry and rose through the ranks to the position of Regional Manager, Inventory and Assets Management –DFO. We look forward to having Lawrie at our semi-annual luncheons – if he is not out fishing! - Ed.

## 8. Lightkeeper Memories

I am looking for photos taken aboard the Coast Guard ships to illustrate stories on my "Lightkeeper Memories" webpage <http://www.smithersbc.net/john/Lightkeeper/Memories.html>. I am looking for photos from the ship's point of view in servicing the lighthouses. (e.g. workboat on deck, workboat being slung outboard, climbing the ladders, loading/unloading supplies, refuelling, helo landings and takeoffs, slinging, etc.) B&W or colour is not a problem. Most of my photos are from the land side, and especially in the later years when most transport was by helicopters. If any has photos like this I really appreciate scanned copies about 1024 x 768 pixels or smaller. I will add a short credit on each photo so people know where they originated. I can be contacted at [misterex@gmail.com](mailto:misterex@gmail.com)

By the way; I am working on others (*lightstation webpages-Ed.*). I have a Lennard one done:

<http://www.smithersbc.net/john/Lightkeeper/Lennard%20Island.html>

I started with one photo of each station and as I get more and more I have started a page for each lighthouse with a bit of history and the keepers. You can keep track of them here:

[http://www.smithersbc.net/john/Lightkeeper/Lighthouse\\_Photo\\_Pages.html#Photos](http://www.smithersbc.net/john/Lightkeeper/Lighthouse_Photo_Pages.html#Photos)

and here>

[http://coldwell.smithersbc.net:5910/john/Lightkeeper/Lighthouse\\_Photo\\_Pages\\_Early.html#LighthousesYesterday](http://coldwell.smithersbc.net:5910/john/Lightkeeper/Lighthouse_Photo_Pages_Early.html#LighthousesYesterday)

Anything that shows up with a big **RED** title over it has a separate webpage. I hope to add one today and I have about 3 more in the works - just to find the time!

Thanks, John Coldwell.

## 9. Ivor Roberts “routine” Arctic Voyage.



*(The accompanying picture of CCGS Camsell in the Arctic is taken from a painting by Jim Cummings, a former member of CCGA who passed away in July 2005 – 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 Inuit 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 Gladman Point on King William Island for a connection to the South by chartered aircraft, leaving only a skeleton crew until the arrival of the CCGS "John A. 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 "John A. 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.

*(n.b. The articles by Ivor Roberts and Bill Dancer were submitted in response to the request from the CCGA Executive for Newsletter Articles. A Coast Guard plaque will be awarded for the best submission, as indicated by the President in his message of April 2, 2007 – Ed.)*

## 10. Mike Shepherd's Helo Flight.



Hello all, I'm back with another yarn about off-road adventures. (*Mike Shepherd is currently employed as a Marine Traffic Services Officer at "Tofino Traffic" in Ucluelet. Check Mike's website at <http://www.ve7prt.bc.ca/> for info. on Mike's off-road activities – Ed*)

This time my choice of transport doesn't have wheels; instead, it consists of a 2-bladed main rotor and tail rotor, and burns Jet-A fuel, not regular unleaded gasoline. I'm talking about a helicopter, specifically one of the Canadian Coast Guard's Bell 212's, registration C-GCHF, call-sign Coast Guard 304 (CG304). Being a Coast Guard officer does have it's perq's, and in this case I was able to procure a ride up and down the coast. CG304 is presently overnighing at

Amphitrite Point, supporting some carpenters working at the Estevan Point Lightstation. This is what allowed me to get my flight.

In most cases, the aircraft has to be pre-flighted after it has sat overnight. My last helo ride had been when I was around 3 years old, so I don't remember much of it. In this case, I'd never been on any of the Coast Guard birds, so the pilot, Claude, took me on a pre-flight safety tour of the aircraft while his co-pilot, Kenny, did most of the pre-flight inspection. We covered things like where the ELT's are, the fire extinguishers, liferaft etc. Also noted was the fact this craft carries its own waterwings that should deploy in case we ditched in the water. We also discussed some operating procedures around helo's, something that I wanted to know since I occasionally have to collect or deliver packages to the helos.

Very shortly, Kenny was done his inspection, and the carpenter crew arrived with their gear. We got everything loaded into the aircraft, and got ourselves into our PFDs, belted in, and headsets on. Claude went through the engine start routine while Kenny did a walk around the helo, looking for any trouble. None spotted, he climbed in and got himself settled for the flight.

Lift-off went without a hitch, and soon we were moving at just over 125 knots, bound for Estevan Point. Visibility wasn't the best, I figured about 2 miles at this point, but I was able to get some good pictures. Flight time was almost 30 minutes. Upon landing I got out to let the carpenters disembark with their gear, then hopped back in so we could return South. Since the southbound leg had me looking over the water the camera was put away. Our destination now was the Tofino Airport for fuel.

Once on the ground, the bird was completely shut down for refuelling. Everyone (except for Claude) had to exit and stay away, lest an explosion kill everyone. I watched in amazement as the helo drank down over \$500Cdn worth of Jet-A fuel (at \$1.29Cdn/litre!). Expensive bird to fly! Anyway, with the tanks full, we got back in and strapped down. Engines were started up, and once everything was humming nicely, the 2 in the front office did some engine power checks to confirm everything was OK. This was done because CG304 was scheduled to sling an old tower from Bonilla Point to Carmanah Point and it wouldn't do to find out the hard way that the helo didn't have enough power. Satisfied all was good, we rocketed over the airport grounds and over to Amphitrite Point to pick up two Coast Guard lamp technicians. After our 5 minute stop-and-load routine (with the engines/rotors turning all the while) we were off and flying again, this time directly to Bonilla Point. There the lamp techs disembarked with their gear to start preparing the tower for slinging.

Meanwhile, we flew over to Carmanah Point (*see Cover Picture – Ed.*) so the pilots could rig the bird for the sling. I wasn't needed anywhere so I went off to meet with the keepers, the Principle Keeper's wife, Janet Etzkorn, Assistant Relief Keeper, Trevor, and fill-in Ivan Dubinsky. A quick call on the lighthouse circuit to inform Tofino MCTS we were safe on the ground, then it was coffee time. Janet made some wonderful expresso coffees for everyone, and brought out some of her coastal famous cooking: lemon sponge cake. Claude joined us after everything on the helo was ready.

When the radio call came from the lamp techs, Claude returned to CG304, and lifted off. We watched him fly by the window, sling line trailing in the breeze. Moments later, he came back, the entire tower dangling about 125ft below the helo. He performed a really nice sideways approach to the drop zone, but his hover looked a bit unstable as he positioned and dropped the tower. I figured it was a tad breezy up there, forcing him to fight the helo a bit. With the tower down, he dropped onto the pad to lose the sling line,

then took off again to retrieve the techs and gear. Upon his return, the techs set about bucking up the tower while the pilots returned the craft to normal flight status.

While awaiting take-off time, Ivan showed me an HF radio he uses when away from his home light, Cape Beale. He also showed me his Windom wire antenna. We spent some time chatting before the techs were finished their job and the tower pieces were stacked up, ready to be hoisted down to a waiting ship. All the gear was safely stowed on the helo. With hand-shakes all around, we climbed aboard CG304 for the trip home, leaving Ivan, Janet, and Trevor standing by the crew house watching us lift off.

Flight time was around 20 minutes or so, with us crawling up the coastline to Cape Beale, then heading straight across the entrance to Barkley Sound. The weather started deteriorating the further North we flew. It was raining most of the way up, and got to the point that water was starting to enter the cabin of the helo. These birds aren't sealed at all, so water can get in during flight. Even though we were only 1000ft above the water, we did have some clouds below us. At 12:45pm local time we landed back at Amphitrite Point, where the lamp techs and I disembarked the aircraft. Once their gear was offloaded, CG304 took off again for the airport and Estevan Point to collect the carpenters at the end of their day.

The flight this day covered over 120 nautical miles of coastline from Carmanah Point to Estevan Point. We definitely flew farther than that, though. The weather wasn't the best in the world, and started deteriorating on the last part of my flight. Despite this, it was lots of fun all around, and I got to meet a couple more of the lightkeepers I routinely speak with on our lighthouse circuit. It is certainly nice to be able to put faces to names and voices. *I would also like to extend a very big THANK-YOU to Claude and Kenny for an awesome flight, and to the folks at our Regional Operations Center in Victoria for authorizing me to be on CG304 today. I certainly enjoyed the trip, and hope go flying (lighthouse hopping) again someday (hopefully under better weather, though).* No GPS track exists as I was not in my vehicle and so did not have any track recording capability. **TTFN!!**

## **11. Bill Dancer's Favourite Coast Guard Memory**

Like most of you I have many fond memories (some printable and some not) of my 28 years in Coast Guard. I was fortunate to serve in Halifax/Dartmouth, St Johns, Ottawa and Vancouver and this story concerns my days in Newfoundland/Labrador in the early 1970's.

I was acting as Master on the "Sir Humphrey Gilbert", a sister ship of the "Camsell", when I was awoken at home at 4AM by RCC Halifax to say there was possibly a balloonist, who at last communication had indicated he was in the middle of a thunderstorm, was down off Cape Bonavista on the east coast of Newfoundland and when could I get away. They added an Argus aircraft was in the process of leaving Nova Scotia to take up an air search. I said I would get a safe number of crew back aboard the vessel from their homes and sail ASAP, likely about 2 to 3 hours later. The ship started a call out and in the event we had sufficient crew back to sail within two and a half hours in weather conditions that locally were described as "a good breeze", read 30 knots, and black thick of fog which is self explanatory. We contacted the Argus who had by then located the balloon's gondola off Cape Bonavista and indicated he would lead us into it by means of flares which are pretty spectacular in foggy conditions. We saw a large square gondola floating high in the water with a good deal of movement in the moderate swells and seas but no sign of a balloonist. Moving closer we found there was a wet suited body on the bottom of the gondola obviously in the grip of a bout of seasickness. A blast on the whistle brought him to his feet and he told us we were not needed and that he intended to complete his transatlantic voyage by rowing the remaining distance.

Besides that his touchdown had created a large tear in one side of the gondola (the automatic balloon release obviously did not operate according to plan) some basic logic said this craft was not going to succeed in an Atlantic crossing with a one sick manpower propulsion system. We explained we were going to take him and the gondola aboard for his own safety and this was accepted by the balloonist with no argument. We saw that the gondola was very lightly constructed but had a strong hand rail well attached to its frame and that in fact it was just like a large square unlit buoy. We went alongside the Third Mate went aboard the gondola and attached a rope sling and within two minutes balloonist, Third Mate and gondola were sitting on the hatch.

The balloonist was cold and wet but a warm shower a little food and bed were all that was required to see him comfortable and sleeping soundly.

A flurry of media calls from Canada and the United States followed and we told them what had taken place and essentially it was no big deal from an operational standpoint. After this we had a call from John

Ballinger who was acting as the Commissioner that day (older members will remember John as Director General Aids and Waterways) essentially wanting to put a "positive spin" on the operation. I am not sure that our honest to a fault response to the media met that criterion.

On arrival at St. John's we were met by a media swarm who in turn were met by our rescued balloonist who was obviously well versed in spin and kept the media busy for quite a time and provided all the print and sound bites they required and so left us to secure and go about our normal work.

Unfortunately there is a sad ending to this tale as the balloonist on his next transatlantic sortie was drowned when his balloon ditched in the Atlantic shortly after take off from the Maine coast. On the brighter side balloonists have now successfully crossed the Atlantic and flown far further distances solo in balloons so that such feats are no longer a news story so monetary backing for such exploits are as rare as hens' teeth. This benefits the public purse and all those who have to respond in what at times can be very difficult conditions.

## **12. Up the Creek with Wayne Statham**



Dear Joan: Enclosed are my membership dues for the coming year. While I have unfortunately not been able to attend to many of the get togethers, we still hold out hope that we will make it this summer.

During the last few months, we had an amazing cruise through the Panama Canal and up the Amazon River to the city of Manaus and then returned to Florida. While we were in Manaus we took a side trip up a small river that flows into the Amazon to visit a local village. We went by small boat and when we entered the river, I was amazed at the system of navigation

channel markers that the natives employed. As you can see by the enclosed photograph, if the river gets too high and the 2 by 6 pieces of lumber disappear, then you never know where the channel is. Just thought that they could convince Migs to go down there and set up another VTS system there. All the best. Wayne Statham

**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. | <b>RENEWAL?</b> <input type="checkbox"/> |
|-------|----------|--|

|                |
|----------------|
| 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:

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