

Canadian Coast Guard Association

Winter 2009 Newsletter



The start of a fascinating article by Captain Bob Mellis about the Quadra's voyage to Africa can be found in this edition.

Contributions to our Newsletter are welcomed and encouraged. Many thanks to all who contributed material for this edition. Please pass all input to: Phil Dauphinee, Editor, 3621 Crestview Road, Victoria B.C. V8P-5C5; 250-595-2335; E-mail: pdauphinee@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 should bookmark the Coast Guard Association website at www.ccgawest.ca Members are encouraged to forward pictures to the Editor for publication on the website. The Newsletter is also available on the Coast Guard Alumni website at www.ccgalumnimaritimes.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 over 150 members.

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1. Greetings from the President.

Here we are at the end of another year, which has gone by very fast. It has been a year where a lot of attention was focused on our economic situation here and around the world. Things have been getting better and we can look forward to greater improvements in the New Year.

It is the time of year when we tend to focus on the more positive side of life as we gather with family and friends to celebrate. I am looking forward to seeing you at the Christmas luncheon as we celebrate the Holiday Season and enjoy old memories.

I would encourage you all to bring your spouse/partner/friend and maybe even a new member to the luncheon.

I wish you and your families a very Merry Christmas and a Happy New Year.

- Terry Weber

2. Membership Dues and Updates

Treasurer, **Bill McKechnie**, wishes to remind all members that 2010 membership dues may be paid at the Summer Luncheon. Annual dues will remain at \$5.00 for the year 2010. Please note that the spouses of deceased members are most welcome to continue as associate members of the CCGA.

Secretary **Bob Manning** reminds members to keep us informed of any changes to telephone numbers, mailing addresses and/or email addresses. Changes should be emailed to **Frank Statham** fstatham@telus.net or **Bob Manning** at rlert@telus.net, or by regular mail to Robert Manning, 580 Palisade Drive, North Vancouver, BC V7R 2J1.

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 **Joan Scharf** or **Bill Dancer** a call. We will be pleased to see if there is any way our organization can be of assistance, and to let fellow members who may be concerned know of the situation. Joan Scharf can be reached at 477-1390 and Bill Dancer at 721-5273.

3. Winter 2009 Luncheon - Royal Victoria Yacht Club.

WHEN: Thursday December 3 11:30 -mingle; 12:00 luncheon starts at the Royal Victoria Yacht Club, 3475 Ripon Road Victoria

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 Guarders are most welcome!

COST: \$26.00 per person, including gratuity. There will be the usual "No Host" Bar.

On the menu for this luncheon - SALAD TABLE **Arugula Salad** - fennel, orange, and pecans with citrus vinaigrette **House Caesar** - crisp romaine, foccacia croutons, pancetta and fresh Parmesa, **Caprese** - fresh tomatoes, mozzarini, basil, balsamic glaze **CHAFFER STATION Pork Loin** - tender medallions in a creamy apple and leek sauce **Seafood Penne** - prawns, scallops, mussels in a tomato crème sauce Warm Rolls and Butter **Assorted Dessert Squares Coffee and Tea**

Yacht Club members have been very impressed with the new Chef.

To facilitate catering, we need to give the Yacht Club staff firm numbers not later than Monday, November 30 and we are liable for the numbers reserved. To avoid disappointment, please reserve your place(s)

Island: Bill Dancer 721-5273 w.dancer@telus.net or

Terry Weber terrytw@shaw.ca 250-383-6626

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 Terry Weber terrytw@shaw.ca Terry will co-ordinate with the Yacht Club regarding number of reservations. Thanks!)

Mark 11:30 Thursday December 3 on your calendar and make your RESERVATIONS NOW!

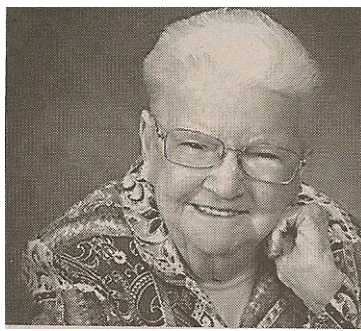
For Vancouver/Mainland attendees: Usual ferry arrangements prevail. Please let Herb, Cec or Diana know by November 30. As usual, if you catch the 9 a.m. BC Ferry as a foot passenger from TSAWWASSEN (free if you are a senior) we will meet you in SWARTZ BAY. After lunch, we will aim to get you back to 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 3 please contact Terry Weber terrytw@shaw.ca 250-383-6626*

4. Planning for our Summer 2010 Luncheon

Date and location for the Summer 2010 luncheon - **June 3, 2010** at the Royal Victoria Yacht Club (RVYC), 3475 Ripon Road, Victoria.

5. Remembering



Sandy Kelley - Died May 6, 2009. Born October 23, 1920 in Inverurie Scotland. Married Hugh Kelley in 1945 and moved to Canada in 1946. Sandy worked for years

in the Coast Guard Personnel Department and was an active member of the Coast Guard Association. She was a season pass holder of the Seattle Mariners from day 1 as well as being a dedicated bowler. Sandy was a big fan of Dixieland Jazz and attended festivals all over the world.

Capt. Iain Young September 1, 1925 August 4, 2009. Iain was born in Kirkintilloch, Scotland. Iain joined the British Merchant Navy in April 1942 and left in April 1952 as a Master Mariner. He served from the North Atlantic and completed many convoys to South America and Africa. He then immigrated to the west coast of Canada in 1952 and eventually worked for the Coast Guard from 1961 until his retirement in 1988. Iain enjoyed 21 years of retirement. His interests were his garden, golf, cooking, travel and most importantly his family. His ashes were scattered at sea.



Larry Slaght passed away Friday, June 19. He was born in Boston, Ontario on April 12, 1925. The eldest of five children, he developed a strong work ethic while growing up on the family dairy farm. At Queens' University he obtained a Bachelor of Applied Science in Civil Engineering, which led to a 40-year career with The Canadian Coast Guard, beginning with lighthouse design (Cape Forchu) on the east coast and retiring in 1989 after 23 years as District Manager in Victoria. Larry could liven up most gatherings with his stories, his energy and his sense of humour. Known to "almost " beat his grandchildren down the ski slopes at 83 years old and having the reputation of being the oldest water-skier on the lake at 80, Larry always had a zest for life.



Cam Wallace - April 10, 1923 - October 8, 2009 - From Frank Statham - *I think anyone who flew in the helicopters would know Cam. He was one of the engineers working with Sam, Kok, Jean & Ian keeping the Alouettes and Bells greased, oiled and otherwise serviceable. I don't know when he retired but he was there in the 1970's and possible the beginning of the '80s.*

6. Captain Bob Mellis writes about the CCGS Quadra's voyage to Africa

It's September 24, 1974, and I'm back aboard the CCGS Quadra as First Officer. We had arrived in Dakar at 0830 hours and spent the day at the fueling jetty loading bunkers. It was now early evening and we've just tied up at the French Navy Quay, close aft of the American NOAA vessels "Oceanographer" and "Researcher". The sweltering heat of the day was now dissipating, and along with it the pungent smell of the oil slicked harbour waters.

Our landing in the soft shadows of the evening wasn't the usual slick precision so typical of Captain Dykes. Rather, tonight after we had all but secured the ship, the engines came on strong and we lurched ahead, almost breaking some lines. After finally getting the lines reset and the gangway and safety net rigged, I returned to the bridge and happened to ask the Third Officer, Mr. Daniel Mermoud, what had happened. He said it was just one of those things that'll happen when your trying to do everything right to impress your lady. I smiled. How true. And this was indeed the case for Captain Dykes' wife Margaret had just arrived aboard the ship today (along with Mrs. Hughes, the Purser's wife) and she was apparently sitting in the Captain's bridge chair as he brought CCGS Quadra alongside. Mrs. Dykes reportedly said afterwards to the Captain "it's alright

Randy, you can't be perfect all the time". This pleasantness was typical of Mrs. Dykes.

For all of us aboard, nearing the end of a long voyage, it was a pleasure having both of these ladies aboard, as they were both quite beautiful and charming and the rapport they shared with their husbands was infectious, spreading a warmth amongst the entire crew.

But perhaps I should back up here to the start of this voyage and to even earlier times. I should explain how it is that our ship is in Dakar, capital of Senegal, French West Africa. Further, I should perhaps also clarify that while I sailed under Captain Dykes, I never really knew the gentleman well. That's the way it is on ships, particularly with captains, who most frequently stand aloof, not unfriendly, but nonetheless separate and apart from everyone else aboard.

During the early 1960's Captain Linggard, Captain Dykes and Captain Nesbitt were the appointed Masters of the CCGS St. Catherines, the CCGS Stonetown and the CCGS St. Stephens, respectively. The three vessels were World War II frigates, subsequently transferred to the Ministry of Transport in the 1950's to perform as weatherships in the North Pacific at 50 degrees North, 145 degrees West. Captain Dykes had replaced Captain Sleight when the latter took the assignment of delivering the CCGS Simon Fraser to Quebec in February of 1963, followed by a year or so service as Marine Superintendent in Victoria prior to his retirement.

In 1966/67 these old weatherships were replaced, and not a moment too soon too, for both the St. Catherines and Stonetown were developing extensive cracks in their hulls during their winter patrols in the North Pacific (the St. Stephen was kept strictly as a standby vessel, but would probably have faired even worse due to her stiffness from laying in berth for such long periods).

The replacement weatherships were fine looking and well-fitted out vessels, but unfortunately, they were ill-suited for the task of station-keeping in the storm tossed waters circumscribed by the 10,000 square mile grid of "Station Papa" in the North Pacific. The main propulsion steam turbine machinery and bailey control systems were far too sophisticated for the kind of operations required of a station-keeping vessel, but this is really the subject of a separate story altogether. It is only mentioned here because in 1974 CCGS Quadra was tasked to an entirely different kind of operation, for which she was extremely well designed and for which she was to win many accolades.

My personal introduction to weatherships was in 1969, when I joined the CCGS Vancouver as Third Officer, the ship then being under the command of Captain John Linggard, another very fine captain and very British, having trained and sailed as an officer with British India Line for a large part of his career. I did

a number of weathership patrols over the next few years but they were all aboard the CCGS Vancouver in various capacities. During this time I heard a lot about the captain of the sister ship, CCGS Quadra, all quite favourable. The comments about Captain Dykes most often heard were things like; e.g., "a hands-on seaman", "a good ship handler", "friendly", etc. I had also heard that he was a Commanding Officer of several of Her Majesty's Canadian Ships during World War II and I looked forward to someday sailing under his command and possibly hearing first-hand of his wartime experiences.

It wasn't to be until 1974 that I got my wish. I joined CCGS Quadra as relief Chief Officer in February 1974 and got to meet with Captain Dykes for the first time. The ship at this time was being fitted with a multiplicity of science equipment and we would also conduct a shakedown cruise in preparation for departure on an extended voyage to the equatorial Atlantic Ocean in mid-May.

The CCGS Quadra was to be the only Canadian ship to participate in an international science venture involving the participation of 39 other ships from 10 different countries. These ships would be working in close coordination with each other and with fixed-wing aircraft and zeppelins. Further, because of the need for highly precise observations and measurements, the first of a new generation of satellites had already been placed in orbit (the first of the Satnav satellites) to augment the more traditional navigation methods.

The purpose of this science venture was several-fold but mainly it was the derivation of the physical processes of different scales in the atmosphere and ocean responsible for the primary heat engine driving the local and the general circulation of the Earth's atmosphere. It was hoped that an understanding of why the Sahara desert was extending itself ever southward each year and laying waste to much of North Africa's arable land would also be achieved, although it was understood from the outset that it would take years and the use of sophisticated next-generation computers to decipher the information which was to be collected over the coming months.

The project being undertaken was part of the Global Atmospheric Research Program (**GARP**), and specifically it went under the acronym **G.A.T.E.** (**GARP ATLANTIC TROPICAL EXPERIMENT**). CCGS Quadra and scientists from our own Institute of Ocean Sciences would be playing a key role both in carrying out specific components of the science program as well undertaking overall coordination of the program in the first and third phases.

On May 09th Mr. Bob Ferguson rejoined the ship as Chief Officer and I then became First Watchkeeping Officer (my appointed position was Master of an "R" Class Cutter but this new assignment would allow the acquisition of my final days of sea time for Master Foreign-Going certification (I required an additional 3 days of

sea time in order to qualify for the examinations). The CCGS Vancouver was berthed ahead of us this day and at 1100 hours all of our officers were invited over to the CCGS Vancouver's Officer Lounge where they toasted to our journey. After the "Vancouver" reception we held a retirement party aboard "Quadra" for our retiring Chief Engineer, Sid Perry. This was well attended, with Claude Gourdeau, Chief Engineer of the "Sir James Douglas", providing his typical lively conversation.

On May 10th, and after all loading was completed, the crew had their wives aboard and the officers attended a presentation made to Captain Dykes by several of Victoria's aldermen and the then Mayor of Victoria, the Right Honourable Peter Pollen.

Over the next days the flurry of activity continued, as equipment, supplies and provisions were loaded and last minute alterations and repairs were carried out. On May 15th more sea trials were conducted and on May 16th the Regional Director of Western Region, Mr. Herb Buchanan, was aboard for lunch and discussions with Captain Dykes, along with his invited guests, the Assistant Deputy Minister of Transport Mr. Illing, the District Manager Mr. Slaght, and the Fleet Manager (Captain) John Lewis.

On Friday, May 17th at 1500 hours, and with the Esquimalt Graving Dock pier swarming with officials and the crew's families, amidst waving and the shouting of farewells, CCGS Quadra slipped lines and slowly proceeded outbound to sea. The ship was finally in full readiness for the voyage, although the science group aboard would be continuing to set up equipment while en route. On this voyage, with the inclusion of scientists and additional electronic technicians and radio operators aboard, CCGS Quadra carried a complement of 97 personnel. An additional eight scientists would be joining the ship in Panama.

CCGS Quadra had commenced a voyage of 7,900 miles en route for a position in the intertropical convergence zone of the East Atlantic Ocean where she was to rendezvous with the other ships of the G.A.T.E. fleet. The routing included a 4,200 mile leg down to the Panama Canal, a 1,200 mile leg through the Caribbean Sea and past the Lesser Antilles, Grenada and Trinidad, and an approximate 2,500 mile leg across the Atlantic Ocean to an area approximately 350 miles off Africa's Portuguese Guinea coast, where the science program would be carried out.

You can read the "rest of the story" on the CGA website at <http://www.ccgawest.ca/index.htm> Click on News. Look for Interesting Items and click on **Captain Robert Mellis' remembers the CCGS 'Quadra', Captain Randy Dykes and the GATE program off Africa.**

7. Scale Models of Coast Guard Vessels built by Phil Dauphinee



For centuries mariners have built scale models of vessels they have sailed on. I built two such models. The first was of CCGC Rider, which I built while nursing a winter cold on my days of rest at home. I used a 14-inch long model kit of a US Coast Guard 95 foot cutter, which I modified to represent the Rider. The kit came with an electric motor so I could not resist wanting to sea trial in the indoor swimming pool of the apartment where I lived. Because it was during a weekday afternoon I was able to do this without anyone seeing me. At poolside I engaged the motor and the model Rider set out across the pool. At about the halfway point the model came to a stop but I could hear that the motor was still running. Because of my cold I had no intentions of going into the pool myself so I had to create some sea conditions to get the model back to the side of the pool. I was very impressed with the stability characteristics of the model. It looked very much like a real 95 footer in a seaway. Once back alongside I examined the engineroom and found that the model had essentially blown its clutches much like the real cutter were notorious for doing. Unfortunately during the building stage I did not have any epoxy to glue the pulleys for the rubber bands onto the shafts. This model is a good reminder to me of the ship on which I spent the first four years of my career. Sadly, the last time I saw the Rider it was hard aground on the southern shore of the Brookes Peninsula years after breaking away from being towed. What a sorry way for a ship to end its days.



The second model was built during an arctic voyage aboard CCGS Sir Wilfrid Laurier. I converted a model kit of a UK version of the 44-foot motor lifeboat to represent a Canadian Coast Guard lifeboat, specifically the 106 which operated out of Bull Harbour initially with crews from Kitsilano Base. For the conversion I lengthened and enclosed the houseworks. For the rubbing strakes I used O-ring material cut longitudinally. This model reminded me of my first trip to Bull Harbour. I had heard many stories of Bull Harbour and the infamous Nahwitti Bar so I had built up an image in my mind of what it was going to be like. After spending five long days in Port Hardy waiting for engine parts that were delayed by fog at the airports, we finally were on our way to the Bull Harbour Base. We were well up the channel when I could see white water in the distance. I figured it must be the Nahwitti Bar. Actually it turned out to be one of the largest schools of dolphins I have very encountered stretching from one side of the channel to the other.



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!

Name:	Tel. No.	RENEWAL?	<input type="checkbox"/>
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Address:
Email address:

Canadian Coast Guard Service:

Retired (Date):	Still Serving?
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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