

Canadian Coast Guard Association

Winter 2011 Newsletter



1962-2012 - 50th Anniversary of the Canadian Coast Guard
1972-2012 - 40th Anniversary of the Inshore Rescue Boat Program

Contributions to our Newsletter are welcomed and encouraged. Please pass all input to: Phil Dauphinee, Editor, 3621 Crestview Road, Victoria B.C. V8P-5C5; 250-595-2335; E-mail: pdauphinee@shaw.ca 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 <http://www.coastguardalumni.com/>

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1. Greetings from the President

Greetings, one and all! - As we come to the end of another year, I hope all is well with you.

As we pass through Autumn and look back on this year, there has been some interesting events that have taken place. The Canucks let "the cup" slip through their fingers, the HST Referendum certainly stimulated a lot of discussion, and the recent announcement that BC Shipyards got a nice sized contract to build Coast Guard vessels.

The news that BC Shipyards will build Coast Guard vessels is great news for the Canadian Coast Guard. It shows the government has made a long-term commitment to replace Coast Guard's aging fleet.

Next year will be the Canadian Coast Guard's Golden Jubilee. A year to celebrate the Coast Guard's accomplishments over the past fifty years. This could be an added incentive for those of you with a good Coast Guard story to share in our next newsletter.

Once again I would encourage you to bring a new member to our December luncheon, and share their memories with all.

I wish all of you and your families a very Merry Christmas and all the best in the New Year.

Sincerely,
Terry Weber - President

2. Membership Dues and Updates

Annual dues will remain at \$5.00 for the year 2012 and can be paid at the winter luncheon. Please note that the spouses of deceased members are most welcome to continue as associate members of the CCGA.

Secretary **Joan Scharf** 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 **Joan Scharf** hjmacdon@shaw.ca or #204 - 3969 Shelbourne St, Victoria, BC V8N 6J5 or 250-477-1390

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 250-477-1390 and Bill Dancer at 250-721-5273.

3. Winter 2011 Luncheon - Royal Victoria Yacht Club.

WHEN: Thursday December 1st - 11:30 - mingle; 12:30 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.

WHO: Coast Guard Association members, Coast Guard Retirees, their Spouses and Guests and serving Coast Guarders are most welcome!

MENU:

Salad Table

House Caesar - crisp romaine, butter croutons, fresh Parmesan

Shrimp and Avocado - spring greens, remoulade sauce

Asian Spinach - snow pea, red pepper, wonton crisps, sesame soy vinaigrette

Chaffer Station

Lamb Curry - tender lamb and vegetables in madras curry sauce

Chicken Champagne - mushroom cream sauce, served over rice pilaf

Warm Rolls and Butter

Assorted Christmas Cookies and Sweets

Coffee and Tea

\$27.00 per person

To facilitate catering, we need to give the Yacht Club staff firm numbers not later than Friday November 25 and we are liable for the numbers reserved. To avoid disappointment, please reserve your place(s)

Island: Bill Dancer 250-721-5273 w.dancer@telus.net or

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

Mark Thursday December 1st on your calendar and make your RESERVATIONS NOW!

For Vancouver/Mainland attendees: Usual ferry arrangements prevail. Please let Herb Adrian (Surrey) 604-596-9355 or Cec Rempel (Chilliwack) 604-858-1983

know by Monday November 28. 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. *(Would anyone prepared to help out on please contact Terry Weber terrytw@shaw.ca 250-383-6626*

4. Remembering Those who have crossed the bar since the last edition.

Jamie Fry passed away on October 8th in Victoria General Hospital. Jamie worked mainly on the W.E. Ricker from March 1997 and then took medical leave in 2007. He was known to be very well liked by **the** crew, as well as the Fleet Human Resources staff who remember him as a polite and gentle soul.

Phil Emery gave up his battle with cancer and passed away on April 20th. I understand that he did not suffer for long and that he kept a very cheerful disposition throughout his illness. Many of you may remember Phil from his many years of service with CCG, most notably as he coordinated all the helicopter flights.

5. Fiftieth Anniversary of the Canadian Coast Guard



You probably all know this already so this is just a refresher !!

The government of Prime Minister John Diefenbaker decided to consolidate the duties of the Marine Service of the Department of Transport and on January 26, 1962, the Canadian Coast Guard was formed as a subsidiary of DOT. One of the more notable inheritances was the icebreaker Labrador, transferred from the Royal Canadian Navy.

A period of expansion followed the creation of CCG between the 1960s and the 1980s. The outdated ships CCG inherited from the Marine Service were scheduled for replacement, along with dozens of new ships for the expanding role of the organization. Built under a complementary national shipbuilding policy, which saw the CCG contracts go to Canadian shipyards, the new ships were delivered throughout this "Golden Age" of the organization.

In addition to expanded geographic responsibilities in the Great Lakes, the rise in coastal and ocean shipping ranged from new mining shipments such as Labrador iron ore, to increased cargo handling at the nation's major ports, and Arctic development and sovereignty patrols—all requiring additional ships and aircraft. The federal government also began to develop a series of CCG bases near major ports and shipping routes throughout southern Canada, for example Victoria, BC, Dartmouth, NS, and Parry Sound, ON.

The expansion of the CCG fleet required new navigation and engineering officers, as well as crewmembers. To meet the former requirement, in 1965 the Canadian Coast Guard College (CCGC) opened on the former navy base HMCS Protector at Point Edward Nova Scotia on Sydney Harbour, Cape Breton Island. By the late 1970s the college had outgrown the temporary navy facilities and a new campus was opened in the adjacent community of Westmount in 1981.

From its formation in 1962 until 1995, CCG was the responsibility of the Department of Transport. Both the department and CCG shared complementary responsibilities related to marine safety, whereby DOT had responsibility for implementing transportation policy, regulations and safety inspections, and CCG was operationally responsible for navigation safety and SAR, among others.

Following the 1994 budget, the federal government announced that it was transferring responsibility for CCG from the Department of Transport to the Department of Fisheries and Oceans. The reason for placing CCG under DFO was ostensibly to achieve cost savings by amalgamating the two largest civilian vessel fleets within the federal government under a single department.

On April 4, 2005, it was announced by the Minister of Fisheries and Oceans that CCG was being designated a "special operating agency"—the largest one in the federal government. Although CCG still falls under the ministerial responsibility of the Minister of Fisheries and Oceans, it has more autonomy where it is not as tightly integrated within the department. An example is that now all CCG bases, aids to navigation, vessels, aircraft, and personnel are wholly the responsibility of the Commissioner of the Canadian Coast Guard, who is also of associate deputy ministerial rank. [Source - Wikipedia]

The Coast Guard is now entering a very overdue period of fleet renewal as it sails into its second fifty years [unfortunately with the same old budgetary restraints].

8. THE RUBBER BOAT NAVY by Cec Rempel

Forty years ago the Coast Guard was given money to provide money for youth summer employment. So The Inshore Rescue Boat (IRB) program was born. Three units were established. Mine was at Victoria.

I was given a Grande Raid Zodiac with a soft keel and hard bottom, a tripod counsel, and a twenty-five horse Mercury outboard and a van to tow it. We also managed to scrounge up some fire fighting gear and I believe a pump. The main ingredient was six very enthusiastic students.

Our initial training took place at Kitsilano. (I was still mate on the Racer.) I remember going out into Howe Sound and having the Moorhen make as big a stern wave as they could to simulate rough weather. A couple of the students did not like the exercise while another did not want to stop trying to get the boat airborne.

As we set up operations in Victoria, we operated out of the lunchroom at the CG base. Training continued and more gear was scrounged. Our area of operation went from

Sooke to Oak Bay. To resolve most incidents we towed the boat to the boat ramp nearest the incident.



Our first incident was a great one. Two boaters were reported overdue around Discovery Island. The boat dispatched and found the men huddled under a log suffering from hypothermia. The crew rapped one man in their own jackets and brought both men in to Cattle Point to a waiting ambulance. We were later told that had it not been for the action of the crew the man would have surely died.

My memory cannot be counted on to provide a great deal of accurate detail from that summer. What I remember most is the enthusiasm of these students and their determination to do a good job. They also had a lot of fun.

One item I do remember with a smile was the washing of the van and boat. I had told them that image was important and the equipment was to be cleaned every day, including the truck and boat. They made a deal with a service station that had a car wash and each morning they took the van and boat through the wash. They were worried that I would not approve so they kept it a secret. I knew and thought it was a great initiative but let on I was unaware.

When I was briefed by the then CGRO that I was to insure that these students not do much as it was too risky. I told him I didn't agree with operating in a manner that the program would serve no purpose. I am happy that no one listened. Over the years under the guidance of the likes of Jon Churchill and Rick Tolonen the program has evolved into a highly efficient and cost effective operation. The equipment and training has little resemblance to our operation forty years ago.

One final note, I think it was Charlie Ormiston who gave the Victoria crew, "Rempel's Raiders". I liked that.



FIRST RESCUE for the newly - acquired inflatable coast-guard craft in Victoria came at 5:30 a.m. today when University of Victoria students Douglas White, Clarence Reser and Dave Murphy took brothers Dave

Burkhard, 22, of 930 Queens, and John Burkhard, 18, of 831 Rogers, off Discovery Island. The Burkhard's spent the night on the island after their boat's engine failed. — (Bill Halkett Photo.)

7. FIRST YEAR IRB MEMORIES By Phil Dauphinee

14****The VANCOUVER SUN: Sat, June 3, 1972



COAST GUARD DINGHY . . . Coxswain Earl George, right, instructs student crew

—Den Engwed Photo

Phil Dauphinee 2nd from left

The summer of 1972 was perhaps the best summer of my life. It was also the very first year for the Canadian Coast Guard Inshore Rescue Boat Program and the first full year of Pacific Rim National Park. Yes, it was a great time to be a young Canadian.

The second shift of my 1972 summer job was at Bull Harbour. At the end of the two-week stint, we met the relief crew at the Port Hardy Airport. One of those guys asked me if I knew where I would be working for the rest of the summer. I assumed I would be at Kits Base for most of it. That's not what he had heard. I was told I was going to Long Beach with a rubber boat and a four-wheel drive truck. Yeah right, that's a good one! I could hardly believe it when this news was confirmed when I arrived back in Vancouver. Wow!!

Although the Coast Guard had traditionally hired students in the summer to fill in for crew taking holidays, the Inshore Rescue Boat Program was something new. During the early seventies, the free-spending Liberal government of Pierre Trudeau encouraged all government departments to find creative ways of providing summer employment for "Baby-Boomer" students. An option was also available for students to create their own jobs through the "Opportunities for Youth Program". With the IRB Program, the Coast Guard was not only able to provide eighteen students a job on the coast of British Columbia, it was also able to bolster search and rescue resources at a few strategic locations. Because of my previous Coast Guard experience, I was one of the students chosen to go to Tofino. With the formation of Pacific Rim National Park, there was speculation that the number of pleasure boats cruising the West Coast would increase. It was thought an Inshore Rescue Boat crew would be of great assistance to the Tofino Lifeboat.

The students chosen for the IRB Program gathered at Kitsilano Base in early June of '72 for basic training in marine skills including rope work and boat handling. I remember one evening exercise when we teamed up in pairs to circumnavigate Keats Island in Howe Sound with a fleet of underpowered twelve-foot Canova rubber boats. A long the way, "Training Officer" Cec Remple buzzed us with his much faster sixteen footer. At the time it seemed like he just wanted to get us wet but I suppose the objective was get us used to adverse conditions. When we arrived at Keats Island, we had to get close enough to the beach to retrieve a rock as proof to show Cec that we actually got there.

Most of this training was old hat to me as this was my second summer with the Coast Guard. What I really wanted to know about was how to manoeuvre a boat in surf and make a beach landing. In answer to my questions, I was given a photocopy from an old seamanship book describing taking a lifeboat under oars through the surf towards the beach. It seemed the accepted method was to approach the beach stern first. Not in a rubber boat surely?

The Coast Guard on the West Coast had used Canova rubber boats for many years but for the IRB Program, Zodiacs were employed. To start with they were all sixteen-foot supposedly heavy-duty inflatable-keel boats with a single 40-horse electric-start Mercury outboard. Another difference from the usual Coast Guard rubber boat arrangement was that the IRB boats had a steering wheel rather than a tiller although the only seating was

an optional inflatable athwart-ship tube. Tow vehicles for the other stations were red painted Ford & Dodge Vans that would have their own lengthy Coast Guard careers. The promised four by four was a mustard yellow GMC Jimmy with Red Hawk Rentals stickers on the doors. Additional equipment was an electric winch and a radiotelephone.

Our home for the summer was the Tofino Lifeboat Station, which already had a kitchen and a bathroom. A former storage room was converted to a bedroom with a three high bunk bed. This living arrangement in Tofino was in most respects satisfactory, however as the summer unfolded it did have its disadvantages. The regular crew at the station made us feel at home and were very accepting of us. Our immediate supervisor was Earl George, the Officer in Charge of the station. There were a couple of older gentlemen that did the evening watch after the lifeboat crew had completed their day shift. I learnt a lot about Tofino and the West Coast from them and delighted in their stories of the time they were part of the crew.

Once settled into the station, we had to figure out what we were supposed to do and how we were going to it. It did not take long to realise that there were not a lot of pleasure boaters willing to tow their prides and joys over the eighteen mile stretch of mountain side logging road midway between Port Alberni and the West Coast. The Tofino Lifeboat was quite capable of handling most marine incidents completely on its own, but it appeared there was a role for the IRB at Long Beach. It was significant that back in those days there were no Lifeguards and furthermore both driving and camping were still permitted on the beach.

The first thing we had to figure out was how to launch the boat. There was a spot at the north end of the beach that was suitably protected and had a decent slope into the water. Launches there were pretty conventional. When out in the IRB boat off Long Beach we always wore both wetsuits and lifejackets so felt very safe as we learned to operate in the surf. One thing was sure; there was no way we were going to approach the beach stern first. There was at least one occasion that we swamped the boat but with an inflatable this does little more than affect performance. It was apparent that we had much to learn about surf. Lucky for us, there were other young Canadians on the beach enjoying the benevolence of the government. We met a bunch of guys from Victoria who got Opportunities for Youth Grant to operate a Surfing School. Not only that. The local Member of the Provincial Legislative Assembly allowed them to build rudimentary cabins at Chesterman Beach where he owned all of land adjoining the north beach. We had to wonder who had the best set up, them or us. They turned out to be good guys to hang out with. These surfers taught us about the order of wave sets, how to watch for the big set and most significantly about the dangerous rip currents at Long Beach.

As we learnt more about the surf, we were able to hone our boat handling skills. Eventually we developed a technique of launching the boat anywhere along the beach by manually pulling the trailer into the water. Heading to seaward, we read the waves to get over them before they started to break. Coming into the beach we found that we could

ride the backs of waves, staying behind the white-water. Within the surf-line, manoeuvrability of the Zodiac kept us out of trouble.

It was awhile before we logged our first marine incident but we rescued a number of people on the beach. Although it is one of the worst things you can do with a car, people loved driving on the beach and through the water. For some it was symbolic to touch the tires of their vehicle into the Pacific Ocean. Our winch was put to good use over the summer helping people get out of the "sand traps".

Right in the middle of Long Beach just a short distance off shore is a big rock island covered in salal known as Lovekin Rock, named for the family from Boston who once owned Long Beach. At low tide it is possible to walk out to the rock and at other times it is not that difficult a swim. There in lies the problem; Lovekin Rock is exactly where the rip currents head seaward. Once on the rock, if the tide is high, it is virtually impossible for anybody except the very strongest to swim straight back to the beach.

During that summer of 1972 I was involved in a number of memorable incidents that I will write more about in the Summer edition of this newsletter.

The legacy of the IRB program is that it lead to the establishment of a number of permanent bases, contributed greatly to the development of rigid-hull inflatable boats and off-shore training as well as nurturing or beginning the careers of many Coast Guard personnel.

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.

8. 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