

# **Canadian Coast Guard Association**

## **Winter 2017 Newsletter**



**CCGS SIR HUMPHREY GILBERT** Re-incarnated as the “Polar Prince”

[https://en.wikipedia.org/wiki/CCGS\\_Sir\\_Humphrey\\_Gilbert](https://en.wikipedia.org/wiki/CCGS_Sir_Humphrey_Gilbert)

“Polar Prince” 150 day Coast to Coast Arctic Voyage

<https://canadac3.ca/en/homepage/>

Members with access to the Internet should bookmark the Coast Guard Association website at [www.ccgawest.ca](http://www.ccgawest.ca) and all members are encouraged to forward pictures to the Editor for publication on the website.

Please remember that “Any” memorable Coast Guard experiences and photos will be very welcome.

If you would like to see your “Stories “and photos in Print, Please pass them on to me for the next Edition...

Best Regards: Pat Wilson, your Editor, PO Box 5558, Victoria B.C. V8R 6S4; Ph 250-889-7041; E-mail: [ks\\_vp@yahoo.ca](mailto:ks_vp@yahoo.ca)

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### **President's Greeting.**

If you look at the Canadian Coast Guard these days, it really seems difficult to understand what is going on with the organization and their mandate. In recent years they have reduced the number of regions from five to three. I think this was a good move promoting efficiency and standardization across the country. The Coast Guard indeed has gone through many reorganizational changes and as always, some were good but some in more recent years have been questionable reducing the unity of the Coast Guard to my way of thinking.

The latest item I recently read about The Canadian Coast Guard caught me by surprise.

The article stated "Ottawa issues plea for PRIVATE icebreakers".

This throws a red flag in the face of the Coast Guard. Why hasn't the government put more money into replacing the aging fleet of icebreakers? With the increase in traffic through the Arctic waters in the last twenty years, one would think it would have been logical to fund this vital fleet.

On a more positive note, we know that movement on building a Polar 8 icebreaker for the Canadian Coast Guard is underway, a project that Captain David Johns worked on twenty years ago!

The government is throwing money at the Coast Guard presently in the direction of rebuilding infrastructure and increasing its personal base. The future looks good for The Canadian Coast Guard, as it looks as if it is rebuilding.

On a side note, has anyone been following the Canada C3 Expedition with the Polar Prince, a restored CCG icebreaker? They have completed a 150 day journey from the St. Lawrence Seaway, to Victoria via the Northwest Passage. Coverage of this voyage can be seen on W5 on CTV.

I hope to see a good turnout at our Christmas luncheon.

Remember invite your friends!

Terry Weber

### **2. Membership - Dues and Updates,**

Annual dues will remain at \$5.00 for the year 2017 and if not already submitted can be paid at the Summer 2017 Luncheon. Please note that the spouses of deceased members are most welcome to continue as associate members of the CCGA.

We require a **NEW Secretary** that reminds members to keep us informed of any changes to telephone numbers, mailing addresses and/or email addresses. In the interim for any changes that you hear about, please email them to **Frank Statham** [f\\_statham@shaw.ca](mailto:f_statham@shaw.ca) or **Terry Weber** [terry.eldon.weber@gmail.com](mailto:terry.eldon.weber@gmail.com)

Remember also 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 **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. Bill can be reached at 250-721-5273 or email [w.dancer@telus.net](mailto:w.dancer@telus.net)

### **3. Winter Luncheon – Royal Victoria Yacht Club.**

**WHEN:** Thursday 7th December - 11:30 - mingle; 12:30 luncheon starts at the Royal Victoria Yacht Club, 3475 Ripon Road Victoria BC **AIM:** To relax, yarn, enjoy the Luncheon Buffet and celebrate the coming winter 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 Guards are most welcome!

#### **RVYC Lunch Menu**

**Salad**

**Mixed artisan Greens**

**Spinach and Chicken**

**Buttered Carrots and Beans**

**Sliced Roast Turkey Breast and Thigh**

**Buffet Cakes, Assorted Christmas Cookies, Mince Tarts**

**Coffee & Tea**

**Bread & Butter**

**Cost will be \$36.00 pp which includes tax and Gratuity**

To facilitate catering, we need to give the Yacht Club staff firm numbers not later than **Thurs November 30th** and we are liable for the numbers reserved. To avoid disappointment, please reserve your place(s) with - Bill Dancer 250-721-5273, [w.dancer@telus.net](mailto:w.dancer@telus.net) or Terry Weber **250-383-6626** [terry.eldon.weber@gmail.com](mailto:terry.eldon.weber@gmail.com)

**Mark Thursday December 7<sup>th</sup> on your calendar and make your RESERVATIONS NOW!**

For Vancouver/Mainland attendees: Usual ferry arrangements prevail. Please let Cec Rempel (Chilliwack) 604-858-1983 know by **Thursday 30<sup>th</sup> Novmber** . As usual, if you catch the 9 a.m. BC Ferry as a foot passenger from TSAWWASSEN (half price 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 [terry.eldon.weber@gmail.com](mailto:terry.eldon.weber@gmail.com) 250-383-6626***

### **4. Remembering those who have crossed the bar**

A list of our shipmates who have passed away is kept at [http://www.ccgawest.ca/news/\\_obits.html](http://www.ccgawest.ca/news/_obits.html)

**Nancy Hardy**, our Canadian Coast Guard Western Region friend and former co-worker in Vancouver BC and Hay River, NWT, passed away on 24th June 2017. Nancy was a proud Canadian and had lived and worked in many parts of Canada before she joined the Western Region Canadian Coast Guard in the 1970s. She moved to Hay River, NWT, and worked in the purchasing and finance departments in the District's Head Office. one summer day while Nancy was at work, the Coast Guard Ship Nahidik's new Cook never showed up for work... As the Ship was ready to sail, Nancy volunteered to do the cooking duties and stayed on for the entire summer season, putting her heart and soul into the job. If anyone asked, she just matter-of-factly said, "...well they needed a cook, and I could do it, so I did."

The spirit and passion of her years in the Northwest Territories remained strong within her, so it is fitting Nancy's ashes will be scattered on Great Slave Lake.

**Charles E. Gillard** 10th January 1923, 10th August 2017 was born in Portsmouth, England, the son of Louisa and Charles Gillard. A machinist by trade, Charles entered WW II in the tank corp and was part of the D Day Invasion. After the war he joined Merchant marine eventually settling in Vancouver BC and his career led him to the Weather Ship, St Catharines as 1st Officer and eventually to Canadian Coast Guard as Chief Engineer.

**Don Baron McKimmie** 1st June 1929 - 21st August 2017 died peacefully at Oak Bay Lodge at age of 88. Predeceased by his Father Allan McKimmie Mother, Mary Ann McKimmie and his companion Clasina (Sini) Simons. Don was a long-time member of both Rotary Club of Victoria BC and Victoria Imperial Lions Club. His career was with Canadian Coast Guard in finance and material management departments.

- **Pat Wilson** After retiring Don was very active helping and preparing Income Tax Statements for many seniors who resided near his residence.

**Cyril Edward Burrill** April 7, 1925 - August 28, 2017

Cy (Cyril) Burrill, Master Mariner (Captain: Class 1/Master Foreign-Going Ship) Cy was born on April 7, 1925 in Southend-On-Sea, Essex to parents, Alice (Peters) and Frederick Joseph Albert Burrill. Cy was the youngest of nine children. His love of the sea was passed down to him from his older brother John.

Cy joined the British Merchant Navy as an Apprentice during the WWII at the age of 17 and much later joined the Canadian Hydrographic Survey ship which charted the Arctic waters and the virgin territory of Ungava Bay, His next posting was a Marine Examiner/Port Warden, He joined Canadian Coast Guard in Vancouver and was assigned as Captain to the Sir Alexander Mackenzie. Cyril later became Regional Manager of the Ship Safety Division in Vancouver, and retired in 1982.

**Christopher Fischer** (December 11, 1959 - August 30, 2017)

Survived by Sandra Irvine; his much-loved children: David (Jaimy), Brittany (Shane) and Cameron (Lawren) Predeceased by both parents; Lambert and Rita Fischer. Chris was born in Calgary, eventually coming to Victoria and joining the Canadian Coast Guard where he sailed on a number of different vessels, most recently the Sir Wilfred Laurier. Chris and Sandra relocated to Port Renfrew 10 years ago where he found his favourite place to return to after extended time at sea.

**Cathy Newcomb.** 11 August 1953 - 9th September 2017 - Fondly remembered ... who has left us with wonderful memories we will never forget.

- **Marlene Findlay** - she loved horses and dogs and became an equestrian rider, she enjoyed the outdoors and skiing with friends, enjoyed golf and won a few trophies over the years, she had creative talents doing crafts with glass painting being her favorite. Though there were many challenges in her life she had an open mind and her cup with always half full..

- **Len Shorkey** - For all the years I worked with Cathy, she kept her life quite private. But at the helicopter hangar she always had a sense of humour and integrity. Cathy showed kindness and a gentleness even when she had to express herself forcefully. Cathy liked to laugh and banter with Bob Jones, senior helicopter pilot at the time, who himself was a very gentle man. I will always remember Cathy fondly.

## **5. Current " Canadian Coast Guard Pacific News "**

<https://www.canada.ca/en/fisheries-oceans.html>

**New Kitsilano facility Emergency Response Vessel:**

In June 2017, the Government of Canada awarded a contract to Vigor Marine in Seattle to lease an emergency response vessel for up to a year with an option to purchase at any time during the contract. This vessel will primarily respond to search and rescue incidents, including on-water searches, and emergency responses to maritime distress calls and disabled vessels.

Kits Vessel maybe similar to this one about 13.6 meters long and 4.4 meters wide, is self-righting and capable of speeds in excess of 40 knots.....



RB-M C [http://www.kvichak.com/boats/rbm\\_history1\\_big.jpg](http://www.kvichak.com/boats/rbm_history1_big.jpg)



**W. E. RICKER Decommissioned 19 October 2017**

**WE RICKER YouTube Web links for those of us who did not sail on her!!**

**A Day of Science Onboard the CCGS W.E. Ricker**

<https://youtu.be/eMneNlkWUrg>

**2nd Engineer working on the Canadian Coast Guard ship W. E. Ricker**

<https://youtu.be/w646GJXWoa0>

**Steward on the Canadian Coast Guard ship W. E. Ricker**

<https://youtu.be/tHSi7oi8AUA>

## Chief Cook on the Canadian Coast Guard ship W. E. Ricker

<https://youtu.be/rfH8seGEOP8>

## Quebec port business at risk without new icebreakers, documents warn

<http://www.cbc.ca/news/politics/icebreakers-quebec-port-1.4329005>

Unless the federal government quickly updates its icebreaker fleet it could face considerable economic problems, including the port of Montreal losing container service to competitors in the U.S., according to internal documents viewed by Radio-Canada.

The documents prepared for the federal cabinet warn that Ottawa could pay a high price for not replacing the coast guard's aging icebreaking vessels — and that Quebec could bear the brunt of the cost.

The internal analysis says the ports of Montreal and Quebec City are at risk of being partly cut off in the winter months, with thousands of direct and indirect jobs at stake.

The document also warns that Quebec's maritime strategy, a flagship project for Premier Philippe Couillard, is on the line if Ottawa doesn't replace its aging icebreakers. The \$9-billion plan aims to create 30,000 jobs by 2030. Davie shipyard boss calls Canada's national shipbuilding strategy 'bizarre' Report raises alarm over Canada's aging coast guard fleet Canada's newest icebreaking vessel is 30 years old. Its two heavy icebreakers were launched in 1968 and 1983 respectively. Heavy ice and a lack of reliable coast guard icebreakers have already caused significant delays in the Gulf of St. Lawrence and estuary.

The document warns that in a competitive global marketplace these delays are "unacceptable" and maritime transport remains "the backbone" of trade. Independent report flags similar issues

John Holliday, president of Montreal's Lantic Sugar Ltd., which processes about 500,000 tonnes of raw sugar annually, said he depends on ships arriving from Brazil. "If this corridor is unreliable and the supply disrupted, it could have a catastrophic impact on our plant," he said in an interview in French with Radio-Canada, CBC's French-language service. Holliday said the government needs to understand the risks and the responsibility to invest.

A 2016 independent report for Transport Canada also flagged issues with the country's coast guard fleet, saying it is understaffed, desperately in need of new ships and without political support.

It warned that coast guard icebreaking services in the Arctic are decreasing, while vessel traffic in the region is increasing. It blames the number of breakdowns on underfunding of maintenance by the previous Conservative government, and a general neglect by politicians in Ottawa.

**Vancouver-based Seaspan Shipyards** has been tapped to build replacement vessels for the coast guard, but work on a heavy icebreaker is **not expected to get underway until 2020-21.!!** (The CCG Fleet refurbishment The Plans from 2010 Canadian Coast Guard 2009-2010 Fleet Annual Report ) Table 7 outlines the funded new large vessel replacements. **Polar Icebreaker 140 m TBD\* 2017** WHERE DID THE MONEY GO ???

web link <http://www.ccg-gcc.gc.ca/e0015223>

## History of Icebreaking in Canada

<http://www.ccg-gcc.gc.ca/icebreaking/Levels-of-service>

## Legal Mandate

The authority for the icebreaking activities of the federal government can be **found** in the **BNA Act of 1867**. The undertaking accepted by Canada under the terms of union was delegated to the Department of Marine and Fisheries. The Department of Marine and Fisheries Act of 1892 gave the Department responsibility for, among other areas, winter communication between Prince Edward Island and the mainland by steamer and iceboat.

Specific responsibility for Dominion icebreakers and icebreaking was added in the **1930 legislation** setting out the functions of the Minister of Marine. These functions were transferred to the Minister of Transport in 1936. A

commitment to maintain access to the mainland, similar to the commitment made to Prince Edward Island, was made to Newfoundland under the Terms of Union in 1949. The Arctic Waters Pollution Prevention Act (AWPPA) (1970) also provides federal government responsibility for icebreaking and navigation through Arctic shipping zones. **The Oceans Act (1997) transferred** the responsibility for icebreaking activities to the Minister of Fisheries and Oceans.

## **6. Do you remember “The Olden Days?”**

### **Here’s Frank Statham’s first experience on the CCGS CAMSELL**



**1968 Arctic Trip CCGS CAMSELL**

I was a green 22 year old, in the outfit only a year, and here I was rolling across the north Pacific on the Camsell, heading to support the three-month summer re-supply for the western Arctic communities. My duties were to keep the communication and navigation electronics operational.

Ship was captained by Jack Lennie, with Hugh Halkett, Elbert Connebear and Fayez Ali holding down the mate positions. The engine room was supervised by Chief Bob Candow, with his number two man Dennis McKewen. Jerry Booth and his side kick Charlie kept us all fed. Steve Scura and Joe Cheung tapped out the Morse code in the radio office. Ivor Roberts piloted the Bell 47 helicopter.

Hitting Unimak Pass in the Aleutians after six days was a navigational fluke. There were no electronic position aids in the north Pacific. The mates would always be debating their sextant calculations. Jack Lennie, being Scottish, had a method nobody could figure out. Nobody was certain where the ship was until landfall. Once through the pass, a radar fix on conspicuous objects ashore was often available.

Five days later Point Barrow was reached. Ice was first reached somewhere between Bering Straits and Point Barrow. We had to break ice to get around the Point and most of the way to the MacKenzie. Position determination was accomplished by looking for radar returns off towers erected for that purpose every few miles along the coast. Ice breaking tossed the ship about something fierce and so the Camsell would come to rest in the ice at night so the crew could get some rest.

Northern Transportation's Radio Station, call sign CJV72, would keep us informed of where its supply vessels were headed and which ones would require some assistance through the ice. Camsell was kept busy providing ice escorts, supplying weather and ice observations, painting and laying buoys and other Navigational markers.

The ship served as a welcome source of expertise to several small communities. The ship's doctor would head off to the nursing station and the engineers might head ashore to fix some problem with in local power house. Of course the locals would swarm onboard to clean out the ship's canteen, where prices could not be matched by the local Hudsons Bay Store.

About mid-August, a fresh supply of fruit and vegetables would be awaiting at Cambridge Bay a real treat. Ship's crew could make a phone call home from a DEW line site or else be satisfied with a once a week telegram home from the ship. Mail would catch up with us occasionally. No crew changes in those days. Farthest north was Jesse Harbour and in the east to Spence Bay.

September found the weather was starting to get cold and ice was forming in the rigging. Getting frozen in was becoming a concern and once we were released by NTCL, we set course for home. After almost three months away the ship's crew was eager to get home. Captain Lennie preferred to arrive in Victoria on the weekend when no office nabobs were around. Once the ship was free of the ice Lennie figured out how many daily miles would have to be run to meet this goal and set the propeller revolutions accordingly. The nightly the watch would slyly increase the revs to thwart his plan. It worked somewhat as the vessel docked Saturday morning.

#### **Are there any Stories out there regarding the ESTEVAN?**



### **7. 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?**

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\_\_\_\_\_