

Canadian Coast Guard Association

Christmas 2015 Newsletter



The Polar Icebreaker Diefenbaker - will it actually be built?

Message from your new editor - Pat Wilson

I would like you to join me in thanking your previous editor, "Phil Dauphinee" for all his hard work over the years of maintaining and editing your newsletter with such interesting articles.

-Please remember that "Any" of your stories of memorable Coast Guard experiences and photos will be very welcomed for inclusion in your newsletter. Please pass all input to me: Pat Wilson, Editor, PO Box 5558, Victoria B.C. V8R 6S4; 250-889-7041; E-mail: ccga.editor@gmail.com

Members with access to the Internet should bookmark the Coast Guard Association website at www.ccgawest.ca and all 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

Well, it looks as if our marvellous summer is over and fall is here with winter on its tail. This year has once again brought some changes to our world as we know it. The Canadian Coast Guard is finally replacing the older MB105 helicopters with newer, sleek looking helicopters.

I knew the Victoria base had some new helicopters when I did not recognize the usual sound, and shape of the red and white helicopters flying overhead enroute to the west coast. The Victoria base now has four of these new 429 helicopters.

The recent federal election with the resulting latest majority government, will no doubt bring the country some change. How significant these changes will be, only time will tell. If you believe all the rhetoric, there is going to be some serious changes nationally and internationally. Guess we will just have to stay tuned!

Finally Canada has signed an agreement with Russia, USA, Greenland/Denmark. This agreement will affect what we do in the Arctic in the future years. Hopefully the agreement will help to solidify The Canadian Coast Guard's role with the management of the Arctic's transportation system.

I would like to wish each of you and your families a Blessed Christmas. Please remember to bring a friend or new member to the Christmas luncheon!

Sincerely

Terry Weber, President.

2. Membership Dues and Updates

Annual dues will remain at \$5.00 for the year 2016 and if not already submitted 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** f_statham@shaw.ca 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. Christmas 2015 Luncheon - Royal Victoria Yacht Club.

WHEN: Thursday December 3rd - 11:30 - mingle; 11:45 - bar opens; 12:30 - luncheon

WHERE - the Royal Victoria Yacht Club, 3475 Ripon Road Victoria

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 Guardsers are most welcome!

MENU

Salads

Tomato boccicini balsamic dressing
Spinach & chicken orange vinaigrette

Chaffer

Sliced turkey - stuffin/ turkey pan jus / roasted potatoes / cranberry sauce

Vegetable

Buttered carrots & beans

Desert

Buffet Cakes, Assorted Christmas, Cookies, Mince Tarts
Coffee & Tea

Cost - \$31.00 (includes Tax & Gratuity)

To facilitate catering, we need to give the Yacht Club staff firm numbers not later than **Friday November 27th** and we are liable for the numbers reserved. To avoid disappointment, please reserve your place(s) with - Terry Weber **250-383-6626** terry.eldon.weber@gmail.com

Mark Thursday December 3rd 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 **Monday December 1st**. 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 250-383-6626**

4. Remembering those who have crossed the bar

Since the last issue we have learned of the passing of two Coast Guard retirees.

Career lightkeeper Tom Carr passed away in May in his 87th year. Tom was a well-known along the west coast having kept the light burning at Discovery, Green, Langara, Lucy, Pachena, Pultney and Quatsino. He and his wife Vera always had welcome and a hot pot of coffee for anyone who dropped in.

Norm Fowlow passed away in June in his 72 year. Norm had varied interests, studying marine biology and genetics in his younger years. Later he acquired a commercial pilot license and a helicopter mechanic's license. He and Aline married in 1977 and moved to Fort Simpson to work for Okanagan Helicopters, eventually making their way to Victoria in 1986. Norm joined the Coast Guard in 1988 and served on several vessels, making a number of trips into the Arctic. After retirement in 2003 he used his biology interests by volunteering with several environmental groups and projects.

Electronics technician Tony Leppard passed away in October. Tony especially enjoyed installing and maintaining the various radar sets the fleet used. He was a radio operator in the Royal Navy and escaped death when given a trip off, and the submarine to which he was assigned in the early 1950's sailed and vanished.

A list of our shipmates who have passed away is kept on the web site at http://www.ccgawest.ca/news_/obits.html

5. My First Christmas at Sea by Migs Turner

In October 1943, Canadian shipyards were churning out new ships at two and three ships a week and the Navy was struggling to find 'qualified' crews, both officers and men. As our 8 weeks New Entry Training was coming to an end & we were about to graduate as "trained" Ordinary Seamen RCNVR, those of us who had high school graduation or better were mustered, given an "Officer Candidate" Board interview and those who were successful (I think everyone) promptly underwent a 3 week Officer Candidate Training Course during which we were posted to ships as "Officer Candidates".

Along with a bunch of my classmates I joined HMCS Renard, based out of Halifax. Renard was a converted yacht. At ~46 knots she was purportedly the fastest ship in the Canadian Navy. She had supposedly been used before the war by her New York owners as a rum runner working out of the Caribbean. Her duties with the Royal Canadian Navy had been as a "torpedo training ship" but by the end of 1943, she was primarily "emergency on-call vessel" in the Halifax area and an Officer Candidate training vessel. Her problem was that her steering gear had the habit of breaking down & thus, her movements were always "suspect".

Our first Christmas in the Navy was in HMCS Renard back alongside in Halifax Dockyard. Needless to say, we were all feeling very homesick. On Christmas Eve one of our messmates proudly returned onboard from shopping on Barrington Street with a new 78 rpm record which he started playing on our mess deck record player. Before many moments had passed, a couple of other messmates grabbed the record off the turn-table, smashed it, opened a scuttle and tossed it out over the side into the ocean. The record was the newly released "I'll be Home for Christmas" by Bing Crosby.



6. The Arctic - The "Northern Wild West"?

On Thursday, 16th July 2015, the five nations, Canada, United States, Russia, Denmark and Norway, signed a declaration promising that their fishing vessels will stay out of a 1.1 million-square-mile zone in the central Arctic Ocean, (Arctic 'donut hole') an area bigger than the Mediterranean Sea. National representatives met in Oslo to sign the agreement. The declaration says those nations will refrain from fishing the area until there is better scientific knowledge about the marine resources there and until there is a regulatory system in place to protect those resources.

<http://www.adn.com/article/20150716/5-nations-sign-declaration-protect-arctic-donut-hole-unregulated-fishing>

The Emerging Arctic - Council on Foreign Relations 2014, Overview Video - 7:35 minutes.
https://www.youtube.com/watch?feature=player_embedded&v=2qcuAr5UyHc#t=0
http://www.cfr.org/polar-regions/emerging-arctic/p32620#!/?cid=otr_marketing_use-arctic_Infoguide#!

National Maritime Claims in the Arctic pdf, 21st May 2009
http://www.virginia.edu/colp/pdf/Van_Pay-Arctic-Claims.pdf

7. The Diefenbaker - New Canadian Icebreaker? - Posted: 18th December 2014

<https://www.onboardonline.com/industry-article-index/shipping/canadas-first-polar-icebreaker/>

From the 88 page Canadian Liberal Election Platform.

<https://www.liberal.ca/files/2015/10/A-new-plan-for-a-strong-middle-class.pdf>

"We will make investing in the Royal Canadian Navy a top priority."

"By purchasing more affordable alternatives to the F-35s, we will be able to invest in strengthening our Navy, while also meeting the commitments that were made as part of the National Shipbuilding and Procurement Strategy. Unlike Stephen Harper, **we will have the funds that we need to build promised icebreakers**, supply ships, arctic and offshore patrol ships, surface combatants, and other resources required by the Navy. These investments will ensure that the Royal Canadian Navy is able to operate as a true blue-water maritime force, while also growing our economy and creating jobs."

8. The New CCG Helicopters

<https://www.google.ca/search?q=Canadian+coast+guard+New+429+bell+Helicopter+photos&biw=1075&bih=505&tbo=isch&tbo=u&source=univ&sa=X&ved=OCBsQsARqFQoTCOHh1JHF-sqCFZMxiAodBIUCww>



Bell 429 GlobalRanger Specifications

Accommodations: (pilot + passengers or pilots + passengers)

Powerplant: 2 x 529 kW / 710 shp (Tmax O) Pratt & Whitney Canada PW207D1 turboshafts

Dimensions: Rotor diameter: 10.97 m; length: (OA) 13.10 m (fuselage) 12.64 m; height: 4.04 m

Weights: Basic empty weight: 2,007 kg; MTOW: 3,175 kg [4]; maximum slung load: 1,360 kg

Performance: Max cruise: 278 km/h; max range 722 km [5]; max endurance: 4 hours 12 min

In the light helicopter category (to replace 14 Bo-105s and three B206s) is the advanced, twin-engine [Bell 429](#). For its size, the B429 has a spacious, easily converted cabin, excellent single-pilot all weather avionics, and has a more than adequate performance

Bell's Model 429 was co-developed by Bell Helicopter Textron, Korea Aerospace Industries, and Mitsui Bussan Aerospace of Japan. The ambitious B429 is based on a stretched version of the Bell 427 unsuccessfully aimed at the EMS industry. More carefully tailored to medevac requirements, the B429 retained the engines and drive system from the B427 (which the B429 has replaced on Bell Helicopter Textron Canada's Mirabel, PQ assembly line). Compared with the B427, the new B429 has an enlarged, composite fuselage (with a readily adaptable cabin), better streamlining, and a new 'soft-in-plane' flex-beam rotor design with composite blades.

B429 features of most interest to the Canadian Coast Guard would likely be its corrosion-free composite fuselage and mission-adaptable cabin with its rear clamshell doors.



Bell 412 EP (Enhanced Performance) Griffon Specifications

-(Replacement for Old Bell 212's)

Accommodations: 15 (1 pilot + 14 passengers or 2 pilots + 13 passengers)

Powerplant: PWC PT6T-3DF, each engine: 671 kW (TO); 597 kW (contin.); 845 kW (OEI)

Transmission: 1,022 kW (TO); 828 kW (maximum continuous power); 723 - 850 kW (OEI)

Dimensions: Rotor diameter: 14.02 m; length: (OA) 17.13 m; (fuselage) 12.91 m; height: 4.54 m

Weights: Empty: 3,159 kg; MTOW: 5,398 kg; useful load: 2,293 kg, max slung load: 2,041 kg

Performance: Max cruise: 232 km/h [3]; max range 663 km; max endurance: 3 hours 54 min [4]

Bell's primary option to replace five B212s in the medium category is the proven and popular 412. While an older design, current production [B412s](#) deliver improved hover and crosswind performance with reduced fuel burn. Potential 412 Block II upgrades include a modern digital cockpit (borrowed from the Bell 429), a 3- or 4-axis Automatic Flight Control System (AFCS), and increased engine

power. Taken together, a mix of B429 and B412 would satisfy both the operational and political requirements with competitive performance and fleet commonality.

9. 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.

10. 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 _____