

Canadian Coast Guard Association

Summer 2015 Newsletter



Congratulations to the crew of CCGS Sir Wilfrid Laurier and everyone else who was involved in locating Franklin's ship Erebus during last summer's arctic voyage,.

Any stories of memorable Coast Guard experiences and photos will be very welcomed for inclusion in the newsletter.

Please send submissions 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

It doesn't look like 2015 is going to be a quiet year for the Canadian Coast Guard, as it seems there are many changes going on.

There has been a continuing evolution in Coast Guard as we have a new Commissioner, Jody Thomas, who as you have noticed has been in the media frequently with the Vancouver oil spill. Also, another relatively new, but familiar face, Roger Girouard is now Assistant Commissioner, Pacific Region. Assistant Commissioner Girouard was the highly regarded former rear admiral at CFB Esquimalt.

There are new vessels, hovercraft and helicopters in the works.

The latest news regarding consolidation of the MCTS centres into one site, is the result of years of hard work toward this goal, as the new technology emerged.

Seems as if they have been talking about this for at least twenty years! This causes one to reflect on the many "reorganization processes" and changes that was all part of the Canadian Coast Guard culture, which you and I were very much a part of. I for one, always looked forward to the new challenges and opportunities that these "reorg's" brought about. I think for the most part, these changes are a positive reinforcement, indicating that the government of Canada supports the need for a modern Coast Guard going into the future.

Speaking of the future, we have a luncheon and AGM coming up June 4th, which I hope you will attend, and please do bring along a friend or new member!

Sincerely,

Terry Weber, President.

2. Membership Dues and Updates

Annual dues will remain at \$5.00 for the year 2015 and if not already submitted can be paid at the summer 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. Summer 2015 Luncheon - Royal Victoria Yacht Club.

WHEN: Thursday June 4 - 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 summer 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!

ANNUAL GENERAL MEETING: After lunch the AGM will take with short reports from the executive and the election of committee members for the coming year.

MENU

Lunch By The Sea

Chef's Soup Creation of the Day

Assorted Deli - Style sandwiches & Wraps

Assortment of Desserts

Coffee & Tea

\$21.00 with Tax & Gratuity included

To facilitate catering, we need to give the Yacht Club staff firm numbers not later than Friday May 29 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 June 4 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 June 1. 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 - please contact Terry Weber terry.eldon.weber@gmail.com 250-383-6626

4. Remembering Those who have crossed the bar

Since the last edition I learned of the passing of two shipmates who may have had the biggest impact on your editor pursuing a Coast Guard career.

Captain Pieter Kallis passed away March 21, 2014. I have been communicating with his daughter Sara who is leading the fight against Coast Guard cutbacks on the West Coast. Sara told me her Dad had been doing great at 85, up on his roof cleaning gutters, preparing his 37' ketch to go offshore sailing, etc. but unfortunately time ran out. Sara is working at compiling her father's sea going memoirs from his time in the Dutch Merchant Marine to his lengthy and varied Coast Guard career. I did most of my oiler seetime on the Rider when Pieter Kallis was skipper. He attracted a great crew and there was always a fantastic spirit of camaraderie. We shared many memorable moments. As a result the crew worked very well together so it was always easy to head back to sea for another trip.

Chief Engineer Bob Jones passed away March 20, 2015. Bob retired in 1997 so enjoyed many good years of retirement. Bob came to the Rider as Acting Chief Engineer when I was just starting my engine room career. He noticed both oiler positions were open so he asked myself and the other oiler Chris Seeley if we wanted permanent status. We both said yes and both of us continued with the Coast Guard until retirement. Later when Bob went ashore for a lengthy period I moved up as Chief Engineer on the Darby. For the rest of his career he was Chief Engineer on the John Jacobson until it was decommissioned. I was the Chief on the opposite crew.

5. Big Storms during the 1975 Herring Roe Season by Phil Dauphinee

I am pretty sure it was during the herring roe season of 1975 that I experienced maybe the worst storm of my sea going career. I was an Oiler on the Canadian Coast Guard Cutter Rider and Pieter Kalis was the Captain. The 1975 season was the first of the gold rush like herring roe fisheries as there was a lot of money to be made. Many went to sea to share in the wealth in questionable vessels and took dangerous risks.

When the openings shifted from the east side of Vancouver Island to the West Coast, the Rider was dispatched to Port San Juan as the primary search and rescue resource. Storm warnings had been issued and all the wise mariners came into anchor in the bay to wait out the storm. All on the crew of the Rider reckoned that nobody would be foolish enough to try to make it to Barkley Sound. How wrong we were. A call came in reporting a fishboat having difficulty. Its skipper had chosen to press on past Port San Juan, the last refuge and was now unable to turn around in the massive swells off shore. The Rider immediately sailed to assist. By the time the fishboat was reached it had lost its skiff, which was retrieved and taken in tow by the Rider. The Cutter then provided a lee escort to the fishboat for the rest of the voyage to Bamfield. The seas very rough but at least it was daylight and the full force of the storm had not yet hit the coast. In contrast, it was very peaceful once tied up at the Lifeboat Station. Many on the crew believed we would there for the night but the ship was ordered back to Port San Juan. Coming out of Barkley Sound the ship was hit with the full brunt of the storm. Rounding Cape Beale the swells were mountainous with spray engulfing the lighthouse. The course to Port San Juan was southeast so the ship's heading was essentially bow on to the raging sea and the hurricane force wind. It was virtually impossible to get between the forward and aft parts of the ship, as the Rider had no interior passageways. I was off-watch but could not sleep. The conditions were getting the best of the Oiler on watch so I took over the watch and sent him to his bunk.

Once back at anchor all spaces were inspected. We had taken on a fair amount of water in the forward hold and many items including improperly sealed oil drums had come adrift in the steering gear compartment. After clean up it was during dinner when the sound of the four main engines starting putting a hush over the crew. Another boat was in trouble. It seemed like an eternity waiting to find out if we would be tasked. Everyone on board was very concerned as by that time it was extremely dark. What a relief it was when the main engines rattled to a stop.

The vessel in distress was near Cape Beale so the Bamfield Lifeboat was dispatched.

At anchor the Rider was rolling so much in the swell entering the bay that it was difficult for the crew to carry out their duties or get any rest. Captain Kalis decided to run a bowline to the Port Renfrew dock and sent ground tackle ashore from the stern. This made the remaining time spent in Port San Juan much more comfortable with the ship riding the swells. That is until the tree to which the ground tackle was secured snapped.

Everyone was relieved when the two-week patrol was over. Going through such a storm brought the crew closer together and united under the command of Pieter Kalis. We knew that on future voyages we would be as safe as any mariner could be. The relieving crew of the Rider also had a very stressful time at sea as it was during their two weeks that many herring boats and crew were lost at sea.

6 - The Pacific Region has new vessels patrolling the coast. They are known as Hero Class vessels as they are named after Canadian heroes.



CCGS M. Charles M.B., after Seaman Martin Charles, S.C., M.B., of Bamfield, British Columbia, and Hereditary Chief of the Nitinat Band. Martin Charles, now deceased, devoted his life and career to saving lives. He earned the Medal of Bravery for his instrumental role in a search and rescue incident that began with a sunken fishing vessel and ended with the crash of the helicopter assisting in the rescue efforts.



CCGS Captain Goddard M.S.M., after Captain Nichola Kathleen Sarah Goddard, M.S.M., who was born to Canadian and British parents in Papua New Guinea, and lived in various locations, including Black Lake and Lac la Ronge, Saskatchewan; Edmonton, Alberta; and Antigonish, Nova Scotia. Captain Goddard was awarded the Meritorious Service Medal for her exemplary service in Afghanistan from January 2006, until her death in combat on May 17, 2006.

Characteristics of the Mid-Shore Patrol Vessel

Parent Design - Damen Stan Patrol 4207

Classification - Lloyds' Register

Builder - Irving Shipbuilding Inc.

Length - 43m [141ft]

Beam - 7.0 m

Draft - 2.85 m

Displacement - 257 tonnes

Maximum Speed - 25 knots

Cruising Speed - 14 knots

Range at 14 knots 2000 nautical miles

Endurance - 14 days

Propellers - 2 controllable pitch

Power - 4,992 kW [MTU engines]

7.53m Rigid Hull Inflatable Boats (RHIB)

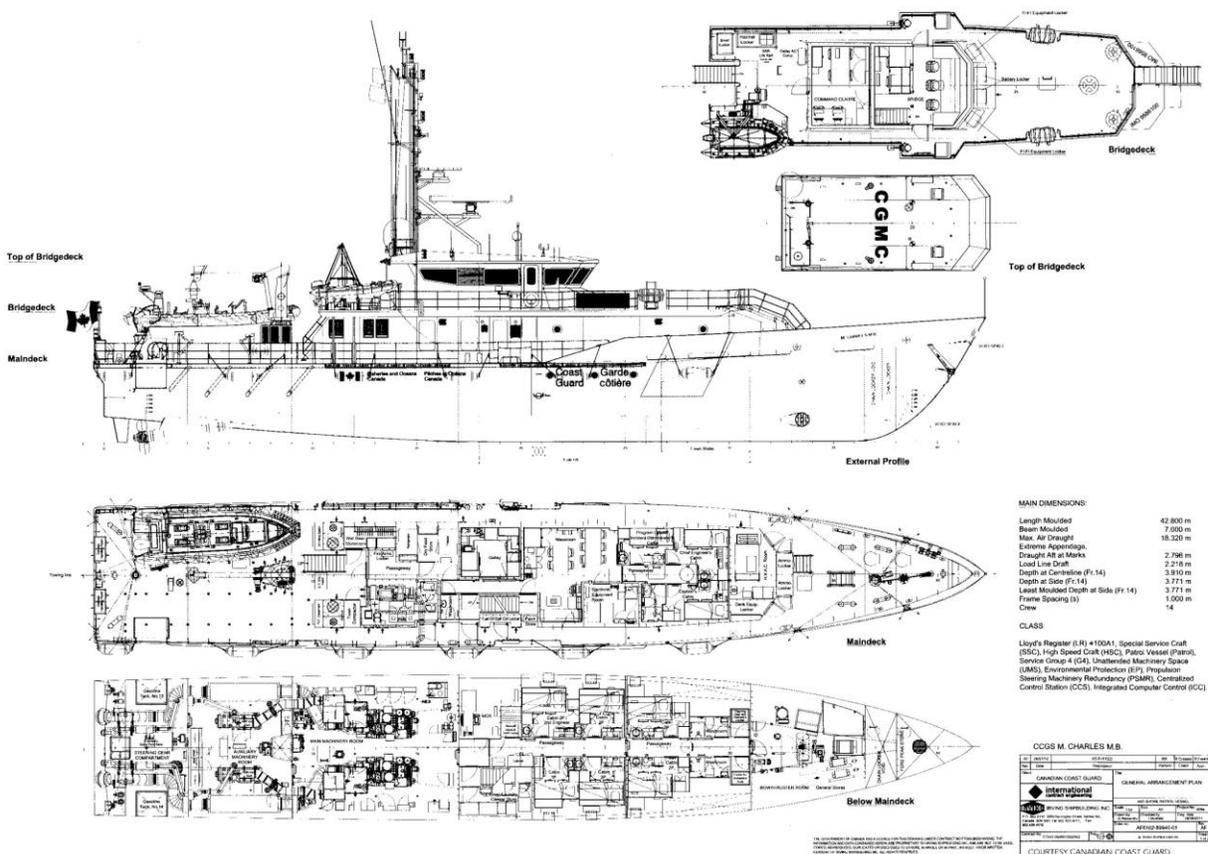
1 for C&E variant and 2 for the Maritime Security variant

Crew - 14 (CCG, RCMP, and C&E)

Material - Steel hull, aluminium superstructure

Editor's Note - I got a call in early January from Coast Guard personnel asking if I had maintained my First Class Engineering Certificate as they were looking for people with such certificates to deliver the new ships from Halifax to Victoria. Now that was a voyage I always wanted to make through the Panama Canal. Unfortunately for me I have not maintained my certificate and my wife and I were already committed to a trip to Mexico. An exemption was eventually granted to allow the vessels to sail with Chief Engineers holding Second Class certificates. When the vessels arrived I went to have a look at them. They are very good looking ships but very compact in many respects. I consider them the 21st Century versions of the R-Class Cutters. It is going to be interesting to hear from the crews how they feel about their new ships once they really get to know them. I got the impression there was some misgivings about the unusual launch and recovery system and the lack of active stabilizers.

GENERAL ARRANGEMENT



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?	<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