

Shorelines

NEWSLETTER OF THE PROBUS CLUB OF NORTH SHORE VANCOUVER

April 2015

www.probus-northshorevancouver.ca

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Monthly Meeting at the Chief Joe Mathias Centre

100 Capilano Road, North Vancouver, 604-980-6338

Coffee and Fellowship: 9:00 am, Club Business and Speaker: 9:30 - 11:15 am



Monday, April 13th

with speaker

Michael Lowry, Communications Manager

Western Canada Marine Response Corporation

“Changes to Canada’s Tanker Safety and Spill Response Regime”

Michael Lowry is the communications manager for Western Canada Marine Response Corporation. He is a strategic communications and public relations consultant with more than 10 years’ experience in domestic and international settings across the private, public and not-for-profit sectors. He has designed and developed successful communication campaigns for some of BC’s most influential organizations, including Harbour Air, Pacific Blue Cross and Columbia Power. Michael has a BA in Communications from the University of Calgary and a B.Sc. in Politics and International Relations from the London School of Economics.

Western Canada Marine Response Corporation (WCMRC) is the only response organization certified by Transport Canada to respond to marine oil spills along British Columbia’s 27,000 km coastline. Established in 1976 as an industry co-op it became Canada’s first certified response organization in 1995.

Recent changes to Canada’s tanker safety and spill response regime introduced measures that will see the creation of a regime based on risk. An important component of a risk-based regime is area response planning. The government has proposed establishing new area response planning partnerships for regions with current or projected high levels of tanker traffic, including the southern tip of Vancouver Island. Oil spill prevention, preparedness and response in this region will take into consideration the area’s geography, environmental sensitivities and shipping traffic volumes. Mr. Lowry will discuss how WCMRC is preparing for these changes.

Note: April meeting is at the Chief Joe Mathias Centre

Mark Your Calendars with these Important Dates



Next Meeting at the Chief Joe Mathias Centre

- Monday, May 11th, 2015

Special Events - see page 2 and 3 for more details...

- Visit to the Canadian Museum of Flight, May 12th
- Western Canada Rendezvous 2015, Sept. 15-17, Salmon Arm

President's Notes



March was National PROBUS Canada month. We chose to celebrate it at our last monthly meeting with a presentation by Bill Sexsmith, who is a past President of our club and one of three directors from B.C. serving on the board of PROBUS Canada. Bill reviewed the status of PROBUS in the world, in Canada and in British Columbia. He referred particularly to District 2 clubs which range from 35 to 380 members. At 360+ our club is the third largest in Canada. District 2 encompasses the area from Chilliwack to Metro Vancouver. He advised that PROBUS Canada is working to complete a strategic plan for the future.

If you were unable to attend our last monthly meeting where General Don Macnamara (Retired) spoke about sovereignty and the F35, I would encourage you to visit our website and click on the Speakers "link" for Don Macnamara. You will be able to review the presentation and decide for yourself whether the F35 is an important component of our sovereignty and security or not. At the presentation, there was some discussion about whether the F35 or indeed any new fighter was required for Canada given the emergence of drones and other military capabilities. Indeed there has been debate in locker rooms and other venues on this issue well past the General's presentation!

It is gratifying to me that we can engage in spirited discussion about matters pertinent to Canada and beyond. Our monthly presentations play an important role in our understanding of the events that are shaping our world and provide a forum for the exploration of alternative viewpoints. Hence, our monthly meetings not only provide the opportunity for fellowship but also a forum for the exchange of ideas and indeed differences of opinion! I hope that we have many more opportunities to do so for the remainder of this year and thereafter.

Barry Heselgrave

Contact - president@northshorevancouver.ca



Special Events - May 12th

Visit to The Canadian Museum of Flight
10:30 AM Tuesday, May 12, Langley Airport



The Canadian Museum of Flight is dedicated to restoring, preserving and showcasing Canada's rich aviation heritage.

The Museum houses over 25 aircraft both static and flying. The aircraft range from a WWII Handley Page Hampden to a T-33 Silver Star and it possesses the only displayed Handley Page Hampden in the world.

We will take a guided chronological walk around the Museum starting with World War One to the present day, and can see how large a part Canada has played in aviation history.

The Museum is a ground-level facility, with ramps for easy wheelchair access.

The tour will start with a briefing by the manager over coffee and pastries and then be broken up into smaller groups each with an individual guide. It will last about 1.5 hours. A group lunch has been arranged at "Adrian's at the Airport", 5835 216 Street, Langley, a nearby restaurant. The lunch cost is not included in the tour cost.

The tour cost will be \$15 and must be paid in advance to secure your place. Carpooling will be required. Please indicate if you can be a driver or need a ride when registering. The group will meet at 0900 at the Park and Ride on the top parking floor in Park Royal North and divide up into vehicles..

You may register and pay at the next (April) meeting. After the meeting, register with John Elliott or Colin Ritson but payment must be by cheque mailed to: Probus Club of North Shore Vancouver, P.O. Box 92042, West Vancouver, BC, V7V 4X4. Your registration is not confirmed until your payment is received.

For more information contact John Elliott 604-925-3535 (johns.elliott@telus.net) or Colin Ritson at 604-926-6976 (colinritson@shaw.ca).

John Elliott

Brief Backgrounds of Recent New Members Welcomed at March Meeting



Alan Barr (*member since March 2015*) was born in Vancouver and lived in West Vancouver for the past 12 years with his wife Lynda. After graduating from Kitsilano High School, Alan joined the family office equipment business in 1954, purchased it in 1970 and sold it in 2002. Alan then took a position as the BC rep for a Toronto Financial institution until 2008, when he started a home business as an independent leasing broker. He was a member of the Vancouver Executive Association for many years. He now enjoys his time with golf, travel and home improvements.



Olaf Hatlen (*member since March 2015*) Olaf was born in Molde, Norway and has lived in West Vancouver for the past 10 years with his wife May. After graduating first with a 2 year college degree as a naval architect, he then received a B.Sc. from the University of Strathclyde, Glasgow. Olaf began his career as a naval architect in Sweden and then as a senior principal surveyor. His career in the Marine Industry had him living in Oslo, Norway, then Malmo, Sweden, then on to the USA to New Orleans and Seattle. Olaf now enjoys fishing, skiing and gardening. He is also the President of the Norwegian Society.



Greg Tolliday (*member since March 2015*) was born in Sydney, Australia and has lived in West Vancouver for the past 25 years. He obtained his Bachelor of Education from UBC. Greg's career included being owner/operator of an Antique store, Manager of Community and Employment Programs for the federal government for 20 years and now self-employed for the past 18 years as a consultant in social and community programming, project management and evaluation. He is a member of the West Vancouver Tennis Club and is involved with the North Shore Restorative Justice, Hollyburn Family Services, SFU Continuing Education, Vancouver Community College Homfront Program and One-to-One Reading association. He enjoys tennis, golf, reading, travel, and volunteering as an ESL instructor and reading coach.

Western Canada Rendezvous 2015 - September 15-17, Salmon Arm, BC

The three PROBUS clubs of the Salmon Arm, B.C. area take great pleasure and pride in extending an invitation to you to attend a Western Canada Rendezvous in September of 2015. The Probus Shuswap Club, Probus Salmon Arm Club and the Probus Copper Island Club are combining and pooling resources to host this event on September 15th, 16th and 17th. We truly believe that the Shuswap region is 'God's Country' and we would be delighted to share a little slice of heaven with you. The weather in September is bright and sunny as is the summer but the nights are cooler. Kids are back in school and the highway traffic is down. September is the perfect time to come for a visit.

Our committee is working hard to make your visit a memorable one. A sampling of some of the planned activities are:

- A mini-cruise on a houseboat. Sicamous is billed as the capital of the houseboat cruising industry. We have arranged for a mini cruise and a tour of the factory where the houseboats are built.
- A tour of some of our local wineries, a craft brewery visit.
- Hiking, cycling, golf at one of Canada's top public courses.
- A visit to Roderick Haig Brown Provincial Park where you can quite possibly catch sight of the early returnees of sockeye salmon. The Adams River sockeye run is one of the largest in the world.

Further information and registration packages will be forwarded by email as they become available.

Last Month Speaker - The Why of the F35



Don Macnamara thanked by President Barry Heselgrave

The title of Brigadier General (Retired) Don Macnamara's presentation was Sovereignty, Security and the F35 and in that presentation he set out his answer to the question posed in the heading above. The presentation was both interesting and informative. He clearly set out his belief that as a sovereign nation Canada must contribute to its security. He believes the Canadian military is a major contributor to that security and deserves the best equipment to support its task. The Air Force considers the best manned aircraft for the next 20 years to be the F35.

In the course of his presentation he examined perceived threats to Canada's security in detail and the option of letting the US protect us. His conclusion, as reflected in the quote from Stephen Leacock, was that option would not buttress Canada's sovereignty but would leave it to survive as something less than a sovereign state subject to the decisions of the US.

General Macnamara reviewed in particular Canada's Arctic lands including reference to the potential claims to the Arctic of those nations bordering the Arctic Ocean. These countries' claims are driven by the wish to participate in the exploitation of oil, natural gas and other resources known to exist in the Arctic. In the summer months there are now passages through the Arctic along the northern edge of Russia and the Northwest Passage along Canada's northern coast. Canada's Arctic is larger than Western Europe and the distance between towns in the Arctic and between those towns and Canada's southern cities is huge. One illustration of the consequences of that vastness arose in the context of a question asking why unmanned drones were not a better choice than expensive manned aircraft. General Macnamara pointed out that the communication and control required to operate unmanned drones did not exist in the Arctic and the cost to establish them would outweigh the costs of the F35.

General Macnamara's basic message was that a joint strike aircraft was necessary to maintain Canada's sovereignty and after aircraft comparisons, Canada settled on the

Lockheed-Martin F35. He reviewed the reasons leading to his opinion that Canada must contribute to the defense of North America in partnership with the US, a partnership which commenced in 1938 with the meeting of Franklin Roosevelt with Mackenzie-King at Queens University and which has continued through to the present day.

In reaching his conclusions he reviewed the issues of sovereignty and security in our world. He defined sovereignty as the quality of having supreme, independent authority over a geographic area. And he suggested that the obligation of government is the security of the country, its sovereignty and the safety and well-being of its citizens. In his view a country which permits, or relies upon, another nation to defend its sovereignty is no longer the independent authority over its geographic area or its citizens.

He considers the biggest threat to Canada's security is a Canadian public that is uninformed, misinformed or dis-informed. And his presentation was a successful exercise in the communication of the F35 process including some facts which are not widely known.

The drive to replace then-current aircraft, like Canada's aging CF-18 included a review of various offerings in 1995-96 of the US and Europe and settled on the F35. A subsequent review by an independent committee in 2014 confirmed that the F35 was the best choice for Canada. The F35 first flew in 2000 and production commenced in 2006. Canada selected the F35 in 2010. The first deliveries were made in 2011-12 to the U.S. Navy, U.S. Air Force, the Netherlands and the United Kingdom. Many countries have signed on and it is expected that the original estimate of a production run of 3100 aircraft could be increased to almost 5000. Canada is expected to substantially benefit economically from participation in contracts for the building of parts of the F35.

This brief overview does not do justice to the wealth of information received from General Macnamara. For more details you can see his presentation on the club website at <http://www.probus-northshorevancouver.ca>.

Mike McMahon

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Editorial contributions and comments are welcomed
and may be sent by e-mail to :

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For Information on Probus Clubs in Canada, visit
Probus Canada: <http://www.probus.org/canada.htm>