

# Shorelines

## NEWSLETTER OF THE PROBUS CLUB OF NORTH SHORE VANCOUVER

March 2015

[www.probus-northshorevancouver.ca](http://www.probus-northshorevancouver.ca)

Vol. 13, No. 3

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### Monthly Meeting at Capilano Golf and Country Club

420 Southborough Drive, West Vancouver, 604-922-9331

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



**Monday, March 9<sup>th</sup>**

*with speaker*

**Brigadier-General (Retired) Don Macnamara**

*“Sovereignty, Security and the F-35”*

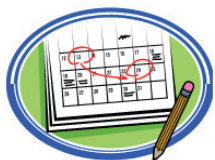
Brigadier-General (Retired) Don Macnamara is a member of the Royal Canadian Air Force Commander’s Council having spent a total of 52 years in an Air Force uniform. He spent the first half of a 37-year career in the Royal Canadian Air Force and the Canadian Forces as a radar technician at 420 Squadron, air traffic control officer, and bio-scientist in operations research and development. The latter half of his career was spent teaching and working in strategy as director of Strategic Policy Planning, director of Arms Control Policy at National Defence Headquarters, and director at both the Canadian Forces Command and Staff College and the National Defence College - responsible for curricula in strategic studies and international affairs.

Retiring in 1988, Brigadier-General Macnamara commenced a 20-year second career as a professor. He’s taught international business at Queen’s University, in commerce, MBA and executive programs, including four summer semesters at the University of Kaiserslautern in Germany, three years as the executive director at Queen’s International Study Centre in the UK, and 10 years at Queen’s as director of the Public Executive Program. He is a founding member of the Canadian Institute of Strategic Studies and a long-standing member of the Canadian International Council and the International Institute of Strategic Studies.

Brigadier-General Macnamara’s awards include a Chief of Defence Staff Commendation for his “contribution to strategic planning, professional military education and professional development”, a Doctorate of Military Science (honoris causa) from the Royal Military College of Canada, a Vimy Award and the Canadian Armed Forces Distinguished Service Medallion.

Brigadier-General Macnamara was appointed the first Honorary Colonel of the Canadian Forces College in 1996 and served on the Board of Governors of the Royal Military College for 10 years and remains a member of the RCAF Commander’s Council. Now retired, he remains active as a community and media commentator on security and defence matters.

### Mark Your Calendars with these Important Dates



**Next Meeting at the Chief Joe Mathias Centre**

- Monday, April 13th, 2015

**Special Events - see page 2 for more details...**

- Visit to the Canadian Museum of Flight, May 12th

## President's Notes



I am really looking forward to our March speaker and his perspective on Sovereignty and the F-35. I will not attempt to anticipate what Honorary Colonel Don Macnamara will share with us. However, I have talked to former air force officers about the F-35 saga. It seems that our Government has not articulated the role that they expect the next Canadian fighter to play on the national and international stage. If they have set out the role for our next generation fighter, it is a well-kept secret.

It is important in business and even in sections of Government that an organization have a mission and strategy that is well understood, sensible and aligned to its needs and capabilities. If the Government has not articulated its mission and strategy for the next generation fighter, then we have cause for concern. It will be interesting to hear Don's perspective on this matter when he shares his views with us at our upcoming meeting on March 9th.

There are many uncertainties in our world with the rise of terrorism, failed nation states in the Middle East and Africa as well as Russian pressures in Eastern Europe. This may make the formulation of our mission for the next generation fighter difficult. However, it is necessary.

I will look forward to seeing you at our March meeting on this most interesting of topics.

*Barry Heselgrave*

Contact - [president@northshorevancouver.ca](mailto:president@northshorevancouver.ca)

### Probus group on February 24, 2015 that toured the Vancouver Convention Centre



## 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. Vehicles and HandyDART buses can pull up adjacent to the main entrance.

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 will be arranged at a restaurant nearby.

We hope to travel by bus. Costs have not been determined at this date. Once nailed down we will advise all members by e-mail and/or by notice in the next Shorelines.

You may register at the March meeting or with Colin Ritson at 604-926-6976 ([colinritson@shaw.ca](mailto:colinritson@shaw.ca)).

*John Elliott*



## Probus Month

This information was gleaned mainly from the **Probus Canada** website at <http://www.probus.org/canada.htm>.

Probus Canada has declared March “National Probus Month”. The intention is to increase the visibility of Probus nationally, provincially and locally. The purpose of this note is to briefly examine the birth and growth of Probus. Of necessity this entails a reference to numbers. Sometimes numbers can be overwhelming and sometimes numbers can provide a helpful perspective. The following information, hopefully, accomplishes the latter objective.

The first of the Probus clubs which spawned clubs like ours across the world was formed in England in 1965 and 1966. It may seem a bit odd to show a beginning occurring over two years and may be explained by the following narrative. In 1965 in Welwyn Garden, England, a group with Probus objectives was formed under the name “Campus Club”. In 1966 in Caterham a club with the same objectives was formed under the Probus Club name. These two clubs merged and became the Probus Club. The objectives of Probus Clubs were to provide social event’s and schedule speakers of interest to the members – they are (were) not service clubs.

The migration of Probus clubs from England throughout the world attests to the popularity of Probus. Clubs were formed in New Zealand in 1974 and Australia in 1976. The first club in Canada was formed in Ontario in 1987. Since 1965 Probus clubs have been formed in the Netherlands, Ireland, Belgium, South Africa, India, the United States, Bermuda, Germany, Chile, Cyprus, Portugal, Spain, Trinidad and Zimbabwe. Clubs include men only clubs, women only clubs and mixed men and women clubs.

At 31 December, 2014, there were more than 4000 clubs worldwide comprised of in excess of 400,000 members. We have 240 clubs in Canada comprising more than 32,000 members. In B. C. there are 45 clubs with more than 6000 members. Club membership numbers in B. C. range from 30 (Kelowna) to 360 (Vancouver).

An amazing history of growth.

*Michael McMahon*



## Probus Golf

### Golf with your Probus Pals May to September

This year we are planning a trip to Kelowna. Leave on Monday May 25th early AM, golf that afternoon, stay overnight, golf Tuesday AM and then return in the afternoon. Details to be sorted out but at this time we are only looking for an expression of interest.



The remainder of the season is in the planning stage and details will be circulated in April. There is no registration fee but \$10 (for prizes) will be collected at most events. Start times for the remaining 4 events are usually early afternoon. Dinner will be optional and at your own expense. Please include your handicap factor when expressing interest.

If you are interested in joining us for an informal game of golf please respond to Phil Boase at [pjboase@telus.net](mailto:pjboase@telus.net).

*Phil Boase*

*A little golf humour...*



***Hold these, I have to go back for my wife!***

### Change of April Meeting Location



We will switch our meeting location in April to the Chief Joe Mathias Centre (CJMC). This change is for 6 months so we can avoid the golf season at Capilano Golf and Country Club and the parking issues this causes.

The April 8th management meeting will be our first event this year at the CJMC and the regular Probus April 13 meeting will be the second event. If members have questions please contact Grant Gisel by email at [grantgisel@shaw.ca](mailto:grantgisel@shaw.ca) or by phone at 604 988-6730.

*Grant Gisel*

## Last Month Speaker - Barry Forbes, TransLink, Facing the Future



Past Pres. Don Leier thanks speaker Barry Forbes

Barry Forbes gave a very detailed and spirited endorsement of TransLink and its future plans. There will be an estimated one million more people living in the Lower Mainland by 2045, increasing at the rate of about 30,000 a year. For the sake of them, our children and our grandchildren we must plan for that eventuality. While more people are choosing not to own cars, the number will still increase, resulting in another 600,000 vehicles. Most of the population growth will be in the Surrey, Langley and Maple Ridge areas, but we could experience a growth of 30-35% on the North Shore. We must prepare for this, but there was no mention of a possible third crossing. Regardless, West Vancouver is expected to take its share.

Major traffic generators include the Sea to Sky Highway, Highway 1, BC Ferries, Metro Port Vancouver, and Vancouver International Airport.

TransLink is an integral part of the Lower Mainland transportation plan. Once the planned lines are complete, TransLink will have 79 km of track, the largest *automated* system in the world. As well as SkyTrain, the Canada Line etc., it is also responsible for the SeaBus, five major bridges, bus lines, HandyDART, and West Coast Express.

Forbes said that TransLink is financially sound and well run. It has a good credit rating in the bond market (Moody's rating Aa2 "stable"). It has several sources of revenues: fuel taxes 23%, property taxes 22%, government contributions 6%, fares 35%, and some minor sources. (TransLink.ca Backgrounder #10) So far, \$6 billion has been invested in the Metro Vancouver transportation system.

He admitted to some operational problems in the past. The summer shutdowns were caused first by human error. An electrician caused a short circuit which shut down all the power including the communications, but that is being

fixed. The automation, he said "is state of the art", but the start-up is manual, so it took four hours to get all the trains running again. That is now being automated. And because so much is automated, there are fewer employees to deal with major problems.

In the future, there are many problems to be met: fare evasion, stable Compass card operation, "Freebies" to police, TransLink employees etc. (now ending), a \$100 million upgrade to the Pattullo Bridge, continued extension of the rail system, and a third SeaBus.

Finally Forbes said yes, TransLink *can* be trusted to spend money's generated from the ½% sales tax increase, and yes the CEO's salary (\$468,000 in 2013) is justified. (Apparently not.) There is a great deal of information about TransLink on the Web. (*View the presentation at <http://www.probus-northshorevancouver.ca/speakers.htm>*)

Ken Bryden

## February Greeters



Greeters Don Leier and Grant Gisel

## Monthly Quote

*"Your beliefs don't make you a better person, your behaviour does."*

"Shorelines" © A monthly publication of  
The Probus Club of North Shore Vancouver



<http://www.probus-northshorevancouver.ca/>

Editorial contributions and comments are welcomed  
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For Information on Probus Clubs in Canada, visit  
Probus Canada: <http://www.probus.org/canada.htm>