

# Shorelines

NEWSLETTER OF THE PROBUS CLUB OF NORTH SHORE VANCOUVER

December 2016

www.probus-northshorevancouver.ca

Vol. 14, No. 12

## Management Committee

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Dave Walker  
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### Vice President:

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604-925-1548

### Secretary:

Norm Alban  
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### Treasurer:

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604-230-9122

### Past-President:

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### Communications:

Darryl Stodalka  
604-925-2570

### House:

John Barker  
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### Membership:

Jeremy Marr  
604-926-9368

### Speakers:

Michael Coady  
604-990-7643

### Special Events:

Gordon Cook  
604-921-7393

## 2016 Christmas Luncheon

**Monday, December 12<sup>th</sup>**

**11:00 a.m. to 2:30 p.m.**

**West Vancouver Yacht Club, 5854 Marine Drive**

*with lots of*

**Fun, Food and Fellowship**

*with special luncheon guest*

**Christopher Gaze**

**A Very Entertaining Raconteur**



## Mark Your Calendars with these Important Dates...



**January 2017 Meeting at Capilano Golf and Country Club**

- **Monday, January 9<sup>th</sup>** - Dr. John Innes, Dean of Forestry, UBC
- **Two Special Events Planned** - *details page 2...*
- **Committee Members Recognition** - *details on page 2...*

## President's Notes



Hang the lights, pull out the stockings and decorate the tree. It's that magical time of the year again!

May your Christmas be filled with the love of family and the joy of friends. I hope all of you have a very Merry Christmas and a wonderful holiday season.

I usually reflect on the past year and plan for the next during the holidays. However, as I needed to write this Shoreline message I had to start the process early this year.

As 2016 draws to a close, I believe our club can look back on another successful year.

First I want to thank the many volunteers, our monthly greeters, committee members and Management Committee members (past and current) for all their hard work. It has been personally rewarding in working with such a talented group. Many of your committee members are listed on this page. Volunteering is the foundation of our club and I encourage all members to consider helping - how about listing volunteering as your first New Year's resolution for 2017.

Our speaker's series kicked off the year with an interesting discussion on the Internet of Things which was followed by a fascinating presentation on the WWII Spitfire. Reflective of us living on Canada's west coast, over half of the remaining presentations had a nautical theme - Pacific Salmon, China Maritime Disputes, Finding Erebus, Seaspan and Ships and the Shipping Industry. It was a very informative year!

Our special events had another successful year with interesting tours, golf, bridge (which has grown in both members and playing time) and concludes with our upcoming Christmas lunch. An event I am looking forward to and trust will be enjoyed by all able to attend.

Planning for our club's upcoming year is well in hand thanks to input from our members and the focus and effort of our many committees. We have an early start as the first official event is on January 2nd. Next year Canada is 150 and Probus is 30 ,so we will plan something extra special.

I am asking Santa for only one thing this Christmas ---- a new summer venue.

Merry Christmas and Happy New Year! I hope that 2017 will bring just as much joy and good fortune.

*Dave Walker*

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

## Special Events

Your Special Events committee is busy planning for the 2017 year. We would like you to mark your calendars for two upcoming events:

1. **Tuesday March 28** – Tour of Seaspan Operations and Ship Building Facilities. Hard hats will be provided. You provide Photo ID. *Details to follow.*
2. **Tuesday May 16** – City Walking Tour of Strathcona Industrial (and Residential) Area ending up at a Brew Pub Restaurant for lunch. *Details to follow.*

*Gordon Cook*



## 2016 -17 Committee Support Group

We are delighted to recognize our members who provide valued support and share in the workload of the chairs of the committees. If you are interested in serving on a committee, please contact the appropriate Chair.

*Communications, Chaired by Darryl Stodalka*

\* Linda Metcalfe, Shorelines Publisher & Editor, Website

*House, Chaired by John Barker*

*Membership, Chaired by Jeremy Marr*

*Speakers, Chaired by Michael Coady*

\* Ken Bryden, Ed Frazer, John Low, Bev Machesney, George Richards, Kutty Variath

*Special Events, Chaired by Gordon Cook*

\* John Elliott, John Pennefather, John Walker

*Bridge and Golf, Chaired by Phil Boase*

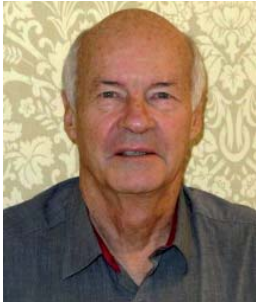
\* Fraser Grant, Barry Heselgrave



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## New Member Welcomed and Introduced at November Meeting



**Brian Tough** (*member since November 2016*) Brian was born in Princeton, BC. He received his BSc in Mining Engineering from UBC. Brian worked 16 years in Canada as a foreman in open pit mines and ended up as Chief Engineer at Fording Coast and Alsands before moving to consulting for 21 years in the US, returning to Canada in 2005 to consult part time and then retiring in 2013. As a consultant, he spent a great deal of time in China, Zambia, Indonesia, Jordan and Uruguay. He also reviewed mines in Canada, US and African and South American countries. His interests include gardening, travelling, hiking, skiing, kayaking and US politics.



L: Greeters Brian Hunt and Mike Dolan



Ken Bryden taking notes for one of his many reviews of speakers' presentations for the Shorelines newsletter over the past several years. Thanks Ken for your dedication.

Below is one side of a packed room of members eagerly awaiting the Speaker, Dr. Trevor Heaver



## Last Month Speaker - Dr. Trevor Heaver

**Note: View Speaker presentations, when available, on our website at:**  
<http://www.probus-northshorevancouver.ca/speakers.htm>



**President Dave Walker thanks speaker Dr. Trevor Heaver with a bowl hand crafted by a member.**

### **“Ships at Your Door: They Bring Trade and More” Dr. Trevor Heaver, Professor Emeritus, Sauder School of Business, UBC**

Commercial shipping is not only critical to our economic health, but an integral part of the vital supply chain from the manufacturer to the customer. Every link has to be in place and be reliable.

There are different ships for different trips. Oil tankers coming into our coast must be double-hulled and not too large. Those going around the Cape of Good Hope are called Cape vessels and can be over 500,000T. Coal carriers up to 400,000T that sail between Brazil and China are immense, but like the huge tankers are vulnerable to any market downturn as they are so specialized. We see many bulk carriers come into the harbour for potash, coal, sulfur and wheat. They have to be designed so the load won't shift, thus have odd shaped holds. Some can load and unload themselves, and are called geared bulk carriers, others cannot. Ships designed to carry logs and other goods that have to be hoisted out, will have large hatches and straight sides. Smaller hatches make for better hull strength. Panamax ships were designed to go through the old Panama Canal. The larger New Panamax ships will fit the larger canal, with its third lane and much larger locks. Larger ships can transit the Suez Canal.

Ship size is denoted in various ways. Dead weight tonnage (DWT) is the mass the ship can carry over its bare

bones weight. The DWT will include the cargo, fuel, water, ballast, provisions, and any other significant items. Container ships are measured in TEUs which stands for Twenty-foot Equivalent Units. The largest are around 20,000 TEUs. Most containers are 40ft long. We can also see car carriers, called Ro-Ro's (Roll on Roll off) going up the Fraser to Deltaport.

The load line is marked on the hull for specific conditions, be it winter Atlantic or tropical fresh water. The ship also has to be balanced from side to side and bow to stern. Pumps adjust the ballast tanks. All new large ships have bulbous bows. The bulb modifies the way the water flows around the hull, reducing drag. The bow waves are much smaller than those from a traditional bow, and do less shore damage.

Dr. Heaver made some interesting points specific to Vancouver. He noted that the Vancouver port is unique in being a deep fjord with a delta. He said that ships may be delayed in Vancouver harbour because a ship is unable to load completely all at once. So when filling an order for 50,000T of potash, it may load the 25,000T that is initially available at Neptune Terminals, then return to anchorage and wait until Canpotex can deliver the remaining 25,000T to the terminal. He also made some very pointed remarks about the poor spill response on the West Coast and the various governments involved. Spill response is, not surprisingly, managed from Montreal. Words did not fail Prof Heaver but I won't put them on paper.

*Ken Bryden*

## Quote to Share

*The New Year lies before you like  
a spotless track of snow  
Be careful how you tread on it,  
for every mark will show.*

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**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>**