

Shorelines

NEWSLETTER OF THE PROBUS CLUB OF NORTH SHORE VANCOUVER

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February Meeting at Capilano Golf and Country Club 420 Southborough Drive, West Vancouver, 604-922-9331



Monday, February 11th

with speaker

C.C. (Kip) Woodward

Chair, Vancouver Coastal Health Authority
“Building a Sustainable Health Care System”

A life-long resident of Vancouver, Kip Woodward is President of Woodcorp Investments, a private venture capital investment firm. He is also Chair of The Keg Royalty Fund, Director of Hy's Canada Limited and Village Farms Limited, and Advisor to the Army and Navy Group.

Kip has long been involved in community work. He was appointed **Chair of Vancouver Coastal Health Authority** in 2010. Prior to that he spent more than 20 years in health governance with St. Paul's Hospital and its Foundation, and was Chair of Providence Health Care from 2006 to 2010. He is a Director of Mr. and Mrs. P.A. Woodward Foundation and Canada's Top 40 Under 40 and is Past Chair of The Nature Trust of BC and of Brentwood College School, and past member of the Provincial Judicial Council.

His presentation covers many of the successes and challenges facing our public health system, as well as some of the tough policy issues that may shape the future of health care in British Columbia.

Happy Valentines Day



Mark Your Calendars with these Important Dates...



Next Meeting at Capilano Golf and Country Club

- Monday, March 11th, 2013 - Speaker TBA

Upcoming Special Event - see page 2 for more details

- UBC Wine Research Centre- Wednesday, February 13th
- Coventa Tour, Waste to Energy - Monday, March 18th
- VanDusen Gardens Tour - Monday, May 6th

President's Notes



Greetings from Arizona.

Well so much for heading south to avoid rainy weather in favour of absorbing sunshine and heat! January has set records for cold weather, averaging more than 15 degrees off normal with lows dipping below freezing – highly unusual.

Green Valley is a retirement community of 20,000 permanent residents, doubling in the winter due to the arrival of snowbirds from Canada and the northern U.S. states. Located between Tucson and the Mexican border, it is a community of active people who participate in a variety of outdoor events and indoor courses offered by seven recreational centres, each comparable to West Vancouver's community centre. Golf courses abound and there are mountains for hiking and cycling.

The reason for bringing this up is that, at this time of year given all the visitors, the town is a sounding board of Middle America and I thought you would be interested in views expressed in the editorial of last week's local newspaper.

The article deals with a veteran helicopter pilot who served in Viet Nam earning a Purple Heart and 24 air medals. Now living in Green Valley, he like so many others flies the American Flag in front of his house – only his is now flying upside down, the international distress signal!

Driving him to do this apparently is his concern regarding post-election events. The Newtown, Connecticut School shootings and subsequent talk of banning guns coupled with the rising U.S. deficit, the threat of hyper-inflation, and a Congress that he feels gets little accomplished under weak leadership prompted his protest. He compares the country to the proverbial 'frog in the boiling water'.

In the many letters to the Editor that followed, responses were either for or against his actions depending on whether one was a Democrat or a Republican. It reminded me again of how deeply politicized this country has become and how people are gearing for another 'fiscal cliff'. The usual optimism and swagger is unfortunately not in evidence this year and that is scary.

Nevertheless, the Editor, in my opinion, summed it up well by stating "there's a lot about this country that is broken but we are not a broken country". Amen to that!

Fraser Grant

Special Events

UBC Wine Research Centre - 13 February

This tour is full and we have 12 on the waiting list at 18 January.

Coventa - Waste to Energy - 18 March

This tour is open to 40 members and guests who will be split into two groups of 20. The morning group will meet at 9:30 AM and the afternoon group at 11:30 AM, both at the Park Royal park-and-ride. Each tour will last one and a half hours. The morning tour starts at 10:30 AM and the afternoon tour at 2:00 PM. When registering please specify your preference for the morning or afternoon tour. If you are agreeable to attending either tour please so indicate as we expect we will have to juggle numbers between the groups.

The two groups will meet for lunch at about 12:15 PM at the clubhouse of the Riverway Golf Course located at 9001 Bill Fox Way Burnaby. Directions will be provided. Cost per person is \$28. To register contact Colin Ritson at 604.926.6976 or e-mail at colinritson@shaw.ca or Mike McMahon at 604.926.1088 or e-mail mike@mcmtax.com.

Please note that this tour is not wheelchair or walker friendly. On a scale of 1 to 3 with 3 being the toughest walk, this is a 3.

Please also note that long sleeve shirts, long pants and sturdy walking shoes are required and this requirement will be strictly enforced. Any additional safety equipment will be provided by Coventa.

VanDusen Gardens - 6 May

Detailed information concerning this tour will be in the March Shorelines. Cost will be about \$21. No lunch will be arranged..

Mike McMahon

January Greeters

Apologies
for not
taking a
photo of the
greeters.



Art Knight (no photo available) and Ron Echlin

New Members Welcomed and Introduced at January Meeting



Nigel Clarke
Wine Importer



Peter Darnbrough
Parmaceutical



Fritz Tenge
Engineer

Others introduced were Tony Cox, Bruce Lounds, and Richard Thorpe shown below with their bios.

Brief Backgrounds of a Few Recent New Members



Tony Cox (*member since December 2012*) was born in Exeter, Devonshire, England and has resided in Canada for 44 years, presently living in Lions Bay. Utilizing his science background, Tony spent 34 years in sales and marketing across Canada with Baxter International Inc., a health care company with headquarters in Deerfield, Illinois, which provides a range of patient specific hospital products. Apart from his business career, Tony has served as a Director of British Columbia Historical Foundation, Winston Churchill Society, and Lions Bay Historic Society.



Glen Gray (*member since October 2012*) was born in Portage la Prairie, Manitoba and has resided in North Vancouver for 45 years. He served as Air Traffic Controller in British Columbia for 32 years. On graduation from Portage Collegiate High School, Glen went directly into Air Traffic Controller training in Winnipeg from where he says 'he was fortunate' to be posted initially to Pat Bay (Victoria) and then to Port Hardy airports paving the way for eventually serving in the Vancouver Area Control Center.



Bruce Lounds (*member since January 2013*) was born in Toronto, Ontario and has resided on the Vancouver North Shore since 2001. He has a degree in Engineering and a Masters in Business Administration. In his prior career, Bruce worked in Calgary in engineering and management of oil and gas production. Currently, he is Executive Director of British Columbians for International Prosperity, an organization promoting practical resource development, trade expansion, manufacturing and other initiatives to bring prosperity to British Columbia, to Canada and globally.



Richard Thorpe (*member since December 2012*) was born in Goldfields, (northern) Saskatchewan and he has lived on the Vancouver North Shore for 50 years. Following undergraduate work at University of British Columbia, Richard attended University of Calgary where he graduated in Dentistry in 1963. After graduation he returned to British Columbia to commence his dental practice in Burnaby where he practiced for 47 years. Outside his dental practice, Richard found time to coach girls' softball for 9 years.

Last Month Speaker - New Shipbuilding Contracts in BC



Speaker John Shaw thanked by Don Leier

In 2012, the Federal Government entered into agreements with several Canadian shipyards to build new combat and noncombat ships. Mr. Shaw, Vice President, Government Relations and Business Development with Seaspan Shipyards, was very involved in Seaspan's bid for these contracts. The Government felt that most of Canada's present ships needed replacing, and their numbers increased over the next thirty years, at a cost of about \$40 billion (similar to the F-35 cost). "This will be a game changer for the industry", said Shaw, "as the last large expansion was in the 80's and 90's".

Seaspan Shipyards was not given contracts but was "given the right to negotiate contracts" on each ship. Seaspan will be building offshore fisheries patrol vessels, ocean science research vessels, a polar icebreaker with the capabilities of the Russian ones, and a military joint support ship. Three 55m fisheries patrol vessels will be built first as they are the smallest of the group. They will be started in 2014. The 78m oceanographic ship may follow next, with the 15,000T supply ship last. Furthermore there will be a need for over 100 smaller ships to be built in the future. The Canadian Coastguard will need twenty four new vessels in the next twenty five years.

This project will require a large capital expenditure, resulting in a major injection of wealth into the BC economy, particularly North Vancouver's. Some finishing work will be done at the Seaspan shipyard in Victoria. The North Van yard expansion will include a new 1000 T. press capable of shaping one inch thick steel plate, and a 300T overhead travelling crane. Seaspan also has a large floating dry dock. There will be a workforce of 1,000 people by 2016, and 300 office staff, mostly in North Vancouver.

Seaspan estimates the economic impact for BC will be about \$3 billion: \$1.2 billion in labour and \$1.8 billion in materials. About 70% of purchases will be made in BC. Everything possible must be Canadian made, and Algoma may provide the steel. It is easy to see why government contracts are so sought after!

Seaspan expects that this work could go on indefinitely. Many ships have to be built, and they all have to be maintained and repaired. The expertise of the employees and the company will increase year after year.

Winning the contract and fulfilling it was a complex and tightly regulated process. The original submission did not include costs, just how Seaspan proposed to do it. As negotiations progressed, a point system was used to evaluate 150 different elements of the project. Seaspan had to show how they would do the financing of both the expanded shipyard and the ships, and if they needed to borrow money up front from the government. Seaspan won't have to as the Washington family put a lot of money on the table. The shipyard upgrade itself will cost \$180 to \$200 million.

A large and diverse workforce must be assembled. This includes managers, engineers, supply chain experts, boiler makers, machinists, electricians, welders etc. These will all be long term well paying jobs.

As well as creating many new jobs, and pumping a lot of money into our economy, the project will make Seaspan a very competitive shipyard in the world mid-size ship building industry.

Ken Bryden

Monthly Quote

"People are so worried about what they eat between Christmas and the New Year, but they really should be worried about what they eat between the New Year and Christmas."

-Author Unknown

Meetings

Second Monday of each month, except when changed to avoid conflict with special holidays on that day; in addition, our Christmas Luncheon replaces the December meeting.
Dress Code: Business Attire. Jeans are **NOT** permitted.

Coffee and fellowship: 9:00 am to 9:45 am

Club business and speaker: 9:45 am to 11:30 am

Members are welcome to bring a guest to a meeting.

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Editorial contributions and comments are welcomed
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