

Shorelines

NEWSLETTER OF THE PROBUS CLUB OF NORTH SHORE VANCOUVER

December 2019

www.probus-northshorevancouver.ca

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Special Events:

John Elliott
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2019 Christmas Luncheon

SOLD OUT

Monday, December 9th

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

West Vancouver Yacht Club, 5854 Marine Drive

with lots of

Fun, Food, Fellowship, & Good Cheer

with special luncheon guest

Dr. Jonathan Berkowitz

The Puzzling Professor



Mark Your Calendars to Attend Our Next Meeting

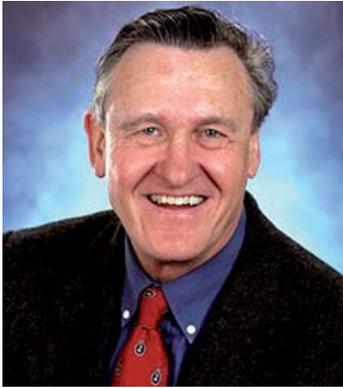


Monday, January 13th at the Capilano Golf and Country Club

Speaker - Dr. Bruce McManus, "Probing Blood to Forecast Health"

- **Bridge Anyone?** - details page 2...
- **Special Event, January 27th, North Shore Rescue Base** - details page 3...

President's Notes



It has been another good year for the North Shore PROBUS Club. The speakers found by Gordon Bird were excellent, their presentations entertaining and informative. The special events schedule organized by Gordon Cook and John Elliott offered wonderful opportunities to explore important institutions in

our community. The jobs of Communications, Secretarial services, House affairs, Membership and Finance were looked after flawlessly by respectively Darryl Stodalka, Norm Alban, Gary Sutherland, Jeremy Marr and Gordon Adair. Everyone on the Management Committee owes a great debt of gratitude to Linda Metcalfe, without whose efforts we would have no, or a much inferior monthly Shorelines newsletter.

I had some health issues and thank Jim Grey for taking my place at a couple monthly general meetings and chairing the Management Committee.

Having heard several times Jonathan Berkowitz on the CBC radio weekend program, I predict confidently that his talk at the upcoming Christmas luncheon at the West Vancouver Yacht Club will be most entertaining and informative. He, good food and camaraderie are promising this to be an outstanding event. See you there.

I also look forward to seeing you at next year's meetings, which will be at the Capilano Vancouver Golf and Country Club during the winter and at the North Vancouver School District offices for the summer months. Gordon Bird has lined up another outstanding group of speakers.

The Management Committee and I wish you all a Happy Christmas and a Prosperous and Healthy New Year.

Herb Grubel

Contact: president@probus-northshorevancouver.ca



2019-20 Committee Support Group

We are delighted to recognize our members who have provided 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 Gary Sutherland

* Brian Hann

Membership, Chaired by Jeremy Marr

* Pete Stacey

Speakers, Chaired by Gordon Bird

* Scribes: Ken Bryden, George Davis, Darlene Dean, Tom Gunn

Special Events, Chaired by John Elliott

* Nigel Clarke, Gordon Cook, Doug Magoon, Pete Stacey, Jon Strom, John Walker

Bridge and Golf, Chaired by Phil Boase

* Fraser Grant, Barry Heselgrave



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Bridge Club News

The PROBUS Bridge Club will be starting Season 1 of its 17th year in early January. New members are welcome.

Play is every Monday afternoon to the end of March at the West Vancouver Senior Centre.

Contact Phil Boase at pjboase@telus.net for details.



New Member Introduced and Welcomed at November Meeting



Alan Babb (*member since November 2019*)

Alan was born in Burnaby, BC and has resided for 18 years at his current address in West Vancouver. Alan received his Civil Engineering and Masters degrees at UBC, and then a PhD of Hydromechanics. He was a Professor of Civil Engineering at Washington State University. He then worked as a Northwest Hydraulic Consultant in North Vancouver; His current interests include bridge, travel, and tennis. He also recently joined the West Van Senior Centre.



Past-President Jim Grey welcomes our new member

Special thanks to photographer Darryl Stodalka

November Greeters



Greeters Spencer Hartigan and Barry Kenna

Special Events

Visit to North Shore Rescue Base
Monday, January 27th, at 10:00 to 11:30 AM
63 Bewicke Ave, North Vancouver



The visit will include a demonstration of the equipment and methods used by the North Shore Rescue team. In addition, Mike Danks, Team Leader, North Shore Rescue, will provide a presentation outlining the composition of the organization, the diverse membership, notable tasks and how the team fit into the community.

A potential lunch site nearby is being investigated. Unfortunately, the facilities at the base can only handle a maximum of 15 members for the visit.

Meet at the base at 9:45 AM. Parking is limited so please try to carpool. If you have more than 2 vehicles there may be some spots in the parking lot in the City of North Vancouver yard which is beside our building. NSR has 2 spots outside their building, which we may also be able to use.

Register with Pete Stacey by phone at 604-926-4756 or email at patandpetestacey@gmail.com.

Pete Stacey

Vancouver Fraser Port Authority and Harbour Air Control Tower Tours

The Vancouver Fraser Port Authority offices and control centre are located on the outer end of the Canada place Pier. Its mandate is to responsibly facilitate Canada's trade through the Port of Vancouver. Our host and guide was Anastasia Ovodova, Emergency Management Specialist.

The Vancouver Harbour air traffic control facility is atop the 28-storey Granville Square Building at the foot of Granville and Howe Streets. It monitors about 58,000 take-offs and landings annually. Our host and guide was David Weston, Unit Operations Specialist.

The tour group was split into two groups each visiting one facility before or after lunch. The entire group met for lunch between visits at the Rogue Restaurant, nearby at the foot of Burrard Street. The reports below were prepared by Doug Magoon and Gordon Cook the Probus Committee Member guiding each group.

John Elliott

Vancouver Fraser Port Authority

PROBUS Club members visited the control centre of the Vancouver Fraser Port Authority on October 25 to learn about port administration, port operations activities and their spills management program. The Port Authority states that "The Port Authority is responsible for facilitating Canada's trade through the port by working with port terminals and tenants to ensure the efficient and reliable movement of goods and passengers, integrating environmental, social and economic sustainability initiatives into all areas of port operations." Our group visited the offices and control centre at the north end of Canada Place where port activities and safety are monitored and controlled. The Port Authority has stewardship for federal port lands which includes 16,000 hectares of water area, 1,000 hectares of land and 350 kilometres of shoreline at Roberts Bank, the Fraser River and Burrard Inlet to the top end of Indian Arm. This jurisdiction touches 16 municipalities and asserted and established traditional territories and treaty lands of several Coast Salish Nations. Served by trucks and three class 1 railways, its 27 terminals handle 147 million tonnes of goods including approximately 37 million of coal, 23.3 million of grains, 12.5 million of minerals, metals and chemicals, 11.4 million of fertilizer, 8.4 million of petroleum, 6.2 million of forest products, 1.7 million of processed food and about 400,000 automobiles – principally from Japan and South Korea. About 23% of the trade is with China, 11% each with Japan and South Korea, the balance being spread among India, United States, Taiwan, Brazil, Indonesia, Vietnam, Chile, Mexico and Morocco.

The facilities of the Port Authority have significant eco-

nomie impact. The Port provides 115,000 jobs in Canada including 96,000 jobs in British Columbia, whose wages contribute \$9.6 billion to British Columbia's GDP. There are 44,000 direct jobs at the Port. The cruise ship sector handles about a million passengers. Visiting passengers contribute about \$320 million to the local economy and ship crews contribute about \$126 million.

As Canada's largest Port Authority, there are approximately 3,200 cargo ship arrivals and 240 cruise ship arrivals per year. The movement, loading and unloading of ships is a multi-agency activity. The Canadian Coast Guard monitors and controls ship movements. Shipping agents, hired by shipping companies, negotiate with terminals, who are tenants of the Port Authority, to schedule berthing times for unloading and loading. The shipping agents also arrange with the Port Pilotage Authority for the pilots required by arriving and departing ships and with tug boat companies for tug boat assistance as required. The tenant terminals are responsible for the safe handling of the cargos including the safe handling of hazardous commodities. Canada Border Services is responsible for immigration control of crew and issues related to illegal cargo. The Port Authority is responsible for assigning ships to moorage spots for ships that do not go directly to terminals upon arrival. The Authority provides lands, docks, permitting of terminal facilities, port access security, managing the movement of trucks and environmental protection of the waters of the port with the assistance of environmental contractors and the Coast Guard. The Vancouver Fraser Port Authority has in place a multi-agency Environmental Spills control and response program that is being used as a model by other port authorities in North America and elsewhere. Regarding container truck movement, every truck is fitted with a GPS tracking device that shows, in real time, the location and movement of every truck transporting containers in the Greater Vancouver area so that the Port Authority can assist tenants and drivers, through the use of a cell phone app, to manage in-port truck congestion and routing in congested street traffic.

It was a very informative tour which provided a good perspective on the activities and impacts of the Vancouver Fraser Port Authority. I believe that participants were pleased that they were so well hosted by Port Authority staff.

Doug Magoon

Vancouver Fraser Port Authority and Harbour Air Control Tower Tours



Above: The many large real time activity monitors for all the facilities controlled by the Port Authority, Photo - Dale Douglas. Below: View from the Vancouver Harbour Air Control Tower, Photo - William Caulfield



The Vancouver Harbour Air Control Tower

“Harbour Air 1116, you are cleared to land. Wind is three two zero degrees. Twenty three knots, gusting to 30.” Twenty-eight PROBUS members must have heard a variation of that dozens of times as Sean, the on-duty air traffic controller, guided in and out numerous float planes and helicopters in the city with one of the world’s highest levels of seaplane activity. Vancouver Harbour Air Control Tower is the 32nd busiest control tower in Canada. It is the 8th busiest airport in BC and with over 58,000 movements (take-offs and landings) annually, it is the busiest water aerodrome in all of Canada.

The Vancouver Harbour Air Control Tower, which serves Vancouver Harbour Water Airport (CYHC), is placed on top of the 142 m (466 ft.) Granville Square. With a spectacular view from Georgia Strait to beyond the Iron Worker’s bridge, along all of the North Shore and south to YVR, air traffic controllers have a commanding view of in-coming, out-going and fly-over aircraft.

“It’s a very, very small area to work upstairs (about 200 sq. ft.), with a counter covered in screens and sensors running around the edge and an open space in the centre,” explains Dave Weston supervisor of the tower’s seven air

traffic controllers. Because of the confined quarters we had to enter the actual control centre in groups of 5. With each group spending approximately 20 minutes watching landings and take-offs in what proved to be exceptionally strong winds, that required aircraft to come in at a higher speed than normal.

Float-plane take-offs and landings are equally challenging, since controllers can’t necessarily see air traffic in fog and, as Weston explains, radar “doesn’t provide us information at sea level.” The solution lies in Wide Area Multilateration, or WAM, a radar-like surveillance technology with sensors around the harbour that listen to transponders, then triangulate the position of aircraft. Both members of each pair of air traffic controllers see the same thing on their screens, but “one does all the work and makes all the decisions,” says Weston. The other is there for backup. Feedback from our 28 attendees was very positive.

Gordon Cook

Last Month Speaker René Goldman



Past-President Jim Grey thanks Speaker René Goldman with a gift

Professor René Goldman, author of “*A Childhood Adrift*”, talked about his life as a child Holocaust survivor.

Born in Luxembourg in 1934, where his parents emigrated from Poland, he was six years old when the German troops came to occupy the Grand-Duchy in 1940. In Eastern Europe the horrors started immediately with mass executions unlike in Western Europe where it remained fairly quiet until May 10, 1940 when the Germans launched a massive push and the Jewish population of 5000 was ordered out of the country.

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Last Month Speaker - Professor René Goldman Cont'd

A rabbi led a group on foot to the Dominican Republic where immigrants were welcomed with a view to “Europeanize” the country. René’s parents could not afford this trip and stayed in nearby Brussels, where René began his primary education in a Flemish school. He already spoke three languages by this time – Standard German, a dialect of Luxembourg (Low German) and Yiddish. Gradually the Jews were being increasingly isolated through imposition of restrictions on traveling on public transit, shopping, being in public parks and theatres with signage indicating “No Admittance to Dogs and Jews”. Ages 6 and up were required to wear a yellow star and “J” to identify them. If found without this being displayed, they risked being transported and “relocated” in Eastern Europe. He was ostracized by other children and he lost many friends. Wanting to live as normal life as possible, his parents decided they would not wear the star and René attended school and music lessons. One evening, returning home, he fell and hurt his head getting off the bus, and his mother dropped her purse scattering its contents. Three German soldiers bandaged his head and drove them home, even checking on him the next morning to ensure he was ok. This nerve-racking experience prompted them to leave Belgium for France. They immediately joined a group leaving and took a train, getting off at the last stop before the French border, and walked across the border.

In 1940 France was occupied by the Germans and was divided into two zones: the Occupied Zone in the North and the non-occupied Free Zone in the South. In the North, all Jews in a profession (teachers, lawyers, etc.) were dismissed from their jobs, including René’s cousin who had reached a very high rank in the Government. He went underground and Vichy became crammed with refugees with no shelter.

More restrictions for Jews were brought into law - not allowed in children’s playgrounds, could only shop from 3:00-4:00 with ration tickets, and could only travel by train in the last car. Again, the family decided to move South. It was extremely difficult to cross the demarcation line between North and South, but a guide was found to help. The family walked through miles of farmers’ fields and then forests, arriving in the Southern Zone, only to be caught and taken to a hotel south of the Swiss border. Illegal Jewish refugees coming in from the north were interned and given the assurance that they could live normally here. René’s mother wrote to her sister who was not yet affected and asked her to come and take René home with her.

The Southern Zone was drastically changing by this time due to the existence of an anti-Semitic Commissariat for Jewish Affairs. Jews who had come to the Southern Zone for refuge were periodically subjected to “raffles”-

round-ups by the police, interned, and deported back to the North, and from there to Nazi death camps like Auschwitz. Two weeks after arriving at the hotel, René and his mother were caught in one of these roundups. He was saved by his aunt, and a compassionate police officer. He watched his mother leave on the train destined for Auschwitz. His father escaped to Lyon, where he joined the underground Resistance.

The underground formed a network of volunteers to find hiding places for Jewish children, notably among Gentile families in rural areas, and Catholic convent and monastery schools. René was moved from place to place and his longest stay - nearly 1 1/2 years - was in a Roman Catholic boarding school, under a new identity, where he became a practicing Catholic. Needing to move again from here, he was taken by a young woman to live with his father in Lyon. After a joyful few weeks, his father placed him with a local farmer, and a few months later, his maternal Aunt and Uncle took him to Lyon, and following a severe winter there, to a children’s home north of Grenoble.

His father was captured one month before the liberation. As a tailor by occupation, he was kept alive to care for the German’s uniforms, but was eventually sent on the last train to Auschwitz. He was one of the last survivors of Auschwitz that were marched to Bavaria, where he died shortly after. He learned this from someone that had been in the resistance with his father. Nothing was ever known for certain about the fate of his mother.

The Communist indoctrination in the children’s homes resulted in him becoming a dedicated communist and immigrating to Poland. He finished high school in 1953, then studied for five years at Beijing University as a Poland-China exchange student, followed by one year at Warsaw University and one year at the Sorbonne in Paris, after which he won a Ford Foundation scholarship to begin graduate studies at Columbia University in New York. This eventually led to him becoming a professor of Chinese history in the department of Asian Studies of the University of British Columbia, in Vancouver.

Q&A

In the 1970’s, René had the opportunity to share his experience to the public, and it was really the first time he could speak calmly about it. He has since spoken often, written memoirs, and worked with the Foundation helping other survivors living in Canada publish their memoirs. His book has a picture of him on the cover at 11 years old. His cousin, Aunt and Uncle survived.

Scribe Darlene Dean

Meeting Guest and wife of Darryl Stodalka