

# Shorelines

## NEWSLETTER OF THE PROBUS CLUB OF NORTH SHORE VANCOUVER

February 2021

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

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Contributions welcome.  
Visit the website and go to the  
Contact Tab.

## Monday, February 8<sup>th</sup> Zoom Meeting

*with guest speaker*

### The Honourable Jody Wilson-Raybould P.C., Q.C., M.P.

*“Questions and Topics of Interest from Members”*



The Honourable Jody Wilson-Raybould was first elected as the Member of Parliament for the new constituency of Vancouver Granville on October 19, 2015.

On November 4, 2015, Ms. Wilson-Raybould was appointed the Minister of Justice and Attorney General of Canada making her the first Indigenous person to serve in this portfolio. She then served as Minister of Veterans Affairs of Canada from January 14, 2019 until her resignation on February 12, 2019. Following the 2019 election she was re-elected as the Independent Member of Parliament for Vancouver Granville, making her the only Independent in the 43rd Parliament.

Ms. Wilson-Raybould is a lawyer, advocate, and leader among British Columbia's First Nations. She has a strong reputation as a bridge builder between communities, and a champion of good governance and accountability. Prior to entering politics, she was a provincial crown prosecutor in Vancouver and later served as an advisor at the BC Treaty Commission, a body established to oversee complex treaty negotiations between First Nations and the Crown. In 2004, she was elected as Commissioner by the Chiefs of the First Nations Summit.

In 2009, Ms. Wilson-Raybould was elected Regional Chief of the BC Assembly of First Nations, where she devoted herself to the advancement of First Nations governance, fair access to land and resources, as well as improved education and health care services. She was re-elected as Regional Chief in 2012 and served until 2015, holding responsibilities for governance and nation building on the Assembly of First Nations Executive. Ms. Wilson-Raybould also served two terms as a councillor for the We Wai Kai Nation.

An active volunteer in her community, Ms. Wilson-Raybould has served as a Director for Capilano College, the Minerva Foundation for B.C. Women, the Nuyumbalees Cultural Centre, and the National Centre for First Nations Governance. She was also a director on the First Nations Lands Advisory Board and Chair of the First Nations Finance Authority.

Ms. Wilson-Raybould is a descendant of the Musgamagw Tsawataineuk and Laich-Kwil-Tach peoples, which are part of the Kwakwaka'wakw and also known as the Kwak'wala speaking peoples. She is a member of the We Wai Kai Nation. Her traditional name, Puglaas, means “woman born to noble people.”

Ms. Wilson-Raybould is married to Dr. Tim Raybould, a Cambridge scholar and management consultant.

### Mark Your Calendars to Attend Our Next Zoom Meeting

**Monday, March 8<sup>th</sup>**



**Dr. Allan Burgmann**, Lions Gate Hospital Emergency Department  
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## President's Notes



While virtually all of our plans to travel or go south for a few months have been cancelled due to professional medical advice and cross-border edicts, life continues to be relatively safe in British Columbia by staying in our “bubble” and keeping healthy.

However, with the advent of 2021 the fundamental question is -What does the year have in store for the world, Canada, British

Columbia and us, as individuals?

As we are all optimistic the virus will soon be controlled, there appears to be many reasons to expect a more positive year ahead, including:

- the many examples of industry and communities coming together during the pandemic to successfully utilize new and innovative scientific and technological concepts
- the recognition of the need for improved care for an aging population and attention to the escalation of mental health issues, particularly among youth
- increased awareness of the human need for socialization and creative ways of meeting the need
- the election of a stable Biden administration in the United States prepared to engage with world wide agencies and strategically address foreign affairs and international trade issues
- the availability in British Columbia (particularly soon for our age group) of vaccines providing effective immunization against the virus, and
- with the prospect that a large percentage of Canadians being vaccinated by next September and resuming a more normal life style, some financial experts are suggesting that, due to pent up demand and unprecedented fiscal stimulation, the Canadian economy may experience an economic boom in 2021. Time will tell!

Now, as we anticipate an excellent presentation this month by former Federal Minister of Justice and Attorney General, Jody Wilson-Raybould, may I remind you that she has encouraged an informal question/answer period. Please consider forwarding a question to John Elliott, relevant to her federal experience or pending legislation, recognizing she is now sitting as an independent Member of Parliament representing Vancouver Granville.

As we anticipate spring, keep well and I look forward to seeing you all on Zoom on February 8<sup>th</sup>.

*Ron Wood*

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

## Special Events

COVID-19 has adversely impacted our ability to hold in-person events, but help is on the way in the form of the BC Government vaccination schedule that should see any PROBUS member wishing to be vaccinated with two doses to do so by May / June.

Desirous to promote member fellowship, education and safety, the Special Events committee will focus on planning for the resumption of in-person Special Events for the May / June time frame contingent on the health regulations.

We also assume that an in-person Christmas luncheon will be viable again in December of 2021 and will explore scheduling it with the West Vancouver Yacht Club, as soon as they feel comfortable accepting catered events bookings again.

*Doug Magoon  
Special Events Chair*



## Membership Renewal Report

I am delighted to report that, given the disruption of our regular meetings courtesy of COVID-19, we had an excellent renewal result with 276 renewals plus one Honorary Member and two Life Members. Last year we had three life members who were John Leonard and Don Brinton, the two primary club founders, and Phil Boase who has run the bridge and golf programs for many years. Sadly, John Leonard died last year and so we are down to two Life Members. And, if you are wondering, the honorary member is Linda Metcalfe, our Administrator.

The renewal rate exceeded our expectations, but it was down a little. A few members did not renew because they are uncomfortable with this virtual environment. But a much bigger reason is that we have had only one new member since this pandemic arrived getting on for a year ago.

Which leads me to the subject of guests and our major source of new members. We had a few guests at our last meeting but, for technical reasons, we have decided against asking members to introduce them. This month we have Jody Wilson-Raybould speaking to us and that should be good and an excellent session to invite a guest.

Inviting guests has never been easier. Send them your meeting link, or ask Linda to send one to them. But let Linda or someone on the Management Committee (listed on the front page of Shorelines) know so there is no danger of them being treated as a gate crasher.

From my point of view, as Membership Chair, having lots of guests now is a prelude to a major membership drive when our meetings get back to normal. So please, everyone, try to invite at least one guest in the next month or three as we start thinking about getting back to regular sessions.

And, if your guests want to join our club, Application Forms are available on our website by clicking [here](#).

*Jeremy Marr  
Membership Chair*



**Join us!**

## Last Month Speaker Report

Our last guest speaker was King Wan who gave us an overview of the British Columbia shipbuilding industry spanning from before World War I to the present, as well as comparisons between the East and West Coast shipbuilding activities during this time. He kindly provided us with a copy of his presentation to put on the PROBUS website for those who could not attend or would like to review the information in more detail.

Early in history, First Nations Peoples used the waterways to hunt, trade and travel, prior to the emergence of explorers, traders and settlers arriving in Canada to start new lives. British and Spanish navigators began arriving on the Pacific North West coastal areas in the late 18th century, with BC being one of the last regions in North America to be explored by Europeans.

In 1843, Hudson's Bay Company set up trading forts in Victoria, and the fur trade opened up the northwest coast. In 1848 came the California gold rush, and many gold miners moved up to BC when gold was found in the Fraser River. At this time a regular steamship link was established between San Francisco and Victoria.

BC's main industries were Forestry and fishing, both of which required marine transportation. In 1865 when the Royal Navy established the naval base in Esquimalt, the beginning of the shipbuilding industry started with machine shops to service their vessels. By 1885, with the completion of the Canadian Pacific Railway, they were able to transport steel and machinery from the East coast and this further established this new industry. BC fishing and logging industries were growing during this time, and the need for dedicated boats grew. Wooden vessels were built for coastal service and new steam wheelers and flat bottomed boats began operating on the four large lakes in the BC Interior to link the transcontinental railway. The Klondike gold rush precipitated use of a steamship for travel to Alaska. There were three steamships in operation at this time. They were built in Scotland, disassembled and shipped here for reassembly, and are often cited as the first metal ships built in BC.

In 1894 there were four shipbuilders in Vancouver and twelve in Victoria. By World War I (1914-1918) everything changed with the need to rapidly construct a naval fleet. Only six large shipyards existed in Canada and they produced 41 steel cargo ships, of which 21 were built in Vancouver. This resulted in a great benefit for the economy.

Names you will recognize (Wallace, McLaren, Coughlan, Yarrows, Matsumoto, Renke), many of whom immigrated from Scotland with shipbuilding backgrounds, initiated the major shipyards that BC has today.

*Continued on next page...*

## Last Month Speaker - Commander (Retired) King Wan cont'd.

You will find details of the companies, their history, their accomplishments, and what they each built in the presentation on the Probus website.

Between WWI and WWII, the shipbuilding industry suffered from low demand. Canada established a publicly owned merchant fleet named the "Canadian Government Merchant Marine" and gave preference to domestic shipbuilders. This only benefited the large shipbuilders. Wooden shipbuilders closed down due to no more demand. It was difficult to compete with British shipyards, which had significantly lower wage rates. Of more than three dozen large and small shipyards running in early 1918, fewer than ten remained three years later, and they reverted to mostly ship repairing work, which kept them in business.

In 1906, Wallace (False Creek) moved his shipyard to North Vancouver, and became the largest employer on the North Shore, thus supporting the population growth in this area.

By the 1920's Canada fell from third shipbuilding nation (from 1883) to nineteenth, and the depression in the 1930's hurt them even more. The opening of the Panama Canal in 1925 brought more traffic our way, and then World War II boosted them back up to third. More than 14,000 people (over 1,000 were women) worked for the war effort in North Vancouver alone. A variety of warships (listed in presentation) were built, and many existing ships were converted to aircraft carriers or armed merchant cruisers by 5 main shipyards. During the war years 42 (1943), 27 (1944), and 17 (1945) ships were built and launched.

Post war years, the focus was on local needs such as BC Ferries, fishing boats, multipurpose supply ships for the oil rigs/drilling platforms on the West Coast, RCMP ship, self-unloading scows for the forest industry, cargo passenger ship for the north that could carry frozen foodstuff, Ocean Pearl fishing boat (fresh catch frozen immediately), and others.

1990 to the present, due to the decline of major shipbuilding contracts, and the shuttering of many, there was consolidation of major players in the industry.

In 2011 the Government of Canada formed a \$7.3B partnership with Seaspan's Vancouver shipyards to build future state of the art non-combat vessels for the Canadian Coast Guard (Polar Ice Breaker, offshore fisheries science vessel – 1 finished, 2 to go, offshore oceanographic science vessel), and the Royal Canadian Navy (joint support ships (2) to provide fuel, ammunition, provisions and other materials) under the National Shipbuilding Strategy.

Lastly, the Shipbuilding Monument Project for the site of the original shipyards in Lonsdale Quay, North Van-

couver. The project is in its fundraising stage, with half of the \$350,000 needed already raised. The Monument will consist of three life size bronze statues, symbolic of BC's robust shipbuilding activity during WWII, and will depict a male shipyard worker using a torch to bend pipes, a female worker taking a break, and a naval petty officer unrolling a drawing. (see preliminary progress pictures in the presentation). The sculptor is Norm Williams, the creator of Roger Neilson and Pat Quinn statues at Rogers Arena, the Vancouver Fire Fighter Burn Unit Statue, and the monument to BC's fishing industry workers outside of the Gulf of Georgia Cannery National Historic Site in Richmond B.C. If you would like to make a donation, please refer to the notice below.

*Darlene Dean*

### Donations

To donate to this project, please forward your cheque, made out to the **Vancouver Naval Museum** and marked **Monument**, to:

**Vancouver Naval Museum and Heritage Society**  
**PO Box 47050 RPO Denman Place**  
**Vancouver, BC V6G 3E1**

A tax receipt will be provided for donations of \$50 or more.

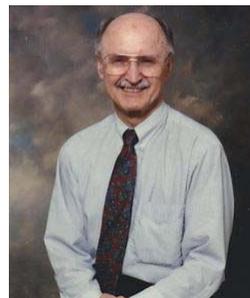
Donations may also be made on the Internet through:

<https://www.canadahelps.org/en/>

(enter Vancouver Naval Museum in the charity search box).

*Your contribution will be greatly appreciated*

### Past President David Osoba



David Osoba was President of our club from September 2009 to August 2010. Sadly we were informed of his passing on December 13, 2020. For those of you who remember David, we have included the link [here](#) for his obituary in the Vancouver Sun. Rest in Peace.

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**The PROBUS Club of North Shore Vancouver**

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

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

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Links to the PROBUS Canada newsletter and the PROBUS Global Newsletters can be found here:

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