

Shorelines

NEWSLETTER OF THE PROBUS CLUB OF NORTH SHORE VANCOUVER

November 2022

www.probus-northshorevancouver.ca

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Monday, November 14th In-Person Meeting

West Vancouver Yacht Club, 5854 Marine Dr., Coffee/Buns 8:30, Meeting 9:30
with guest speaker

Dennis Molnar, Historian

"Making the World a Smaller Place: The Kiel and North Sea Canals."



The 19th Century triumphed with technology to move people and goods. The French built the Suez Canal then failed in Panama. German and Dutch Canals linked the Baltic and North Seas, and gave access to Amsterdam.

Come see surprising Canal uses; the ferry that never touches water; why Canal builders wore clogs. You'll see a Kiel Canal ship collision video. The Kiel Canal is a 98 km long freshwater canal in the German state of Schleswig-Holstein. The canal was finished in 1895, but later widened, and links the North Sea at Brunsbüttel to the Baltic Sea at Kiel-Holtenau. An average of 250 NM is saved by using the Kiel Canal instead of going

around the Jutland Peninsula. You will also learn what really caused the Evergrand Container Ship accident in the Suez Canal.

Dennis Molnar is returning for a seventh speaking engagement with our Club. This time he will entertain us with "Making the World a Smaller Place: The Kiel and North Sea Canals."

Dennis Molnar worked for, and was a Director of, a high technology company that supplied satellite photo mapping systems for use by the Military. An Electronics Engineer by education, he visited Military Agencies on 5 continents, was in Iraq during the war with Iran, and in Libya during its 1980's high tension with the USA. Having visited over 50 countries, he studied the role of maps in War History and decided to share his passion and knowledge as a Lecturer.

Dennis received his MBA, became the Managing Director of a Technology Company, taught at the University of British Columbia, and has served on various Advisory and Director Boards. He is a past Director of the BC Winston Churchill Society and for over 20 years has presented World War II and Cold War History to Businesses, Professional Groups, Museums, and Societies.

Mark Your Calendars with These Important Dates



December 12th - Annual Christmas Luncheon - *more details on page 2...*

January 9th, 2023 - Lisa Hunter, Westerleigh PARC, Senior Living Specialist, "*Senior Living Details*"

President's Notes



The name November comes from the Latin word “novem” meaning “nine” as it was the 9th month of the ancient Roman calendar. When January and February were later added, November became the 11th month of the year as we now know it. Can we go back to skipping January and February?

More importantly, November will mark our last regular meeting of 2022, where we are looking forward to welcoming Dennis Molnar, Historian, who will talk about “Making the World a Smaller Place: The Kiel and North Sea Canals”.

We were looking forward to Doug Magoon’s Special Events committee’s visit to the Seymour Salmonid Society on November 4th but unfortunately it is postponed because of forecasted inclement weather.

December, of course will be our Annual Christmas Luncheon. Scheduled for December 12th, it is fast approaching. We are looking forward to a large turnout for the excellent food offered by the WVYC, the camaraderie offered by our fellow members, and the entertainment offered from our entertainer/presenter Janice Bannister. So please book early.

October was PROBUS month. It did not appear to have had much impression on our federal, provincial, or even municipal governments. In spite of this woeful neglect, the Women’s PROBUS Club of North Shore Vancouver celebrated the event by inviting our members to their Oct. 17th meeting. Seven of our members took them up on their offer to hear Jason Ainslie of Principals Talent talking about movie production.

In some ways I am disappointed that more of us did not attend, as we have often discussed arranging more (some) combined events. So, I pose the question to all of you; is there enough interest within our membership to have more combined events with the two other PROBUS clubs on the North Shore, be it combined meetings with special unique speakers, combined special events, etc.? Many of us have wives/partners who belong to one of the women’s clubs. Would you like to see more events that you can attend as a couple? Or would you prefer to keep things as they are? If you have an opinion, I’d like to hear it.

I hope all of you and your families had a delightful Thanksgiving celebration and enjoyed the exceptional summer weather at the time. This may be the first year in memory that we enjoyed our Thanksgiving appetizers outdoors, on our son’s balcony overlooking English Bay.

Lastly, don’t forget your flu shots.

Gord Cook, President

Special Events



Christmas Luncheon

The Special Events Committee invites club members to attend our annual Christmas Luncheon to be held on **December 12th** at the West Vancouver Yacht Club.

We have scheduled some light-hearted entertainment for this year’s event. Janice Bannister will be our guest speaker. Janice has a background in psychiatric nursing and believes in the therapeutic power of laughter as a way for people to connect, share the ups and downs of life in an upbeat manner and just plain have fun. She loves to enlighten audiences about new brain research, laughter wellness tools and ways to engage communities to support all aging adults. Janice is the owner of Laughter Zone 101, a comedy and storytelling school in New Westminster, and teaches Stand-up comedy and Arts for Brain Fitness for the Simon Fraser University 55+ Continuing Studies program. Her comedy and customized Laughter Wellness performances have been featured in the Vancouver Sun Business section, on W network, CTV and CBC and has performed at the Vancouver International Comedy Festival, Just for Laughs NW, Vancouver Fringe Fest, as well as numerous club dates in North America. It should be a fun session to lead us into Christmas!

- Email Doug Magoon to sign up for the Christmas Luncheon
- Ticket price is **\$55**, payable by cheque mailed to Probus Club of North Shore Vancouver, PO Box 92042, West Vancouver, BC, V7V 4X4 or by e-transfer
- Doors open at 11:00 am for fellowship prior to the buffet lunch that will begin at 12:00 noon.

Doug Magoon, Special Events Chair

Register Today!

New Members Introduced and Welcomed at October Meeting



Lindsay Bottomer hails originally from Australia and has been a resident of the North Shore since 1989.

He holds a degree in Geology from the University of Queensland and Masters in Mineral Exploitation from McGill and has been

active in his field for over 45 years.

He has worked for several companies including Cominco, Shell and Echo Bay mines and has worked in over 30 countries .

Lindsay is a course leader at Elder College and volunteers with the Engineers and Geoscientists of BC, as well, he recently retired as a rugby referee. His interests involve travel, public education and grandchildren



Dr. Paul Klimo is originally from Bratislava, Slovakia. His education was in Slovakia, graduating in medicine.

In 1964 he was required to serve in the army with the goal of becoming a cardiologist, however, in 1968 he decided to leave Slovakia

and immigrated to Calgary where he received his medical accreditation.

He received a fellowship and relocated to Madison, Wisconsin which eventually led him to Toronto in 1973 focusing on Oncology.

Paul located in Vancouver in 1975 with BCCA and eventually Lions Gate Hospital in 1986 as a medical oncologist followed by his private practice and then retirement in August 2022. He received two medals for his service to BC.

Paul is married and has two children - a son who is a doctor and a daughter who is a lawyer.

He has been a resident of West Vancouver since 1987. Paul's interests include piano, Fit Fellows and adapting to retirement..

Exchange of Pins

Darryl Stodalka presents Gordon Cook with his President's Pin and he is presented with his Past-President's Pin.



In Memoriam

In remembrance of members who passed this year:

Barney Blondal
Don Brinton
Andrew Bunten
David Critoph
Keith Fenton
Walt Penner



*Sunset and evening star
 And one clear call for me!
 And may there be no moaning of the bar
 When I put out to sea,
 But such a tide as moving seems asleep,
 Too full for sound and foam,
 When that which drew from out the boundless deep
 Turns again home.
 Twilight and evening bell,
 And after that the dark!
 And may there be no sadness of farewell,
 When I embark;
 For tho' from out our bourne of Time and Place
 The flood may bear me far,
 I hope to see my Pilot face to face
 When I have crost the bar.
 - Lord Alfred Tennyson*

Last Month Speaker - Captain Gordon Houston

“The Amalgamation of the Three Lower Mainland Ports”

Captain Gordon Houston is the former President and CEO of the Vancouver Fraser Port Authority. He attended Edinburgh University’s Nautical Campus receiving the designation of Master Mariner in 1975. He also holds a nautical science diploma from Aigburth Nautical College. After a seagoing career spanning three decades, Captain Houston joined the Prince Rupert Port Corporation as Harbour Master in 1988. Later, he joined the Vancouver Port Authority, as Deputy Harbour Master, and then as Harbour Master where, among his other duties, he represented the Port during the creation of Canada’s current Ship-source Oil Spill Preparedness and Response Regime.

In 1996, he moved into the Port’s executive ranks, as Vice President, Operations. After five years in this role, Captain Houston was appointed President and CEO of the Vancouver Port Authority where he oversaw the amalgamation of the three ports in the Lower Mainland.

The presentation started with some history. In 1792 Captain Vancouver arrived in English Bay harbour and stayed. He liked the bay as it was deep and the shore was heavily treed as they always needed wood, and the natives were very friendly. They had a great relationship with the local indigenous people at that time. The lumber started to be cut as more and more people came to the area of Vancouver. Lumber was used for piers, boats and roads. Logs were laid together for roads and were known as “corduroy roads”.

Moving forward 70 years to around 1864 small boats began taking lumber to the area that we now know as New Westminster to do the same, including building houses. All the business was local with logs either going up the coast or up the river. During this time a ship called the Allan Lewis arrived and took lumber from Vancouver to Australia - and this was the first foreign passage of trees or anything from Vancouver to another country. A big ship and it took 2 months to load it. Today, to do this, would take 48 hours.

Jumping another 70 years forward to around 1932, the Federal Government took charge of the deep-sea Port of Vancouver and called it the Vancouver Harbour Cooperative. They appointed a Harbour Master, managers etc. It was a great disappointment to the people in the area at the time because people in Ottawa weren’t knowledgeable about the marine world, and they now were under marine laws of the Government. The river ports, North Fraser and Fraser Port were provincial, as were all the small ports up and down the coast and this was problematic, as the provincial regulations did not necessarily mirror the Federal regulations. The Gov’t would finance the deep sea-port for projects and get paid back when the project became operational. The villages and small towns on the coast didn’t

do that well, as they had small populations and couldn’t produce enough tax money to finance dredging rivers to get enough depth, build piers or buy the marine equipment that was required. As such, they began to fall behind Vancouver.

Jump another 45+ years ahead - in the late 1930’s a new port was established on the river, subjected to provincial laws. There was a lot of discussion on why there were three ports, each subject to different legislation, and no desire to amalgamate. In 1920 there was a film made and there is a copy of it at the Port of Vancouver and it is called “The Pacific Gateway”. When we came together with the Federal Government, it was referred to as the Pacific Gateway again. When WWII came along each port grew because of the amount of cargo, machinery etc. that went through the ports.

Until 2004, we had separate ports with different legislation, and it held them back from doing things they wanted to do together. It was impossible to put them together. The Board of the Port was appointed by the Federal Gov’t and the other ones were appointed by the Provincial Gov’t. and no one wanted to give up their seat at the Board. In 2004, the Federal Government passed the Federal Marine Act. It was new legislation and allowed the Federal Government to take charge of all the ports in Canada – deep-sea and river - which were now all subject to the same legislation. This made it a lot simpler.

In 2004, Vancouver did 3 million containers of which 60% of them go on a train and disappear across the country. The other 40% of containers (about 1.8 million) get put on trucks and go through the city. It used to be one container per truck. The trucks come down into the port and then go back through the city. It couldn’t continue as Clark Drive became too congested and it was difficult for citizens needing to travel through the area. Today the Port of Vancouver does about 6 million containers. In 1992, 35% of the containers that came into the city came from Seattle and 30 ish % came in through Vancouver. The reason that happened is that Vancouver did not have the infrastructure or terminals to get big ships to come here. Ships would go to Seattle, containers were put on trains to come to Vancouver, and there was a hefty charge imposed to come across the border. The desire was to have this cargo come directly to Vancouver, and that’s when Roberts Bank started to have containers come as well as coal. Thus, Fraser Port was taking container traffic away from Vancouver, and we realized that what was envisioned in 1930 could now be done, and we could amalgamate the 3 ports, which is what we started to plan for. We liaised with the Federal Government to convince them that this would be a good thing to do.

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Fraser Port had the river, but it wasn't deep enough for these ships, and they also couldn't afford to develop the land that was on either side of the river. There was a lot of land that had just been left so when a Minister came to the Port of Vancouver, I would take him on a helicopter ride up the port-to-Port Moody, cross across the isthmus there and come down the Fraser River towards the container terminal at Robert's Bank. I showed them opportunities for a terminal that the river port could not afford to build, but if the ports got together, it could be done.

In 2006, the Gov't said 'go ahead' so we started mixing the Board members so that they got to know each other. At some point 3 Boards with 20+ members would move to 1 Board, and the question was who is going to change the Boards? A Committee was set up from the Boards and they determined how to do it, and we approved it. It worked out very well.

The river still has problems with draft. With the tides, the river constantly moves up and down, taking sand with it, resulting in the need for constant dredging. The other problem is the Massey Tunnel. It limits the size of ship that can go through there to 27 ft 6 inches which is 40-50,000 tons meaning smaller ships go there but the larger ones go to Vancouver.

A firm was hired to do the amalgamation. It took 2 years to get to the point that we could take it to the Gov't. Transport Canada were very good, and they participated from Day 1. It cost \$5 million. It has been very successful. The tonnage now is about 80 million tons, making us the 4th largest port in North America and is the biggest multi-designed port in North America considering that coal, sulphur, wheat and many other cargos go through here. It is the 6th or 7th largest port in the world. The two smaller ports were unsure they wanted to do this, so they surveyed all their clients and found that 78% of the Fraser River tenants were anxious to get started. North Fraser only had a few tenants and they all said they would be happy if it happened. In Vancouver over 80% wanted it to happen.

A 10-person Board was proposed with seats for the Federal Government, the Provincial Government, City of Vancouver, Indigenous people, Terminal Operators (provide a representative), and 5 others not mentioned. The Federal Gov't requires 2 names per seat and choose between the two which causes angst in some places.

After about a year, Gordon became bored, as everything was working well, and it was time for him to retire at age 62. The Government / Board wanted 5 more years but decided he could go. He had a great send-off from everyone.

The Port of Vancouver today is still going. A lot of the cargos are not. Cars used to go in the Fraser River (which holds 7,000 cars), but now sometimes go into the inner har-

bour. They get 4,000 cars off the ship, and they are all gone the next day - amazing to watch.

In summary, Vancouver is the largest port in Canada, and has been asked how to operate. The Board has always been very obliging to help others develop. Gordon became a consultant and worked with the Port of Nanaimo and Port Alberni. Using the Broken Islands location, Port Alberni could serve the big container ships which would save the ships about \$300,000- and 4-days travel time by not having to travel into Vancouver. Then barges and tugs could move the containers to where they are going. It could take cargo for Seattle, Tacoma, and Portland. The shipping companies are interested in this concept, but Port Alberni doesn't have the cash to build the required terminal. Gordon is working with them to discover how this could happen. If there is a change in the provincial gov't, they may be more interested depending on who wins. Kevin Falcon and he wanted to increase the size of the Port Mann Bridge. The mayor of Delta complained often of the trucks going through the city. The idea arose to build a freeway from Delta port to the Port Mann Bridge (Highway 17) and it happened. This thinking may help with the Port Alberni project.

In 2002 they started putting ships on electric shore power so that they didn't have to run their diesel engines and pollute the environment. Every cruise ship that comes into Vancouver now plugs into our hydro.

Questions:

Q. I see container ships sitting out in English Bay for days on end. You say it costs \$80,000 per day for a large container ship to operate. I assume it isn't \$80,000 for sitting there, but what is the cost?

A. The \$80,000 is a mix including fuel, wages, paying back the ship builder, etc. Fuel costs are about \$15,000 a day. The reason they are there is that, like everyone else, they can't get the people they need to move the cargo.

Q. Years ago you would see 2 or 3 freighters in English Bay. Recently I counted 15 ships. How beneficial is this to Canada?

A. The question is where do all these ships go? They are anchored in English Bay as well as other places - there are 3 outside his house right now - he looks down onto Saltspring. The problem is the railroad can't get people to drive the trains, the terminal can't get the people to run the container cranes etc. The railroad brings in about 14 different grains to the port of Vancouver. It is the same problem that all companies are having - they can't get the staff that they need.

Q. With the energy crisis in Europe, the idea has emerged to create an LNG facility at Churchill, Manitoba for shipping to Hamburg, Germany. Apparently, it is half the distance of the current situation where the Middle East

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is shipping to Hamburg. How practical would it be to have an LNG shipping point in Churchill?

A. So, what would the marine world think of a gas plant in Churchill? Yes. Churchill has always been a very difficult port. The bay freezes up, the railroad is one track, and this seriously affected the grain industry. Churchill very nearly disappeared. To the marine world it wouldn't be "let's go there - it will be great". It is a very difficult location being that you only have about 9 months of the year to operate. I was once going up the St. Lawrence and we got stopped by ice. We sat there for 3 weeks until the coast guard could come and get us out. So going to Churchill would be a lot more difficult.

Q. Will the Fraser River suffer from the new Massey Tunnel?

A. Yes, absolutely. I don't know what will happen to the draft.

Kevin Falcon and I talked about putting the bridge in ...I would support this. Gov'ts change but I am still hoping that it becomes a bridge.

Q. Could you put pressure on the Provincial Gov't?

A. Me??? Certainly I could vote for the others! The audience laughed.

Q. What does it cost the container ships to stay out there per day and who pays that cost? And what is being done to correct the situation?

A. As Vancouver grew, we always had ships anchored out there. When I was the Harbour Master we had 12 anchorages. We increased that to 16. In normal times, the ships will sit there for a day and go in to discharge and continue on. Today is very different - they can't get people to discharge the ship or load the ships. Who is paying? The shipper.

Q. I'm sure you are aware of the proposal by Seaspan to take over more of the harbour front and I believe that the Harbour Board is going to make the decision on that. Can you shed some light on how they make the decision?

A. This is about the expansion of Seaspan on the North Shore. I was contacted by the Port - they knew that I was going to do this presentation - and was told that I cannot talk about anything that is current as far as they are concerned. I don't actually know the answer.

Q. Is there any movement to mechanize the work that is done?

A. The terminal that I designed for Port Alberni had no people in it. It is all automatic. There is many of them around the world today. The problem is ...the terminals are built for 100 years e.g. Robert's Bank, it is so expensive it just wouldn't be done. You can do it if building a new one, you can't do it with an old one. If you tried to

eliminate the long shore-men there would be a strike and it would be detrimental.

Q. How many employees are there in all of the Port Authority? Are they high income or lower income and how does one get into that field?

A. The ports we have now are responsible for 150,000 jobs across Canada. It is a staggering number. How do you get in? Become a long shore-man. That would be one way.

Q. I'm still puzzled by how much it costs a ship per day to be anchored.

A. As far as the Port goes, nothing. The ships do not pay to be at anchor. There is no cost to anchor in the Port, which is contrary to what most people believe. They have their own internal costs like diesel oil to keep their generators running, staff costs etc. that is just day to day and happens out in the ocean as it does in English Bay.

Q. We've heard rumours about a new cruise ship terminal. Can you provide any information?

A. As I said before, and I'm not trying to be rude, but I have been told not to talk about any new initiatives that may be in the works.

Q. Re the rail connection by the Ironworker's Memorial Bridge. A large amount of traffic goes through there. Is that under the authority of the Port Authority? A second question is regarding Airport Cargo and does the Port Authority have any responsibility there?

A. To clarify, the first question is about the ships that go under the bridge once the oil business picks up. The number of ships that go through there is controlled by the railroads - the person that lifts and lowers the bridge is a railroad person. Since CP and CN amalgamated their business from Calgary to Vancouver - they decided to come to Vancouver via the CN Rail and go back on the CP Rail. This decision increased their ability by 50%. As to the second question, the Port has zip interest in the airport.

Q. Has any thought been given to sitting down with the Americans re putting a terminal at Port Roberts?

A. I think it's very unlikely. I don't know. I don't think the Americans would be very interested in that because that would mean that everything in or out has to go through Canada. Americans are not very excited about us taking their cargo.

Q. Cruise ships - do they pollute?

A. One of the cruise ships threw garbage bags off the ship going up the coast and it cost them \$200,000 per bag. It is not something they do. They all have incinerators on board. They are just as conscious as you and I are about pollution.

Summary prepared by member Darlene Dean



Putting your cell phone AWAY, and PAYING ATTENTION to those talking to you?

There's an App for that, it's called "RESPECT"



Most people are at the age where they are using their phones to document the good times in their lives. I'm at the age where I use my phone to take pictures of labels that I can't read and use my phone to enlarge the print so that I can read it.

Saw a store that has a sign that reads, "We treat you like family!"

Yup, NOT going in there.



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