

# Shorelines

NEWSLETTER OF THE PROBUS CLUB OF NORTH SHORE VANCOUVER

December 2022

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

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Terry McLeod

**Secretary:**  
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Steve Wilson  
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**House:**  
Rick Ryan

**Membership:**  
Dale Douglas

**Speakers:**  
Gordi Moore

**Special Events:**  
Doug Magoon

## 2022 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 special luncheon guest**

**Janice Bannister**

**Laughter Wellness 101, Stand-up Comedy Performances  
and lots of**

**Fun, Food, Fellowship, & Good Cheer**

**Still time to sign up. Contact Doug Magoon**



## Mark Your Calendars with These Important Dates



**January 9<sup>th</sup>, 2023 - Nick Whittle, General Manager, Westerleigh PARC,  
“Senior Living Details”**

**February 13<sup>th</sup>, 2023 - Jerry Dobrovolny, Civic Administrator, “An Over-  
view of What Metro Vancouver Does”**

## President's Notes



I'd like to start by wishing all my fellow PROBUS members a very happy and relaxing Christmas season and all the best for 2023.

Our upcoming December meeting will be our annual Christmas Luncheon held at the WVYC on Dec. 12th. At the time of writing, I believe we have over 90 members planning to attend. If you would like to come and haven't yet registered, there may still be room for a few more to join us in the fellowship, good food, and entertainment. Register with our Special Events Chairman, Doug Magoon, ASAP by email at [magoon@telus.net](mailto:magoon@telus.net).

2022 has been an interesting year of transitioning from the impact of COVID. We started the year with our first two meetings being zoom only and ended the year with our last three meetings being in-person only. In between we had seven hybrid zoom and in-person meetings. We also ran the gambit of interesting speakers from the ferry industry to the air industry, nurses to cardiac specialists, authors and journalists to historians, ocean pilots to earthquake specialists, CEO of the Vancouver Port Authority to The Royal Canadian Marine Safety and Rescue.

Unfortunately, COVID slowed down our special events in the early part of the year and even as the year progressed a couple of events had to be cancelled due to concerns about variant flair-ups. We did however have three very interesting trips, the Chinatown Walking Tour, the Pacific Sciences Enterprise Centre Tour, and the Railway Museum of BC Tour in Squamish.

The basic purpose of PROBUS is to provide regular opportunities for members to keep their minds active, expand their interests and to enjoy the fellowship of new friends. I hope we are achieving that. Those events don't just happen by some mysterious process of osmosis. It takes a lot of work by your management committee and the members of the various support committees. All of whom deserve my thanks and all of our thanks at this festive time.

I will be away for our next two meetings and so let me thank, in advance, our vice president Terry McLeod for filling in during my absence.

*Gord Cook, President*

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



## Committee Support Members

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 Steve Wilson*

- \* Darryl Stodalka and Terry McLeod, Zoom Technology
- \* Linda Metcalfe, Shorelines Publisher & Editor, Website

*House, Chaired by Terry McLeod (Interim) and Rick Ryan*

*Membership, Chaired by Dale Douglas*

*Speakers, Chaired by Gordi Moore*

- \* John Elliott, Art Winckers
- \* Darlene Dean, Scribe

*Special Events, Chaired by Doug Magoon*

- \* Pete Stacey, Jon Strom, John Walker
- Golf, Chaired by Roman Cehelnycky*
- Bridge, Chaired by Barry Heselgrave*
- \* Phil Boase, Fraser Grant

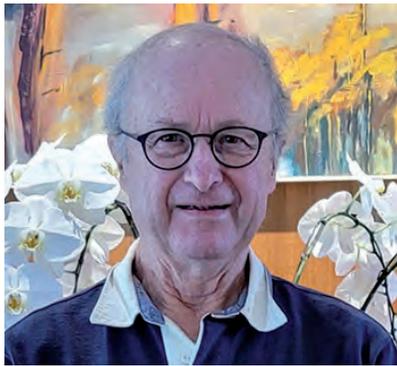


**New Members welcomed at meeting with President Gord Cook**

## New Members Introduced and Welcomed at November Meeting



David Gouthro hails from Ontario and has resided in West Vancouver for 25 years. David holds a B.Sc. in Earth Sciences from the University of Waterloo and has worked as a consultant in many industries such as high-tech, biotech, and financial services. He has served on several boards including Kay Meek Theatre and Restorative Justice. His interests include dog walking and conversations with interesting people.



David Graham was born in Saskatoon and has resided in Burnaby for 45 years. He graduated from UBC in 1967 in Mechanical Engineering and worked in Project and Maintenance Engineering in the manufacturing area. He is a board member at WVYC and is involved in the Disability Foundation. His interests include skiing, sailing, travel and shop work.



Don Nilson is a native Vancouverite who has lived on the North Shore for 70 years. He completed a B.Comm. at UBC and went on to earn other business designations such as CPA and CFP. He has been self-employed since 1979 in financial services. David has been active on several boards such as UBC School of Business and other national organizations. He enjoys travel, gardening and reading.



## Last Month Speaker Dennis Molnar

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

Guest Speaker for the Probus Club of North Shore Vancouver today is Dennis Molnar. Dennis is an electronics engineer by profession, worked for and was a Director of a high technology company that provided mapping systems for use by the military. He visited military agencies on 5 continents. He was in Iraq during the war and was in Libya in the 1980's high tension with the USA. He has visited more than 50 countries, has studied the role of maps and war history and is a past Director of the Churchill Society.

Today's lecture is a departure from the people stories of WWII and the Cold War, because in September he was on a cruise ship and went through the Kiel canal and the North Sea canal. Finding the experience fascinating, he put together this lecture and we are the first in Vancouver to hear it.

Canals are a huge effort in excavation and moving dirt and dynamiting, and it is a huge task building locks. He showed a picture of the Panama Canal, which is the king of canals, being excavated to demonstrate the enormity of it. When going through on the cruise ship he took pictures of ships transiting through the locks. He referred to a book that he highly recommends called "The Path Between the Seas" by Dave McCullough on the building of the Panama Canal. It takes you on an unbelievable journey.

The French were contracted to build the canal. They were overconfident and arrogant in that they knew how to do it because they built the Suez Canal. But they underestimated what it would take to build it. They were decimated with disease like malaria and yellow fever, bribery was used, and there was a scandal with many of the people involved going to jail. When he went through the Suez Canal, he was shocked to discover that unlike the Panama, there are no locks. Then he went through the Kiel Canal, where there were some locks. Some facts about the canals-lengths: Panama 82 Kms; Suez 193 kms; and the Kiel 98 kms. Why build canals? They save distance travel by ship.

The distances saved are: Panama 15,000 kms; Suez 8,900 kms; and Kiel 400 kms.

What does it cost a cruise ship to transit the canals? Panama: \$400,000; Suez \$300,000; Kiel \$24,000. They charge on a per cabin capacity basis. The Kiel is the busiest canal in the world. The number of ships passing through yearly is 32,000 compared to the Suez with 20,000 and the Panama with 14,000. This means there is potential for accidents/disasters.

The Kiel was built pre-1900. It goes through some fertile land in Germany and there are many bridges (11) and

## Last Month Speaker - Dennis Molnar

ferries (14) used to cross it. In 1907 Kaiser Wilhelm, anticipating war, ordered the canal to be widened so bigger ships could pass through, and it was completed just in time for WWI.

Winston Churchill was head of the Admiralty, and he had a plan to mine the Kiel Canal and destroy it, but this never happened. After the war, the Treaty of Versailles in 1919 imposed on the Germans the fact that the canal should be an international canal open to all countries. In 1933 Hitler came to power and anticipated war in 1936 and so closed the canal to all foreign vessels. U-Boats built in Germany only transited the canal once to get out to the North Sea and go to their bases.

He questioned why the Kiel canal needed locks because the sea level on either side was identical. After looking into this he saw that one reason they needed locks was due to the tides. So, the sea levels will be different based on the tides. Another reason was the foul North Sea weather. The most interesting bridge that crosses the canal is the Rendsburg Train Bridge which has a hanging car ferry so that the ferry does not get in the way of the ships that transit. The bridges are 40 Meters high, and trains have to climb up to cross it. As the busiest canal in the world, they need to manage the traffic going through. They identified 6 traffic groups and have an intricate traffic light system. They use computers to maximize the number of ships that go through. Despite this traffic management, there are some serious accidents some of which he described and showed in pictures. The probability of an accident is 1 in 4,000 which means they happen about once a month.

The North Sea canal connects the west side of the sea to the east side. There are 10 side canals and a lot of industry happens there. It is much cheaper to ship goods through the canals than it is to use rail. The Dutch are the masters at reclaiming land. Showing pictures of before and after, they have reclaimed 8,000 square kms of land from year 1300 to the present time. In one picture you see the North Sea Canal, and in the second picture you see that it has been cut off from the sea. They have very sophisticated systems to keep the water out, as 26% of Holland is below sea level. For the Dutch the rivers and canals are their basic form of transportation.

The North Sea canal is used for the Canal Festival called "Sail Amsterdam" that happens every 5 years. They have thousands of ships that come out and celebrate life! A time lapse video shows how they sail around and the thousands of people that come out to watch.

Another interesting fact explains why the Dutch canal builders wore clogs. One reason is they are like a steel toed boot, and the second is that they floated, but the real benefit

was evident the next morning. If you wore a leather shoe it would be soaked by the end of the day. Putting it next to a fireplace to dry many times causes the leather to become brittle, so clogs were the ideal shoe. The Dutch are also extremely practical. What do you do with a worn-out clog? Put it in the fireplace to create warmth. They have now become a fashion piece. Crocs were invented as boat shoes. Now you can buy a "designer" clog costing \$850 US. The Dutch make 6 million clogs per year. They don't wear them anymore, but they are sold to tourists.

Lastly the accident in the Suez Canal in March 2021 was explained. The Evergrand Ever Given container ship weighs 220,000 tons and carries 18,000 containers. The value of the cargo was over \$1 Billion. It was transiting the canal and became stranded cross ways in the canal blocking all access. When it got stranded, it caused huge losses/cost for the shippers of the goods, and also plugged up the canal causing a week's delay. The ship ran into the bank of the canal, and it was very hard to pull out. If this ship was on the ocean and it turns off its engines, it takes 6 kms to stop. In the canal it hit the sand and ground to a halt in 30 meters. Two factors for the accident were noted in the news: the 2 pilots were distracted discussing a point of disagreement, and there was an abnormal wind force. There was another factor - the Bernoulli effect in water - higher water speed equals lower pressure. Called the squat effect, pilots use this to calculate the distance below the keel. The higher the knot speed, the lower the level of water below the keel. Using a number of photographs, the accident was explained using the science. The end determination was that the pilots ignored the science and sped up to 13 knots which was a mistake.

Some videos were shown of ships transiting the canals/locks.

Questions:

Q1. Where did the image of 1300 come from?

A. It is not a satellite image. It was put together by a university professor.

Q2. Regarding the accident, were the bow thrusters too weak?

A. I don't know but the inertia of a ship with 18,000 containers doesn't help and will affect the outcome.

Q3. Was the wind an issue?

A. Yes, wind was a factor. They might have made it through if there was less wind at the time.

Q4. Who paid for the economic damages?

A. It was kept quiet - a settlement was made, and a cheque written - I don't know how much.

Q5. Was the Kiel Canal mined during WWII?

## Last Month Speaker Dennis Molnar

A. No. It is very difficult to bomb a canal.

Q6. In the Panama Canal, they have donkeys to pull the ship thru. What do they do in the Kiel?

A. They are called mules. Kiel canal is a lot wider. The ship he was in had bow thrusters and tugboats if they needed help.

Q7. Does this accident change the way they manage the canal?

A. They lost a week's revenue and there were insurance claims. This likely changed things for pilots and captains going forward.

Q8. Why did they put a second canal in the Panama?

A. When originally built, the Panama was foreseen to accommodate many ships for decades. Ships got too big for the original canal. The second canal accommodates them and saves them the extra 15,000 kms it would take to go around South America.

Q9. Are there sharks and alligators in the Panama Canal?

A. Yes.

*Summary prepared by member Darlene Dean*

## Some Christmas Humour



**It's not how much we give  
but how much love  
we put into giving  
- Mother Teresa**



## A Little Humour

My cup of coffee reminding me why I shouldn't have a donut to go with it!!!



### SURVIVAL TIP:

If you get lost in the woods start talking about politics and someone will show up to argue with you.



*"Tell me again about how I can shop online and have gifts delivered without leaving my office."*



THAT WAS THE LAST YEAR SANTA WOULD FORGET TO BRING HIS GLASSES

**If I agreed with you,  
we'd both be wrong.  
-Winston Churchill**



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The Probus Club of North Shore Vancouver

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