

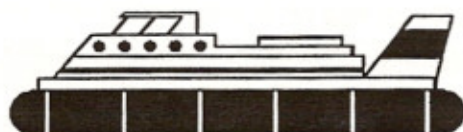


## NEWSLETTER

# PROBUS CLUB VANCOUVER

#252-2025 West 42 Avenue, Vancouver B.C. V6M 2B5 (604) 261-6818

*Clubs for retired and semi-retired professional and  
business persons, former executives and other*



**NEXT MEETING:** Tuesday January 19th, 1999

**TIME:** 9:30AM

**LOCATION:** Stanley Park Pavilion

**SPEAKER:** Captain Trafford Taylor, Manager,  
Nautical Services BC ferries

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### Minutes from December 15th<sup>1</sup> meeting:

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Attendance: 120

lunch: 100

Guests: 10

**Bill wallace** reluctantly announced a Christmas dividend - lunch will be subsidized to the amount of \$500.00. The club has 182 paid up members. Four are dropping out. There are seven with outstanding dues.

**Brice Macdougall** announced that next month's speaker will be Captain Taylor, Nautical Services, New Vessel Construction and Major Modifications, BC Ferries who will discourse on the SEACAT.

**Fred Cotton** was presented with a past presidents pin and the thanks of the members for his work in the formative years of the club.

**Jim Mcpherson** circulated a survey listing 23 proposed club activities. He requested that this be filled in and returned at the next meeting.

The guests speaker **Mr. Philip Shier** was introduced by **Bill Burge**. He gave background information on the area known as the "powder Keg" of Europe.

The Balkan States are primarily populated by people of Slavic background who all speak the same language. They are divided by religion and history. Serbia's population is primarily Eastern Orthodox. Croatia is Roman Catholics and Bosnia is primarily Muslim - a holdover from the Turkish influence from the 15th century who controlled the area until 100 years ago. They all hated each other. Until the last century the Catholic Church controlled the factions. Yugoslavia was created after WW1. Until Tito died in 1980 he held things together by the use of secret police and blackmail. In 1991 the Croatian portion of Bosnia declared themselves to be a separate state. The Europeans tried and failed to stop the subsequent war and ethnic cleansing. The area used to contain 25 million people. Since this time millions have left. The Americans became involved in 1995 because of fear that the situation would ignite war in Europe. They are training and equipping the Croats to balance the strength of the Serbs in an effort to create a stable "cold war" situation.

The organization for Security and Cooperation in Europe (OSCE) has as one of its functions the supervision of elections. Mr. Shier was seconded by this organization as one of 2500 observers of elections in 1996. All went smoothly. However, behind the scenes the power brokering ensured that the Candidates were in the hands of the tribal groups. "What failed with bullets was obtained by ballots". During the question period Mr. Shier voiced the opinion that because of rampant tribalism that the formation of a strong central government to control the area would be impossible.

The speaker was thanked by Gordon Lyall for an informative and entertaining presentation. The meeting closed at 11:30am.

Don Farquhar, secretary

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January 1999

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**President:**

Pidge McBride  
274-0446

**Past President:**

Fred Cotton  
266-7060

**Vice-president**

Roy E. Williams  
926-4727

**Secretary:**

Don Farquhar  
948-9908

**Treasurer:**

Bill Wallace  
222-2365

**Speakers****Committee:**

Brice Macdougall  
985-5321

**Membership****Committee:**

John Hopkins  
985-8422

**Visits and****Entertainment:**

Jim McPherson  
922-2742

**Bill Manson**

988-2365

**House****Committee:**

Doug Lambert  
266-2422

**Greeters****Committee:**

Norm Weitzel  
925-3574

**Rotary Liaison:**

John Hoyle  
926-2667

**CAPTAIN TRAFFORD TAYLOR, B.A.**

Captain Trafford Taylor presently serves as the Manager of Nautical Services in the New Vessel Construction and Major Modifications Division of the British Columbia Ferry Corporation and has been with the Corporation for six years.

He holds a Bachelor of Arts Degree from Queen's University, a Canadian Masters Certificate of Competency and prior to joining BC Ferries, Captain Taylor had extensive worldwide sea going experience and has sailed on tankers cruise ships, ice breakers, supply boats, coast guard vessels, sailing ships and high-speed craft. For the past two years he has extensively reviewed and researched high speed craft operations in Asia, Scandinavia, North America, the Dover Straits, the Irish Sea, and the Mediterranean and is a member of the International High-Speed Craft Operators Association.

He regularly attends national and International high-speed conferences and has delivered numerous papers.

In his present capacity he is responsible for the development and implementation of the British Columbia Ferry Corporation's High-Speed Craft Training Plan. This training plan, which will be used as a template for future operations by Transport Canada was designed to meet the requirements of BC Ferries 122 meter Pacificat high-speed ferries.

Captain Trafford Taylor sails as the Trials and Training Master of all new builds including the high-speed ferries.

***DON'T FORGET!***

***PLEASE MAKE SURE YOU FILL OUT THE ACTIVITIES MEMO THAT WE RECEIVED AT OUR LAST MEETING AND PLEASE MAKE SURE YOU BRING IT TO THE JANUARY 19TH MEETING.***

***THANKS.***

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## A PRAYER FOR "OLDER" FOLKS FOR 1999

Thou knowest Lord, that I grow old. Keep me, I pray, from becoming too talkative and particularly guard me from the tiresome habit of expressing an opinion on every subject.

Release me, I pray thee, from the recitation of endless details and give me the good sense to get to the point. Give me the grace, oh Lord, to listen to others describe their aches and pains and the endurance to bear, with sealed lips, the boredom of it all; for my own aches and pains increase in number and intensity and the pleasure of describing them becomes sweeten with sealed lips.



Teach me, oh Lord that glorious virtue of due humility, that I may accept with equanimity, the possibility that I may be mistaken.

Keep me reasonably sweet; I don't wish to be a saint (saints are so hard to bear); but a sour old person is a crowing work of the devil.

Free me, I pray thee, from the notion that simply by virtue of my years, I am wiser than those who are younger. And if in thine infinite mercy thou should'st grant this my Earnest prayer, I may at the end still have a friend or two

May God Bless You!

### **PRESIDENT'S MESSAGE JAN. '99**

As we mark the end of 1998 and the beginning of a new year may we all look back on our "Probus Year". We should all ask ourselves how can I do more for Probus to continue to make it more exciting, interesting and above all more enjoyable.

A new year is a new challenge. A challenge to give more to the club in many ways - further develop the feeling of camaraderie - participate more by volunteering for many of the responsibilities that make our club so great. Offer new ideas and help develop them. We do need ideas and participation of our members. Remember the

more you put into your Probus club - the more you will get out of it.

Hopefully we will be having several extracurricular activities though the year at which we will need your support and participation.

Lets have a great year - the Best ever - I know the management committee is dedicated to this end so it's up to you to help and support.

To each of you and yours, my wish is a Happy New Year and may 1999 be filled with good health, happiness and prosperity.

What would you say to flying 8,000 miles around the perimeter of the USA in the open cockpit of a Piper Cub? Forget it. Or traveling that distance and a third more in the rumble seat of a car, without much of a break for 11 days. No thanks. Or on a motor cycle? Come again....

That is the requirement of the Iron Butt Rally that occurs in the US every two years. Bike riders who successfully complete its course (and additional side trips for bonus points) travel approximately 11,000 miles from start to finish through four checkpoints about two days apart and open for only two specified hours at a time. Author-rider Ron Ayers has a fascinating account of the 1995 (salt Lake) rally in a book called *Against the Wind*, obtainable for \$20 US by a call to 1-800-531-1133. He describes it as the "most notable motorcycle endurance competition in the world, designed for those who have a passion for riding extraordinary distances". The 1997 rally from Chicago and back via Maine, down the eastern seaboard to Daytona, straight west to California, up to Yakima and then to Chicago again can be retraced at <http://ironbutt.com> on the Net.

Ayers was in Vancouver recently en route to breaking a Guinness record. On his motorcycle he touched all 48 of the lower states in just over 6 days. And he created a new record by including Alaska, which he reached at Hyder in 7 days, 1 minute. Apparently he planned the 8,000-mile trip for a couple of years, but not all went according to plan, of course. For instance, he had intended on sleeping four hours every other day, but in the event only had time to snatch occasional naps by the side of his motorcycle or lying on it (forward over the tanks or backward over a duffel bag)- the so-called Iron Butt Motels. My son (hence my interest) rode the BC leg as an official Guinness witness, qualified by virtue of previous three-Flag runs from Mexico (reached by motorcycle, of course) through the US to the Okanagan; an Alberta 2000 Rally; and a trip from Toronto to Vancouver. He and his 735 pound Sport Touring Honda 1100 have been accepted for the Rally next year from LA to LA starting Aug. 30, with Wenatchee as the first stop.

"The event isn't a race" writes Ayers. "Its a test of mental toughness, determination, strategy, and resolve. Speed is far less important than the ability to manage stress and formulate a winning plan at the sheer limits of human endurance." For many riders (average age 46), the goal is simply to follow a route at their own devising, on time through the checkpoints to a gloriously satisfying finish. Since 1986 fewer than 150 have achieved it. The more ambitious among the 75 contestants (selected from 300-400 applicants) will try to rank among the first ten or twenty of the world's toughest motorcycle riders by accumulating such bonus points as the 1200 earned by a 64-year-old woman for crossing from Ft. Lauderdale to San Diego in under 48 hours.

All will have to contend with what is said to be 99% boredom to 1% pure terror, the latter epitomized in the scariest of situations-having to pass an eighteen-wheeler downhill on a curve in rain or be nudged by a pursuing truck-through the most common rally accidents result from "deer strikes" or fatigue being the greatest threat, riders running off the road after falling asleep. Those who opt for particular bonuses make their choices on the spot because locations are announced only just before each leg of the rally. These side-trips must be announced only just before each leg of the rally. These side-trips must be supported by evidence, for example a Polaroid of the location and an object handed out at the last minute, in '95 a small pink golf towel with the rider's number on it. Incredibly, more than one disqualification resulted from its being left behind by benumbed riders "who snatched defeat from certain victory".