



NEWSLETTER

PROBUS CLUB VANCOUVER

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

JUNE 2006

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Next Meeting: Tuesday, June 13th, 2006

Time: 9:30 AM - Speaker will be
introduced promptly at 9:50 AM

Location: H.R. MacMillan Planetarium and
Space Centre - Lower Level

Speaker: Daniel F. Muzyka,
Dean of the Sauder School of Business UBC

Topic: B.C.'s Place in the Global Economy

UPCOMING EVENTS

June 20 - Princess Louisa Inlet Tour

July 21 - Bard On The Beach

Midsummer Night's Dream

Sept. 16. Football Game

BC Lions vs Montreal

October 7 - Fraser River Cruise to Fort
Langley Cranberry Festival

Daniel F. Muzyka



Dr. Daniel F.
Muzyka, the
RBC
Financial
Group
Professor of

Entrepreneurship, is currently serving his second term as Dean of the Sauder School of Business at UBC. Dr. Muzyka was first appointed Dean in 1999.

Dr. Muzyka is an internationally recognized leader in the fields of entrepreneurship and corporate strategy. In addition to publishing in a number of management and entrepreneurship journals, Dr. Muzyka has edited and contributed to books and videos on entrepreneurship, including the Financial

Time's Mastering Entrepreneurship series (now translated into five languages). He recently published the lead article for the Financial Time's new Mastering Innovation series.

Dr. Muzyka was recently elected Chair of the Vancouver Board of Trade, and has been serving in this capacity since June 2005. Dr. Muzyka is also a member of the Premier's Technology Council, the BC Competition Council, and serves on the advisory board of Siemens Venture Capital. He also serves on the Board of the Investment Dealers' Association.

Prior to joining UBC, Dr. Muzyka was the IAF Professor of Entrepreneurship at INSEAD (France), where he also served as Associate Dean of the MBA program and Director of the 3i Venturelab. Dr. Muzyka was previously a faculty member at Babson College, and was a visiting professor at the Harvard Business School.

Dr. Muzyka has previous experience in finance and corporate strategy at the General Electric Company, and spent five years as a strategy consultant, primarily with Braxton Associates (Boston). He has also served as a board member for several entrepreneurial and growth business ventures.

Before pursuing a career in business, Dr. Muzyka worked as a research associate in the field of astrophysics for a number of organizations, including the NASA - Goddard Institute for Space Studies (New York), the Max Planck Institute for Radio Astronomy (Germany) and the Owens Valley Radio Observatory (Caltech).

Dr. Muzyka has a BA from Williams College (Astrophysics), an MBA from the Wharton School (Corporate Strategy), and a DBA from the Harvard Business School.

Minutes of the May 9th Meeting

Attendance: 143 including guests

President Denis opened the meeting and asked Nick Thornton to introduce the new members. They are: **David Peel** (Department of External Affairs, retired), **Bill McIntosh** (Banking), **Tom Murphy** (Chemical Industry), and **Grant Smith** (Investments). Next, President Denis asked **Don Farquhar** and **Chris Lee** to speak to the Princess Louisa Inlet Cruise and UBC Walking Tour respectively. Solely due to the threats uttered by our fearless leader these two gentlemen spoke for less than a minute between them, which has to be a record, and managed to get their messages across well! Then, feeling somewhat victorious, Denis put in a plug for extra Newsletter support for **Roy Williams** and asked **Allen Coombes** to introduce our speaker, **Tim Armstrong**, Team Leader with the Vancouver

Urban Search and Rescue.

The Vancouver Urban Search and Rescue team (VUSR) was initiated in 1995 under the sponsorship of the Provincial Government as their emergency preparedness initiation. Tim was appointed the initial Team Leader, a position he still holds today. He was first assigned to an existing group in Washington State to familiarize himself with the organizational tasks that lay before him. Enrolment is now 90 members with the intent to attain 150. Members are chosen from search and rescue, police, paramedics, fire departments, engineers and emergency room physicians. Each member must commit to 700 hours of training annually. All must be provided with equipment, supplies, creature comforts etc. for a 10-day stretch on an "immediate dispatch" basis. The City of Vancouver has accepted financial responsibility for all team salaries. From an overall Canadian viewpoint, Vancouver was the first Unit to mobilize, followed by Calgary, Manitoba, Saskatchewan, Toronto and the Halifax area. For offshore assignment, teams must have UN accreditation and Vancouver is the only Canadian Unit currently with this certification. The day after Katrina struck Canadian authorities contacted the VUSR asking how soon a Team could be ready to leave.

Tim explained and illustrated Hurricane Katrina's destructive force and the swath she cut through Louisiana and Mississippi on August 29, 2005. Congress was quick to pass bills covering tens of billions of dollars of emergency aid and the aid mechanism did eventually work. However, it was the first week after the storm, when the U.S. emergency managers and aid organizations were unable to perform as quickly as the need required, that provided the niche for VUSR's offer to be seriously considered.

thorized the offer and Tim contacted the Police directly with authority to offer a "no deal, (an offer they couldn't refuse). The next step was to pre-arrange air transport and U.S. Customs clearance for the group of 46 and all their equipment. Through personal contacts created over the years, Tim was able to cut red tape and "go direct." Receiving full

- The floodwaters upon which they had to work were highly polluted and getting worse daily.
- Finally, after rescuing 119 souls over a seven-day period, the political situation dictated the wisdom of returning home, although the job was far from done.

During question period we learned:

- The group did not respond to the Tsunami disaster

es that all personnel be ready for the particularly short notice of the crew of 46 of "Vancouver's finest". Many other critical matters had authority to go and an official U.S. and the disaster zone. However, Vancouver City

Team was up against, consider the following:

- There was rampant civil unrest and disobedience to the extent that an overall night curfew was required.
- The weather was extremely hot and humid with no relief in sight.
- All utilities were down and very few emergency units were available.

cooperation "well beyond the call," Tim had everything in place by the end of the working day, August 30, 2005. Westjet promised an aircraft at YVR by 9:00pm. On the evening of the very same day the request was received, our Team of well-trained professionals, were in the air, Louisiana-bound!

From the arrival at Lafayette's Airport 'til setting up base camp at St. Bonifant Parish (VUSR's eventually assignment) Tim led us through a very detailed and most interesting blow-by-blow visual and verbal description of just what had to be done to become operational. Tasks included: determine the reporting structure, being assigned an area of responsibility, and familiarization with the existing mode of operation.

Once the Bonifant Parish base camp was established, performance of their actual search and rescue tasks was far from easy. Matters such as the following had to be addressed and clarified with a command structure that was already overworked and under great stress:

- Accommodation, meals, laundry, back-home communication (both official and personal).
- Transportation, what type of conveyance would work in the flooded area, refueling (normal outlets were all contaminated).
- The evacuation of rescuees, what medical treatment, what records to keep, where to send the rescued?

To appreciate the actual working environment that the

due to expected overseas mobilization difficulties.

Arrangements between governments and the logistics of travel were expected to take weeks to complete. The Team's expertise, search and rescue, is realistic only effective very early after disaster strikes thus the matter wasn't explored.

- In New Orleans, the mandatory, large-scale morning briefings resulted in massive traffic jams under very difficult road conditions. The daily briefings also markedly cut into the busy day and substantially lowered the efficiency of the entire exercise.
- Our Federal Government eventually picked-up the entire cost associated with this project.
- Similar to the Katrina, any future projects will expect policing and military protection by the host country. The VUSR's work is strictly humanitarian.
- As the group develops they plan to coordinate and co-operate with our Military. This should hopefully improve and speed-up transportation and would provide an opportunity to train soldiers in search and rescue techniques.

Dick Matthews thanked the speaker.

Bill Weatherall Secretary.

Membership requirements for immediate dispatch so created no problem and the "Finest" was quickly chosen; Documents still remained; Documented official invitation to enter the seemed the most pressing quickly.

Louisiana charge" step was clearance Through was able

KIBBLES & BITS



I was sorry to see (when I could - the lighting was bad), and have confirmed with Doug Lambert, that the turnout for the May 9th meeting was low (about 140ish). For those of

you who did attend I can't think of a more fascinating time listening to and viewing a total disaster! Dick Matthew who thanked Tim Armstrong of the Urban Search and Rescue Team, made reference to "pride as a Canadian," a perfect "thanks". I was reminded of when my wife and I were in Tampa shortly after the Canadian Embassy in Tehran aided the escape of several American Embassy employees and our intense pride at seeing so many Canadian Flags in the stores, restaurants etc. with "Thanks Canada."

On a different note, I attended the 2005 B.C. Probus Conference in Nanaimo (hosted by the Lantzville Probus Club) on May 5, 6 and was again struck by the fundamental difference between Vancouver and the rest of Probus Clubs in B.C. Like all generalizations, there are exceptions, but by and large, most of our members were born in, lived in, worked in and retired in Greater Vancouver while most of the other B.C. Clubs members were born, lived and worked somewhere else in Canada and retire to B.C. A number of the B.C. Clubs are mixed. The result is that most of the Probus Clubs in B.C. have a predominant social slant to them.

See you on Tuesday, June 13th at 9:30AM precisely. Because the meeting will start at 9:50 AM (our guest speaker has to catch a PLANE).

Denis

NOTICES

Member Services Desk: Ted Daem

Cash Desk: Jack Croll, Bob Clark

Greeters: Michael King, Ray Casson, Leo Sauve

PRINCESS LOUISA INLET BOAT TOUR

Tuesday, June 20, 2006

We have decided that to encourage early registration that the draw will be held on Wednesday June 14 for a refund to two individuals for their ticket price of \$99.00 plus GST. So get your money into the office before then to be eligible for the draw.

Time of Departure: Tuesday June 20 at 1 PM from Malibu Landing at Egmont.

Time outing cost: \$121.92 included buffet dinner

Further information: See the May 2006 Probus Newsletter or contact Don Farquhar 604-948-9908.

Please Note: If you wish to bring a guest they would be welcomed.

BARD ON THE BEACH

MIDSUMMER NIGHT'S DREAM

8:00 pm Friday July 21, 2006

\$30.00 Per Person

We have again scheduled a group booking for Bard on the Beach with their presentation of a Midsummer Night's Dream at 8PM on Friday, July 21st. It does not conflict with the fireworks display so traffic problems will be minimized.

We would like everyone to arrive by 7:30PM so we can try and seat our group together as best we can.

We must confirm our attendance by Monday July 3rd. If you wish to attend, would you please advise the Probus Office with the form included in this newsletter or turn it in at the desk at our June 13th meeting.

Dean Winram is co-ordinating this event and he may be contacted at 604-736-4246.

Registration
PRINCESS LOUISA INLET TOUR
Tuesday June 20, 2006

NAME(S) please print _____

Phone # _____

Cheque enclosed for \$121.98 each (includes Malibu fare and buffet)

Amount enclosed \$ _____

Make cheque out to: Probus Club Vancouver, #252 - 2025 West 42nd Avenue,
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DIRECTIONS FROM U.S. BORDER CROSSING AT I-5

- Take Highway 15 north of the I-5
- Turn west on Trans-Canada Highway 1 towards Vancouver
- Follow Trans Canada across Second Narrows Bridge to Horseshoe Bay
- Take Sunshine Coast Ferry from Horseshoe Bay to Langdale
- From Langdale follow signs to Hwy 101 (Sunshine Coast Highway)
- Follow Highway 101 for approximately 40km (50 miles)
- Take the "Egmont/Skookumchuck Narrows" turnoff and follow for 6 km
- Turn left at Maple Road
- Turn right at the "Malibu Landing" sign (at Maple Road)