



# PROBUS CLUB OF COLLINGWOOD

P.O. BOX 601 COLLINGWOOD, ONTARIO L9Y 4E8

## NEWSLETTER

MARCH, 2016

NEXT MEETING THURSDAY APRIL 7, 2016 – BEAR ESTATE HALL - 10 A.M. - 12 NOON

### MANAGEMENT COMMITTEE

PRESIDENT: JOHN MEGARRY

SECRETARY: AL WALLACE

MEMBERSHIP

GERRY DeLESKIE

VICE PRESIDENT BOB MACNAIR

TREASURERS: MIKE MARTYNUK

PAST PRESIDENT: PAUL NATALE

SOCIAL: GREG GEEN

SPEAKERS: RUBEN ROSEN

NEWSLETTER: ERIC SKEOCH

### ANNOUNCEMENTS

In the absence of President Megarry, VP Bob McNair assumed the chair, ringing his old school bell with great delight. He assured us that he had been cautioned by Megarry to not wax eloquent on items from his stream of consciousness. As usual, the rafters soon resounded with the National Anthem courtesy of Ian Godwin, and off we went. There were guests in the persons of Dan Crabb, Dan Whaley, and young Caswill, heir apparent to Wing Commander Wayne.

We were also glad to install new members Brian Lepage and Peter De Vries.

On a sad note, Bob informed the members of the recent deaths of charter member Harold Huestis and Ron Mutch both of whom had contributed a great deal to our club over the years. Mike Lee paid tribute to Ron for his work with golf outings. John Wiggin's cartoons were projected on the screen and gave us a few good laughs.

### SOCIAL COMMITTEE REPORT

In the absence of Social Chair Greg Geen, Bob reported that the snowshoeing outing at the Christensen bush was a great success; many thanks to Bud and Sue for their hospitality. And Tom Chisholm and Jim Worts were also thanked for their work in organizing the Bonspiel and the Valentine day dinner respectively.

Upcoming events are as follows:

April 6 – Visit to the Honda plant (Richard Orviss)

May 31 – Rock and Bowl challenge (i.e. bowling)

April 16 – Earth Ship in Collingwood (Marley)

May 24 – Golf begins at Shelburne

May 28 – Stag and Doe – Theatre Collingwood

June 22 – Blue Jay game – only \$75, so Book fast!

July 27 -Mama Mia at King's Wharf Theatre

Some special new items may be of interest to members. The Scandinave Spa still offers us a reduced price. Just mention Code 6064.

Ron Hartlen announced the creation of a Probud bridge tourney, organized by the Beaver Valley Club. Contact Ron at [ron.hartlen@sympatico.ca](mailto:ron.hartlen@sympatico.ca) And the motorcycle enthusiasts are ready.

### SPEAKERS REPORT

Ruben Rosen's roster of speakers:

April – Prof. Basil Kalymon of Ivey School of Business, and advisor to Minister of Trade and Economic Development, Ukraine

May – Brock Godfrey - Fraud and Internet Theft.

Ruben sent along a Ministry of Health memo which I emailed to you on the weekend. It has to do with a questionnaire on the needs of "older seniors", in case you know of any.

### PROFILE RICHARD ORVISS

Richard was born in Toronto's Grace Hospital in February of 1945. His mom, he commented, was "terrific". In his growing-up years he somehow got into modeling, some of it through Eaton's and Simpson's in Toronto. He had one particular memory of strolling around at the CNE wearing winter clothes in the heat of the summer, for which he got \$75 and a reduced price on the winter togs if he wanted them. Richard also recalled a few other jobs that made him the man he is – paper boy, clerk at Eaton's, at the race track, at Labatt's brewery and driving a cab. His early schooling was a 7 by 7 experience, the first 7 in elementary

and the second in high school at Jarvis C.I. Then off to Western for a degree in economics. That's also where he met his first wife.

Richard's business days were spent in management roles in London, Winnipeg and Toronto, at one point worked at Confederation Life around time it had its melt down. Richard insists that it was not his fault.

Twenty five years ago, Richard was approached to get involved in a ski day at Devil's Glen. After being singled out by the ski instructor in a teaching moment of how to get up when you have fallen on a flat surface, and then later on how to create a "yard sale" of skis, poles and people when you crash because you don't know how to get off the lift, he became intrigued with the sport and has been an avid skier ever since.

Eight years ago he and wife number 2 Sally moved up to the Collingwood area and presently lives on Minnesota Street. Summers are spent at a family property between Espanola and Little Current. He added that he is off to Mexico as soon as he finishes his profile.

Richard sees his three daughters when he is in Houston, Whitehorse or Vancouver, and the rest of the time walks, cycles, skis, golfs, plays pool, listens to jazz and enjoys his friends.

#### **SPEAKERS JEFF AND SUSAN COPPS**

The dynamics of a side launch are both simple and complex, simple because gravity does the bulk of the work, and complex because there are a multitude of complex procedures which must be adhered to and a host of individuals whose skills must mesh together with absolute precision before gravity takes over. Things can go easily go wrong.

On May 29, 1969, at the Collingwood shipyard, things went horribly wrong and to Susan and Jeff Copps, whose parents were shipyard employees at that time, the events of that day were "etched in their memories."

Hull #192 was 730 feet long and 75 feet wide. It weighed 9300 tons. As the CSL's Tadousac, it is still sailing the great lakes.

While under construction, Hull 192 would have sat atop approximately 50 *launchways*, 80 feet by 24

inches wide and 15 inches deep. They are sloped one and one eighth of an inch per foot towards the water. Heavily lubricated 8 foot long U-shaped *butterboards* sit atop the launchways, providing a continuous sliding medium. They are linked together and at the bottom by metal *dogs*.

Massive 10 by 10 timber frames hold the weight of the hull between the launchways and are held in by as many as 10,00 wooden *wedges*. Approximately 20 *trigger mechanisms* are located the length of the hull and when cut loose (by *axmen*) they release the entire weight of the hull to the force of gravity. In order to prevent the hull from sliding beyond the width of the slip, heavy *chains* fastened to the hull and to 25 ton *drag-boxes* restrained the hull once it had slid into the water.

There were 200 men under the hull on that morning in May, each focused on his particular task and awaiting the whistle from the launch master.

At 11 45, fifteen minutes too early, the bow of the hull held but the stern released. The huge chains lashed out; there was a 40 second groan and the cracking of timbers. Terror-stricken men fled. Alvin Wagner and Douglas May didn't make it, their bodies recovered from the water by divers in the days after the accident. Another 40 were injured. In the panic of the moment many men simply fled home or went to the nearest tavern, leaving their families to wonder if they were alive or dead. Three ambulances arrived, and four doctors struggled to tend to the injured, scrawling notes on the chests of the injured men.

The inquiry spoke of possible rotten beams, of trigger mechanisms that were faulty, cracking before the axmen could sever its restraints, or of the fact that on board machinery and a heavy engine had been added to the stern area, thus causing the stern to slide sooner than the bow.

It was a gripping story, and Jeff and Susan's strong emotional connection with the story of Hull #192 was conveyed to us in their presentation.

John Nell thanked Susan and Jeff and presented them with a Gerry Deleskie pen set.

50 50 winners were Ron Hartlen and John Pineo.



