1954 - 1984

30th Anniversary

“CFS Holberg 1954-1984 30th Anniversary” (125 pages)
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CANADIAN FORCES STATION HOLBERG

SAN JOSEF, BRITISH COLUMBIA

THE FIRST 30 YEARS

John Griffin Library

LT GENERAL P.D. MANSON

COMMANDER AIR COMMAND

To The Commanding Officer and Personnel of CFS Holberg:

I am very pleased to acknowledge the celebration of your Station's 30th Anniversary, and to congratulate all those who have contributed over the years to Holberg's fine reputation as an operational unit of Canada's Armed Forces.

You know, I am sure, that 1984 marks a period of 75 years of powered flight in Canada, coincident with the 60th Anniversary of the Royal Canadian Air Force; your own anniversary thus enhances the importance of a historic year.

My visit to CFS Holberg last December gave me a personal impression of the Station's rich military heritage, and I was able to see at first hand the many challenges and unique features that set Holberg apart, and call for the best in people. You work in a geographic environment which, although very beautiful, can be harsh at times, and there is an isolation that makes teamwork and community spirit very important in the accomplishment of your mission. It was clear to me during my visit that, through working together, the people of CFS Holberg are upholding the great tradition which has been so well established over thirty years of service to Canada.

As you move past this great milestone in your history, I know that you will continue to serve with distinction and uphold the values which have made Holberg a cornerstone of Canada's air defence system.

I send my personal best wishes and greetings to all of you.

Sincerely,

P.D. Manson

P.D. Manson
Lieutenant-General
Commander

Canadian Forces
Fighter Group

Headquarters

Forces canadiennes
Groupe de Chasse

Quartier général

As Commander of Fighter Group and Canadian NORAD Region, I am happy to congratulate CFS Holberg on the occasion of its 30th birthday. The three decades of dedicated service rendered by Holberg radar station have been indispensable. Although the site has undergone numerous changes of command and staff throughout the years, one thing has always remained a constant - the steadfast protection to our Western flank so vital in the defence of North America. Over these many years, the personnel of Holberg have demonstrated a standard of excellence which has earned the respect of their superior formations and counterparts throughout the Canadian radar chain.

You have every right to be proud of your heritage; it is a fine example of tireless service. On behalf of all members of Fighter Group and the Canadian NORAD Region, I extend best wishes to the Commanding Officer and all personnel at CFS Holberg for a happy and memorable 30th Anniversary. Thank you for your excellent contribution to North American defence. Keep up the good work.

W.G. Paisley
Major-General
Commander
Fighter Group/Canadian NORAD Region

MAJOR GENERAL W.G. PAISLEY
COMMANDER
FIGHTER GROUP
CANADIAN NORAD REGION

FROM THE COMMANDING OFFICER

This book pays tribute to those who have contributed to our achievements and records some of the highlights of our 30 year participation in the development of the North Island. Those achievements, events and our participation all key on one factor: people. The professionalism, dedication and spirit of thos past and present have made our community the active and happy place it is today. To those in the future, we endeavoured to improve upon this legacy, such is your challenge.

During the past 30 years, over 3,000 Servicemen and women of the RCAF and the CAF have served at Holberg recording over a quarter million hours of radar surveillance. The result: a record for operational effectiveness of which we can all be very proud.

The families of those thousands of military personnel together with a cadre of civilian employees and their families, and with the help of those at the Holberg townsite, have established a community which has come to take it's place among the other growing communities of the North Island.

I would be remiss if I did not acknowledge the effort of the few who worked so hard to produce this book. It was an extremely difficult and time consuming task. On your behalf I say thankyou.

R.D. Sword
Major
Commanding Officer

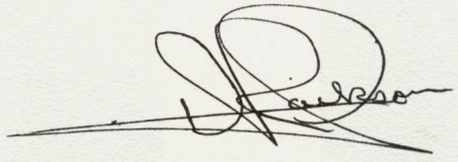
(Photo - North Island Gazette)

FROM THE EDITOR

When volunteering to take on the responsibility of Editor from the Officer of Primary Interest Captain Bert Santos, I knew from the outset that the secret to success was to surround myself with talented volunteers. Captain Nancy Shiner and Mrs Pam Sheridan continually confirmed my suspicions of their literary prowess throughout the preparation of this publication. They are working mothers with responsibilities that go far beyond the normal 8 - 5 work day. Both Nancy and Pam have given unselfishly of their time and effort, thus ensuring the success of this, our 30th Anniversary Year Book.

In retrospect we had absolutely no conception of the magnitude of work required. It is now sixteen hours until I board the plane with this manuscript and we have twenty-five pages to go. However never at any stage in the assembling process have we despaired. The manuscript will be delivered to the publisher in time even if we have to work all night.

The Editorial Staff wish to congratulate Canadian Forces Station Holberg on this their 30th Anniversary. We sincerely hope that you enjoy reading this Year Book.



DR Jackson
Captain
Editor

W/C T.J. EVANS
1958-1960

W/C T.R. AUSTIN
1960-1961

W/C R.L. FULLERTON
1961-1963

FORMER COMMANDERS

LCOL C. HODGSON
1972-1974

LCOL W.J. READ
1974-1976

LCOL G.R. HUNN
1976-1978

Commanding Officers whose photographs are not available : A/S/L R.F.M. WALKER (1953-1956)

W/C D.A. CHILD
1965-1967

LCOL L.S. DEYELL
1967-1970

LCOL D. DICKSON
1970-1972

OF CFS HOLBERG

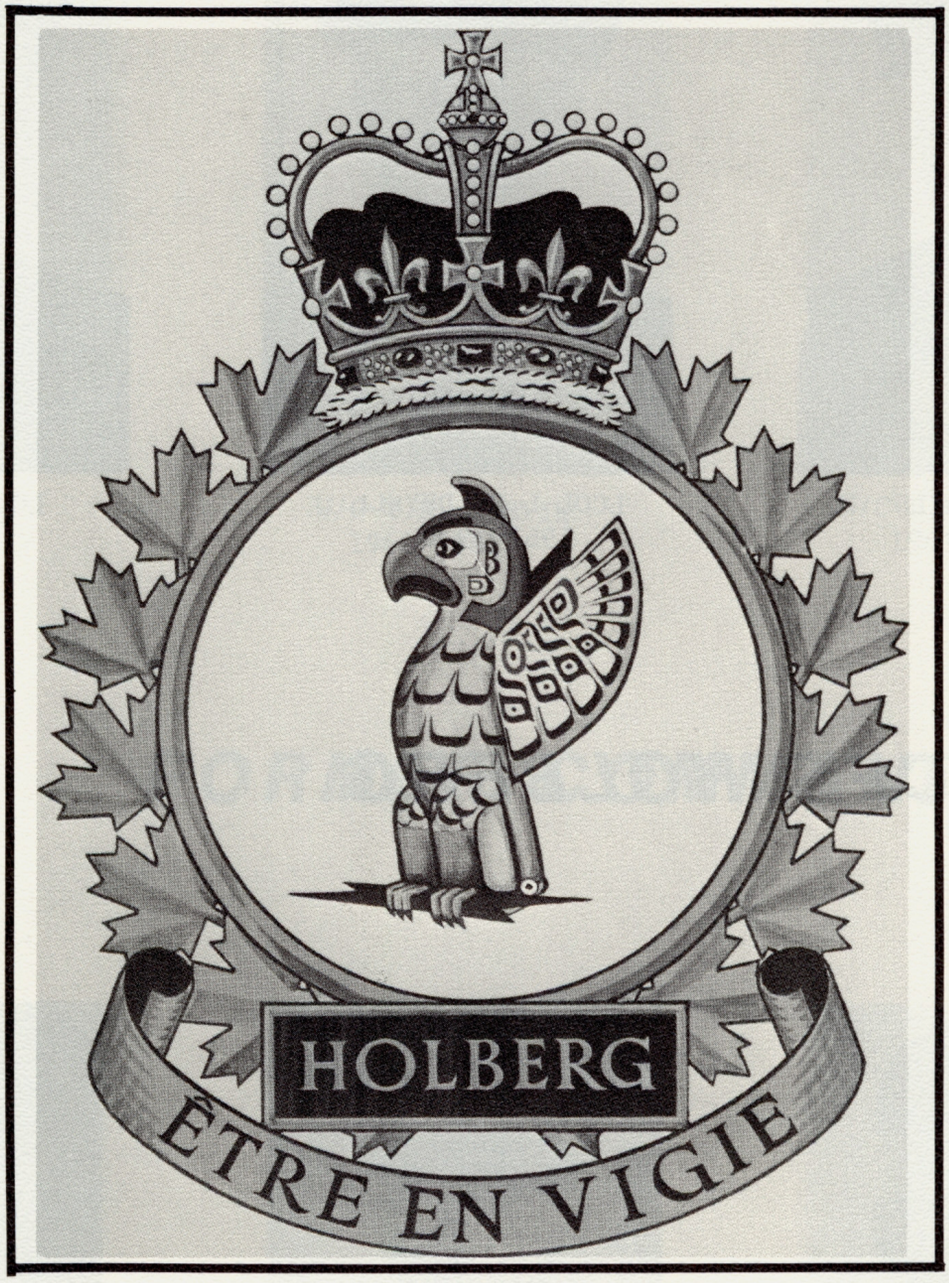
LCOL C.E. COOPER
1978-1980

LCOL C.G. HARVEY-CLARK
1980-1982

MAJ D.G. LING
1982-1983

S/L D. K. GAME (1956-1958) and W/C P.F. WENZ (1963-1965)

STATION CREST AND MOTTO



The CFS Holberg crest consists of a Thunderbird clutching lightning flash within his claws. The inscribed motto "ETRE EN VIGIE" means to keep a lookout.

The device is a side view of a Thunderbird, based on the actual totem pole thunderbird of the Kwakuitl Indians who are the original inhabitants of the area in which the unit is situated. The first sketch of the crest was made after reference to the following material: Haida Myths by Marius Barbeau, Totem Poles Vol 11 by Marius Barbeau and Art of the North West Coast Indians by R.B. Inverarity.

The use of lightning by Thunderbirds occur in Indian legend and since electronics is the source of the unit's strenght of vision the lightning flash has been shown being held by the Thunderbird.

In the motto, it was decided to convey the idea of the alert vigil that must be maintained. The phrase "ETRE EN VIGIE" was chosen. When displayed on this badge it links the vigil concept with the traditionally keen-sighted and alert eagle.

ACKNOWLEDGEMENTS

The Editorial Staff would like to thank all those who assisted by providing their services in helping us produce this thirty year anniversary publication. Undoubtedly without the firm base provided by our forerunners who produced the Silver Jubilee book our task would have been much more difficult. To the longtime residents of our military community who assisted in obtaining old memorable photographs and relating interesting personal tales we are truly grateful. The many interested people who provided input or assisted in production, your efforts are also appreciated. To Mrs. Dody Maniquet, our resident typist who spent long industrious hours in preparing and assembling this publication, thank you. Appreciation is extended to The North Island Gazette for providing historical data, photographs and the expeditious handling of our advertising requirements. The CFB Comox Base Photo Section was most cooperative in producing quality work and in most instances with little or no lead time. Thank you MCpl Sartori. Sgt George Carroll, Cpl Bob Drinkwater and Capt Bert Santos are deserving of praise for taking all the current photographs that appear in this year book.

Last but not least Sgt Al Foord and Mr. Don Shiner for arranging the advertising, also Sgt Dennis Pudwell who was responsible for financial services.

LONGTIME RESIDENTS

Before starting this publication, Bert Santos and his lovely wife Dita, hosted the longtime civilian residents of our community. The Editorial Staff was invited to share in the experiences related by these interesting individuals.

Mr Cordy's tale of how he conducted the 1931 census made us realize the hardiness of this pioneer; after all there were no roads or means of communication. Mrs Anderson's recollections of RCAF Station Coal Harbour during 1944 and 1945, conjured up all kinds of images of World War II. Mr George Anderson, a retired CE plumber, and Mr Joe Chambers are both World War II veterans with overseas service. They related interesting personal experiences, including anecdotes of their wartime experiences. Mr Anderson, Mr Chambers and Mr Lowe, who has been employed at CFS Holberg for the past twenty-three years, reflected on the many changes that have taken place on the Station.

We regret to announce the death of Mr. Charlie Tompkins who passed away on 5 May, 1984. He will be sorely missed by the entire community.

Standing: Charlie Tompkins, Lil Anderson, Joe Chambers
Sitting: George Anderson, Mr Cordy, Ray Lowe

A HISTORY OF THE HOLBERG AREA

Holberg Inlet was originally used by the Quatsino Indian Band who had a number of winter villages and summer camps throughout the area.

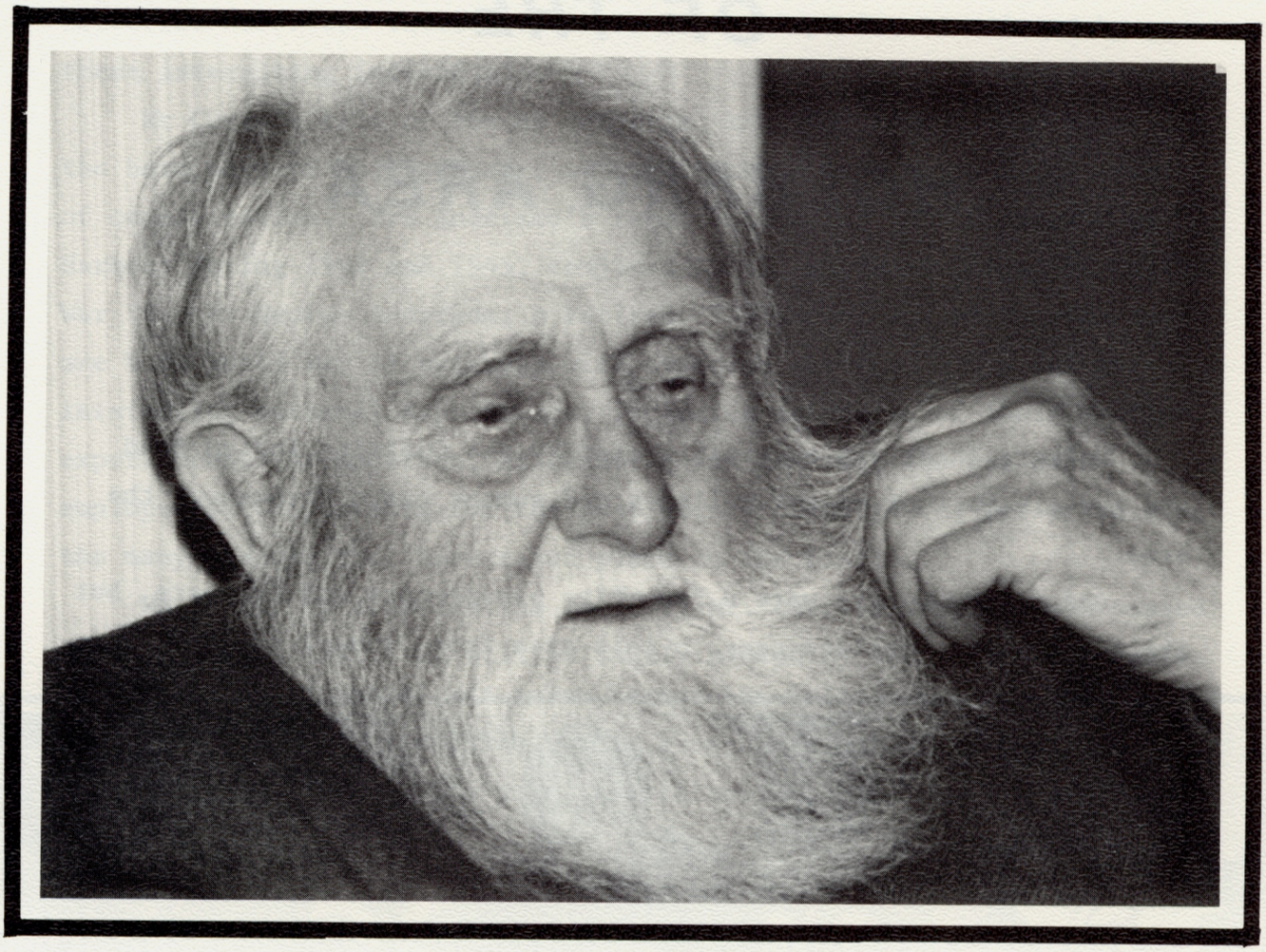
Before 1890 there were a few white prospectors and trappers, but the first white settlers came to this area from Denmark in 1897. These fifty Danes settled and farmed under the leadership of Rasmus Hansen. Any agricultural pursuit proved difficult due to a lack of markets and transportation facilities. The colony survived for ten years and disbanded in 1907.

The Cape Scott - Holberg area contains a wealth of timber, mining and tourist resources. These resources and others historically provided the food, shelter and clothing for the Quatsino Sound region.

From 1910 to 1913, another wave of settlers came to this area but they too were defeated by isolation and lack of markets for their products. During this time there were settlements at Cape Scott, Sea Otter Cove, San Josef Bay, Sharps Creek and Holberg. The Holberg-Cape Scott area was looked upon as a dying region until the late 1940's when Alaska Pine and Cellulose moved its Spry Camp operation to Holberg from the Port Alice area. In the early 1950's it was the largest floating logging camp in the world and employed about 350 people.

A further economic incentive was given when the RCAF established a radar site there in 1954 in the peak of twenty-two thousand foot Mt. Brandes.

The following is an account given by Mr. Jim Cordy, a resident of the area since 1927, who, presently in his 95th year, relates his observations on the establishment and early days of the Station.



MR. JIM CORDY,
LONGTIME RESIDENT OF HOLBERG AREA

"One day while I was still living in Holberg, my friends and I saw a small boat coming up the Holberg Inlet. When it tied up to the dock we saw six men in the boat. By their clothes we knew they weren't settlers in the area. These strangers got out of the boat and without a word to anyone as to their destination, they went up the trail from Holberg, then suddenly veered off into the bush, where there wasn't even a trail. They just disappeared. I think they must have had a compass.

After some time elapsed, the purpose of this visit was that there were signs of work being done on the high mountains - overlooking the Pacific Ocean. Then domes were seen on the mountains.

The settlers here weren't in contact with news of the area, so we just kept wondering what was happening, but we soon found out. Men were clearing the forest where the Station is today.

We were told that if we went to Vancouver or some other place, we were to avoid any talk of these happenings in the area.

Time went on and the Station was built. After the land was cleared, the PMQ's and a few other buildings were built. The school was in the present Nursing Sisters PMQ and the firehall was in PMQ number one. The hospital was in another PMQ. The Rec Centre was where the Junior Ranks Club is today.

The Power Plant has always been a most valuable asset to the Station -- without it, how could the Station function? In the beginning, three diesel "Vivians" supplied the necessary power. The Power Plant is situated approximately a mile from the domes.

Top soil was brought in for the lawns. All the streets were gravel, which caused either dusty or muddy streets, depending on the weather.

Later, the Hudson's Bay Company store took over from the small store. It was where the Curling Club is today. Such a store that was!- pails here and there on the floor to catch the drips from the leaky roof. Customers were asked to smell the milk - I have seen a whole shelf of opened milk cartons - all containing sour milk. By this time I was given permission to purchase my few supplies in the store, for which I was thankful. It saved me ordering groceries from Woodwards, in Vancouver and meeting the barge at the dock, at any time day or night - (before the rats got into the groceries). Now I didn't have to carry my supplies to my old house, a distance of approximately nine miles. How thankful I was to have this distance shortened to five miles, now I was able to shop on the Station. At the present time, my closest neighbour drives me to the Post Office and Canex every Thursday - such a change from the early days!

How the Station has changed! I now see apartments added to provide living quarters for many servicemen and their families. Also -- A much used Rec Centre; A well staffed Hospital; A well stocked Canex; The Officer's Mess; WO's and Sgt's Mess; Junior Ranks Club; and a Wagon Wheel for social gatherings; A Post Office; A Snack Bar; A Beauty Parlour; and Paved Streets!

Such a difference to the day my friends and I saw the strangers disappearing into the bush!!"

A BRIEF MILITARY HISTORY

PORT HARDY

The Port Hardy airport was constructed in 1941-1942 in response to a threat of invasion by the Japanese. In 1942 and 1943 the RCAF No. 8 Bomber Reconnaissance Squadron was stationed at the airport to carry out anti-submarine patrols. During the period 1941-1946, No. 21 Staging Unit was established at the airport to fly supplies to Alaska as part of the northwest route along which aircraft were flown to the Soviet Union, and for Logistical support of American Forces in Alaska and American projects in Western Canada. RCAF buildings from this era have been moved to other locations within the Port Hardy community and now serve as Saint Columbia's United Anglican church and Saint Bonaventure's Roman Catholic church. The Sergeants Mess now houses the Fort Rupert Royal Canadian Legion. The RCAF fity-bed hospital located at Port Hardy was also moved and now serves as the Alert Bay hospital.

Military presence on the North end of Vancouver Island continued when RCAF No. 20 Bomber Squadron relocated to Coal Harbour in 1941. Amphibian aircraft could be seen daily taking off and landing from coastal anti-submarine patrols.

COAL HARBOUR

Mrs. Lillian Anderson of our Station hospital staff recalls attending a 1944 all-ranks Christmas dinner at Coal Harbour that was disrupted by an air-raid siren and the message that Japanese aircraft had been sighted dropping mines into the harbour. All that could be found to substantiate this claim was a wandering weather balloon.

In addition to a busy squadron, there was also an RCAF marine section consisting of two patrol boats and a rescue vessel. The marine section was equally busy patrolling the local coastline.

The Squadron flew a total of one thousand and fifty-eight sorties with no confirmed victories. Three aircraft crashed during training flights, killing five aircrew personnel. When the Squadron disbanded in 1944, aircraft hangers and buildings were converted to a whale processing station.

Coal Harbour Sergeants' Mess Dinner 1944

CAPE SCOTT

In 1942, No. 10 Radio Detachment became operational at Cape Scott. This site was manned by thirty-five military personnel who were transported to Cape Scott by boat from Port Hardy. Mr. Bertolotti of the CFS Kamloops Supply Section was stationed there during 1942-1943 and has related some interesting stories. Apparently all the roads at Cape Scott were constructed of logs, shift changes were conducted by utilizing a two ton dump truck and provisions were landed either by four-man boats, floated in or para dropped. Mr. Bertolotti claims that morale was high, discipline lax and his was the only rifle clean enough to pass a sneak weapons inspection.

No. 10 Radio Detachment was formed as part of a series of Radio Detection Finder units on the West Coast. A large rotating mesh type antenna was utilized to receive radio signals. This site was abandoned in 1945 and remnants of its existence are still evident today.

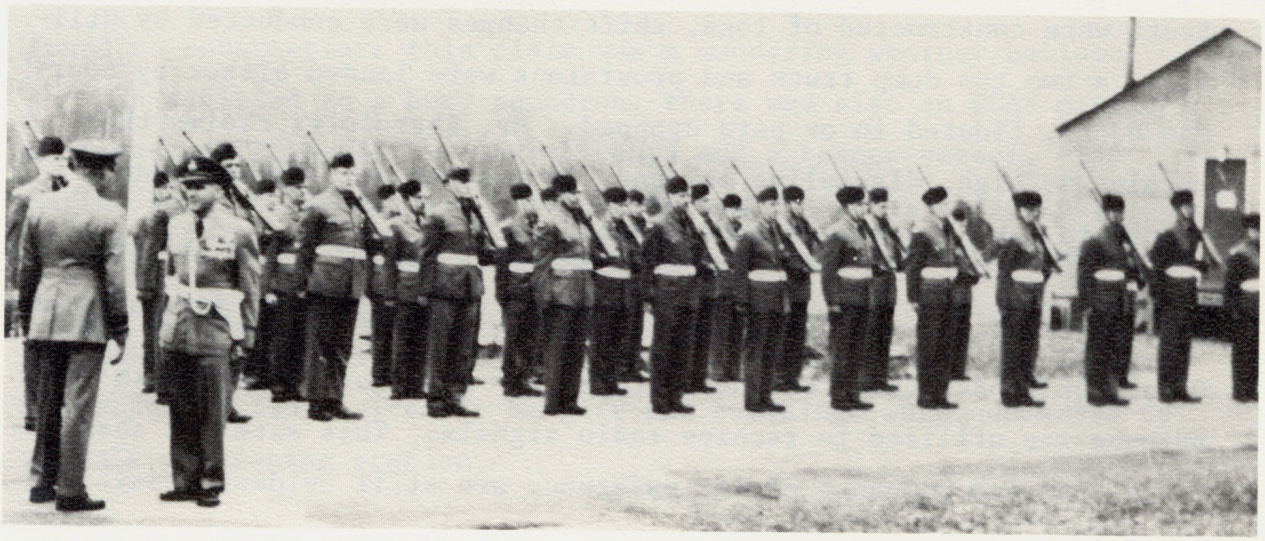
STATION OPERATIONS

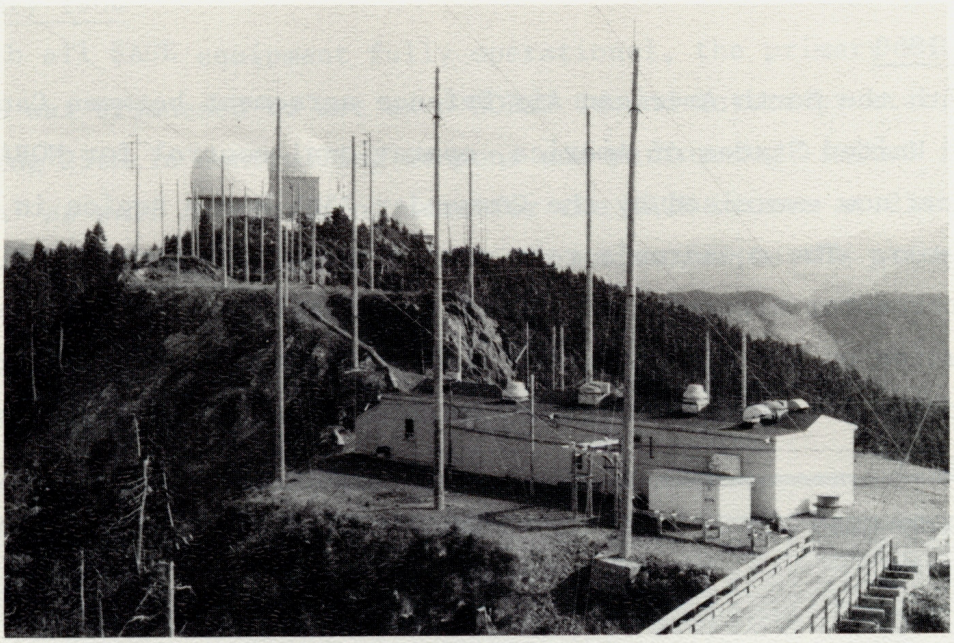
October 1950

Initial construction of the Holberg Radar Station began. Horses were used to extend the plank logging road from the Alaska Pine Logging camp to the current domestic site. Construction of living accommodation was started, and utilizing a hastily built connecting road with very steep grades, the top of Mt. Brandes was levelled to accommodate construction of the Radar site. It was some three years before the buildings were accepted from the contractors.

01 January 1954

The unit was activated for administrative purposes in order to take over the services and maintain buildings as completed by the contractors. The original establishment was 7 Officers, 101 Airmen and 27 civilians for a total of 135. (Present establishment - 16 Officers, 174 Other ranks and 57 civilians, 247 total).





25 April 1954

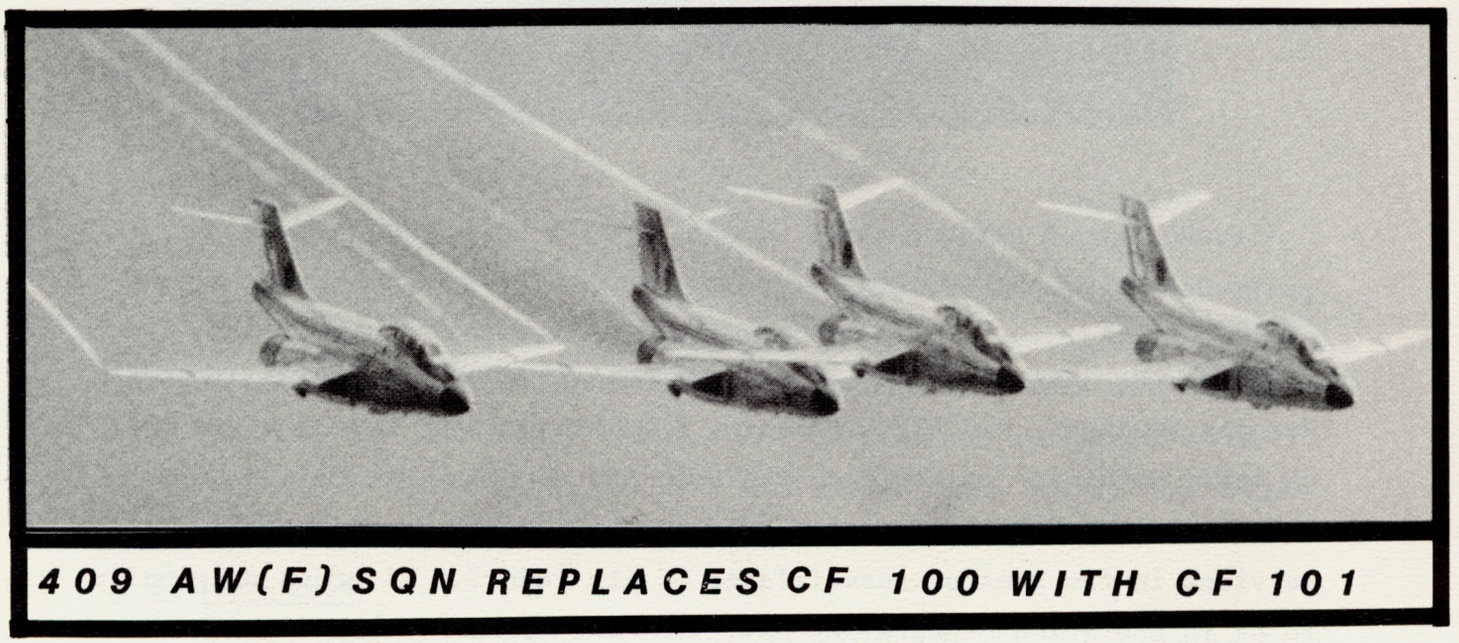
The unit becomes operational. Officially designated #501 Aircraft Warning Squadron, R.C.A.F., Holberg, B.C. its primary function was that of early warning: "to collect, evaluate and display information on the air situation within its area of responsibility and provide early warning services in the area of surveillance of its radar". Although originally to be in operation 8 hours per day, from the outset it fulfilled its function around the clock despite the fact that it was manned by an establishment intended for 8 hours. Operational control was exercised by AOC Air Defence Command through the Sector Commander of 5th Air Division Control Centre, Vancouver. A title change on the fifth of July 1954 to R.C.A.F. Station Holberg, B.C. did not alter its role of 16 hours Early Warning and 8 hours of Ground Control Intercept.

01 August 1956

A change in the operational role to continuous Ground Control Intercept resulted in the Squadron being redesigned as the 53rd Aircraft Control and Warning Squadron. In this configuration it continued to assume a major role in the Air Defence System in Canada.

15 May 1960

With the North American Air Defence agreement between Canada and the United States of America, operational control for NORAD commitments was now exercised by the Commander 25th NORAD Region in McChord Washington. The squadron's role was to "provide control facilities for interceptor aircraft, collecting, evaluating and disseminating information on the air situation within its area of responsibility and provide flight following service on request, within unit capabilities".



409 AW(F) SQN REPLACES CF 100 WITH CF 101

10 June 1963

The advent of faster and longer ranged aircraft over the years spurred the need to change from Manual control to an automated operation. To meet this demand SAGE was born. Semi-Automatic Ground Environment operation required the unit to "collect, discriminate and transmit to a designated SAGE centre radar data appearing with the area of coverage." To provide the data required, preceeding years had seen the installation of then modern radar and computer equipment. The FPS - 3C Search Radar was replaced with the FPS - 20, the TPS 502 Heightfinder with the FPS 508 and the FST 2 computer installed. (Later replaced with the FYQ 47). Upgrading the Ground Air Transmit Receive (GATR) site with additional radio equipment capable of high power transmission provided the Air Ground Air communication for Sector control.

01 January 1964

With all SAGE equipment fully operational, the primary role of the unit was broadened to act as a NORAD Ground Intercept station by "assisting 25th in controlling weapons and performing limited identification" as well as providing data for the SAGE centre at 25th NRHQ. This basic role has effectively remained unchanged to the present day.

August 1967

Title changed to Canadian Forces Station Holberg.

01 May 1969

Various changes in the defence concept resulted in the Back Up Intercept Control (BUIC) system which culminated with BUIC III where, as alternates to 25th, Othello AFS or secondary Reno AFS would receive our data if the primary failed.

31 December 1973

The BUIC concept was phased out leaving Holberg as the first line back-up in our area of responsibility should there be a failure at 25th NORAD Region SAGE.

01 January 1979

CFS Holberg celebrates its 25th Anniversary. To commemorate this historic event, a silver jubilee publication was produced to collectively display historical data.

06 April 1980

The Station was tasked to provide secondary surveillance data to M.O.T. in Vancouver.

12 May 1981

UPA - 62C Update with the installation of two new indicators in DMCC. These indicators replaced ones that had been in service for almost thirty years resulting in an improvement for autonomous operations.

20 August 1981

Operational control switches from 25th McChord Air Force Base Tacoma Washington to 25th NORAD Malstrom, Great Falls Montanna as reconfiguration to Regional Operation Control Centre (ROCC) concept takes place.

10 June 1982

Major conversion of the Height finder from the FPS 507 to FPS-06X. This work was performed by on sight personnel as well as General Electric representatives.

18 June 1983

CFS Holberg provides radar data to the Canada West ROCC located in North Bay, Ontario.

01 January 1984

Thirty years have passed since the opening of the Station. The years have seen the passing of many personnel, military and civilian, who have provided the professional skills and personal dedication which has enabled the Unit to fill its assigned role.

Constantly on Vigil

IN RETROSPECT

15 Dec 53

Beautiful day, Accts Officer arrived - paid at 2000 hrs in canteen.

27 Jul 54

Heavy gale today, knocking clothes driers in PMQ area all over camp.

25 Dec 54

A snow plow operated by one of our CE section Airman, slipped off the road and plunged down the mountain side coming to rest against a tree stump. The driver unable to leave the cab at the time of the incident, was shaken and bruised. The vehicle itself sustained only minor damage to the left front mud gaurd.

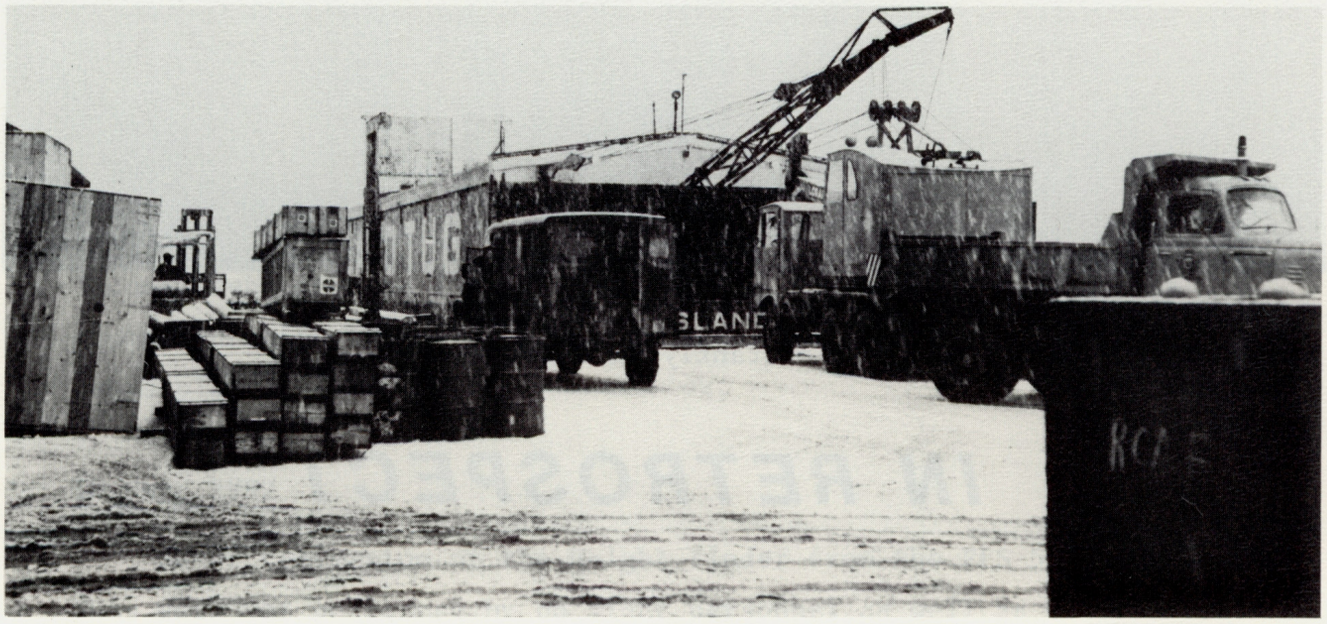
21 Dec 55

Holberg Inlet covered with four inch layer of ice, one foot of snow has fallen to date.

10 Feb 57

Gale force winds, coupled with a power failure resulted in the destruction of the radome. The power failure lasted only 26 minutes, but the unit was off the air until 5 Mar.

Before the road link with Port Hardy, barges provided transportation for supplies to Holberg.



COUGARS KILLING RCAF DOGS, CATS

- The Leader-Post, Regina, Sask., 3 May 57.

HOLBERG BC

The number of pets owned by married RCAF personnel at this Vancouver Island base has dropped off at an alarming rate during the last few months.

It's a problem, but not a mystery. The dogs and cats are being eaten by cougars.

Base officers say 17 dogs and cats have disappeared in six weeks and now there are only seven cats and five dogs left in camp.

Personnel often flew from Vancouver via Canso aircraft.

1 Jun - 30 Nov 1957

There have been, to date, several new construction projects which have added to the social and recreational picture at this unit, they are:

(a) Airmen's Wet Cantèen has been relocated in a LOX building

(b) Corporals Institute has been built and is to be officially opened on the sixth of December.

(c) Two Bowling Alleys have been under construction, should be in use early in December.

When RCAF Station Tofino closed down on 30 Sep this unit assumed responsibility for their subsector and with it their share of the intercept load. This resulted in 463 intercepts for the month of Oct. The pace slowed in Nov to 248 due to poor weather and aircraft unserviceabilities.

1 Dec 57 to 31 Mar 58

Two main problems still effect the operational effeciency of the unit. One is the difficulties still being encountered with the VHF reception. Much work has been carried out to remedy this problem but radio reception is still unsatisfactory. The second is the personnel shortage which is becoming even more critical with the increased work load. There is no simple remedy to this problem until additional accommodation is made available.

Oct 58

Construction has been let to A & B Construction Ltd. of Nanaimo BC for construction of a new PMQ site. This is situated at the north end of the present domestic site. This contract is supervised by Defence Construction (1951) Limited. The value of the project is approximately $2,000,000.00 and it consists of 7 apartment blocks designated to house 67 families, plus a school accommodating approximately 150 students. Work started on 1 Oct and is 3% completed. Target date is Jun 60.

Jun 59

Station Hospital The station hospital continues to be a section of prime importance due to the lack of urban medical facilities. It provides medical care for not only RCAF personnel and dependants but also the residents of the local area. A total of 61 patients were admitted during the past six month period over and above those attending the regular sick parades; there were 5 births recorded and 4 emergency flights out of this unit to Vancouver for cases that required obstetrical or surgical care.

With the strength of the station and the residents in the surrounding area on the increase, facilities are not adequate to cope with the additional work load.

1959, first helicopter to land at Holberg

Sep 59

The new rigid radome has been completed and following considerable caulking and painting, is proving reasonably satisfactory. It is felt that with the addition of air circulating equipment, the high humidity encountered at present will be eliminated.

Sep 59

Dependants' School - Due to the limited school facilities, it is necessary to have an arrangement with the school at Holberg village to accommodate all dependants of school age. Two four-bedroom PMQs are still being used as classrooms for personnel dependants at this station.

Preparation for Annual Christmas Dinner.

Nov 59

In addition to the decking of a float, 4 docks have been constructed jointly with the Rayonier Logging Company and boom logs have been placed for breakwater purposes. This, in conjunction with the new unloading docks previously constructed, has developed this area into a well protected and very adequate marine installation.

Dec 59

The Officers' Mess, Sergeants' Mess are at present being enlarged and nearing completion.

Dec 59

The food services seciton has served 45,000 meals and catered 135 parties during the last six months. (That works out to 5.2 parties per week).

May 60

Station Hospital. There were seven babies born at the hospital with boys outnumbering girls four to three.
Three air evacuations were carried out by RCAF Search and Rescue, Sea Island, B.C.

Sep 60

Radar. Construction of a SAGE annex progressed favourably. The advance survey team from Burroughs Ltd. arrived in Nov for preliminary talks re: the installation of the SAGE equipment.

The Radome on #1 height finder was installed in Nov, though extremely high winds damaged the Radome during construction. Construction of the second Radome was delayed until more favourable weather conditions were present.

Jan 61

Radar. The installation of FPS508 (FPS20A) by Northern Electric Co. was finalized 18 Jan.

Two Radomes for the height finders arrived for #2 and #3 towers. The height finding radars will be installed in the near future.

Aug 61

The GATR building is 99% completed. The bridge footings are poured and 60% of the project is finished. The poles for the antenna farm have arrived and erection is expected to commence in early January.

To negotiate the switch backs, trucks were required at both ends of 125' poles for GATR.

Sep 62

On 29 and 30 Sep, an unusually heavy rain fall occurred. The Goodspeed River rose to a height of 9 feet above normal giving a total depth of 10 ft 9 inches at the Goodspeed Bridge. This caused approximately 250 to 300 feet of access road between bridge 1 and 2 to washout. The washout required approximately 3500 yards of fill. Necessary work was conducted by the CE and Transport sections.

Jul 62

Opening of Hudson's Bay Store. Saturday 7 Jul marked the official opening of the newly established Hudson's Bay Store at Station Holberg. Several 'Bay' officials were on hand for the occasion of the opening of the 252nd Hudson's Bay Store in Canada. The ceremonial ribbon was cut and business commenced at 0900 hrs.

Jan 63

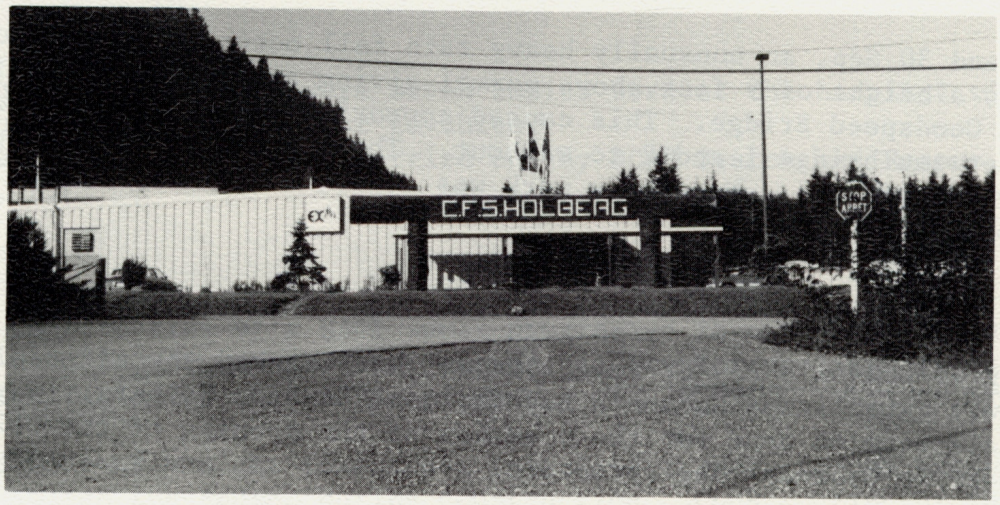
The civilian aircraft CF-HJK Alert Bay crashed near Holberg Dock. Casualties were picked up by MV 'Avocet'. Sgt WL McCallum, on attached duty from Stn Cold Lake, was Coxswain of the 'Avocet'.

Apr 63

Radio Station. After receiving approval from the BBG, radio station CFHG operating on a frequency of 1490 kilocycles was formally opened by W/C RL Fullerton on 16 Apr. Station personnel organize and run all programming and operation. CFHG broadcasts a total of 28 hours each week. Music, news, CBC taped programs, and special features of local interest make up the majority of CFHG's programming.

2 May 63

During this winter and spring period, the receation centre conducted a varied program of athletic and social activities. Service and civilian personnel were able to participate in activities according to their own interests. At the end of May the destroyer escort, HMCS 'Saguenay', visited Holberg. The recreation staff organized a sport competition between Air Force and Navy personnel.

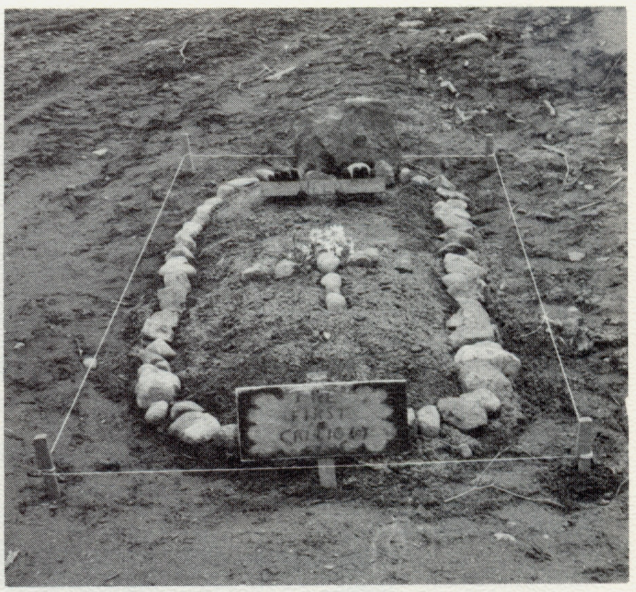


1972

A new Canex Building was erected adjacent to the San Josef School. It is much larger and more modern than the Hudson's Bay Store. It houses a large Retail, Produce and Butcher Shop. With the increased warehousing space, product lines are greater.

7-11 Jan 74

DMCC moved to SAGE Annex with the FYQ 47 for easier maintenance and operations and radar equipment was consolidated on the third floor of the main tower.



The Troop did not take criticism of their construction efforts lightly. ('The first critic' R.I.P.)

1-24 Jan 75

Hurricane force winds on 31 Dec 74 lifted one half of GATR (Bldg 78) roof, blowing it over the side of a mountain and breaking two guy-wires on nearby antenna poles.

Jun 75

A project to replace three diesel generators in the Station Power Plant commenced. Replacements were Blackstone diesel generatore from CFS Moosonee which upgraded the plants generating capacity by 1200 to 1500 KW.

Jul 75

Work started on new guardhouse with electronicly operated gates on the Ops Site road. Project resulted from crossing of DND road by a logging road.

14-16 Nov 75

Nimpkish II assisted in returning 397 civilians to Port Alice. Town of Port Alice was evacuated after mudslide engulfed portion of town during storm.

1979

A new auxiliary power unit was installed at the Station Hospital and the Pathology Lab extended to provide a larger more practicl work area.

NIMPKISH II

1980

Construction Engineering contracted to have PMQ's repaired, including re-roofing the apartments, replacement of hot water lines in 17 units and installation of aluminum siding to 16 PMQ's.

1981

Cable TV service was provided to Station personnel by means of a series of satelite dishes located at Holberg. Most Station residents took advantage of this opportunity to receive additional TV coverage.

Nov 81

Terrific amount of rainfall caused road to Port Hardy to wash out and remain closed through the night and next day while government crews made necessary repairs. It all happened so suddenly that several residents of Holberg and CFS Holberg shopping in town that day were forced to remain in Port Hardy.

1982

Renovations were carried out to improve the appearance of the Combined Mess dining area. This project was completed as a joint effort by CE as well as considerable self help by the kitchen staff.

Sep 83

Acquisition of three Crummie 4x4 passenger vehciles enabled the Transportation Section to rid itself of the always unserviceable 28 passenger Thomas buses.

Oct-Nov 83

Station personnel ready themselves for their Operational Evaluation by conducting copious simulated exercises involving Ops, BDF, Command Post, EDP, DRP, and NBCW. The hard work and professionalism exhibited by all Station personnel resulted in a sucessful conclusion. 'We passed.'

Base Defence Force awaiting instruction from their Commander

Nov 83

I CER from Chilliwack conducted a major road upgrading project that involved our Road and Grounds Crew as well as SPV Section equipment and operators. The project was carried out during adverse weather conditions but has proven to be satisfactory as the base road is stable and only requires additional gravel finishing.

Cpl Doug Sheridan mans a guardpost at the Ops Site during Op Eval '83

8 Dec 83

CFS Holberg was honoured by the visit of Lieutenant General P.D. Manson, Commander Air Command. Having toured the Station and facilities, a Mess Dinner was held at the WO and Sgts Mess. Shown below, from left to right are Fighter Group CWO Davis, Command CWO Delaney, LGen Manson, and Station CWO Baker.

01 Jan 84

CFS Holberg prepares to celebrate its 30th Anniversary. In addition to the publication of this yearbook, special activities are planned for Armed Forces Day in June.

2 April 84

A parade was held on the Station to unfurl the new Air Command flag. For the first time since Air Command became the successor to the Royal Canadian Air Force, Canada's current-day air force has a flag of its own waving at bases and stations across the country and abroad. Following blessing by Padres Johnstone and Vayalil, our flag was raised, accompanied by a simultaneous fly-past of aircraft from 409 Sqn, CFB Comox.

15 April 1984

The Chief of Defence Staff, General G. Theriault, visited CFS Holberg accompanied by his wife and the Canadian Forces Chief Warrant Officer F.G. Mc Kee. Having inspected the Guard of Honour, the CDS breakfasted in the Officers Mess. This was followed by a tour of the Station and Operations Site. Mrs. Theriault, accompanied by Mrs. Sword, reviewed films and a display of the history of the local area in the school library. Following lunch at the WO and Sgts Mess, the officials departed by heliocopter.

General Theriault is shown reviewing the CFS Holberg Quarter Guard. Accompanied by Sgt Carroll, the CDS speakes to MCpl Peterson.

07 May 84

Capt Dave Jackson hand-carries the 30th Anniversary manuscript to the publisher in Altona, Manitoba. AMEN!!!

RCAF 60th ANNIVERSARY

1924-1984

The RCAF officially came into being April 1, 1924, sixty years ago, as a permanent service. Between the World Wars the role of the Air Force was basically non-military, but with the deteriorating political situation in Europe, the Minister of National Defence expanded the Force to eleven permanent and twelve auxiliary squadrons. In addition to a massive Commonwealth air crew training program, Canada's overall contribution to the air war peaked at two hundred and fifty thousand men and women with eighty-eight operational squadrons in action at home and overseas.

Following a heavy cut-back of bases and personnel at the end of the Second World War, the RCAF again steered along a path of gradual expansoin due to Canadian commitments to NATO, the UN and NORAD.

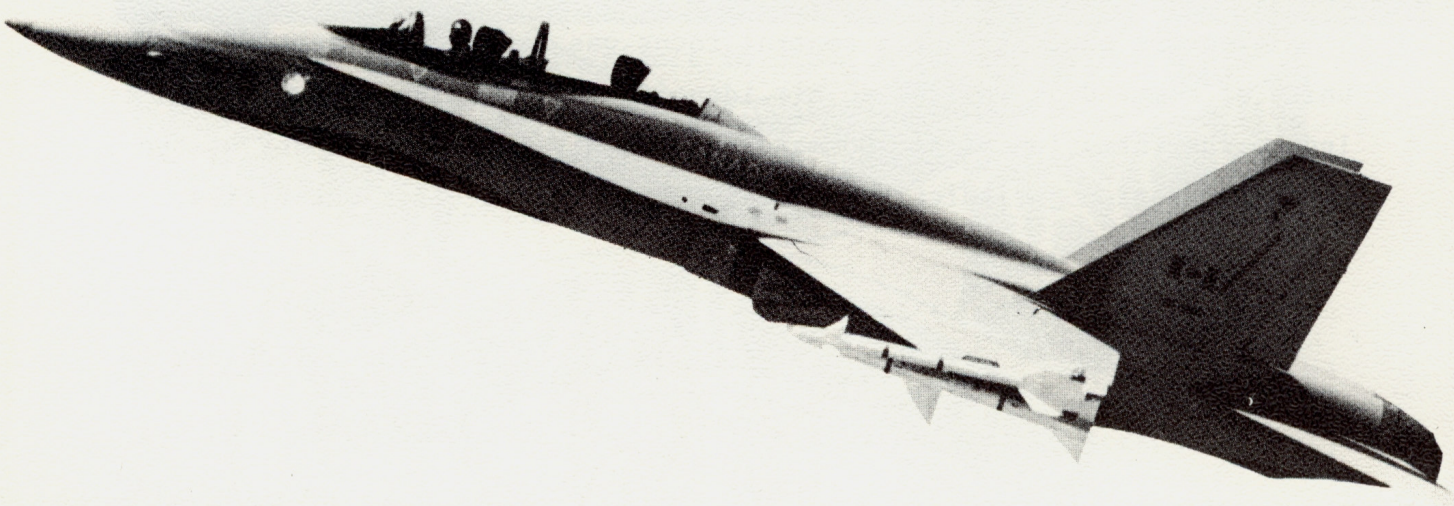
In February, 1968, the forty-five thousand officers, men and women of the RCAF including nineteen types of aircraft and support materiel, were incorporated into the single Canadian Armed Forces. This transformation initially fragmented the Air Force as it was then known.

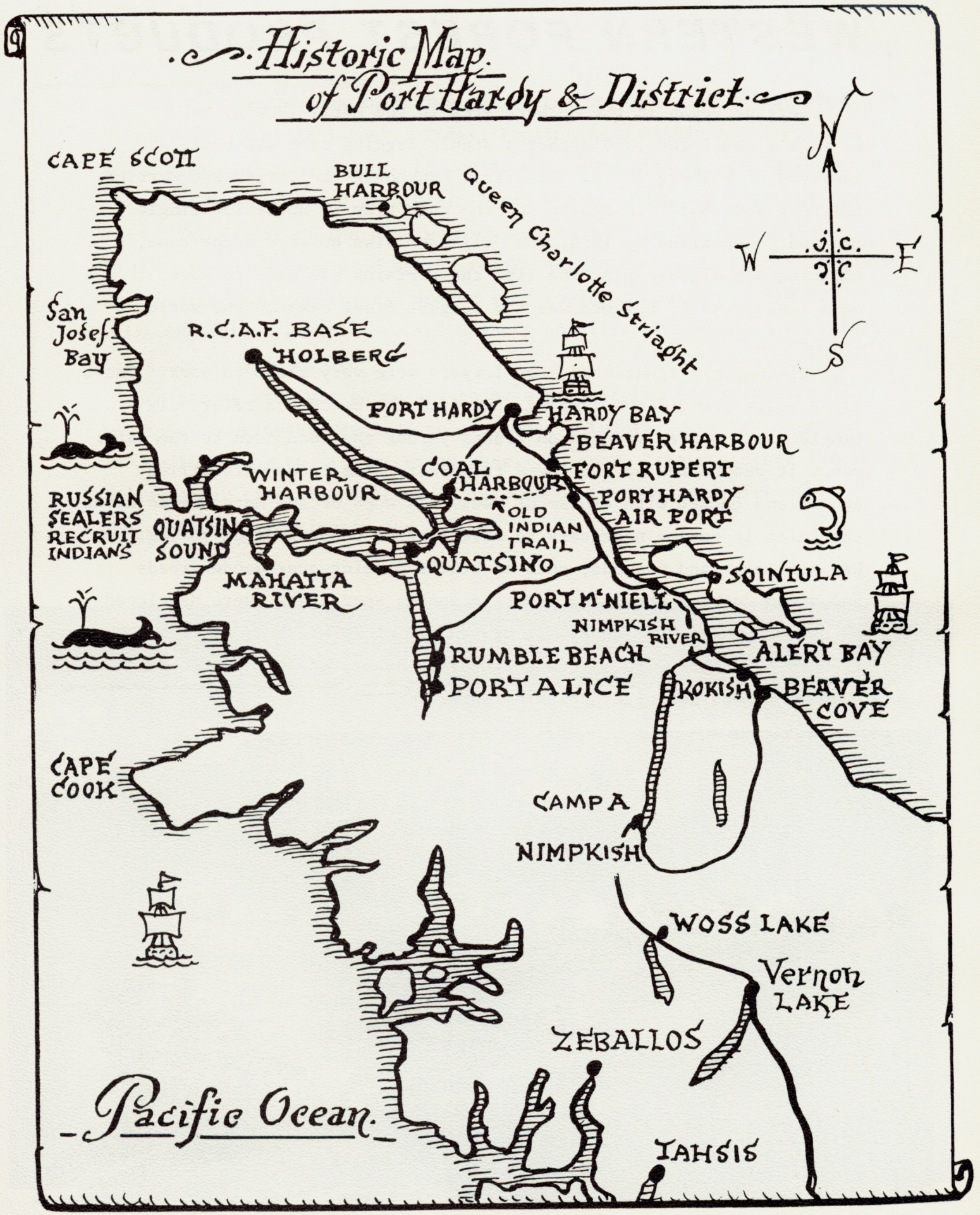
It became obvious that a central focus was required to restore unity of command as well as an Air identity for Canadian airmen. This led to the formation of Air Command in 1975 giving the commander of the new organization jurisdiction for all Canadian Forces air activities.

75 YEARS of CANADIAN FLIGHT

1909 - 1984

Canadian Aviation is depicted in a stylized logo symbolizing two significant milistones in the evolution of flight in Canada. Forming the backdrop to recognize the 60th anniversary of the Royal Canadian Air Force, is Air Commands latest fighter-interceptor the CF-18, dubbed the 'flying computer.' Centered on the maple leaf is the formed Silver Dart aircraft, signifying the 75th anniversary of the first powered flight in the British Commonwealth, February 23, 1909, at Baddeck, Nova Scotia. Air Command plans coast-to-coast celebrations until next November, culminating in a Canada Post issue of an RCAF commemoratice stamp.

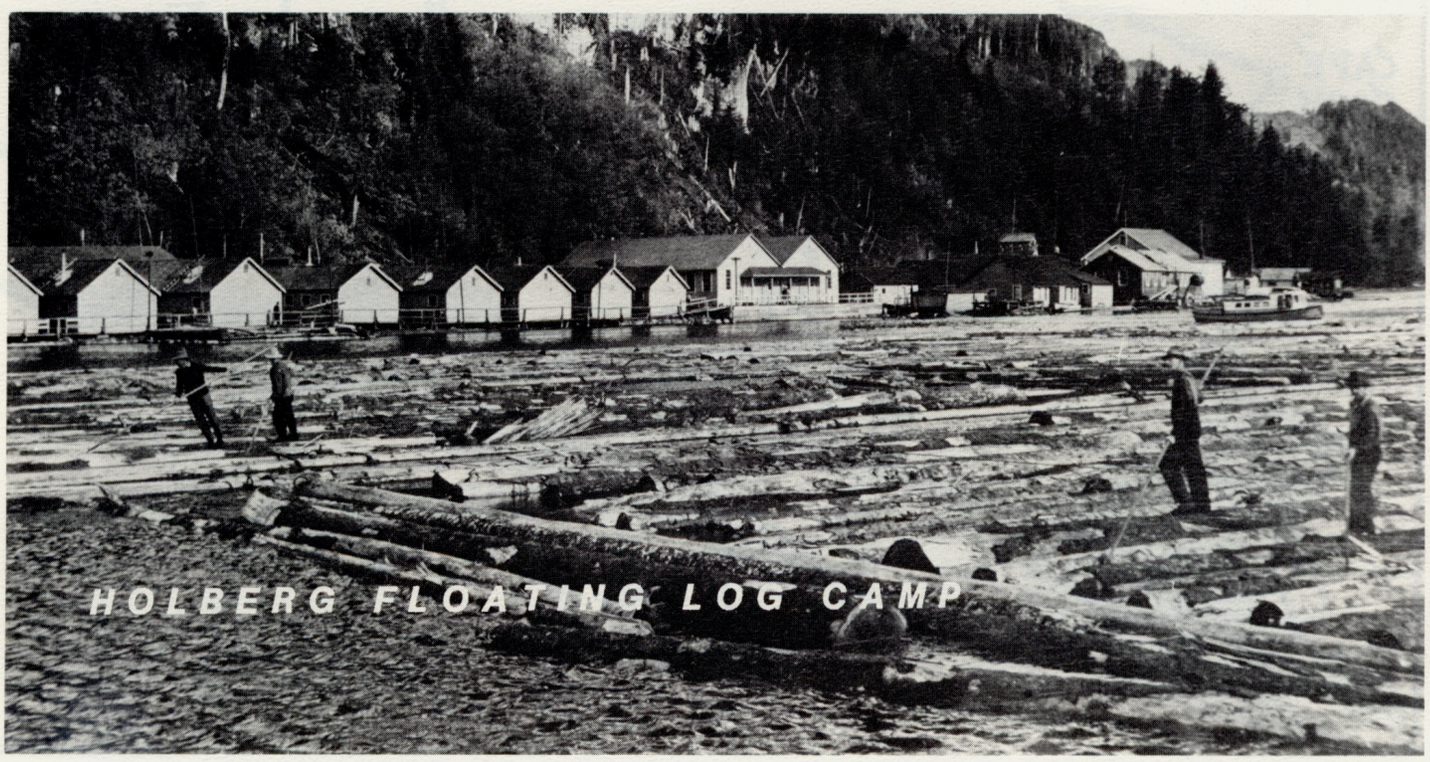



Historic Map
of Port Hardy & District
N
W
E
S
CAPE SCOTT
BULL HARBOUR
Queen Charlotte Striaght
San Josef Bay
R.C.A.F. BASE HOLBERG
PORT HARDY
HARDY BAY
BEAVER HARBOUR
PORT RUPERT
COAL HARBOUR
WINTER HARBOUR
RUSSIAN SEALERS RECRUIT INDIANS
QUATSINO SOUND
OLD INDIAN TRAIL
PORT HARDY AIR PORT
QUATSINO
SOINTULA
MAHATTA RIVER
PORT M'NIELL
NIMPKISH RIVER
RUMBLE BEACH
ALERT BAY
PORT ALICE
KOKISH
BEAVER COVE
CAPE COOK
CAMP A
NIMPKISH
WOSS LAKE
Vernon LAKE
ZEBALLOS
Pacific Ocean
TAHSIS

WESTERN FOREST PRODUCTS

Logging began in the Holberg area in the early 1900's, but it wasn't until the 1940's that a stable logging camp was based at the head of Holberg Inlet. The first bunkhouse facilities and married quarters were built on floats and the camp grew to house 150 single men and 20 families by 1958. The "village" also boasted a one-room, floating schoolhouse. At the time the decision was made to move onto land in 1958, Holberg was the largest float camp in the world.

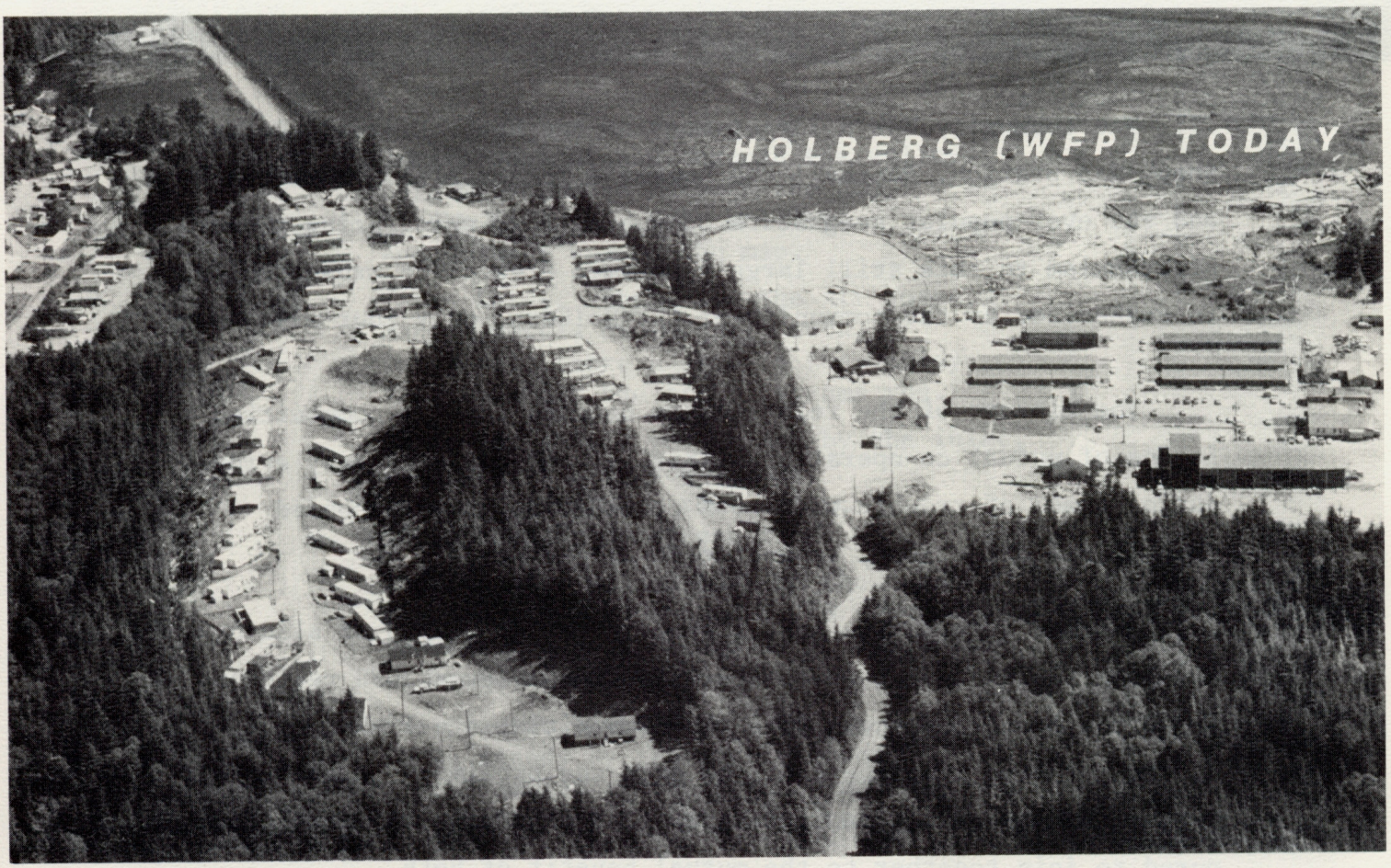
Living on a float camp, the loggers were very close to work. Those first years saw all the logging done from the beach. A relatively simple winch system mounted on floats yarded the wood down to the water where it was boomed up and towed to market. The trees were felled by axe and bucked with cross-cut saws. As wood became more scarce along the inlet it became necessary to move farther onto the land to log. New equipment and methods, such as trucks hauling over wooden roads and steam donkeys providing power to wooden spar trees, were developed to harvest the forest crop. It was an era of 10 hours a day of extremely hard work with little social life other than the odd poker game or a Saturday night drinking spree.



HOLBERG FLOATING LOG CAMP

With the 60's came an influx of powered machinery to relieve some of the hard physical labour. Today, logging is a highly sophisticated trade with equipment capable of moving more wood than Holberg's ancestors would have believed possible. These changes have their price, however. The faller of the past worked with an axe and saw worth about $5.00. The power saw used by the modern day faller costs nearly $1000.00. The yarding winch on the old wooden spar could be bought for $1000.00 while the latest addition to the Holberg compliment of yarding equipment costs almost $500,000.00 !

A strong back was necessary to be a part of the industry of old but today logging has evolved to a science with new ideas to be tested and evaluated by the logger every year. However, like any other industry, in any other time, the success or failure of the business lies with the personnel carrying on the job.



The importance of having a good home environment for these workers has led to many changes since Holberg was a float camp. Today the camp has expanded to house approximately 600 inhabitants most of whom still work in the logging industry.

The community has a largegymnasium-Rec Hall, Library, Coffee Shop, Gas Station, Baseball and Logger's Sports Field, Commissary, and the ever-popular neighbourhood pub, all of which bring a touch of urbanism to this still largely untamed area. The urban feeling is emphasized by the community of CFS Holberg, only four miles away.

The history of the relationship between the two communities is one of mutual co-operation. This is, and has been very evident during times of trouble when both communities have responded quickly and effectively to meet each others needs.

Whether it's musing over a brew in the local pub or sliding and sweeping along the ice at the curling rink, WFP and CFS residents are often found together. The two communities are linked by virtue of the relative remoteness of the area and proximity to each other. Rather than promoting an isolationist attitude the two have endeavoured to join together to the mutual benefit of both.

Trails were blazed through the valleys;
Logs were hauled through the gap
Alaska Pine had their holdings
And Holberg was on the map.

Years Later, along came the Air Force,
Making wheels of industry turn.
They built there a site in the valley
Near by where the trout streams run.

So, today should you chance by the inlet,
A garden of Eden you'll see;
A domestic site in the valley,
Surrounded by evergreen tree.

The frontier pushed back to the ocean;
The mountains that hold it in sway,
There's the happy laughter of children
At home, at school and at play.

The Creator looks down from His Heaven
As He stands by the pearly gates,
And He smiles at the transformation,
The outline of Holberg Straits.

John George Wilson.

HISTORY OF WINTER HARBOUR

In 1890, the first settler arrived in Forward Inlet. The name changed to Leason Harbour when that settler, Mr. Leason, built his farm between Moore's Logging Camp and the village of Winter Harbour. By 1907, Mr. Leason was operating a very successful clam and salmon canning operation. By 1914, the Leason family had moved to Quatsino and their farm and cannery had started to succumb to the ravages of nature. Only a few old bricks remain at the site.

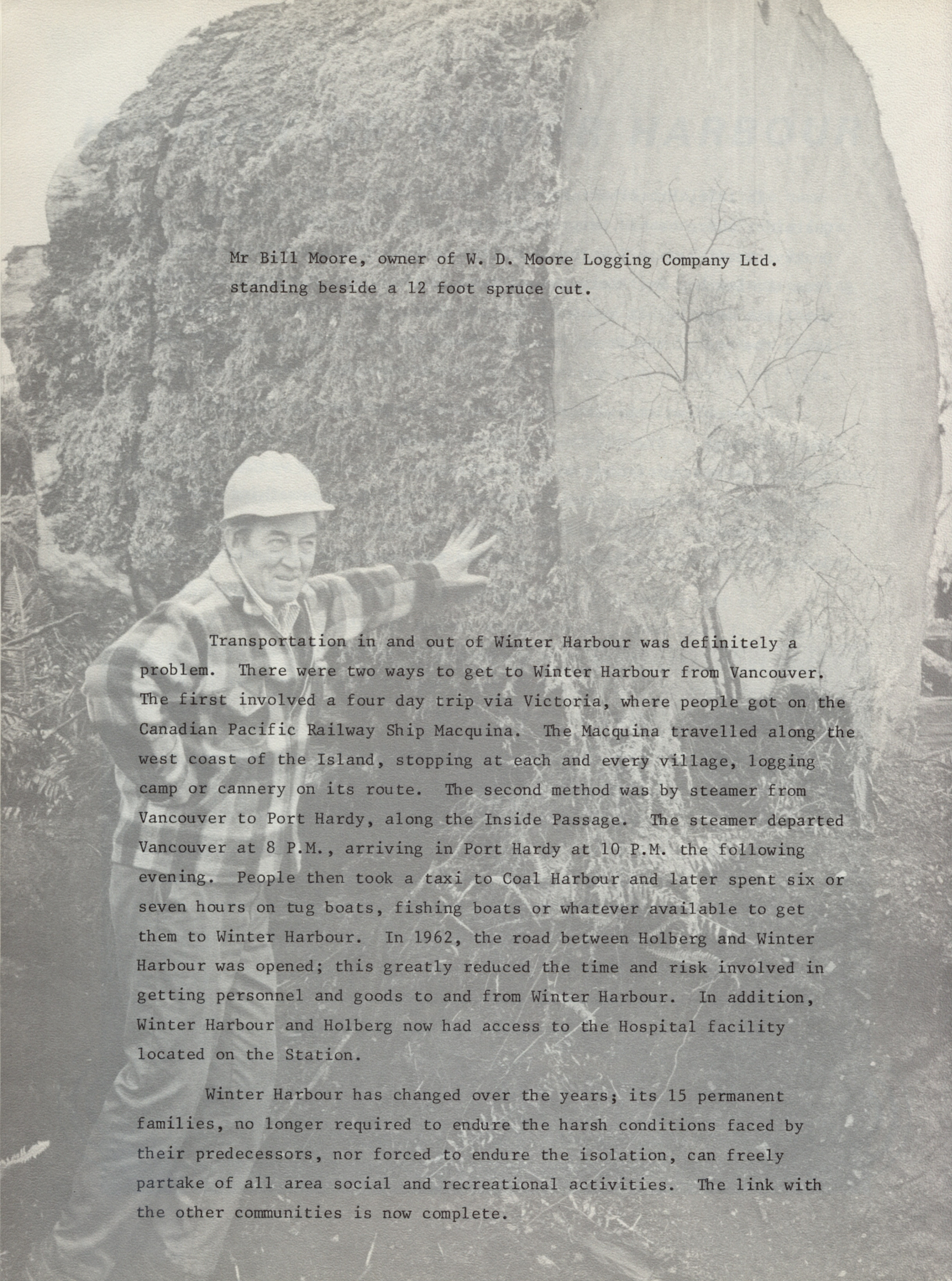
In the mid 1930's, the first three homes were built by the North, Meyers and Botel families. In June of 1931, Mrs. Lucy Botel who was born and raised in Sea Otter Cove and who had later moved to Quatsino, moved to Winter Harbour and operated the first Post Office. Mrs. Botel still operates the now land-based Post Office. During that same period, the Prince Rupert Fishermen's Co-Operative established a store in Winter Harbour and the boardwalk was gradually built.

In 1936, Mr. Albert Moore moved his logging operation from Quatsino, where he had been logging since 1928, to Winter Harbour. Steam Donkeys were used to log the shoreline back to three quarters of a mile from the beach. Mr. Moore passed away in 1943, and the logging operation was taken over by his son William. In 1947, the arrival of diesel engines meant the end of the Steam Donkey. Remnants of old Steam Donkeys are still to be found in a variety of places around the inlet.

Communications with anyone outside Winter Harbour involved relaying a message to the lighthouse keeper on Kain's Island, who in turn passed the message on his wireless teletype. In rough weather, the only way to get a message to the Island was to tie it to something heavy and, standing on the deck of a bouncing boat, throw it to the lighthouse keeper. By 1939, radio telephones had made communication much simpler.

In the early 1940's, salmon was very plentiful and many boats fished all year long. It was quite common for these 30 foot fishing boats to be near sinking with the amount of salmon they carried. Since that time, the trollers, seiners and draggers have become larger and more efficient, leading to drastic changes in the catches available in the area.

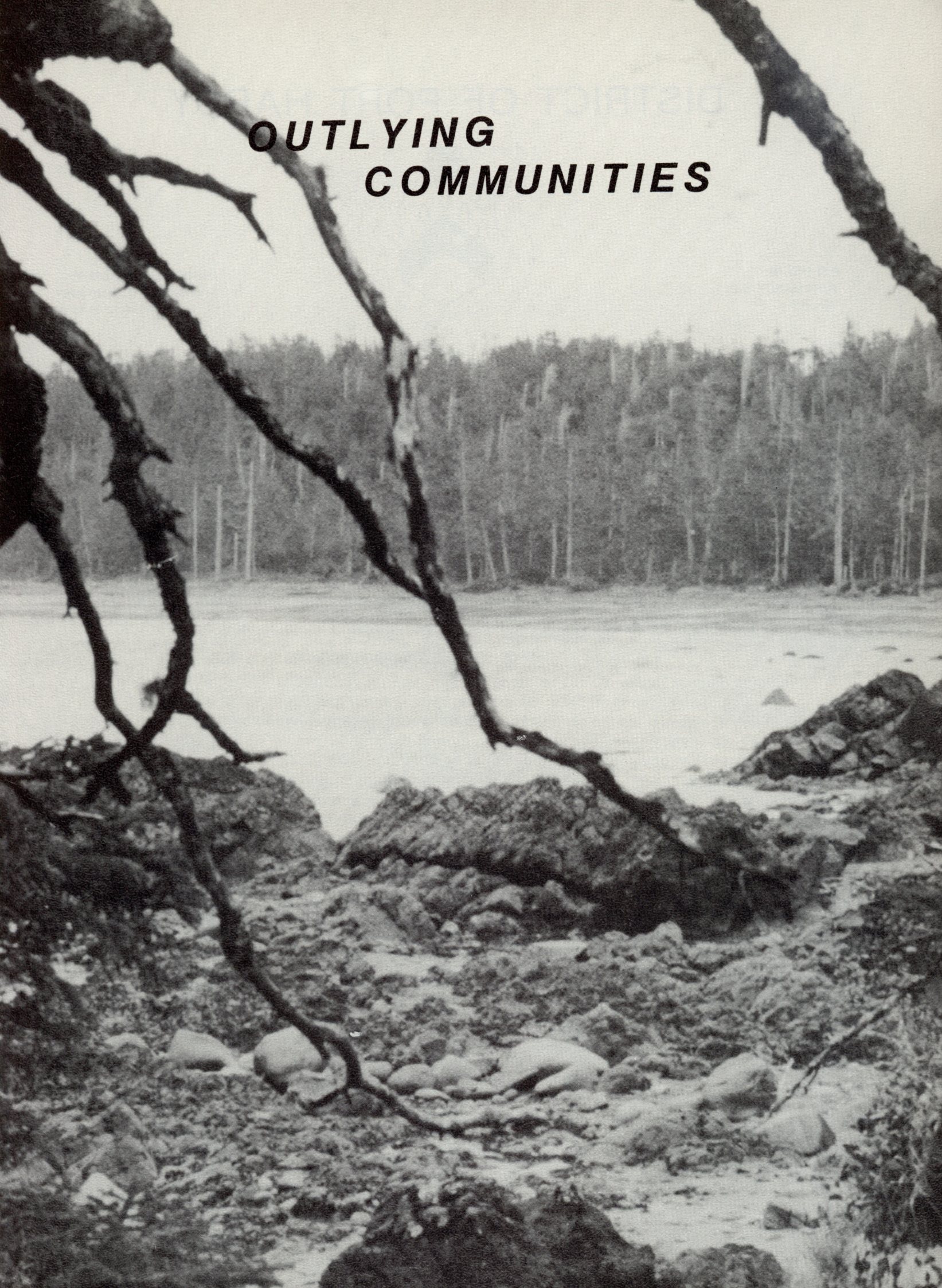
In 1949, British Columbia Packers sent a new employee to Winter Harbour, Mr. Lou Agostini. After spending ten years in the fishing industry, Lou decided that he needed another job to fill his idle time. In 1959, his first store appeared and in 1978, the barge store was replaced by the new General Store and British Columbia Liquor Control Board outlet. The British Columbia Packers fish-buying operation currently handles nearly one million pounds of fish annually. All this fish is transported overland to processing plants.



Mr Bill Moore, owner of W. D. Moore Logging Company Ltd. standing beside a 12 foot spruce cut.

Transportation in and out of Winter Harbour was definitely a problem. There were two ways to get to Winter Harbour from Vancouver. The first involved a four day trip via Victoria, where people got on the Canadian Pacific Railway Ship Macquina. The Macquina travelled along the west coast of the Island, stopping at each and every village, logging camp or cannery on its route. The second method was by steamer from Vancouver to Port Hardy, along the Inside Passage. The steamer departed Vancouver at 8 P.M., arriving in Port Hardy at 10 P.M. the following evening. People then took a taxi to Coal Harbour and later spent six or seven hours on tug boats, fishing boats or whatever available to get them to Winter Harbour. In 1962, the road between Holberg and Winter Harbour was opened; this greatly reduced the time and risk involved in getting personnel and goods to and from Winter Harbour. In addition, Winter Harbour and Holberg now had access to the Hospital facility located on the Station.

Winter Harbour has changed over the years; its 15 permanent families, no longer required to endure the harsh conditions faced by their predecessors, nor forced to endure the isolation, can freely partake of all area social and recreational activities. The link with the other communities is now complete.


OUTLYING
COMMUNITIES

DISTRICT OF PORT HARDY

P.O. BOX 68
PORT HARDY, B.C.
V0N 2P0

MUNICIPAL HALL 949-6665
SWIMMING POOL 949-6686
ARENA 949-8410

May 2, 1984

C.F.S. Holberg
San Josef, B.C.
VON 2XO

Dear Major Sword:

The 30th Anniversary of Canadian Forces Station Holberg is an event of real significance to Northern Vancouver Island. Compared to other regions of the Province, our region is relatively young and the 30th Anniversary of C.F.S. Holberg signifies that Northern Vancouver Island, is maturing as a separate economic region. C.F.S. Holberg has been a leader in developing the Northern Vancouver Island entity.

The Municipality of Port Hardy depends a great deal upon other communities for its prosperity and livelihood. The presence of the military station has to no small degree, influenced the pattern of development in Port Hardy. That development has allowed Port Hardy to evolve as the regional shopping and service centre for Northern Vancouver Island. This community of 5,300 truly recognizes the significance of C.F.S. Holberg to the region and we are proud of the fact that a neighbouring community is celebrating it's 30th Anniversary. The Military and civilian personnel of the Station have added to the success of many North Island events. The famous Klondike Days seem to capture the spirit and colour of the North Island. It is that spirit and colour that has allowed our region to express its uniqueness and variety. C.F.S. Holberg has been fostering those qualities for thirty years and speaking for Port Hardy I thank you.

The continued liaison between C.F.S. Holberg and Port Hardy is a relationship that is highly valued. It is my wish that the two communities continue to increase the rapport that been on-going for thirty years.

Yours truly,

John Davis

John Davis
Mayor

JDD:ef

"The Service Centre of the North Island and the Central Coast"

TELEPHONE 956-3111
1775 GRENVILLE PLACE

FILE:

BOX 728
PORT McNEILL, B.C.
VON 2RO

TOWN OF PORT McNEILL

May 1, 1984

As Mayor of Port McNeill, I am pleased at the opportunity, on behalf of all our citizens, to extend congratulations on the celebration of the 30th Anniversary of Canadian Forces Station, San Josef. This year marks a historic occasion for all those people who have served our Country as residents of San Josef, and we are delighted that they have chosen to mark the occasion by compiling this Anniversary Book.

On the page opposite, there is an aerial picture of Port McNeill, which gives a bird's eye view of our Town. We hope that all readers of this book will come and visit us whenever they have the opportunity so that they can sample the hospitality of Canada's Constitution Town. We are very proud of the fact that we became the First Town in Canada incorporated under the new Constitution on 17th April '82 Our Letters Patent came into effect at the moment Her Majesty Queen Elizabeth the Second, signed the Canadian Constitution in Ottawa.

Again, congratulations and best wishes,

Gerry Furney

Gerry Furney
Mayor

VILLAGE OF PORT ALICE

INCORPORATED A.D. 1965

POST OFFICE BOX 130 • PORT ALICE, B.C.
VON 2NO

7th May, 1984

The Commanding Officer,
Canadian Forces Station
Holberg,
San Josef, B.C.
VON 2XO

Dear Sir,

On behalf of the Village of Port Alice I would like to extend our sincere best wishes to Canadian Forces Station Holberg on their **THIRTIETH ANNIVERSARY.**

Port Alice is located on the east side of Neroutsos Inlet and became British Columbia's first instant municipality on June 11, 1965. It is home to Western Pulp Limited's sulphite pulp mill and a Western Forest Products Logging Operation.

As a note of nostalgia Holberg used to bring their laundry by boat to Port Alice during the sixties and seventies.

We thank you Holberg for your participation and commitment to the North Island during the past thirty years and we look forward to your involvement in community and social events in the future.

Best Wishes,

Peter Sansburn

Peter Sansburn
Mayor

GROUND ENVIRONMENT BRANCH

CFS Holberg, known now as Romeo-35 (formerly Charlie-18 and 53 Radar Sqn), is a member of the North American Defence Command (NORAD). Its' role within NORAD, is to give timely and accurate warning of missile, space or bomber attack; provide a capability for limited defence against bomber attack; and to maintain the peace time sovereignty of the U.S.A. and Canadian airspace.

Operationally, CFS Holberg functions as a Long Range Radar (LRR) for the Canada West Region Operational Control Centre (ROCC) situated in North Bay, Ontario and is the most westerly of Canada's 24 LRR sites. The site operates continuously, 24 hours a day, 365 days a year.

The Ground Environment Branch is comprised of three functional entities; Operations, Maintenance and Training. DMCC is Operations, Radar (Search), Radar (Height), CD/AIMS and GATR comprise the Maintenance; and SSTO covers military training. Each has its own specific job to do while at the same time functioning as a cohesive unit with the other working areas within the Branch. A brief description of each sections area of responsibility follows:

- the FPS-508B Search Radar provides the range and azimuth of all aircraft within its' area of coverage. Part of this system is the UPX-14/21 IFF which provides aircraft identification.
- the FPS -06X Height Finder Radar provides the altitude information on aircraft.
- the FYQ-47/GPA-124 CD/AIMS section receives the radar analog video from Search, Height and IFF, and processes it into digital information for transmission to Canada West ROCC.
- the GATR section maintains the voice and data link communications for command and control of the interceptor aircraft.
- the Data Maintenance Control Centre (DMCC) section ensures that the proper radar information is passed on to Canada West ROCC as well as monitoring a myriad of communications equipment. They are also responsible for, during NORAD or Region Flying Exercises, increased equipment monitoring, Electronic Counter Measures (ECM), and the capability for LRR autonomous operation; and
- the System Standards and Training section (SSTO) maintains/controls all the paperwork of the Ground Environment Branch. They control station course loading (military or civilian), publications, station telephone records, implementation of On Job Training (OJT) programs, liaison with FGHQ/NRHQ on ESR/EMMIS functions and the important PACE flight monitoring and system performance checks.

NOTEWORTHY EVENTS

In recent years, there have been a few noteworthy events within the Ground Environment Branch.

- Sgt FB Summerville received a Suggestion Award for a modification to the FYM-27 card tester.
- Sgt FK Anderson was i/c of Summer Canada in 1982 and 1983;
- GATR reduced operational channels from 24 to 16 in June 1983 and also remodelled (self-help) their kitchen/lounge area in Spring 1983.
- M/Cpls MD West and Al Hyde each received, in June 1983, the Commanding Officer's Outstanding Performance Award for their work in their sections.
- Cpls JS Jantz and JR Twin received accelerated promotions to the rank of Corporal in 1983.

- in June 1982, the old FPS-507A Height Finder Radar was converted to the FPS-06X by a major modification. Also, the transistorized auto-zero motors were installed in March 1984.
- at the 1983 Communications & Electronic Technical Bonspiel, the team of MCpl TE Voight, Sgt LC Pinder, Sgt RB McAskill and Pte M Leroux, won the "B" Division Championship;
- in the Summer of 1983, a new roof was installed on the Search Tower; and
- the Technical Evaluation, January 1984, was efficiently handled by all the Branch personnel.

Techs employed in the CGEO Branch undergo extensive theoretical training in electronics at CFB Kingston, Ontario. The equipment they are responsible for maintaining ranges from state of the art technology to vacuum tubes dating back to World War II.

These highly skilled technicians are experts in their field. Equipment malfunctions are frequent but because of their resourcefulness and professionalism the radar continues to function.

Radar Technicians, Radio Technicians and Air Defence Technicians entire careers could be spent on various Long Range Radar Stations located in obscure areas throughout our nation. This well known fact speaks very highly of their dedication and professionalism.

Back Row: Sgt Bernie MacInnis, MCpl Gary Lord and MCpl Serge Beauchemin
Front Row: WO Ron Piper of the DMCC Section

CIVILIAN PERSONNEL OFFICE

The Civilian Personnel Office is located in Headquarters and operates with a staff of two: Mrs Audrey Evans, the CPO and Mrs Lena West, Pay and Benefits Clerk.

The civilian component of the workforce at CFS Holberg consists of fifty-eight established positions, augmented by causual employees who are required for peak periods and special projects. The majority of civilian positions are in the Operational Category and include skilled tradesmen, trades helpers and labourers, cleaners and kitchen helpers. In the Administrative Support category there are positions for clerks and a typist.

As in other locations across Canada referrals for employment are received from Employment and Immigration Canada located in Port Hardy. It is interesting to note that at one time employees for CFS Holberg were hired through the Manpower Centre in Vancouver and were flown, or sailed, into the Station. Later staffing became somewhat more convenient when a Canada Employment Centre opened in Courtenay. It was not until 1970 that a Canada Employment Centre was established on the North Island.

HOLY FAMILY PARISH

Holy Family Parish has been established to sustain, strengthen and spiritually motivate the families on this Station. The history of CFS Holberg itself has been enriched by the dedicated service and community spirit demonstrated by all the Roman Catholic priests posted to Holy Family Parish, CFS Holberg, - a tradition I am sure will continue for many, many years to come. The 30th Anniversary is a time for celebration, a time for thanksgiving and especially a time for remembering.

Holy Family Chapel looks after the spiritual needs not only of the Station but also of the community of Holberg and Winter Harbour as this is the only Catholic church in the area. It is with great joy and satisfaction that our church is growing not only in strength but in fervour and vitality. May it sustain and uphold the spiritual, moral, and religious tone of the Station, and may it supply the much needed religious presence both in terms of ministry and service. 'Man does not live by bread alone.'

Joseph Ernest Vayalil
Chaplain (RC)

CHAPEL OF THE GOOD SHEPERD

Faithful service and witness to Christ has been offered by the members of the 'Protestant Chapel' during the entire history of CFS Holberg. Officially named 'The Chapel of the Good Shepherd' in 1983, the people of CFS Holberg have been afforded by the Chapel the opportunity for regular worship, Sunday School, Ladies' Chapel Guild, Christian studies and warm fellowship.

The successive generations of chaplains serving in CFS Holberg have strived to provide our community with the knowledge of God's presence and love through visits, counselling, and spiritual leadership. Most importantly, the entire Chapel family has contributed through thirty years of prayers, hard work and faith.

Being loyal to Christ's command to 'go into all the world', the Chapel has always been active in local and foreign missions through the efforts of the Chapel Guild and congregational donations.

In the midst of a beautiful corner of God' creation, the Chapel of the Good Shepherd has for thirty years provided a spiritual home, a sense of permanence and an example of Christian fellowship for our service members and their families.

May God's grace continue with us!

Padre Stan Johnstone

ADMINISTRATION BRANCH

The Station Administration Officer is responsible for the management of Personnel Services and Station Administration. This multi-facetted organization can be broken down into four sub-sections: SOR, MP, Food Svcs and PERI.

STATION ORDERLY ROOM

The Station Orderly Room's diligent staff of seven can be found bustling about the Headquarters Building. Its primary function is to provide administrative support services to station personnel. This incorporates numerous responsibilities: maintenance of personnel and subject files, personal documents, leave records, ration accounting, R & D, Updts, mail distribution and accommodation.

FOOD SERVICES

The Food Services Section is located in Building Number 2, the complex which houses the Combined Mess, the WO's & Sgt's Mess, the Officers' Mess and the Wagon Wheel Inn. The staff of twenty-one meet the challenge of providing meals for approxiamately fifty-two living-in personnel and cater to a variety of community events ranging from Klondike Pancake Breakfasts and Oktoberfest feasts to bonspiels and section parties.

Over the past two years the Food Services Section has undergone renovations improving the working conditions and overall atmosphere. These include complete redecorations of the Junior Ranks Dining Room, installation of a new steam-table and modern exhaust system, and the addition of an electric coffee maker, juice dispenser and salad bar.

Food Services Section would like to take this opportunity to mention the retirement of Mrs. Eunice Dinter in April 1984 and congratulate her on her ten years of dedicated service at Canadian Forces Station Holberg.

PHYSICAL EDUCATION AND RECREATION

We have three Physical Education and Recreation Instructors on staff, located, as one would expect, in the Rec. Centre. Their goal is to ensure a high level of physical fitness and they accomplish this not only through establishing individual training programs, but through strong advocation of organized sports.

Facilities available for fitness training and organized sports and recreation are a gymnasium, weight room, pool, sauna, bowling alley, curling rink, tennis court and softball diamond.

We can be proud of the many accomplishments at all three levels -Station, Regional, and National- in badminton, bowling, broomball, curling, floor hockey, softball, swimming and volleyball.

MILITARY POLICE

The Security Section, comprised of five Military Police and nine commissionaires, work out of the Lower Guardhouse which is the main entrance to the station.

In addition to routine daily assignments and patrols, the Military Police are required to enforce all DND and provincial government regulations, and aspects of the Criminal Code of Canada, test for and issue British Columbia Drivers' Licenses, enforce the Fish and Game Act, and maintain wildlife predator control.

740 COMMUNICATION SQN DETACHMENT

740 Comm Sqn Det is an integral element of 740 Communication Squadron in Nanaimo. Attached as a lodger unit, we are responsible for the operation of an Automatic Data Network Communication Centre in support of CFS Holberg.

Our Detachment, located in the Headquarters Building, is manned with a staff of three: Sgt George Carroll, MCpl André Blouin and Cpl Lynn MacDonald. (All three members leave CFS Holberg during the 1984 APS with fond memories.)

Members of 'the Message Centre' find time between regular working hours and 'on call' hours to represent the Station in various sports activities. In Pac Region and Nationally, George and André have been active in everything from badminton, bowling and broomball to fastball and floorhockey; and Lynn participated in the Service Woman's Pacific Regional Volleyball Championships in March 1984.

MEDICAL BRANCH

The CFS Holberg Station Clinic, comprised of the two adjoining PMQ buidings, supplies medical services to Station personnel, their dependants, DND employees and the civilians of the surrounding communities of Holberg and Winter Harbour. An average of 5000 patients are seen annually on an out-patient appointment basis and emergencies.

The Clinic is staffed by two Medical Officers, three Nursing Officers, four Medical Assistants, an Xray Tech, a Lab Tech, an Administrative Clerk, a civilian Billing Clerk and a Cleaner. Medical coverage is supplied on a twenty-four hour basis with a Doctor, Nurse, Med 'A, Xray and Lab Tech on call at all times.

In order to streamline the emergency treatment facilities, several alterations were made in the hospital facility. The Crash Ward was relocated from the back of the hospital to the front, incorporating the treatment room and cast room to provide an enlarged work area. In addition to moving the odd wall and shelf, the room is equipped with a "crash cart" containing all the drugs and equipment required to handle most emergencies. When called into use on several occasions, the new area proved its worth.

In addition to routine out-patient visits and emergency care, the clinic handles in-patients as well. With the limited number of qualified staff however, most patients are only in overnight. Those requiring longer term care are sent out to the Port Hardy Hospital or to other definitive care centres. As the station is equipped with only a field-type box ambulance, the provincial ambulance service, locally based in Holberg, provides transport for most cases requiring overland transport. Mr. Ernie Cunningham and his able crew of ambulance attendants are a definate asset to the area. When required and weather permitting, Airvacs go directly from the Station by helicopter.

The staff at the Clinic is a skilled enthusiastic group earning kudo from this year's Op Eval Team on their efficiency an skill.

Whether it be the handling of routine MIR visits by personnel, dependants and civilians to the Clinic, referrals to outside medical facilities or emergency care, the Clinic at CFS Holberg does and excellent job. Anyone who has ever spent hours waiting to be seen in either the emergency department of a general hospital or a doctor's office in a large city can attest to the quality of care provided to them by the CFS Holberg Station Clinic and its personnel.

Back Row: Sgt Gus Veilleux, Sgt Bob Clarke, Capt Mark Bigham, Capt Bert Santos, Cpl Bruce Wilson, Cpl Steve Hancock, Cpl Edna Strickland, Sgt Rick Montgomery.
Front Row: Lt Debbie Glover, Capt Greg Passey, Capt Nancy Shiner
Missing: Cpl Judy Hameluck

LOGISTICS

The Logistics Branch motto "Service Second to None" is one which we all strive to achieve. Our Branch consists of seventy-nine members made up of Military, and Civilian DND and NPF employees. The three main sections in this organization are Transport, Supply and Canex with respective supervisors answering directly to the Station Logistics Officer.

TRANSPORTATION

MWO Mike Davis is the Station Transportation Officer whose large section is responsible for all operational and administrative transportation support. This organization consists of three sub-sections, namely MSE, Land Maintenance and Traffic with a total strength of thirty-one personnel.

The MSE Section is capable of providing professional drivers and equipment to meet all the needs of this Station's transoprtation requirements. The "green fleet" or General Purpose Vehicles, are available for passenger carrying or freight details and the Special Purpose Vehicles for snow removal and road maintenance.

Our vehicle establishment is unique in that fifty percent of the vehicles are four-wheel-drive including three fifteen passenger Crummie buses. Four-wheel drive capability is necessitated by road conditions and the treacherous twenty per cent grade between the Station Domestic Site and Operations Site.

The MSE Section is supervised by Sgt Doug Maidens and run by a crew of nineteen professional drivers. This heavily tasked section drove three hundred and sixty-two thousand kilometers last year without a serious accident. They were instrumental in providing first-class service during our Operational Evaluation. As well as effectively carrying out their standing details, they also assisted 1 CER in a major road upgrading project,not only providing extra required equipment but, most importantly, quality manpower resources.

MCpl Len Kraus and MCpl Ralph Mac Donald run the Station Traffic Section. They are responsible for processing all incoming and out-going material movement be it military stores, equipment or personnel furniture and effects. In addition, they are are also responsible for the movement of military personnel proceeding on Temporary Duty or Posting. This is accomplished by utilizing the ASTRA system for aircraft bookings through the CFB Comox computer terminal.

Recent renovations to the Butler Building have enhanced the the Traffic operations by improving the work area to a required professional standard. This two-man section is kept busy year round by processing one hundred and twenty-five moves of furniture and effects, five thousand shipments of military stores and over three hundred personnel moves.

The Vehicle Maintenance Section is supervised by WO Jack Bilodeau with seven Vehicle Technicians in his employ. The section is responsible for maintaining thirty-four pieces of equipment ranging from 4X4 Carryalls to Snow Blowers, Graders, Dozers and Dump Trucks. The job of maintaining vehicles and equipment in the CFS Holberg area is a never-ending nightmare for the hard working members of this section. Poor weather conditions, difficult terrain, extremely poor roads, the availability of spare parts try the patience of the mechanics at the best of times.

In addition to providing vehicle maintenance, preventative maintenance checks, major repairs and overhauls this section also conducts repairs to self propelled lawnmowers and outboard engines. They have been required to improvise when the situation dictated in order that vehicle-off-road down time be reduced.

SUPPLY

The Station Supply Section consists of a Main Supply Building, a Butler Building and a Supply Group situated at the Operational Site.

WO Mel Crocker is the NCO i/c Supply and his Section is tasked with providing material and services to enable the Station to meet its operational role. This would include the purchase of such items as fuel, food, furniture, vehicle spare parts, stationary, office machinery and a wide variety of other material and services.

The actual warehousing of required stores is the responsibility of the Material Control Officer Sgt Norm Woodside and his staff. The general warehouse (a Butler Building) is very suitable for our storage needs. Mr. Ray Lowe, a civilian employee, has been a member of this staff for twenty-three years.

This Section is manned by 12 personnel and further augmented at this time by two additional YTEP trainees who keep our regular force members on their toes. The 4,500 transactions processed monthly through our computerized automated system place this organization as the 2nd busiest Station in the entire CAF.

CFS Holberg has been a very rewarding experience for most of us. Many of our personnel have requested extended tours over the years and considered this Station a highlight of their careers. We set high standards and have turned out some of the best techs in our trade.

HAPPY 30TH ANNIVERSARY HOLBERG
FROM ALL SUPPLY PERSONNEL
PRESENT & PAST

Logistics Branch Supervisors: MWO Davis, STNO; WO Bilodeau, LMO; WO Crocker, SSO; Capt Jackson, SLogO; MCpl Kraus, NCO i/c Tfc; WO Pearce, SXO; and Sgt Woodside, MCO.

CANEX

Our Station Canex is comprised of a modern well equipped building that houses Retail, Grocery, Produce & Butcher Shop Departments. Also under the Canex Umbrella is an Auto Club Gasbar equipped with five working bays, a tool crib and two hydraulic automobile hoists. The Canex Snack Bar is another entity that provides a worthwhile community service.

Gross sales from all departments totalled one million, three hundred dollars last fiscal year with a net return to Station Fund of seventy-five thousand dollars. These profits support our many Station clubs and activities including acquisition of playground equipment.

The Canex staff has endeavoured to ensure that patrons receive the very best value for their hard earned dollar. Just recently a contract was negotiated enabling us to purchase groceries at a more favourable rate. This saving has been passed onto our valued customers.

The Canex Staff extend sincere congratulations to CFS Holberg on this their 30th Anniversary.

CONSTRUCTION ENGINEERING BRANCH

This diverse Branch consisting of numerous classifications of tradesmen, both military and civilian, is tasked with providing services that are unique to this location. These highly skilled personnel strive to keep the domestic and working environments dry and warm in spite of the obstacles Mother Nature has thrown at them. Thirty years of existence at CFS Holberg has meant thirty years of excessive rain, shifting soil and rot. Accumulated rainfall over thirty years is close to an incredible 4728 inches.

The 56 members of this Branch are divided into two major sections- Production and Utilities. The Production section consists of Roads and Grounds, Carpentry, Electrical, Paint and Plumbing shops together with a small Administrative cell. The Utilities section consists of the Power Plant, Central Heating Plant, Refrigeration and Maintenance, and Water Sanitation, Petroleum, Oils and Lubricants shop.

A preventative maintenance program is in effect to reduce the possibility of breakdowns to operational equipment. The sections most affected by these compulsory checks are the Power Plant and Refrigeration and Maintenance, for without either of these essential services, our operational capability could be jeopardized.

POWER PLANT

CFS Holberg has no access to commercial power and must therefore produce its own. The Power Plant is situated near the Operations Site and generates all required power for the Operational and Domestic Sites. MWO Fred Silver and crew stripped and rebuilt our three 1000 kw General Motors diesels. This was a labourious and time consuming tasking that not only required considerable expertise but also unlimited patience because working conditions were deplorable. The project was completed entirely by military tradesmen and with a minimum of power outages.

Power Plant Staff

FIRE DEPARTMENT

Another very important section under the direct control of the SCEO is the Fire Department made up of two professional firefighters and a cadre of well trained volunteers. CFS Holberg is located fifty-two kilometres from any major centre capable of providing us with full fire-fighting facilities. Although there is a reciprocal agreement between the town of Holberg and our Station the importance of having highly professional fire-fighters is obvious. Sgt Steve Edwards, our Fire Chief, and MCpl Dave Peterson, Deputy Fire Chief, have proven their mettle many times over. This very small department equipped with one firetruck is augmented by 27 dedicated auxilary volunteers. In addition to carrying out regular fire-fighting duties, they conduct preventative checks, recharge fire extinguishers, inspect new installations, provide crash protection to visiting aircraft and conduct learning programs.

Fire Fighting Crew stand by at the Helipad waiting for the CDS and party to depart.

REFRIGERATION MAINTENANCE

The Refrigeration & Maintenance Section is tasked with a myriad of responsibilities including ventilation systems, radar mechanical maintenance, Operation-Site damage control and internal security during Emergency Defence Plan scenarios.

All Station refrigeration equipment is maintained by this highly industrious crew that is ably supervised by Sgt Lee Berry. A major project was recently completed when they installed a new ventilation canopy system in the Combined Mess Kitchen. Disruption to this facility was minimized by the quick and efficient manner in which the task was completed. When considering the magnitude of responsibilities carried out by this section, one wonders how they manage to provide such exemplary service.

Pte Marc Leroux, Sgt Lee Berry, Mr. Mike Frail, MCpl Rick Gunter.

Not shown - MCpl Dan Weatherbee.

COMPTROLLER BRANCH

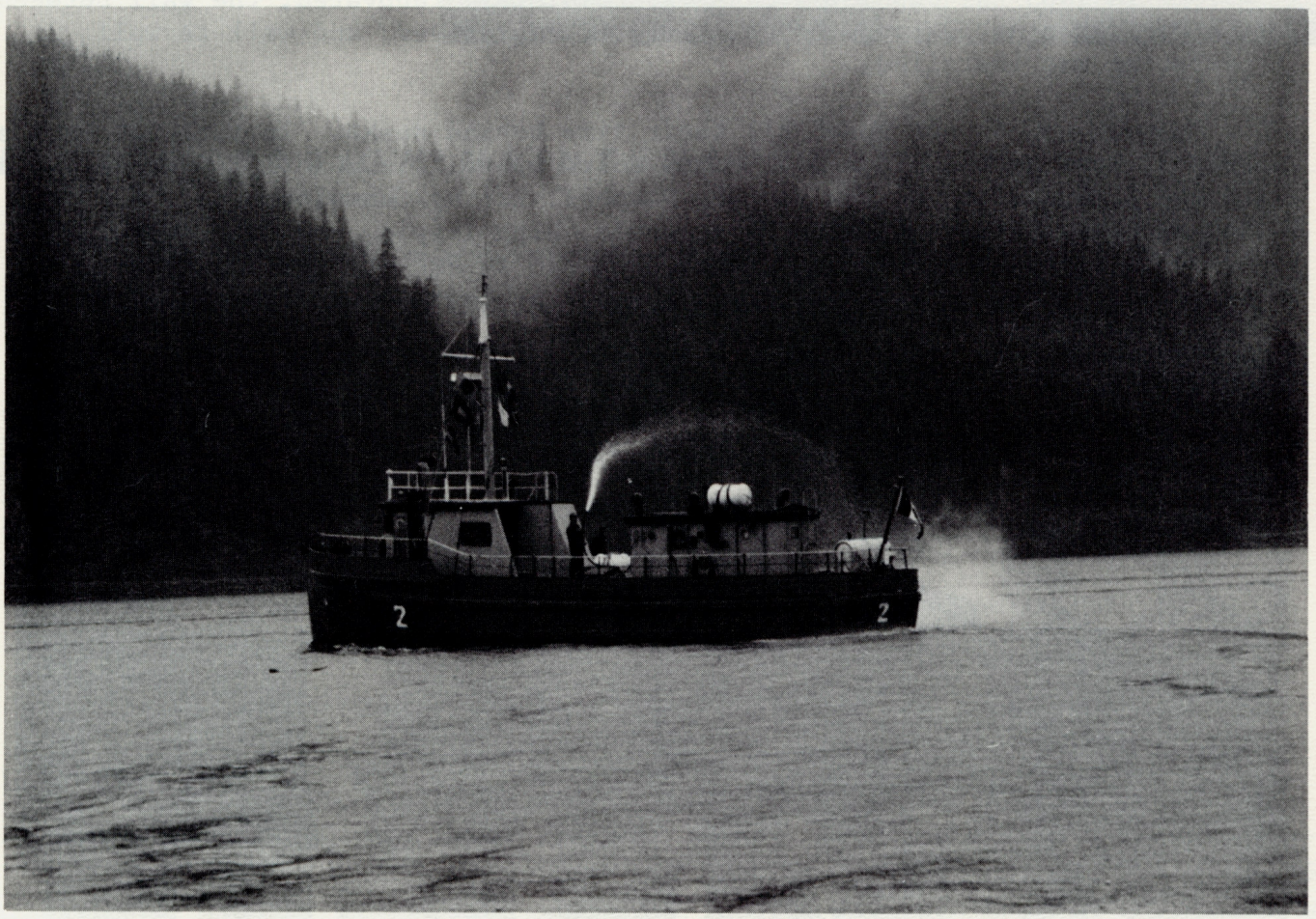
The Finance Team provides all the normal financial services found in units across Canada including Military Pay and Allowances, Claim Processing, Public Invoice Processing, Receiver General Accounts, Financial Management and Non-Public Funds Accounting. Since the closure of the local Bank of Commerce in the Spring of 1981 a cheque-cashing service has been established through NPF providing individuals with cash between paydays. In addition to military pay and accounting functions the section distributes civilian pay cheques every second week and processes civilian travel claims.

Recent renovations to the office have brought the Branch closer together as a unit, and notably improved the working atmosphere. Removal of the divider wall amalgamated the Public and Non-Public Fund offices in 1979. In 1983 the cashier's cage was completely renovated, the wall between the Warrant's office and the main office was removed, and wall to wall carpeting was installed.

Financiers do not spend all their time behind desks. In 1983 Sgt Dennis Pudwell took second place Slalom and third overall, and in 1984 second place in the Slalom event of the Pac Reg Downhill Skiing Championships. Nov 1983 saw WO Danny Dupras claiming High Single, High Triple, and High Average (246) in the Pac Reg Bowling Championships. In Feb of that same year, Danny also acquired a 180 Dart Pin for his achievement in that sport.

A FINAL SALUTE

In November 1981 the Marine Section of CFS Holberg became history. The Cape Scott III, also known as YDT 11, sailed down the inlet for the last time, heading around the Cape and down Georgia Strait for refit in Vancouver. Her crew that day, Chief Petty Officer Arnie Yates, Master Seaman Greg Saunders, Leading Seaman John "Stoker" Muggrave and a maintainer, Corporal Doug Sheridan, received a final salute from LCol Harvey-Clark, with over one hundred spectators crowding the dock. Even the tone of Bowsman's pipe seemed woeful - after all, the ol' girl and her salty crews had served us well. CFS Holberg had been the only Air Command unit to hold such a vessel on establishment.



Our Marine Section was weighing anchors with the original Nimpkish even before the radar antennae began to turn. In support of the unit, it was tasked with transporting personnel and supplies to and from Coal Harbour, as well as Search and Rescue operations. The first Marine Section had four personnel: Sgt McCallum, Skipper, and LAC's Forsyth, Funk and McLean.

Their first recorded incident ocurred May 1955, when a partially submerged gillnetter was observed through binoculars, two people clinging to the top of the cabin. The logged entry reads: "At 1100 hrs we pulled alongside the boat "Fantasy" which had left Nanaimo at midnight 05 May and had swamped about 0200 hrs 06 May. Therefore the men had been clinging to the side for approximately 9 hours before being picked up. We took the two men (Mr. J. Scoular and Mr. E. Digeraud) on board where the crew assisted by Sgt J. Coté, took the wet clothing off the rescued men, wrapped them up in blankets, and fed them hot soup and coffee. At 1150 hrs the rescued men (both in a state of shock from exposure) were transferred to Canso 060 which landed nearby. We then proceeded to tow the crippled boat to Seechelt, where it was turned over to Constable Neale of the RCMP. We cast off Seechelt at 1340 hrs 06 May for Vancouver. The remainder of the trip uneventful."

Nimpkish I was replaced by Nimpkish II (YFP 314) in 1960. As true to tradition as her predecessor, she remained undaunted by nature's hard tests, often being the only means of transportation to and from this isolated past. She, too, proved valuable in Search and Rescue. Mr. Ray Lowe, and employee of CFS Holberg for twenty-three years recounts a rescue in the late 1960's of two of the Stations firefighters "....who had gone out on a fishing expedition to Raft Cove. They were overdue returning so Search and Rescue went out to look for them. Their boat had overturned in moderately high seas. They stayed with it and were gradually making their way towards Japan when the Nimpkish II came along and fetched them."

Area residents may still remember the rescue of three adults and three children from the burning mission vessel "Gospel Light" in January 1971; or Novemeber 1975 when 397 people were transported back and forth to Port Alice after the town was hit by a devastating mudslide.

The Nimpkish II continued to provide for us until she was replaced by the final vessel the eminent Cape Scott III in 1978.

The Marine vessels and their various crews formed a truly unique part of the Station's history. For Search and Rescue, alternate transportation, freight runs and recreational outings, the Cape Scott III and her fore-runners are sorely missed .

'The Holberg Hash Finders'

THE HOLBERG HASH CACHE

In 1973 the Search and Rescue Team spent the July 1st weekend assisting the RCMP in a search for a quantity of hashish in the Quatsino Sound area. It is reported that a member sat down to rest and enjoy a smoke (tobacco) and, as he idly kicked a small log, noticed a bit of plastic which proved to be part of 24 bags containing $1,000,000.00 in hashish.

SEARCH AND RESCUE

Years ago when adventuresome personnel from the Station began to venture on exploring trips, or just to enjoy the beauty of the more remote areas of the North Island, the CFS Holberg Search and Rescue Team was born. People were going to get lost in the dense, strange Quatsino Rain Forest as well as on the surrounding waters. To cope with this, the first SAR Team was formed.

CFS Holberg Ground Search and Rescue Team is headed by Capt Bob Duncan, Ground Search Leader; Sgt Sandy Anderson and deputies MCpl Al Hyde and MCpl Ken Isaacs, have twelve additional members to employ in time of need, four of whom are also formally trained.

Areas of responsibility include:

- Provide a qualified Ground Search Team for CFS Holberg employees and dependants.
- Provide support to other North Island communities as directed by Commanding Officer.
- Maintain SAR cabins (Crab Island, Hansen's Lagoon, Raft Cove).
- Provide support to 442 SAR Sqn as directed by RCC Victoria.

This Chronological summary of various recent missions is indicative of the need for Search and Rescue:

1979 - Female hiker broke leg on Cape Scott Trail;

1980 - Female hiker missing from community of Bull Harbour on Nigel Island;

1981 - Sailboat floundered at San Josef Bay;
- Boy missing from hiking party on Mt. St. Patrick;

1982 - Boy missing from student outing at San Josef Bay;
- Serviceman missing from beach party at San Josef Bay;
- two male boaters missing from Zodiac entrance to San Josef Bay;
- Serviceman overdue from San Josef Bay;

1983 - Two boys injured while attempting to hike from San Josef Bay to Sea Otter Cove;

1984 - Female child missing from Holberg Logging Community.

Over the past many years the SAR Team has stumbled, struggled, swam and scratched its way through the thickest bush, cold, fast rivers, abundant lakes and gorgeous beaches of the 900 square miles of Northern Vancouver Island. If not on an exercise for area familiarization and cabin maintenance, or search techniques to Cape Scott, Laura Creek, San Josef Bay, Crab Island, Max Botel Lake or Raft Cove, the team may be involved in such things as a Community building projects. Of course, there are the primary jobs which necessitate their unique training ie. searching for missing persons, an overdue boat or aircraft, or assisting some errant cave explorer out of what first appeared to be an 'interesting, harmless hole'.

In addition to numerous searches for lost hunters and hikers, there have been some extremely memorable occasions and projects: the BC Centennial 1971 project to open the trail to Cape Scott, which was a Station effort with healthy assistance from the SAR boys; the finding of a hidden cache of a million dollars worth of hashish at Quatsino Sound, building a cabin in the bush, or installing stoves in others.

The present SAR Team consists of sixteen highly qualified, dedicated individuals, whose training enables them to be prepared for any contingency. The fine example and traditions set by the first and all past team members are still maintained. It is these men who we wish to salute on this the Station's 30th birthday.

Search and Rescue
Cabin
Raft Cove

DAPP COMMUNITY RESOURSE CENTRE

The CFS Holberg Drug and Alcohol Prevention Program (DAPP) Community Resource Centre is located midway up the hill towards Headquarters. This facility, originally a guardhouse and more recently a C.E. storage shed, was repaired by C.E. Section, cleaned and painted by volunteers, and furnished by various sections so the doors could open 05 December 1983.

The DAPP Community Resource Centre is the first centre of its kind to be established in Pacific Region and may well be the first Community Resource Centre in the Canadian Armed Forces. It serves not only the Military community of San Josef but our sister towns of Holberg and Winter Harbour. Operated by a volunteer staff of ten, the centre is open four hours daily providing a large selection of literature for all age groups, as well as audio-visual cassette equipment.

The Centre provides a convenient yet discreet place for people to drop in and obtain the latest information on a variety of social issues, not exclusive to alcohol and drug use/abuse.

The volunteers of the DAPP Community Resource Centre wish to congratulate Canadian Forces Station Holberg on the occasion of their 30th Anniversary.

A HOLBERG FAREWELL

The day draws nigh when he must go,
For its the turn of our C.O.
We did our best to prove our point
That he'd not find a better joint-
And though he knows the West is best
He said, "I've got to get some rest"
So, just to get some sleep at least,
He's now defecting to the East.

We taught him how to dodge the rain,
To treat the weather with disdain;
And as we jumped to his small wish
We even taught him how to fish,
But though ambition shone so bright
Took eighteen months to get a bite-
And we all know had it been darker,
God would have had to rescue Parker.

For months we suffered his old pipe
And never had the nerve to gripe,
But open doors conveyed the news
That he was gassing all his crews;
And so, at last, the penny dropped,
He said, "This habit must be stopped,
As cabbage leaves my staff can't hack,
I'll hang my brier on the rack."

No more he'll lead us into battle,
No worries now about Seattle;
No more he'll have to give C.B.
To lowly Corporal or A.C.,
For he will sit upon the grass
With neighbours who are all Big Brass,
With no excuse for being tardy
For roads improve east of Port Hardy.

So, Wing Commander Donald Child-
Who came to us so meek and mild-
We wish you luck, we wish you well,
You're swapping Heaven for that Hell;
You're going East and taking Hope,
And leaving us all kinds of scope,
All Holbergites- together banding-
Join in this wish for "Happy Landing."

-Agnes M. Knowles

The foregoing poem, written by a local resident at that time, appeared in the Seagull Courier on Friday, 23 June 1967.

CLUBS AND ACTIVITIES

Adult Fitness Swim
Adult Swim Classes
Archery Club
Auto Hobby Club
Badminton
Beavers
Bowling
Broomball
Brownies
Ceramics Club
Computer Club
Cubs
Curling Club
Dart League
Dependant Volleyball
Girl Guides
Gymnastics
Jr Keep Fit
Ladies Keep Fit
Military Volleyball
Radio Station
Rec Council
Rec Council
Rod and Gun Club
Sailing
Scuba Club
TOPS
Wood Hobby Shop
Youth Bowling
Youth Curling
Youth Floor Hockey
Youth Group

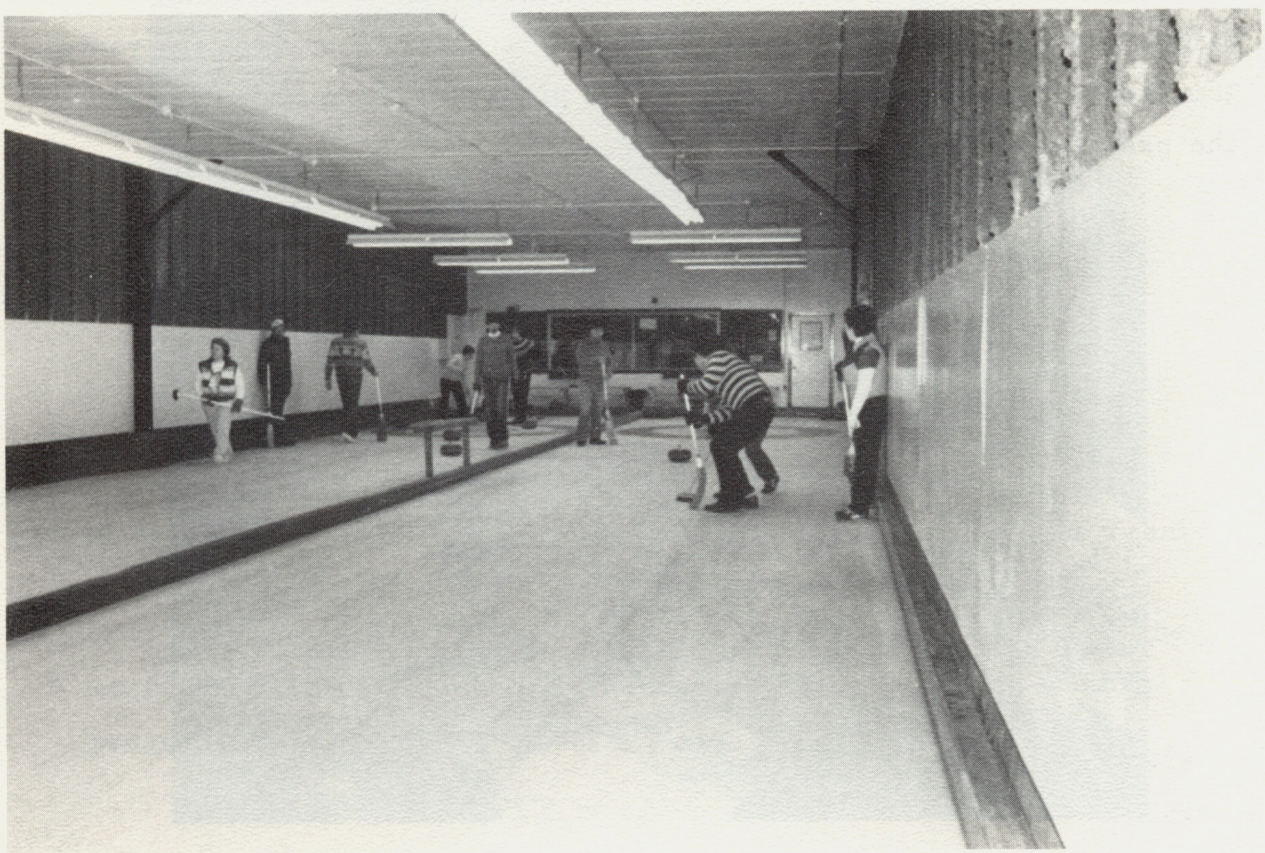
CFS Holberg is extremely fortunate to have so many amenities. In point of fact, there are over thirty clubs and organizations available to members of our community to occupy their leisure time. Every Fall a Club Registration Day is held in the Recreation Centre to familiarize new arrivals with the various facilities available to them. Fees are minimal and are designed to encourage community members to participate.

CURLING CLUB

The sixty-five member Thunderbird Curling Club, although having only two sheets of ice, is a beehive of activity during the winter months. Leagues, consisting of Mens, Ladies and Mixed, as well as afternoon curling ensure maximum utilization of this recreation facility.

Our new ice plant installed in 1983 has eliminated many frustrating breakdowns that hindered curlers and ice maintenance crews in the past. Sgt. Lee Berry's R&M Section are deserving of praise, for without their dedication and hard work curlers would not have had ice.

Our three annual open bonspiels have proven to be very popular, drawing entries from as far away as Vancouver. Plans are now underway to pour a concrete floor. When this project is completed we will enjoy much keener ice and considerably less ice maintenance will be required. We are confident that with the continued voluntary support of all local avid curlers the Thunderbird Curling Club will continue to prosper.



CFHG RADIO 1490

While CFS Holberg celebrates its Thirtieth Anniversary, CFHG Radio coincidentally commerorates its Twentieth. These past years have seen numerous changes incorporated at the Radio Station.

We have moved from the quarters which now house the PERI Staff, to new facilities at the front of the Rec Centre. Plans are underway to replace the old Gates console that the DJ's used to broadcast over 20 years ago, and to erect a transmission tower in order that the signal be improved and the range increased.

The record library now exceeds ten thousand LP's and 45's ranging from old standards to the newest rock and roll. 1490 has gone from presenting a maximum of twenty-eight hours of local programming per week to as many as sixty-eight hours.

CFHG's staff is comprised of dedicated volunteers from the community of San Josef who have had little or no experience in the field of broadcasting, yet still have presented close to forty-thousand on-air hours. The current staff are Rhonda Beckman, Al Brockley, Bob Drinkwater, Dan Jodoin, Yvonne Kerasiotis, Monika McGrath, Terry McGilligan, Steve Osborne, Lorraine Parsons, Dan Taric, and Pricilla O'Neil, who has been with CFHG for over six years. Tom Beckman has been the Program/Music Director of the Station for the past two years.

In the past, CFHG Radio 1490 introduced students of San Josef to the workings of a radio station and to broadcasting through their own program, the Grey Cloud Hour. Then last year the Junior DJ Program was included whereby students who portrayed genuine interest and skills were given their own program during prime time. Our Junior DJ's are Darlene Best, Kevin Hicks, Tina Jackson, Bev Sahlin, Marc Tremblay, and Tammi Voight.

CFHG lends support in many other areas, most notably the Military 100 Hour Swim and the 24 Hour Dependants Swim, at which times the DJ's broadcast continuously, live from poolside. In 1982 the first Battle of the DJ's was fought where members of CFHG were judged in front of a live audience at the Junior Ranks Mess. That year the winner was Kevin Collins and in '83 Richard Eshaya took the title. The event has proven highly successful and organizers hope it becomes a tradition.

Since assuming the duties of Station Manager from Mel Roed in April 1982, I have worked with many individuals who have freely given their time to entertain the residents of CFS Holberg.

On leaving CFS Holberg this year, I feel secure knowing the staff of CFHG Radio will continue to maintain the high calibre programming for years to come.

Bob Kerasiotis
Station Manager

BOWLING

The Station's four lane bowling alley is a hub of activity particularily during the fall and winter months. The sport is one in which the whole family can become involved and leagues are structured to include all degrees of proficiency.

Averages ranging in the mid 200s are not uncommon in either the Mens, Ladies or Mixed Leagues. Youth bowling is also another area in which there is considerable interest. Children of all ages can bowl with their parents during casual family bowling or for the more dedicated participant, in the Youth League.

The culmination of the Bowling Season is a Banquet and Trophy presentation that is traditionally well attended. This year's Banquet drew 100 bowlers who thoroughly enjoyed themselves. Wayne & Edith Mitchell organized the event, and provided assistance in many other areas throughout the year. Their efforts were very much appreciated and the Bowling Club wishes them well in CFB Chilliwack.

CERAMICS

San Josef Firepot, the Ceramics Club at Canadian Forces Station Holberg, is presently located at the Happy Shack. Due to increased membership in the last few years we have outgrown this facility so plans are underway to move into the Recreation Centre Complex in the near future. The club has been in existence for over seven years and currently has an active membership of seventy people from the communities of San Josef and Holberg.

The Ceramics Club has an executive committee of a President, Vice President, Secretary/Treasurer and Purchasing Agent voted in on a yearly basis. All involvement in the club is voluntary; the many jobs include making slip, pouring greenware, firing pieces and working on the sales desk. Occasionally, classes are given on basic ceramic techniques and also specialty painting. These classes are given by our more experienced members and at a reasonable cost.

The club has recently purchased a larger kiln than the previous one in order to keep up with the increased volume created by a growing membership. All profits are used for the purchase of new molds, of which the club presently owns over two hundred.

The San Josef Firepot is proud of its reputation on Vancouver Island and will endeavour to continue to serve the communities of San Josef and Holberg for many years to come. We wish to extend congratulation to the Station on the occasion of its thirtieth anniversary.

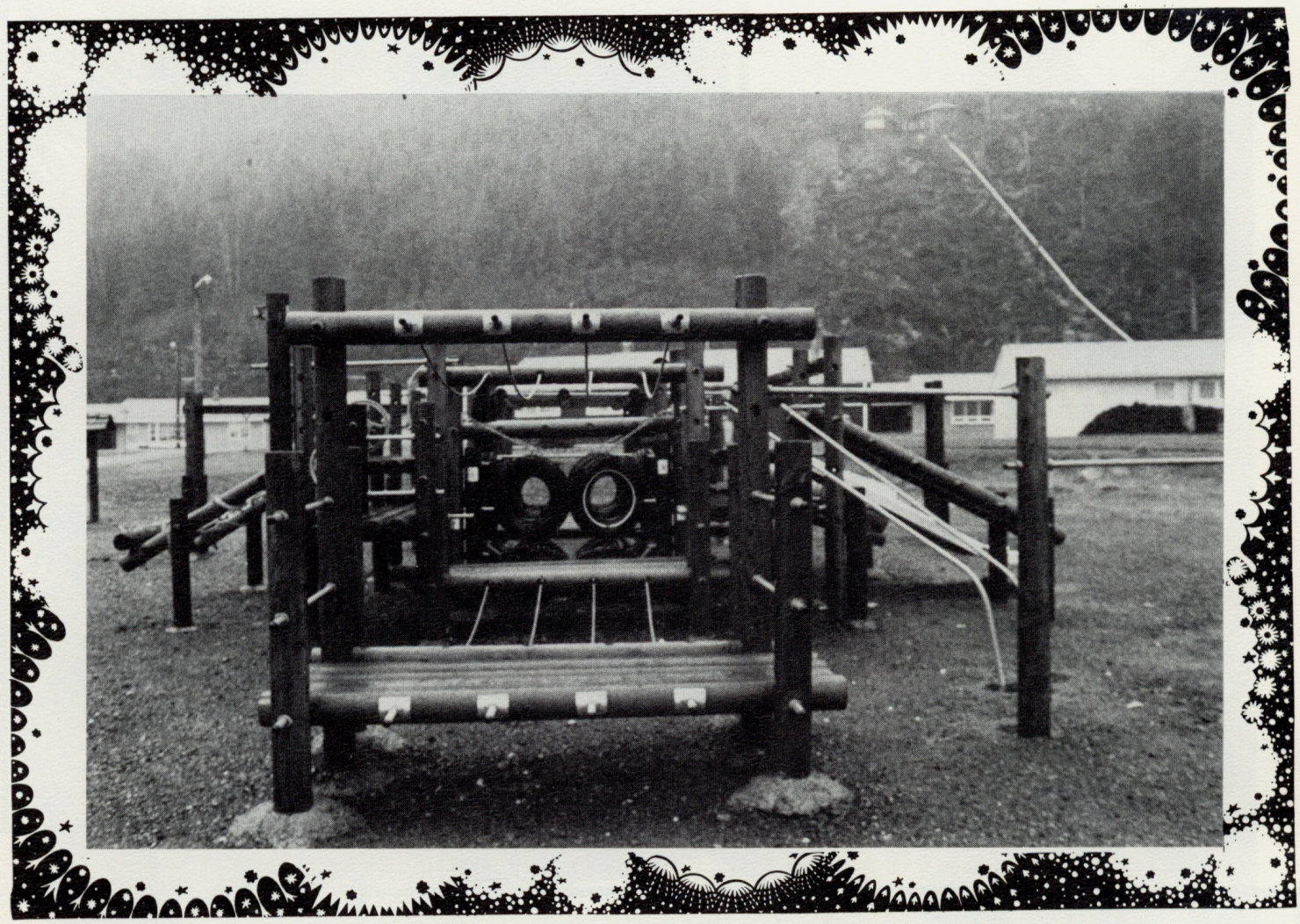
SAN JOSEF COMMUNITY COUNCIL

The San Josef Community Council has existed in some form or another since the founding of the Station. As presently established, the Station is divided into nine wards representing the 800 residents in all areas from Elephant Crossing to the Single Quarters.

Elections are held each fall for a mayor,and two councillor's per ward. The council meets every six weeks to discuss a wide range of issues of concern to all residents of the area. The function of the Community Council is similar to the relationship between a service person and the military: while the military looks after the well-being of the service person and their family, the council gets involved in those areas that effect the community well-being as a whole. It serves as a medium to the Station Commander and his staff.

The council has a number of annual projects that contribute to the social well-being of the community. The largest of these are a children's Christmas Party and a Family Picnic involving the entire Station. Other ongoing activities include supervision of youth activities, the operation of a Summer Play Program for pre-teens, and support of Cubs, Beavers, Guides and Brownies and any new clubs and activities.

In 1984 the council is working hard to establish a Day Care Centre and seeking Federal Government grants to operate a Student Summer Works Program to improve hiking trails and restore historical sites in the outlying wilderness areas.



The Results of a Community Self-Help Playground Project

The Council has sponsored several major projects for community improvement such as the building and improvement of playgrounds and application for major grants from organizations like Books Canada.

The Community Council has, with federal grant assistance, been able to hire students to upgrade the trails leading to San Josef Bay, Cape Scott and the old wagon road. Continuous maintenance is required to keep these trails open. Without this effort, the trails would quickly deteriorate and revert to their natural state. This could spell the end of hiking as we have come to enjoy it and would mean loss of access to the historical sites of the area. The following photos give you some indication of the work that has been done to maintain these trails.

HIKING TRAILS

IN HOLBERG AREA

KLONDIKE & POT POURRI

Klondike has become synonomous with the Holberg Winter Carnival. In an attempt to escape the mid-winter blahs, three days are devoted to fun, games and competitions. A Casino Night, complete with Can-Can dancers and games of chance, kicks off the festivities.

Log sawing, nail pounding and tea making are but a few of the games and events contested during the next two days. One of the major events of the Wind-up Dance is the costume judging. The ladies of the Station devote countless hours to make both homespun and evening dresses. History has shown that these dresses rival those of professional designers.

JAN '84
CANADA
100
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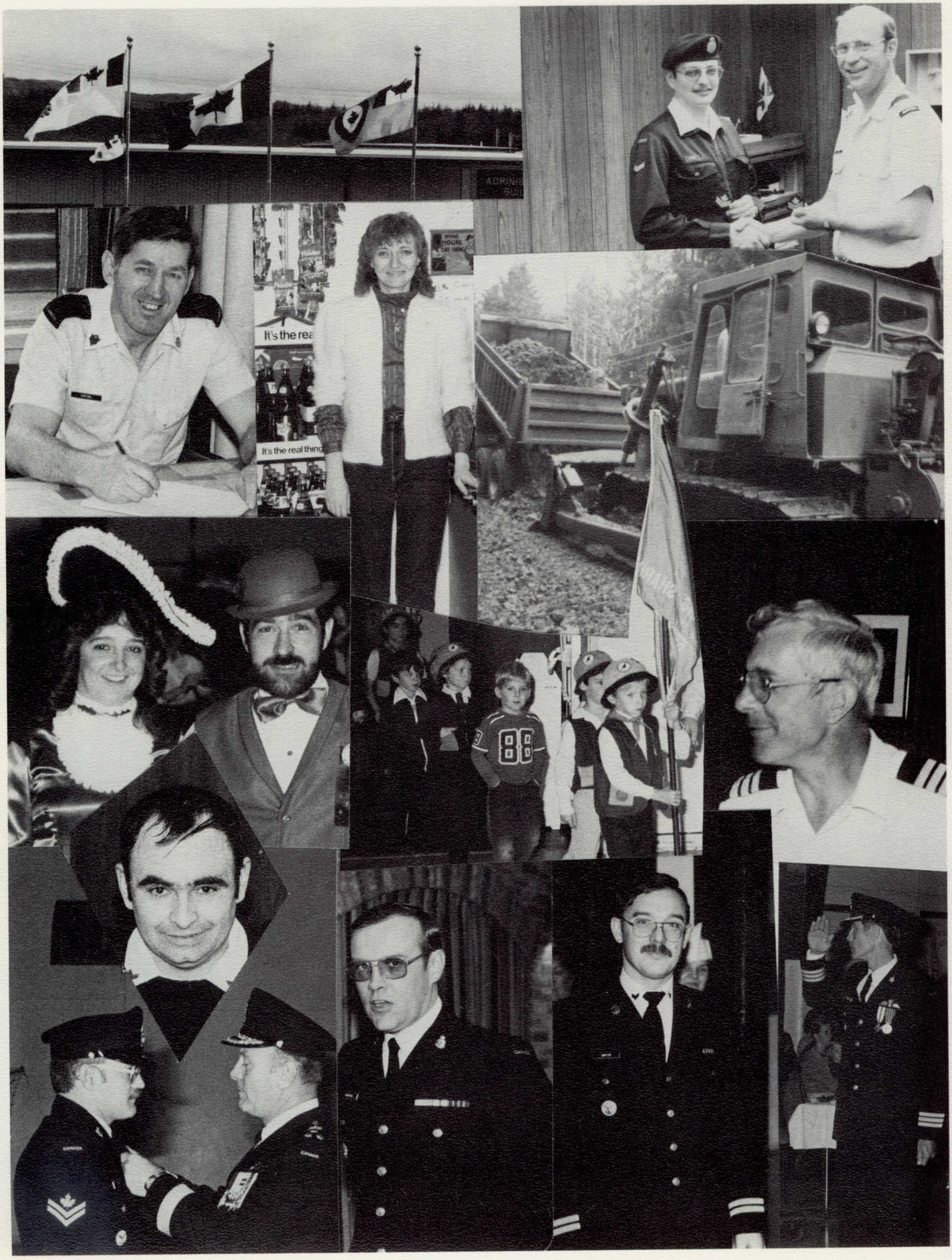
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88

30th ANNIVERSARY PERSONNEL

COMMANDING OFFICER

Maj	Sword	RD

CGEO

Capt	Duncan	WR
Capt	Tepylo	MG
Lt	Best	DJ
Lt	Maniquet	RA
CWO	Baker	CF
WO	Piper	RA
Sgt	Anderson	FK
Sgt	Keeping	BC
Sgt	MacInnis	B
Sgt	McAskill	RB
Sgt	Mott	R
Sgt	Pinder	LC
Sgt	Summerville	FB
Sgt	Thomas	JF
MCpl	Beauchemin	JR
MCpl	Greenan	CA
MCpl	Handspiker	WE
MCpl	Hyde	AL
MCpl	Kweriga	RW
MCpl	Lord	DJ
MCpl	Tremblay	JJ
MCpl	Voigt	TE
MCpl	West	MD
Cpl	Bouchard	JR
Cpl	Hameluck	RA
Cpl	Harvey	SC
Cpl	Lajoie	MJ
Cpl	Laurin	JS
Cpl	MacKay	CA
Cpl	Speck	TE
Cpl	Stolz	DC
Cpl	Sullivan	JV
Cpl	Twin	JR
Pte	Aubertin	LJ
Pte	Green	G
Pte	Hartling	JH
Pte	Jantz	GS
Pte	Jodoin	JP
Pte	Lancaster	SL
Pte	Leggio	KJ
Pte	Liksen	BG
Pte	Leski	RB
Pte	Octeau	JC
Pte	Smith	DF
Pte	Shehota	SP
Pte	Stadnick	KH
Pte	Thibeau	JG
Pte	Wagner	JR
Pte	Walker	BR
Pte	Wincup	KA
Pte	Young	GD

SCEO

Capt	Brandt	WW
MWO	Gaudet	CA
MWO	Silver	F
Sgt	Berry	LR
Sgt	Edwards	SF
Sgt	Frail	MB
Sgt	Townsend	FD
MCpl	Boland	JF
MCpl	Clare	LD
MCpl	Gervais	DS
MCpl	Gunter	RA
MCpl	Jones	RG
MCpl	Mack	RG
MCpl	MacKay	RW
MCpl	Monaghan	WJ
MCpl	Peterson	DW
MCpl	VanAlstyne	JG
MCpl	VanRyn	HF
MCpl	Weatherbee	DR
MCpl	Wilson	DG

S LOG O

Capt	Jackson	DR
MWO	Davis	MA
WO	Crocker	MR
WO	Pearce	KR
Sgt	Bilodeau	JF
Sgt	Chahley	WR
Sgt	Woodside	NC
MCpl	Barter	WW
MCpl	Deslauriers	JP
MCpl	Giberson	CF
MCpl	Isaacs	RV
MCpl	Kraus	LF
MCpl	Lirette	AR
MCpl	MacDonald	RD
Cpl	Beckman	TD
Cpl	Bishop	SR
Cpl	Bousquet	JJ
Cpl	Bublitz	RH
Cpl	Cook	G
Cpl	Copeland	PN
Cpl	Cordick	JM
Cpl	Coughlan	DC
Cpl	Donovan	JS
Cpl	Drinkwater	RJ
Cpl	Gagne	JG
Cpl	Gettis	SL
Cpl	Kavanaugh	TW
Cpl	Kerasiotis	RL
Cpl	Lotocki	FP
Cpl	Mitchell	BW
Cpl	Osborne	SC
Cpl	Ramage	MR
Cpl	Reddick	JM
Cpl	Ross	GM
Cpl	Sahlin	RE
Cpl	Shaw	MR
Cpl	Sheridan	DS
Cpl	Walker	MG
Cpl	Ward	JJ
Cpl	Winkler	AS
Pte	Cooke	KR

S ADM O

Capt	McDougall	DS
WO	Warner	RK
Sgt	Ervin	PF
Sgt	Foord	AQ
Sgt	Smith	RC
Sgt	Winter	LS
MCpl	Brockley	ER
MCpl	Doucette	RA
MCpl	Downer	BR
MCpl	Heidebrecht	BA
MCpl	Ottewall	RP
MCpl	VanRyn	JR

30th ANNIVERSARY PERSONNEL

MCpl	Wilson	GL
Cpl	Coutu	IM
Cpl	Cronin	JM
Cpl	Daniels	CP
Cpl	Daniels	TL
Cpl	Giberson	M
Cpl	Greenan	RM
Cpl	Hameluck	JA
Cpl	Hicks	RA
Cpl	McGilligan	FG
Cpl	Parsons	BL
Pte	Brien	LM
Pte	Cummings	BA
Pte	Labelle	MJ
Pte	McKinnon	JD
Pte	McMurdo	MB
Pte	Nicholson	AR
Pte	Penney	PA
Pte	Schindle	KE

SMO

Capt	Bigham	JM
Capt	Passey	DG
Capt	Santos	RT
Capt	Shiner	NM
Lt	Glover	DA
Sgt	Clarke	RD
Sgt	Montgomery	TR
Sgt	Veilleux	JG
Cpl	Hancock	Sj
Cpl	Strickland	EM
Cpl	Wilson	BW

COMPT

Capt	Simpson	RG
WO	Dupras	JD
Sgt	Pudwell	DA
MCpl	Allan	PL
MCpl	Sullivan	PB
Cpl	Francis	LM
Cpl	Michaud	JJ
Cpl	Paquet	DL
Pte	Bourdon	MS

PADRES

Capt	Johnstone	JA
Capt	Vayalil	JE

740 COMM SQN DET

Sgt	Carroll	GV
MCpl	Blouin	JA
Cpl	MacDonald	PL

NPF CIVILIAN PERS

Mrs	Beauchemin	R
Mrs	Bradley	R
Miss	Bradley	S
Miss	Carroll	D
Miss	Frail	J
Mr	Green	D
Mrs	Lord	V
Mrs	Muress	L
Mrs	Pineau	L
Mrs	Ross	C

DND CIVILIAN PERS

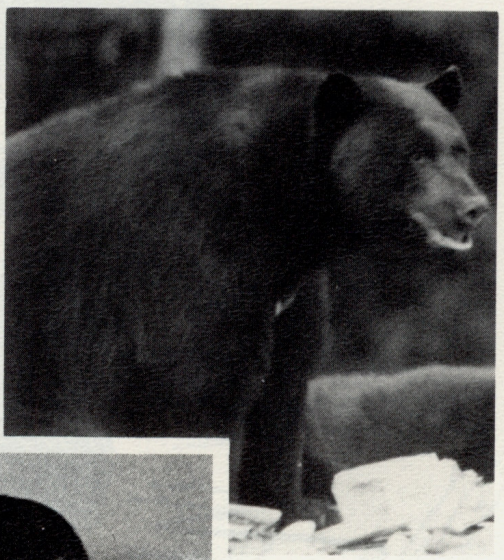
Mrs	Anderson	CA
Mr	Anderson	CE
Mr	Andruniak	F
Mrs	Andruniak	KA
Mr	Bailey	MG
Mr	Baranyai	MG
Mr	Baranyai	S
Mr	Bjerklund	P
Mr	Braconnier	HP
Mrs	Buga	RM
Mr	Burns	RD
Mrs	Carroll	AB
Mrs	Chahley	S
Mrs	Copeland	PA
Mrs	Crawford	E
Mrs	Crocker	DH
Mr	Desjarlais	DD
Mrs	Dinter	E
Mr	Durran	JW
Mrs	Edwards	IG
Mrs	Evans	AM
Mr	Fleming	A
Mr	Foote	RD
Mrs	Hartling	YM
Mr	Lawrence	AW
Mrs	Lindback	D
Mr	Lowe	RS
Mrs	Kraus	SA
Mrs	MacInnis	LV
Mr	MacKenzie	K
Mrs	Nelson	MB
Mr	O'Neil	RE
Mr	Pineau	LJ
Mrs	Piper	GJ
Mr	Ralston	LA
Mrs	Randall	AK
Mrs	Redman	DE
Mr	Robinson	FR
Mr	Rooney	TF
Mr	Schiller	GE
Mrs	Schiller	GJ
Mrs	Sheridan	PA
Mrs	Skidnuk	JR
Mr	Sigstad	RD
Mr	Smith	HR
Mrs	Thomas	ME
Mr	Tompkins	C
Mrs	Trumbull	LA
Mr	Walker	JA
Mrs	Warner	LL
Mr	Weirmeir	CW
Mrs	Weirmeir	LL
Mrs	West	L
Miss	Willerton	RM
Mrs	Winter	E
Mrs	Woodside	LR

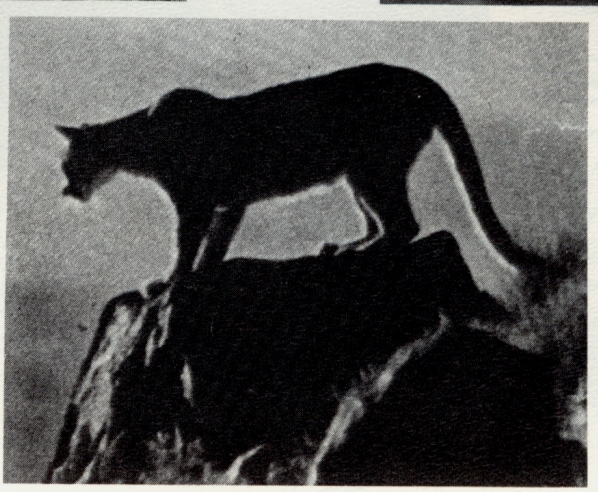
Mr	Anderson	FK
Mrs	Anderson	LM
Mr	Crawford	RA
Mr	Frail	MB
Mr	Ingram	WJ
Mr	Lewis	LA
Mr	Phillips	JR

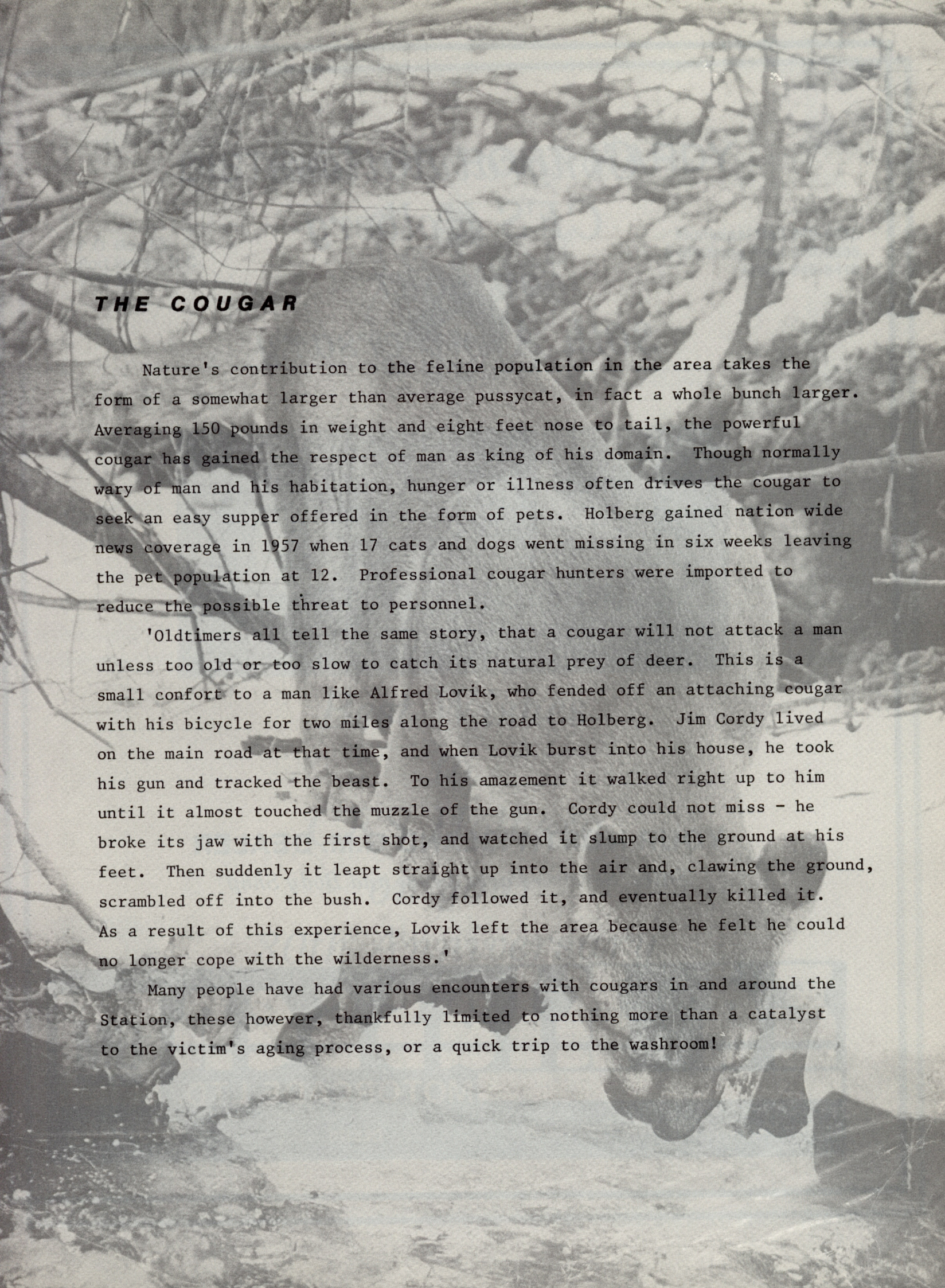
LOCAL WILDLIFE

While conducting a feasibility study for a Government subsidized Winter Works Program Sgt Doug Maidens the Station Transportation Section made the following observations that are taken from his diary.

"While walking these trails, wild life in its natural environment was observed. This added immensely to the rugged mystic beauty of our remote area. Black bears were seen getting their fill of the many thousands of salmon prior to their hibernation for the wet winter. Salmon were seen spawning in the gravel beds of the San Josef River. Mink and Martin were seen scurrying around the rocks and logs where the San Josef River empties into the Pacific Ocean. Baldheaded Eagles were observed perched on trees high above the river waiting to catch an unsuspecting salmon for a meal. A great blue hereon was standing motionless in knee deep water; he also was hoping to snatch a meal from the San Josef River. Overhead hundreds of Canada Geese were making their annual pilgrimage south to the warmer climates. Beavers were hard at work in and around Eric Lake."







THE COUGAR

Nature's contribution to the feline population in the area takes the form of a somewhat larger than average pussycat, in fact a whole bunch larger. Averaging 150 pounds in weight and eight feet nose to tail, the powerful cougar has gained the respect of man as king of his domain. Though normally wary of man and his habitation, hunger or illness often drives the cougar to seek an easy supper offered in the form of pets. Holberg gained nation wide news coverage in 1957 when 17 cats and dogs went missing in six weeks leaving the pet population at 12. Professional cougar hunters were imported to reduce the possible threat to personnel.

'Oldtimers all tell the same story, that a cougar will not attack a man unless too old or too slow to catch its natural prey of deer. This is a small confort to a man like Alfred Lovik, who fended off an attaching cougar with his bicycle for two miles along the road to Holberg. Jim Cordy lived on the main road at that time, and when Lovik burst into his house, he took his gun and tracked the beast. To his amazement it walked right up to him until it almost touched the muzzle of the gun. Cordy could not miss - he broke its jaw with the first shot, and watched it slump to the ground at his feet. Then suddenly it leapt straight up into the air and, clawing the ground, scrambled off into the bush. Cordy followed it, and eventually killed it. As a result of this experience, Lovik left the area because he felt he could no longer cope with the wilderness.'

Many people have had various encounters with cougars in and around the Station, these however, thankfully limited to nothing more than a catalyst to the victim's aging process, or a quick trip to the washroom!

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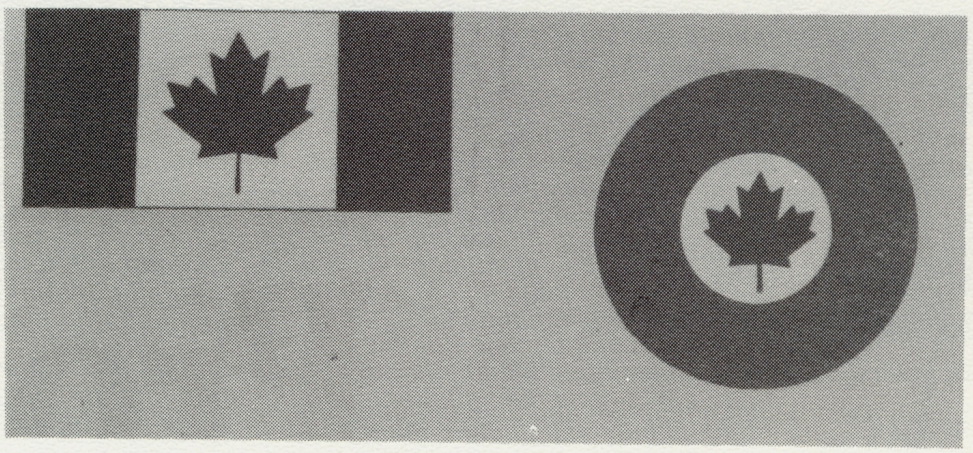

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For the ever watchful "eye"
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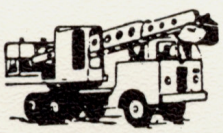
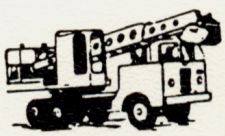
for the past 30 years.





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Thursday	9:30 - 9
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Thank You

THE MANAGEMENT

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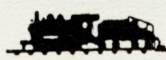

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