

Newsletter

"A life not documented is a life that within a generation or two will largely be lost to memory."



President's Message



Growing up on Sea Island, we, like children across Canada, commemorated November 11th as a special day. It was the day that we remembered those who served our country during the two World Wars. We recited the famous poem - *In Flanders Fields* - drew and coloured paper poppies. But little did we know how closely Sea Island was connected to World War II. For those who lived in Burkeville, did they know their subdivision was built to serve those who worked at the Boeing plant building aircraft to fight the war? How many of the people who lived there supported the war effort? Was your mother or grandmother one of the Rosie the Riveters who worked there? Even the streets were named

after aircraft types - Douglas, Lancaster, Catalina, etc. Across the island, the Cora Brown subdivision was purposely built for returning veterans and their families. The streets there were named for those Richmond young men who died in the war - Myron, Abercrombie, McCutcheon, Edgington.

Sea Island was also home to an Army Camp. Some Sea Islanders later purchased a couple of the army barracks and turned them into their homes. And then there was the Royal Canadian Air Force base. The PMQ's. How many of you lived there?

What about those who farmed the Island during the war? The abled bodied were joining the armed forces or working in factories. Sea Island farmers grew crops that helped to feed the people. This issue tells some of the stories. We'd love to hear from you to tell your family story.

Richmond Heritage Awards

The Sea Island Heritage Society received one of the 2024 Richmond Heritage Awards by the Richmond Heritage Commission. We attended the presentation ceremony on October 3rd. It was an honour to be recognized, along with three other award recipients - Debbie Jiang (her story is in this issue), Jackie Brown of the Friends of the Richmond Archives, and Peter Grant (Lego representations of heritage buildings).

This the fourth time the Sea Island Heritage Society has won the award. The award is because of you, our supporters, who continue to inspire us to carry on. Congratulations everyone!

Eunice Robinson



President
Sea Island Heritage Society



Figure 1. [Marylin Low, Barbara Nielsen, David England & Eunice Robinson receiving the Richmond Heritage Award from Todd Follett, Chair of the Richmond Heritage Commission]. (October 3, 2024). (Source: Debbie Jiang).

Upcoming Events

MEMBERSHIP MATTERS

Membership fees and donations are the Sea Island Heritage Society's main fundraising activities. They help us expand the Society's archival Collection through the work we do to research, collect, document, and preserve Sea Island images, text, artifacts, and memorabilia; and meet our goals of being a network hub, a gathering 'space' and a collective voice for Sea Island's heritage.



The Society thanks new, returning and lifetime members for their support.

- 2025 annual individual membership fee is \$15.
- Pay \$100 once at any time for a lifetime membership.

Fees or a donation can be paid in one of two ways:

1. Mail a cheque for your membership or donation to:

Sea Island Heritage Society

Box 88051, Lansdowne Mall

Richmond, BC V6X 3T6.

2. Join to become an annual or lifetime member or donate to the Society via e-transfer to treasurersihs@seaislandhome.org.

Upon receiving your membership fee (cheque, cash or e-transfer), the Society will send you the Coffee Chat schedule and the Zoom link to participate in our online events. At the discretion of the Directors, non-members can be invited to join one or two Coffee Chats to explore their interest in becoming a member."

COFFEE CHAT - LAST ONE OF THE YEAR ON NOVEMBER 21, 2024



Don't miss the last Coffee Chat of the year on the topic of Remembrance Day, Thursday, November 21st from 10 a.m. to noon.

A new list of 2025 Coffee Chat topics will be sent in December to lifetime members. It will be sent to annual members when you join or renew your membership for 2025.

SIHS member Coffee Chats are held on the third Thursday of each month - January through June, then September through November. There will not be Coffee Chats in July, August, and December of 2025.

If you have misplaced the 2024 Coffee Chat Zoom link or are not a member but would like to join this Coffee Chat, please contact Eunice at eunice@genbug.ca.

Request Centre

Request 1 - Class Photos

The Class Photos Project is one of the Sea Island Heritage Society's earliest projects. The Society has been collecting all school class photos for all schools of Sea Island, and we are reaching out to you, our readers, to assist with the continuation of this project.

In an agreement with the RCAF in the 1950s, students from the base could attend Sea Island School, and in turn the RCAF supplied 4 classrooms for Grade 2 and/or 3 students.

The photo to the right is of the 1954-55 Grade 2 class. The teacher was Miss Cara Whatmaugh, who later married and became Mrs. Cara Forseng. While we have named many of the kids, we are still missing some. Was this your class?



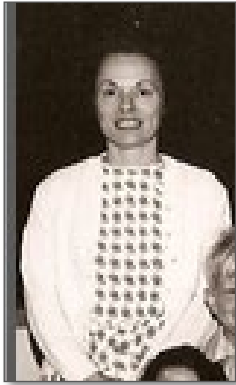
We know the teacher for the 1962-63 Sea Island School Grade 2 class photo to the left was Mrs. Beatrice C. Way - but we do not have a single child named. Can you help us?

If any of you have any of your school class photos and wish to donate them to the Sea Island Heritage Society, we would gratefully add them to our Collection. If you want to keep them, we would appreciate a scan of the photos, and any names you may recall. You can send the scans to Eunice Robinson at eunice@genbug.ca.

Request 2 - Teacher Biographies

DO YOU REMEMBER...?

Dorothy Brita Hahn (née Mattson)



Miss Mattson (Mrs. Hahn) taught the primary grades in 1966-1972 at Sea Island Elementary and around 1967 became Mrs. Hohn (later changed to Hahn). In 1972 the Hahns adopted a baby boy, Larry, and were given a gift of a knife, fork and spoon from the PTA. Another child, Joan, came later. Mrs. Hahn was still alive in 2011 when her ex-husband, Harry Wilfred Hahn, passed away. We know she has a grandson named Nick Hahn but there are many 'Nick Hahns' out there.

If you have fond memories of Mrs. Hahn or know where she is, please send your thoughts to: info@seaislandhome.org.

Last Commanding Officer of RCAF Sea Island (Vancouver)

written by the Sea Island Heritage Society

Captain Vincent Victor Bissonnette was born on January 11, 1927, in Staples, Ontario to Blaise and Lena Bissonnette. He had two siblings



Figure 2. [Captain Victor Bissonnette]. (unknown date). (Source: Vincent Bissonnette).

Rosaire (1924-2011) and Stanley Joseph (1930-2016).

On February 27, 1946, he joined the RCAF in Clinton, Ontario and became a radio navigator. He taught navigation in Summerside, PEI from 1951 to 1953. He was transferred to Langar, England from 1953 to 1955 as part of a support team flying the Bristol aircraft in service to the existing jet squadron situated in England, Europe and North Africa - a Cold War effort on Canada's part.

Before returning to Canada in 1956, Captain Bissonnette was stationed at 1 Air Division Headquarters in Metz, France. After a few tours of duty in Ontario and Saskatoon, in July 1969 he was stationed at the Sea Island base on Sea Island, in Richmond, British Columbia until 1972.

In 1964, RCAF Station Sea Island was closed during the reorganization of the Canadian Military. The PMQ houses became part of the Army Camp at Jericho Beach until 1973, when

they were sold and moved onto First Nations reserves along the Georgia Strait. Captain Bissonnette commanded the Sea Island part until 1972. He affected the closing of both military bases.

David Bissonnette, Captain Bissonnette's son said that,

"In the 1970s, after the PMQs were relocated to First Nations communities, he saw their house on a reserve in Comox (on Vancouver Island), and it still had the same address numbers on it as when they lived in PMQ 121 Greenway Street on Sea Island."

David and his two siblings, Blair and Lorraine and their parents, Captain Bissonnette and his wife, Ida Lillian Bissonnette (née Doyle) lived at PMQ 121 Greenway Street while living on Sea Island.



Figure 4. [PMQ 121 Greenway Street on Sea Island]. (unknown date). (Source: Vincent Bissonnette).



Figure 3. [PMQ 121 Greenway Street shortly after it was deposited on the First Nations Reserve in Comox]. (circa 1973). (Source: Vincent Bissonnette).

In 1972, Captain Bissonnette also graduated with a degree of Bachelor of Arts from the University of British Columbia, with a major in anthropology. In March 2008, Captain Bissonnette donated a document titled "Barns of Sea Island" to the Sea Island Heritage Society. In 1971-72, in his final year at UBC, he wrote an essay titled "Barns of the Lower Fraser Valley". He photographed dozens of barns, from Sea Island to the Aldergrove area. Bob McDonald, a pioneer farmer on Sea Island, provided valuable information regarding the local Sea Island barns. Captain Bissonnette's document includes photos and information about the following Sea Island pioneer barns:

- the E. Cooney Dutch Gambrel Barn on Miller Road
- the Grauer Hog Barn on Grauer Road
- the Cline Hoggard Barn at 355 Ferguson Road

- the Cline Hoggard Potato and Machinery Barn at 355 Ferguson Road
- the Laing Cable-on-Hip Barn at 567 Grauer Road.

After retiring from the military, Captain Bissonnette embarked on a second career as an employment counsellor with the Canada Manpower Centre in Richmond, British Columbia from 1972 until he retired in 1987.

He lived life to the fullest during retirement. Captain Bissonnette had many hobbies including creating recipes with the zucchinis he grew in his garden, wine making, entertaining, participating in the Vancouver Sun Run, taking trips in his motorhome, camping at Beachwood, and enjoying his grandchildren.

On May 8, 2024, Captain Bissonnette passed away at Sun creek Village in Surrey, British Columbia at the age of 97.

Missing Names of Fallen Japanese Canadians from Richmond's Cenotaph

written by Debbie Jiang, Community Historian on October 8, 2024

Debbie refers to locations in the City of Richmond in British Columbia possibly unfamiliar to some readers. Lulu Island and Sea Island are two islands in the Fraser River, part of the City of Richmond. Terra Nova is an area located in the northwest of Lulu Island.

During the First World War, Japanese Canadians volunteered for King and country. Japan and Great Britain were allies under the Anglo-Japanese Alliance (1902-1922) and by

1916 an all-Japanese battalion of nearly two hundred men was raised up. Turned down by British Columbia, the soldiers travelled to Alberta where military leaders welcomed them. One quarter of these men never returned, giving their lives for Canada. Of the fifty-five war-dead, sixteen were fishermen. After some deep diving into the archives, community historian Debbie Jiang was able to connect two of them to Lulu Island.

Privates Hikotaro Koyanagi and Kazuo Harada lived and worked in Terra Nova. Their friend who enlisted on the same day, Daitaro Araki, was from Sea Island. Araki survived the war while Koyanagi and Harada did not. With these two names, Debbie presented her findings to the City of Richmond councillors, to request their names be added to the cenotaph. On February 13, 2024, history was made as the motion was made by Councillor Bill McNulty and unanimously passed by Council. On May 31, 2024, the lettering of the names was cured onto the granite shaft of the Celtic cross

memorial, facing No. 3 Road in Richmond. On October 4, a rededication ceremony was held in the presence of members of the greater Japanese Canadian community including descendants and relatives of the soldiers.

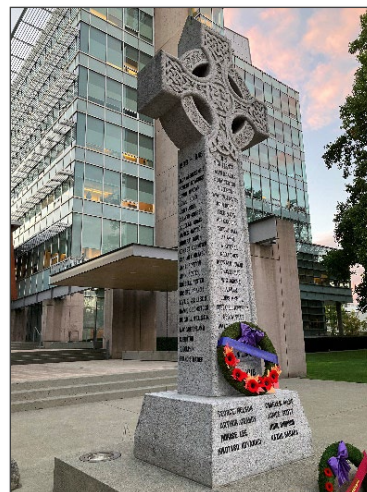


Figure 5. [Cenotaph in Richmond, BC]. (October 4, 2024). (Source: Debbie Jiang).

Why were these soldiers' names forgotten? It is not uncommon for names of soldiers not to be listed on a cenotaph because of geographical disputes, issues with determining origins or descendants who did not bring forward their loved one's name. In the case of the Japanese Canadian soldiers, they may have been omitted because they were Japanese.



Figure 6. [Private Hikotaro Koyanagi, 50th BN Canadian Infantry]. (1916). (Source: Koyanagi Family Collection).

Private Koyanagi and his cousin, Private Harada were fishermen. They enlisted on September 1, 1916, with the 175th Overseas Battalion and were taken on strength by Calgary's 50th Battalion. Koyanagi fought in the Battles of Vimy Ridge, Hill 70 and Passchendaele where he died while carrying a wounded man on his back.

Harada arrived in France in October 1916 and soon saw action in the trenches. In March of 1917, Harada took a rifle grenade to his left eye. While he was in hospital, his battalion took part in the capture of Vimy Ridge. He survived the battle of Passchendaele while his cousin was killed there on October 26. On the



Figure 7. [Private Kazuo Harada]. (1916). (Source: Nikkei Museum).

third day of Canada's Hundred Day Offensive in August of 1918, Harada was grievously wounded on August 10. With his whole body literally broken, he developed profound sepsis by the time he reached England. He died on August 15 after five days of suffering.

Koyanagi has no known grave and is memorialized on a wall of the Menin Gate in Ypres, Belgium. Harada's grave is in Netley Military Cemetery in Hampshire, England. Their names are in the First World War Book of Remembrance in the Memorial Chamber of the Peace Tower, Parliament Hill and on the Japanese Canadian War Memorial in Stanley Park.

After 102 years, their names were rightfully included on our cenotaph. Thank you for your service and sacrifice. Welcome home, soldiers, we remember you.

Take the Quiz

Walk with us down memory lane. For each photo, select the most accurate response from those given. Find the answers on page 14 with a few fun facts added.

1. Who became the first Canadian women fighter pilots?
 - a. Jane Foster
 - b. Deanna Marie Brasseur
 - c. Eileen Vollick
 - d. Martha McSally



2. Which group of airwomen are shown parading at the Cenotaph in Vancouver on Remembrance Day in 1952?
- RCAF Station Jericho Beach Women's Division
 - RCAF Station Comox Women's Division
 - RCAF Station Sea Island Women's Division
 - RCAF Station Boundary Bay Women's Division



3. Where on Sea Island was this 1958 Christmas Pageant held?
- Sea Island United Church
 - Sea Island Community Hall
 - Protestant Chapel, RCAF Station Sea Island
 - Sea Island School



Dan Mclvor, father of the Martin Mars water bomber

The following is an excerpt of the story of Dan Mclvor, a long-time Burkeville resident. If you wish to learn more, please contact the Sea Island Heritage Society for the complete story.

Daniel Erskine "Dan" Mclvor was born on August 30, 1911, in Killarney, Manitoba to Reverend Daniel Mclvor and Gertrude Margaret Bisset. He was the second of six children, the only son to Daniel and Margaret. In 1925, the family moved to Thunder Bay, Ontario.

While living in Thunder Bay, he met Isobel "Bud" Auld, daughter of George Rennie and Annie May Auld (née Stewart) of Thunder Bay. On July 5, 1937, Dan and Isobel were married in Thunder Bay. Both were accountants at the time, and eventually had two daughters, Mary Anne and Isobel Wendy (Wendy).



Figure 8. [Isobel and Dan McIvor in front of their house at 128/1280 Douglas Crescent in Burkeville]. (unknown date). (Source: Wendy Stuart).

In 1951, Dan and Isobel moved to Burkeville, on Sea Island. They bought a house located at 128 Douglas Crescent (later became 1280 Douglas Crescent when the City of Richmond changed the house numbering) for \$3,200.

Dan was well-known and very involved with the local Burkeville community. They raised their daughters in Burkeville.

In 1993, Isobel passed away. Dan passed away on February 24, 2005.

RCAF and aviation career

Since Dan could not afford flying lessons, he began flying in a friend's home-built Corben Junior Ace. Using the knowledge gained from a welding course, he decided to build his own Corben Junior Ace. Dan had not quite finished the Corben when he joined the Royal Canadian

Air Force (RCAF) in 1939 as a rigger posted to Air Navigation School in Trenton, Ontario. Still longing to become a pilot and serve his country, he re-mustered to pilot training in December 1940, having just received his private pilot's licence.

He moved on to No. 2 Elementary Flying Training School (EFTS) at Fort William, Ontario, where he trained on Tiger Moths. From there, he trained on Harvards at No. 2 Service Flying Training School (SFTS) at Uplands, Ontario. He earned his wings and Sergeant Pilot rank in June 1941. Overseas orders arrived, and from Transit Camp in Iceland, he moved on to Basingbourn, England. Due to illness, he was first grounded, then placed on tower duty and eventually shipped back to Canada in 1942. After a refresher course at Rockcliffe, Ontario, in July 1942, he was posted to No. 8 Bombing and Gunnery School in Lethbridge, Alberta.

After a year as Staff Pilot, he requested a transfer to No. 124 Squadron (Ferry Command) in Ottawa in November 1942. He then returned to Lethbridge as a ferry pilot in 1943. In September of that year, he was commissioned as Pilot Officer, and a month later, promoted to Flying Officer. In January 1945 he was discharged, with a rank of Acting Flight Lieutenant.

Immediately after the war, Dan worked in a variety of jobs, eventually earning his instructor's rating and becoming a charter pilot in British Columbia.

In 1956, he began flying a Grumman G-21 Goose for MacMillan Bloedel. When he joined this company, he was appointed to a committee composed of representatives of 19 logging companies and the BC Forest Service. The

committee's goal was to develop improved methods for fighting forest fires.

Dan began by dropping water-filled bags from MacMillan Bloedel's Grumman, the first time that an aircraft was used to extinguish a forest fire in British Columbia. Immediately, the BC Forest Service installed rotating tanks on the floats of a De Havilland Beaver owned by Vancouver UFly (Michaud Brothers). Realizing that this system did not carry enough water, Dan began looking for a larger aircraft that could carry more water. The answer, he believed, was flying boats.

Martin Mars

In the Spring of 1959, Dan learned that the US Navy intended to sell its huge Martin Mars flying boats for scrap. He found that four Martin JRM-1 Mars aircraft remained in existence, the "Philippine, Caroline, Marianas and "Hawaii." The aircraft were US Navy surplus and destined for the scrapyard. The bid had already been closed, but the Navy gave Dan the name of the winning bidder.

Dan called the winning bidder and arranged to buy the four aircraft for double the price the bidder paid for all four, paying \$50,000 US for all four. They were purchased originally by the US Navy for \$3.5 million (US) each. In addition to purchasing the four aircraft, Dan also ordered 90 tonnes of spare parts and several aircraft engines, all at bargain prices, along with 44 filing cabinets full of maintenance records and drawings.

The four Mars were flown to British Columbia during August and September 1959. The Caroline Mars was pressed into service for training while the Marianas Mars was converted into a water bomber by Fairey Aviation. A spiffy

red and white paint scheme completed the upgrade.

On June 23, 1960, the Marianas crashed into treetops, killing all four on board. The conversion of the Caroline Mars to a water bomber was accelerated. That same year, Dan demonstrated the wisdom of his selection when he flew the Caroline Mars and put out a serious fire before ground crews even managed to get to the scene. Unfortunately, the Caroline Mars was destroyed by Typhoon Freda in 1962.

Fairey Aviation immediately proceeded to convert the Philippine and Hawaii Mars to water bombers, adding a new secondary tank to contain "Gelgard," a thickening agent added to the water to make it viscous and not run off so readily. Both went into service in 1963.

A consortium of six British Columbia forest companies, including MacMillan Bloedel, was formed to oversee the conversion of the Mars flying boats into water bombers. The new company was named Forest Industries Flying Tankers Limited (FIFT). From 1959 to 1966, Dan served as Chief Pilot for FIFT at Sproat Lake, near Port Alberni, on the west coast of Vancouver Island. In 1966, Dan resigned from FIFT to return to commercial aviation.



Figure 9. [Dan McIvor in the Martin Mars water bomber]. (October 1, 2014). (Source: screenshot from a YouTube video by T182).

In 2007, Coulson Aviation, acquired the Hawaii and Philippine Martin Mars water bombers from TimberWest. In 2015, they were last used to help fight fires in British Columbia, Mexico and Alberta.

In 2024, the Martin Mars aircrafts were acquired by museums, and on August 11, 2024, the Hawaii Martin Mars made its last flight taking off from its longtime base at Sproat Lake. It was escorted by nine Canadian Forces Snowbirds, passing over Vancouver Island communities enroute to the British Columbia Aviation Museum, its final destination. The Philippine Mars may go to the Pima Air and Space Museum in Arizona in the US.

Honours and Recognition

In 1998, the British Columbia Aviation Council presented Dan with a Lifetime Achievement Award in Aviation. On May 25, 2002, Dan was inducted into the Canadian Aviation Hall of Fame honouring his achievements as one of Canada's Aviation pioneers. Dan was awarded the Order of Canada on May 8, 2003, and invested on April 6, 2004.



Figure 10. [Similar collage of Dan McIvor and the Martin Mars waterbomber presented to SICA]. (2006). (Source: Sea Island Heritage Society).

In November 2003, the Sea Island Community Association dedicated the main floor meeting/activity room of the Sea Island Community Centre in honour of Dan McIvor. In 2006, the Sea Island Heritage Society presented a similar photo collage (see Figure 10) and a plaque of Dan and the Martin Mars water bomber to the Sea Island Community Association to recognize Dan's life achievements.

Shortage of farming labour during WWII

written by Barbara Kinahan (née Moodie)



In September 1939, World War II broke out in Europe. There were shortages of all kinds - food, gas and other items were rationed. So, having recovered from The Great Depression, the world now faced war.

On rural Sea Island where farmers and their families lived and worked, there was suddenly a shortage of labour to help with Spring planting and Autumn harvesting. All able-bodied women and men had joined the armed forces and those at home found work in factories. The Boeing company employed many people at its plant on Sea Island. Conscientious Objectors were the only hired men available for farm work - Ike was the one hired to work on the Laing farm.

Most of the farms on the island grew grain crops. The exception was a few Chinese farmers who grew vegetables which they would deliver to sell in Vancouver's Chinatown. Thus, my sister and I, along with some friends and our cousin

Jimmy were hired to work in the fields the summer of 1942. I was just 10 years old; my sister was eleven and Jimmy was twelve - no worries about 'child labour' in those days!

We would ride our bikes from Marpole out to my Uncle Rich Laing's farm on Sea Island every day and leave our bikes and packed lunches near the back door of the farmhouse on Grauer Road and head right across the road to work.

Mah Fong and his wife's land was across from the Laing farm. Mah Fong, a pleasant man, had a shiny gold tooth which glistened when he smiled. They lived in a big unpainted house. He and his wife managed the land. He had an old black truck to deliver his vegetables to Chinatown grocers. We knew him, but we worked next door for Wong Fee who lived in a one-story unpainted house with his brother Fang.

Each day, Wong Fee would explain our day's work to us. It was mostly thinning the vegetables. It wasn't hard work but we went home each day in need of a good bath and clean clothes. The pay was ten cents an hour - probably all we were worth, as Jimmy kept us amused with jokes and stories all day. He even taught us to swear in Chinese - that I have forgotten! Each day we would line up in Wong Fee's house and he would pay us our wages. During the four years I worked, the pay went from ten cents to thirty-five cents an hour. The last summer I worked down on Ferguson Road for Mah Wing Toy, another nice man.

The Laing family had always been friendly with their Chinese neighbours. When one of them was returning to China, my uncle Arthur Laing gave him a suit, so he could go home looking good. In return, a Chinese man brought a lovely gift to the Mackie family. It was a silver dinner bell in the shape of a carp. It sat on the built-in buffet in the Mackie home in Marpole. When we visited the great uncles and aunt every Sunday morning, my sister and I were allowed one ding of the bell each. Sadly, we are unsure of the whereabouts of the silver carp.

Wong Fee would often stop to visit Thomas and Marion Laing on his way home from Chinatown. They enjoyed his visits, but he was usually a little drunk. My grandma would give him cups of sugary tea to try to sober him up before he drove his old truck home over the Marpole bridge. Somehow, he always got home safely. They would celebrate Chinese New Year, inviting my Uncle Rich over to visit. I don't know what became of them all, but they were good citizens and added much to Sea Island life in those days.

Answers to The Quiz and A Little Bit More

Picture 1 - RCAF First Women Fighter Pilots

Answer: A & B

Major Brasseur & Captain Foster. Major Deanne Marie "Dee" Brasseur (right) and her colleague Captain Jane Foster (left) were the first women in the RCAF to qualify as CF-18 fighter pilots, graduating from 410 "Cougar" Squadron in June 1989. Major Brasseur had accumulated over 2,500 flight hours over North America and Europe, and in 2007 was inducted into the Women in Aviation International Hall of Fame. Major Brasseur attended kindergarten in the building which is now the Sea Island Community Centre in the late fifties. Her father was stationed at the RCAF Station Sea Island at the time.

(Source of photo: Canadian Armed Forces Facebook page.)

Picture 2 - Remembrance Day Parade - 1952

Answer: C

RCAF Station Sea Island Women's Division. Barbara Campbell (née Pearson), a member of the Women's Division (WD)* from RCAF Station Sea Island, submitted the photo of herself with the Sea Island WD in a Remembrance Day Parade at the Vancouver Cenotaph at Cambie and Hastings Streets. The entire WD from Sea Island was free to march that day, November 11, 1952.

*The Royal Canadian Air Force (RCAF) Women's Division (WD) was active during the Second World War. Their non-combatant role was to replace male air force personnel so that they would be available for combat-related duties. They trained, lived at the barracks, and had uniforms with insignia for the various ranks they earned. As the war progressed, the WD took on increasing responsibilities that received numerous citations for their outstanding contributions.

(Source of photo: Barbara CAMPBELL (née Pearson) of RCAF Women's Division, November 11, 1952. Additional information sourced at https://en.wikipedia.org/wiki/Royal_Canadian_Air_Force_Women%27s_Division.)

Picture 3 - RCAF Chapel Pageant

Answer: C

Protestant Chapel, RCAF Station Sea Island. Christmas Pageant in December 1958 was held at the Protestant Chapel, RCAF Base, Sea Island. Bill McLeish played the role of *Joseph* and Leah Errington was *Mary*. The angel standing to Bill's left is Christine Huggins.

The Chapel was used for a variety of activities including weddings and christenings. William Bruce Campbell and Barbara (née Pearson) were married April 15, 1953, in the Protestant Chapel on RCAF Sea Island. Best Man was F/F John Kimmick and the Protestant Padre at the time was S/L Gilbertson. Bill Campbell was an RCAF Firefighter. Barbara Pearson was also in the Women's Division, RCAF Sea Island at the time.

Colin Henthorne spent his first two years on Sea Island. In 1956 his family lived at 27 Catalina Crescent in Burkeville. Colin said, "I was baptized in the RCAF Chapel, Sea Island; my baptismal certificate was RCAF issued."

(Source of photo: Barbara, Bill & Doug McLeish. Additional information sourced from Colin Henthorne's post to the online guestbook for the Sea Island Heritage Society on March 11, 2015.)

In Loving Memory

Sadly, we have heard of several Sea Islanders that have passed away. Our sympathies to their families and friends.

- Carol HILLS (née GRAUER) grew up in Cora Brown, Sea Island with her parents, Carl and Beverley Grauer, and siblings John, Pat and Debbie. She was a great cook, and loved to paint art, travel and garden. Carol was a very caring person who loved to be with her family.
- Mary Anne FORMAN (née McIVOR), a beloved wife, mother, and great/grandmother, grew up in Burkeville. She was the daughter of Dan and Isobel McIvor, and sister to Wendy Stuart. Mary Anne loved to bake, host gatherings, and nurture children's imaginations and faith through art and storytelling. She is remembered for her love, joy, and deep commitment to family and faith.
- Dennis WILLIAMS, husband of Lani (née Steele), was a beloved husband, father and grandfather. He and Lani briefly lived on Myron Drive in Cora Brown. They loved to travel. He is deeply missed by family and friends.

Should we have inadvertently missed someone, please let us know at info@seaislandhome.org.

Sea Island Artifacts and Memorabilia

Over the past few months, we have had some lovely donations. Donations are welcomed and appreciated. If you are downsizing or just cleaning out those boxes from the basement or attic, anything Sea Island would be most appreciated. Contact Eunice at eunice@genbug.ca.

CONTACT US

If you have questions, comments, or want to share your memories and photos, we would love to hear from you.

To submit a letter, documents, photos, or a cheque for your membership or donation via snail mail:

Sea Island Heritage Society

Box 94444

Richmond, BC V6X 8A8

To be added to our e-Newsletter, or send us an email: info@seaislandhome.org

To join, renew your membership or donate by e-Transfer: treasurersihs@seaislandhome.org

Website: <https://seaislandhome.org>

Follow us on Facebook: <https://www.facebook.com/seaislandheritagesociety>

“Sea Island is located within the traditional territory of the Musqueam, Squamish, and Tsleil-waututh Peoples.”