



Probud Club of Central Edmonton Newsletter

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Edited for Ken Hoffman

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October 20 Presentation on "A Future of Overlapping Disasters":

Bob Kamp introduced our speaker, **Richard Worzel**, a futurist who has provided strategic planning advice to senior international organizations. His specialties include economics, world trade, computing science and robotics.

Mr. Worzel identifies humanity as being especially poor at identifying and resolving major problems which develop only gradually, such as climate change. Such problems are not immediate enough to warrant urgent attention at the outset, but then become extremely difficult to resolve at a later stage. The COVID pandemic comes to mind.

A longitudinal study showed that children who picked two marshmallows after a 15-minute wait were more successful in later life and careers than children who picked one marshmallow for immediate consumption.

Strategic planning searches for opportunities in a world of conflicting changes. As an example, China invests heavily in green technology despite its environmental record.

Simultaneous effects of climate change, such as fires and rain storms, desertification and floods, water shortages and hydro-electric power, are examples of contradictory forces from which a path to the future can be selected.

In a changing environment, opportunity can be derived to justify the investment in planning for the future. Tools for this activity include: environmental scanning, scenario planning, innovation, cooperation and wild card analysis.

The collapse of the Soviet Union was foretold by the exiling of a Russian economist to Iceland and his subsequent recall to Moscow. This led to Shell's view that the Soviet Union would collapse and that the oil price would rocket resulting in economic opportunity.

October 27 Presentation on "My Northern Canada Experience":

Jack Scott introduced our speaker, **Dr. Jean-Louis Arès**, who is a photographer and writer after a career in orthodontics. Both shared the experience of working for the Northern Transportation Co. Ltd. on the Arctic coast in the early 1960s.

Dr. Arès worked on ships as part of the annual 'sea-lift' supplying some of the 42 radar stations in the Canadian part of the Distant Early Warning (DEW) line.

Ships used for the sea-lift had been built in World War II to unload tanks from their bows onto beaches. These were known as "Landing Ships – Tanks" (LSTs). They were supported by "Landing Craft – Mechanized" (LCMs), as used in the Normandy landings.

Travelling along the western part of the Arctic coast, Dr. Arès enjoyed meeting Inuit and their children. He saw Arctic char being dried, and beluga whales being cut up for later eating as muktuk.

Pingos, 300-foot high hills, whose cores consist of ice, are a striking feature of the Arctic. The Inuit use these as a refrigerator to store food.

At the Smoking Hills in Franklin Bay, lignite and oil shale have been burning for centuries. And at Pearce Point, the sea has carved an arch through an islet, later visited by the Governor General, David Johnson, as part of Canada's 150th celebrations in 2017.

The sea-lift ships could be repaired in a floating dry dock, and, at the end of summer, they were secured together for the winter. The final voyage of the season was around the coast of Alaska through the Bering Strait to Seattle.

Dr. Arès' most interesting website is at:

DewLinesRadarNTCL.ca

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