

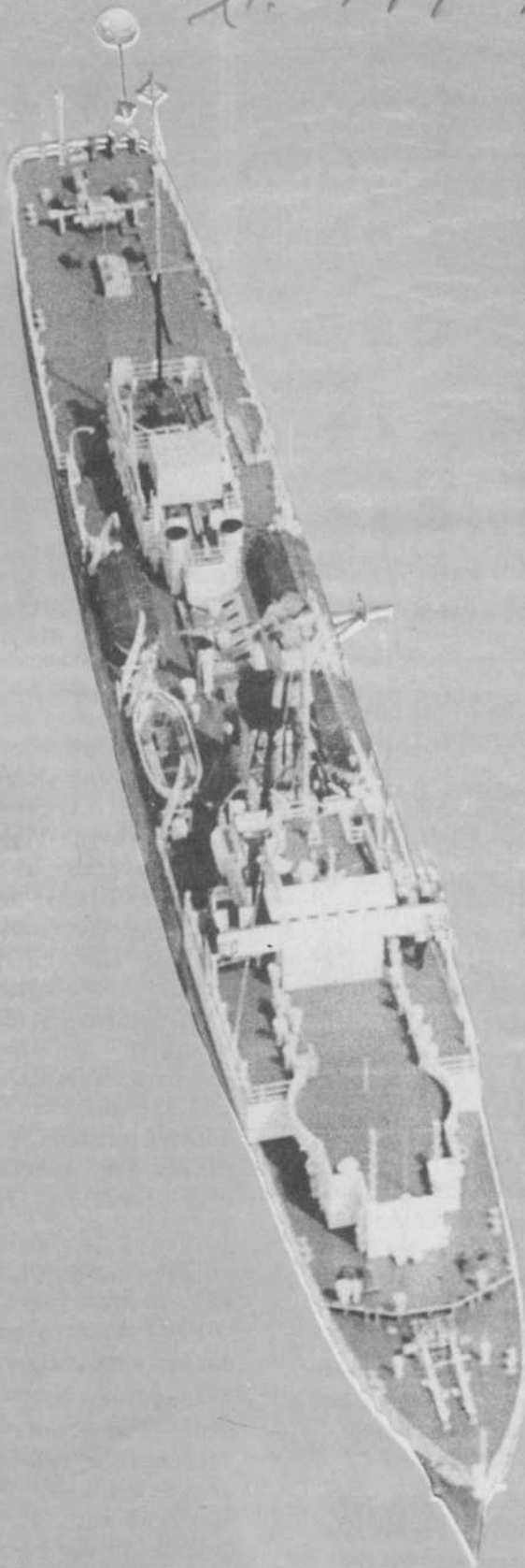
# **NEWS** on the **DOT**

VOLUME 3 NO. 4

DEPARTMENT OF TRANSPORT STAFF PUBLICATION

DECEMBER, 1952

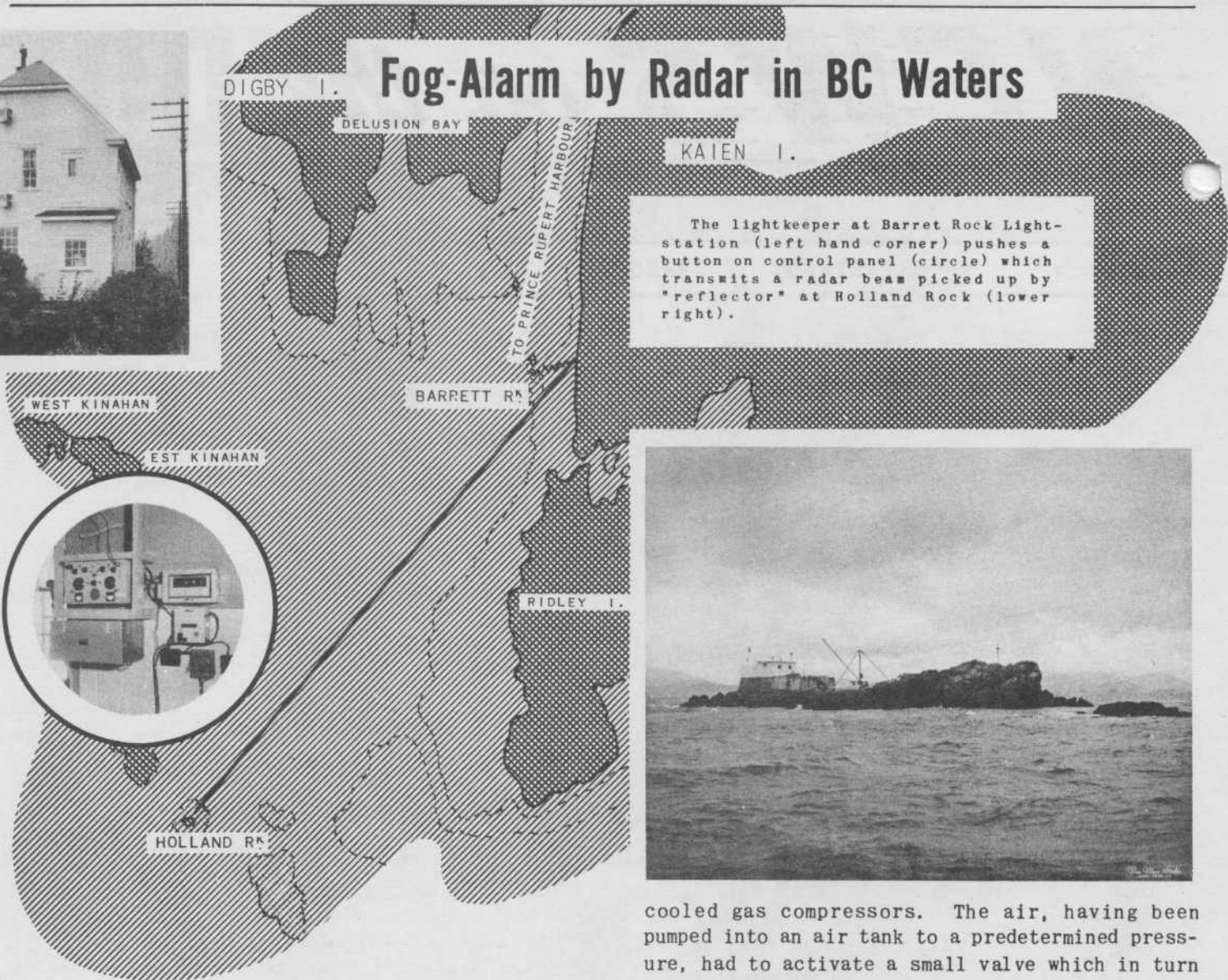
*Mr. McLeod*



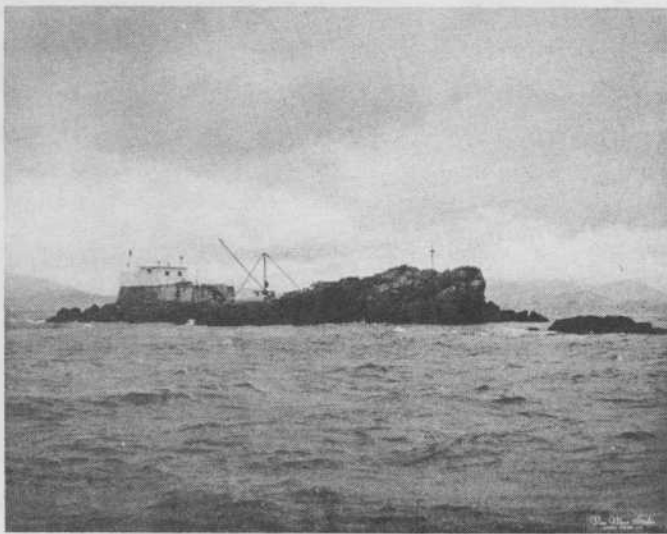
Season's Greetings



# Fog-Alarm by Radar in BC Waters



The lightkeeper at Barret Rock Lightstation (left hand corner) pushes a button on control panel (circle) which transmits a radar beam picked up by "reflector" at Holland Rock (lower right).



'Push-button' radar-controlled fog-horn is the latest in navigation aids installed by the Department of Transport. At the approaches to the harbour of Prince Rupert in northern British Columbia is a reef known as Holland Rock, a menace to mariners. About four and a half miles distant is the lightstation, Barrett Rock, and when the lightkeeper, Tom Moran, sees the fog and mist coming up he pushes a button on a control panel in his station which transmits a radar beam. This is picked up at Holland Rock by a "reflector" which activates the engines. In a few minutes a fog-horn gives out a loud, clear signal to the mariner which can be heard more than five miles away.

Believed to be the first of its kind in the world, this new radar development was worked out and found to be more practical than a proposed radio-operated system, since Holland Rock had proven to be too small for a satisfactory lighthouse. Working in close co-operation with the Aids to Navigation, Marine Services, and Telecommunication Branches of the Department of Transport, the Radar Development Section of the National Research Council have produced a unique microwave control unit enabling a fog-alarm station to be completely and entirely operated from any convenient point up to ten miles.

Although it is very simple to operate now, there were many difficulties to be worked out before the experimental microwave equipment became the smooth operating mechanism. The problem was to start and stop by remote control either of two completely independent engines which drive the compressors. The fog-horn is operated by two air

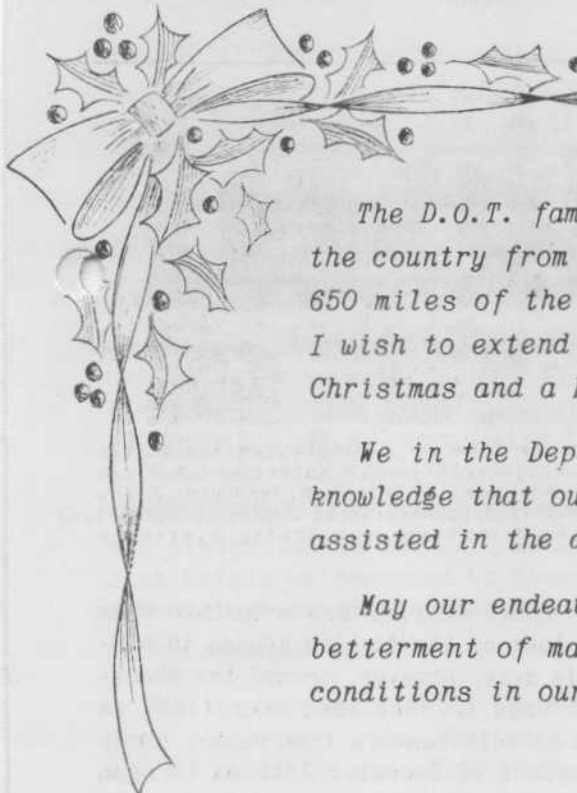
cooled gas compressors. The air, having been pumped into an air tank to a predetermined pressure, had to activate a small valve which in turn operated the diaphone at predetermined intervals.

At Holland Rock a diminutive rock supports a small concrete building containing the equipment and machinery to operate the fog-horn, a radar receiver and short wave transmitter. At Barrett is a radar transmitter and short wave receiver. To assure the lightkeeper that engines at Holland Rock have actually started to operate, a microphone is placed near them. This microphone feeds into the shortwave transmitter which is turned on by the same radar beam that triggers the engine relays. At Barrett the lightkeeper is tuned in on what's going on four and a half miles away, "listening in" on the engines and fog-horn. Should the engines not start for some reason, the relays cut off automatically after five attempts. The radar transmitter also cuts off when the engines start. The system is so automatic that a knowledge of radio or radar is not necessary to operate it.

The fog-horn has been in operation five months and the experiment so far has proven satisfactory. DOT maintenance men appreciate the fact that the system requires a minimum of attention.

Engineer F.R. Park of the NRC Radar Unit of Radio and Electrical Engineering Division was responsible for the design and the installation at Holland Rock. Assisting him were two technicians from NRC, J. Leduc and C.S. Gardiner. The Department was represented by S. Robson of Aids to Navigation, and R.H.M. Lobb, radio technician.

Two more stations are being equipped, one at Look Out Island in B.C., and another at Colchester on Lake Erie, Ontario.



## CHRISTMAS 1952

The D.O.T. family, numbering close to 12,000, is scattered throughout the country from the Atlantic to the Pacific and as far north as within 650 miles of the North Pole. On the occasion of this Yuletide Season, I wish to extend to each and everyone of you my best wishes for a Merry Christmas and a Happy New Year.

We in the Department of Transport have just cause for pride in the knowledge that our collective contribution to transportation has greatly assisted in the development and expansion of this country.

May our endeavours for the coming year be ever directed towards the betterment of mankind by helping to make possible the improvement of conditions in our respective communities, our country and the world.

*Simon Morris*



POWER HOUSE OPERATORS (Back Row) A. Lymburner; W. Atkinson J. Cloy; G. Morris; (Front Row) A.J. MacDonald; W. Sharp R. Ayers.

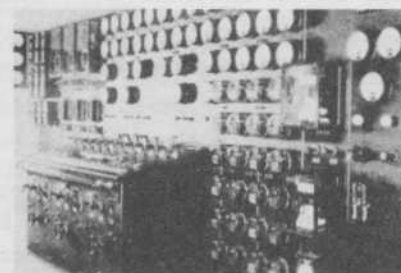
The Welland Ship Canal between Lake Ontario and Lake Erie rates with the greatest in the world. Every moving part of the canal is operated by electric motors which range in size from 210 horsepower down to fractional horsepower. Some of the machinery and structure include eight giant locks, many weirs, twenty bridges of different types, valves, high and low tension transmission lines, thousands of signals warning and inside lights, many buildings, sub stations, switch boards, a gate lifter, dry docks, scow tug as well as road tools such as earth and material moving equipment. The power house generates and supplies the power necessary to operate all these, and it takes highly skilled crews to keep everything operating smoothly.

Power is supplied for heating and lighting throughout all the buildings and structures on the canal system, including the Head Offices in St. Catharines and Administration Offices at Port Colborne. The canal is well lighted throughout its entire length of twenty-seven miles. The lighting of the locks and bridges is controlled at each structure but the lighting of the canal reaches is operated directly from the power house.

The power plant itself consists of three hydro-electric units, each having an output of 5000 horsepower. The water which drives the hydraulic turbines is carried through a penstock from the head of Lock No. 7 down past the Twin Flight Locks

## WELLAND SHIP CANAL

## POWER HOUSE



Main Switch Board—Power House

to just below Lock No. 4 where the Power House is located. The normal head is about 186 feet.

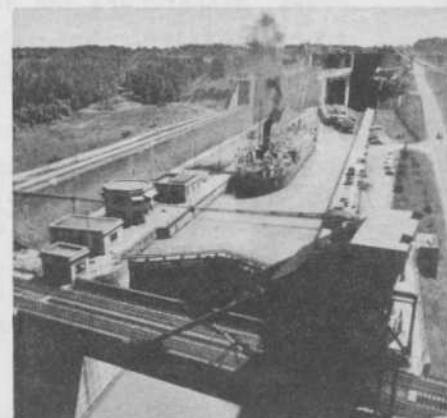
The generated voltage is 6600 volts and this is stepped up to 22000 volts for transmission to the several transformer stations. These stations are situated close to the different structures which they supply and at these points the voltage is stepped down to 550 volts for use on the many motors, heaters, etc., required for the operation of lock gates, valves, bridges and the heating of the buildings. The 550 voltage is again stepped down on the different bridges and locks to 110-220 for lighting the locks, bridges and buildings.

The electrical system is tied in with the Ontario Hydro Electric System to ensure a power supply in case of any emergency. Power can be, and has been, supplied by the canal power house to Hydro during periods when the power demand on the Hydro system was high.

The power house is manned by a staff of seven men with two men being on duty at all times. These men work in three eight-hour shifts, the seventh man working on different shifts so that each man has one day off every week.

## Welland Ship Canal

## Twin Locks 4, 5, &amp; 6.



# MET REPORTS

## GLEANINGS FROM GANDER

Bob Stark

All members of the Met staff were saddened at the death of Mrs. Lenahan, wife of the OIC. All who ever met Mrs. Lenahan remember her happy smile and cheerful disposition.

Sincerest condolences to Mr. Lenahan and his three boys.

During the past summer we have said "goodbye" to many friends at this station, posted elsewhere, and "hello" and welcome to Gander to others from many other parts of Canada.

The postings were mainly the results of competitions. Forecasters who left include Roy Lee to Research and Training at Head Office; Paul Benison to Central Analysis at Montreal. "Mac" Elsley went to the TCA Liaison position at Montreal, and Moe Kestenberg went to California to study for a doctor's degree.

Out of the Assistant's ranks, Charlie James went to CAO Montreal, and Frank Healy to Torbay.

Five left Met Office for ATC, being Bill Banfield, Ed Moore, Don Blackmore, George Smith and Brian O'Rourke.

### Recent Arrivals

Newcomers to the staff included Miss Angela Chafe, Steno, St. John's; Al Evenson, Forecaster from Edmonton; Don Day, Forecaster, Moncton; Tom Rissesco, Assistant Met, Parrsboro, N.S.; Steve Nikleva, Forecaster, Toronto; John Chafe, Teletypist from CNT; Fred Hoskins, Assistant Met from Goose Bay; Lorne Elms, Assistant Met from Bay Roberts; Max Thistle, a former school teacher at Gander, from Burlington, Notre Dame Bay, was at Gander a few weeks before going to Toronto for a radiosonde course and then headed for the north; Alex Chisholm, forecaster from Malton; Bill Abbott from St. John's; Max McKinnon from Liverpool, N.S.; and Leo Byrne from Tilton, Conception Bay, Nfld.

### Other Recent Arrivals (to the Staff)

Dianne Jacqueline Greene, Karl Joseph Simla and David Francis Denison. Forecast notice.--- Stuart Stark arrived September 19 to Bob and Margaret Stark. This makes the third boy born to Gander forecasters this year. For three years past there have been born each year to the forecasters three boys and one girl. Looks like we can expect a girl in December. (*Looks as if the weather boys are forecasting other facts besides the weather*).

The Gander Met. Office has taken on a modern appearance with the installation of metal forecast desks, and a smart counter which separates air crews, dispatchers and other customers from the general office. Now, the most onerous duty of forecasters is walking back and forth to the teletype room to collect and file data. Over a mile is walked each day in this task. However, soon there will be an aerial runway to carry this traffic. The device, consisting of a metal basket, pulleys and clothesline wire, has been built by Norm Powe, with suggestions from several members of the staff. Norm has been experimenting in his garage for a few weeks perfecting this runway.



At a farewell party held for Washburn, Lee and Johns: Fr. Row: J. Simla, R. Simla, S. McKay, F. Sutherland, F. Johns, M. Cake, M. Stark, Sec. Row: R. Wright, E. Washburn, J. Lee, P. Kestenberg, J. Elsley, B. Gilbert; Back: P. Johns, C. Sutherland, R. Lee, G. Washburn, M. Kestenberg, M. Elsley, G. Gilbert.

### Sports

Salmon and trout stories are over for this year with the close of the fishing season in mid-September. This date, however, opened the shooting season but bags to date have been light as there seems to be more hunters than ducks. Only the second season from December 15th on is open for moose and caribou in areas accessible by road and rail, so any who want them before that date have to travel by boat or plane into the wilderness. None of the Met staff plan on doing this.

Bowling is Gander's latest sport. Forecaster Don Day, was elected president of the newly formed bowling association. The league, which got underway in late October, consists of a 16-team men's league and a 16-team mixed league. Met has three teams in each league. Captain's in the men's team are Teletype, Ron Chafe; Observers, Cecil Saunders; Forecasters, Don Day. Captains in the mixed league are Harry Carter, Norm Powe and Al Evenson.



GANDER CHILDREN PLAY WITH BABY MOOSE. Many families went to Glenwood to see the baby Moose that was there for a few weeks before being sent to Bowings Park in St. John's. Seen here are: Barbara Ellen, Ann, and Ricky Gilbert, and John Sutherland. Looking on from the rear is Conn Sutherland.

### On the Lighter Side

A few month's ago Teletype sent this out as part of the Marine Forecast for Belle Isle Area: "Visibility 6 miles, lowering to 1 mile in fluffies". Rather descriptive!

What is Canada's foremost Arctic Supply Ship "C.D. Howe" doing off the southeastern coast of U.S.A.? Yes, the name "Howe" was marked beside a weather report from a ship plotted at 36 N. 70 W. However, it was only "Weather Ship H" with an "E" added by the plotter. This error will not likely occur again as in the phonetic alphabet the weather ship becomes "HOTEL"

Forecaster Norm Powe has a bright two-year old son, Gregory. Greg has long known that c-a-n-d-y spells candy, but the other day he surprised Norm by asking "Please Daddy, can I have some D-O-T?"

Sex has now appeared in a weather forecast! This word which is used so often in current publications, occurred when a forecaster referred to "sextions of the islands" in the synopsis.

# Across Canada with D.O.T. Reporters

## SUMMERSIDE

'Now Summerside will take her spot  
Within the pages of the DOT.'

Hal Robertson, posted to Penhold, Alta., spent a couple of weeks on temporary duty at Winnipeg while enroute. Jack Evans has been accepted for the MA Meteorology course and left in September for Toronto. We welcome Clarke Tingley and his wife to our staff from Winnipeg.

Before Hal left we called the clan together and presented him with a pen and pencil set. Just before he departed he arranged a bang-up meteorological display for Air Force Day here at SU.

Art and Lois Lamont turn dramatic on the local stage each year. This year their play ran on and off for about two and a half months. Performances were staged in about twelve different halls scattered across the "Island".

'Now that we've told you what is what,  
And this, right now, is all we've got,  
Best wishes from this eastern reach,  
Yours very truly, James A. Peach.'

## HALIFAX

E.A. Croucher

This is to send greetings from the Meteorological Office at Halifax and also Pieter de Groot and the boys at the Weather Observing Station at Lucasville, who during the past summer, have been raising prize-winning vegetables on the site of Halifax's future airport (?).

The Weather Office varies slightly from most offices in the Federal Building here at Halifax in that we are accustomed to entertaining many of the interested public. Groups of Naval Officers, Merchant Navy, high school students, yachtsmen and "Meet Your Weatherman" radio fans are usual, and I was not a bit surprised yesterday to enter the teletype room and find a chubby Boy Scout holding forth at a perforator. We also receive many more letters than most offices, but a description of the humour, etc., in these would fill many issues of the D.O.T. news.

Incidentally, this 14-storey Federal Building is receiving plenty of shaking these days by the explosions taking place in Halifax Harbour where a wrecking crew is trying to remove a shipload of ammunition which burned and was sunk by R.C.N. gunfire one hectic night during the war.

We have had an excellent summer in the Maritimes: Yarmouth had its usual average of 25 foggy days per month, but in most places plenty of sun-tan oil was used. It was a fine summer for Burpee Mason (who went to Tangier in time to help with haymaking) and Stan (DiMaggio) Westhaver who have left for Resolute, N.W.T. These Met Assistants have volunteered for the opportunity to study conditions in the North. We have also lost Doug O'Reilly to the R.C.A.F. All these departures make for good office parties, but the boys will be sadly missed -- especially by Matt Dolan who trains the new recruits.

In between studying for barrier exams and doing research, the staff took part in a CSC softball league this past summer and have planned the usual bowling leagues this winter: Met and Radio Branch combined, Ladies' only, and the Male CSC league (consisting of teams from DVA, Customs, Family Allowance, Treasury and Admin, Immigration, National Harbours Board, Unemployment and Telecommunications and Met).

Our teletype room has recently been improved by a large picture of the newly proposed Met. Division badge done by John Fox, who is also famous for his last Christmas (Kiss) greeting on teletype. John has also designed and made an improved ink-well for plotters working on sloping plotting desks, and we see in the boy a budding Edison.

## MONCTON

Barrie Miller

The main social event of the summer season for the Moncton District Office was the staff picnic held on a beautiful August afternoon at Fundy Park, Canada's newest National Park, fifty miles from Moncton. Swimming in the salt water pool was the main attraction. Tracy MacFarlane, Bill Coles, Johnnie Saphir, Pat Ascroft, Yolande Goguen, Barrie Miller as well as others displayed their aquatic ability for the benefit of the less timid souls. Many just explored the beautiful spacious park.

After lunch came the soft ball game with both teams ending the same, 14-14. Ray Branscombe, Irvine Long, Len Fitton, Florence Le Blanc and Frances O'Blenis presented several extraordinary innovations to the game and Allan MacKendrick specialized in several long hits.

The social committee consisting of Edna Foran, Bernice Leger, Betty Carmie, Ev Armour and Ches Bateman deserves the thanks of all for a fine picnic.

During the past months, presentations were made to several of the staff on the occasion of their leaving their positions. Dolores Melanson on the occasion of her marriage; Mrs. Geneva Wilson who went to Moncton Aeradio Station; Yolande Goguen who left to accept a position as telephone operator at Goose Bay; and Miss P.M. Ascroft who went to Airport Manager's office at the Moncton Airport.

## MONTREAL

C.H. Skelton

Paul Johns of Meteorological Services was transferred in September from Gander back to the main met office at Dorval where he had been posted prior to his term to Gander in 1950.

R.R. Dodds, Met Service was transferred to CAO from DPWO. M. Hall departed for California in September where he will take up permanent residence.

Ross Hague, also met, made a familiarization flight to Kingston, Jamaica on October 20. These trips are taken by the forecasters to acquaint them with weather conditions encountered on various air line routes.

See also page 6

## Continued from Page 5 TORONTO

A number of head office meteorologists were delegates to the Buffalo convention of the American Meteorological Society and played an active part in the deliberations. This meeting was noted for the large number of Canadian contributions. Among the speeches and papers delivered were: 'The Canadian Experiment' by P.D. McTaggart-Cowan; 'Energy in the Atmosphere', D.P. McIntyre; 'Training of Meteorologists in Canada', C.M. Penner; 'Low Temperature Fog in Canada', W.L. Godson; 'Three Dimensional Frontal Analyses', C.M. Penner and A.M. Crocker.

The Controller, Andrew Thomson, was on extended business trips to Trinidad for meetings of the Eastern Carribean Hurricane Committee, and to Europe for meetings of Executive Committee of the World Meteorological Organization in Geneva.

K.T. McLeod, Superintendent of Public Weather, flew to England to take part in meetings of the Maritime Commission of the World Meteorological Organization. He chaired many of the business sessions and managed a side-trip to Paris.

Recent arrivals to staff here include Joe Clodman from Montreal to head office Research and Training Services; C.L. Mateer from Malton to the same place; Gil Fozard from Edmonton to Head office as District Teletype Supervisor; R. Lee from Gander to Head office Research.

Two conferences of Officers-in-Charge of field forecast offices were held with great success--one for District Officers, the other for Department of National Defence Weather Officers.

The Toronto Star annual puzzle threw most of us for a loss but among the prizewinners were Alec Chisholm (Malton), Bill Rae (Arctic section) Isobel Bagnall (Arctic section) and Fred Albert Page (Verification.) Prizes were nominal.

P. Saltzman

## VANCOUVER

N. Hadley, Radio Technician, Vancouver District Office, was the successful applicant to fill the newly created Radio Technician Gr. 3 and Officer in Charge position at the Vancouver Aeradio Station. Mr. Hadley has over 25 years' service with the Department as Radio Operator and Radio Technician. It will be a welcome change for him after being on the move around the District.

Assistants to Mr. Hadley are Glen Vallance, J. W.A. Robertson and M. Jensen, the latter two men being promoted from Radio Operator Gr. 1 to Technician Gr. 1.

Vancouver District Office has lost another Radio Technician of long standing, F.W. Sealey, who was the successful applicant to fill Radio Technician Gr. 2 and Officer in Charge of the Patricia Bay Range. I.L.S. is being installed at this site.

C.H. Harding, Radio Operator, Gr. 1, has taken over the Officer in Charge position at Crescent Valley. Best of luck Charlie after a good spell in Vancouver.

J.W. Mackay, Officer in Charge of the Crescent Valley Range, was the successful applicant to fill Radio Technician Gr. 2 position in the Vancouver District. This will be quite a change for Mr. Mackay and family after ten years at the Crescent Valley Range.

Radio Operator G.S.F. Jackson returned from Coppermine Radio with his wife and child during July to Commence annual leave in Vancouver and settle down to the bright lights after a third tour of duty at Coppermine. Operator Jackson has spent six years in all at that station, which appears to be somewhat of a record in that area.

W.A. Boyd

## EDMONTON

O.T. Hawey

J. HAMILTON

It is with the deepest sorrow that we find it necessary to record the deaths of two of our staff members, who have passed away since our last report to the paper. J. Hamilton, 46, of Engineering and Airways Section. Johnnie came to Edmonton

from Lethbridge at the time that office was moved into the consolidation section offices under the DCAS. During the construction period he acted as assistant to E.J. Garret, Resident Airways Engineer, at Yellowknife, and since then had been maintenance Foreman at Fort McMurray, Alta.

Mr. Hamilton had been in very poor health for a number of years prior to his death and had steadfastly refused to let the ravages of an incurable illness interfere with the performance of his duties. At no time did he permit personal discomfort to affect his work or relations with other staff members.

A. J. MOORE

A.J. (Bob) Moore, Air Regulations. Mr. Moore was killed August 10 in an aircraft accident while checking a private pilot for the Webster Trophy Competition.

Bob Moore was born in 1913 and served with the RCAF from 1940 to 1946. After his discharge he entered commercial flying in Ontario for a time, joining the Department in 1946. He came to the District Office in March, 1949.

Bob's passing came as a terrible shock to a very large circle of friends. Not only was he one of the most popular members of the District Office, but was very highly esteemed among members of the Edmonton, Calgary and Lethbridge Flying Clubs.

We at the 'office' miss his buoyant, cheerful personality and hearty laugh; the clubs mourn his friendliness and untiring efforts on behalf of the student pilots.



## Air Control's 1st Lady

Frances Oneson is Canada's first woman to qualify for an Air Traffic Controller Licence. Having worked in the Montreal control tower for the last seven years as an Air Traffic Control Assistant, Miss Oneson successfully wrote the Civil Aviation examination in June, which qualifies her for more responsible duties. The Department employs seven other girls as air traffic control assistants two of whom--Margaret Dunseith and Dorothy Crow of Toronto--have since qualified for Air Traffic Controller Licences.

Born in Dorval, a stone's throw from the airport, Frances applied for the position of Air Traffic Control Assistant in 1945. Since that time she has been in the tower learning the complicated work of air traffic control.

An air traffic controller sits in the tower directing traffic in the air as a policeman directs traffic on the streets. No plane can come in for landing or take off without permission from the control tower. The traffic lanes in the sky are invisible, and when there are many planes coming in to land or take off, the pilot must know which runways to use and where to park.

The control officer on duty relays pertinent information to the pilot to enable him to know which runway to use and conditions for landing or departure, weather conditions, wind velocity and other factors of importance in air navigation. When the sky is full of planes and schedules have



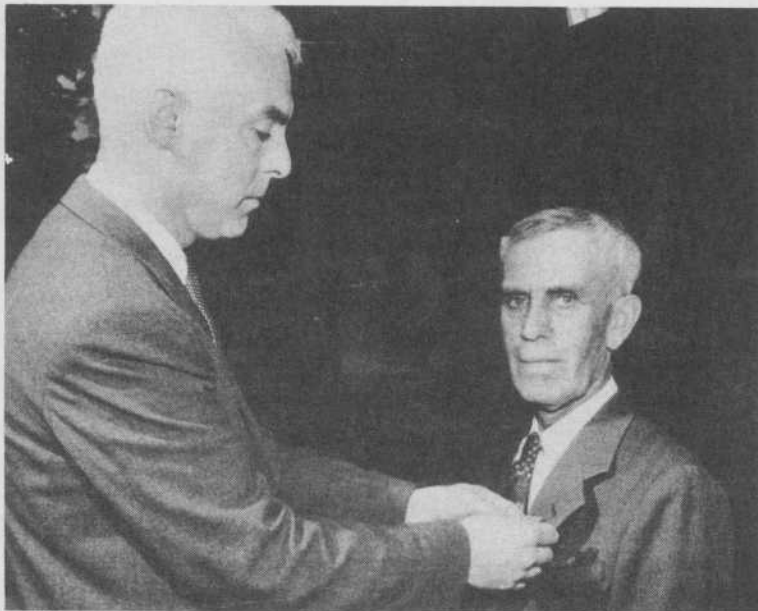
to be met, it is important to maintain a degree of separation in both time and space between aircraft.

The speed, load, size of the plane, weather conditions and numerous other factors must be considered by the control officer in directing an aircraft.

While the majority of aircraft are radio directed, a signal lamp is used to direct planes without such equipment.

"The job is interesting, the hours are good, and I like the work" said Frances, who has chosen to make a career of her job as a control officer.

## BERT MACDONALD HONOURED



Bert MacDonald receives Imperial Medal from A.Y. McLean, M.P.

A former DOT employee was honoured at the celebration of the 125th anniversary of the founding of Goderich in August of this year. The outstanding event of the first morning celebration was the presentation of an Imperial Medal, awarded by the Crown to Bert MacDonald for over thirty-five years of marine service. A.Y. McLean, M.P. for the district, presented the medal on behalf of Hon. Lionel Chevrier.

"Bert MacDonald, a native and life long resident of Goderich has given faithful service to the government, saved many lives and contributed well and nobly to the life of the town", said Mr. McLean.

"The Queen has seen fit to honour him with a medal in recognition of meritorious marine service for over thirty-five years."

An enthusiastic ovation was accorded Mr. MacDonald when the chairman of the celebration, Arnold McConnell called for three cheers and a tiger.

Mr. MacDonald was fog alarm engineer, in Aids to Navigation of Marine Service, and retired from the position in April 15, 1951. He has been mentioned before in these columns when the Mayor of Goderich honoured him for an act of gallantry in a bad storm in the fall of 1949.

During his 35 years of service in the Goderich water front, Mr. MacDonald has rendered assistance on many occasions to distressed mariners and he is held in very high esteem by Goderich people generally. Mr. Richardson of the Marine Agency, Parry Sound, stated "Never has he ever been asked to perform a task, even outside his ordinary duties without cheerfully complying and then adding a little more".

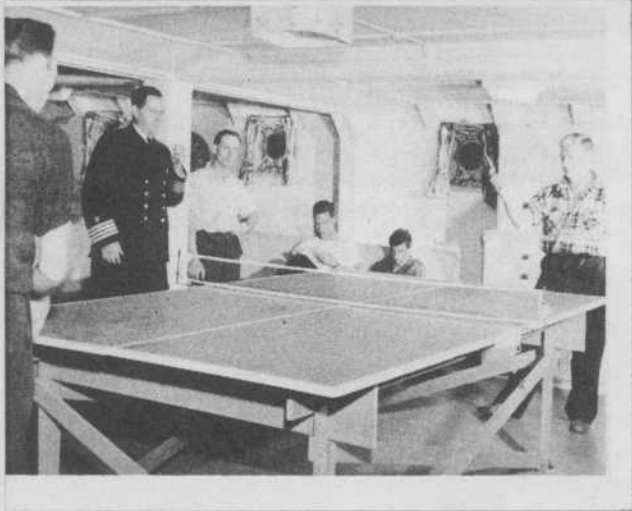
Every visiting official and the officers and crews of all departmental steamers wish him and his wife a long and happy retirement.



### COVER

At Ocean Station "P" in mid-Pacific, the D.O.T. weather ship stands on guard against storms during the holiday season.

# Christmas Cruise in Mid Pacific



Marine, Met and Radio up to bat

Christmas this year aboard the C.G.S. St. Catherines at lonely Ocean Station "P" will be made as pleasant as possible for its staff of Department of Transport personnel. Special Yuletide fare, Christmas mail, and even a Christmas tree were taken aboard prior to departure. On December 19, the C.G.S. St. Catherines relieved her sister ship in time to allow the personnel of the C.G.S. Stonetown to reach their homes for Yuletide festivities.

The two weather ships share the endless vigil at Ocean Weather Station "P" and alternate on the six-week round of duty. The men assigned to these ships are carrying out one of Canada's chief responsibilities to the International Civil Aviation Organization in gathering data for weather forecasts as well as rendering assistance to aircraft and shipping as required.

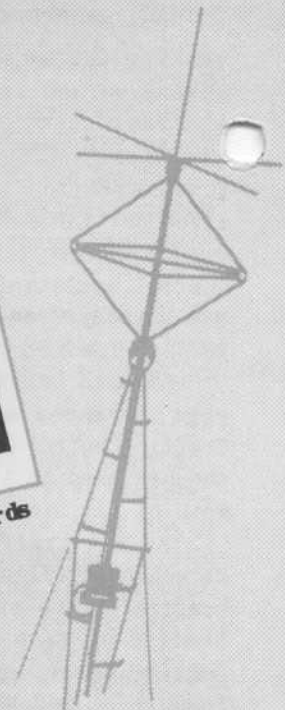
Canada's weather ships are "Happy Ships". Staffed by 41 officers and seamen, five meteorologists and nine radio technicians - all members of the large D.O.T. family, - they spend their working hours and their leisure moments together and get along remarkably well. Needless to say the end of the six-week patrol finds them happy to set foot ashore again and see their respective families as well as the bright lights of Victoria and Vancouver.

In keeping with the best traditions of the sea all personnel are on hand when the time comes around again to proceed to Station "P" to relieve the sister ship with its complement of D.O.T. personnel. The reason that the Canadian weather ships are such happy ships is due mainly to the kindly attitude taken by the Department of Transport towards its staff in their mid-ocean vigil. This dates back to when the ships were being reconditioned. Special attention was then given to provide roomier living quarters and to allow more privacy than is enjoyed on most ships. In addition an extra large, well equipped recreation room was built in the aft deck.

The Department has equipped each ship with a projector and sufficient movie films for a six-week period are supplied for each trip. Other entertainment is supplied by the Department and the men themselves contribute additional facilities through their canteen service. When off-duty, the men spend their time at the twice-weekly movies, join in the sing songs around the piano, play games such as ping-pong, cards, etc., read books from the well stocked library or listen to the radio-phonograph.



The forecast is in the cards



The Christmas crews and a carol



Yarning.....



...Dreaming of a White Christmas



Off Hours.....