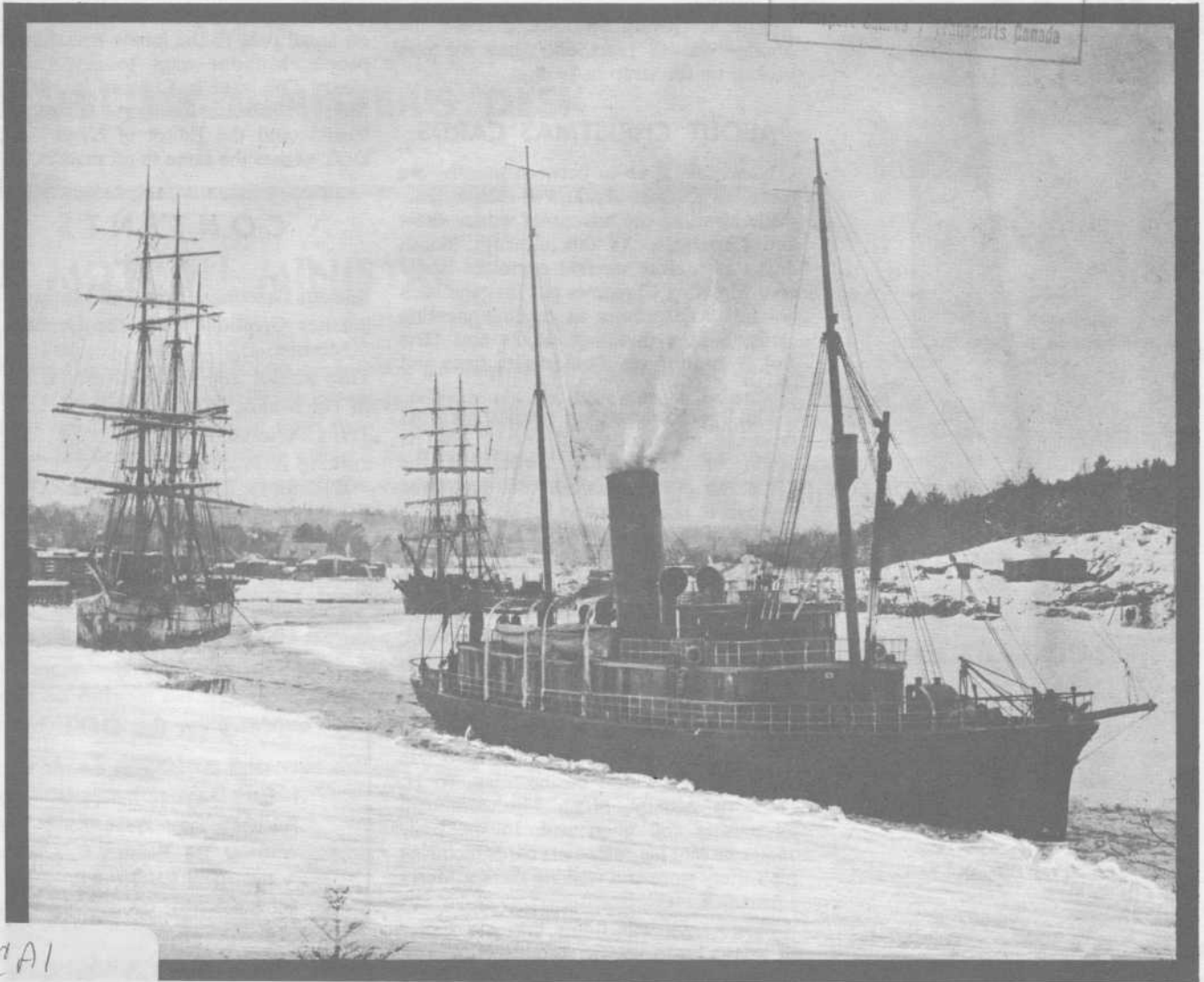


News on the DOT

CHRISTMAS ★ ISSUE

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COVER STORY

One of the earliest photographs of ice-breaking is this one of the old CGS *Stanley* freeing ice-bound vessels at Bridgewater, N.S., sometime during the first decade of the century.

Built at Govan, Scotland, in 1888, the *Stanley* was 48 years old when she was broken up for scrap in 1936.

ABOUT CHRISTMAS CARDS

November is an in between month—we recall the glorious fall days so recently past while awaiting the advent of winter snow and Christmas. As this eleventh month draws to a close we find ourselves busily contemplating Christmas gift lists and such holiday preparations as mailing greeting cards, baking puddings, cakes and tarts and decorating our homes with trees and tinsel.

The friendly custom of sending personal greetings to friends and family has its origin in pre-Christian times, but the Christmas greeting, as our time has come to know it, is as recent as 1843.

Henry Cole (later Sir Henry) of England commissioned artist John Calcutt Horsey to make him a Christmas greeting card to send to his friends. The design looked like a page out of Charles Dickens—bald-headed, jovial gentlemen and crimson-bonneted ladies making merry—and the message said, "A Merry Christmas and A Happy New Year to You."

The first American Christmas card was the work of an alert businessman, R. H. Pease of Albany, N.Y., who combined advertising and good will. In the early 1850's he sent his customers cards picturing his variety store and wishing them a Merry Christmas.

However, it was Louis Prang, a native of Silesia, who was to produce the most colorful and exquisite cards of the 1800's. In his adopted home town of Roxbury, Massachusetts, he was turning out multi-color cards for general use. In 1873 one of his female employees suggested that he

add "Merry Christmas" and merchandise them as seasonal greetings. By 1894 authorities in London were saying it would be difficult to find a dozen cards of English make as worthy rivals to the best Prang cards.

The turn of the century saw an upswing in Christmas card production with the entry of many new firms into the field. Fringes, satins and string ties were added as decorative touches and, in 1906, a firm began to market an assorted box of cards.

By the 1930's museums, libraries and galleries throughout North America followed the lead of the Metropolitan Museum of Fine Art in New York City in reproducing fine art as Christmas pieces.

Christmas cards today, as a means of communication, are perhaps more varied than any other medium that goes on paper. Their success on this continent is due in no small part to the innate friendliness of people. Millions want to say what Sir Henry Cole said in England in 1843: "A Merry Christmas and A Happy New Year"—and the Editor of News On The DOT wishes the same to all readers.

CONTENTS

	PAGE
Seasons Greetings From The Minister	3
Seasons Greetings From the Deputy Minister.....	4
They Shovel The Jets' Driveways.....	5
In The Middle Of Nowhere.....	7
Trans/Personalities.....	10
Parking A Problem	
ATC Boys Take To The Air.....	12
No. 279 Changes Her Name.....	13
Foto Features.....	16
Airways Surveillance Radar Training.	18
DOT's Interesting.....	19
It Pays To Think.....	20

News on the DOT

Staff magazine for the
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Published under the authority
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Nov.-Dec. 1962

PAGE
TWO



As 1962 draws to a close and the birth of a new year is imminent, I am ever reminded that the challenges and problems of our work do not follow the calendar. Rather, they flow from one year to the next and require the same degree of constant effort and personal initiative displayed by all members of the department.

I would like to express my sincere gratitude to each of you for your conscientious performance of duties throughout 1962. You are aware of the saying that "Generals without armies have never won great battles". As Minister of this very important government department I, too, depend on an army—each and every one of you—to carry out the multiple tasks assigned to Transport and I ask for the continuation of your loyalty and devotion to the department.

To each of you, the best of health, true happiness and a prosperous New Year. Please convey these wishes to your families in my name.

FROM THE MINISTER'S DESK

LE MOT DU MINISTRE

Alors que l'année 1962 est sur le point de s'envoler et que déjà s'annonce l'aurore de la nouvelle année, je me rends compte que les difficultés et les problèmes auxquels nous avons à faire face dans notre travail font fi du calendrier. Ils débordent au contraire d'une année à l'autre et demandent de la part de tout le personnel du Ministère une grande constance dans l'effort et dans l'esprit d'initiative.

Je veux remercier chacun de vous bien sincèrement de s'être acquitté consciencieusement de ses fonctions au cours de 1962. Vous connaissez le dicton "Sans armée, les généraux n'ont jamais gagné de grandes batailles". A titre de ministre responsable de ce très important ministère de l'État, moi aussi je puis compter sur une armée,—et c'est vous qui la constituez,—pour l'exécution des nombreuses tâches qui relèvent des Transports. Je vous demande donc de continuer à manifester au Ministère votre loyauté et votre dévouement.

J'offre à chacun de vous mes meilleurs voeux de santé, de bonheur et de prospérité pour la nouvelle année. Veuillez transmettre ces voeux en mon nom aux membres de votre famille.





At Christmas and the New Year we think of others, review the tasks we have accomplished and ponder a little the work ahead.

I am proud of the employees of the department and of their record of service to Canada, and I want everyone to be aware of this. Knowing you as I do, I believe also that we are not going to stand satisfied with what we have accomplished. Your achievements in the past are full evidence that the department will be doing its best to help our country grow and meet the problems which face it.

To all of you over the holiday seasons, greetings and best wishes.



J. R. Baldwin

FROM THE DEPUTY MINISTER'S DESK

LE MOT DU SOUS-MINISTRE

Noël et le Nouvel An: quelle merveilleuse occasion de penser un peu plus aux autres, d'examiner la tâche accomplie, de méditer sur celle qui nous attend.

Je suis fier des employés du ministère des Transports, fier des services qu'ils rendent au Canada, et je veux que tous le sachent. Vous connaissant bien, je sais que vous ne vous reposerez pas sur vos lauriers. A en juger par les réalisations du passé, je suis sûr que le ministère des Transports saura, dans toute la mesure possible, aider le Canada à se développer et à résoudre les problèmes auxquels il devra faire face.

J'offre à chacun de vous mes meilleurs voeux à l'occasion des Fêtes.



They Shovel The Jets' Driveways

by John de Bondt ● If you're not particularly enthused by the prospect of having to shovel your driveway umpteen times this winter, try to get some solace from the thought that the department has to remove close to five million tons of snow from Canada's airports every year.

Snow can be a boon to aviation; it can also be a hazard. At some of the department's 115-odd airports, planes land on skis in winter. At others snow is compacted in layer after layer till it becomes a solid snow-paved runway.

But at Canada's larger airports snow can be a danger to aviation. The propellers of many turbo-prop aircraft are so close to the ground that they might easily strike snow banks or drifts. Moreover, modern airliners reach a ground speed of close to 150 miles per hour just before take-off and after touching down. If the surface of the runway is slippery, their nosewheel steering is difficult to control.

Slush Grounds Jets

"Slush in particular is a problem maker," says L. M. E. (Mike) Hawkins, supervisor of airfield maintenance, headquarters. "If it splashes on the undercarriage, it could freeze up and cause the landing gear to lock."

"Slush also piles up in front of an aircraft's wheels and acts as a brake," says Hawkins. "Since wet snow is very heavy, it decidedly changes the take-off characteristics of a jet."

He isn't kidding. Let there be as little as a half an inch of slush on the runway and a heavy passenger jet is not allowed to take off fully loaded. An inch more of the wet mess completely grounds the jets, loaded or not.

While snow removal is, therefore, imperative, the heavy traffic at our larger airports often makes it difficult to find time for it. On peak days at Montreal International Airport planes land and take off at the rate of one a minute from morning to night.

Making four-engined jetliners wait in the air till the runway is cleared is extremely expensive. A 20-minute delay means burning hundreds of dollars worth of fuel. Add to this the wages of the plane's crew—often consisting of 10 or more people—and it becomes clear why D.O.T. snow blowers and sweepers are often standing by, waiting for the first break in air traffic to get on with the job.

Mammoth Job

On the other hand, snow is easiest to pick up when it is freshly fallen—it is at its lightest weight then. The longer it stays on the ground, the more chance there is, too, of melting and re-freezing—and ice is doubly dangerous and almost impossible to remove.

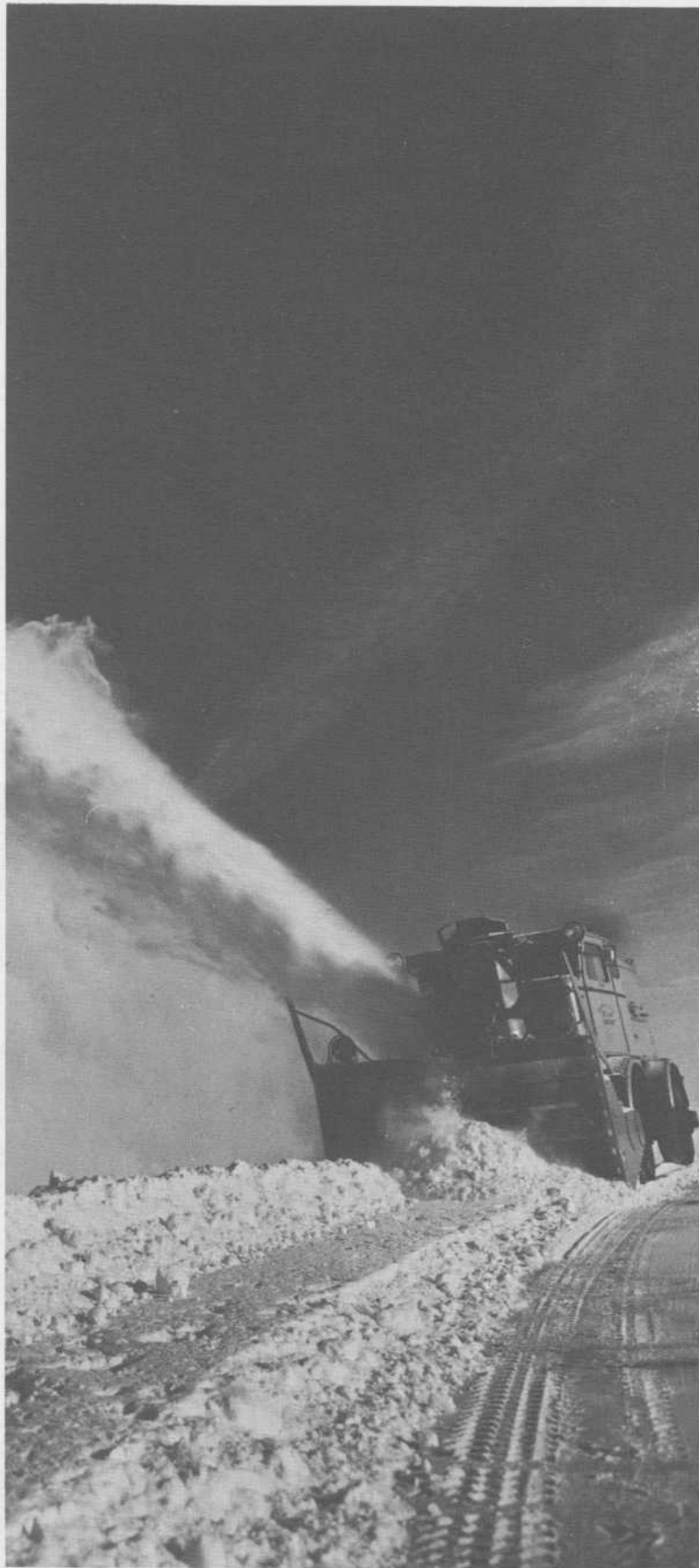
The usual method of clearing runways of snow is using plow trucks followed by steel-bristle brooms.

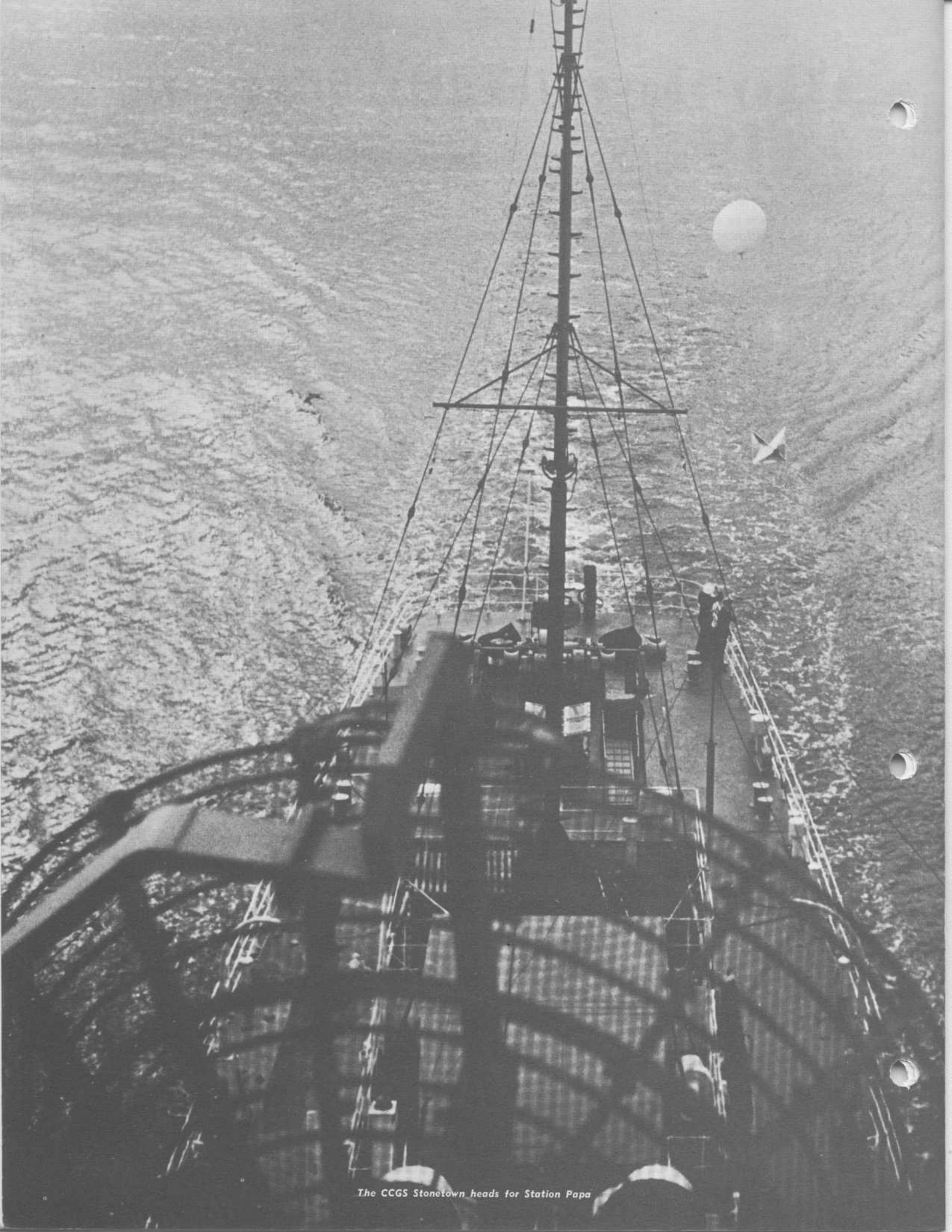
The trucks can plow up to 30 or 35 miles per hour but the brooms are most effective when pulled at a speed of about 15-18 miles per hour. This combination produces the perfectly "black" surface essential to jet operations.

The plow trucks push the snow to the edges, building up a "wind row" alongside their path. Snow blowers following the plow-broom teams cast the piled-up snow clear of the runway lights.

With two plows and two blowers it takes about two hours to clear one 11,000-foot runway.

The department shovels snow at 58 airports and the total area to be cleared equals about 1,200 miles of two-lane highway. More than 1,000 pieces of equipment are used to get this mammoth job done.





The CCGS Stonetown, heads for Station Papa

we serve the department

In The Middle of Nowhere

by Captain John J. Lingaard,

Master, CCGS Stonetown

Most men think of an escape from life—and women—as an idyllic existence among the sheltering palms of some South Sea Island, now that one can no longer join the disbanded French Foreign Legion.

But the men of the CCGS Stonetown offer a new cure for the love-lorn—spend 70 per cent of your time bobbing up and down 800 miles off Canada's West Coast ensconced in a weather ship.

That's what the 43 of us do who man this ship. Our average age is 40 years, and three out of four of us are married. Half of us have more than five years service, and one out of three has more than seven.

We spend seven weeks out of port, three weeks in, and judging by the crew's length of service that's the way most of us like it.

Actually most of that escapism stuff is said only in fun, but we've had the odd fellow on board who wouldn't trade the Stonetown for an island paradise.

Weather ships—or ocean station vessels as they are correctly called—have been in existence since 1946 when, under the authority of ICAO (the International Civil Aviation Organization), they first served in the Atlantic Ocean. The cost of operating them was shared by 18 member nations, with six of the countries—U.S., Britain, France, Holland, Norway and Sweden—manning the vessels.

Soon it was decided to extend the service to the Pacific and, in December, 1950, Canada joined the program by providing and manning two ex-RCN frigates—the Stonetown and the St. Catharines.

For 12 years now the former navy vessels have provided continuous service at station PAPA some 800 miles west of Vancouver (50 degrees North Latitude, 145 degrees West Longitude). Only once has a ship left station before her relief arrived and then only to effect repairs to damage suffered in a rescue mission.

The work carried out by these hardworking members of the Canadian Coast Guard fleet is varied—varied enough to keep crews happy and busy throughout each seven-week patrol away from home and family.

Observing weather conditions, on the surface and in the upper atmosphere, is the "raison d'être" for Station PAPA. The observations are made at regular intervals every day by the five meteorological technicians aboard. For upper air readings, airborne automatic weather observers (hydrogen-filled balloons carrying radiosonde equipment) are released twice a day. They attain heights up to 80,000 feet before bursting.

The balloons' transmitters send signals which are interpreted aboard the weatherships into temperature, pressure and humidity. Targets attached to the balloons enable their course to be followed by radar by which speed and direction of upper winds can be determined.

All this information and more—current conditions on the surface, and weather reports collected from merchant ships within some hundreds of miles of Station PAPA—is coded and sent to the radio station at Vancouver where it is put on a continent-wide meteorological teletype network and thence to connecting circuits around the world.

The CCGS Stonetown and the CCGS St. Catharines have other duties, too. To assist in navigational aid to ships and aircraft they are fitted out with LORAN and can furnish with considerable accuracy their position at all times. With their radio beacons constantly transmitting on medium frequency, ships and aircraft fitted with direction finding equipment can obtain a line of position at ranges of several hundred miles. Those at close range (15 miles for ships, 100 for aircraft) can, on request, receive their precise position by radar.

During a normal 49-day patrol, well over 100 planes are given not only their position, but their true course and speed plus weather conditions appropriate to their altitude.

The weatherships also play an important role in communications.

Continued on next page



Second Steward Harry Watkins. Fifty-six-year-old Harry has served aboard the Stonetown since 1956.



Typical winter weather at Station PAPA and Waiter George Ludlow braves the elements to get a breath of fresh air on the fore-deck.

Continued from previous page

Because of atmospheric conditions, ranges involved and the powerful equipment carried, we accept scores of messages daily for onward transmission to shore stations. In many cases the originators may be out of radio contact with any station other than PAPA.

Oceanographic research is a job which particularly interests the crew. The data required to further such studies entails hundreds of separate operations during the course of a patrol. Water temperatures are taken at varying depths, the position of the thermocline is observed before and during storms, the salinity of the ocean at different seasons is checked, a study and assessment of swell patterns is made, currents are determined and samples of plankton (organic life) collected.

One of our favorite pastimes is fishing but even this serves a useful purpose. Fish caught are opened up and their stomach contents examined to see what they eat so far out in the ocean—we find they eat a great deal of small squid.

From time to time rare or unidentifiable fish are caught and preserved—such species as hand-saw fish, frost fish, lantern-fish and snipe eel. But what we really like to catch—and like to eat—are salmon and pomfret. As many as 200 salmon have been caught by the Stonetown's crew during a summer.

Other forms of life which attract interest are birds and marine mammals. We keep one log for the sightings of whales, seals and dolphins and another for such birds as owls, larks, snow buntings, sparrows, swallows, Canada geese, sandpipers and cormorants. A surprising number of these land and shore birds find PAPA a haven of rest on their annual migrations. The ubiquitous albatross has also found its way onto the decks of the weatherships, but always has to be helped off again.

With such a variety of work to keep us occupied, it's not surprising that a normal patrol goes quickly. But it's not all work and no play.

Recreation is an important part of every day and the facilities aboard are tops. The Stonetown's hobby-shop is fitted out with an excellent selection of power tools. Materials for model-making, leather and copper work can be bought at the canteen. Any profit from these sales, incidentally, is used to buy other amusement items such as table tennis equipment, darts, cards and games.

Movies are shown twice a week and a good "box library" is provided for each patrol by the B.C. Open Shelf Library.

A committee of three organizes tournaments and competitions and in fine weather—which, unfortunately, is all too infrequent—runs sailing and rowing races using the ship's lifeboats.

Study is not neglected. Lectures on a variety of subjects are given by the ship's officers and many men take advantage of the DVA correspondence courses.

Perhaps one of the most important duties we could be called upon to carry out would be the rescuing of survivors of a ditched aircraft. Although the weatherships are stationed at PAPA primarily to carry out the extensive weather observations already outlined, the fact that we are there is reason enough for us to be fully prepared to engage in search and rescue activities should the need arise.

With the ever-increasing amount of air traffic across the Pacific Ocean, the possibility of a plane, through engine trouble, lack of fuel or other cause, being unable to make land is also on



Harry Watkins is a keen fisherman, but even he didn't bargain for such a rare catch as this handsaw fish when he threw his line overboard.



"See what I caught for supper, boys", is what Chief Officer Alan Arthur seems to be saying as he displays this nice salmon for all to see.



To a land lubber this is a mighty queer bird, but to the men on the weatherships it's just another "gooney" or albatross. Chief Steward Guenter Schweitzer and Chief Engineer Robert Camdon check their new found friend's wing spread.

the increase. The only hope of survival for persons aboard such a plane would be to put down in the ocean alongside a ship capable of carrying out their rescue. D.O.T. weatherships are specially equipped to do just this.

It has been the Stonetown's good fortune to date not to have been called upon to carry out such a task, but in such an event she would give the pilot information about wind, sea and swell patterns to allow him to figure out the best course on which to "ditch".

If it was during daylight, a sea-lane of dyemarkers, some 8,000 feet long, would be laid by the ship. At night, such a lane would be outlined by 20 light floats and the area at the point of ditching would be illuminated by 400,000 candlepower parachute flares.

If conditions of low cloud or fog prevailed, the aircraft could be guided onto the ditching course by radar.

Considering the rough weather prevailing in the North Pacific throughout most of the year and the fact that modern aircraft are unlikely to remain afloat for very long, such rescue operations would be extremely hazardous. However, some degree of assurance can be had in knowing that the crews of the D.O.T. weatherships are trained to a high standard of preparedness. Exercises simulating as closely as possible the conditions that are likely to be experienced are held frequently. And, of course, the weatherships are equally as well-prepared to help ships in distress should an emergency happen within reasonable steaming distance of the station.



Harold J. Connolly



Joseph Betournay



George Smith



John Ballinger



Frank Weston

Trans/Personalities

MARINE SERVICES

Late in September the Minister announced two senior marine services appointments.

John Nelson Ballinger, 42, district marine agent at Dartmouth, was named to succeed Joseph N. M. Betournay, who retired as chief of the department's canals division in Ottawa, October 30.

The division operates all canals in Canada that are not part of the St. Lawrence Seaway.

Mr. Ballinger was succeeded at Dartmouth by Frank Milner Weston, 44, formerly district engineer at the Victoria marine agency.

Joseph Betournay, was appointed chief of the then newly-created canals division in 1958.

He was born in Montreal in 1898 and received his education there. He graduated from McGill University in 1920 with the degree of B.Sc. in civil engineering. He did post-graduate work in engineering at Cornell University.

Prior to joining the department's canal services in 1936, Mr. Betournay was on the City of Montreal engineering staff and was also engaged for some years with various consulting engineering firms.

In 1948 he was transferred to Ottawa where he was assistant director of engineering and later chief construction engineer until called upon to head the canals division.

Mr. Betournay served with the Royal Air Force during the First Great War.

Married to the former Giselle Chabot of Montreal, he plans to live in Florida.

John Ballinger was born in Toronto and went to public and high school there. After serving in the Royal Canadian Air Force from 1939 to 1945 (he was a squadron leader overseas from 1944), he attended

the University of Toronto and graduated in civil engineering in 1950.

He joined the Toronto Transportation Commission and was engaged in the construction of the subway for three years.

In 1953 he came to the department as an engineer in the aids to navigation division. He was promoted to district engineer in the Dartmouth Marine Agency in 1958 and was made district marine agent in 1960.

Mr. Ballinger is married to the former Helen Harper of Glasgow, Scotland. They have three boys, David, 16, Peter, 11, and Geoffrey, 6.

Frank Weston was born at Oak Point, N.B. and attended public and high school at Saint John.

He served with the Royal Canadian Corps of Signals from 1940 to 1946, and was the senior NCO in charge of operating and maintaining all telephone equipment at Canadian Military Headquarters in London, England.

After the war Mr. Weston studied at the University of New Brunswick and graduated with a B.Sc. in civil engineering in 1949.

After working for the City of Saint John, N.B. as an engineer from 1949 to 1951, he joined the department as an engineer in the marine agency at Saint John in 1951.

In 1954 he was promoted to superintendent of lights at the Victoria marine agency, and was made district engineer there the following year.

From 1952 to 1960 Mr. Weston served in the Royal Canadian Navy (Reserve) active. He was awarded his certificate as a lieutenant in 1954 and served as an engineering officer on minesweepers, algerines, frigates and destroyers.

Mr. Weston is married and has two teenage children, Richard and Caroline.

AIR SERVICES

The appointment of George W. Smith to succeed Harold J. Connolly as director of construction, air services, was announced by Mr. Balcer September 28. Mr. Connolly retired after 21 years service.

Both men have played a major part in planning and implementing the tremendous program of airport and air terminal construction that has been carried out by the department.

George Smith is a native of Elmira and lived most of his early life in Toronto. He graduated in civil engineering from Toronto University in 1923 with a degree of B.A. Sc. and then was employed with the engineering firm of Frank Barber and Associates, Toronto and with Orville Rolfson in Windsor, Ontario.

He later joined the firm of James, Proctor and Redfern, which was engaged in municipal engineering projects in many parts of Ontario. In 1925 he went to South America, on loan to the Larga Petroleum Company, to carry out a survey of Lake Maracaibo as a preliminary part of the development of Venezuela's oil resources.

After a year there, he returned to his work in Toronto. In 1933 he became engaged in airport construction operations on projects being carried out by the Department of National Defence.

He was named district airways engineer at Kapuskasing, Ontario, for the Department of Transport in 1936. Later he worked in the same capacity in North Bay, Ontario, and subsequently at Hamilton, where he remained until 1949, primarily on construction of British Commonwealth Air Training Plan airports. That same year he came to Ottawa as assistant to the then superintendent of construction, Harold Connolly. In 1956 he was promoted to chief engineer, airport development.

Mr. Smith is a member of the Professional Engineers of Ontario and of the Engineering Institute of Canada. Mrs. Smith is the former Dorothy Proudfoot of Russell, Ont.

Mr. and Mrs. Smith have three sons, all graduate engineers. They are Lorne, of Claremont (Pomona), California; Ian, of Shawinigan Falls, and Ronald, of Ottawa.

Harold J. Connolly, born in Toronto, was educated at Upper Canada College and, prior to studying engineering at Toronto University, served in World War I with the Royal Naval Air Services and the Royal Naval Volunteer Reserve.

After obtaining a B.A. Sc. degree he practised engineering with the firm of James, Proctor and Redfern, consulting engineers, and in that period had a part in the planning and construction of a variety

of municipal enterprises throughout Ontario.

From 1935 to 1940 he was employed as an engineer with the Province of Ontario.

In 1941 he came to Ottawa and joined the Department of Transport air services, beginning his work in the airport construction field, particularly in the waterworks and sewerage projects related to airports. He continued this work throughout the war, when the task became many times multiplied by the demands of the British Commonwealth Air Training Plan.

After the war his field of endeavour came under the civil aviation division of air services and in 1947 he was appointed assistant superintendent of construction. In the following year he became superintendent and in 1952 was promoted to chief engineer of air services. The growing demands of aviation resulted in the stepping up of air services branch to the status of a service within the Transport Department, and in 1956 Mr. Connolly was appointed director of the construction branch.

He is a member of the Association of Professional Engineers of Ontario and of the Engineering Institute of Canada.

Mr. Connolly married the former Elizabeth Ann Rivers of Kenora in 1928. They have a son, Dr. J. F. Connolly of Ottawa, and a daughter, Mrs. S. Lefebvre of Ann Arbor, Mich.



Everyone, but everyone, turned out to say "goodbye and best wishes" to retiring Superintendent of Construction Harold J. Connolly and Mrs. Connolly, when his 21 years of service ended in September. Deputy Minister John R. Baldwin makes with a song of farewell—and does a little strumming, too—while the guests of honor stand by.

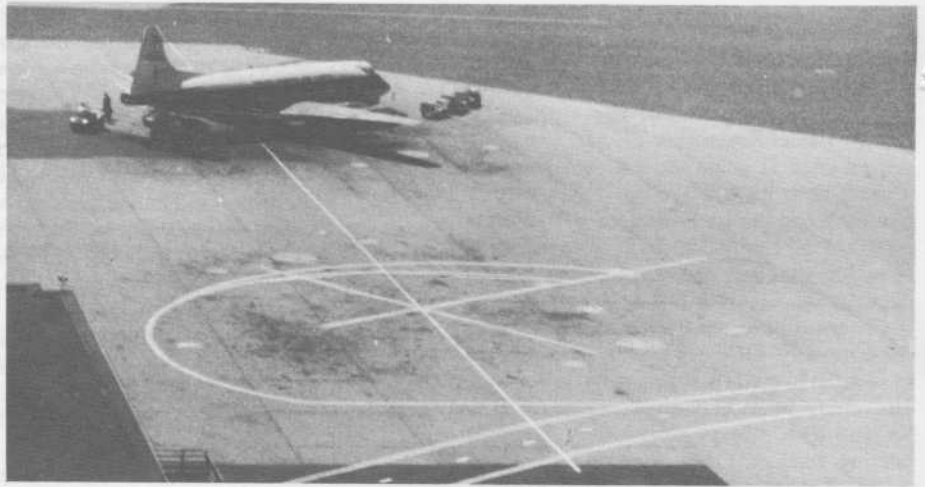
PARKING A PROBLEM—

even on an airfield

Long as the great “aeroquay” and “fingers” at Montreal International Airport may seem to those who have to walk their length, space no longer permits indiscriminate parking of aircraft. There are only a certain number of “positions” available, and when one great jet airliner must be parked between two others, manoeuvring about is a delicate operation. Added to this is the need to position each aircraft in proper relation to the hydrant refuelling system outlets.

Disdaining the “trial and error” method Airport Engineer J. N. (Paul) Frenette obtained the necessary statistics and sat down with Draughtsman J. P. Robidoux to draft the plan which appears in the two photos. He consulted with several airline pilots and then modified the curves based on wheelbase and turning radius to produce the highly successful markings shown.

Now, all the ground crew have to do is direct the pilot to the correct position. He selects the proper line, follows it with the nose wheel going straight between the two adjacent aircraft, with just sufficient wing tip clearance. Turning when the line curves, he ends up, as did the Northeast Airlines Convair 880 in the photo, with his nose on the button, and each wing lined up with the refuelling outlet.



ATC Boys At Winnipeg Take To The Air

Once upon a time 14 men who worked together at the Winnipeg air traffic control centre decided that in addition to “guiding” planes flown by others, they would like to own and operate a plane of their own.

These men had three things in common. All were D.O.T. employees—air traffic controllers—all had the desire and—with the exception of three of them—the ability to fly, and all lacked the necessary capital to own a plane of their own.

They held their first meeting in January, 1961, duly elected a president, secretary and treasurer, and then tackled the big problem—finances. Although this problem was never completely resolved a shiny little gem—a two-seater Luscombe—somehow emerged on the runways at Winnipeg International Airport and became the sweetheart of the club.

Incidentally, the name the group decided to call themselves was Winnipeg Sport-Air and they set about incorporating themselves under Manitoba law.

In due course a second Luscombe was acquired. It outranked its predecessor by

20 h.p. (the first was 65 h.p. and the new one 85) and had a full electrical system and a functioning radio with navigation and landing lights thrown in for good measure.

Of the three original members who did not hold private pilots’ licences, two have since rectified this while the third is working hard to do the same.

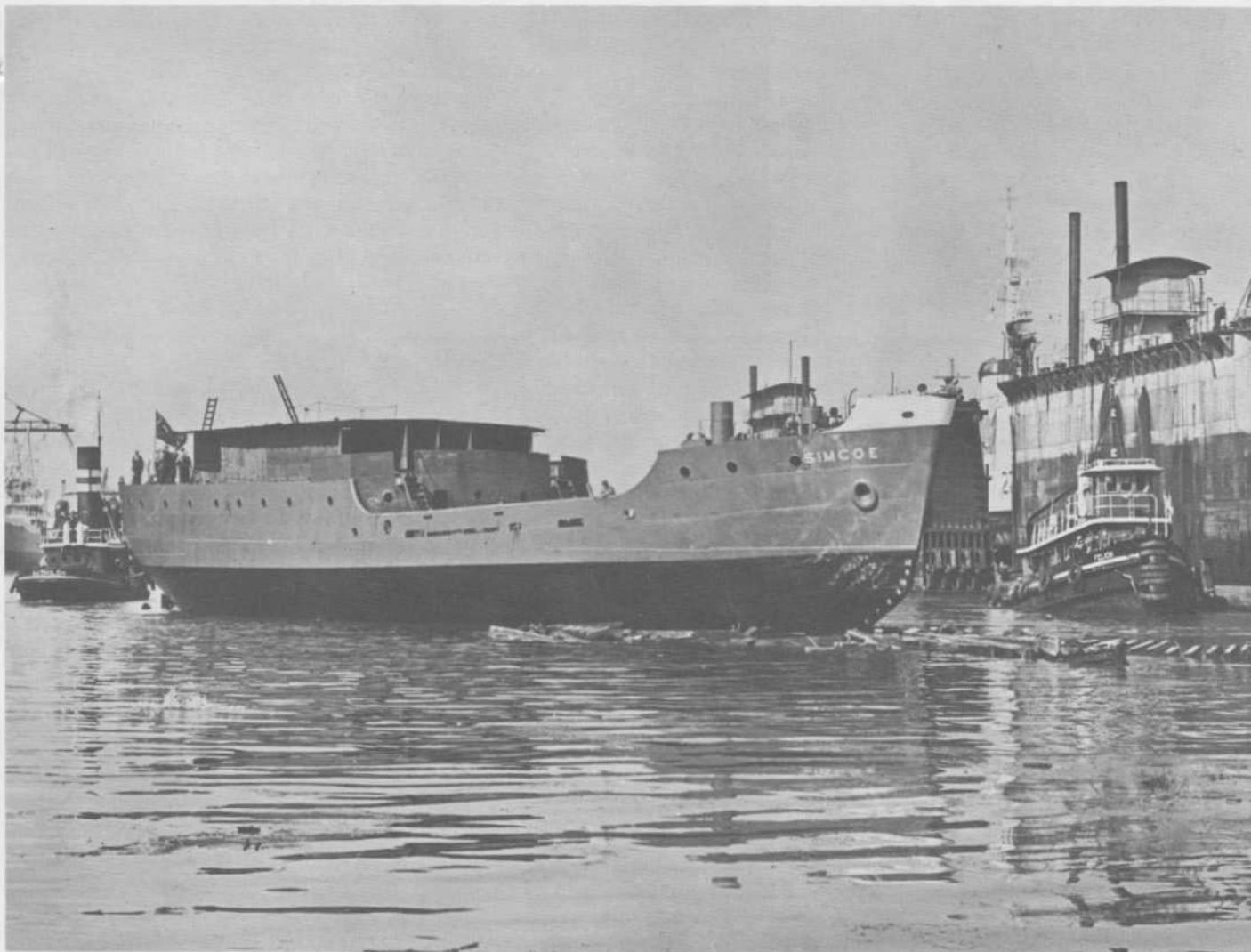
A reservation book is kept at the control centre and with a very conscientious check pilot by the name of Ted Cheetham to keep a tight rein on the flying quality, the club

has an accident free record to date. Most of the members restrict their flying to local hops or to such nearby spots as Kenora, Clear Lake, Brandon, etc.

Winnipeg Sport-Air’s executive includes Joe Watson, president; John Datzkiw, secretary; Bill Cottrell, treasurer; Norman Dyck, maintenance; and Ted Cheetham, check pilot. Members are Jim Allardyce, Jack Brown, Dick Carriere, Al Chance, George Evans, Gordon Hole, Jerry Kopecky, Jack Reid and Paul Sutton.

Check Pilot Ted Cheetham (left) and Norman Dyck look over an airways map before deciding the course they will take next time up.





The CCGS Simcoe is christened, launched and awaiting refit for service as a buoy and supply vessel in the Prescott Agency.

No. 279 Changes Her Name

by Yvonne McWilliam

No. 279 has changed her name. She did it not by marriage or deed poll, but by christening. You see No. 279 was the project number of the new D.O.T. buoy and supply vessel now called the "Simcoe" after the first Lieutenant Governor of Upper Canada, John Graves Simcoe.

Her metamorphosis straddled a 12-month course from conception to champagne.

On July 26 she stood bow-high in the St. Lawrence, off Vickers' Montreal shipyards.

Barely 12 months before the Simcoe was merely a collection of very fine lines on blue paper. During that time sinew and steel were added to the lines as the new Prescott Agency buoy vessel hopped from the naval architect's drawing boards to contract specifications; reversed her field for more detailed drafting at the yards; fidgetted through pattern-making and steel cutting; and waited impatiently for the launching and final refit for service.

An announcement that D.O.T. is to add another ship to the Canadian Coast Guard

fleet always stirs interest. But the man on the street has little idea of the tremendous amount of study and planning that goes into its construction.

First, there must be the specific need. The outlay of taxpayers' money may run into millions, and the cost must be justified; both the national economy and the shipbuilding industry must benefit.

Approval from Treasury Board is sought and, when granted, the marine operations branch outlines its needs to the director of the shipbuilding branch, J. R. Strang. He, along with the chiefs of ship construction and power requirements, develops a preliminary basic design. Throughout this early planning stage close contact is maintained with marine operations and the district marine agent who will eventually operate the ship.

Once the principal dimensions and propulsion system have been agreed on the

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Naval architects Alec Campbell and son tackle the job of designing the Canadian Coast Guard vessel destined for buoy and supply service in the Prescott Agency.

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whole thing—sketches and specifications—is turned over to a firm of naval architects.

Everyone who may be concerned with the new ship's operation—from the assistant deputy minister, marine, on down—scrutinizes the architect's plans to decide how they fit in with the job the ship must do. Assistant Deputy Minister Marine Gordon Stead keeps in close touch with all aspects of the planning from A to Z.

After everyone is satisfied the drawings are returned to the naval architect who prepares the detailed design drawings and specifications for tender calling.

In the case of the Prescott Agency buoy vessel, Vickers Shipyards of Montreal was

awarded the nearly-two-million-dollar contract. They took over where Alec Campbell and Son, the naval architects, left off. The vessel, dubbed "Project No. 279", was promptly slapped on the drawing boards to produce the working drawings required for the pattern making.

Douglas Hearnshaw, Vickers' naval architect, was in charge of these drawings. He co-ordinated the work of the various draftsmen—those working on pipes and plumbing, wiring and electricity, etc.

Pattern making, the vital link between drawing board and cut steel, is done in a mould loft. In this huge expanse measuring 500 by 46 feet—big as a full-sized hockey rink—Chief Loftsman Charlie Webster, a highly-skilled Scots craftsman, supervised the drawing of 279's lines on the loft floor in readiness for the careful making of basswood templates.

This stage of shipbuilding is surprisingly like the garment industry where a pattern must be made before the cloth can be cut. The entire vessel is drawn—horizontally and vertically—in chalk on a floor which has been specially painted with a mixture of lampblack, glue and hot water. Charlie Webster likened the vertical plans, which appeared to be distorted out of all proportion, to a loaf of fresh bread that has been squeezed in at both ends. Said he, "It doesn't look much like a conventional loaf, but it still has the same bulk and volume."

When wood templates were finished for the whole ship they were marked and sent

to the fabricating bay for the steel "skin" to be cut. That phase of the job got under way in mid-January.

The first thing that strikes you in the fabricating bay is the noise—hissing welding torches, oxygen-acetylene burning torches, the shouts of men directing giant overhead cranes with their trolley bells clang-clanging, the clash of gears, all contribute to a ship-builder's symphony of sound. Teams of carpenters, metal workers, plumbers and electricians all "play their instruments" and force the huge bulk of material into a vessel. But despite the din, the cheerfulness of these men who fashion ships is noticeable throughout.

The D.O.T. man on the job throughout the operation was Supervisor of Construction Vince Elordieta, a British-born Basque who couldn't speak English until he was seven years old. Vince came by his love and knowledge of shipbuilding inherently. Both paternal and maternal grandfathers were in the trade, as was his father.

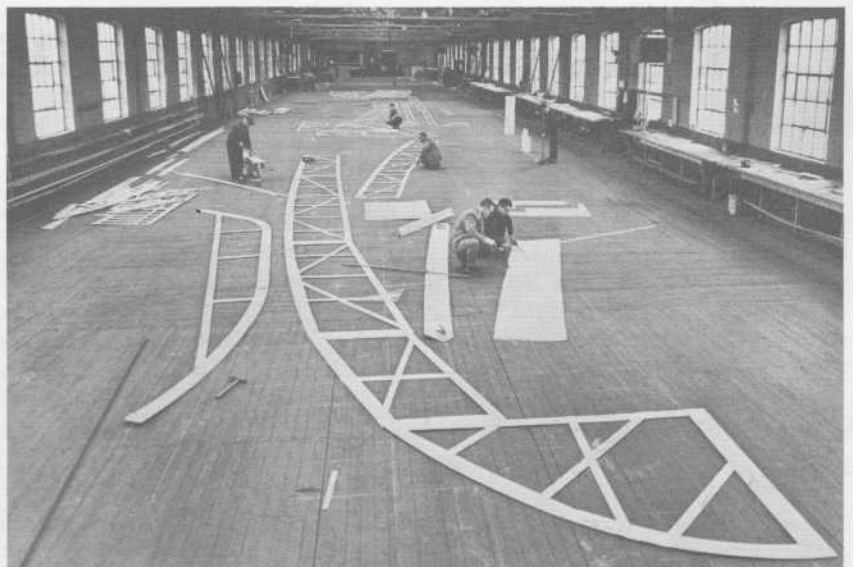
Vince has been in charge of D.O.T. new vessel construction and repair work at Vickers since June, 1961. He's a man who unashamedly admits to getting a lump in his throat each time one of "his" ships is launched.

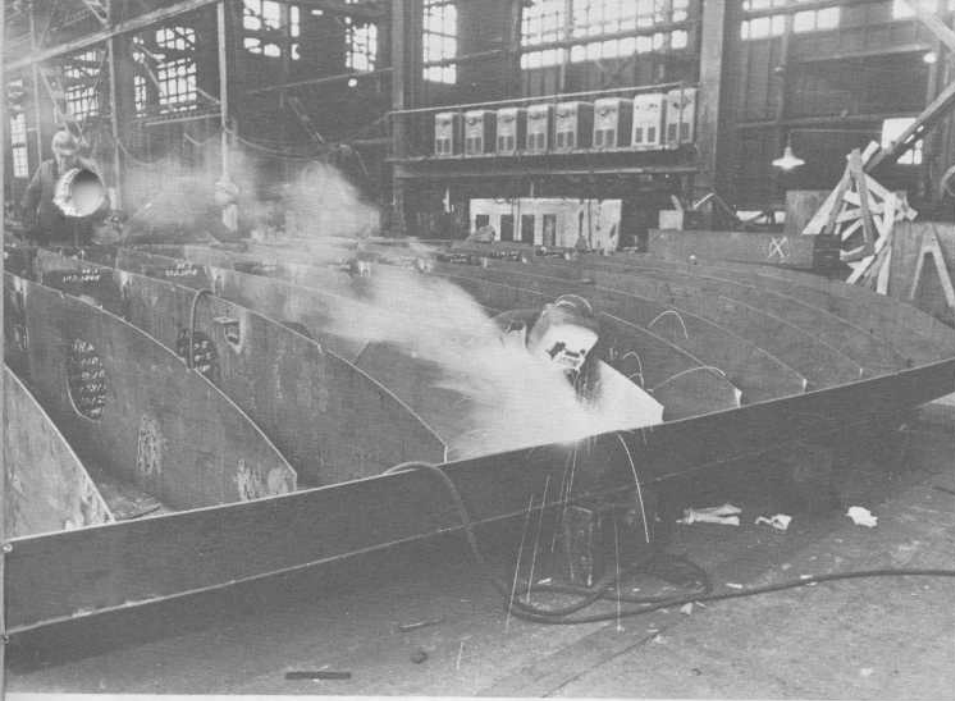
No. 279 was no different—he supervised her construction all the way. She was his baby. And when she was christened the "Simcoe" late in July and slid down the greased ways of slip 2A (her red carpet) into 27 feet of water, the lump was there.

In the marine drawing room at the shipyards, Vickers' naval architect Douglas Hearnshaw (left) goes over the plans for No. 279 with Vince Elordieta, D.O.T. supervisor of construction, and Douglas Ross, Vickers' senior ships draftsman. Doug, an outfit specialist, is concerned with stresses and strains, placement of rigging and accommodation, etc.



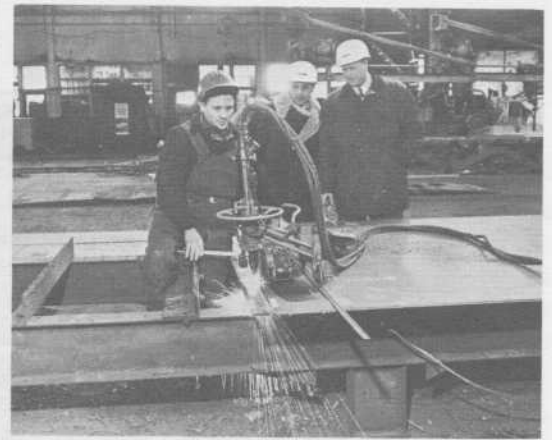
In No. 2 mould loft, where the basswood patterns for 279 were made, Chief Loftsman Charlie Webster (centre foreground) sees that everything goes according to the work schedule.





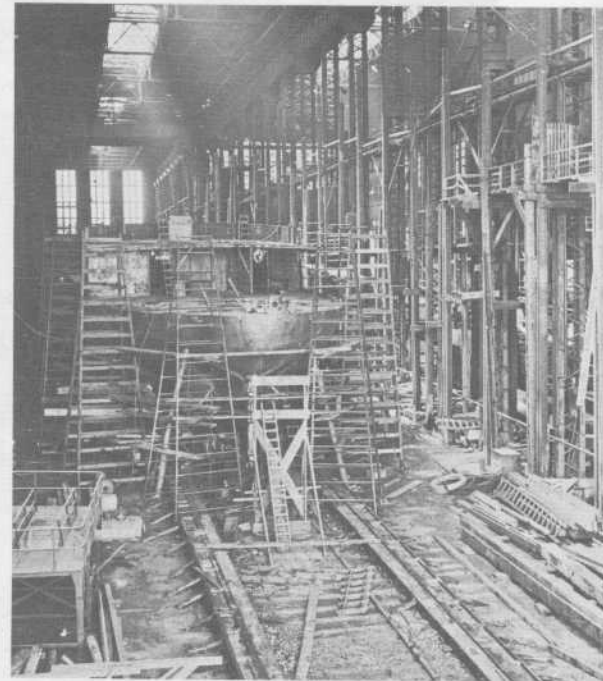
▲ As the pieces fit together, they take on some semblance of the shape of things to come.

Laying the keel is one of two ceremonious milestones in the construction of a vessel—the other is the launching. J. R. Strang (left), D.O.T. director of shipbuilding, performs the honors in the company of R. C. Pearce and J. A. S. Peck, Vickers' assistant vice-president, marine.



▲ A workman uses a semi-automatic burning machine to prepare the edge of steel shell plate for welding. Foreman Bob Smith (right) and Vince Elordieta watch.

Ships still are born within a nest of scaffolding. No. 279 grows into an attractive member of the Coast Guard fleet.



And the big day arrives. Mrs. Jean Casselman, member of Parliament for Prescott-Glengarry, makes a "hit" as she smashes a bottle of champagne on No. 279's keel to christen her the Simcoe. Mrs. Casselman will see the Simcoe often once the vessel "reports" to the Prescott Marine Agency for duty—Mrs. Casselman's Prescott home overlooks the St. Lawrence River a few blocks west of the agency.



A KIN TO WIN



STAR ON T.V.

The Grant MacLauchlan family of Montreal—all six of them—can now think of themselves as TV stars of sorts. Appearing on four successive occasions on the program "A Kin to Win", they managed to win several prizes, including a television set.

Mr. MacLauchlan is on the staff of the airport manager at Montreal International Airport (Dorval). He is seen here (left) with Mrs. MacLauchlan, their four children and "A Kin to Win's" master of ceremonies Jimmy Tapp.

D.O.T. TEAM WINS TROPHY SECOND TIME

Dave Pinhey, a member of the North Bay Air Traffic Control staff, receives the Labatt Trophy from G/C Dennison, commanding officer of the local RCAF station. The trophy is presented annually to the winning team in the RCAF fastball league. This is the second year in succession that the D.O.T. team has captured top place.





THE CASE OF THE CURIOUS COON

Mr. Racoon decides to do a spot of surveying at the East Point, P.E.I., lighthouse station.

F. L. Henderson, air services construction branch, Moncton Region, was at the lighthouse to carry out a survey recently and when his back was turned this curious coon decided to have a look see.

UP THROUGH THE RANKS



Wren Chief Petty Officer Second Class Jean T. Proceviat has come up through the ranks to a unique position in the Royal Canadian Naval Reserve. She is the first Reserve Wren to start as an Ordinary Wren and achieve her rank.

In civilian life Jean is an expeditor in the purchasing and stores section at Winnipeg Region.

When the Reserve Wrens were organized in 1951, a year after the outbreak of the Korean War, Jean was among a group of 35 Winnipeg girls who entered the service. After basic seamanship training, she entered the communicators branch as an Able Wren. In 1956 she became a Wren Petty Officer Second Class and since then has been instructing teletype operation. In the navy's words her 11-year career has been "an unqualified success."



RECEIVE CERTIFICATES

Accident prevention and first aid certificates were presented to 12 members of the staff of Moncton Airport at the completion of a three-week course.

G. W. Taylor of the New Brunswick Accident Prevention Association (second from right) is congratulated by Airport Manager H. E. Crandall for the role he played as Chief Course Instructor.

Front, left to right, are: E. Hebert, M. Rogers, H. Stewart, A. Gaudet, H. Ellis, Mr. Crandall, Mr. Taylor and R. Harley, regional fire and accident prevention officer. Behind: L. Murray, G. Lutes, E. Gauvin, S. Crawford and Y. Landry. J. Morton was unavailable when the photo was taken.



The graduates and course leaders of the first airways surveillance radar course are left to right, front row: D. Vroom, instructor; C. O. White, D. G. Maxwell, W. B. Cochrane, C. J. Anstey, G. H. Authier and

M. Kelly. Back row: F. Mullen, superintendent, technical training and manuals; C. Stewart, chief instructor; M. Geurts, instructor; W. M. Deveny, A. E. Bishop, N. L. Kocsis and R. Smith, instructor.

First Graduates In Airways Surveillance Radar Training

The first class of D.O.T.-trained airways surveillance radar specialists graduated August 10. That the average mark of the nine-member class was 84 percent tells better than anything else that this initial course was a success.

The eight-week training course was held at the Air Services School in Ottawa and marks the first time in the school's two-year existence that a radio technician's course of such complexity has been given. In order to meet the ever-increasing demand

for technicians qualified to maintain the complex electronic equipment, which provides radar coverage for air traffic control from Vancouver to Gander, it is planned to hold three or four such courses a year.

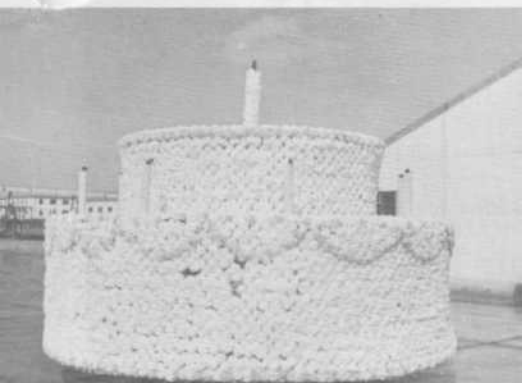
Training is also given to radio technicians on other types of electronic equipment used in the department; for example, to the nautically-inclined technicians who sail on the Coast Guard vessels during northern operations, in order to maintain the electronic equipment aboard.

Those in the first graduating class were: Cecil Anstey and C. O. White, Moncton; M. Kelly and W. B. Cochrane, Montreal; G. H. Authier, A. E. Bishop, W. M. Deveny and N. L. Kocsis, Toronto; and D. G. Maxwell, headquarters. After six months satisfactory practical work on the job, these graduates will be reclassified to radio technician grade 3.



Reading the instruments on the AASR-1 radar transmitter-receiver are, left to right: Instructor, D. Vroom and Radio Technicians M. Kelly and W. M. Deveny.

DOT's Interesting



TRINITY, NFLD.—Henry James Rowe, lightkeeper at Fort Point, Trinity, retired during the summer after 42 years of tending the light. Mr. Rowe's retirement ended 88 unbroken years of keeping the light by the Rowe family.

When the first beacon, a kerosene lamp, was installed at Fort Point in 1874 Henry Rowe, Sr. became its first keeper. He was succeeded by James Rowe, who in turn was followed by Abel Rowe. In 1920 Henry James Rowe took over for his long

tenure which ended the Rowe dynasty—at least for the time being.

Mr. Rowe, now 65, is still a frequent visitor to the place which he regards as his only home—Fort Point.

Many of the tales he tells are about brigantines, merchant and sealing ships, and the Labrador schooners once so numerous in Trinity Bay.

It saddened him to recall the tragic loss of the schooner "Marion Rogers," which foundered with all hands on the rocks just below Fort Point in November, 1938.

The vessel met her doom trying to make port on a stormy and foggy night. "Apart from this disaster," said Mr. Rowe, "shipwrecks here over the years were comparatively few."

TORONTO—Keith McLeod, superintendent of public weather services, meteorological branch, has returned from Geneva after a two-year tenure as chief of the administrative division of the secretariat of the World Meteorological Organization.

Mr. McLeod, who was on leave of absence from the department, was the first Canadian meteorologist—in fact, the first North American—to hold an executive

position with the secretariat. His wife and four teenage children were with him in Geneva.

CHURCHILL—The local marine/aeradio walked off with top honors in the form of the Anderson Trophy for the imaginative float they entered in the annual Fort Churchill carnival.

Although the D.O.T. station has been in existence at Churchill for 35 years, this was the first time they had entered the float competition.

Enthusiasm was unlimited. Since 1962 was the station's 35th birthday, the idea of a birthday cake was unanimously adopted. Material, which at first was scarce, somehow appeared through the staff's resourcefulness and ingenuity.

A borrowed Volkswagon, equipped with a roof rack, formed the float's base and provided its mobility. The big job was making the 9,000 paper flowers which gave the float its "good enough to eat" (see photo top left) appearance. But all the effort paid off—from the moment the parade began, the unofficial feeling was that the D.O.T. float was the winner by a mile. And it was!



MONTREAL—Jacques Asselin (centre) of Quebec City and Gilles Letourneau (right) of Lauzon, received certificates of competency as fourth class engineers during the summer. Stanley Beckett, chief of the machinery division, made the presentation at the Montreal Steamship Inspection offices.

Through the department's marine engineer training scheme, the young graduates

successfully completed a four-year work and study apprenticeship. They studied engineering at Laval University night school and apprenticed during the day with Davie Shipbuilding Company at Lauzon. As well, they attended annual month-long courses in Montreal. These courses, designed and conducted by D.O.T., related

their studies with marine engineering practices of the Canadian Coast Guard Service.

Messrs. Asselin and Letourneau will go to sea aboard CCG vessels next year and, through further studies and shipboard experience, can advance to the rank of engineer, first class.

IT PAYS TO THINK



One of the collapsible box pallets suggested by Mr. Girard is loaded with fruit juice and ready to be shipped north during the annual Arctic resupply.

J. O. Girard, a traffic clerk at Montreal International Airport, recently pocketed his fourth—and largest—suggestion award cheque to date. The \$310 award was made in recognition of his idea for an improved method of shipping the thousands of pounds of supplies the department sends north annually.

Mr. Girard proposed that permanent, collapsible box pallets, each weighing 350 pounds with a capacity of one ton, replace the small wooden crates of two-case capacity which were being used.

The idea was investigated thoroughly and tried on an experimental basis. It was found that the time spent packaging supplies was reduced, the expense of replacing discarded crates eliminated and greater safety of supplies in transit was ensured. The yearly savings was estimated to be approximately \$5,000.

Radio Operator *S. L. A. Hughes* of Goose Bay, Labrador, proposed that the times of broadcast for marine weather forecasts by the Goose Bay radio station be published in the radio aids to marine navigation. He felt such information would be useful to small vessels operating off the coast of Newfoundland.

The suggestion was adopted and Mr. Hughes chose an electric alarm clock as his award.

A ladies overnight case was chosen by *James Lathem* when he learned that his suggestion to inscribe the full names of employees on long service certificates had been accepted. The investigators agreed

with his reasoning that both the appearance and personal value of such certificates would be enhanced by using the full name rather than initials.

Mr. Lathem is a supervisory clerk with office services at headquarters.

Paul Tremblay, a meteorological communicator at Montreal International Airport, recommended a different method of preparing and relaying teletype tape at the airport's weather office. Since it was found that this resulted in improved communication procedures Mr. Tremblay was awarded an overnight case.

A suggested change in the telecommunications manual of operations brought a \$30 award to a Bull Harbour, B.C., radio operator.

James Whiteside recommended that the manual list the frequency to be used for transmitting urgent and safety traffic. This has now been done and the award cheque presented to Mr. Whiteside.

Radio Operator *David E. Buckler* of Kapuskasing, Ontario, has a new camp stove as evidence of his success as a contributor to the suggestion award plan. He recommended that an amendment be made to the meteorological branch's psychrometric tables to incorporate a solid line between negative and positive depressions. This idea reduces the possibility of error.

Albert Uhyrn, a department fireman at Fort Nelson, B.C., thought that water shut-off valves near departmental dwellings and other buildings should be marked so

that they can be readily located during winter. This has been done and Mr. Uhyrn selected a pen and pencil set as his award.

An electric alarm clock was selected by Radio Operator *R. L. Evans* of Victoria marine radio station as his award for suggesting that an additional radio contact be made by Victoria radio with the Discovery Island lightkeeper during hours of darkness.

A result of the adoption of this suggestion is that a schedule providing better service to marine shipping has been arranged.

Charles A. Bambrick, a technical officer at headquarters, has received a \$40 award for a suggestion he submitted when he was a radio operator at Strathburn, Ontario.

He detailed a modification to radio teletype equipment that enables monitoring of 75 WPM transmissions. This is now in operation.

Radio Inspector *Donald Mitchell* of Victoria, B.C. pointed out that if the publication "Radio Aids to Marine Navigation", Pacific edition, was published March 1 instead of April 1 it would be available to fishing fleets which leave for the season early in March.

It was agreed that this was a good suggestion and that in the interests of uniformity and to simplify publication and distribution, the Atlantic and Great Lakes edition would be available on the same date.

Mr. Mitchell received a \$15 award for this suggestion.