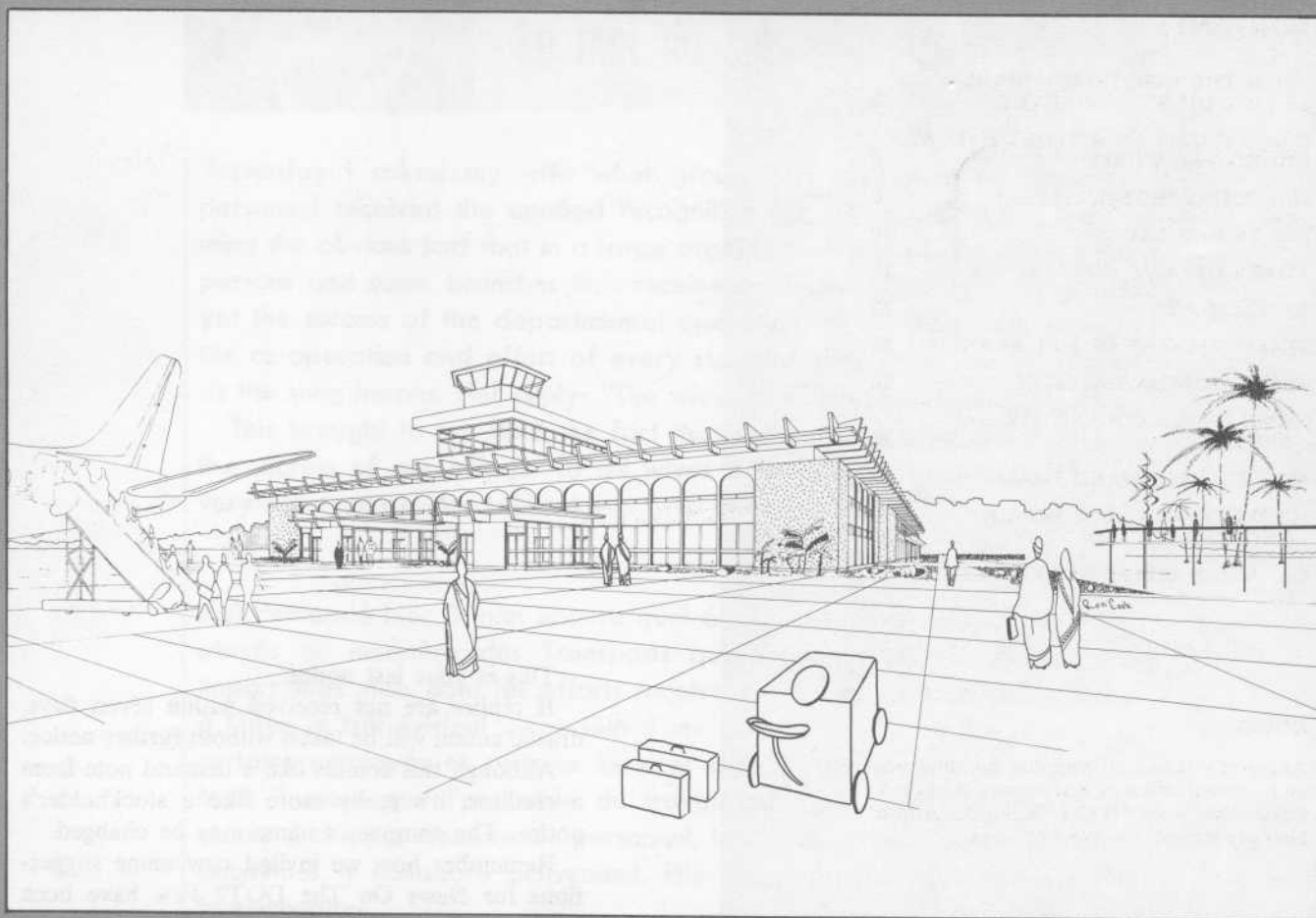


CA. 1. 2227 july/august 1965



• AIRPORT HALFWAY ROUND THE WORLD

• SEA-GOING "HOUSEKEEPERS"

### CONTENTS

FROM THE DEPUTY MINISTER'S DESK LE MOT DU SOUS MINISTRE	3
D.O.T. BUILDS AN AIRPORT HALFWAY ROUND THE WORLD	5
SEA-GOING "HOUSEKEEPERS"	8
ICE ON THE LAKES	10
RDAS'S OTTAWA CONFERENCE	11
RETIREMENTS	12
STAFF CHANGES IN MET BRANCH	13
CROSS CANADA DATELINE	14
HOME TO VANCOUVER AIR SERVICES	16
SUGGESTION AWARD FORM	17
ICEBREAKING CABLE REPAIR SHIP CHRISTENED	19
CANADIAN COAST GUARD ALBUM	20

### COVER

Architect's sketch of terminal building now under construction at Katunayake Airport in Ceylon. See story "D.O.T. Builds An Airport Halfway Round The World" on page 5.

### EDITOR

*Yvonne McWilliam*

NEWS ON THE DOT is a Department of Transport staff magazine published under the authority of the Minister, Hon. J. W. Pickersgill, by the Information Services Division.

This is your last notice.

If replies are not received within seven days, drastic action will be taken without further notice.

Although this sounds like a demand note from a creditor, it's really more like a stockholder's notice. The company's name may be changed.

Remember how we invited new name suggestions for News On The DOT? Few have been forthcoming.

Now we are going to take our awesome discretion in our hands. The only way to head off the headstrong is to write. The target of your accolades or abuse is "The DOT."

Unless we hear from you before the next issue, we are going to have our own way. Then we'll have no one to blame. Won't you help us out?

*The Editor*



## From the Deputy Minister's Desk

### Le mot du sous-ministre

Yesterday I asked my wife what group of Department of Transport personnel received the smallest recognition for the largest job. I had in mind the obvious fact that in a large organization there are always some persons and some branches that receive far more publicity than others; yet the success of the departmental operation, as a whole, depends on the co-operation and effort of every staff member—the unsung as well as the sung heroes. Her reply: "The wives of departmental employees".

This brought to my mind the fact that they, too, play a major role in the success of our efforts. To all wives and families, best wishes for a very pleasant summer season!

J'ai demandé hier à mon épouse quel était, à son avis, le groupe d'employés du ministère des Transports qui accomplit les tâches les plus importantes mais dont les efforts reçoivent le moins de publicité. J'avais à l'idée le fait évident qu'au sein d'une grande entreprise il y a toujours certains employés et certains services dont l'activité est mieux connue. Mais il reste que l'ensemble du travail du Ministère est couronné de succès si chaque membre du personnel, les héros connus comme les héros anonymes, y collabore activement. Elle m'a répondu: "Les épouses des fonctionnaires."

J'ai alors reconnu que ces dames contribuent également de façon importante à la réussite de nos entreprises. Je souhaite à toutes les épouses et à leur famille de passer un été des plus agréables.

*J. R. Baldwin*



Aerial view of Katunayake Airport showing cleared terminal site in right foreground.

# D.O.T. Builds an Airport Halfway Round the World

by Yvonne McWilliam

It's a long way from Katunayake to Ottawa and Winnipeg, but helping to smooth the way are the Colombo Plan, D.O.T. and an enterprising Winnipeg construction firm.

The job is to rebuild Ceylon's major airport at Katunayake, 17 miles from the capital city of Colombo. The builders are:

- Canada, which is paying \$3.6 million of the total \$5.5 million cost;
- Ceylon, which will pay the balance;
- British American Construction and Materials of Winnipeg, Ltd., general contractors engaged on their first international project.

For several years the Ceylonese government knew its 6,000 foot runway at Katunayake Airport, built in 1942 to resist Japanese invasion, was too short for jets. Two years ago BOAC announced its intention to put VC 10 jets into service in October 1965 and Ceylon didn't want to be bypassed by international commercial and tourist traffic. They requested foreign aid to get the project started.

Canada was asked, as a Colombo plan member, to play a major role in the terminal and runway rebuilding. In turn, D.O.T., as the builder of Canada's up-to-the minute international airports, was asked by the External Aid Office of the Department of External Affairs to make an engineering study of the project.

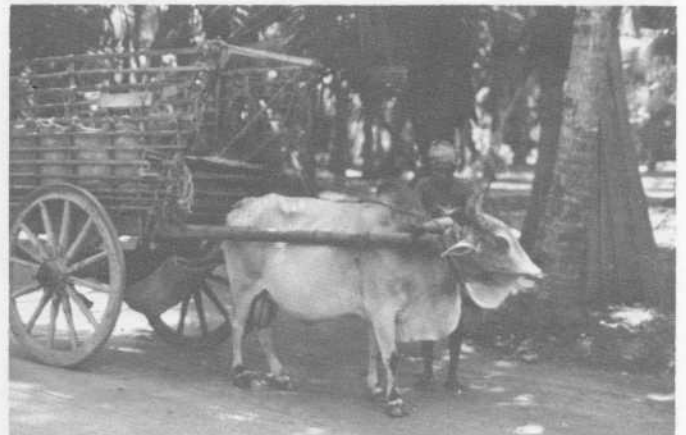
In January 1964 D. A. Lane, D.O.T.'s chief engineer, airport development, spent two weeks in Ceylon to find out the scope of the job, to line up preliminary cost estimates and to set up methods of tendering, contract administration and phasing to ensure that the runway portion of the work would be finished by 1965.

Results of Doug Lane's findings went into a comprehensive 80-page report which included estimated costs based on two

different plans, details of the Ceylonese labor situation, wage scale, harbor facilities and charges, scale drawings, water tables, soil analysis charts, load bearing tests and dozens of other facts.

He found it would cost approximately \$5½ million to renovate the runway system and build a suitable terminal. The External Aid Office accepted the report and tenders were called in May 1964 from nearly a dozen Canadian contractors. (In order to bid on such a contract a firm must have completed a comparable runway project in Canada during the previous five years.) The contractors, from across the country, were then briefed on the scope and conditions of work. An opportunity was given each to investigate on-site conditions.

*In some instances local methods of transportation are used to move construction materials, such as this ox and cart, but at the airport site modern machinery does the job.*





Left: The brute strength of elephants proved to be the best way of clearing coconut trees away from terminal area.

Centre and right: Ceylonese laborers gather sand for concrete mixture from bed of nearby river; however power machinery was used for most of this work.

Before tenders were called, Don Boyd of air services construction branch was appointed project manager. As recommended in the initial report, he left for Ceylon before the contractors were to arrive to examine the site.

In July, 1964 the contract for the runway was awarded to Tallman Construction Company of Winnipeg (the firm recently changed its name to British American Construction and Materials of Winnipeg Ltd.) It would take several months to get material and equipment from Canada, but the firm hired local subcontractors to start clearing the runway area right away, making use of every minute in their race with the VC 10's.

The runway work had to be completed in 15 months for BOAC's proposed service, but the terminal building could not get under way as quickly. (Terminal tenders are to be called early in August for completion in 1968.)

Architect Emile Daoust, D.O.T.'s chief architect, standard terminals and general buildings, spent several weeks at Katunayake Airport this past May and June checking final estimates for the \$2½ million terminal. It will include the most up-to-date customs facilities, air-conditioned offices, restaurant, VIP annex and support facilities such as telecom and air traffic control. The proposed building will be about half as big as Ottawa International Airport terminal.

The airport job marks the first time the Winnipeg runway contracting firm has operated outside of Canada. Pleased with the undertaking to date, the firm is considering bidding for other international construction jobs.

Building an airport outside of Canada has involved more than the contractor's complex movement of machinery, material and supplies from Canada to Ceylon. It has meant a particularly heavy administrative load must be borne by D.O.T.'s project manager and his colleagues in Ottawa.

Although several headquarters staff have been intimately concerned with the Katunayake project one very busy man has been headquarters engineer Peter Hodgins who, as co-ordinator of the entire project, can point to a bulging file of more than 1,400 items of correspondence, mainly exchanged between Ottawa and Don Boyd, in less than a year—more than five per working day!

In a large-scale project such as this, even the regions have had an opportunity to participate. Both Montreal and Van-

couver region staffs have been kept busy with shipping details. Eric May of Vancouver Region carried the lion's share of the load of getting three chartered shiploads of cargo away in good time and good shape.

A job halfway around the world, 24 flying hours from the contractor's Winnipeg headquarters, has posed a number of special problems, not the least being the devising of an efficient way to transport materials to the 200-by-400-mile island member of the Commonwealth. It was decided to use Ceylonese subcontractors and laborers, but to send supervisory personnel, machinery and material from Canada.

Two of the contractor's senior officers went ahead to Ceylon to get things moving and gradually 12 supervisory employees were assigned to remain until the work is completed. About 350 local laborers have been hired.

A million and a half dollars worth of equipment was shipped from Canada to Ceylon in what was called the most complicated shipment ever loaded at Vancouver harbor. It consisted of 1,000 tons of equipment including a giant 50-ton packer, three 15-ton rock wagons, a dragline, 35 3-ton dump trucks, half-ton trucks, station wagons, tractors, 4-wheel trailers, conveyors, concrete spreaders and finishers, generating plants, and assorted other machinery. All this, along with 800 long tons of asphalt, some 7,500 long tons of cement, plenty of explosives and two ice-making machines for a fish storage plant also being constructed in Ceylon under the Colombo plan, was stowed aboard the 10,000 ton Liberian vessel s.s. "Evagelistria" which sailed November 27, 1964.

The ship arrived in Colombo Harbor on January 10. Because of local labor problems it took nearly three months to unload her—three times longer than expected—but out at the airport site clearing and fill operations continued.

Unloading techniques and unfamiliarity with the palletized packaging of Canadian cement caused extensive damage to the cargo, but the contractors were able to effect repairs, mainly out of spares which had been included in the cargo, and not lose valuable working time.

Two more shiploads of cement left Vancouver early in the Spring. The "Melida" and the "Trojan" carried a total of 16,000 long tons, along with a cobalt therapy unit from Atomic

Energy of Canada and 3,000 tons of flour, Canadian items bound for Ceylon under the Colombo plan as well as other goods for the runway contractor and materials to get the terminal work underway.

At the site Don Boyd is assisted by Maurice Sacco of Foundation of Canada Engineering Company Limited, and by a secretary, an accountant and some 30 technicians and surveyors. With the exception of Don and Maurice, the staff are Ceylonese. There is no language barrier though. The official language of the country is Sinhalese, but day-to-day business is conducted in English.

Work methods, however, are sometimes different to the North American way. In one case, on the advice of a Ceylonese subcontractor, elephants replaced bulldozers to clear 150 acres of coconut trees.

Laborers earn about a dollar a day (paid in rupees, the local currency) while equipment operators receive about \$1.25. In figuring out the number to employ on a job as large as Katunayake Airport, it was estimated that twice as many as would be needed on a comparable job in Canada should be hired, because, being less skilled, per-man productivity would be lower. On-the-job training was necessary to ease workers into new methods and the use of new equipment. Once trained, the contractor finds them to be very good workers.

Misunderstandings, however, can happen. One truck driver was told to load a 100 h.p. electric motor on a dump truck, take it from the dock to the quarry and "dump" it. What the Canadian foreman meant was to unload it at the quarry, but the driver, not being a student of semantics, did exactly as he was told. He loaded the motor onto the truck, drove to the edge of the quarry, pressed the hydraulic switch and the brand new motor slid several feet down into the quarry and landed upside down.

Incidentally, Mahari quarry, where all crushed stone for various phases of the construction is obtained, is where part of the Hollywood movie "Bridge on the River Kwai" was filmed. It is 17 miles from the airport site.

*D.O.T. Project Manager Don Boyd shows visiting group around runway construction site. In the photo at left are: G/C Stewart, commanding officer, Royal Ceylonese Air Force; W. M. Atkinson, office manager for Winnipeg contractor; G. K. Grande, Canadian High Commissioner to Ceylon; Don Boyd and Maurice Sacco,*

Don Boyd recounts some unusual happenings he has experienced by being an "international civil servant". Personnel techniques are not quite so sophisticated as here in Canada, for instance. When interviewed for an office position, one applicant cited his fine cricket record as proof of his ability to do the job. Firing, too, can be complicated, reports Don. It can turn into a family matter. More likely than not a released employee will be back at the site the day after with his whole family in tow—from grandparents to children.

Ceylon's tropical climate presents certain problems—at least for the Canadians who are unaccustomed to the high humidity and the fairly constant temperatures varying only between 75 and 90 degrees.

Torrential rainfalls (up to seven inches in a four-hour period) that come with the monsoons and occasional typhoon weather dictated the design of the terminal building roof. At times the rain has held up work, but fortunately, the light sandy soil absorbs the surface water fairly quickly, minimizing drainage problems and delays.

All electrical gear, such as runway lighting, has been "tropic-proofed" by special moisture-proof seals of rotproof materials or by galvanizing. Cement and other materials are carefully protected from the elements—at least as much as several thousand tons of anything can be protected. As well, since climatic conditions are such that plant and fungus growth thrives, the surface concrete of the terminal building is to be treated with waterproofing and fungicidal solutions.

Personnel needs vary too. Don Boyd sleeps in a hammock for maximum ventilation and also has been provided with window-type room air conditioners. (Nobody who has visited him at the site begrudges him these!)

Despite difficulties, work on the runway extension was about two thirds finished by the end of July, 1965—ahead of target. It looks like it will be clear runway from here on and the main runway will be re-opened to accommodate BOAC's VC 10's by early August. The entire runway contract will be completed by the end of October.

*assistant project manager. In the photo at right Mr. Boyd and Mr. Grande discuss differences between construction work in Canada and those in Ceylon, while G/C Stewart takes a close squint out over runway.*



# Sea-going "Housekeepers"



HERE'S THE PROPER WAY TO DO IT—Chief Steward James Coleman of CCGS "John A. Macdonald" shows Gregory MacMullen of North Sydney how a table napkin should be folded when setting a formal table. At left are Captain's Steward David Sanderson of Dartmouth and Purser R. Hughes.

by Ken Parks

A seafaring life, as generally pictured by shore-bound land-lubbers, has to do with plenty of yo-heave-ho stuff, ringing engineroom telegraph bells, porting the helm and similar hairy-chested activity.

There's more to running a fleet than meets the eye, however. In the Canadian Coast Guard, as in any other fleet, there's a quiet and business-like side to shipboard life that is just as vital to the service as the better-known activities of the deck and engineroom staffs.

The days have long gone by when a ship could be run with a supply ofhardtack, rum, and a burly bosun wielding a belaying pin to keep malcontents in line. Provision of the meals, housing and other services needed to keep crews fit and happy is a business which compares with the operation of a sizeable hotel. The men who attend to these operations are, in large measure, an "unsung service", most of whom possess special skills and training for their work.

For example, "housekeeping" aboard the fleet's largest ice-breaker, CCGS "John A. Macdonald", commanded by Capt. Paul Fournier, keeps a large staff busy around the clock.

The ship's company aboard "John A." can number, at peak, 130 persons. The job of catering to their needs is a big one.

The same job is carried out aboard all the other ships of the fleet, though the housekeeping staff diminishes in size in proportion to the size of the vessel, to the point where in the smallest ships it may be a one-man operation.

Heading this area of shipboard operations for the "John A. Macdonald" is Purser R. Hughes, who has been with the department since 1952. Next in line is Chief Steward James Coleman, who similarly possesses a wealth of experience in his chosen field of work with internationally-known shipping firms. He has been around the world 11 times.

Working under their watchful and meticulous eyes are Ship's Clerk E. George, Storekeeper Ted Richard, Assistant Chief Steward Greg MacMullin, Chief Cook R. Tulloch, and the stewards, waiters, cooks, messmen and cabin boys who comprise the remainder of the housekeeping staff.

Purser Hughes is responsible to the Captain for all matters concerning catering, messing, housekeeping and storekeeping, including such items as canteen supplies, uniforms, loan clothing such as a protective clothing and special winter gear. Also within the sphere of him and Mr. Coleman are ship's business correspondence, accounting, personnel records, cargo documentation, on-the-job training, discipline, leave schedules and related matters.



The "John A. Macdonald's" total inventory of ship's equipment and consumable supplies runs around \$1,000,000. That's "big business" in anyone's books. There is a once-a-year stock-taking of supplies other than provisions and perishable goods, of which there is an inventory twice a year. Every month the purser prepares a financial statement covering provisions expended.

Messrs. Hughes and Coleman are both well versed, as are their counterparts aboard other Coast Guard ships, in the fine points of producing suitably-laden and decorated tables for formal functions. From time to time the ships, particularly the larger ones, carry officials from other government departments or from foreign countries who are concerned with D.O.T. business. On these occasions, like last March when a delegation of Russian icebreaking experts were aboard the CCGS "John A. Macdonald", the ships' pursers and chief stewards provide fare that is equal to the finest to be found ashore.

To ships' crews, who often are at sea for long periods at a time, good food is essential.

Aboard more and more ships of the Coast Guard fleet serving of crews is cafeteria style. It has been found that less food is wasted this way. Quality, though, is the keyword and the chief steward and chief cook are concerned at all times with serving food equal to that of any good city restaurant.

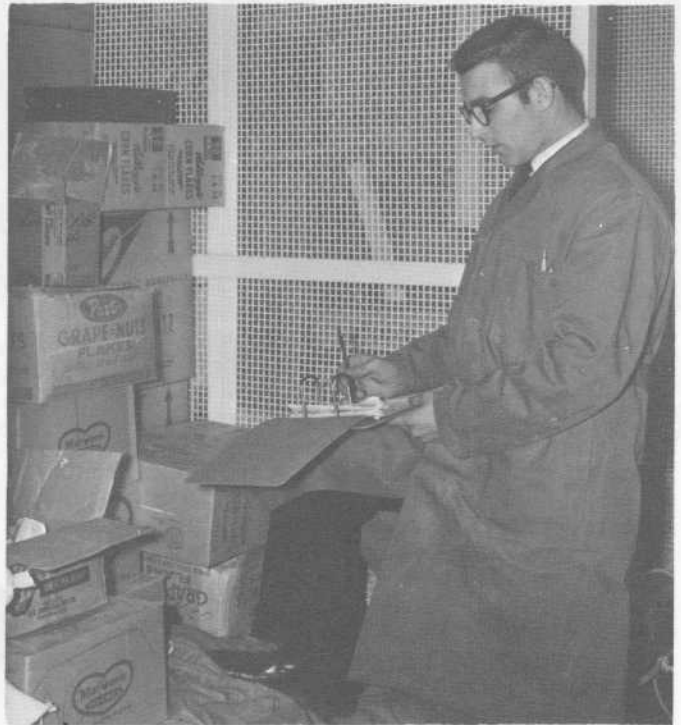
Purser Hughes formerly was chief cook on the weathership "St. Catharines" in the Pacific Ocean and before that was with the Atlantic Shipping Company, Montreal, and with the Canadian National Steamships on the West Indies run. He became a chief steward in the Coast Guard fleet in 1954 and in 1960 took top honors at the course for stewards at HMCS "Hoche-laga", Montreal. In 1962 he took a senior stewards' refresher course and last year attended the three months' supply officers' conversion course.

Mr. Coleman is a native of Grimsby, England and for 30 years was with the Furness Withy Line, serving at various times as chef, steward and headwaiter. In 1957 he worked in Newfoundland and in 1958 he joined the Department of Transport, serving aboard CCGS "Labrador" as captain's steward. In 1962 he transferred to CCGS "John A. Macdonald".

A stickler for provision of service with a capital "S" in all matters within his domain, Mr. Coleman has several stewards-in-training working under his skilled supervision. The knowledge acquired in long years aboard fine passenger liners is being passed on to a new generation who, in time, will be the chief stewards and pursers of the Canadian Coast Guard.



Top: BALANCING THE BOOKS—Purser R. Hughes, background, and Ship's Clerk E. George check the ship's supply accounts.



Centre: CHECKING SUPPLIES—Ship's Storekeeper Ted Richard takes stock of the food supplies in one of the storerooms aboard CCGS "John A. Macdonald".



Left: WHAT'S COOKING?—There are tasty treats in store, when Chief Cook M. Tulloch and Night Baker Gerard Fougere get busy in the galley. Good food is a "must" aboard all Canadian Coast Guard ships.



*The N.B. McLean breaking out the north entrance of Port Arthur harbour on April 21.*

## There was Ice on the Lakes

by F. K. McKean,  
District Marine Agent,  
Parry Sound, Ontario

For D.O.T. icebreakers the situation changes each year. It is like a game of Russian roulette with one never knowing where the little ball will stop. In icebreaking there's no telling where the ice jams will be in the spring. Some years the big trouble comes in the Arctic, other years in the Gulf, and sometimes in the St. Lawrence River. This year the loaded chamber came up opposite the head of the Seaway system, in the Upper Lakes.

This past winter at the Lakehead the weather was bad. The thermometer dipped to its lowest in a 100 years and in Whitefish Bay at the east end of Lake Superior, and in Georgian Bay at the east side of Lake Huron, the prevailing westerly winds piled up huge windrows of ice. The severity of the situation was apparent by February 22, when the CCGS "Alexander Henry" was sent out to break her way from Parry Sound to Midland across Georgian Bay. She spent an ineffectual week battling a gigantic windrow off Hope Island. In March she went back for another try but didn't break through to Midland Harbor until April 15, and then only by a circuitous route which was of little service to commercial vessels.

That ice windrow at Hope Island was a dandy—although it had been cut by several passes of two icebreakers, and by 19 commercial vessels, it was still in place and holding up ships on May 5.

The Parry Sound Agency had advised Headquarters of the situation and the famous old icebreaker of the St. Lawrence, the "N.B. McLean", was despatched the 700 mile distance to help out.

The "McLean" began her attack on the ice at Hope Island on April 16. Like the "Alexander Henry" she found it too much for a frontal attack, so Captain Gagne turned the ship and went into the barrier stern first, chewing up the stubborn ice with the ship's wheels. The breakthrough came on April 21.

It took five ships, working hundreds of miles apart both sides of the U.S./Canada border to open up the 1965 navigation season on the Upper Lakes. The U.S. Coast Guard "Woodrush" kept the channels open at Duluth, the CCGS "N.B. McLean" performed the same service at the Canadian Lakehead, the U.S. "Mackinaw" and "Naugatuck" cleared the channels in Whitefish Bay above Sault Ste. Marie, and CCGS "Alexander Henry" freed the winter fleet in Georgian Bay.

The success of this operation may be gauged by the fact that three days later, by midnight April 24, 203 vessels had passed upbound and downbound at Sault Ste. Marie, the world's busiest shipping channel.



*District Marine Agent McKean with members of the meteorological service ice reconnaissance patrol at Fort William on April 14. Left to right Mr. McKean, John Cote, Jean Lafontaine and Doug Madden.*



Photographed at the May RDAS's Conference are, left to right, seated: T. G. Howe, regional director, Vancouver; George Scott, assistant deputy minister, air; J. R. Baldwin, deputy minister; and J. Roy Baxter, assistant deputy minister, personnel. Back row: J. R. Noble, director, meteorological branch; M. Baribeau, regional director, Montreal; J. A. Lenahan, regional director, Moncton; W. E. Fenn, regional director, Winnipeg; D. P. Glen, regional director, Toronto; G. E. McDowell, regional director, Edmonton; and F. G. Nixon, director, telecom. and electronics.

## RDAS's Hold First Ottawa Conference

During the week of May 17 the regional directors of the six air services organizations met with headquarters officials for four days of formal and informal discussions covering topics of mutual interest.

Deputy Minister J. R. Baldwin spoke to the group early in the week. He pointed out that the conference was taking place at a time when many changes in financial and personnel administration are being implemented throughout the government and it is important that the department's senior officers be conversant with such changes. Further on he mentioned that more and more emphasis is being placed on the integrated

approach to transportation, as recommended by the MacPherson Royal Commission Report on Transportation. As the department continues to grow and expand it will play an ever-increasing role in the nation's transportation and the approach must be to consider the field as a whole—what applies to air affects marine and vice versa. This includes high level communication matters as well as other transportation functions.

Before winding up the successful week the regional directors were guests of honor at a dinner at the Beacon Arms hotel. The event was attended by the Minister, the Hon. J. W. Pickersgill, and some 75 headquarters personnel.

# Retirements—



Assistant Deputy Minister, Marine G. Stead (left) presents engraved watch to Addison K. Laing, retiring chief of aids to navigation. Mrs. Laing received a bouquet of roses.

## Addison Laing

Addison K. Laing, chief, aids to navigation, retired at the end of May after 35 years of government service.

Born at Hamilton, Ontario in 1905 Mr. Laing attended public and secondary schools in that city. In 1930 he graduated

from McGill University with a degree in civil engineering and joined the hydrographic survey section of the Department of Marine. During the next five years or so he came to know Canada well as he spent the surveying seasons out in the field in

Hudson Bay and Strait, on the East Coast, and in the North West Territories and Western Provinces. In 1936, the year the newly-created Department of Transport took over Department of Marine duties, he was promoted to engineering assistant in the Commissioner of Lights branch.

Mr. Laing spent the war years assisting in the conversion of Prescott Agency shops to mass production of naval stores and was in charge of procurement of materials to fill contracts issued through the Department of Munitions and Supply.

After the war the department launched an extensive program of reconstruction or repair of all lighthouses, many having deteriorated badly due to depression economics or wartime building restrictions. Mr. Laing was very active in this long-term project which will soon be completed. In 1958 he was appointed Chief, Aids to Navigation, the position he held at the time of retirement.

Friends and colleagues from throughout headquarters gathered in the Hunter Building Library on May 27 to offer best wishes to "Addy" Laing prior to his retirement. Assistant Deputy Minister, Marine G. W. Stead presented him with an engraved watch and a wallet and offered best wishes. Mrs. Laing received a bouquet of roses.



An engraved watch and a power sander were presented to Peter Davies prior to his retirement. Admiring the gifts are, left to right: B. S. Harrison, acting regional superintendent of radio regulations, Vancouver; Mr. Davies; W. A. Caton, controller of radio regulations, Ottawa; and R. A. Cole, regional controller of telecom.

## Peter Davies

Peter Davies, inspector of radio regulations at Vancouver, retired in March after 40 years of government service.

Mr. Davies' communications career began when he served with the 4th Canadian Engineers Brigade in France during the First World War. In 1925 he joined the government service as a radio operator and served at several coast stations in British Columbia. In 1930 he helped with the construction of the D.O.T. station at Coppermine and remained there for two years. In 1946 he assumed the duties of radio inspector at Vancouver and remained there until his retirement.

Friends and co-workers honored Mr. Davies at a gathering and presented him with an engraved watch and a power sander.



B. S. Harrison (right) acting regional superintendent of radio regulations, Vancouver, presents a set of matched golf clubs to Donald Mitchell on the occasion of his retirement.

## Donald Mitchell

Donald Mitchell, a veteran of 38 years of departmental service, retired in April. He was inspector-in-charge of the Victoria radio regulations office.

Mr. Mitchell's career in radio dates back to the First World War when he served as a radio operator with the British Merchant Naval Supply Service. He made many trips in the Mediterranean area and

Near East and later on various passenger liners plying the Atlantic.

His appointment, by request, to the Hudson's Bay Company's "Baychimo" introduced Mr. Mitchell to Canada's West Coast and, in 1927, he joined the government radio service. Throughout the years he held various positions, rising to inspector-in-charge of radio regulations in Victoria.

On April 12 many friends and co-workers, including several officers from Vancouver Region Air Services, gathered to honor Mr. Mitchell on his retirement. He was presented with a set of matched golf clubs, while Mrs. Mitchell received a bouquet of pink roses.

---

## In Memoriam

Samuel Strang Foley, retired regional director of air services at Toronto, died on May 16. He was in his 67th year.

Born at Saint John, New Brunswick in 1899 Mr. Foley led a colorful life. He first worked in the family pottery, leaving at the age of 16 to serve in France as a motorcycle despatch rider. After the war he returned to Canada and entered the car business, first in New Brunswick and then in Hamilton, Ontario, with his brother Roy.

Sam Foley's interest in aviation came during this period when he learned to fly and instruct under Major R. Dodds, former controller of civil aviation. From 1929 to 1936 Mr. Foley was chief instructor and manager of the Hamilton Flying Club and manager of Hamilton Civic Airport.

In 1936 he joined the newly-created Department of Transport as assistant inspector of air regulations at Winnipeg. In 1940, after a tour at Ottawa, he was appointed district inspector, southern airways at Hamilton. In this position he was responsible for the selection and development of airports for the British Commonwealth Air Training Plan. For his work in this connection he was awarded the M.B.E.

In 1948 Sam Foley was appointed district controller of air services at Moncton, N.B. and three years later was made regional director of air services at Toronto.

Due to ill health Mr. Foley retired at the age of 60 in 1959. He is survived by his widow, Winnifred, daughter, Geraldine, and brother Ronald.



L. T. Campbell, left, recently appointed chief, administrative division, meteorological branch and George H. Legg, who replaces Mr. Campbell as liaison meteorologist at Ottawa.

## Staff Changes In Met Branch

L. T. Campbell, formerly liaison meteorologist at Ottawa, has been appointed chief of administration for the meteorological branch. He is being replaced at headquarters by George H. Legg, superintendent, forecast office operating requirements section.

Mr. Campbell, a native of Iroquois, Ontario, graduated from Queen's University in 1941 with an honors degree in mathematics and physics. In 1942 he joined the meteorological branch and spent the next 10 years filling a variety of assignments at weather offices in Montreal, Goose and Gander. He assumed the duties of liaison meteorologist at Ottawa in 1952 and remained as such until his recent appointment to fill the position vacated by the present director of the branch, J. R. H. Noble.

In appointing a successor to Mr. Campbell it was decided to fill the position, in future, on a 2-year rotational basis. The reason for this being that the position of liaison meteorologist offers an excellent

opportunity for broadening experience and obtaining an intimate knowledge of both department and government procedures and policies. As the title of the position implies, the duties are to advise officials of Transport and other government departments on meteorological matters and, because its headquarters are outside of Ottawa, to keep the meteorological branch informed on developments in Ottawa.

George Legg, the first meteorologist to fill the position under the new plan, has been with the branch for 24 years. In 1941 he graduated from University of Western Ontario with a honors degree in mathematics and physics. During the war years he served at a number of Department of National Defence weather establishments. He obtained a master's degree in physics in 1947 and was appointed officer-in-charge at Whitehorse, N.W.T. The following year he became shift supervisor at Malton, Ontario and in 1960, assumed an administrative position at Toronto headquarters.

# Cross-Canada Dateline



**Edmonton**—The Edmonton Airport emergency service staff ranked high in the recently announced results of the 1964 Fire Prevention Contest:

Grand Award D.O.T. Air Services: First in Class "A"  
Airports: Eighth in National Fire Protection Assoc. Contest (Government Division)  
Boston, Mass.

Regional Director Air Services G. E. McDowell presented framed certificates to Airport Manager Ian MacAskill and Airport Fire Chief Harvey Miller and extended congratulations from the assistant deputy minister, air, for the splendid showing they made. As well, he emphasized the practical value of a good fire prevention program.

**Toronto**—Early in June J. R. H. Noble, director of the meteorological branch, announced the names of 22 co-operative weather observers who were presented with an award for excellent weather reporting over a number of years.

There are more than 2,200 weather reporting stations in Canada. At stations other than those staffed by D.O.T. employees. Observations are taken by co-operative observers who perform their duties in the public interest.

This year's awards, desk barometers, are the 11th of a series of annual awards. Recipients were as follows:

R. H. Dean.....	Toronto High-land Creek, Ont.
Armand Savoie.....	St. Charles de Caplan, Que.
Rev. Sister Marie Emmanuel.....	St. Romuald, Que.
Rev. Philippe Mailhot, S.C.....	Victoriaville, Que.
Charles T. Doherty.....	Pleasant Bay, N.S.

**Scott Air Force Base, Illinois**—Weather matters of national concern to Canada and the United States were the topic of conversation for these weather scientists. At USAF Air Weather Service headquarters for briefings, Dr. Donald P. McIntyre (center), chief of research and training, D.O.T. meteorological branch, met with Brig. Gen. Ray W. Nelson, Jr., air weather service commander (right), and Dr. Robert D. Fletcher, air weather service director of aerospace sciences. (A copy of the January/February issue of News On The DOT is seen on the table.)

Observer	Station
A. Dickinson.....	Alouette Lake, B.C.
J. Blake.....	Coquitlam Lake, B.C.
Mrs. Ruth Mason.....	Hope Kawkawa Lake, B.C.
David N. Way.....	Sardis, B.C.
Norris E. Hyde.....	Sicamous, B.C.
Red Deer Fire Dept.....	Red Deer, Alta.
Mrs. Steve Zinkewich.....	Vilna, Alta.
Stanley Barholz.....	Brownfield, Alta.
G. R. Portsmouth.....	Kitscoty, Alta.
J. B. Larre.....	Butte St. Pierre, Sask.
Ewalt Schwanke.....	Kuroki, Sask.
K. E. Robertson.....	Denzil, Sask.
Victor Shebeski.....	Arborg, Man.
Edward G. Hoehn.....	Grass River, Man.
G. W. Jackson.....	South Bay Mouth, Ont.
Mrs. Walker Drummond.....	Millgrove, Ont.
R. C. Robinson.....	Durham, Ont.



Halifax—The department's new Mark 8 foam crash truck was seen in action at Halifax International Airport during a three-week aircraft crash firefighting course. Headquarters training officer D. E. Curtis and R. A. Hanley, Moncton regional fire prevention officer, conducted the course.

The foam crash truck is one of six such vehicles now in service at D.O.T. airports at Halifax, Montreal, Toronto and Edmonton. By the end of the year two others will be in service at Vancouver and another at Edmonton. Weighing more than 40,000 pounds each, the trucks can discharge 5,000 gallons of foam per minute to quench a fire.



## Open New Fredericton Air Terminal

Hon. H. J. Robichaud, Minister of Fisheries, pulled the switch of an impressive-looking "generator", set motors humming and lights a-flashing at the Department of Transport's new air terminal at Fredericton, N.B., as he declared the building officially open on May 14.

Mr. Robichaud was introduced by Hon. J. W. Pickersgill, who presided as chairman of the gathering. The platform guests included Hon. J. Leonard O'Brien, Lieutenant-Governor of New Brunswick; Hon. L. J. Robichaud, Premier; Fredericton Mayor W. T. Walker; County Warden J. E. Gandy; Hon. Hugh John Flemming; Brigadier E. C. Brown, chairman of the board of commissioners, Town of Oromocto; J. Chester MacRae, M.P.; H. Noel, airport manager; and D. C. Tennant, assistant vice-president of operations, Air Canada.

A capacity audience of invited guests heard brief addresses by the Fisheries Minister, Mayor Walker and the Premier. Mr. Robichaud reviewed some of the achievements of the Department of Transport in the realm of aviation in the Maritime Provinces and voiced his appreciation of the excellent facilities provided at the new Fredericton terminal.

Hydro power was the theme of the ceremony, emphasizing Fredericton's proximity to the Mactaquac power project. Mr. Pickersgill drew much laughter when, in his final remarks, he referred to the "dangerous-looking machine" near the stand and asked Hon. Mr. Robichaud to pull the switch and set it in motion. The "generator" was produced by the airport staff, along with a large illuminated "Fredericton" sign which left no doubt as to the city that was the scene of the day's special event.



(Top): Copper sculpture by Fredericton Artist Claude Roussel adds an effective "Air Age" touch to the terminal. (Bottom): The main waiting room combines modern design and comfort for the travelling public.



## It's "Home" to Vancouver Air Services Personnel

by Dr. T. G. Howe, *Regional Director,  
Vancouver Air Services*

The 53-year-old Winch Building, situated in the heart of downtown Vancouver a block from the intersection of Granville and Hastings Streets, overlooks Vancouver Harbour, Stanley Park and the Lions Gate Bridge.

A 15-year history of a building is usually of little consequence, but those past number of years in the life of the Winch Building tell the story of the exciting development of Vancouver Region Air Services.

The department's post-war plans culminated in 1948 in the decision of the late Air Vice Marshal Tom Cowley, then director of air services, to decentralize the organization into six regional air services units. This was the first step in a gradual trend which has gained momentum with the publication of the Glassco Report and the present implementation of the Urwick-Currie Report.

In 1950 70 air services employees moved from numerous locations around the city into the upper three floors of the Winch Building and from then on the steady growth of staff reflects the increasing public services being provided to aviation. By 1955 there were 110 employees busy in the building, by 1960 213 and today, in 1965, 250. Despite various criticism concerning its "rabbit warrens", dark and unventilated offices, Edwardian elevators and old-style architecture, the Winch Building has proved to be a successful centre for the West Coast's air services organization. Only once was its reputation questioned: a letter received was addressed to the "Wench Building".

One of the building's conveniences is that it is located adjacent to the air services stores depot and the large regional garage and vehicle pool. Consolidation of these vital services with the

administrative function has been particularly helpful. The regional organization is a completely packaged unit.

Although the first invasion of 70 personnel took over the top three floors, all surplus accommodation has long ago been used up and the D.O.T. organization has overflowed into the lower floors. This year the entire building, five floors and basement, will be taken over by air services.

On the ground floor will be the three sections providing the most service to the public—air regulations, radio regulations and the purchasing section. Construction branch will be housed completely on the second floor, civil aviation on the third, the regional director and administrative and personnel services on the fourth, and telecommunications and electronics on the fifth. Workshops and storage compartments will occupy the basement.

Of the original 70 employees who moved into the building in 1950, 23 are still with the department. In the construction branch only Eric May, Roy Berlet and Jack Douglas are left, although Tommy Tait is still around in civil aviation. Bill Lavery, Len Milne, Joe Bertalino and Miss Dawn Brewer still attend to air regulatory matters. Miss Gertrude Fox remains in the meteorological branch. Miss Vera Elliott, Mrs. A. J. Kennett, Mrs. N. M. McLeod, Miss Dorsi Doidge, Ken Joynes and Andy Boyd carry out administrative and personnel work. Hal Wilson, Tom Dennis, Jack Batts, Harry Trice and Neil McLeod continue to serve civil aviation. Phil Eldridge, Jack Chalmers and "Mort" Mortensen assist in administering telecommunications.

With no Public Works master plan evident for new space for the many federal offices in the city, the Winch Building will serve the Vancouver regional air services for at least another five years. Until then, at least, visitors to the office will still have to make it their first duty to explore the devious route to and from the cafeteria for a cup of coffee and bring with them package of breadcrumbs to blaze a Hansel and Gretel trail to the garage or stores depot. They are quite short distances, but only to the experienced navigator.



# HAVE YOU A SUGGESTION?

Clip this form and send it to the Secretary, Suggestion Award Plan, Department of Transport, Ottawa. Any suggestions you have might prove beneficial to the department.

## OPPORTUNITIES UNLIMITED

**THINK . . .**  
**SUGGEST**

Describe your suggestion clearly and concisely.  
Indicate where and how it can be used and the benefits expected.  
Use sketches, samples or anything you want to make your idea clear.  
If it is difficult to write, your supervisor will gladly help.  
When a suggestion is not used, reasons will be given in writing.

**SEND POSTAGE FREE TO: SECRETARY, SUGGESTION AWARD COMMITTEE, OF YOUR DEPARTMENT**

(SEE REVERSE SIDE)

I would like to suggest

Suggestion No. \_\_\_\_\_  
(For official use)

## How To Make Money - By Trying!

Everyone is interested in making money, but few of the "housewife" of modern-day advertising. It's not so impossible to do as you think! Even young. One of the ways to get all kind of business leading up to \$2000 per month, it contains the only practical plan.

It will be profitable in every way. This new plan will give you more money at a time than ever before. It is the right way, and you can make money in every business without the need for money before.

NAME	POSITION	LOCATION	AMOUNT
J. H. Smith	Marketing, Advertising	Victoria	\$24
Joseph Mansfield	Graphic Designer	Edmonton	\$10
Miss. Marjorie Taylor	Sales	Edmonton	\$17
William G. Cook	Marketing, Advertising	Winnipeg	\$20
Miss. Anne Brown	Marketing, Advertising	Edmonton	\$20
J. G. G. G. G.	Marketing, Advertising	Edmonton	\$20
Miss. E. Taylor	Marketing, Advertising	Edmonton	\$20

If possible, indicate your estimate of savings.

If required, use other side

**SUGGESTION AWARD PLAN OF THE PUBLIC SERVICE OF CANADA**



**World's First Icebreaking  
Cable Repair Ship  
Christened**

The world's first icebreaking cable repair ship, built at the yard of Canadian Vickers Limited of Montreal, was christened the CCGS "John Cabot" on May 31. Mrs. Douglas F. Bowie, wife of the president and general manager of the Canadian Overseas Telecommunication Corporation sponsored the new Coast Guard vessel, at a ceremony attended by Deputy Minister John Baldwin, Assistant Deputy Minister, Marine G. W. Stead, Director of Shipbuilding J. R. Strang and other senior departmental officers.

Costing some \$8,000,000, the "John Cabot" is 313 feet long, 60 feet wide, and is a twin-screw, diesel-electric powered vessel with a capacity of 400 miles of submarine cable in her three big storage tanks.

The ship measures 5,000 gross tons and will lay and repair cable for the Canadian Overseas Telecommunication Corporation in the Gulf of St. Lawrence, along the Atlantic seaboard and in the Eastern Arctic. It will lay cable over the bow only and is equipped with both bow and stern water jet reaction systems to help in manoeuvring at slow speeds while engaged in grappling, replacing or repairing cable. It has a Flume stabilizing system to reduce rolling in heavy seas, and a heeling tank



system for use in freeing the vessel when caught in heavy ice.

The ship has a helicopter deck with telescopic hangar, the latter a design evolved by D.O.T. for shipboard helicopter operations.

Propulsion machinery consists of four propulsion generators, each developing 3,000 brake horsepower, driving two propulsion motors, each of 4,500 shaft horse-

power, operated from a common control room and remotely controlled from the wheelhouse and bridge, and from the fore-castle head. The cable handling machinery also will be remotely controlled in this fashion.

The ship's complement will be about 85 men, including ship's officers and crew, helicopter pilot and engineer and cable engineers.

## How To Make Money – By Trying!

Everyone is interested in making money, but despite all the "come on's" of modern-day advertising, it's next to impossible to do so without even trying. One of the ways open to all civil servants earning up to \$7,500 per annum, is through the suggestion award plan.

It isn't guaranteed, of course. Like everything else, you must work at it. But the right idea, explained in the right way, can earn extra dollars or merchandise awards for you. Some recent winners include:

NAME	POSITION	LOCATION	AMOUNT
D. H. Baylis	technician, electronics	Victoria	\$25
Joseph Kovalenki	air traffic controller	Edmonton	\$30
Mrs. Adrienne Larkin	clerk	Ottawa	\$15
William M. Park	technician, electronics	Windsor	\$30
			\$10
T. Reilly	technician, electronics	Toronto	\$20
Mrs. Anne Schurman	clerk	Moncton	\$40
J. D. G. Soucy	met. technician	Quebec	\$10
G. E. Taylor	radio operator	Fort William	\$10

# Canadian Coast Guard ALBUM



CCGS "Verendrye", completed in October, 1959, at the yard of George T. Davie and Sons Ltd., Lauzon, Que., operates in the Sorel, Que., District Marine Agency as a lighthouse supply and buoy vessel. She is seen here arriving at Ottawa at the end of her 1965 Spring buoy-laying task on the Ottawa River.

## CCGS VERENDRYE

LENGTH: 125 feet  
 BREADTH: 26 feet  
 DRAFT: 7 feet  
 POWER: Twin screw Diesel, 760 shaft horsepower continuous  
 GROSS TONNAGE: 297