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COVER

A cadet raises the coast guard flag on the grounds of the Canadian Coast Guard College at Sydney, N.S.

COUVERTURE

Un cadet hisse au mât le drapeau de la garde côtière, sur les terrains du Collège à Sydney, N.-É.

Editor Yvonne McWilliam

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

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"The dot" en quête d'un nom français

Désireuse d'améliorer son service, la rédaction cherche présentement à introduire dans la revue des employés un plus grand nombre d'articles exclusifs rédigés en français. C'est également notre intention de donner à la revue, le plus tôt possible, un nom typiquement français qui s'ajoutera à celui qu'elle porte présentement, «THE DOT».

A cette fin, on a décidé de faire appel à la collaboration de nos lecteurs. Cet appui est essentiel, si nous voulons que notre revue conserve en tout point son caractère bilingue. Nous avons actuellement aux Services d'information du ministère un rédacteur de langue française qui est bien disposé à faire sa part, mais il a besoin de l'appui des membres du personnel, particulièrement de ceux d'expression française.

Cherchons d'abord à donner à la revue un nom français approprié. Toute suggestion du personnel à ce sujet serait fort appréciée. Il devra évidemment s'agir d'un nom court et concis qui rend bien l'idée qu'on se fait d'une revue qui renferme des écrits traitant du transport en général et de sujets s'y rapportant.

Par ailleurs, nous sommes également en quête de sujets qui pourraient faire l'objet d'articles intéressants dans la revue. Dans un ministère dont le champ d'action est aussi vaste que celui-ci, il ne devrait pas y avoir de difficulté à trouver des sujets appropriés. Il s'agit d'y penser. S'il vous vient une idée, transmettez-la à la rédaction. Mieux encore, allez-y de vos propres écrits, et nous nous efforcerons de les publier.

La rédaction

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FROM THE DEPUTY MINISTER

I have just been reviewing departmental plans for special training of our employees at headquarters and in the field during 1966-67. It has reminded me how large are the new problems we face in connection with changes in organization being developed by the Treasury Board and the Civil Service Commission in regard to financial management and to personnel relations in the public service. New accounting and reporting systems, greater delegation of responsibility to regional and field offices, longer range advance programming, proposed arrangements for collective bargaining in the government service, and the whole field of relations with our employees are all in the course of substantial change.

We wish to assist our staff in the department, at all levels, in regard to these matters. Our annual training program for employees represents the largest that we have ever undertaken. It includes attendance at short seminars and longer courses, some organized by the department itself, some by the Civil Service Commission, and some by groups completely outside the government service. It is, in part, aimed at maintaining the technical competence of specialized personnel, but in a great many cases is related to problems of management and personnel relations. In total, over twenty percent of our employees will be participating in specialized training during 1966-67. This scale will have to be maintained if we are to ensure our efficiency and adjust to the future.

J. R. Baldwin

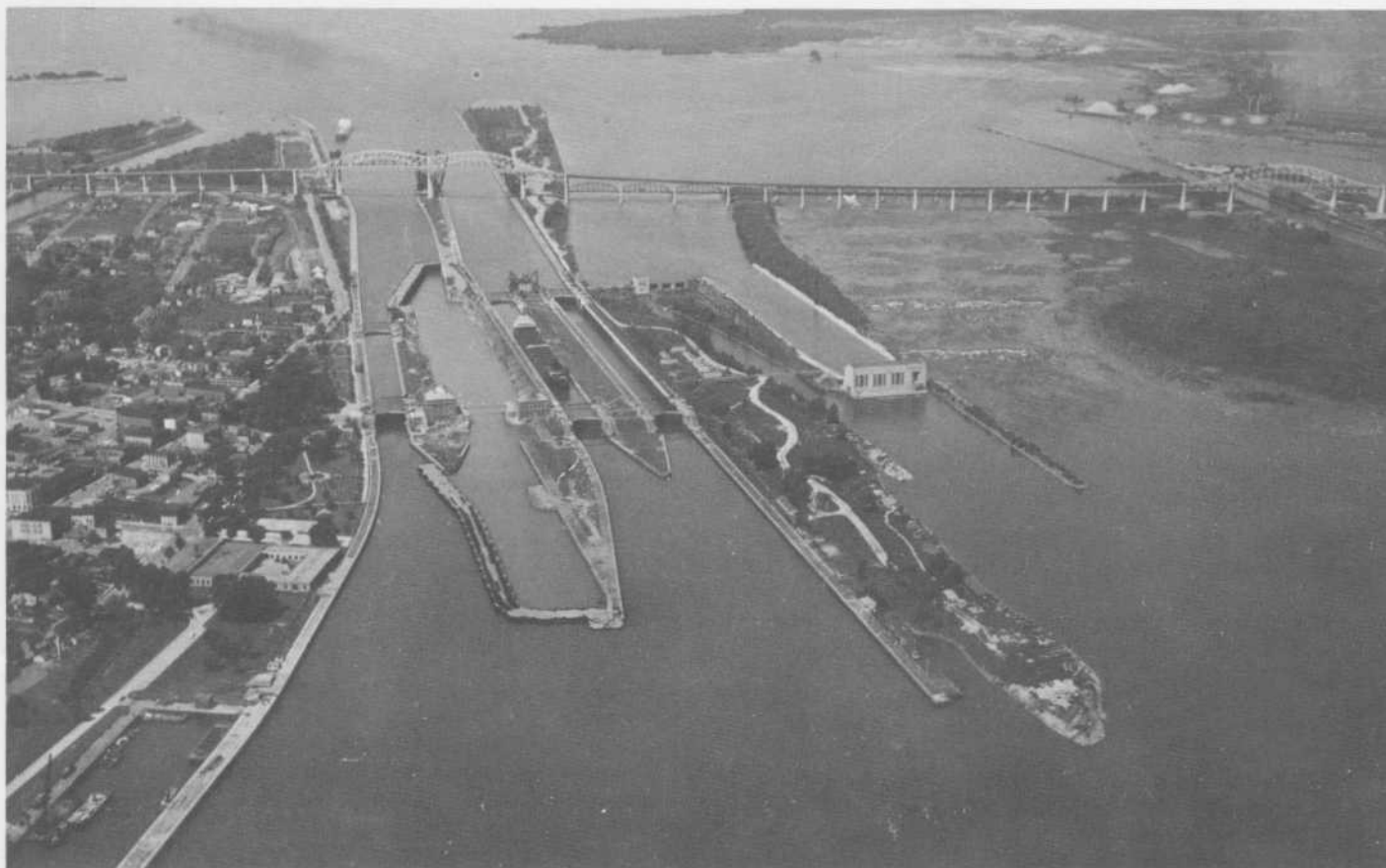


LE MOT DU SOUS-MINISTRE

Je termine l'examen des projets que le Ministère envisage de mettre en œuvre en 1966-1967 pour donner une formation spéciale aux employés du bureau central et des bureaux extérieurs. Je me rends compte de l'envergure des nouveaux problèmes qui se posent par suite des changements que le Conseil du Trésor et la Commission du service civil apportent au régime de la gestion financière et des relations avec le personnel dans la fonction publique. Nouveaux systèmes de comptabilité et de présentation de rapports, délégation plus grande de pouvoirs aux bureaux régionaux et locaux, programmes à plus long terme, modalités visant la négociation collective dans la fonction publique, relations avec le personnel, tout est en voie de transformation.

Nous voulons aider le personnel du Ministère, à tous les échelons, à se préparer à œuvrer dans ce nouveau climat. Notre programme annuel de formation est plus vaste que jamais. Il comporte des cycles d'études et des cours organisés soit par le Ministère, soit par la Commission du service civil, soit par des organismes qui ne relèvent pas de la fonction publique. Il porte entre autres sur le maintien de la compétence technique du personnel spécialisé et, dans bien des cas, sur des problèmes de gestion et de relations avec le personnel. En 1966-1967, plus de 20 p. 100 de nos employés recevront une formation spécialisée. Pour assurer l'efficacité de nos services et les adapter aux conditions de l'avenir, nous devons de toute nécessité nous en tenir à cette proportion.

J. R. Baldwin



The Sault Ste. Marie locks and control facilities at the outlet of Lake Superior. More tonnage passes through these locks than through the Panama, Kiel and Suez combined.

Water, water, everywhere . . .

And Every Drop Precious

By Yvonne McWilliam

So fashionable is water as a topic of conversation these days that it has almost reached the cocktail party stage—albeit in a new and different form!

There seemed to be no end of problems in 1965 from the lack of one of nature's most abundant substances. Anything one read on the subject was sure to contain something about low water levels on the Seaway, rationing in New York City, drought conditions in Eastern Ontario or pollution in Lake Erie.

To Canadians, in particular, this seems strange indeed since water is our greatest natural resource.

A country's growth and development is more dependent on the size of its water resources than on any other natural resource, many experts feel. In Canada, we have, for the most part, an abundance of water. But there are still areas where supplies are insufficient or unusable due to pollution.

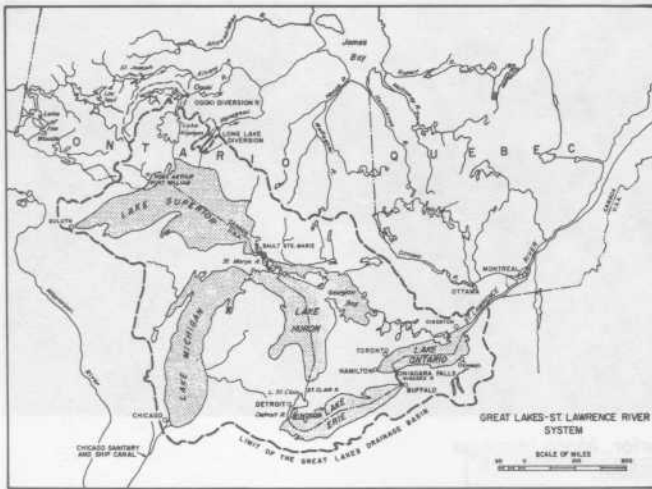
Certain facets of the water problem are of immediate concern to the Department of Transport. This concern arises from the dependence of marine transportation on adequate water depths and other factors relating to water control, such as the speed of currents and ice abatement in navigable areas.

In addition to the department's responsibilities, there are also those of National Harbours Board and the St. Lawrence Seaway Authority for which the Minister of Transport answers to Parliament.

A close liaison exists among these three bodies through direct discussion at the operating level, virtually on a day to day basis, on all details of water use on the St. Lawrence River. The liaison organization is called the Navigation Committee on Great Lakes-St. Lawrence River Regulation and its chairman is Ralph Smith, chief of D.O.T.'s hydraulics studies division.

Flow of water in the St. Lawrence is regulated by works for the development of hydro-electric power. These were constructed and are operated in accordance with an order of approval issued by the International Joint Commission (IJC), which has to do with the development of rivers of common interest to Canada and the United States, and which administers such legislation as the Boundary Waters Treaty of 1909.

The commission created the International St. Lawrence River Board Control to ensure its order of approval is complied with and to advise on all matters related to flow regulation. The board has eight members—four Canadians and four Americans. Each of these eight men is a recognized expert in the field of hydraulic engineering and water management. D.M. Ripley, director of D.O.T.'s marine hydraulics branch, is one of the Canadian members. Others are a senior official each from Hydro-Quebec and Ontario Hydro and the director of the water resources branch of the Department of Mines and Technical Surveys.



The Great Lakes Basin.

Low levels on the Great Lakes may have been a cause of immediate concern the past few years, but in recent months they have undergone a quick, dramatic change and are now exhibiting a strong tendency to approach more closely to their average values—average values of the past 105 years, that is. This already prompts some farsighted people to worry again about high water such as the floods experienced in 1952. As recently as this spring there was much damage to shoreline properties on Lake Erie and Lake Ontario caused by wave action resulting from excessively high winds.

To solve the low water problem might simply create more difficult problems. The low levels of recent years have generated demands that something be done to control the levels of all lakes, rather than only of Lake Superior and Lake Ontario as is presently the case.

One of the more frequently heard suggestions for regulating the levels of the Great Lakes is that the lakes should be regulated constantly at their long-term average levels. To maintain a constant level it would be necessary in wet periods to increase the flow in the Niagara, Saint Mary's, Detroit and St. Clair Rivers by a volume four or five times as great as they normally carry. Detroit, Windsor, Niagara Falls, Buffalo and other riverside areas would get unpleasantly wet. On the other hand, in periods of drought, such as we have had for the past few years, it would be necessary to reduce drastically the flow in the rivers and perhaps even Niagara Falls would run dry.

Property owners around the lake might be happy, but the Ontario Hydro would find it difficult to operate their plants at Niagara and Barnhart Island because sometimes there would be a great deal more water than they could use; at other times, not enough to keep the turbines running. Similarly, water depths

for navigation would be inadequate in low water periods to carry Seaway traffic.

What the power interests would prefer is a uniform flow, in which case the lake levels would go higher and lower than in the state of nature. Such levels would not be satisfactory to navigation on the lakes or shore property owners. Even now at Niagara Falls water is pumped during the night hours into storage basins for use in power production at peak periods. If this were not the case, tourist traffic at the Falls would, like the water over the famous falls during daylight hours, be reduced to a mere trickle.

From all this, it is obvious that the needs of those using the waters of the Great Lakes-St. Lawrence River system—for navigation, power, sanitation, pleasure and so on—must be fully recognized. Any scheme for control of the unusually high and unusually low levels which experience shows always occur, must dovetail the needs of all.

What it is hoped to achieve is a range of levels that will satisfy most of the requirements of everybody without causing inconvenience or substantial damage to anyone. It is a situation where everyone agrees on the desirability of the common omelette, but it's breaking his egg which hurts.

At the present time, the International Joint Commission is undertaking a major study of the Great Lakes to determine whether it would be practical and in the public interest to regulate the levels of the lakes so that extreme highs and lows would not recur. Ralph Smith was appointed to the technical group responsible for these studies. As well, the department, through its meteorological branch, will be supporting the work of the IJC with expert scientific knowledge on the influence of precipitation, evaporation and other meteorological factors on the supply of water in the Great Lakes and St. Lawrence River.

In all these studies, the scope of the IJC mandate includes the St. Lawrence River requirements, as do the steps being taken by D.O.T. to improve the river for navigation, in full recognition of the fact that the Great Lakes-St. Lawrence system must be treated as a single hydraulic entity.

At the present time there are dams or control works at the outlets of Lake Superior and Lake Ontario. The levels of these two lakes have been controlled and the extremes of rise or fall modified. For instance, in the summer of 1965 the level of Lake Ontario was more than a foot higher than it would have been under natural conditions.

Natural conditions—precipitation in the form of rain and snow—just haven't been abundant enough in the past few years to keep the water levels up. As a result, water stored in the lakes since the wet years of the '50's is gradually flowing out or evaporating without sufficient precipitation occurring to replace it. Fortunately, precipitation during 1965 on the Great Lakes improved considerably, totalling slightly more than average.

The average amount of rainfall over the past 50 years in the Great Lakes area has been about 32 inches annually. It doesn't

sound like much, but it means almost 700 billion tons of water fall on the drainage basin above the outlet of Lake Ontario (an area of about 300,000 square miles) in an average year. Taken a step further, this amounts to seven million gallons per year for every man, woman and child in Canada.

What happens to this water? Only one third of it flows in the rivers and lakes out to the sea. The rest just disappears in evaporation or transpiration—roughly 450 billion tons.

But these are average figures and if we would always have the average most interests would be content.

During the past two years, while the levels have been low, a number of proposals have been advanced for diverting water into the Great Lakes from other sources. Some of the proposals seem fantastic, but they have been made by highly qualified engineers and could technically be carried out—at great cost of course, but nevertheless could be done.

The plan with the most far-reaching effects is one proposed by an American engineering firm and has the backing of the North American Water and Power Alliance. It is based on the concept of continental water sharing for the future welfare and good of the people of the whole North American continent.

At a cost of 100 billion dollars it is proposed that water collected from rivers in B.C., the Yukon and Alaska be diverted to the Western United States and even on into Mexico. Part of the flow would be redirected into the Rocky mountain trench to form a 500-mile reservoir in B.C., with its southern tip in Montana. From there it would be channeled into U.S. rivers and canals.

Another diversion of this scheme would be a transcontinental canal across the Prairie Provinces to Lake Superior that would

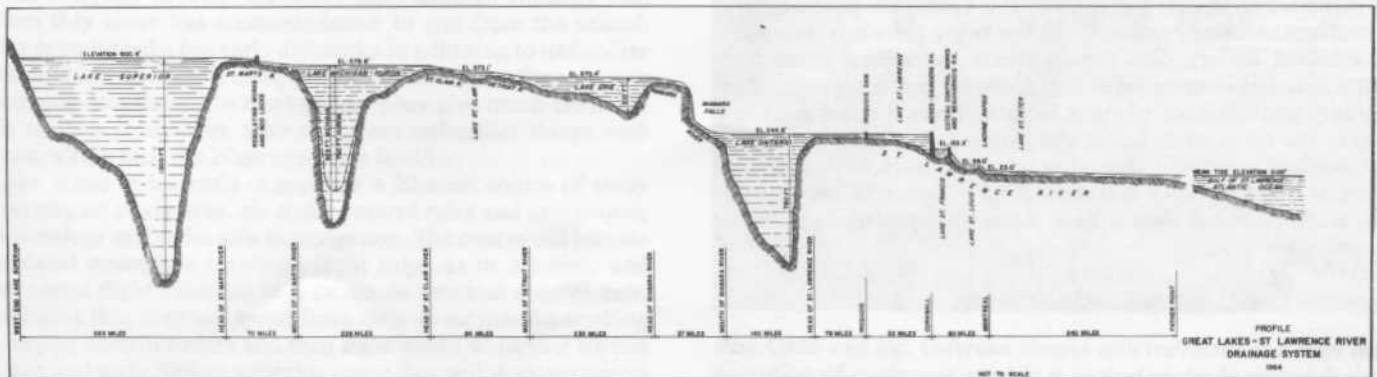
carry ocean vessels from the Pacific across the Rockies, through the Prairies, into the Great Lakes and St. Lawrence River and on out to the Atlantic Ocean.

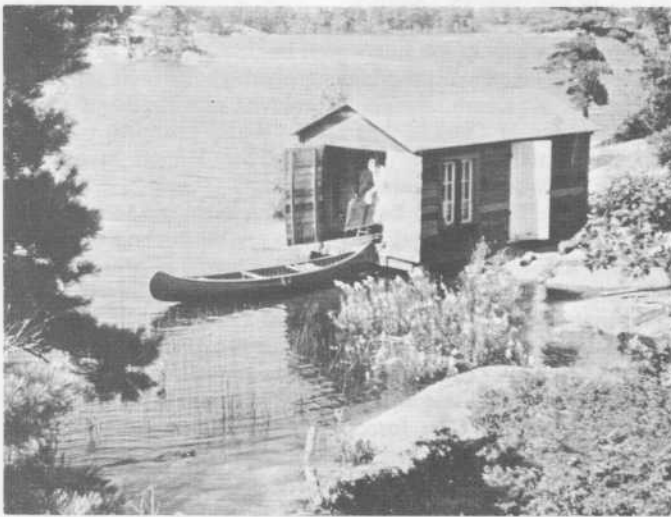
This may sound impractical, but 50 or 100 years from now the American way of life might well be threatened by a shortage of water and Canada's abundant supply might be their salvation. As Dr. W. K. Lamb, dominion archivist and president of the Royal Society of Canada, has said: "Water promises to be an important matter in the relations of the United States and Canada in the years to come."

Another scheme which has long attracted Canadian interest is that advanced by Sudbury, Ontario consulting engineer Tom Kierans. Known as the Grand Canal scheme, it proposes collecting water flowing into James Bay and redirecting it into a canal that would carry it into the Great Lakes.

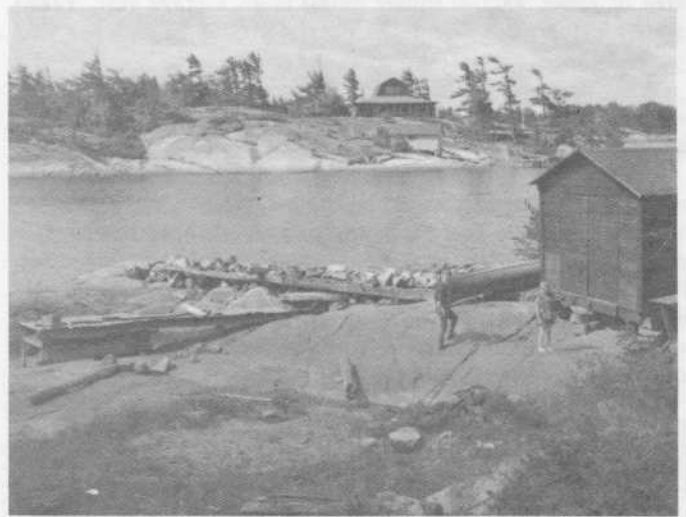
Canadian reaction to these and other proposals for diversion of waters, is one of caution as it must necessarily be. Long range weather forecasting becomes a vital factor in any such plans. If the weather can't be forecast far enough in advance with accuracy, it is easy to foresee the danger. Any major diversion of water in the Great Lakes followed by a subsequent year of heavy rain and snow, taken together, could create flood conditions that would be uncontrollable.

If diversion into the system were increased during a period of low levels the full effect of the changes on increased water levels would not be felt for many years. It is quite possible that such increase in levels would not be completely effective until such time as the water levels were high once more, so that the action taken to improve low levels would actually contribute to flooding. The opposite result from reduced diversion is no more palatable. Therefore, controlled diversions into the system are not in themselves the solution to a reduction in the extremes of water levels.





High water levels at boathouse on Georgian Bay, 1952.



The same location during extreme low levels in 1964.

It would seem that before considering diverting more water into the Great Lakes system, we should know what can be done with the water already there. At the same time, Canada will have to assess its water resources, to know how much there is and to estimate how much it needs in the foreseeable future in order to protect Canadian growth potential.

As stated earlier, D.O.T.'s involvement is from the dependence of marine transportation on adequate water depths and other factors relating to water control. The stakes for navigation, commercial shipping in particular, in the subject of the Great Lakes water levels are high. Some 230 million tons of cargo annually move over the lakes and their connecting channels. In the area of commercial shipping generally, the Canadian government's investment in navigation works in the entire system is in excess of a billion dollars. The private sector has several times that figure invested in complementary facilities and equipment. The capacity and efficiency of these facilities bears a direct relationship to the water levels under which they function.

Canada is a long way from the high water mark of its development. It looks as if we will need a lot of water to get there—and that's what we should have under an integrated approach to our water needs.



Recently the Nigerian students were invited to a Government House reception for all foreign students studying at Ottawa schools. They came to school that day in their tribal costumes and the D.O.T. photographer was on hand to get a picture. Unfortunately, a black and white photo scarcely does justice to the beautiful materials and colors. Sitting, left to right: Mr. J. G. Korie, Miss D. Ofilli and Mr. K. F. Olomo. Standing: Mr. B. Najomo, Mr. S. Obika, Mr. B. E. I. Udeji, Mr. J. C. Omezi, Mr. S. O. Oderemi, and Mr. A. N. Okoye.

Nigerian Students at D.O.T. School

In February nine Nigerian students, one a young woman, arrived in Canada to enroll at the department's Air Services School at Ottawa International Airport. As guests of Canada the students will spend the next year and a half studying air traffic control methods and working in various airport control towers.

The students, all with previous experience in air traffic control at Nigerian airports, were greeted at Montreal International Airport in February by a temperature of 17 degrees below zero and their first sight of snow. Considering that when they left Lagos International Airport the previous day the temperature had been 85 degrees above zero, it was quite a shock to their systems. The coldest weather they had ever encountered at home was around 60 degrees above.

The Nigerians are enjoying their stay in Canada and have found everyone friendly, especially the Canadian students with whom they share bus accommodation to and from the school. They experienced a few early difficulties in adjusting to unfamiliar surroundings and highly complex studies, but report they are now becoming accustomed to most things. They give much credit for this to their instructors, who compared unfamiliar things with things with which the Nigerians were familiar.

The group is currently engaged in a 20-week course of study involving air navigation, air traffic control rules and procedures, meteorology and radio aids to navigation. The course will include simulated operations by visual flight rules, as in a tower, and instrument flight rules, as in a centre or terminal control unit. Following this, they will spend from three to six months working in airport control towers and then eight weeks of further studies in terminal units. Before returning home they will work in control centres for some four months.



Miss Ofilli and Mr. Oderemi discuss with Instructor Ron Hart the operation of equipment used in a control centre to record flights and maintain contact with pilots and other air traffic controllers.

Le Collège de la garde côtière- une école unique en son genre

Par ÉDOUARD DESLAURIERS

Le Collège de la garde côtière canadienne, jeune institution qui en est encore à sa première année d'existence, n'ayant ouvert ses portes qu'en septembre dernier, est actuellement en train de former son premier contingent d'officiers qui, demain, prendront la relève sur les navires de la garde côtière, un service dont le passé remonte avant même l'époque de la Confédération.

C'est à l'ancienne base navale de Point Edward, à Sydney, en Nouvelle-Écosse, que 33 jeunes cadets subissent actuellement un entraînement qui, selon le directeur du Collège, le capitaine Gérard Brie, en fera «des techniciens de première valeur et des Hommes (avec un «H» majuscule) qui feront honneur à la garde côtière et au pays tout entier».

Le ministère des Transports fonde en effet beaucoup d'espoir sur l'avenir de ce collège qui est appelé à former une élite qui servira à bord des quelque 60 navires de la garde côtière. On ne compte actuellement que 33 cadets au Collège. On a l'espoir d'en recruter quarante nouveaux pour la rentrée des classes en septembre 1966. D'ici quelques années, on devrait avoir quelque 130 cadets à l'entraînement.

Ce n'est certes pas la place qui manque au Collège, puisqu'il s'agit d'un vaste complexe renfermant une quinzaine d'édifices autrefois occupés par la Marine. On sait que Point Edward était une des bases navales les plus actives sur le continent nord-américain au cours du dernier conflit mondial. Aujourd'hui, chacun des édifices relevant du Collège porte le nom d'un navire de la garde côtière. Ainsi, l'on retrouve, entre autres, le Vancouver, le Labrador, le Montcalm, le Sir Humphrey Gilbert, le C. D. Howe, l'Ernest Lapointe, le William Alexander, le John Cabot, le Walter E. Foster, le d'Iberville, le Tupper, le Bernier, le Ville-Marie, le John A. Macdonald et le Porte Dauphine.

Un collège bilingue

Le collège de la garde côtière canadienne est une institution à caractère bilingue. L'enseignement y est dispensé dans les deux langues. Un des buts d'ailleurs du collège est de former des officiers qui soient capables d'exercer leurs fonctions d'un bout à l'autre du pays, dans l'une ou l'autre des deux langues.

Soulignons, en passant, que la contribution du Canada français au personnel de la «marine civile du Canada» a toujours été fort remarquable.

Depuis les débuts de son histoire, la garde côtière a toujours eu à son service des marins compétents, dont plusieurs, venant du Québec, se sont particulièrement illustrés. Mentionnons, pour n'en nommer que quelques-uns, le capitaine Joseph Bernier, par exemple, et un autre des temps plus récents, le commodore Charles Caron. On n'a pas à rappeler ici en détail la carrière bien remplie de ces gens de mer, dont les noms sont déjà passés à l'histoire. Et, que dire encore des Dufour, des Fournier, des Gagné, des Lavoie, des Pelletier, des Moreau, des Marchant et combien d'autres encore qui, à l'heure actuelle, se signalent au service de la garde côtière.

Actuellement, on ne compte au collège que sept cadets de langue française. On a cependant confiance que le prochain contingent de recrues renfermera un plus grand nombre de candidats d'expression française.

Le but du Collège est évidemment de permettre à des jeunes, soigneusement choisis, de devenir soit des officiers de navigation, soit des officiers mécaniciens. Mais, de plus, c'est une excellente école de formation, où les jeunes des deux langues venant de tous les coins du pays, en fraternisant, apprennent à mieux se connaître et se comprendre mutuellement dans une atmosphère imprégnée de tout le bien qu'on peut tirer de la présence des deux grandes cultures canadiennes sous un même toit. D'ailleurs, au Collège actuellement, en plus des jeunes d'expression anglaise et française, il s'en trouve un d'origine pakistanaise. C'est dire que le Collège a ouvert ses portes à tous les Canadiens, sans exception. Ils y sont acceptés au mérite.

Les matières académiques, dans l'ensemble, sont enseignées dans les deux langues. Afin de bien initier les cadets à cet aspect de leur formation, la direction du Collège a organisé leurs cours des deux premières années de façon à ce que les sujets académiques, en autant que la chose est possible, soient traités dans les deux langues. On y arrive en ayant recours aux services d'un laboratoire des langues.

Ainsi, le cadet acquiert, en anglais et en français, les connaissances de base utiles à sa formation et apprend donc à passer d'une langue à l'autre sans trop d'inconvénient. Enfin, lorsqu'il arrivera en troisième et quatrième année de son cours, il devrait être prêt à recevoir son enseignement dans l'une ou l'autre langue. Le professeur pourra également passer de l'une à l'autre sans que l'étudiant n'en souffre ou ne s'en offusque.

Tout le cours du Collège est évidemment conçu de façon à inculquer aux cadets les connaissances spéciales d'ordre général et scientifique qu'ils doivent posséder, en plus de l'expérience de la vie en mer, pour pouvoir obtenir leurs certificats de compétence de deuxième lieutenant, de premier officier et de capitaine au long cours pour ce qui est de la navigation, et de mécanicien de marine de deuxième et de première classe pour ce qui est de la mécanique maritime. Le programme comprend de plus des cours spécialisés, comme le pilotage, la cartographie et l'océanographie.

En général, les principaux sujets traités sont les mathématiques, la physique, la chimie, une introduction au calcul différentiel et intégral, l'anglais, le français, le matelotage, la navigation, la mécanique maritime, le contrôle des dommages, la lutte contre les incendies, les missions spéciales accomplies par les navires de la garde côtière et l'administration ministérielle.

Ce programme d'études a été préparé conjointement par M. Douglas Williams et le conseiller spécial en bilinguisme, M. Paul A. Chouinard. M. Williams agit présentement comme conseiller auprès du directeur du Collège sur les questions d'ordre académique.

Le projet d'un collège pour assurer la formation des futurs officiers de la garde côtière a été conçu par quelques hauts fonctionnaires du ministère des Transports, dont particulièrement M. G. W. Stead, sous-ministre adjoint, pour la marine, M. A. H. S. Storrs, directeur actuel des opérations de la marine, et son prédécesseur à ce poste, le capitaine Eric Brand, maintenant à sa retraite.

Enthousiasme chez les cadets

Les cadets actuellement à l'entraînement se plaisent énormément dans l'ambiance du milieu, où l'utile se mêle à l'agréable pour rendre la vie au collège la plus intéressante possible. En classe, à l'atelier, dans la salle d'étude, au laboratoire des langues, au gymnase, où que ce soit enfin, le plus grand enthousiasme règne partout.

On a rencontré un jeune cadet tellement épris par son sujet qu'il consacre ses moments libres à des recherches sur l'histoire de la garde côtière canadienne. Mark Purney, âgé de 18 ans, de Duncan, Colombie-Britannique, se propose en effet de faire de la garde côtière le sujet d'une thèse écrite qu'il espère pouvoir terminer avant la fin de son cours de quatre ans.

Les cadets venant du Québec s'adaptent rapidement au milieu. Ils s'y plaisent et se réjouissent de l'occasion qui leur est donnée de perfectionner leur langue seconde, tout en suivant un cours qui leur assurera une brillante carrière au service de leur pays.

Le capitaine Gérard Brie

Le directeur du Collège, le capitaine Gérard Brie, est natif de l'Islet, au Québec. Il est âgé de 43 ans.

Il est fils de marin. Son père, le capitaine Albini Brie, a péri en mer, au large de Sept-Îles, au cours d'une tempête, le 28 octobre

1934. Gérard n'avait alors que 12 ans, et il était l'aîné de huit enfants.

Il fit ses études primaires à l'école de Giffard et son cours classique au Séminaire de Québec où il obtint son baccalauréat ès arts en 1944. Après une année d'étude en génie forestier et arpentage, il entendit l'appel de la mer, et il navigua durant dix ans au long cours. En 1954, il obtenait son certificat de capitaine au long cours. En septembre 1955, il devenait professeur de mathématiques à l'Institut de marine de la province de Québec, à Rimouski, fut promu directeur des études en 1959, puis directeur de l'Institut le 1^{er} février 1961. En avril 1965, il était nommé directeur du nouveau Collège de la garde côtière canadienne à Sydney, en Nouvelle-Écosse.

Dès l'ouverture du Collège, le capitaine Brie a cherché à s'entourer du personnel le plus compétent possible. Ainsi, du côté de la mécanique maritime, il a retenu les services de M. Ted Jenkins, de la région de Prescott, en Ontario, et de M. Paul de la Durantaye, de Québec. Au département de la navigation, on trouve M. Ralph Hemphill, de la Nouvelle-Écosse, et M. Maurice Dubé, de Rimouski.

MM. Jean Fortin, ci-devant du collège militaire St-Jean et Terry McCluskey, du Nouveau-Brunswick, enseignent les mathématiques, la physique et la chimie. L'enseignement des langues, de son côté, est prodigué par MM. Anthony Agemian, qui est d'origine arménienne, Pierre Bourgeault, de Montréal, un ancien professeur chez Berlitz, et Patroclos Canacas, qui est d'origine grecque.

Le directeur du programme d'éducation physique est M. Gérald Leblanc, autrefois d'Ottawa. La surintendance des cadets est assumée par M. Pat Toomey, qui est natif de la Grande-Bretagne. C'est lui qui s'occupe de la discipline et du bien-être des cadets et oriente leurs attitudes et leur comportement. Pour ce qui est du personnel de bureau, la direction en est confiée à un officier de la garde côtière, M. Yves Roberge.

Un salaire aux études

En plus d'être logés et nourris aux frais de l'État, les cadets bénéficient d'un salaire de \$75 par mois durant leur séjour de quatre ans au Collège. Leur cours est en effet d'une durée de quatre ans, mais ils doivent par la suite faire un stage de trois ans dans la garde côtière. C'est dire que le cadet s'engage à demeurer dans la garde côtière pour une période d'au moins sept ans.

Les cours, les manuels et les uniformes sont fournis par le ministère des Transports, et, une fois l'an, l'on assume les frais de retour au foyer par la route la plus économique, moins \$25. Les cadets ont donc l'occasion de visiter leur famille, soit pendant les vacances de deux semaines à Noël ou pendant les vacances semblables durant les mois d'été.

Rien n'a été négligé pour assurer au Collège les débuts les plus prometteurs, et l'on fonde maintenant beaucoup d'espoir sur l'avenir de l'institution.



1. Mr. P. Toomey gives instruction on a "Flying Junior" class sailing dinghy at the boathouse. Cadets are Murray, Parkes and Bentley.

2. Mr. P. Canacas conducts an English class in the language laboratory.

3. This picture taken last September during an orientation cruise aboard the CCGS Edward Cornwallis shows all the cadets registered at the college for the first term.

4. Cadets Levasseur, French and St. Pierre see a demonstration of the power hacksaw in the machine shop by Mr. P. de la Durantaye.

5. Mr. E. J. Jenkins, at the projector, lectures to the cadets on Engineering Knowledge.

6. Cadet Andrews, under the watchful eye of Instructor Gerry Leblanc, practises gymnastics at the vaulting horse.

7. College director, Captain Brie, discusses a course matter with Cadets Maillette, Robertson and Guse.

8. College buildings bear the names of various coast guard vessels. The Bernier Building shown here houses the college's administrative services.

9. Cadets Ross, Theodom and Robertson relax in a cadet's cabin during an off duty moment.

10. Cadets eat at the cafeteria in the Simcoe Building.



1. M. P. Toomey donne des leçons sur la façon de manoeuvrer les chaloupes de sauvetage et autres embarcations légères.

2. M. P. Canacas dirige une classe d'anglais au laboratoire des langues.

3. Cette photo, prise en septembre dernier au cours d'une tournée à bord du Edward Cornwallis, nous fait voir tous les cadets inscrits en première année du cours.

4. Les cadets Levasseur, French et St-Pierre assistent à un cours dirigé à l'atelier par M. Paul de la Durantaye.

5. Le professeur E. J. Jenkins donne un cours de mécanique maritime à un groupe de cadets.

6. Le cadet Andrews, sous la direction de l'instructeur Gerry Leblanc, s'adonne à un cours de gymnastique.

7. Le directeur du Collège, le capitaine Gérard Brie, s'entretient avec les cadets Maillette, Robertson et Guse.

8. Les divers édifices du Collège portent les noms de navires de la Garde côtière. L'édifice Bernier qu'on aperçoit ici loge les services administratifs du Collège.

9. Les cadets Ross, Theedom et Robertson prennent un moment de repos dans la chambre d'un confrère.

10. Les cadets se rassemblent pour le repas dans la cantine de l'édifice Simcoe.

Canadian Coast Guard College— D.O.T's "School for Sailors"

The Canadian Coast Guard College, a young institution just beginning to plot its course, is training its first contingent of officers. Soon they will be called upon to take part in the command of our Coast Guard vessels. The college is the newest adjunct to a service which reaches back to the days before Confederation.

Thirty-three young cadets are now in training at the former Royal Canadian Navy base of Point Edward, in Sydney, Nova Scotia.

"Our objective," according to the director of the college, Captain Gerard Brie, "is to turn out highly trained technicians and officers who will be the pride of the Coast Guard and of the country as a whole."

The Department of Transport is confident the school can fill the executive needs of the 66 vessels of the D.O.T. fleet.

Recruiting is now in full swing, and it is expected that some 40 new cadets will join the ranks this September. Within the next few years there should be about 130 cadets in training at the college.

The college is situated on a vast school campus where there are clustered some 15 buildings formerly occupied by the navy.

Point Edward was one of the most active naval bases on the North American continent during the Second World War. Today, each of the buildings bears the name of a Coast Guard vessel—such names as "Vancouver", "Labrador", "Montcalm", "Sir Humphrey Gilbert", "C. D. Howe", "Ernest Lapointe", "William Alexander", "John Cabot", "Walter E. Foster", "d'Iberville", "Tupper", "Bernier", "Ville-Marie", "John A. Macdonald" and "Porte Dauphine".

The director, Captain Brie, is a native of l'Islet, Quebec. He is 43 years of age.

Captain Brie's association with the sea goes back to his youth. His father, Captain Albini Brie, died at sea in a storm off the coast of Sept-Îles in October, 1934. Gerard then was only 12 years of age and the eldest of a family of eight children.

After attending primary school in Giffard, he moved on to the Seminaire de Québec where he obtained his B.A. in 1944. He then studied forestry engineering and surveying for a year before going to sea.

In 1954 Captain Brie obtained his master's certificate, foreign going and the following year became a teacher of mathematics at the Provincial Marine Institute in Rimouski. In 1959, he was appointed director of studies at this same Institute and, in 1961, became director of the school. He was appointed director of the Canadian Coast Guard College in April, 1965.

A Bilingual School

The Canadian Coast Guard College is a bilingual school. Teaching is in both official languages, French and English. The aim is to train officers who will be able to do their jobs anywhere in Canada, in either language.

At the moment there are only seven French-speaking cadets at the college, but it is hoped that a greater number will be signed up during 1966 recruiting.

The college will train carefully selected young men to become either navigation officers or engineer officers in the Canadian Coast Guard. But, there is more to it than that. Cadets of the two main culture streams in Canada learn to know and understand each other better. The atmosphere is challenging and creative and the cadets realize this. Moreover, besides the French and English-speaking cadets, there is now at the college a young student of Pakistani origin. The college doors are open to all young Canadians, without exception. Cadets are chosen according to merit.

Students at the college receive a \$75 monthly salary throughout the course, plus free room and board. In addition, travelling expenses from the cadet's home to the college will be paid on first joining and once a year thereafter expenses home, less \$25, will be paid. Tuition, text books and uniforms are also provided.

Academic and scientific subjects are, in general, taught in both languages. In order to initiate the cadets to this aspect of their training, the courses of the first two years have been organized so that most subjects are taught in both languages. This is possible by using a language laboratory.

In this way the cadet acquires in both languages the basic knowledge needed to go through his four year course. In the process he learns to go from one language to the other without too much difficulty. When he finally moves into third and fourth year, he should be in a position to be instructed in either. This means the teacher may use either language in class as the mood or idea suggests without inconvenience to the cadets.

The complete course at the college is designed to provide the special academic and scientific knowledge which, in addition to actual experience at sea, are prerequisites to obtaining certificates of competency as second mate, chief officer and master on the navigation side, and second mate and first class marine engineer on the engineering side. The course also incorporates some of the more specialized skills required by a Coast Guard officer, such as pilotage, surveying and oceanography.

In general, the subjects covered are: mathematics, physics, chemistry, introduction to calculus, English, French, seamanship, navigation, marine engineering, damage control, fire-fighting, special operations performed by Coast Guard vessels and department administration.

The school curriculum has been prepared jointly by Mr.

Douglas Williams and the department's special adviser on bilingualism, Mr. Paul Chouinard. Mr. Williams also acts now as an adviser to the director of the college on academic matters.

Mr. Gordon W. Stead, assistant deputy minister marine, Mr. A. H. S. Storrs, director of marine operations, and his predecessor, Captain Eric Brand, are the three D.O.T. officials mainly responsible for the establishment of the college. For several years they had been studying the idea of founding such a school to train future Coast Guard officers and now it is a promising reality.

At the outset, Captain Brie has tried to recruit a competent teaching staff. The engineering department is headed by Mr. Ted Jenkins of the Prescott area, and Mr. Paul de la Durantaye of Quebec. The navigation department is headed by Mr. Ralph Hemphill of Nova Scotia, and Mr. Maurice Dubé of Rimouski.

Mr. Jean Fortin, formerly with Collège Militaire de St.-Jean, and Mr. Terry McCluskey of New Brunswick, teach mathematics, physics and chemistry. Languages are handled by Mr. Anthony Agemian, who is of Armenian origin, Mr. Pierre Bourgeault of Montreal, a former teacher at Berlitz, and Mr. Patroclos Canacas, who is of Greek origin.

The physical fitness program is under the direction of Mr. Gerald Leblanc, formerly of Ottawa. The cadet superintendent is Pat Toomey, a native of Great Britain. Personnel and office management is under the direction of Mr. Yves Roberge, a Coast Guard officer.

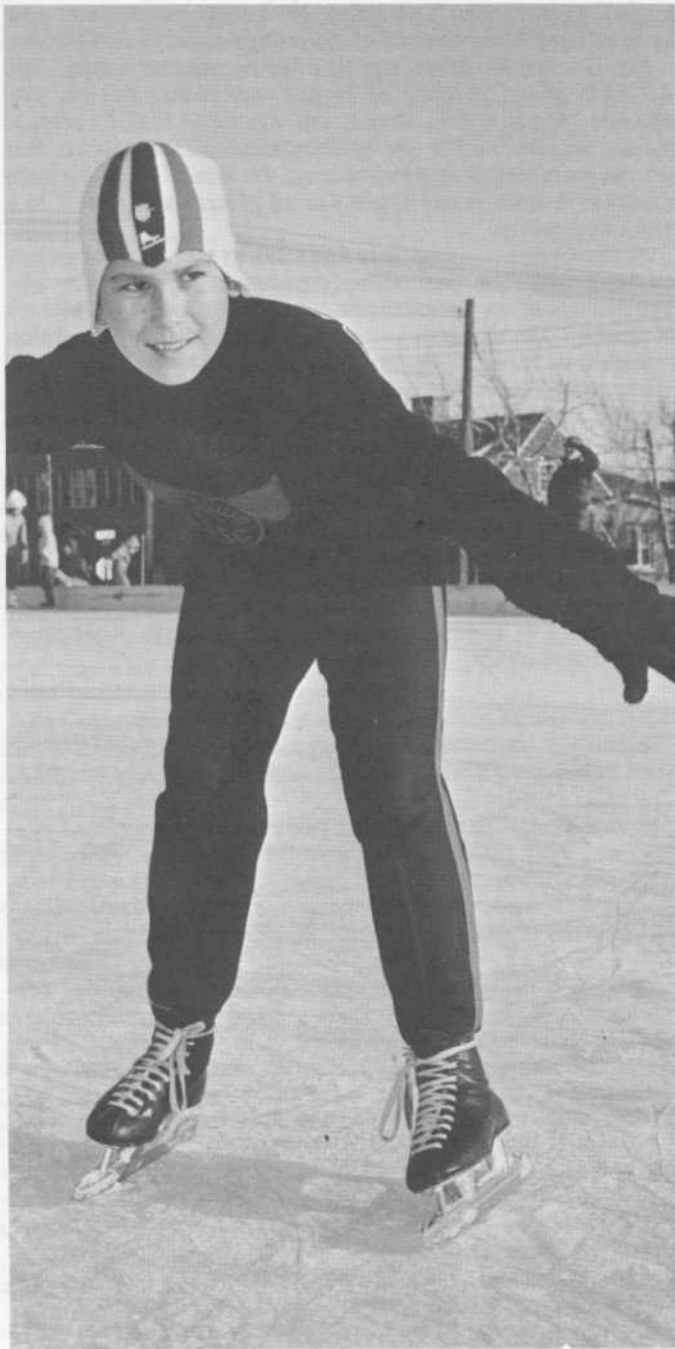
RETIREMENT



George Phelps, assistant operations supervisor at Toronto Region Air Services, retired February 25 after nearly 40 years with the department.

In 1926 Mr. Phelps joined the former Department of Marine and Fisheries on the east coast as a radio operator. He later served as officer-in-charge of Earlton and London aeradio stations. He moved to the Toronto regional office in 1958.

Prior to his retirement, friends and co-workers honored Mr. Phelps at a dinner. J. G. Leitch, regional controller telecommunications, presented a farewell gift along with the best wishes of all present.



Gerry Cassan - Speed Skating Champion

D.O.T. Youngster is Champion

Eleven-year-old Gerard Cassan, son of Robert Cassan of the Ottawa International Airport maintenance staff, is a Canadian speedskating champion. During the four years he has been competing in local and national championships he has collected scores of trophies, gold medals and ribbons and has set six Canadian records. His accomplishments have far surpassed his youth and size.

Competing for the first time in 1963, Gerry topped the special midget class of the Ontario Outdoor Closed Championships at St. Catharines, Ontario; placed second in two events at the Quebec Outdoor Open; second and fourth at the Canadian Outdoor Open; and first in two events and second in one to be named special midget champion at the Northern New York Outdoor Open at Fort Henry, N.Y. He finished out the year by taking second, third and fourth spots in three events in the North American Indoor Open at Lake Placid, N.Y. All this and he was only eight years old.

The following year he retained his title as special midget champion of the Ontario Outdoor Closed and went on to become champion of the Canadian Outdoor Open winning two firsts and a fourth. As well, in this championship he set two new records, winning gold medals for each, with a time of 26.5 seconds in the 220 yard and 54.9 seconds in the 440 yard events. He established another record shortly afterwards at the Canadian Outdoor Closed at Red Deer, Alberta with a time of 24.9 seconds in the 220 yard class.

Still a midget competitor in 1965, Gerry continued in the winners circle by taking honors at both the Ontario Outdoor Closed and Open Championships. His performance in 1966 was the high point of his career to date. He won the Ontario Outdoor Open Championships and went on to take the Canadian Outdoor Closed Championships at Dawson Creek, B.C. In March, at the Canadian Indoor Closed at Winnipeg he walked, or skated off, with three gold medals and the Dixon trophy for his performance in midget class competition in the 220, 330 and 440. He set a record in the latter event with a time of 47.8 seconds.

As a result of his skating prowess many honors have come young Gerry's way. In 1964 and 1965 he was honored, along with

National Champion

sur patin à l'âge de huit ans

other Ottawa athletes, at the annual Associated Canadian Travelers sports banquet. He was the youngest person ever to be selected. Those same years he was nominated for the Julien and Daoust Memorial Trophy, awarded to the most deserving French Canadian professional and amateur athletes, in Ontario and Western Quebec. As well, in 1964 he was presented with a civic crest at Ottawa City Hall by then Mayor Charlotte Whitton.

For an 11-year-old Gerry has seen much more of Canada than many adults. He has competed in such places as Dawson Creek, B.C.; Red Deer, Alberta; Saskatoon, Sask.; Winnipeg, Manitoba; Barrie, Toronto, St. Catharines and Kitchener, Ontario; Vaudreuil, Quebec and Lake Placid and Fort Henry, N.Y.

For the grade six student this was his last year in the midget class. Next year he moves up to juvenile ranks and is eagerly looking forward to new competition and bigger challenges. However, he doesn't spend summer months pining for his blades, but rather picks up a lacrosse racket and lends his support to a team which has several times won the league championship.

Un garçonnet de 11 ans, Gérard Cassan, fils de M. Robert Cassan, membre du personnel chargé de l'entretien à l'aérogare d'Uplands, est en train de faire sa marque dans le monde du patinage de vitesse au Canada. En moins de quatre ans de compétition sur les plans local et national, il a déjà remporté une foule de trophées, médailles d'or et autres décorations pour ses prouesses sur la glace.

Lors de sa première compétition, en 1963, il s'est classé premier dans la classe midget aux épreuves fermées de championnat de l'Ontario tenues à St. Catharines. La même année, il décrochait la deuxième place aux épreuves ouvertes de championnat du Québec; il se classait deuxième et quatrième dans une compétition nationale ouverte; premier dans deux épreuves et deuxième dans une autre pour être proclamé champion spécial

de la classe midget dans une compétition ouverte du nord de l'État de New-York tenue à Fort Henry. Il a terminé l'année en remportant les deuxième, troisième et quatrième places dans trois épreuves d'une compétition nord-américaine ouverte, à Lake Placid, N.Y. Gérard n'avait alors que huit ans.

L'année suivante, il réussissait à conserver son titre de champion ontarien et décrocha les honneurs aux épreuves nationales ouvertes pour devenir champion canadien chez les midget en se classant premier dans deux épreuves et quatrième dans une autre. De plus, dans ces dernières épreuves de championnat, il a remporté deux médailles d'or en établissant des records. Il a parcouru les 220 verges en un temps-record de 26.5 secondes, et les 440 verges en 54.9 secondes. Il a même abaissé son propre record peu après dans des épreuves à Red Deer, Alberta, en parcourant les 220 verges en 24.9 secondes.

Toujours chez les midget, en 1965, Gérard n'a cessé de recueillir les honneurs dans la classe des champions. En 1966, c'était encore la même chose. En mars de cette même année, il remportait trois médailles d'or et le trophée Dixon pour ses succès dans des courses de 220, 330 et 440 verges à Winnipeg. Dans la dernière épreuve de 440 verges, il a établi un autre record en parcourant la distance en 47.8 secondes.

Ses prouesses sur patin, au cours des années, ont valu à Gérard d'autres honneurs également. En 1964 et 1965, il était au rang des athlètes de la région d'Ottawa, honorés au gala annuel de l'Associated Canadian Travellers. Au cours des deux mêmes années, son nom paraissait à la liste des candidats aux trophées Julien et Daoust décernés annuellement aux athlètes canadiens-français les plus méritants de l'Ontario et de l'Ouest du Québec.

Pour le jeune Gérard, 1966 est sa dernière année de compétition dans la classe midget. L'an prochain, il passera au rang des juvéniles, et déjà il envisage le défi des années à venir dans sa carrière avec beaucoup d'optimisme et de confiance. En attendant, pendant ces mois d'été, il s'adonnera à son sport favori—après le patin, évidemment—le jeu de crosse. Et là encore il excelle dans ce sport qui connaît un regain de popularité dans notre région depuis déjà quelques années.

Grandfather's Mystery Solved

By LYONE BOULT*

It was raining, the ground was muddy and nearly everyone was disappointed that it was not a white Christmas.

My husband's grandmother, however, was not unhappy about it. It gave her an opportunity to repeat: "In my time . . ." and to describe what she called "real" winter and "real Christmas weather". She "remembered" the soft snow that "always" fell slowly in large sparkling flakes on Christmas eve, blanketing the fields, the houses and the horsedrawn carriages that trotted merrily towards the church for the midnight service.

It was a very poetic picture, but not an entirely true one. She chose to remember the occasional December 24 that was white and mild, blotting out from her memory the other more numerous rainy, cold, nasty Christmas Eves when the roads were flooded and too muddy to be passable.

No one ever challenged her. We let her cherish that beautiful Christmas Eve memory to the end of her days, even though we had found out the truth about Christmas weather for every December 24 "in her time", way back to the early 1880's, even before her marriage.

You see, every day grandfather had recorded in a diary what the weather was like, sometimes only in abbreviations after other entries for the day. "Rain", "Rain" "Cold, roads all washed out and gutted after thaw", "Miserably damp and cold and stormy", "Rain". The diary implacably was inscribed year after year for December 24. Then, one bright year—1907, to be exact—there

was this entry: "*Lovely Christmas Eve. Snow fell softly, mild, all went to midnight service and reveillon with family*".

For years we wondered what could have motivated such an intense and sustained interest in the weather that grandfather never missed even one day in recording what it was like, even if it was the only entry. He even recorded the weather for the few days back he had missed on the actual dates. It was mystifying, and nothing in grandmother's conversation gave a clue to his motive. She only remembered, very wisely, that the weather was so much nicer and seasonable in those days.

Then one short line among other more important items in our Department of Transport magazine The DOT gave us the answer: "One hundred years ago grammar school teachers were required by rule to record the weather every single day of the year".

We could now account for grandfather's apparent uncommon interest in the weather. He had been a schoolteacher and had recorded the weather not by choice, but because it was one of his routine duties. He had probably never mentioned it to his wife because he had never thought of it.

We are glad that grandfather did keep his diary—no matter what the reason—because we know with certainty that the weather in the "old days" was just as fickle as it is today and criticized just as much.

**Mrs. Boulton is a secretary on the Minister's staff.*

Ice Observers Spot Clues to Tragedy

When three ice observers from the meteorological branch went to work at Sydney, N.S., on February 23, 1966, it seemed a day like any other. A routine ice reconnaissance patrol in a DC-3 was their assignment.

But shortly before take-off Senior Ice Observer John Clarey and Ice Observers H. Jones and W. Webb had another job.

The 336-ton Grand Bank trawler Blue Mist II was missing and the Marine Ice Operations office at Sydney asked them to join in the search which, they were told, was already underway with no results.

The trawler, with 13 crew members aboard, radioed on February 18 that she was fighting heavy seas and would probably be late arriving at Grand Bank. She was never heard from again.

The DC-3 took off—on a direct route from Sydney to Cape St. George. One hour and two minutes later the radar screen picked up a target a few miles off track. The DC-3 swung around for a look. The men were disappointed. It wasn't the Blue Mist.

But then the break came. While swinging back on course, they noticed from 1,000 feet an object that looked like a white whale. The plane flew in closer. It was an overturned fishing dory.

Special precision navigation equipment carried aboard the ice reconnaissance aircraft pinpointed the exact position. This was radioed to the CCGS ALEXANDER and also to Goose Bay

Radio and the information was passed on to RCAF search and rescue. The DC-3 continued on its ice reconnaissance mission. But 28 minutes after the transmission of their message, RCAF search and rescue asked the observers to return to the overturned dory and hold until an RCAF Neptune scrambled from Greenwood, N.S.

Using the co-ordinates previously obtained, the DC-3 wheeled around. Only the precise navigation equipment made it possible to return to the exact spot and again keep the dory in sight. Closer inspection during the holding pattern revealed more debris. It was another dory broken up, a large seine net floating in the water, and smaller bits of wreckage. The DC-3 held its pattern until the RCAF search and rescue Neptune arrived. After the second pass sighted the floating debris the ice observers successfully marked all objects in the water. Then they diverted a nearby trawler to the spot. The men continued on their ice reconnaissance mission knowing that they had done all they could, and done it well.

In August 1959 ice observers in Churchill were requested to search for the overdue Norwegian motor vessel VINGNES. The ship was in distress when sighted from the aircraft. Extensive fire damage had severely damaged the rudder and rendered the navigational instruments useless. As a result of information passed by radio, the CCGS ERNEST LAPOINTE came to the rescue.

These examples have shown a dual value in having the precision navigation equipment so necessary to ice reconnaissance. They are very effective in emergency searches.

"RA" Day

The Ottawa Civil Service Recreational Association, best known as the "RA", celebrates its 25th anniversary this year. Special celebrations are planned for Saturday, July 9, when there will be open house all day at the RA Centre, tournaments, demonstrations, and a wind-up banquet and dance.

Although the RA facilities are available only locally, to Ottawa civil servants, it is the largest association of its kind in North America. In the last few years it has undertaken to provide recreation not only for active members, but for entire families of members and for retired civil servants.

The RA received its charter in 1941, but it was not until 1959 that the dreams of many Ottawa civil servants came true and a \$1,000,000 recreation centre, the Clarke Memorial Centre, was opened on Riverside Drive.

Two years after the opening of the main building, construction of additional outdoor facilities began. Two outdoor pools—one L-shaped, Olympic-size and a smaller 45-foot-square pool for children—were completed. In 1965 a curling rink with six sheets of ice was added, as well as a new rifle range. As well, the grounds have been improved and several softball diamonds are located near the building.

The RA now operates about 50 activities at the Clarke Centre and is always adding new ones if there are enough people interested. Members pay fees for each activity in which they participate but, even though it is 25 years old, the RA still retains its 25-cent-a-month membership fee.

The RA directors hope that all Ottawa civil servants will turn out on July 9 to help make the quarter-century anniversary celebrations an unqualified success.

L'Association récréative fête son 25^e anniversaire

L'Association récréative du service civil célèbre, cette année, son 25^e anniversaire d'existence. L'événement sera souligné avec éclat par des fêtes spéciales qui se dérouleront au Centre récréatif pendant toute la journée du 9 juillet prochain. Les fêtes seront couronnées par un banquet suivi d'une soirée dansante.

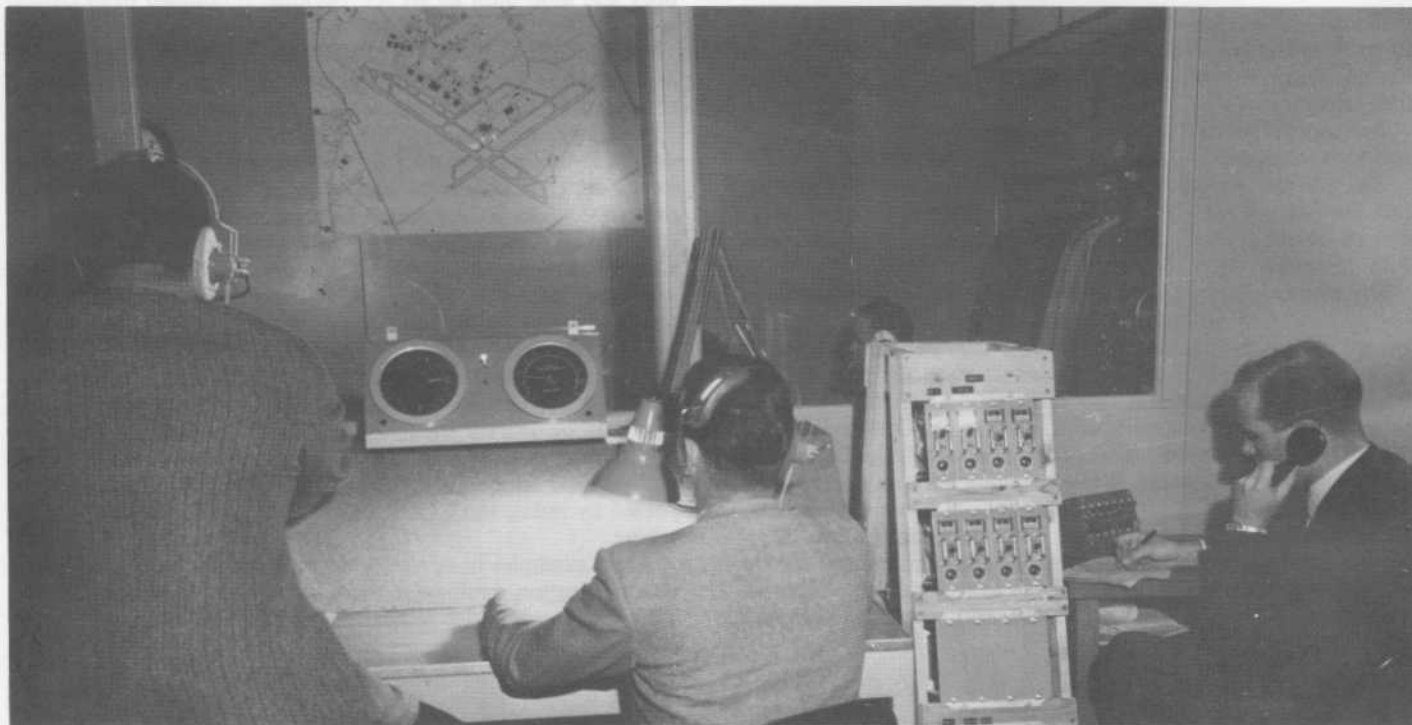
Bien que les services de l'Association ne soient accessibles qu'aux fonctionnaires de la région d'Ottawa, il s'agit tout de même de la plus vaste organisation du genre sur le continent nord-américain. Au cours des dernières années, l'Association s'est chargée d'organiser les loisirs non seulement de ses membres actifs, mais également des familles de ces derniers ainsi que des fonctionnaires à leur retraite. L'Association a obtenu sa charte en 1941, mais ce n'est qu'en 1959 que son rêve le plus cher s'est réalisé. C'est en effet à cette date que l'on a construit, au coût de \$1,000,000, le Centre Clarke Memorial, promenade Riverside.

Deux ans après l'ouverture de l'édifice principal sur l'emplacement du centre, on entreprenait la construction de deux piscines extérieures. L'une d'elles, aux dimensions olympiques, est construite en forme de "L". L'autre, pour les enfants, est d'environ 45 pieds carrés. En 1965, on a ajouté un curling à six glaces ainsi qu'un champ de tir. De plus, plusieurs terrains de balle molle ont été aménagés dans le voisinage immédiat de l'édifice.

L'Association compte une cinquantaine d'activités à son programme de loisirs au centre et elle est disposée à en ajouter d'autres au fur et à mesure que le besoin se fait sentir.

La direction de l'Association espère que les fonctionnaires de la région d'Ottawa assisteront nombreux aux fêtes du 9 juillet prochain afin d'en faire un succès sans précédent.

"Beaucoup sont appelés, mais peu sont élus"



Ces étudiants à l'entraînement transmettent à leurs confrères, dans une pièce voisine, les directives à l'aide desquelles on dirige des points lumineux représentant des avions sur une vaste carte murale qui fait voir un aéroport et ses approches.

«Beaucoup sont appelés, mais peu sont élus». Ces paroles de l'évangile pourraient fort bien s'appliquer au mode de recrutement des candidats aux cours des contrôleurs de la circulation aérienne, à l'École des services de l'air du ministère des Transports, à l'aérogare d'Uplands.

En effet, des quelque 250 postulants qui s'inscrivent au début de chaque série de cours, il n'en reste, à la fin, qu'une dizaine qui décrochent enfin leur certificat de compétence comme contrôleurs de la circulation aérienne.

Si le nombre de candidats reçus est aussi restreint, ce n'est tout de même pas dû à un simple caprice de la direction de l'école. C'est que le contrôle de la circulation aérienne, particulièrement de nos jours, est devenu en quelque sorte une question «de vie ou de mort». On ne peut donc accepter dans les rangs d'un tel service que le personnel le plus compétent qui soit.

Le rôle principal du contrôleur de la circulation aérienne consiste à assurer, en toute sûreté, le décollage et l'atterrissage des avions. A ce titre, il doit tenir compte d'une foule de facteurs, dont, en particulier, la vélocité des vents, leur direction, le genre d'appareil à diriger, sa destination, son point de départ, le nombre d'appareils en circulation à ce moment précis, leur altitude, et que sais-je encore.

Assis au tableau de contrôle, avec son écouteur, face aux écrans de radar et autres installations électroniques qui clignotent et émettent des sons de toutes sortes, le contrôleur doit conserver une excellente maîtrise de lui-même pour adresser calmement au pilote les directives qu'il attend au décollage ou pour diriger son appareil vers la piste d'atterrissage. La moindre erreur de calcul ou de jugement pourrait entraîner la pire catastrophe.

En cette ère de l'automation, où la technologie et l'électronique sont si hautement spécialisées, la main-d'œuvre nécessaire pour assurer le bon fonctionnement des appareils nouveaux doit être

aussi spécialisée. C'est précisément dans le but de former cette main-d'œuvre qualifiée que le ministère des Transports, en 1959, a ouvert son École des services de l'air, où l'on entraîne non seulement des contrôleurs de la circulation, mais également des opérateurs de radio, des techniciens en électronique, des inspecteurs de radio et des techniciens en météorologie.

Les cours au contrôle de la circulation aérienne sont d'une durée de vingt semaines. Les étudiants, des diplômés d'écoles secondaires, viennent de tous les coins du pays. La moitié de leur période d'entraînement est passée en classes, où ils acquièrent toutes les notions de base utiles à la carrière qu'ils ont choisie. Puis, ils passent à la pratique dans des laboratoires où sont installés divers appareils électroniques à l'aide desquels on simule toutes les opérations d'atterrissage et de décollage. C'est là que l'étudiant met à l'épreuve ses connaissances du métier. C'est également durant cette phase de l'entraînement qu'on est en mesure d'écarter ceux qui n'ont pas les aptitudes nécessaires pour bien remplir les fonctions qu'on aura à leur confier plus tard. Vient ensuite la période d'apprentissage proprement dite où le candidat heureux est enfin admis à la tour de contrôle pour un stage de trois mois. Mais ici, il n'y a plus rien à simuler... C'est pour le vrai, cette fois. Lorsqu'il aura enfin passé cette phase, il sera prêt à assumer pleinement son rôle.

L'école est dirigée par Art Johnson, un ancien pilote de guerre, qui a lui-même agi comme contrôleur de la circulation aérienne pendant plusieurs années avant de s'adonner à la formation du personnel. M. Johnson estime qu'il se crée une cinquantaine de vacances par année au sein du personnel du contrôle de la circulation. Ces cadres doivent être remplis, et, même si «peu sont élus», il faut s'assurer que les plus compétents y ont trouvé leur place.

Appointed Director of New Maritimes Region

F. M. Weston who has been district marine agent at the Dartmouth Marine Agency since September, 1962, was appointed as regional director, Maritimes Region, in March.

Mr. Weston's appointment was made as the first step in the forthcoming development of a new regional management organization within marine services. His immediate task will entail the organization of the region, which, when established, will provide the guide-lines along which four additional regions will be set up across Canada in a phased program. These regions will encompass 11 district marine agencies and some 15 other marine services field offices that in the past have been reporting individually to branch directors or to the assistant deputy minister, marine.

The new simplified management structure has been contemplated for several years past, but its implementation has been delayed until the present so that development of the new organization could take into account any decisions made in relation to the recommendations of the Glassco Commission Report and the more recent Urwick-Currie Report to the Department of Transport on financial management.

Establishment of a regional management organization will provide the department with more efficient means of matching resources to workloads. The old marine agency boundaries were set up many years ago along natural geographical lines that, to a large degree, bear little relation to the operational areas as they now exist, particularly in regard to the relationship between present-day communications facilities and areas of operation.



When organized, the new Maritimes Region will include the marine agency districts of Dartmouth, Charlottetown, P.E.I. and Saint John, N.B., Mr. Weston will continue to have his headquarters in Dartmouth.

It is planned to appoint a director for each of the new regions. These, apart from the Maritimes Region will be: Newfoundland Region; Laurentian Region, (including Quebec, Hudson Bay and Eastern Arctic waters); Lakes Region, (including Ontario and Manitoba inland waters), and western Region, (including the Pacific Coast, western and northwestern Canadian waterways and the western Arctic).

The Western Region is scheduled for establishment next, in about a year. It is hoped to have all regions organized within three years, as suitably trained and experienced staff becomes available.

Safety

We Believe . . . that every man bears the unalterable responsibility for keeping out of harm's way. This he owes to himself, his family, his fellows and his job.

. . . that no man lives or works entirely alone. He is involved with all men, touched by their accomplishments, marked by their failures. If he fails the man beside him, he fails himself, and will share the burden of that loss. The true horror of an accident is the realization that a man has failed himself—and more—that his fellows have failed him.

. . . that accidents are conceived in improper attitudes, and born in moments of action without thought. They will cease to be only when the proper attitude is strong enough to precede the act—

when the right attitude creates the awareness that controls the act.

. . . that the prevention of accidents is an objective which crosses all levels of rank, organization and procedure.

. . . that freedom from harm is not a privilege but a goal to be achieved and perpetuated day by day.

. . . that the elimination of injury and pain through accidents is a moral obligation upon which the final measure of our performance directly depends.

—*American Society of Safety Engineers.*

Reprinted from a pamphlet issued by the Industrial Accident Prevention Association February, 1966.

Montrealer Earns Highest D.O.T. Suggestion Award

Joseph E. H. Courtemanche, an electronics technician at Montreal International Airport, has earned \$520, the highest suggestion award to date made to an air services employee. He was presented with a cheque and certificate on Friday, April 29, by Mr. M. Baribeau, regional director of air services at Montreal.

Mr. Courtemanche, who has been with the department for just a year, prepared a maintenance manual for an electronic equipment unit that resulted in improved efficiency and in cost savings of nearly \$6,000.

A native of Montreal, Mr. Courtemanche attended D'Arcy McGee High School. In 1948 he joined the RCAF and after five years of service left to work for industry, in the Montreal area and in the Northern United States. In January, 1965, he joined the Department of Transport.

Another winner H. O. Miller, a fire officer at Vancouver International Airport, received a \$50 award for recommending that airport fire instruction reports be submitted annually rather than semi-annually. This is now being done with considerable savings in time and material.



Other Suggestion Award Winners

NAME	POSITION	LOCATION	AMOUNT
J. O. Clements	air traffic controller	Port Hardy, B.C.	\$10
J. G. Graham	technician, electronics	Abbotsford, B.C.	\$30
G. R. Holloway	radio operator	Fort William, Ont.	\$10
S. P. Hyde	technician, electronics	Stirling, Ont.	\$30
L. S. Kayser	radio operator	Nakina, Ont.	\$10
J. R. McCracken	radio operator	Fredericton, N.B.	\$10
S. J. Nellor	radio inspector	Victoria, B.C.	\$10
F. J. Phillips	technician, meteorological	Windsor, Ont.	\$10
Miss Muriel Rogers	stenographer	Toronto, Ont.	\$10
C. J. Schneider	technical officer	Saskatoon, Sask.	\$15
R. E. Stiles	radio operator	Ucluelet, B.C.	\$15
N. A. Winsor	technician, electronics	Frobisher, N.W.T.	\$30

Cross-Canada Dateline

Toronto—When Dr. P. D. McTaggart-Cowan resigned as director of the meteorological branch to become president of Simon Fraser University at Burnaby, B.C. his friends and associates endowed an award bearing his name at the new university.

Recently it was announced that the first recipient of the award is Peter Vitins of Vancouver, B.C. Mr. Vitins, one of the top four students at Simon Fraser University in the 1965 fall term, had an "A" average in a full five - course program in science. His particular interest is chemistry and he organized and was the first president of the university's Chemistry Club.



Saint John, N.B.—Seems that Captain Edward Ormsby, district marine agent at Saint John, N.B., may hold something of a record in Red Cross blood donations. A former naval captain, he recently made his 67th lifetime donation. The Red Cross knows of no one with more donations to their credit in that area.

Gander, Nfld.—The welcome extended Queen Elizabeth and Prince Philip at Gander International Airport on February 1 far exceeded expectations. The unofficial one hour stop by Her Majesty marked the first time a giant VC-10 aircraft had landed in Canada.

Some 4,000 cheering citizens and school children of Gander and from towns as far away as Grand Falls, flocked to the airport to see the royal party. Premier J. R. Smallwood, a member of the welcoming party, said: "It was the most impressive welcome given Her Majesty in Newfoundland."

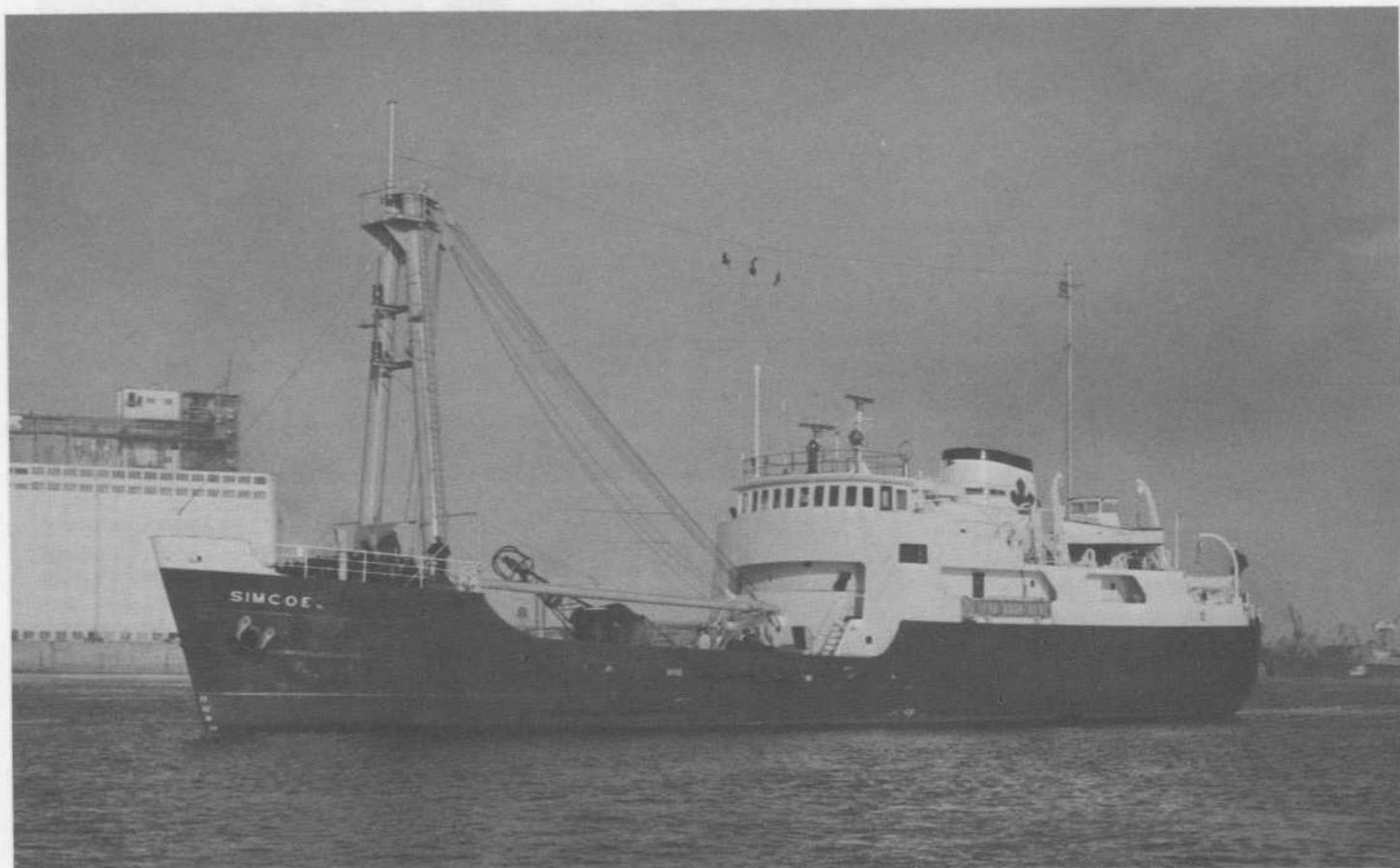
An editorial in the Gander Daily News said: "The most outstanding feature of the royal tour through the terminal was the way in which students were arranged so that each child stood in the front ranks. We can only add our appreciation for the excellent arrangements made by the airport manager and his colleagues. Some very careful planning went into the project and every effort was made to make it as convenient as possible for all concerned. Further, all through the royal tour there was close supervision both by the R.C.M.P. and employees of D.O.T., which maintained order, and at the time avoided unpleasantness. Never have we seen such a well-ordered event."



Captain Ormsby gives 67th pint of blood.

Left to Right: Magistrate Jack White, behind Lieutenant Governor Fabian O'Dea, Captain Ambrose Shea, Her Majesty, Mrs. White, Mrs. Jack James, Airport Manager Jack James, Premier Smallwood's daughter, Mrs. Edward Russel and Premier Smallwood.

Canadian Coast Guard ALBUM



CCGS SIMCOE, an icebreaking lighthouse supply and buoy vessel, was launched at the yard of Canadian Vickers Limited, Montreal, on July 26, 1962. She has since served in the upper St. Lawrence River and lower Great Lakes. She is based at the Department of Transport district marine agency at Prescott, Ontario.

CCGS SIMCOE

LENGTH: 179 feet, six inches

BREADTH: 38 feet

DRAFT: 12 feet

POWER: Diesel-electric; two Ruston-Paximan diesel engines with Canadian General Electric propulsion generators, developing a total of 2,000 shaft horsepower.