

News on the DOT

DEPARTMENT OF TRANSPORT STAFF PUBLICATION - JUNE - JULY 1960



CAI
DTD 5
T61
June/July
1960

A LOVELY AT THE LOCKS

(See Page 2)



Expert on W. C. Fields Pays off for DOT Man

(Reprint from Evening Times-Globe, Saint John, N.B.)

Wendell H. Huestis, a Department of Transport clerk, in Marine Agency, Saint John, N.B. "stumped the panel" on a midweek CBC national telecast—"Live a Borrowed Life", seen over CHSJ-TV in Saint John and all other stations in the national network. Thus he became one of the exclusive five per cent of guests whose borrowed identity is not uncovered within the time limit.

Mr. Huestis borrowed the life of the late screen comedian W. C. Fields, and did not lose a point in the question period following disclosure of his identity. He came home \$310 richer.

Oddly enough Mr. Huestis thinks he knows more about political history than about W. C. Fields. An avid reader on almost every subject his top favorite has always been political history.

In addition to reading, Mr. Huestis collects recordings of the "greats" of old-time show business. It was in pursuit of a certain album that he first became really interested in W. C. Fields.

"I just couldn't find that Fields album", he said in an interview, "and I began to read about the man. To me, the most interesting thing about him was that after the terrible hardships of his youth he still could laugh at everything, and make others laugh."

Underneath the happy exterior, Mr. Huestis said "Fields was always insecure, and afraid of poverty. He

Torbay Weatherman Trapped by Blizzard Remains on the Job for 54 Rugged Hours

The Department of Transport's weathermen take a back seat to no man when it comes to standing fast in the line of duty.

Working at Torbay Airport, St. John's, Newfoundland, Meteorological Technician Cyril M. Dyke stayed at his post without replacement for 54 storm-battered hours while the winter's worst gales and snowfall pounded the area.

He went on duty at the airport at 4 p.m. Sunday, March 13, just when the storm was beginning to build up. Before he was through his shift, it was apparent that he was in for a bit of overtime. Drifting snow had blocked the roads and conditions generally had stalled traffic to a point where his relief man could not reach the weather station.

He stayed on..... and on..... and on. The storm raged with increasing fury, March 13 became March 14, then

opened bank accounts everywhere he went, including European cities—and some 700 of these were found after his death."

Mr. Huestis whose daily duties are with the Plant and Equipment office, is married and has three children. The eldest son graduated from high school last year. The second is in the fifth grade and the only girl is four years old. To a certain extent they "have caught the reading bug" from him, he says.

Formerly active with amateur theatrical groups, he has always read biographies of early performers, on stage and silent screen. "Show business—baseball—politics—I read everything," he says.

Mr. Huestis found the excitement and other pressures of the trip and television appearance exhausting but high in praise of all arrangements made for the comfort of the guests by CBC officials. He met a great many interesting people.

Has he any plans for this "extra" money? "Well, we might put it in our vacation fund for the summer," he said, "or I might buy some more books!"

March 15. By this time the entire area was at a standstill and the wind was ripping the tops off snowdrifts up to 20 feet high near the airport.

By this time Mr. Dyke was almost exhausted, yet he stuck to his post and carried out his duties, recording and reporting the weather.

At around 10.30 p.m., still busy with the extra work load brought about by the storm, he wearily welcomed "Met" technician P. M. Roach, who had struggled on foot over three miles of unplowed, drifted-in roads to take over the weather job. At some points he had found it almost impossible to proceed and it had taken him hours to cover the distance.

The entire episode was brought to the attention of P. D. McTaggart-Cowan, Director, Meteorological Branch, who heartily commended both Mr. Dyke and Mr. Roach for "exemplary devotion to duty".

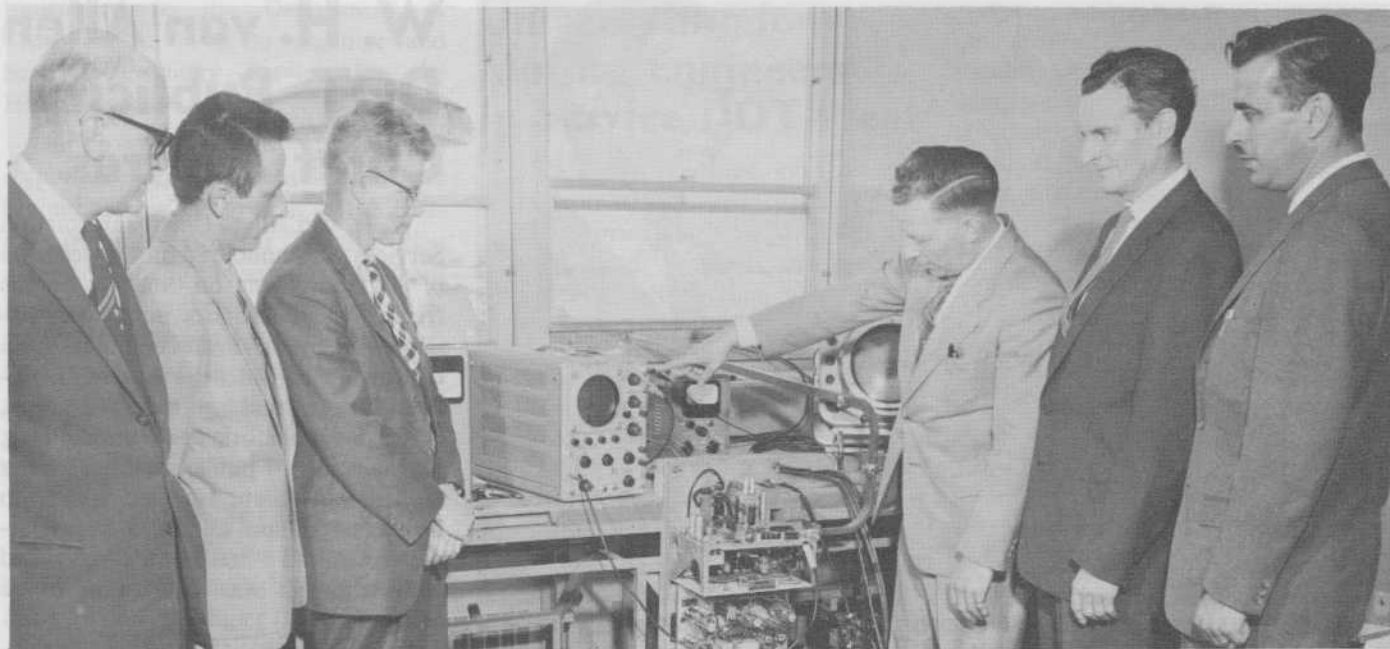
OUR COVER

Lovely "Miss Transport", 18-year-old Diane Mayer, of Radio Regulations Division, looks like a pretty pert possibility as a (M)Aid to Navigation, in case Marine Services is interested. Canalman Lawrence Ventura, who has been working at the Chateau Laurier Locks for 20 years, figures the Darling of DOT is the dandiest decoration he's seen around the place in all that time.

Diane, whose vital statistics are 37-25-37, is five feet six inches tall and weighs 125 pounds. She's been with the Department of Transport for two years.

Move over, Mr. Ventura!

Darrell E. DeBow, Chief of Training and Welfare, recently elected member of the Board of Directors, of the 17,500 member RA of Ottawa, was chairman of the very successful 1960 RA Revue. This is an annual event in which the chief feature is the selection of the RA Queen of the year from candidates from all government departments.



"THE PATTERN TELLS THE TALE" . . . So says Earle F. Porter, Chief of Maintenance and Operations, as he chats with students taking the Department's special marine radar course. In the photo with Mr. Porter are, from left, P. E. Blouin, Andre Baribeau and J. H. Stone, students; Clarke Stewart, Chief Telecommunications Instructor, and Art Johnson, Superintendent of the school.

First Marine Radar Class Held In New Air Services School

Six Transport Department technicians comprised the first class to attend the marine radar course held at the Department's newly-established Air Services School in the new Ottawa Air Terminal building.

Taking the course were Edward Hanash, of Quebec Marine sub office; Sidney C. Snook, Montreal regional office; S. Andrew McGowan and J. Harvey Stone, both of Toronto regional office, Andre Baribeau and P. E. Blouin of Radio Aids Section, Quebec.

In charge of the course was Clarke Stewart, chief telecommunications instructor. The Instructor was Cy Mayo, technical representative of Raytheon of Canada, manufacturers of the equipment.

The course was of three weeks' duration and was the first of a series covering various types of electronic equipment in the field aids to air and marine navigation, and of communications.

While the opening course was under way, a visit was paid to the school by F. G. Nixon, Director of the Telecommunications and Electronics Branch, and E. F. Porter, Chief of Maintenance and Operation. After viewing the Marine Radar training establishment and talking with the staff



STUDY MARINE RADAR MAINTENANCE—The fine points of marine radar maintenance are discussed with visiting Transport Department officials during the special course held at the Departmental Air Services School at Ottawa airport. In the photo are, from left, Cy Mayo, representing Raytheon of Canada; F. G. Nixon, Director of Telecommunications and Electronics Branch; Sidney Snook, Edward Hanash and S. A. McGowan, students taking the course.

and students, they visited other sections of the school along with Art Johnson, superintendent of the school.

The trainees are a part of the Department's staff of telecommunications experts who maintain the electronic equipment on more than one hundred Government ships, including the department's own fleet. The men

are attached to eight offices and sub-offices of the Telecommunications and Electronics Branch. This year, for the first time, several of them will be stationed to duty on board departmental icebreakers and other vessels taking part in the annual resupply of the Joint Weather Stations and other Arctic outposts.

W. H. van Allen DOT Publicity Chief Retires

W. H. van Allen, Chief, Information Services, was honoured on the occasion of his retirement on May 6 by his friends and colleagues in the Department and by the Professional Institute of Canada of which he is a life member. Before making a presentation, Mr. Hees spoke briefly on the military, journalistic and public relations career of Mr. van Allen. He paid tribute to him as a "gallant soldier, a fine newspaperman and a first rate PR man, and with whom it was a pleasure to be associated".

He spoke of the importance of public relations and publicity in modern day government developments and how effectively Mr. van Allen could smooth over the toughest assignments. He said "No matter how well a job is executed, unless it can be properly presented to the public it loses its effectiveness."

W. M. Marshall, President of the Professional Institute of the Public Service, also paid tribute to Mr. van Allen. On behalf of the Institute, he presented him with a gold pin, engraved with the motto of the Professional Institute, "We serve the state".

He then read and presented him with a letter from the members, which expressed appreciation for his outstanding contribution in the Professional Institute. The letter mentioned the offices which he held: secretary and later chairman of the Public Information Committee, secretary of the editors' group for three years, its chairman in 1936 and its representative to Council in 1937, 1938 and 1939.

At the annual meeting in April 1945 he was unanimously elected honorary secretary-treasurer, a position he held for three years. In 1949 he was elected president and subsequently elected a life member.

Mr. van Allen, one of the first publicity officers in the Government Service, started his career in the Government in June 1929 as assistant to the Director of Publicity, Department of Trade and Commerce. He



FROM MR. HEES, THE DEPARTMENT'S GOOD WISHES as expressed in the gift of a camera and a cheque. Seen left to right are Mr. van Allen, Mrs. van Allen and Hon. George Hees, Minister of Transport. Mrs. van Allen carries a bouquet of red roses presented to her by Miss Bertha Scott of Information Services on behalf of the Department.



FROM HIS FELLOW WORKERS, A REGRETFUL GOOD-BYE—Shown in the photo are from left to right: J. C. Fink, J.-C. Lessard, former Deputy Minister of Transport, W. A. MacPherson, Mr. van Allen and Mrs. van Allen.



FROM THE PROFESSIONAL INSTITUTE, A BADGE OF HONOR presented by the President of the Professional Institute. Photo shows from left to right: Mr. van Allen, J. R. Baxter, W. M. Marshall and J. R. Baldwin, Deputy Minister.

transferred to the Department of Transport in 1940 to organize and head a Publicity Service for the Department.

During World War II, he was responsible in considerable measure for publicizing the growth of the British Commonwealth Air Training Plan and also Canada's expanding Merchant Navy. He conducted recruiting campaigns for trainees for the latter wartime body, and also conducted press and radio campaigns to interest the public in merchant seamen welfare and comforts.

Former Newsmen

Mr. van Allen's newspaper career began as a reporter with the *Manitoba Free Press* (Winnipeg) in 1917. In 1920 he joined the staff of the *Ottawa Journal* and two years later went to the Ottawa Bureau of the Canadian Press where he was night wire editor until 1928. He was also with Reuters International cable news service and a member of the Parliamentary Press Gallery.

Of Canadian parentage, Mr. van Allen was born in Nimes, France, in 1895, and was educated in France, England and Canada, coming to Canada in 1912. He is a veteran of the First World War, enlisting in August, 1914, from Rosetown, Sask., with the Fifth Battalion of the First Contingent, C.E.F. He saw service in France, including the Second Battle of Ypres, and the Battles of Festubert, Givenchy and Messines. He was wounded in December, 1915, and invalided home.

He is a member of the Red Chevron Club of Ottawa and District, of which he was elected president in 1948. He is secretary of the Ottawa Branch of the Canadian Authors Association, a former director of the International Society of Aviation Writers, a member of the Aviation Writers of America, and the Canadian Public Relations Society.

He is married to the former Isabelle Murray Walker of Ottawa and resides at 235 Holmwood Avenue.

"News on the DOT" was established as a regular staff publication by Mr. van Allen.

United Kingdom Marine Engineers In Service DOT Fleet

Nine newly recruited marine engineers from the British Isles began a course of orientation on May 9 in the Training and Welfare Division, in preparation for duties aboard the Department's ships.

On completion of their training, which will give them an understanding of the work of the various branches and in particular, that of the Marine Services Branch, they will be assigned to duties as ship's engineers. Some will be named immediately to positions on ships, others will be appointed as relief engineers.

The nine were taken on strength by the Department after it was found impossible to obtain enough qualified engineers in Canada to fill the posts made available by the recent rapid expansion of the Departmental fleet.

Those taking the orientation course are John Davison, G. W. Weldon, James M. McCall, L. Kitchen, J. C. Goode, Donald McIntyre, Joseph Leslie, Robert Curtis and R. C. Young. They were welcomed at the opening of the training sessions by J. Roy Baxter, Director of Administration and Personnel, and Capt. E. S. Brand, Director of Marine Operations.

Outpost Library Service Can Supply Good Films

The Outpost Library Service of the National Film Board, are increasing their service according to a report from Darrel E. DeBow, Chief, Training and Welfare. Films which have won international awards, and some which have been produced for regularly scheduled T.V. programming have been added to the Outpost Service.

Some subjects included are sports, recreation, world affairs, travel, communication, creative arts, resources and wild life.

Employees at stations with projectors, should write to their regional director if interested in receiving a regular consignment.

Those addressing them during the course were R. J. Schroeter, Departmental organization; E. P. Flynn, northern supply operations; H. Thomson, work of the marine engineer; J. C. Fink, ships' officers' regulations and promotional opportunities; Capt. C. A. Gaudreau, work of the District Marine Agencies and J. S. Tracy, matters relating to pay.

K. M. Parks of the Department's Information and Editorial Bureau showed the men colored slides of the Department's Northern Supply operations. G. F. Reynolds, of the Immigration Department gave a talk on matters relating to the men and immigration formalities with which they might be concerned.

WEATHERMEN MAY PLAY PART IN AIR POLLUTION STUDIES

Canadian scientists are attempting to combine the techniques of weather forecasting with information on air pollution in major cities to map the extent and degree of pollution in Canada. So far they have had considerable success in one area in forecasting pollution levels and now are extending their network for collecting information to other centres.

A national air-sampling network, a co-operative effort by federal, provincial and municipal government agencies, is in operation covering Sydney, N.S.; Toronto, Hamilton, Windsor, Winnipeg and Vancouver. Steps are being taken to fill the gaps by adding Montreal and Edmonton, through the co-operation of the provincial health departments. The aim is to add other centres and perhaps extend the network to cover less-settled areas. Information now sent to the air-pollution services of the Federal Health Department's Occupational Health Division is being used to prepare maps of air pollution climatology in collaboration with the meteorological service.

Behind this movement is the possibility that as cities grow and industrialization increases, the effects of air pollution may endanger health and damage buildings, exposed materials and crops. A knowledge of the pollution levels therefore may lead to better city planning and industrial site selection.

WIN AWARDS FOR SUGGESTIONS

WINS SIXTH AWARD

R. G. STARK won his sixth suggestion award for an idea that eases the work of the weather-map plotter. He suggested that a flagged symbol be placed before a corrected group in a coded meteorological message so that a map-plotter could make correction without reviewing the entire message. He was awarded \$55.

SIMPLIFIES COLLECTIONS

LIONEL CASEY, Steamship Inspector, Quebec, suggested that the monthly statement of fees received for engineers' certificates be submitted to headquarters in one statement by the officer in charge of each division. He received a table lighter for his idea.

PROPOSES SMALLER DRAWINGS

JOHN BALLINGER, District Marine Engineer, Halifax, received \$92.80 for suggesting that reduced size drawings be used in certain tender specifications.

DEVICES TAG SYSTEM

J. D. PIPER, formerly OIC Ottawa Airport Aircraft Radio Workshop, received an alarm clock for suggesting that the Department adopt the use of a maintenance tag system for use in all radio units in departmental aircraft. Mr. Piper is now in the technical training section of Maintenance and Operation at Headquarters.

IMPROVED WIND-SOCK FRAME

WILLIAM BENEDETTI, Airport Maintenance Foreman, Muskoka, suggested that an unlighted wind-sock frame and mounting bracket be modified to act as a wind velocity indicator as well as showing wind direction. He received a travel alarm clock.



Capt. D. B. Stampton, Air-Sea Rescue Co-Ordinator, East Coast

(See page 11)



R. G. Stark, Meteorologist, Edmonton



Lionel Casey, Steamship Inspector



John Ballinger, District Marine Engineer



W. Benedetti, Airport Maintenance



J. D. Piper, Telecom. Hdqrs.

"Met" Gets Research Ship For Great Lakes Study

The diesel-powered ship *Porte Dauphine*, formerly a Royal Canadian Navy gate vessel and on loan to the Department of Mines and Technical Surveys as a Great Lakes marine research ship, has been taken over by the Department.

She will be used by the Department's Meteorological Branch and other scientific bodies in the study of the Lakes, their bearing upon weather conditions and other natural factors that affect navigation or otherwise are of national concern. Temperatures on and in the water, currents, ice conditions and other physical aspects of the lakes will be under study.

CMS *Porte Dauphine* is 125 feet long and normally is manned by a crew of 12. She is being put into drydock at Toronto for refitting to make her comply with Steamship Inspection requirements for civilian-operated vessels.

Library News

Here are two books recommended and reviewed by librarians Ron Spalding and Miss Cathy Keating.

PRIMER OF ELECTRONICS AND RADIANT ENERGY

Don Caverly, N. Y. McGraw-Hill

This book is a digest of the basic principles underlying the behaviour of electronics, protons and other atomic particles; their control, and how the radiant energy attending their release of disturbance in atoms is utilized. It is a general discussion directed to the uninformed layman, which avoids involved technicalities and higher mathematics, eliminating its use for the engineer or physicist.

The text is well illustrated and at the end of the book there is a comprehensive bibliography.

Ron Spalding.

THE CROSSING OF ANTARCTICA

The Commonwealth Trans-Atlantic Expedition 1955-58.

By Sir Vivian Fuchs and Sir Edmund Hillary. Cassell, 1958.

Here is the official story of the Commonwealth Trans-Antarctic Expedition which ended on March 2, 1958, when Fuchs' Sno-cats trundled into Scott Base, Macmurdo Sound—site of the New Zealand support party base set up by Hillary. Fuchs had covered 2,158 miles from his starting point at Shackleton Base, in under a hundred days and so expertly was the expedition planned that he was only a day out in his calculations.

Most of the book is the work of Sir Vivian, the leader of the expedition; Sir Edmund's contribution is limited to four chapters.

The Fuchs-Hillary volume is written in easy-flowing documentary style, comparable to Sir John Hunt's "Conquest of Everest". Personal responses to the expedition are ruled out. Only occasionally, Dr. Fuch breaks through the reserve and we feel the fantastic loneliness and desolation of this vast unknown continent.

Many of the descriptions of the mountain ranges and glaciers are as exciting as the details of the overland journey and innumerable crises surmounted.

Cont'd on page 10



Gordon Murphy

Gordon Murphy Awarded Honorary McGill Degree

A. Gordon Murphy, Chief Engineer of the St. Lawrence Seaway Authority, was one of seven distinguished Canadians who received an honorary degree of Doctor of Laws at McGill University's spring convocation May 30.

Mr. Murphy came to the Seaway Authority position in August, 1954, from the National Harbours Board with which he had been associated since its creation in 1936. During this period he directed studies and preparation of designs for the future development of the various harbours administered by the board. In 1947, he was appointed Port Manager, Montreal Harbour.

Other engineering projects with which Mr. Murphy was associated with include the Quebec Bridge, Sydney Harbour Bridge, Australia; Welland Ship Canal, Hudson Bay Terminals and the preliminary planning of the St. Lawrence Waterways Development.

Born in Montreal in 1899, Mr. Murphy is a descendant of one of Montreal's families which for four generations has actively participated in the commercial and industrial development of the city. He was educated at Westmount Academy and Westmount High School and graduated in engineering from McGill University in 1922.

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

T. M. Pallas Named Marine Engineer Institute Officer

T. M. Pallas, Superintendent of Certification and Training of Marine Engineers, was chosen secretary (Canadian affairs) of the newly established Canadian Division of the Institute of Marine Engineers. The first Vice-President and Member of Council is Rear Admiral B. R. Spencer, C.D., RCN, the Chief of Naval Technical Services.

The Institute of Marine Engineers is a professional association which had its origin in England in 1889, and is now world wide with 13,000 members and growing at the rate of between 1,000 and 1,200 a year. Canada now has 350 members. There are local sections which serve the members in their area in such places as far apart as Vancouver and Bombay, Toronto and



T. M. Pallas

Capetown or Montreal and Melbourne, each section having a local vice-president.

Mr. Pallas came to the department in 1951 as steamship inspector at Toronto and in 1953 added to his responsibilities the operation of the Dominion Marine Association Engineering School by agreement between that organization and the Department.

He was superintendent of training of marine engineers in 1955 and was responsible for the setting up and administration of the Department's

marine engineering trainee scheme and the development of the marine engineering schools in co-operation with the provinces.

Mr. Pallas was born in Sunderland, England, was educated and received a diploma in mechanical engineering from Sunderland Technical College. He sailed as a marine engineer from 1939 to 1945 with Ellerman Associated Lines, serving in the Atlantic, Indian and Pacific Oceans. He took part in four convoys to Malta during the seige of the island.

He immigrated to Canada in 1947 and took up a position as an engineer surveyor and in 1949 he became a resident inspector with the Department of Labour of Ontario, residing in Chatham.

Mr. Pallas is an associate member of the Institute of Mechanical Engineers, and an associate member of the Royal Institute of Naval Architects.

Special Commendation Awards For Seamen In Life Saving Attempt

Two crew members of the *Sir William Alexander*, Arthur Maurice Pettipas and Lorraine Naugler were honoured in a brief ceremony in the recreation room of the ship, in recognition of their bravery in mid-December when they plunged into Halifax harbour in an attempt to save the life of a fellow crew-member. Lorraine Naugler, without hesitation jumped from the dock between the ship and the dock and held seaman Borgal up by treading water and holding on to the wharf. Arthur Pettipas, was lowered into the water by those on the dock and assisted Naugler in placing a rope around seaman Borgal so that he could be lifted to the dock.

Special certificates of commendation, signed by the Minister of Transport, Hon. George Hees were presented to the men by J. C. Theakston, District Marine Agent.

Seaman Pettipas started in the Marine Service May, 1955, as an oiler on the *Lady Laurier*. He has been on other ships, the *Saurel*, *Franklin*, *Edward Cornwallis* and *Bernier*.

Seaman Naugler has been with the department since July, 1959.

Toothsome, Tantalizing Test for Trenchmen When DOT Cooks, Stewards, Strut Their Stuff

There was no room for the diet faddist or the calorie counter at HMCS *Hochelaga*, the Royal Canadian Navy's training school at Montreal, when 14 Department of Transport ships' cooks and stewards completed their course with a buffet dinner on April 1.

The dining room was an epicure's dream for the occasion, with long tables sagging beneath the weight of high-piled delicacies prepared by the students themselves. Their skills had produced an array that was as delightful to the eye as it was tantalizing to the taste buds and a visiting group of Ottawa and Montreal officials from both the department and the Navy did full justice to the meal.

Walter Manning, Director of Marine Works; J. Roy Baxter, Director of Administration and Personnel; Eric Winsor, Chief of Administrative Services and Capt. H. R. Oldford, of Northern Transportation Division, were present from Ottawa along with Catering Officer A. H. Paterson, who was directly concerned with organization of the training course.

Commander Peter Cossette of HMCS *Hochelaga* presided at the luncheon and Capt. Nairn of Naval Headquarters presented the certificates to the students. Commissioned Officer W. P. Klinge, Course Officer, assisted in the ceremonies.

Following the presentations, Mr.



TOP MAN CONGRATULATED—J. Roy Baxter, Director of Administration and Personnel, left, and Walter Manning, Director of Marine Works, right, congratulate D. Huszcz of Victoria, B.C., chief steward aboard the weather ship CMS *St. Catharines*, who headed the entire class of departmental ships' cooks and stewards taking the special course at Montreal.

Manning congratulated the men, whose diligence had won highest praise from Cmdr. Cossette. Mr. Manning also spoke of the excellent co-operation extended by the Navy in planning and carrying out the course for DOT personnel.

Top ranking student in the course was D. Huszcz, of Victoria, B.C., who serves aboard CMS *St. Catharines*. Others taking the course were E. Tiz-

zard and Jacob Bishop, of CMS *Wolfe* and *Sir Humphrey Gilbert*, respectively; A. Papillon, *Ernest Lapointe*; P. E. Casavant, *Frontenac*; B. Jacques, *Berthier*; J. M. Charland, *Detector*; B. Meunier, of the Chief Engineer's staff, *St. Lawrence Ship Channel*; S. L. Smythe, *Dollard*; G. E. MacKay, *Saurel*; F. C. Leak, *Camsell*; M. Blais, *Montcalm*; S. Pascus, Quebec Agency staff; R. G. Allison, *Labrador*.



THE MEN WHO KNOW WHAT'S COOKING—Here are the Transport Department and Navy officials with the Department's personnel who took the special course for DOT ships' steward and cooks at the Navy's training school at HMCS *Hochelaga*, Montreal. Seated (L. to R.): Capt. H. R. Oldford; J. R. Baxter; Cdr. Peter Cossette, RCN; W. J. Manning; E. Winsor; H. L. Land; CPO Mayette, RCN. Back row (L. to R.) A. H. Paterson; P. E. Casavant; F. C. Leak; S. L. Smythe; P. Huszcz (headed class); J. Bishop; J. M. Charland; B. Jacques; A. Papillon; G. MacKay; E. Tizzard; M. Blais; S. Pascus; B. Meunier; R. Allison; W. P. Klinge, Course Training Officer, RCN.

Stanley Bane Retires He was Founder Of Weather Workshop

Stanley Bane, Superintendent of the Meteorological Service's instrument workshop, retired on March 11, after 32 years of distinguished service. His many friends on the staff at Met Headquarters, Toronto, gathered to do him honour at a banquet chaired by H. G. Bindon, Chief of the Instrument Division. Speakers included Dr. A. Thomson, former Director of the Weather Service; and P. D. McTaggart-Cowan, present Director. Mr. and Mrs. Bane were presented with a Rolleiflex camera, a Bell-Howell slide projector, light-meter, viewing screen and accessories, by A. Burnside.

Mr. Bane joined the weather workshop in 1928 and practically built it to its present importance in the Meteorological Branch. It has manufactured almost every type of meteorological instrument used.

During World War II, when the government was experiencing difficulty in getting some component parts properly made by commercial firms, it offered Mr. Bane another position. He did not accept it, however, the work was eventually brought to his own instrument workshop. This led to considerable expansion in the accommodation in the shop and an increase in staff. It has kept on growing ever since until now it has twenty-five workers. Last year it produced around 1,600 instruments or major instrument components.

Mr. Bane received a technical school education in England and served several years as apprentice with Negretti and Zambra, a large British instrument company. He saw service in World War I and was wounded in France.



AT RETIREMENT BANQUET FOR STANLEY BANE—Shown here at head table (Left to right) A. Burnside, J. R. Fowler, M. J. Watson, Mrs. Bane, H. Bindon, Stanley Bane, P. D. McTaggart-Cowan, Dr. A. Thomson, J. R. Noble and F. W. Benum.



PRESENTATION OF WALLET TO DICK RAMSDEN—Photo shows Earl Hickson, Mrs. Ramsden and Mr. Ramsden.

Dick Ramsden Retires

R. C. Ramsden, principal clerk in Airports and Property Management, retired on March 29, after twenty years service. On behalf of the staff, E. Hickson, Chief, Airports and Property Management presented him with a wallet and cash to put in it. Mrs. Ramsden was presented with a bouquet of roses by Mrs. F. Giles.

Mr. Ramsden joined the Government Service in 1940 as officer man-

Mr. and Mrs. Bane plan to visit Florida and then Australia for an extended period, following which they will return to Toronto.

ager of the United States Purchasing Branch, Department of Munitions and Supply. In 1943, he became office manager, Department of Finance in the RCAF Treasury Revenue Section and in 1945 he went to Wartime Prices and Trade Board.

Mr. Ramsden's career in the Department of Transport started in January, 1946, in the Airways section of Civil Aviation. Here he was responsible for the disposal of surplus buildings on airport properties in Canada. He was a liaison officer between DOT and RCAF in connection with the transfer of buildings from the Department of National Defence, Air and the Department of Transport and vice versa. He visited many airports in Canada in the course of this work.

Mr. Ramsden was born in England in 1894, and came to Canada in 1912. He served with the Canadian Army in World War I.

Dick Ramsden took an active interest in recreational activities. A member of RA he became Chairman of DOTRA in 1948 and in 1951 he was Chairman of the RA Operatic Society.

After a visit to Calgary Mr. and Mrs. Ramsden returned to Ottawa, where Mr. Ramsden took up a position as manager of the Rideau Tennis Club.



A TEAKWOOD BUFFET FOR KEN MAIN—Seen admiring the contemporary furniture presented to Mr. Main are: John Baldwin, Deputy Minister; Mrs. Baldwin, Mrs. Main, and J. R. K. Main.

Civil Aviation Honors J. R. K. Main

J. R. K. Main, former Director of Civil Aviation, and recently appointed Canada's senior representative on the council of the International Civil Aviation Organization (ICAO) was honoured at a party by his colleagues and friends on April 7; at the Whitehill Glade. On behalf of the staff of the Civil Aviation Branch, Deputy Minister J. R. Baldwin presented him with a teakwood buffet cabinet. Mrs. Baldwin presented Mrs. Main with a bouquet of flowers.

Mr. Main's move from domestic to international aviation is a natural step in his long career in aviation dating back from World War I. He has been associated with ICAO since its inception in 1944 when he attended the Chicago meeting at which the Provisional International Civil Aviation Organization was formed. At this meeting he was chairman of one of the important subcommittees. During the formative years of ICAO in Montreal, Mr. Main was seconded from the Department of Transport to organize the important ICAO standing com-

mittee on airports and ground sites. As a senior official of Air Services, Mr. Main has attended many of the meetings of the ICAO Council.

Born in Pincher Creek, Alberta, in 1894, Mr. Main started his career in aviation as a flyer with the Royal Air Force in Egypt during World War I. When he returned to Canada, he taught school in Southern Alberta and in 1928 took a refresher course at the Calgary Flying School. He later moved east to serve with the Royal Canadian Air Force at Camp Borden and later gave flying instructions at the Ottawa and Toronto Flying Clubs.

When Civil Aviation became a part of the Department of Transport when it was formed in 1936, Mr. Main joined it as an Air Inspector. He set up a system for operational licensing of air carriers in 1938 and in World War II established an Air Priority System in the allocation of space on domestic air-lines and overseas bombers. He also served as liaison officer with the Board of Transport Commissioners and the Air Transport Board.

First Regional Air Controller

In 1947, Ken Main was appointed Executive Assistant to the Director of Air Services and played an important part in setting up the organization which led to the centralization of Air Services functions under regional officials at six centres in Canada. He was the first selected under the new regional system, being placed in charge of the Alberta and Northwest territories region with headquarters at Edmonton.

In 1950 he was brought back to Ottawa headquarters as Assistant Controller of Civil Aviation and, when that division was elevated to the status of a branch, was appointed Assistant Director and in 1958, Director.

Mr. Main married Miss Ethel Godfrey of Ottawa in 1924. They have three children: Mrs. Fred Morton, who with her husband, a hydro engineer, is in Kuala Lumpur, Malaya, for the Colombo Plan; Russel, after completing his Ph.D. degree at Cambridge University, has a position in the Occupational Health Division of National Health and Welfare; and Nancy, a nurse, home after a period of duty with the R.C.A.F. in France.

The new representative to ICAO is an Associate Fellow of the Canadian Aeronautical Institute, a life member of the Ottawa Flying Club and an honorary member of the Calgary Flying Club.

Library News

Cont'd from page 6

The twelve men, eight vehicles, and two dog teams which set out to cross two thousand miles of snow and ice were in constant danger of being engulfed by the crevasses hidden beneath a thin layer of snow. Adding to this hazard was the dangerous phenomena of "white-out", an atmospheric condition equivalent to a pea-soup fog in which all sense of direction is lost.

To those interested in polar logistics and equipment, the nineteen-page appendix is a gold mine. Valuable lessons may be learned from the manner in which dog teams, aircraft and tractors were joined in this successful operation.

Perhaps the most dramatic part of this book are the thirty-two magnificent colour photographs and many in black and white. About a dozen maps are also included.

Cathy Keating.

Hon. George Hees Crowns DOT Queen Diane Mayer

The Department of Transport Recreation Association held a double feature at the R.A. Centre on April 22. Over 300 employees and their friends attended the Departmental Spring Dance. Highlight of the evening was when the Minister, the Honourable George Hees, crowned Miss Diane Mayer as Transport Beauty Queen. Two princesses Miss Collen McSorley and Miss Myrna Meredith were also chosen from the bevy of beauties. Bobby Simpson, popular Ottawa Roughrider Star, acted as M.C. and was assisted in the judging by Mrs. N. Lyle, consultant for a local slenderizing salon, and DOTRA Vice-President Bill Mather. The Department's own Margaret Munson, well known local singer, provided the pleasant vocal arrangements, while Ronnie Hyde-Clark's orchestra supplied the music. Miss Loraine Poirier was the winner of the door prize, a clock-radio.



TRANSPORT BEAUTY QUEEN MISS DIANE MAYER, Surrounded by the judges and two princesses. Shown from left to right—Bill Mather, Myrna Meredith, Hon. George Hees, Mrs. N. Lyle, Collen McSorley and Bobby Simpson.

Lightkeeper Commends RCAF Search and Rescue

The co-operation of the Search and Rescue unit of the RCAF was vividly expressed recently in the emergency removal to a hospital of Mrs. Ste. Croix, wife of the Assistant Lightkeeper at Heath Point on Anticosti Island.

After Mr. Ste. Croix had consulted with Dr. Cote at Fox River, by means of radio-telephone, it was important to get Mrs. Ste. Croix to a hospital as soon as possible.

The district marine agent at Quebec, G. E. Gaudreau, phoned the Rescue and Co-Ordination Centre at Halifax, who quickly dispatched two planes from Greenwood base, an Otter, to land on the small lake at Heath Point, and a Canso, an escort plane.

J. N. Rivers, lightkeeper at Cap Rosiers organized local arrangements at Gaspé and transmitted radio signals, when the transmitter of radio telephone at Heath Point went dead. He looked after arrangements for a doctor and nurse to accompany Mrs. Ste. Croix to the hospital at Gaspé.

Mrs. Ste. Croix, at last report, was doing well and out of danger.

Air-Sea Rescue Co-Ordinators Named

Appointment of marine air-sea rescue co-ordinators for the east and west coasts was recently announced.

Capt. J. C. Barbour of Vancouver will be the co-ordinator for the west coast, with headquarters in Vancouver, and Capt. D. B. Stampton of St. John's, Nfld. will be the co-ordinator for the east coast with headquarters in Halifax.

The move is in line with the Minister's recent proposal to develop a new program in co-operation with the Department of National Defence, for improving the efficiency of search and rescue involving both marine and air operations.

At the time he noted that various government departments, through their respective responsibilities, made up a sizeable fleet on both coasts and that these, together with privately owned vessels, should be ample in the way of vessel availability for marine emergencies.

The marine co-ordinators will have as their primary task the development of a program to increase the efficiency and availability of government and private vessels for emergency purposes.

Their duties will include such areas of responsibility as rescue equipment to be carried by government ships, a special training program for ship's crews, and voluntary co-operation of privately owned vessels in emergency situations. They will also assist in co-ordination of actual search and rescue operations and be the liaison officers with the Department of National Defence's search and rescue units.

Capt. Barbour is at present with the Department of Transport Marine Services Branch in Vancouver. He joined the Department in 1939 and saw wartime service with the Royal Canadian Navy.

Capt. Stampton is at present with the Transport Department's Marine Services Branch in St. John's, Nfld. He joined the Department in 1955. He was an R.A.F. wartime squadron leader and assisted in the organization of search and rescue in India and Burma.

A competition for the position of co-ordinator at Trenton, for the Great Lakes area, is now being held.



STEAMSHIP INSPECTION BOARD SUPERVISORS MEET—Here are Steamship Inspection Board divisional supervisors, headquarters officials and other delegates at their recent Ottawa conference. Seated, left to right, W. J. Fisher, general manager, Canadian Shipowners' Association; M. F. Munro, Miss M. S. Mitchell, Alan Cumyn, Director of Marine Regulations; Stanley Beckett, D. C. Hazelgrove, Undersecretary of the British Ministry of Transport, London, England; R. J. Shepherd, Chief Ship Surveyor, Ministry of Transport, London, England. Rear row, Capt. W. Morrison, E. C. Smith, Capt. G. W. Graves, Capt. F. S. Slocombe, Chief, Nautical and Pilotage Division; H. S. Salt, St. John's, Nfld; D. Paterson, Halifax; H. O. Buchanan, Montreal; A. C. Waldie, Toronto; J. H. Kay, Ottawa; R. G. Boomer, Vancouver; R. F. Tully, D. L. Findlay and Capt. W. E. Harrison, Ottawa.

Steamship Inspectors at Conference

Supervisors of the Department of Transport's Steamship Inspection Board divisions from coast to coast met with headquarters officials in Ottawa during the last week of April to review their activities and discuss problems of administration and operation.

Sitting in at the Monday sessions of the conference were two representa-

tives of the British Ministry of Transport, D. C. Hazelgrove and Reginald Shepherd, of London, England. Their discussions were related mainly to the forthcoming International Conference on Safety of Life at Sea, to be held in London May 16 to June 16.

Also present at some of the meetings was W. J. Fisher, general manager of the Canadian Shipowners' Association.

HONORED ON RETIREMENT

A highlight of the conference was the presentation of a gift to Donald Paterson, of Halifax, supervisor, Atlantic Division, on the occasion of his retirement. He joined the Department of Transport in September, 1937. Alan Cumyn, Director, Marine Regulations Branch, and Chairman of the Steamship Inspection Board, made the presentation and paid tribute to the notable contribution made to the board's work by Mr. Paterson during his many years of service.

Honor Captains For Part In Saving Stricken Ship

Capt. E. L. Kelso and Capt. Robert Marchand of the Department of Transport have been honored by the Norwegian shipping firm of Halfdan, Ditlev, Simonsen and Co. Ltd., for the part they played last August in saving the fire-swept vessel *Vingnes* from being wrecked in Hudson Bay.

Capt. Kelso and Capt. Marchand each received engraved silver cigarette boxes from the ship's owners, bearing the inscription "In remembrance of valuable service to MS *Vingnes*."

Capt. Kelso is the Department's ice information officer at Churchill, Man., in Summer and at present is serving in a similar capacity at Halifax. Capt. Marchand is master of the DOT ice-breaker *Ernest Lapointe*.



STEAMSHIP INSPECTION OFFICIAL HONORED—Donald Paterson, left, supervisor of the Department of Transport Steamship Inspection Board's Atlantic Division, is seen with Alan Cumyn, Director, Marine Regulations Branch, when Mr. Cumyn presented him with a gift marking his retirement.

Safety of Life-At-Sea Conference To Revise and Update Standards

Alan Cumyn, Director, Marine Regulations, heads the Canadian delegation to the International Conference on Safety of Life at Sea, from May 16-June 17 in London, Eng.

The conference, the fourth of its kind, stems directly from the "Titanic" disaster after which the maritime nations sat down together to draw up internationally acceptable standards for the construction of passenger ships. The first meetings were held in London in 1912 but the first convention was not completed and signed until 1929. In 1948, a third meeting was held to rewrite and revise the 1929 convention. The 1960 conference will revise and bring up to date the 1948 convention so that passenger and cargo ships on international routes will continue to be built to a uniformly high standard and in accordance with the latest technological developments.

The various certificates issued to ships under the Safety Convention are recognized by some 60 nations, signatories to the convention, and facilitate international traffic while ensuring that all vessels plying internationally are acceptable as to design, construction and equipment.

Other Delegates

Other delegates from the Department are: R. R. MacGillivray, Assistant

Counsel; Capt. G. W. R. Graves, Assistant Chief of Nautical Division; M. F. Munro, Chief of Hulls and Equipment Division; J. H. Kay, Principal Inspector of Machinery; R. G. Boomer, Divisional Supervisor, Steamship Inspection Service; H. O. Buchanan, Senior Steamship Inspector; Capt. W. E. Harrison, Superintendent Nautical Safety Division; Capt. W. S. G. Morrison, Principal Examiner of Masters and Mates, V. J. R. Brister,

Regional Supervisor of Radio Regulations, Winnipeg; R. O. Hewitt, International Regulations Group, Telecommunications.

Other government officials include: J. A. G. Hardy, Dept. of External Affairs; Dr. J. G. Malloch, Chief Scientific Liaison Officer, National Research Council; H. H. Clayton, Overseas Representative, Atomic Energy of Canada Ltd.; W. J. Fisher, Manager, Canadian Shipowners Association; J. J. Mahoney, Manager, Dominion Marine Association; and Capt. J. E. Matheson, Assistant General Manager, Shipping Federation of Canada.

Regional Admin. Officers Meet in Ottawa

Administrative officers from the six regional Air Services Branch offices were in Ottawa April 25-29 to confer with headquarters officials on problems and operations.

The delegates were addressed at the opening of the sessions by Air Vice Marshal A. de Niverville, Assistant Deputy Minister, Air, and J. Roy Baxter, Director of Administration and Personnel. D. A. MacDougal, Executive Assistant, Air Services was chairman for the conference.

Officers attending the course were: H. B. Allan, Vancouver; W. G. Wastell, Edmonton; H. C. Rayner, Winnipeg; W. J. Fordyce, Toronto; D. Grenier, Montreal and H. A. Vaughan, Moncton.

All aspects of administration were under study, including personnel services and management, staff training and welfare, and general administration problems such as purchasing and stores, accounting and related financial matters.

In charge of the discussion groups were the following officers: Personnel—W. A. MacPherson, Chief Personnel Officer; G. C. Harris, Organization and Research; W. A. Blacklock, Chief, Air Personnel and D. F. DeBow, Chief Training and Welfare. Telecommunications—H. E. Walsh, Chief, Design and Construction Division; J. P. Taylor, Estimates and Progress Control and

Cont'd on back page



REGIONAL ADMINISTRATIVE OFFICERS MEET—Photo shows: Front row, left to right—L. W. J. Bambrick, Treasury Board Staff; J. R. Baxter, A/V/M A. de Niverville, D. A. MacDougal, E. Winsor, Back row: A. C. Crawford, Treasury Board Staff; N. G. McArthur, P. T. Dixon, W. J. Murphy, H. A. Vaughan, H. B. Allan, D. Grenier, H. C. Rayner, W. J. Fordyce, D. E. DeBow and W. G. Wastell.

Techniques and Standards Reviewed at Check Pilot's Meet



CHECK PILOTS HOLD SEMINAR at the Air Services School, Ottawa Airport. They are (from L. to R.) R. Langlois, G. B. Tobiason, W. McIntosh, W. J. O'Connell, J. E. Cole, D. B. Hodgkinson, G. J. Bellavance, M. J. Campbell, E. W. Bendall, and S. T. Grant.

Transport Department pilot inspectors from across Canada began a four-day instrument flight rating seminar May 4 at the Department's Air Services School, Ottawa Airport. These are the check pilots who test civil pilots for the initial issue of an instrument flight rating, and carry out subsequent periodic checks on such pilots to ensure that a high standard of competency is maintained. In an instrument test, the

pilot must demonstrate to the Department his ability to fly an aeroplane solely by reference to aircraft instruments.

The purpose of the seminar was to discuss present methods, ensure that all air carrier inspectors are giving instrument ratings to the same standard and, where possible, improve present techniques.

Those attending the seminar were

M. Campbell, Moncton; R. Langlois and G. J. P. Bellavance, Montreal; G. MacInnis, Toronto; J. H. Nyhuus, W. H. McIntosh, and S. T. Grant, Ottawa Headquarters; E. W. Bendall, Winnipeg; D. B. Hodgkinson, Edmonton; and W. J. O'Connell and G. B. Tobiason, Vancouver.

J. E. Cole, Acting Superintendent, Air Operations and Inspection, was Chairman of the conference.

New Ships Replace Old In Modernizing Program

Five aging ships of the DOT marine fleet are being retired this summer and will be replaced by new and modern craft. Included in the demise is the veteran 33-year-old *Alberni*, on the West Coast and the valiant 58-year-old *Lady Laurier* on the East Coast. The department's fleet modernization and expansion program is designed to meet increasing requirements of shipping in Canadian waters.

The *Alberni* was retired in the course of general expansion and reorganization on the West Coast fleet. New ships added in that area this year include CMS *Camsell* and the CMS *Simon Fraser*.

On the East Coast, the CMS *Sir William Alexander* replaces the *Lady Laurier*. The other retired ships are the *Argenteuil*, Sorel, P.Q. replaced by *Verendrye*; the *St. Heliers*, Parry Sound, Ont. by *Alexander Henry*; and the *Bernier*, Halifax, whose duties are

at present being performed by the *Brant*. The *Brant* was transferred from Charlottetown when the new *Tupper* went into operation from that base.

FIRST MAJOR OPERATION INTO WESTERN ARCTIC

The *Camsell* leaves Victoria about July 10 for the first major operation to the Western Arctic by a DOT icebreaker. Under command of Capt. A. F. Davidson, formerly of the *Sir James Douglas*, she will sail to Shepherd's Bay, N.W.T. by way of the Pacific Ocean, Bering Strait, Beaufort Sea, Amundsen Gulf, Coronation Gulf, Cambridge Bay, Simpson's Strait and Shepherd's Bay.

Her cargo will consist of aids to navigation equipment, including materials for replacement of buoys in the north, and radar reflector towers for erection on northern sites. The *Camsell* will also escort northern transportation

vessels operating out of TukTuk when required.

The Chief Officer of the *Camsell* is A. M. Exley, formerly of the *Estevan*; the Chief Engineer is H. B. Brett and A. W. Bamber is Electrical Officer.

SIMON FRASER OPERATES IN VICTORIA AGENCY

J. M. Thom, former master of the *Alberni* took over command of the search and rescue supply and buoy vessel *Simon Fraser* after completing her trials in February, out of Vancouver. The \$3,000,000 vessel launched last August has a helicopter platform aft for search and rescue work. She will be operating out of the Victoria agency. The Chief Engineer is W. White, formerly on the *Alexander Mackenzie* and *Sir James Douglas*; the Chief Officer is E. D. Harris and Jack Allan, a former commander in the R.C.N. is the Electrical Officer.

Study Place of Nuclear Power in Marine Operations

The shape of ships to come may be quite changed, if present studies on nuclear power as a media for ship propulsion show satisfactory results.

The Department of Transport is particularly interested in the economic feasibility and design of a nuclear reactor which could be applied to the construction of an icebreaker. To keep abreast with nuclear technology and to initiate a Canadian program, the department sent two steamship inspectors from the Marine Regulations Branch to study in the United Kingdom. They are J. R. Birtwhistle, marine engineer and H. O. Buchanan, naval architect.

The two marine men first attended the Harwell, England, reactor school for four months. There they met students from all over the world who came to study nuclear physics, reactor theory and to get practical experience.

For the next twelve months, Mr. Birtwhistle and Mr. Buchanan studied at the British Admiralty Research Department at Yarrows. The feasibility of nuclear power applied to ship construction was the project for research.

The research team compared and analyzed eight different nuclear designs submitted under the British Government marine reactor program. Two were selected as having potential usefulness.

The British Ministry of Transport is now continuing specialized studies on the two chosen types of reactors, with a view to building a large nuclear-propelled oil tanker. Carrier companies have been invited to submit applications to operate it. Although the cost of building and operating nuclear-powered tankers is out of proportion to financial returns at the present time, experience gained will add much to the knowledge of nuclear technology and associated problems.

Reported on Project

The Department's team submitted a detailed report on the project and will continue to take refresher courses on the subject. Two committees have been set up by the Canadian Government to study the subject of nuclear power for ship propulsion.

Since returning from the U.K., Mr. Birtwhistle has gone to the Atomic Division of the General Electric Company at Peterborough for five months to study the general application of nuclear power to marine and other projects.

One advantage of nuclear-powered ships is their ability to cruise longer at full speed over extended periods. The recently built and most modern diesel electric propelled icebreaker, C.M.S. *John A. MacDonald*, can operate for about thirty days at high speed at full power without refuelling or 20,000 miles. Research shows nuclear-powered ships could operate for periods in excess of one year at full speed, once the reactor is charged. Submarine oil tankers and ore carriers are dreams of the future since they offer the possibility of high speed in association with lower power requirements.

After completing the project at Yarrows, the Department of Transport officials attended a course in radiological health in Liverpool Technical

Cont'd on back page



MARINE OFFICIALS INSPECT NUCLEAR POWERED VESSEL—Transport Department officials recently visited the nuclear powered vessel *Savannah* at the New York Shipbuilding Corporation Camden, New Jersey. Built by the United States Government to be managed and operated by a commercial company, she will be the first surface passenger and cargo vessel to be propelled by nuclear power. Seen here aboard the *Savannah* are from left—Steve Kaplan, shipyard official; J. R. Birtwhistle, Senior Steamship Inspector, DOT; J. R. Strang, Director, Shipbuilding Branch, DOT; Commodore (E) J. B. Coldwell, Engineer-in-Chief, RCN; A. R. Webster, Chief, Ship Construction, DOT; Dr. G. C. Laurence, Director of Reactor Research and Development Division, Atomic Energy of Canada, Ltd.; G. W. Stead, Assistant Deputy Minister, Marine; Commander (E) R. St. G. Stevens, Engineer-in-Chief, Nuclear, RCN; Alan Cumyn, Director, Marine Regulations; W. H. Mayo, Shipbuilding Branch, Defence Production; Carl Fixman, Vice-President, Engineering, New York Shipbuilding Corporation; Howard Patteson, New York Shipbuilding Corporation.

Administrative Officers Meet

Cont'd from page 13

D. S. Robertson, Landlines. Administration—Eric Winsor, Chief; W. J. Murphy, Financial, and Comptroller P. T. Dixon; Purchasing, Contracts and Stores, J. A. G. Saint Laurent, Chief, M. E. Wahab, Superintendent of Purchases and L. H. Russett, Superintendent of Stores and Plants. Office Services—F. J. O'Grady and J. O. L. Monette; and N. Dreskin from Information Services.

There were also meetings with Treasury Officers W. L. Parr, J. G. Cruikshank and A. C. Weston.

Study Nuclear Power

Cont'd from page 15

College for twelve days. Here they studied radio-active fallout.

Attended Conferences

When overseas, Mr. Buchanan represented Canada at three international conferences: Safety of Nuclear Ships, Maritime Safety Committee, and the

Inter-Governmental Maritime Consultative Organization Council.

Mr. Buchanan joined the department in 1948 when living in Victoria, B.C. He was then employed at Yarrows shipyards. His first posting as steamship inspector was to Saint John, N.B. then St. Catharines. In 1956 he became senior inspector at Montreal. During this period he was sent by the Department to the British Ministry of Transport and to Lloyds of London to examine marine inspection operations and procedures.

He was born in Dunoon, Argyle-shire, Scotland and went to school there. He was an apprentice ships draftsman at Lithgow, Glasgow, and by taking technical education at night he obtained a higher national certificate in naval architecture.

Mr. Birtwhistle, senior steamship inspector, at Kingston, Ont. joined the department in Halifax in 1950 as steamship inspector. He had come to Canada from Scotland in 1948 and worked for several years with the

Foster Wheeler corporation in charge of building, installing and putting into service boilers and machinery in ships and power stations.

Mr. Birtwhistle was born in Gourock, Scotland, educated at Liverpool Technical College where he received a higher national certificate in mechanical engineering. During the war he was an engineer on a merchant ship carrying munitions and in June 1940, he was captured in the South Atlantic. He was a prisoner of war for the rest of hostilities, although he made several attempts at escaping. Since the war, Mr. Birtwhistle was an engineer on merchant ships, which have taken him to most parts of the world, China, India, Australia, Africa and Leningrad in the Soviet Union.

He is a professional engineer and an associate member of the Institute of Mechanical Engineers and holds a United Kingdom Ministry of Transport Extra First Class Engineers Certificate.



ATTEND SHIP CAPTAINS' CONFERENCE—Here are the masters of 21 Canadian Marine Service ships, along with department headquarters officials attending the annual captains' conference at Ottawa. From left, front row—J. R. Strang, Director, Shipbuilding; Capt. H. Mercier, Safeguarder; Capt. J. Talbot, Sir William Alexander; Capt. C. A. Caron, d'Iberville; Gordon Stead, Assistant Deputy Minister, Marine; Capt. E. S. Brand, Director, Marine Operations; Capt. J. L. Cuthbert, Labrador; Capt. A. F. Davidson, Camsell; and Capt. G. S. Burdock, Sir Humphrey Gilbert. Second Row—Capt. G. A. Arsenault, Tupper; Capt. S. Bouchard, Northern Supply Service; Capt. D. Philpott, Northern Supply Service; Capt. R. Marchand, Ernest Lapointe; Capt. J. W. Dufour, N. B. McLean; Capt. R. J. Turbide, Saurel; Capt. J. A. N. Gagne, Montcalm; Capt. I. Green, Northern Supply Service; Capt. G. S. Yarn, Northern Supply Service; Capt. G. J. M. Williams, Cornwallis; E. P. Flynn, Cargo Superintendent; Capt. R. D. Shiels, Wolfe; Capt. R. M. Carsell, Operations Officer. Back Row—Capt. A. Piercey, Northern Supply Service; Capt. B. E. Denton, Walter E. Foster; Capt. A. R. Lang, O.I.C., Mid Canada Line Operations; Capt. E. L. Creaser, O.I.C., Frobisher Operations; Capt. D. Graham, O.I.C., Foxe Basin; Capt. N. V. Clark, Northern Supply Service; Capt. R. H. Blagden, Northern Supply Service; Capt. R. O. Morphet, Grenville; and Capt. G. B. Dube, Alexander Henry.