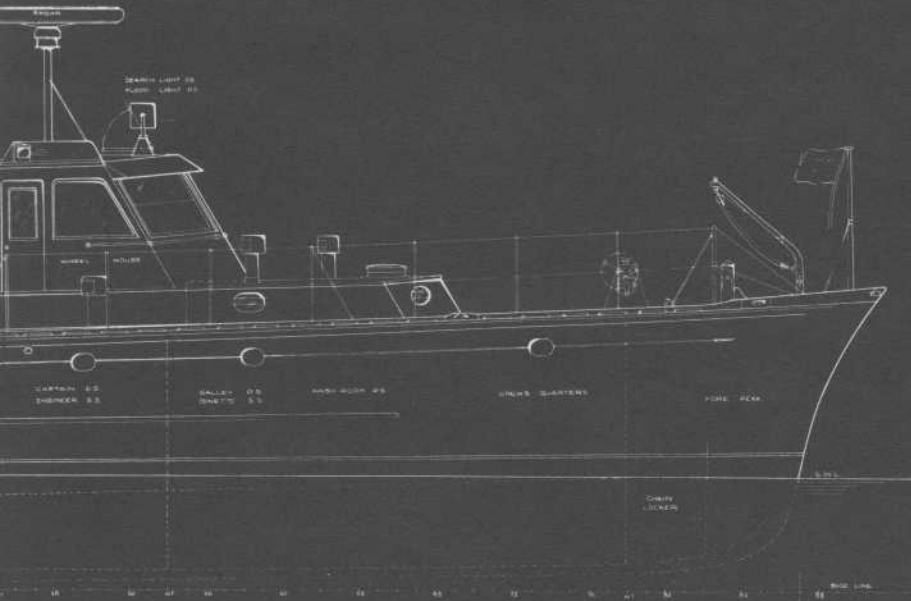
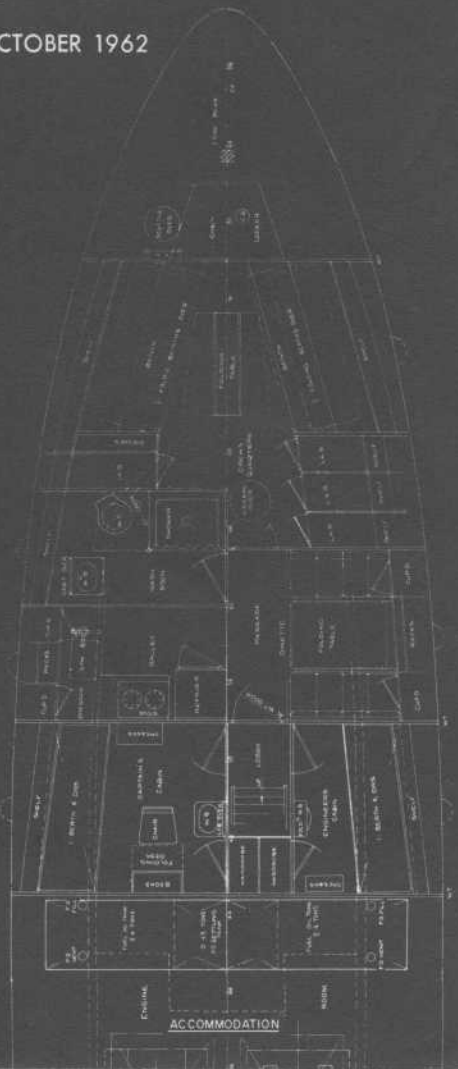
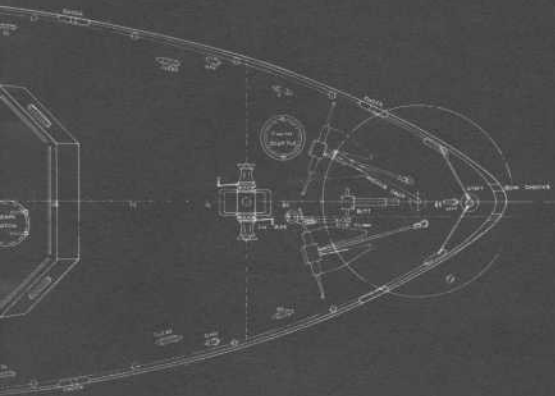


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# News on the DOT

DEPARTMENT OF TRANSPORT STAFF PUBLICATION — SEPTEMBER - OCTOBER 1962



# PAGE TWO

The vessel warned the rescue co-ordination centre in Vancouver, which in turn broadcast an "all ships" call for help. As it turned out, no other ship was near the one in distress and the centre had to ask the master of the passenger ferry "Island Princess" to leave her berth at Steveston to go out to the fishermen's rescue.

A few months later a fishing boat ran into a barge towed by the tug "Lloyd B. Gore" a mile south of Cowan Point, also in the Strait of Georgia.

The fishing vessel was badly holed and her captain and one of his men were missing.

The Vancouver rescue co-ordination centre again issued a general marine broadcast and several ships converged on the area.

Fifteen minutes after the accident the master of the fishing boat was found clinging to his overturned lifeboat, but the other man was still lost.

The rescue centre sent out a Canso flying boat to drop flares to help the boats find the missing sailor.

The search was suspended late that night but resumed at first daylight.

The Department of Public Works ship "Hilunga" meanwhile replaced the "Lloyd B. Gore" as "searchmaster"—the on-the-spot platform from which the search was directed.

A helicopter and a light aircraft were also pressed into service but the search was cancelled several hours after nightfall the second day. The missing fisherman was never found.

These two incidents are good examples of the need for the special search-and-rescue (SAR) cutters which are now being built for the Canadian Coast Guard.

There are eight such vessels now abuilding in Canada: five 95-foot steel-hull and three 70-foot wooden cutters.

Though all government vessels are available for search-and-rescue duties when required, the SAR cutters will be under the direct operational control of the Coast Guard rescue officers attached to the RCAF rescue co-ordination centres. Two each of the 95-footers will serve Captain J. C. Barbour and Captain D. B. Stampton, Coast Guard rescue officers at the Vancouver and Halifax centres respectively.

The fifth of the larger cutters will be used in the Great Lakes under the direction of Captain H. G. Bould, Coast Guard rescue officer at the Trenton centre. He will also operate the three 70-foot vessels.

Covering large territories, the cutters will be continually shifted to areas where there are no other government ships available for SAR duty at a given time.

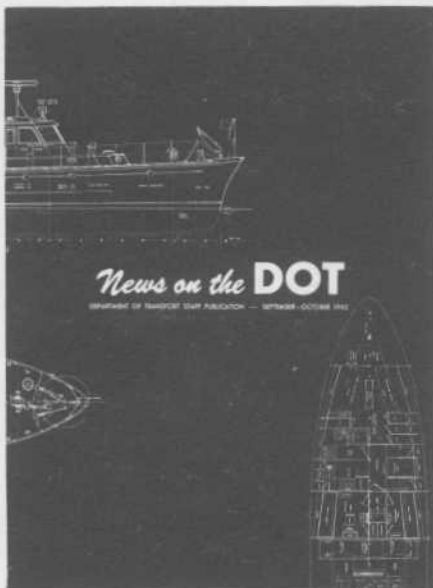
If a cutter had been available at the time of the accidents described above, she might not have been right at the scene when they happened. But since there were no other government ships in the neighborhood, the SAR cutter might well have been close enough to make it unnecessary for a ferry to leave her berth or for the crew of the "Hilunga" to leave their beds and homes to make a special rescue trip.

In that case the cutter would have taken charge of the search for the man missing from the "Lloyd B. Gore". When flares were being dropped to illuminate the area, the cutter would immediately have dismissed the "Lloyd B. Gore", which towed a barge loaded with dynamite, and another tug which had a tow carrying gasoline—thus eliminating fire and explosion hazards.

To give readers of News on the DOT an idea of what the cutters will look like, our cover this month is a montage of naval architects' working drawings of the 70-foot cutters.

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News on the DOT  
DEPARTMENT OF TRANSPORT PUBLICATION — SEPTEMBER-OCTOBER 1962

### Covering the Waterfront

One day in September last year a fishing boat was in trouble in the Strait of Georgia near the mouth of the Fraser River.

### News on the DOT

Staff magazine for the  
Department of Transport  
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Vol. XIII No. 5

September-October 1962

# Rush On Small Boat Capacity Plates

Since early June, when the department began issuing capacity plates for boats under 16 feet long, powered by outboard motors of 10 h.p. or more, 35,000 applications have been processed by a battery of industrious workers.

Like Topsy, the division grew and grew.

Tom Appleton, small boats officer, was assigned to head up the project of issuing the blue-toned metallic plates. He started with a staff of one—Bill Thomas, who immediately became his right hand man—in his small office on the second floor of the Hunter Building. It wasn't long, however, before the staff increased and they "commandeered" an adjacent office and then another and another until they had four.

The applications continued to flow in by the thousands and it was necessary to move to larger quarters across the street in the Garland Building. The big shift got underway at 8:30 a.m. and less than three hours later they were hard at work turning out more plates.

Twenty of the 28-member staff who coped with this large volume of work were high school or university students—among them potential teachers, sociologists, economists and scientists. Mr. Appleton commented; "At first, I must admit, I was a bit apprehensive about so many young people carrying out this monumental task, but I soon realized my fears were ill-founded.

"I don't mean to sound pompous or officious, but the students were a credit to their generation—they were hard and willing workers and it was a pleasure to work with them."

At the peak of the summer's operations the section was turning out approximately a thousand plates a day.

With more than 250,000 small boats operating on Canadian waterways, not all owners have yet applied for and not all those who have, have yet received plates.

When September rolled around, the section's staff was reduced to 12 people, who will spend the winter catching up on the back-

log of applications which necessarily accumulated during those hectic summer months.

However, there were lighter moments during those busy days. Every so often an amusing bit of correspondence turned up in the "in" basket—one applicant, appalled by the prospect of having to measure his boat from every conceivable angle, said, "Aw, come on fellas. Enough is enough."

Tom Appleton pointed out that while it may seem like quite a chore to place on the individual boat owner, it is more efficient and much less costly than sending departmental inspectors out to measure every privately owned craft in the country. He added that in many instances the measurements for standard models are available from the manufacturer and all an owner has to do is copy them onto the application form.

One letter addressed to the "Government of Safety" complained, "Two weeks I wait. Now I write to you to be a good fellow and send plate or my holiday gone to be over."

This gentleman obviously didn't understand that he could use his boat during his holidays without fear of prosecution.

Each applicant is forwarded a receipt as soon as his correctly-completed form and one dollar fee has been received. This receipt is accepted by law enforcement officers as proof that the boat owner has complied with the law, even though he doesn't have a plate affixed to his boat.

Police action for this year placed the emphasis on educating the public to the legal requirements for obtaining plates.

Of all the thousands of applications received, the odd dollar cheque bounced and a few people complained about the lengthy forms. But by and large, most letters accompanying the applications commended the government on the new regulations, agreeing that they were a much needed safety measure that would benefit all those who use Canada's waterways for pleasure.

*Students and regular staff worked side by side to turn out as many as 1,000 plates a day.*





Talk about poor mail service!

It took seventeen months for a letter to travel from Resolute Island at the mouth of Frobisher Bay to Bordeaux in Southern France.

By bottle, that is.

On September 6, 1959, Purser Leo Frechette tossed a message over the side of the CCGS d'Iberville into Frobisher Bay.

Corked and still sealed, it was "delivered" when discovered by Swiss Hans Hutter-Hoffman on a beach near Bordeaux on February 6, 1961.

Walking with friends along the Cote d'Argent beach, the sharp-eyed Swiss spied the half buried bottle with the paper inside.

"I immediately suspected it to be a 'flaschenpost'" (flaschen—bottle; post—mail), he wrote Mr. Frechette in German, "since I saw a piece of paper in it. The cork was covered with small mussels which had attached themselves to threads about 10 centimeters long. Unfortunately, it did not occur to us to take a picture of the bottle before breaking it to remove the message."

Mr. Hutter-Hoffman took almost a year before he wrote to tell Mr. Frechette about finding the bottle.

But he had an excuse.

Twenty-six days after he found the bottle—on the last day of February—he

returned to his home in Zurich by car. On March 3 he was married. Says he:

"In the course of events I misplaced the message."

In January, 1962, it fell into his hands again while rooting through some old papers, and he sat right down and wrote the overdue letter to the d'Iberville's purser.

The information was then passed on until eventually it wound up, as a matter of interest, in the hands of the Dominion Hydrographer of the Department of Mines and Technical Surveys.



Captain King takes a walk along the Toronto Island boardwalk. (This photo was taken 3 years ago.)

### Captain King Gets His Service Button

The other day a 25-year service button was sent to Captain Henry W. King of Toronto—25 years late!

Captain King, 96 (he was born in England eight months before Canada was born), joined the public service in 1912 as an examiner of masters and mates. He was promoted to supervisor of examiners and mates in the inland waters division in 1920 and continued as such for 18 years. Then in 1938 the compulsory retirement at 65 ruling was adopted—Captain King was already past 70. Captain F. S. Slocombe, now chief of the nautical and pilotage division, succeeded him and has remained a friend throughout the years.

Still "going strong", the Captain looks back to his early days of deep-sea sailing, his service on the Great Lakes and his 25 years with D.O.T. with great satisfaction.

In a letter to Deputy Minister Baldwin, Captain King thanked him for the service button and assured him he would wear it with pride—particularly on his 96th birthday October 27.



# \$8 Can Save Lives At Sea

by Denis Orchard,  
Canadian Press Correspondent.

The Canadian Coast Guard is spreading the word that calico and paint may save your life.

These products have been tied together into a new and simple distress signal that is recommended as one of the best safety devices yet for fishermen, ship captains or pleasure boat owners.

**Description:** A simple piece of unbleached calico, 72 inches by 45 inches, impregnated with orange-red fluorescent paint and bearing the traditional distress symbols of disc and square. It costs \$5 to make, \$8 to buy.

The point of its use is this: Even with Canada's newest and most elaborate search elements—comprising the Coast Guard, RCAF, private and commercial sea and air resources—some vessels in distress cannot be found.

Caught in the heaving troughs of ocean or large lake, small craft are unbelievably hard to spot.

Spread flat on a vessel's deck, the new distress signal is clearly visible from as high as 6,000 feet, its symbols from 1,500 feet.

Search planes see it easily from their normal altitude of 500 feet.

The department has not ordered its use by boat owners, but recommends it strongly as standard equipment for all craft.

The 72-by-45 dimensions form the smallest useful size. The disc and square should be 18 inches across, separated on the painted calico by another 18 inches.

The signal was conceived by Captain Charles Barbour, Coast Guard rescue officer at Vancouver, and like his counterparts in Trenton, Ont., and Halifax, a man responsible for rescues and for trying to make them unnecessary.

He first struck on the fluorescent signal one foggy day as he looked over Burrard Inlet from an office window. A float plane was landing with only its fluorescent tail visible through the haze.

Captain Barbour talked about the idea to the RCAF and within weeks had the first model on his desk. That was just in time for a safety equipment salesman who arrived to sell lifejackets to leave with plans to produce the signals commercially.

The signals have been on the market for about two months and are selling well through boat clubs and sports equipment stores.

Other projects have helped Captain Barbour, a 23-year veteran of the department, to head a smooth rescue organization along the British Columbia coast.

Among them are a voice network linking all eight marine stations on the coast and Vancouver Island (May/June News on the DOT) and most recently a free, compact



Captain Barbour displays his simple, yet most effective, safety device for use by those in distress at sea.

48-page manual that lays down in simple terms the procedures to give help or get it from the coast's rescue machinery.

---

## New Fire Prevention Contest for Air Services

In an attempt to cut down annual fire losses in air services establishments—losses which amounted to 1,500,000 dollars during the past five years—the supervisor of fire services, air, announces the launching of a new contest.

It is hoped this contest, to be held annually, will stimulate fire safety consciousness and encourage the use of modern prevention techniques among air services personnel.

Entries will be divided into four classes:

- (A) large international airports
- (B) other airports staffed with air services fire fighters

- (C) other airports not staffed with air services fire fighters (including departmentally-operated airports at Ottawa, Vancouver, Saskatoon, Winnipeg and Victoria)
- (D) miscellaneous air services installations, including telecommunication and meteorological stations.

Judging will be carried out by the supervisor of fire services and the winners of each class will receive appropriate awards. As well, a special award will go to the entry judged to be the best submission of all.

But it doesn't end here.

As in former years, all air services establishments will have an opportunity to compete in the National Fire Protection Association contest against hundreds of similar entries from all over Canada and the U.S.A. The same submissions will be entered in both contests—first they will be judged in Ottawa against each other and will then be sent to Boston for international adjudication in December.

Entry forms and further details are available from regional headquarters. They must be completed and returned to Ottawa no later than October 10.



Seen at a farewell gathering for retiring Superintendent of Radio Regulations and International Agreements Charles J. Acton (third from right) were, from left, H. R. Newcombe, superintendent of radio authorization and enforcement; W. A. Caton, controller of radio regulations; Mrs. Acton; Mr. Acton; Miss A. B. Warner, statistics and frequency records; and F. T. Nixon, director of the telecommunications and electronics branch.

## Internationally Recognized Radio Specialist Retires

Charles James Acton, a World War I radio operator who became one of the world's best known specialists in international radio regulations, retired at the end of July.

As superintendent of radio regulations and international agreements in the telecommunications and electronics branch since 1954, he has spent the past 25 years making sure that Canada receives its fair share of the use of the radio spectrum.

In 1959 Mr. Acton brought singular honor to Canada when he was unanimously elected chairman of one of the largest technical conferences in history, the 117-nation Seventh Administrative Radio Conference of the International Telecommunications Union (ITU) at Geneva.

Mr. Acton became a government radio operator in 1919 and spent the next four

years at West Coast radio stations. He returned to Ottawa as a senior radio operator in 1923 and became a radio inspector in 1930.

At the beginning of World War II Mr. Acton assumed the responsibility for allied general frequency co-operation in the area of Canada and the Northwest Atlantic.

After the war the use of radio increased to a point where international regulations had to be revised. In 1947 Mr. Acton was a member of the Canadian delegation to the ITU conference in Atlantic City where these revisions were carried out.

He subsequently attended such international conferences as the Provisional Frequency Registration Board, Geneva, 1948-49; the High Frequency Broadcasting Conference, Mexico City, 1948-49; the Extraordinary Administrative Radio Con-

ference, Geneva, 1951, and the Buenos Aires Plenipotentiary Conference in 1952.

He also represented Canada for many years on the ITU Administrative Council, which meets annually in Geneva, and was chairman of that body in 1954.

A native of England, Mr. Acton came to Canada at an early age and settled in Brockville. He now lives in Ottawa.

Mr. Acton received a portable television set as a farewell gift from his many friends and associates. Among those speaking on behalf of the department on his last day of work were F. J. Nixon, director of the telecommunications and electronics branch; W. A. Caton, controller of radio regulations; and H. R. Newcombe, superintendent of radio authorization and enforcement.



## A Modern-Day Noah

**“And God said unto Noah . . . .**

*And of every living thing of all flesh, two of every sort shalt thou bring into the ark, to keep them alive with thee; they shall be male and female.*

*Of fowls after their kind, and of cattle after their kind; of every creeping thing of the earth after his kind; two of every sort shall come unto thee, to keep them alive.*

*And take thou unto thee of all food that is eaten, and thou shalt gather it to thee; and it shall be for food for thee and for them.*

*Thus did Noah; according to all that God commanded him, so did he.”*

**By Yvonne McWilliam** • When a man gets fed-up after working in a bank for seven years, he’s inclined to forego figures for faraway places or fanciful jobs.

Perhaps start a farm, or go down to the sea in ships.

In effect, Vincent Walker Dixon did both. The result is, as D.O.T.’s inspector of livestock shipments, he is the only man in Canada who carries out the task of approving shipments of livestock leaving the country—on a full time basis, that is. (According to the rules, in the absence of a qualified livestock inspector, the port warden can do the job.)

One might think it strange that the Department of Transport should have a livestock expert on its staff, but under the Livestock Shipping Act, “ensuring health, security and safe carriage of livestock on ships”, the job is this department’s “baby”.

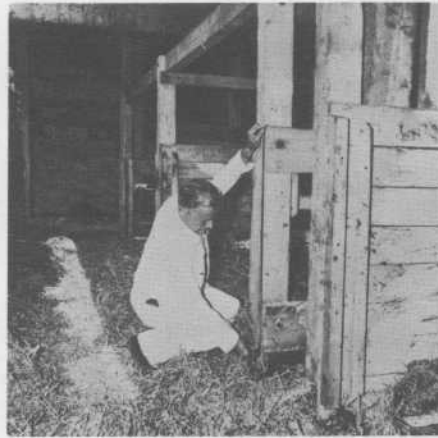
Cows, horses, pigs, sheep—and even rabbits on occasion—come under his trained eye before being favored with “bon voyage”.

Vince Dixon is a modern-day Noah.

*(Continued on next page)*

◀ A slide rule is a must as Vince goes over the blueprints of the “Pamit” to determine how many cattle she can comfortably accommodate.





Another important tool of the job is the tape measure. It's measure, measure all the way as Vince checks the stalls to ensure they are the required size.

(continued from previous page)

But Noah only faced the problem of getting so many animals into so much space once. Vince does it often. He ensures that a particular ocean-going ship carries all—but not more—livestock than it can handle.

He must also see to it that the animals have all the feed and water they will need. The daily menu for a cow is 20 pounds of hay, seven pounds of bran or other roughage, and eight gallons of water. Horses get through 25 pounds of hay, seven of oats and as much water as they can drink, while pigs aren't inclined to make such pigs of themselves, since they manage on six pounds of mash and plenty of water.

Sheep are the lightest eaters of all, Vince tells us, being satisfied with five pounds of feed and water. And just in case you wonder what fare rabbits prefer—why, cabbage and carrots, of course!

Food and water to last an additional five days is always stowed away at the beginning of a trip in case weather or other causes delay the ship's arrival at its destination.

The two loves of Vince Dixon—the farm and the sea—were born in his youth. The sea came first. His father, Captain L. G. Dixon, was superintendent of D.O.T.'s nautical services from 1918 to 1936. Vince's interest in things salty started over after-dinner ship yarns in his father's home.

When Vince's father bought a farm near Aylmer, Quebec, it was natural the youngster would develop an interest in livestocking. Today after 30 years he says he's still learning, but seeing him work proves he knows farm animals' likes and dislikes, their moods and their quirks.

Vince first heard of the "ship-farm" job in D.O.T. from his father. However, the

thought of someday filling that job didn't strike him until seven years of banking convinced him he should retreat from entry-making.

But to what? The job of livestock inspector appealed to him, but he had no training. Besides, the man who was then D.O.T. livestock inspector had a few years left before retirement.

Vince decided he would get some experience. He joined the Donaldson Line as a cattle foreman, and over the next nine years chaperoned about 216,000 head of cattle on 72 Atlantic trips between Canada and Britain.

In 1939 the inspector's job became vacant. Vince applied and got it. After nearly a decade the job he wanted was his, and his plans had come to fruition. But the war intervened and Vince joined the Royal Artillery to spend the next six years overseas.

Back in Canada in 1946, he managed to pick up the job he had qualified for almost seven years earlier.

English-born, Vince was raised in Canada from the age of seven, yet a thick Scots' accent rolls up from his short stature. He accounts for this by pointing out his English home was very near the Scottish border. Bilingual, Vince's French with a Scots accent is a real joy to hear. Quiet by nature, he carries out his many jobs with purpose and dispatch.

A normal day might start out like this: a shipping company notifies him they want to ship so many head of cattle—say 800—to Europe.

The first thing Vince does is to inspect the ship to see if she is safe, seaworthy and suitable for carrying animals.

He measures all parts of the ship in which livestock can be carried—the minimum depth for a cattle stall is eight feet. When he arrives at the number permissible, he notifies the company to outfit the ship for that many. Generally it takes about a week to fit out a ship for 800 head of cattle. One of the final things done is to shake out a foot of straw in all the stalls. Vince must also see to it that the mechanical ventilation system is big enough to change the air every three minutes. The final step, a full report on the ship, her cargo, feed, and port of destination is sent to Ottawa.

Vince Dixon vividly recalls the biggest assignment of his career—it was thrust upon him in his first year on the job.

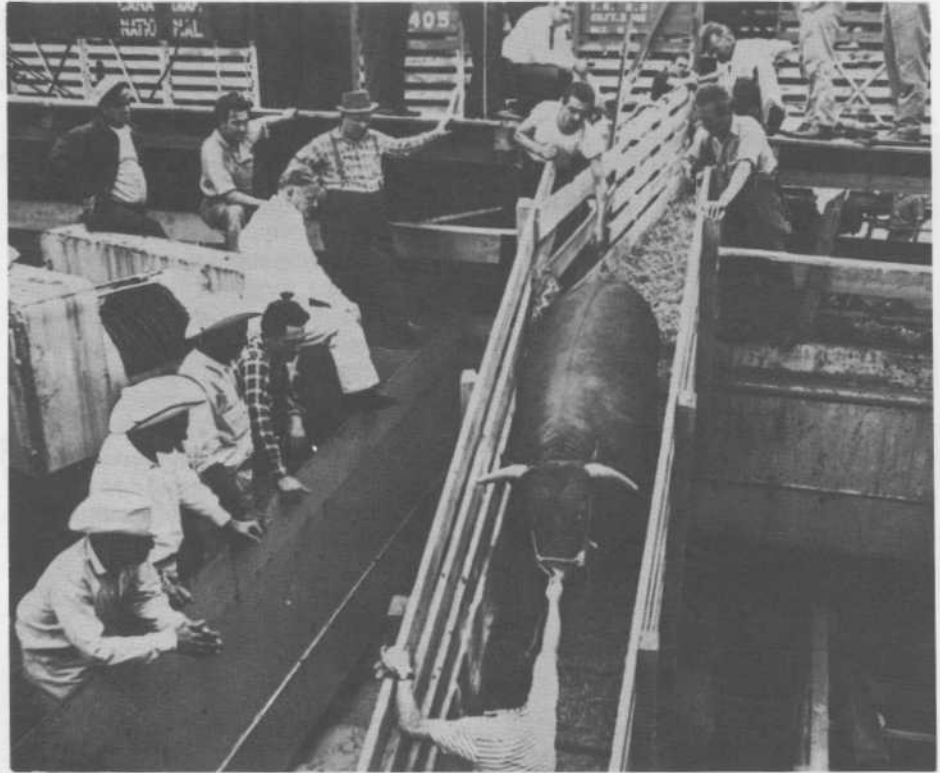
Canada was called upon to send 46,000 horses to war-ravaged European countries during the summers of '46 and '47. We didn't have the ships for such a huge undertaking, so it was arranged to borrow several large American "Victory" type vessels, each able to accommodate 800 horses.

Vince inspected these on their arrival from New York and found, according to Canadian standards, the ventilation systems were not adequate. He changed the systems and insulated the engine rooms. These alterations proved so successful, that he was highly commended by an American UN director. In fact, similar standards were then applied to ships loading horses in American ports. For every 800 horses shipped, the Americans had been averaging losses of 108, whereas Canada lost only 93 out of the entire 46,000.

And speaking of losses, Vince points out that it is vital to his work to know how many animals die during a voyage. This is the only indicator of the success of his careful measuring, fitting out and stocking.



After a 24-hour rest at the railway stockyards, the cattle arrive at the dock. Crew members of the "Pamit" assist them onto the vessel, while Vince oversees the operations.



Captains of ships carrying Canadian livestock are required to report any losses at the end of a voyage. From such reports, the department knows that the fatality toll is as low as one quarter of one per cent of all livestock shipped out of Canada.

Next to the UNRRA assignment, another newsmaking project Vince was involved in was fitting out the ship which carried the famed RCMP horses from Halifax to England for the Coronation in 1952. As he explained, horses are high strung and must be kept one to a stall. Not like cows, which are so docile that five can share a pen without fear they will kick or injure each other.

The summer is the busiest time for D.O.T.'s livestock inspector. When I visited him in his office at 360 McGill Street during July he was engaged in planning the fit-out of the Greek vessel "Pamit". She was to carry 400 cows per trip on the 2,500-mile, 12-day voyage from Montreal to Havana, Cuba.

I was particularly interested to learn that all these young Ontario dairy cows were three to six months pregnant—apparently a common way to ship cattle, giving the buyer two for the price of one!

The 400 cows which were leaving Montreal that week were only a small portion of the more than 10,000 being shipped to Cuba aboard the "Pamit" and her sister ship the "Redestos" over an 11-month period.

As a change of pace, I discovered Vince has a second job which has nothing to do with animals. In addition to being the inspector of livestock shipments for the Port of Montreal, he is measuring surveyor of shipping for the Montreal area.

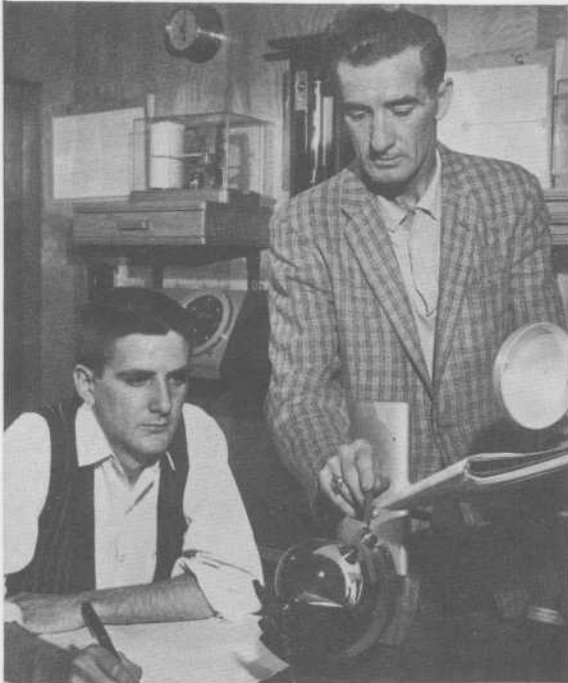
With a hundred-foot tape measure as his only "assistant", he measures every ship built in Montreal, Sorel or Trois Rivieres. To measure an average-sized ship from stem to stern, port to starboard, takes about five days with another four spent marking up tonnage survey forms.

So, if you happen to be looking for a job some ten years hence when Vince Dixon is ready to call it a day—and if you like and know all about animals, are familiar with ships and have a knack with a tape measure—you might consider applying for the joint job of inspector of livestock shipments and measuring surveyor of shipping at Montreal.

Keep it in mind.

# DOT'S Interesting

Scattered from coast to coast, D.O.T. employees are active people—on the job and off. Following are items about happenings of general interest



OTTAWA—Listening to a lecture in a classroom at the Air Services School at Ottawa Airport sat Mr. Ronald MacDonald. In a room down the hall listening to a lecture sat Mr. Ronald MacDonald—Junior, that is.

The Glace Bay, N.S., father and son were attending 14-week courses in meteorology. Mr. MacDonald, Senior, who gives the weather on T.V. for the Sydney area, was taking an advanced course for senior meteorological technicians. Ronald, Jr., 16 years newer to the world of meteorology, joined the department as a met technician-in-training and was sent to the school in Ottawa for preliminary training.

In the above photo Ronald, Sr. tells Ronald, Jr., that taking a reading on a sunshine recorder is a much more scientific method of weather observing than is crystal ball gazing.

NORMAN WELLS, N.W.T.—A “once in a lifetime” cribbage hand was dealt to Bill Voice during a party held at the home of Norman Wells Airport Manager John Sutherland one summer’s night.

Mr. and Mrs. Sutherland were playing Mr. Voice and Mr. Marion Nowacki when the 29 count hand turned up. It included three fives and a Jack of spades. The cut—the five of spades—cinched the perfect hand.

MONCTON — Nine Moncton Region D.O.T.’ers were among the graduates at the June convocation exercises at St. Joseph University. Each received a certificate signifying successful completion of the Public Personnel Administration course. For the past two years these men and women have taken evening courses in Canadian government, public finance, public personnel administration, municipal or local government and other related subjects. Professor A. J. Boudreau, former civil service commissioner and now director of St. Joseph’s department of extension and public relations, presented certificates to: H. E. Crandall, J. Hardman, Miss J. W. Hedgicoe, Mrs. E. L. Kennedy, Mrs. E. V. Lambert, E. P. Leger, H. W. Page, E. M. A. Swinamer and J. E. Taylor.

WAGENINGEN, HOLLAND—J. R. Strang, director of the shipbuilding branch, and A. R. Webster, chief of ship construction, were at the Netherlands Ship Laboratories recently to observe demonstrations of the flume stabilization system which is to be installed in the department’s new icebreaking cable repair ship and weather-ships. (See photo below.)

The flume stabilizer consists of a set of interconnected tanks which, by the flow of

water from one side of the ship to the other, reduces roll.

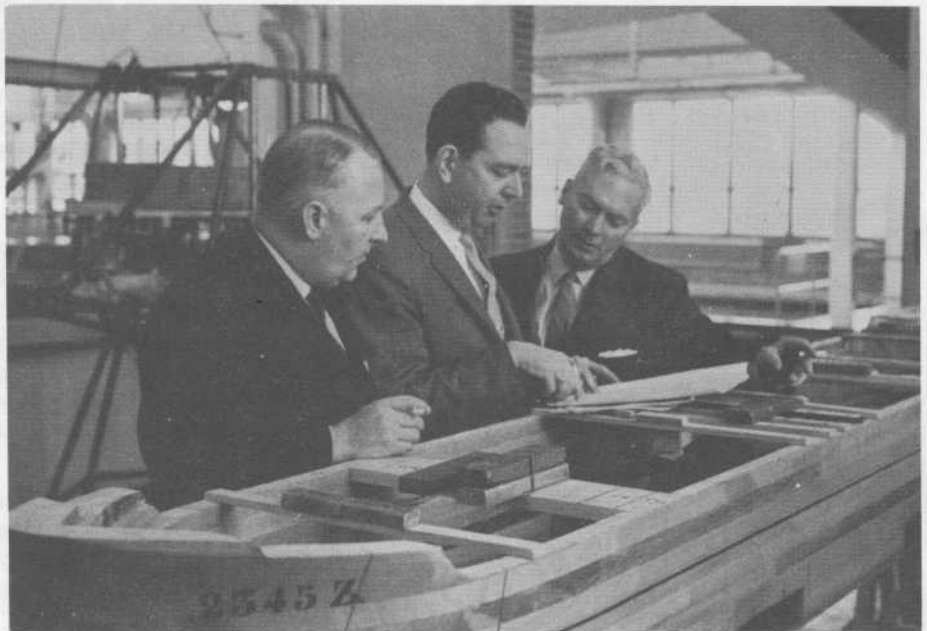
The demonstrations proved the effectiveness of the anti-rolling characteristics of the system designed by J. J. McMullen Associates Inc. of New York. Individual tests and evaluations were made for each of the proposed D.O.T. ships—the first Canadian vessels to be so equipped.

FREDERICTON—Freeman S. Ogilvie of the Fredericton Aeradio Station staff said good-bye to co-workers on May 4 after 40 years of service with D.O.T. and its forerunner, the Department of Marine and Fisheries.

A native Nova Scotian, Mr. Ogilvie joined the government service in 1922 as a radio operator. He served first on board Customs’ preventative ships and later was transferred to Chebucto Head and various isolated northern stations.

In 1939, Mr. Ogilvie took up duties at Blissville Radio Range and later moved to Lincoln, near Fredericton.

A gift of radio test equipment was presented to him during a party held in his honor at the Fredericton Flying Club. Mrs. Ogilvie received a corsage of roses.



# A-Hunting we will go.....



## Don't miss

### THESE BONUS AWARDS

## OPEN SEASON-OCTOBER FOR THRIFTY IDEAS

START 'FIRING' TODAY. LOAD YOUR GUN WITH TIME OR MATERIAL SAVING IDEAS AND AIM THEM AT THE SECRETARY, SUGGESTION AWARD PLAN, DEPARTMENT OF TRANSPORT, OTTAWA.

## BE ON 'EXERCISE THRIFT' FIRING LINE

"Exercise Thrift" might sound like advice from the mouth of a sage Scot, but instead it's the name of the Suggestion Award Board's big October contest—a contest which aims to deposit a total of 8,000 extra dollars in the pockets of an undetermined number of thinking government employees.

The big thing is that these dollars will be awarded over and above the regular awards—each suggestion saving time or money

submitted during the month of October is eligible for a regular award as well as a bonus of \$50 or \$100.

The rules are simple: The contest is open to all employees of the public service earning less than \$6,000 a year. Suggestions must save time and/or material in the suggestor's own department and they must be specific and complete. To receive a bonus award, a suggestion must first be granted a regular award. No suggestor may receive more than one bonus award.





There must be a better way  
to do this job!

## Yes, There Is A Better Way

James S. Semper of the Edmonton Aeradio Station was so moved by this suggestion award poster, he sat down and put his solution into poetry. He may not win a Pulitzer Prize for his work, but News On The DOT recognizes his effort by passing it along to readers in the hope that the moral will leave a lasting impression.

And now for Mr. Semper:

*I hear you have a problem  
That has really raised your wrath—  
The mighty bulky problem  
Of giving pachyderms a bath.*

*It's foolish to wash an elephant  
From head right down to tail,  
With nothing but a scrubbing brush  
And water in a pail.*

*Now an elephant is large and high  
So, of course, you need a ladder  
Then you must climb up and down  
And nothing makes you madder.*

*Of course, there is a better way  
To wash this mammoth beast.  
Instead of climbing up and down  
Or struggling in the least.*

*Just take him for a walk  
Down to a pool of water.  
A swimming pool will nicely do,  
It doesn't really matter.*

*Walk him in up to his head  
With trunk high in the air.  
Now, walk him in a little more,  
'Til nothing left is bare.*

*Take a brush up in your hand  
And don a frogman's gear.  
Then dive right in beside him  
And scrub him front and rear.*

*You'll find it really easy  
As he just stands and soaks.  
No climbing up and down—  
A job for lazy blokes.*

*And when the job is finished  
And he's shined from head to toe  
Take him out and dry him off—  
You'll find him clean as snow.*

Twenty-six more D.O.T.'ers have come up with newer better ways to tackle certain things, including *Stephen Baxter*, an Edmonton radio technician, who was awarded

the handsome amount of \$360 for offering a remedy to operational difficulties encountered in an electronic aid to navigation.

Mr. Baxter's suggestion solved the problem which arose when radio signals, directing aircraft pilots along a glide path to the airport, were distorted by being partially deflected by the presence of buildings in the path of the signals. He advised the installation of a type of screen to deflect the signals prior to their reaching the buildings. They would be diverted in a way that would not distort the glide path signal being picked up by the pilot.

When put into effect, Mr. Baxter's idea proved to be highly successful. Had it not been so, the department would have had to relocate the airport's glide path equipment or, perhaps, even relocate the whole instrument landing system. It was estimated that savings of at least \$7,500 resulted, and the \$360 award was approved.

Mr. Baxter was commended by D.O.T. officials for "perseverance and ingenuity" in his undertaking.

Montreal Met. Technician *Thomas Yamashita* is richer by \$80 as a result of a contribution to the suggestion award plan.

He recommended that the monitor facsimile chart of trans-Atlantic prognostic charts replace ozalid copies of the chart previously used for display in the Montreal weather briefing office.

Since it resulted in an estimated \$800 saving in time and ozalid paper, Mr. Yamashita's suggestion was immediately adopted.

*Harry Strathie*, a maintenance craftsman at Battle Harbor, Nfld., pointed out that a better all-year-round supply of water would result if certain improvements were made to the Battle Harbor water reservoir. He specified two things: construction of two concrete dams and use of a snow fence to act as insulator to provide more protection for the water pipes.

The site was surveyed, plans developed and a contract negotiated. Work is now under way and Mr. Strathie can show a profit of \$25 for his idea which started the ball rolling.

*L. A. Reiberger*, fourth engineer aboard the CCG Simon Fraser is a coffee lover who realized that a good brew doesn't necessarily result from an abundance of coffee. In fact, he recommended that if the proper grind of coffee were used in the various coffee makers aboard departmental vessels, it would result in a savings of thousands of spoonfuls of the aromatic bean.

As a result, a circular was issued indicating the proper grinds of coffee to be ordered for percolators, drip makers or Silex equipment, and Mr. Reiberger can enjoy 300 cups of coffee (at the current

rate of 10¢ a cup) with the \$30 suggestion award cheque he received.

*Robert E. G. Kelland*, a radio operator at Medicine Hat, Alberta, suggested that a guard be placed on any toggle switch which could be accidentally turned on or off by a glancing blow. He cited the case of switches for amplifiers located under the operating desk at aeradio stations. A particularly busy operator could accidentally knock the on-off switch with his knee or foot and be unaware of it for some time.

The maintenance manual now provides for guards on such toggle switches, and Mr. Kelland has received a \$30 award.

*Ernest J. Epp*, a radio technician at Saskatoon, drew up a graph to simplify a logarithmic calculation. He suggested that it be added to the Manual of Maintenance (Radio Equipment) to save time and maintain accuracy in the required maintenance procedure. This has been done and it is no longer necessary to manually work out each calculation.

Mr. Epp received a \$30 award.

*Desmond Davidge*, a radio technician at Port Hardy Airport, B.C., asked that marine weather reports for Egg Island, Pine Island and McInnes Island be relayed thrice daily by Vancouver to Port Hardy. They would then be available when requested by small plane operators.

Mr. Davidge received an award-in-kind valued at \$10.

Radio Technician *E. Hanash* of Frobisher Bay was the recipient of two awards in recent months. He received a \$15 award-in-kind for recommending that the Cape Dyer weather sequences be broadcast by Frobisher aeradio as a service to aircraft operating in the area.

The other award—of equal value—was made for his suggestion that the use of crystal ovens in the receiver portion of Pye ranger mobile radio telephone would minimize frequency drift.

*Austin R. Bastian*, a technical officer with Moncton Air Services, received a \$15 award-in-kind for offering an interim solution to an air traffic control problem which has been under study for a long term solution.

He recommended that current altimeter settings be posted on blackboards at each sector of all ATC centres.

A joint suggestion was made by Lightkeepers *Lewis Anderson* and *Kevin S. Wilson* of the Prescott Agency. They felt that the wiring of the automatic radio beacon equipment could be modified so that an alarm bell would be activated when malfunction of the timing mechanism occurred.

Extensive field trials proved successful and now all such equipment has been

modified. Each suggester received a \$25 award-in-kind.

*Griffith A. Toole*, officer-in-charge of the meteorological station at Aklavik, N.W.T., suggested a means to reduce icing of contacts on MSC type 4 radiosonde. As a result, a modification was made during winter months at the sites where this type of radiosonde unit is in use and the malfunction that prompted Mr. Toole's suggestion was eliminated.

He received a \$30 award.

*Harold Long*, office supervisor at the Trent Canal, Peterborough, recommended that Form 101 (Encumbrance Liquidation) be amended. Since it was felt that administration procedures would be improved by the adoption of his suggestion, Mr. Long was awarded a \$40 award.

*William G. Mandley*, a radio operator at The Pas, Manitoba, recommended that The Pas radio range broadcast Cranberry Portage hourly weather. Mr. Mandley pointed out that since hourly weather information is not available from Flin Flon—32 air miles from Cranberry Portage—these broadcasts from The Pas would be valuable to air traffic destined for Flin Flon.

Mr. Mandley received a \$15 award-in-kind.

*Mrs. Dorothy M. Tmaszewska*, a clerk in the Toronto civil aviation branch, recommended that rubber stamps be issued in property management to indicate the various procedures to follow when processing documents. The use of such stamps, she felt, would ensure continuity of procedures with a minimum incidence of error—in spite of staff turnover.

The idea was accepted and Mrs. Tmaszewska received a \$25 cash award.

As a result of a suggestion made by Air Traffic Controller *Stanley Madore* of Val d'Or, Quebec, 67 instruments across Canada are being modified by the meteorological branch.

Mr. Madore recommended that a red indicator line be applied to altimeter setting indicators in air traffic control units at 28.79. Such a line warns the controller that when the barometer is 28.79 inches there is not the required separation to assign aircraft at 25,000 and 23,000 feet.

Since this is a most valuable safety suggestion Mr. Madore received a \$50 award.

*Gerald W. Foster* recommended that numbers be attached to apparatus and equipment racks for ready identification of racks and rack components.

The suggestion has been adopted since it will help maintenance personnel identify equipment easily. Mr. Foster received a \$30 award.

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*Wilfred Coffin*, radio operator at Burin, Nfld., devised a method distinguishing collect duplex calls to and from ships. This will prove convenient to operating and accounting personnel.

Mr. Coffin was granted a \$30 award.

Two \$15 awards-in-kind go to Radio Operator *Michael Jeffries* of Tofino, B.C. His first suggestion was that a sign "Tofino Airport" be erected at the intersection of the Tofino-Ucluelet highway, while his second one was that weather observations from Nootka lighthouse be broadcast by the Tofino radio station. He felt small boat operators would be interested in such reports.

*V. L. Davies*, a Melville, Saskatchewan, radio operator, suggested that certain amendments be made to the infringement report forms in use in the monitoring service. After careful studies, his suggestion was adopted in part. A table lighter was Mr. Davies' choice of award.

Radio Technician *C. A. Bambrick*, formerly located at Strathburn, Ontario, and

now at Ottawa, recommended a revision in radio regulations form 2107-5—Infringement Report.

The adoption of this suggestion was delayed until the stock of old forms was used up. However, when it was put into effect it facilitated the enforcement of radio regulations.

Mr. Bambrick received a cash award of \$30, less income tax. This was the fourth award he has received.

*J. Maurice Brunet* is \$30 richer because his recommendation that the form for registration of an aircraft be amended to make new owners aware that a new radio license must also be applied for. Mr. Brunet is a radio inspector in the Montreal Region.

The job of oiling or greasing the high pulleys on derricks located at light stations is hazardous, especially during bad weather. Lightkeeper *F. A. Mountain* of Sheringham Point, B.C., devised an inexpensive method of carrying out the task and also eliminating any danger. He suggested the use of a

pressure tank and 1/4" copper tubing. Forty dollars was his "reward".

Senior Engineering Clerk *A. J. Miron* of Winnipeg Region recommended that the statutory declaration form applicable to work orders be amended to include the work condition report in the affidavit.

As a result a new form, incorporating this suggestion, has been produced and Mr. Miron was awarded a \$25 award-in-kind.

*John Kelpin*, a cleaning serviceman, felt that a simpler filing system was required at Smith River Airport. He sent along his suggestion and it wasn't long before the powers-that-be approved the installation of the department's standard filing system. Mr. Kelpin received an award-in-kind type "C".

*C. T. MacFarlane*, an engineer in Moncton Region, pointed out that a saving in time and effort would result if the statutory declaration forms AD 202 and MN-10-17 were combined. The suggestion award investigators agreed and in turn recommended that Engineer MacFarlane be granted a \$25 award-in-kind.



## Appointed Controller of Steamship Inspection

The appointment of Joseph Henry Kay, 61, as controller of steamship inspection effective July 1 was announced by Transport Minister Leon Balcer during July. In this newly-created position Mr. Kay will be responsible to Alan Gumyn, director of marine regulations. He will also serve as deputy chairman to Mr. Cumyn on the Board of Steamship Inspection.

Born and educated at Birkenhead, England, Mr. Kay served his apprenticeship as a marine engineer. He then sailed for nine years as engineer officer aboard British merchant marine vessels.

Controller Kay joined the department in July, 1941, as a steamship inspector at Toronto. In 1952 he was promoted to senior steamship inspector and three years later was transferred to headquarters as principal examiner of engineers. From 1958 until the time of his recent appointment, Mr. Kay served as principal inspector of machinery for the department.

## Enrolled in Top Level Course

Earl F. Porter, chief of maintenance and operations division, telecommunications, is representing the department at the 1962-63 National Defence College course in Kingston, Ontario. The annual course got underway early in September.

The purpose of the 10-month course is to give senior military and civilian officials a background and understanding of military, economic, political and organizational aspects of national security. The course

will involve travel to the United States and Europe.

A native of Nova Scotia, Mr. Porter received his early education in Yarmouth schools. He went on to Acadia University in Wolfville and Nova Scotia Technical College in Halifax and graduated with a degree in electrical engineering.

Joining the department in 1941 as an engineer in radio aids, Mr. Porter spent some time in Edmonton. In 1945 he came to Ottawa to take over the maintenance and operations section of radio aids and, in 1959, when the section became a division, he was appointed its chief.





# D.O.T. Takes Over Vancouver Airport

On the first day of June the department took over operation of Vancouver International Airport. Although D.O.T. had previously owned a large area of the airport's total acreage, the central nucleus containing hangars, administration buildings and industrial offices was owned by the City of Vancouver. It was this latter portion which the federal government bought this year for \$2,750,000.

Serving Canada's third largest city, the bustling aerodrome grew from a small farmer's field on Sea Island in 1931 to a multi-million dollar operation during the Second World War. Since then it has expanded steadily.

Thirty-eight employees formerly with the city became Transport employees (and News On The DOT readers, we hope) on the

take-over date. They were headed by Mr. William Inglis, who retained his position as airport manager. He will report to W. H. Irvine, regional controller.

On May 31 Mayor A. T. Alsbury spoke to the airport employees thanking them for their loyal service and, in turn, Dr. T. G. How, regional director of air services, welcomed them into the department and explained that pension and fringe benefits enjoyed under municipal employ were fully protected. Dr. How also pointed out that each of these new D.O.T.'ers is eligible for promotion within the department and the federal civil service.

The following morning, without fanfare, airport operations continued as usual, but under D.O.T. supervision.



*Off with the old and on with the new. Jack Campbell, a former city employee, paints over the City of Vancouver insignia on a vehicle now owned by the department.*

*Peter Campbell (left), special liaison officer for the take-over, Airport Manager Bill Inglis and Bob Hurst, regional superintendent, property manager, familiarize themselves with blueprints of the airport and with each other, since Mr. Inglis is now a fellow D.O.T.'er.*



