



1. Capt. Sleight checking navigation radar.  
2. Tom Morrison-Marine Agent at Victoria, operational base of Weatherships.  
3. Recording information from radiosonde instruments in flight.

4. Radio officers checking flight of radiosonde reflector by radar.  
5. Andy Thomson - 'Mr. Weather', himself.  
6. Releasing balloon for upper air data.

## TRI-SERVICE BOYS ON DOT'S WEATHERSHIPS GAIN SEA-LEGS AT STORMY "P" FOR PETER

"It was a quiet and lonely job, but I am pleased with the performance of the ship and we accomplished what we set out to do". So said Captain J.H. Sleight on board the Department of Transport's new Weathership, CGS "St. Catharines." It was the last day at Ocean Weather Station "P" for Peter, a spot in the North Pacific, 900 miles west of Vancouver Island. The last weather diagram had been plotted and coded, the last radio report had been transmitted, the "Stonetown", the relief weather-ship was in sight, and the men were looking homeward.

The Weathership, "St. Catharines", arrived at Station "P" for Peter on December first, to begin Canada's ocean weather service in the Pacific. For six weeks, she had patrolled this

10-mile square of tossing Pacific water, only sighting a ship or plane in the distance. The only life seen were several whales, some seals and dozens of friendly seagulls. The scenery out there at Station "P" for Peter in the grey Pacific never changes, the sky and endless ocean are its boundaries.

The men became used to the fifty knot winds, and storms which became almost continuous during this mid-winter season. It was a real testing period for the sturdy vessel, a former frigate, chosen by the Department of Transport for this new Met. service, and her performance was good in the rolling and pitching caused by the heavy seas. And in the wind, with the rain slopping around the deck, the weather men were out, several times

daily, sending up their balloons to get the vital upper air information on wind, barometric pressure, temperatures and humidity, to send by radio to ships, aircraft and coast stations. On their first tour of duty in the North Pacific, the weathermen had seen "weather".

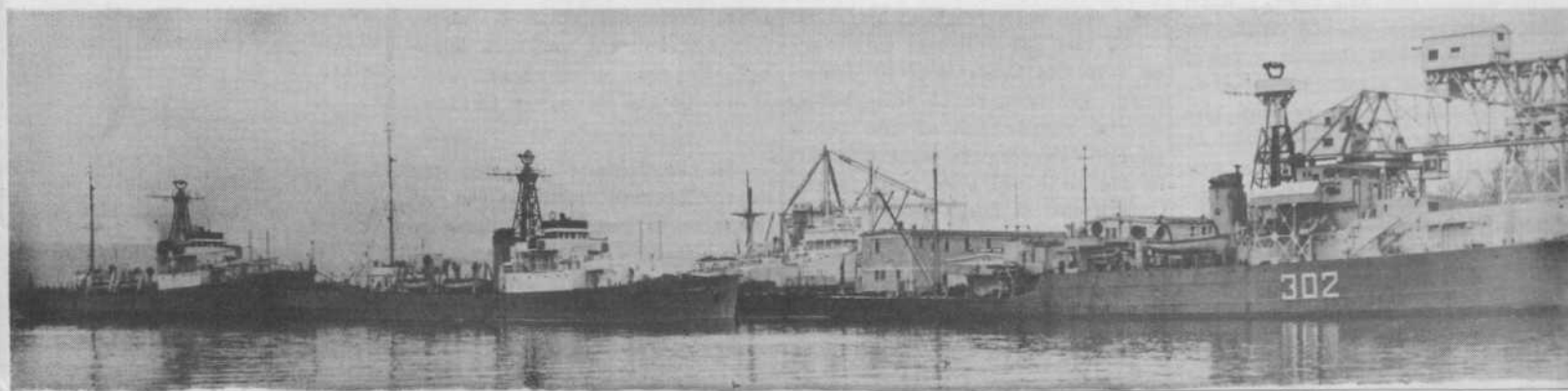
Why choose this particular spot on the map, so stormy and so remote? First of all, Station "P" is designated as the centre of a meteorological "grid". It lies directly in the path of most of the storms that sweep the west coast of Canada and the U.S.A. It is a key location for maintaining a close watch on the pulse of the weather, particularly with respect to upper air currents at the 40,000 to 50,000 foot levels, and such weather forecast in-

formation is needed for more accurate forecasting in western Canada and the U.S. It also lies directly in the track of air routes from the U.S.A. and Canada to Japan. It is also on the Great Circle Route for surface shipping between the Pacific Coast of North American and the Orient.

For the Korean airlift this was a very timely service, (operated for awhile, before Canada took over, by the U.S. Coast Guard Service). Weather forecasts made from information on both surface and upper air temperatures, wind direction and velocity as well as other weather data are available to both the commercial and service planes flying in the "airlift". Canadian Pacific Airlines, Bri-

(Cont'd on page 8)

Canada's Three Weatherships for "P" for Peter.



### EXCELLENT RESPONSE TO GROUP INSURANCE PLAN

The response to the DOT Group Insurance Plan has been excellent across Canada. Since October 2, 1950, the day the enrollment started, over three thousand employees have taken out insurance coverage and enrollments continue to come in.

Two plans were offered DOT employees and their dependents. Plan "A", which has been operated with great success at Headquarters in Ottawa since October 1949, provides hospital and surgical benefits, and Plan "B", which increases the benefits to provide medical coverage. Representatives from Headquarters, Staff Training and Welfare Section, introduced the Plan and assisted in getting the canvass of employees underway in various areas in Canada.

When the Plan was first organized, 75 per cent of eligible employees in a locality had to subscribe in order for it to become effective, but now, with such good coverage, the underwriters for DOT have agreed to accept any full-time employee of the Department provided he supplies a satisfactory statement of physical condition. Employees over the age of 55 must, however, be examined by a medical doctor.

In such a widespread department, it takes a little time for all groups to be contacted, but gradually all will be reached.



PICTURE OF THE YEAR--Wide-eyed and camera curious, two-year old Elizabeth Skalski, among the first of Canada's 1951 immigrants, is being greeted on her arrival by our Deputy Minister, J.-C. Lessard during a recent inspection of the transport facilities at Halifax. Elizabeth, accompanied by her mother, came from French-occupied Germany to join her father who is farming at Rodney, Ont

### TOUGHEST MONEY EARNED BY FIGHT WITH COUGAR

From his Lourdes Hospital bed at Campbell River, B.C., Edward McLean, 62-year old Vancouver Island man and linesman for the Dominion Government Telegraph Service in the Kelsey Bay area, related his terrifying experience in a hand-to-claw struggle with a hunger-crazed mountain lion.

On the night of January 21, alone in his cabin, Mr. McLean doused the light and prepared to retire when suddenly a mountain lion crashed through the window and leaped upon him. Throwing the lion to the floor and jamming his right elbow in its mouth, with his free hand he succeeded in loosing its claws from his clothing and pinning its front legs down with his knee. With the other knee on its neck, he pushed the beast towards a table on which lay a butcher knife. Seizing the knife, he cut the animal's throat but exhausted as he was from the struggle and from the pain of his lacerated arms, he was able to extricate himself only after the cougar became weakened from the loss of blood.

Clad only in night attire, with his dog who was too small and too frightened to be of any assistance, he rowed six miles to the next line cabin. A 'phone call to the Kelsey Bay office brought F. Dingwall, a department agent there, and a friend, W. Firsch to his assistance. After first aid treatment at the Salmon River Logging Company's post, he was taken to hospital. Returning to McLean's cabin, Dingwall and Firsch finished the lion off with a bullet.

Suffering a badly chewed right elbow, left forearm and thumb, as well as scratches and a split ear, McLean chuckled, "That \$20 bounty was the toughest money I ever earned in my life."

### CORRESPONDENCE COURSE

A half-way mark in the Civil Service Commission's Correspondence Course in 'Office Management' has been reached.

Of the 220 original candidates from the Department of Transport, 182 were still going strong at the completion of the tenth paper. Percentage-wise, 82.63% of the original enrolment in our Department is still hard at work on the course.

Some difficulty was experienced in obtaining reference books for the study purposes of

many of the candidates. At the completion of the tenth paper, a mid-term test was conducted, and throughout the Civil Service as a whole, the average mark obtained was 79.5%.

### WINNIPEG NOTES

Walter Melnychuk, District Radio Aviation Engineer staff, was transferred to The Pas, and Wm. Murray was promoted to Radio Inspector at Regina. Wm. Goodman, District Superintendent, Airways, staff, was transferred to District Stores.

Recent appointments to Central Registry were Miss Muriel Taylor and J. Dysart, and to Air Regulations, Miss J. Bird and Miss D. Austin.

Dr. T. G. How, District Controller, Air Services, Edmonton; G. McDowell, District Radio Aviation Engineer, Toronto; D.A. McDougall, Administration Officer, Vancouver; Miss W. Smith, J.A.G. St. Laurent and L.H. Russett, Ottawa, were recent visitors to the Winnipeg Office.

In the realm of sports, the eager "Beavers" now top the "A" Division of the Bowling League. Three members of this team, S. Warga, E. Hickson, and R. St. John, rank among the "Top Ten".

## Editorial

With this issue, NEWS ON THE DOT makes its seventh appearance. Its preparation, necessarily a spare time job, has recently been assumed by the Information and Editorial Bureau. Until such time as the Bureau was in a position to undertake the task, the Training and Welfare Section voluntarily took on the work, and the high standard of past issues shows how well it was done.

To maintain this high standard and to assure of regular production, YOUR active co-operation is needed. The survival of NEWS ON THE DOT depends on a substantial and steady diet of news contributions. A correspondent has been appointed in your district. Please help him or her in providing material. Personnel transfers, promotions, and retirements, also births, marriages, sports, and social activities make interesting news. Perhaps you are doing an unusual job, or some unusual or interesting incident has occurred on the job. Let's hear about it.

Cartoons and photographs are always a source of interest and it is the intention to use more pictures. Perhaps our camera "fans" have some favourite shots of their own they would like to contribute. Where a photograph used is the work of a D.O.T. employee, credit will be given the photographer, and pictures returned if requested. For reproduction purposes, clarity of the photograph is most important.

The far reaching functions and activities of the Department should provide a fund of material. So send along what you think might interest your fellow workers. Suggestions for promoting reader interest will be welcomed. Correspondents are reminded that the deadline is the 15th of each month and the address is Information and Editorial Bureau, 344 Hunter Building, Ottawa.

### In Memoriam

W.F. HILCHIE, District Superintendent, Airways, Montreal: killed in an automobile accident while on duty March 14, 1951.

C.H. HOSTERMAN, District Marine Agent, Halifax: died March 15, 1951, after a lengthy illness. Mr. Hosterman had been with the Department for the past forty-six years.

RETIREMENTS

E.E. CLAWSON

On the evening of November 20, 1950, the staff of the Charlottetown Marine Agency gathered in the Acting Agent's Office to bid farewell to Ernest Edward Clawson, Marine Agent, who was retiring on Superannuation the following day. A suitable address was read by E. K. MacNutt, the Acting Agent, and a presentation made on behalf of the Agency staff, the Officers and crew of the C.G.S. "SAUREL", also the Captain and First Officer of the C.G.S. "C.D. HOWE." Mr. Clawson replied in fitting terms, thanking his fellow-workers for their thoughtfulness and stressing loyalty and cooperation among the members of the staff in the work of the Agency.

Mr. Clawson has had a very distinguished and notable career in the Public service since he joined the Department of Marine in April, 1914, as a member of the Chief Engineer's staff in Ottawa. Shortly after the re-allocation of the Eastern Marine Agencies in 1919, Mr. Clawson was transferred to the Charlottetown Agency as District Engineer, and in 1925 he was promoted to Agent on the retirement of Captain T. G. Taylor.

Mr. Clawson, who is a native of Saint John, N. B., will continue to reside in his adopted Province where both he and his wife have a host of friends.

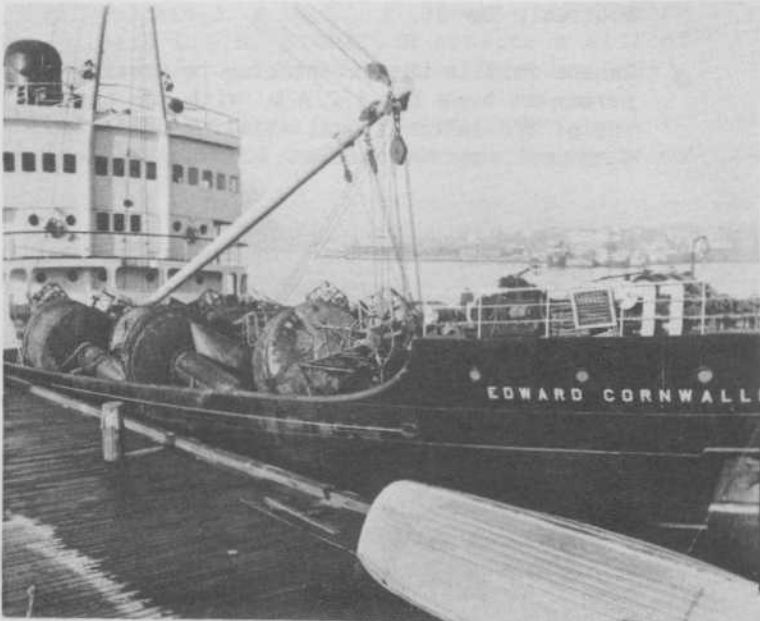
Mr. Clawson's former associates at the Charlottetown Agency take this opportunity to wish him continued good health during

his well-merited retirement from the Department of Transport.

CYRIL BROMLEY, naval veteran of the First World War, joined the Meteorological Service at Calgary when the Prairie airmail service was inaugurated in 1930. The Meteorological Service expanded rapidly to meet the needs of the airmail and air-passenger service from Winnipeg to Lethbridge but the depression arrived and the government disbanded it as part of its economy measure. Most of the personnel were laid off, although a few key men, such as Mr. Bromley, were retained and they formed the nucleus of the Meteorological Service required when Trans-Canada Airlines was established in 1937. He remained Officer-in-Charge at Calgary until 1939 when he was called back to the Canadian Navy where he remained until the end of the war, rising to the rank of Lieut. Commander. He has been Naval Aide to two Lieut. Governors of British Columbia. Mr. Bromley returned to the Meteorological Service in 1945 at Vancouver and soon took over the post of Port Meteorological Officer, which position he ably filled until October 3rd when he began his Retirement Leave. His fellow workers at the Vancouver District Forecast Office presented him with a pipe lighter.

GIFFORD GRAY

After 38 years' service with the Radio Branch of the Dominion Government, Gifford Gray retired (cont'd on page 8)

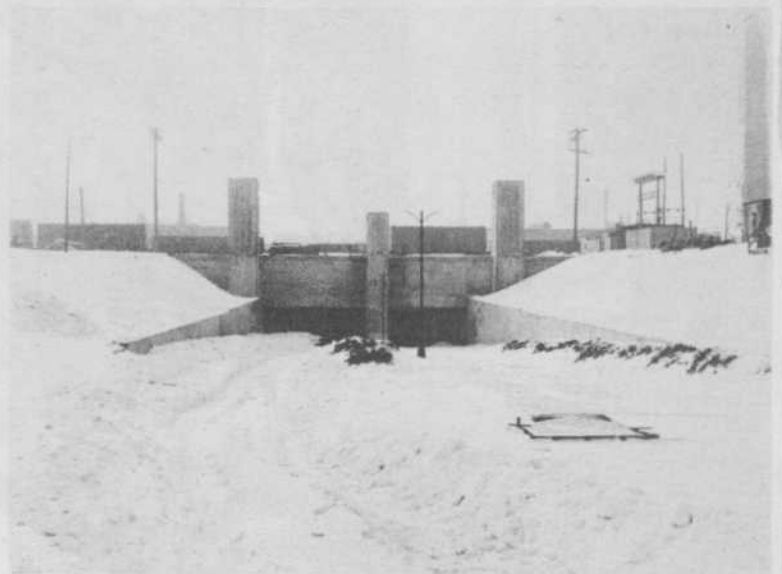


C.G.S. EDWARD CORNWALLIS arrives at the Dartmouth Agency dock, January 13, with a load of twenty Signal Buoys on deck and five Can Buoys below deck, picked up in the Cape Breton area to remove them from the heavy ice hazard. This operation takes place in early winter each year and the buoys are reconditioned at this depot and placed back on

their stations about the middle of May each spring or as soon as ice conditions will permit. The EDWARD CORNWALLIS, the latest addition to the Department's ships operating out of the Halifax Marine Agency, has been in service for about thirteen months and will now receive her annual overhaul at the Halifax Ship yards.

ST. REMI AND ATWATER AVENUE TUNNELS PROJECTS - LACHINE CANAL

ST. REMI TUNNEL - NORTH END



North Portal Looking South

Two projects are under way in Montreal to provide vehicular tunnels under the Lachine Canal, to be known respectively as the St. Remi Tunnel and the Atwater Avenue Tunnel. These will provide traffic arteries connecting Verdun, Ville LaSalle and other municipalities south of the Canal with the City of Montreal.

Both projects are being carried out by the Department of Transport in agreement with the City of Montreal, and under this Agreement the Department will absorb two-thirds of the total cost. The remaining cost will be borne by the City of Montreal, which will take over, operate and maintain both tunnels when they are completed.

The St. Remi Tunnel was designed by the Special Projects Branch of the Department of Transport in conjunction with officers of the City of Montreal and Canal Services. Atlas Construction Company of Montreal was awarded the contract in September, 1949. The tunnel is 488 ft. in length, and, together with approach roadways, covers an overall distance of some 2500 feet, extending from the junction of St. Remi and St. Emilie Streets north of the Canal, southwesterly to the junction of Church and Laurendeau Streets, south of the canal.

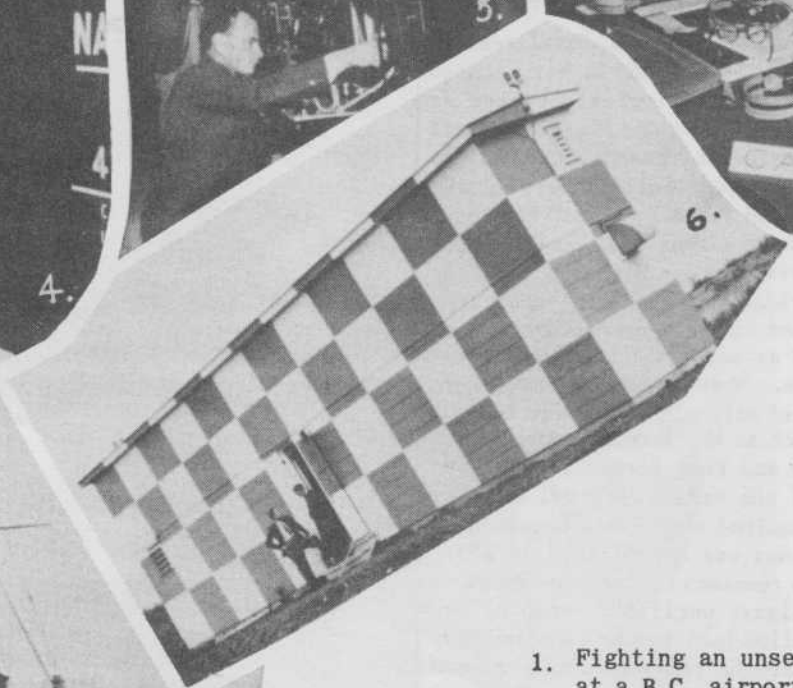
The Atwater Avenue Tunnel was designed by Lalonde and Valois, Consulting Engineers, Montreal, in conjunction with officers of Canal Services, Special Projects Branch and the City of Montreal. Atlas Construction Company have just been awarded this contract and are commencing the work immediately. This tunnel will be 787 feet long and, together with approach roadways, will cover an overall distance of some 2500 feet, extending from the junction

of Atwater Avenue and Notre Dame Street north of the Canal, southward to the junction of Atwater Avenue and Centre Street south of the canal.

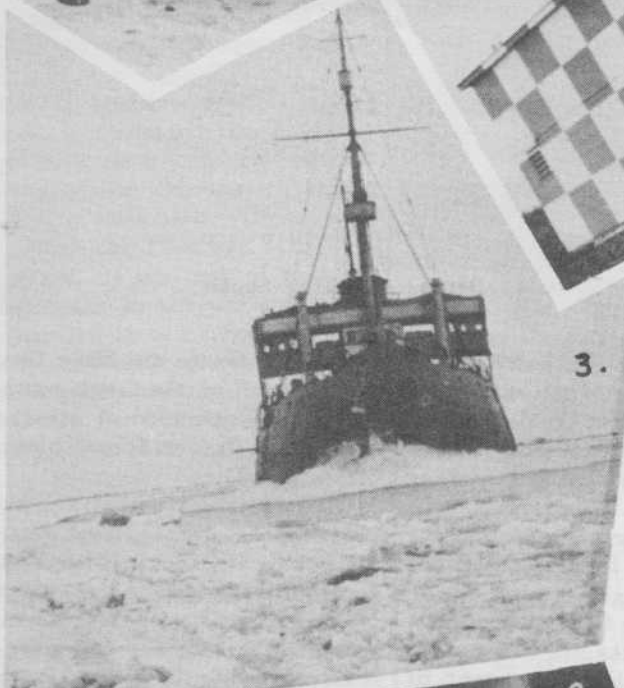
Two separate roadways are provided in each tunnel, each roadway being 24½ feet wide with a vertical clearance of at least 14 feet in the tunnel section. Provision is made for future installation of trolley wires for busses. The St. Remi Tunnel includes one 8-foot sidewalk; the Atwater Tunnel two 6-foot sidewalks. Adequate access roadways are provided for both tunnels.

Maintenance of traffic during construction, both on the Lachine Canal and on the Railways crossing the two tunnels, involves considerable difficulty. By building the underwater portion of the tunnels in stages, a method of cofferdaming is arranged so that a navigation channel is available for shipping at all times. Relocation of C.P.R. and C.N.R. tracks is also accomplished in stages. Two railway overpasses on the south approach of the St. Remi project were erected in this manner. The C.N.R. overpass at Cabot Street supports a five-track yard with provision for two future tracks, a 27-foot roadway and a sidewalk. The C.P.R. overpass, which carries a single track, has a concrete deck built with Ciment Fondu concrete which allowed for rapid relocation of this track.

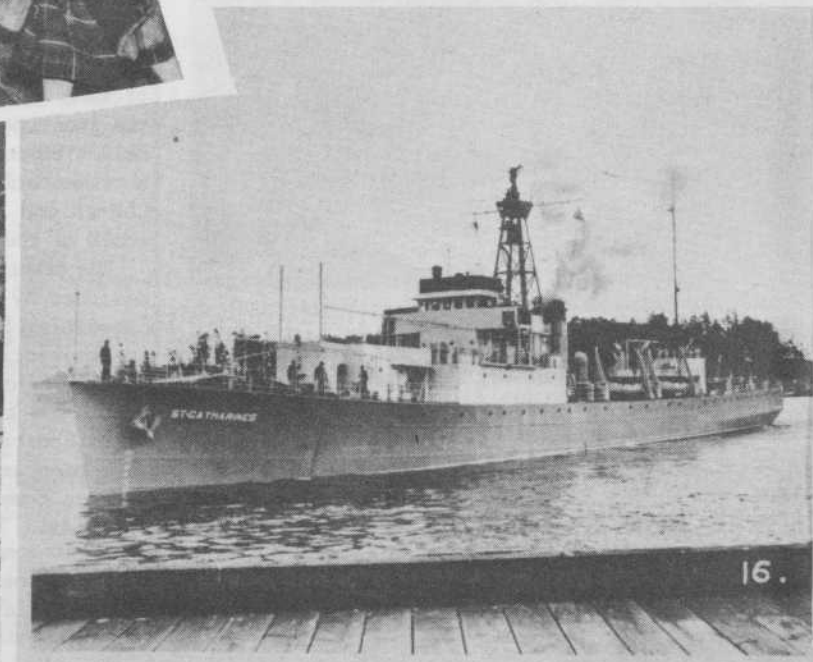
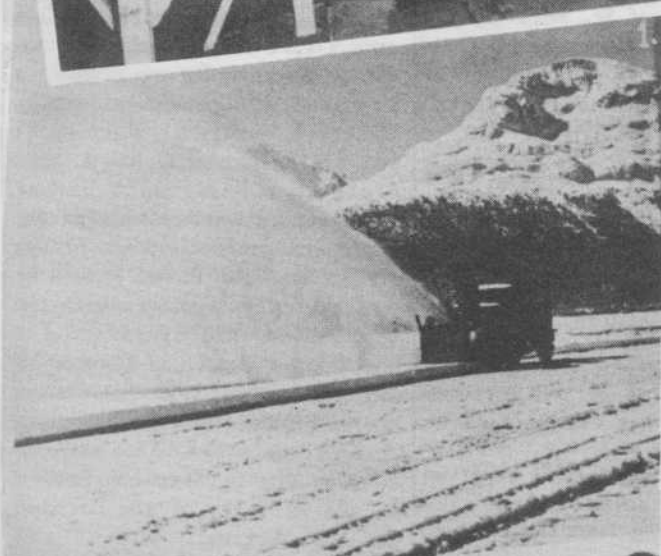
The St. Remi Tunnel should be completed this summer, while the completion date specified for the Atwater Tunnel is October 30, 1952. Construction of both tunnels is by the "Open-Cut" method. These tunnels should do much to relieve the traffic congestion in the vicinity of the Lachine Canal in Montreal.

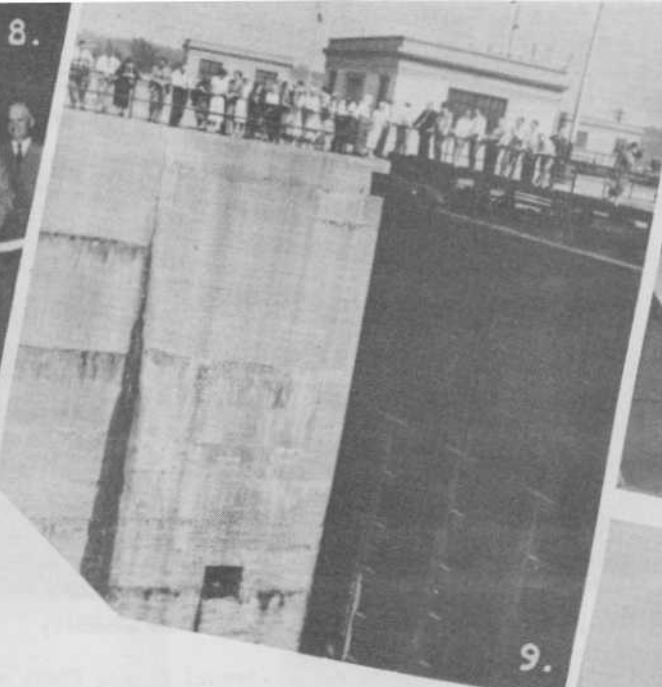


## Passing Scene With the



1. Fighting an unseasonable January snow-storm at a B.C. airport.
2. Launching the C.G.S. ALEXANDER MACKENZIE by Mrs. Ian MacKenzie at Burrard Dry Dock, North Vancouver, January 12, for the Prince Rupert, B.C. agency.
3. C.G.S. N. B. MCLEAN breaking ice near Sorel, P.Q., in February.
4. The Minister of Transport officially opens Pugsley Wharf, Saint John, N.B., in the service of the public, February 8.
5. Interior and exterior of localizer building for the Instrument Landing System at Moncton Airport, N.B., commissioned April 15.
7. Canadian delegation, headed by the Hon. L. Chevrier, at the Fourth Session of the International Civil Aviation Organization, Montreal, May 30.
8. Canada fulfils her undertaking to provide a permanent home for I.C.A.O. with the opening of the International Aviation Building, Montreal, by the Hon. C.D. Howe, June 1.





enes of 1950  
e D. O. T.

9. Welland Canal visited by members of the Empire Press Conference, June 23.
10. Shaganash Light near Port Arthur with Light-keeper, Peter Belanger.
11. C.G.S. C.D. HOWE leaves Montreal on her maiden voyage to the Eastern Arctic, July 6.
12. C.G.S. C. D. HOWE in Eastern Arctic waters.
13. Convention of the Air Industries and Transport Association, 1950, addressed by the Minister of Transport. A close liaison is maintained between the Department and the A.I.T.A.
14. LURCHER II - Department's new lightship for Lurcher shoal off the coast of Nova Scotia - sailed from Montreal September 21 to take up her position.
15. Captain J. W. McMunagle, master of weather ship C.G.S. STONETOWN accepts a gift of Mercury records from the 'Mercury Lady'.
16. Weathership C.G.S. ST. CATHARINES leaves to inaugurate a weather service from station 'P' for Peter.



AIR SERVICES APPOINTMENTS



R. Dodds



J. R. Robertson



S. S. Foley



H. J. Williamson

With the appointment of A.D. "Dan" McLean, Controller of Civil Aviation, to the Air Transport Board, several shifts were made in the higher ranks of Air Services. Major R. Dodds, Superintendent of Airways, became Controller; J.R. Robertson, who was District Controller at Toronto, took over the Superintendent's job; S.S. Foley, District Controller at Moncton, succeeded Mr. Robertson at Toronto and H. J. Williamson, District Radio Aviation Engineer, was made District Controller at Moncton.

"Bob" Dodds has been with Civil Aviation since 1930. Associated with the survey and construction of the trans-Canada

airway system, he is largely responsible for the system as it is today. Prior to entering the government service he was actively engaged in private and commercial flying, being founder, first president and manager of the Hamilton Aero Club, and also associated with other commercial flying enterprises.

J.R. Robertson, a native of Ontario, joined the Department in 1936 and in 1943 became Chief Inspector of Airways. He has been District Controller of Air Services in Toronto since 1948. "Robbie" Robertson had also held numerous posts in the aviation industry before joining the department.

Samuel Strang Foley was born at Saint John, New Brunswick, and joined Civil Aviation in 1936 as Assistant Inspector. Prior to his appointment as District Controller at Moncton, he was District Inspector of Southern Airways District with headquarters at Hamilton. His first flying experience was with the Royal Air Force in the first World War.

H. J. Williamson has been closely associated with radio aviation since he joined the Department in 1937. He served in Western Canada in the early developments of the trans-Canada airway and was later appointed

District Radio Aviation Engineer at Toronto. During the planning and development of air services along the Northwest Staging Route, during the war, Mr. Williamson was transferred to Edmonton, to be in charge of construction of radio aids to navigation on the Northwest Staging Route. Establishment of a communication system in connection with the development of the airway greatly facilitated the planning and construction of the Alaska Highway. Last year, he was chosen as a candidate for the Defence College Course at Kingston.

SPECIAL PROJECTS



G. A. Lindsay



W. L. MacKenzie

A new directorate has been formed in the Department responsible for the planning and development of Special Projects. This new branch unites the General Engineering Services and the Engineering Design and Capital Construction Services. Guy A. Lindsay, in Charge of General Engineer Services, has been appointed Director of the new branch. W.L. MacKenzie, senior Bridge and Structural Engineer of the Department, has been appointed Assistant Director.

The future development of the St. Lawrence Waterways project is an important factor in the work of the new directorate. Mr.

Lindsay has been closely associated with the St. Lawrence Waterways development since 1920 and until recently has acted as chairman of the Interdepartmental Committee on the St. Lawrence Waterways Project.

Mr. MacKenzie joined the Department of Railways and Canals in 1921 and was associated with the construction of the Welland Ship Canal until 1928, when he went to Churchill, Man., where he was designing engineer for the government's harbour construction project there. He has been in Ottawa since 1936, as senior office engineer and later senior bridge and structural engineer.

MONTREAL ITEMS

A reception was held on November 21st, during which the D. C.A.S. congratulated Gib Wall, D.R.A.E., who was married to Miss Margaret Cushing, in Ottawa, on October 25th. Everyone joined A/V/M de Niverville in wishing Mr. and Mrs. Wall lasting happiness.

Radio Operator C. J. R. Kitts, also known as the most eligible bachelor after the last move of

Gib Wall, is leaving the Department at the end of the month to go into business with his father. We wish Charlie complete success in his new venture.

Jack Morris, District Accountant, has accepted a transfer to the Edmonton District. Everyone is sorry to see Jack leave, but it is expected that he will be able to come this way occasionally in his powerful automobile.



Radio Operator P.G. Guinness (right), of the Vancouver Range, receives his St. John Ambulance Instructor's diploma from G. A. Thompson, District Controller, Air Services, in Vancouver. Operator Guinness became interested in First Aid through the Department's effort last year to promote the study of the courses offered by the St. John Ambulance people.



DEPARTMENT OF TRANSPORT BOWLING LEAGUE MONTREAL



1st row l. to r.: G. Williamson, A. Kawano, J. Lebert, A. Robinson, P. Caron, T. Belanger, M. Cordasco, F. Mallette. 2nd row: E. Lipinski, J. Morris, H. Gourdeau, D. Grenier, J. Dunn. 3rd row: R. Poirier, S. Hall, B. Moore, L. Lewis, Y. Larose, C. Kitts.

HALIFAX MARINE AGENCY - SPORTS-

During the summer of 1950, a soft ball team was organized at the Halifax Marine Agency, made up of members from the office staff, yard employees, and personnel of the ships. While they were not connected with any organized league, many enjoyable trips were made to East Jeddore, West Jeddore, and Musquodoboit Harbour, where they competed with local teams with some degree of success. Next summer they hope to enter a regular organized league.

This is the first year that employees of the Halifax Marine Agency have entered a hockey team in an organized league and and it is hoped that 1951 will be the first of many successful seasons. Under the capable direction of Business Manager "Gerry" Clancey and Coach Fraser Clark, the team is rapidly being whipped into shape, with five games already played on Halifax ice by February 10.

The reason for the sudden upsurge in hockey interest is the fact that Dartmouth's new rink scheduled to open sometime in February. This will be much more convenient for members of the Dartmouth Suburban League, who formerly had to make the trip to Halifax when a game was scheduled. This Agency has been fortunate in having the supply ship "C.D. HOWE" in Halifax Harbour this winter. It is hoped that her stay will be a lengthy one as some of her crew members have expressed their willingness to get out on the ice as members of the hockey team.

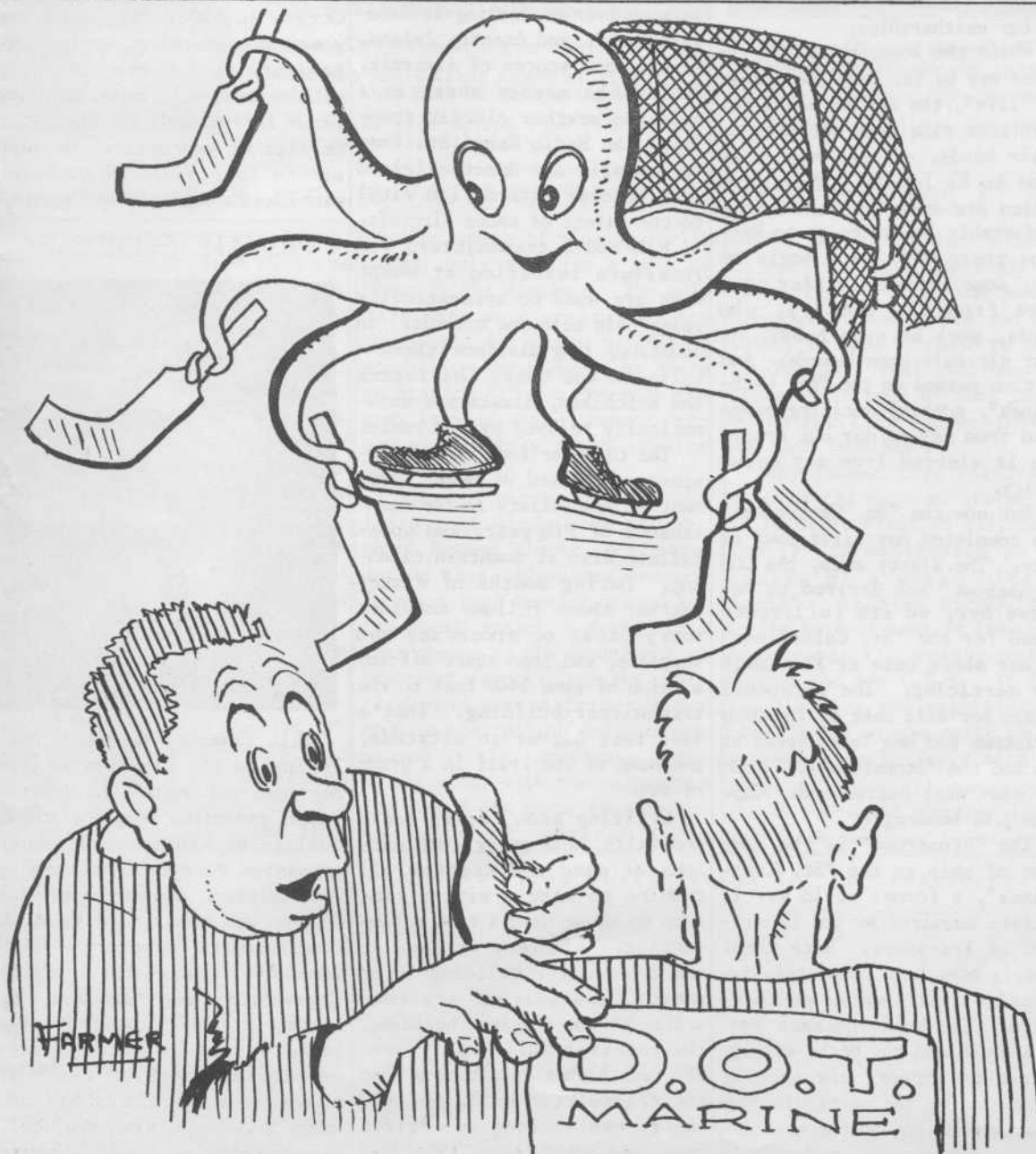
To supply a hockey team with the necessary equipment is an expensive undertaking and although many sports minded employees have contributed generously, the need is still great and the team is raffling off a radio in the hope that the proceeds will help them meet expenses.

WELLAND CANALS' FIGHTING NINE

For the 2nd year in succession the Welland Ship Canal Softball team has vied unsuccessfully for top honours in the St. Catharines Outlaw League.

The season is finished, the banquet is over and the games are being replayed around the conference table where next year's policy for a bigger and better organization is being formulated. Oh, that worn-out "Wait 'til we play those lucky dogs again!"

All in all, a good time was had by those who participated, actively or passively, and the spirit of team-work has been fostered up and down the Canal.



Where did you get the new goal-keeper?

**RETIREMENTS**

(cont'd from page 3)

on October 17, 1950. Mr. Gray entered the government service in 1912 and served as Radio Operator on many coast stations in B.C. In 1925 he came to Winnipeg to open a District office of the Department of Transport and held the position of District Superintendent of Radio until his retirement.

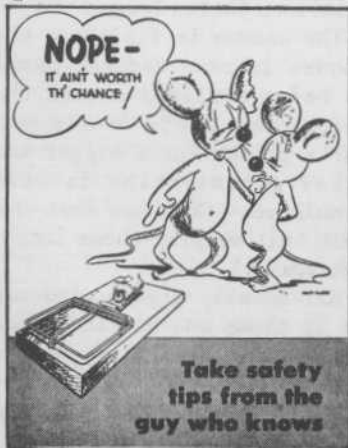
Prior to his retirement business associates surprised him at his home with a party. He was presented with a radio and Mrs. Gray received a corsage and Electric Kettle. Mr. and Mrs. Gray will remain in Winnipeg until next spring when they expect to move to B.C.

**JOHN T. HAGGARTY**, Plant Superintendent at the Dominion Lighthouse Depot, Prescott, Ontario, for the past five years, started his retiring leave on January 20, after almost forty-eight years' continuous service. His long term of service began with the Marine and Fisheries Department on November 20, 1903, when the Department moved its Plant from Morrisburg to Prescott. Two years later he was sent to Parry Sound to help establish an Agency there. The Parry Sound base was designed to take care of navigational aids on Georgian Bay, Lake Huron, St. Mary River, Lake Superior, and Lake Erie. With the experience gained from this venture, Mr. Haggarty installed aids to navigation from Prince Edward Island on the East Coast to Prince Rupert on the West Coast. During his career, Mr. Haggarty was able to visit almost every part of Canada.

Keenly interested in municipal affairs, Mr. Haggarty served the Town of Prescott as councillor for two years and Public Utilities Commissioner for four years, during which he acted as Chairman of the Commission. He retired from public office last year.

Although claiming no special hobby, he is interested in all sports, and was well known in lacrosse and curling circles.

A staff party was held on Friday, January 19, and Mr. Haggarty was presented with a handsome cellolette from his colleagues.



**WEATHERSHIPS**

(Cont'd from page 1)

tish Commonwealth Pacific Airlines and U.S. Airlines also need these weather reports in planning their flights to Tokyo, Honolulu, Hong-Kong and Australia, to enable them to operate at minimum fuel consumption and maximum payload. As time goes on, a network of ocean stations will be operated across the Pacific.

Mariners and pilots all know the position, call sign and radio frequency of the weatherships. They know if they call Station "P" for Peter, they can be given their bearing and, if in distress the weathership can come to their rescue, or guide other ships to their position. The weatherships, themselves, are well equipped for air-sea rescue, with towing bollards, one-ton cranes and four steel engine-driven lifeboats. A constant air-sea rescue watch is kept and continuous aids to navigation for aircraft and surface shipping are maintained. The Department of Transport has issued notices to all mariners and air pilots on the communication signals and facilities of her weatherships.

While the location of "P" for Peter may be far from the scenes of "Life", the men on board report that time does not hang on their hands, neither have they time to be lonely. When day's duties are over, the men have a comfortable lounge to go to. Perhaps there will be a movie to see, some records to play or a book from the library, play cards, work at some hobby, or just sit-talk-grow beards. And so time passed on the "St. Catharines", nothing exciting happened from day to day but everyone is alerted from any eventuality.

But now the "St. Catharines" has completed her first tour of duty. The sister ship, the CGS "Stonetown" has arrived to relieve her, so it's full speed ahead for the "St. Catharines" to her shore base at Esquimalt for servicing. The personnel aboard her will make up for their Christmas and New Years spent at sea and the "Stonetown" will start her six-week patrol under Captain J.W. McMunagle.

The "Stonetown" is the same type of ship as the "St. Catharines", a former world war II frigate acquired by the Department of Transport. Both these vessels have been completely converted to fit them as weatherships. The hull of each was reinforced and the decks strengthened to support the special equipment for the particular type of work required on the weatherships. Standing by at Esquimalt is an emergency weathership, the "St. Stephen" which was formerly stationed at Weather Station "B"

for Baker in the North Atlantic which Canada operated jointly with the U.S.A. Now Canada has relinquished her responsibility there, in order to concentrate on "P" for Peter.

Three separate branches of the Department of Transport, Marine, Meteorology and Telecommunications, have combined their respective facilities to provide at Station "P" for Peter an efficient and reliable year-round weather service which will be of immeasurable benefit to all Canadians.



**Our husky reporter at MOUNT HAYS F/M writes as follows:**

Flying along the B.C. coast, passing over or landing at Sandspit Q.C.I. and Annette Island, Alaska, are scores of aircraft. Behind the scenes there is a teletype weather circuit supplying the Radio Range Stations at Sandspit and Annette Island with weather information vital to the safety of these aircraft.

F/M radio transmitters and receivers installed at Mount Hays are used to automatically relay this teletype circuit. In addition, long distance telephone calls to the Queen Charlottes and Ketchikan, Alaska are automatically relayed by F/M radio.

The three or four radio operators stationed at Mount Hays must be specialists in the maintenance of F/M gear, and specialists also at mountain climbing. During months of winter weather these fellows shoulder heavy packs of groceries and supplies, and then start off for a climb of some 1400 feet to the transmitter building. That's 1400 feet higher in altitude, and some of the trail is a grade of 40%.

Drifting snow, heavy fresh snowfalls, and other combinations of wind and weather all combine to make a winter time trip up Mount Hays a test of endurance. Six feet of snow at the transmitter building is no rarity, and neither are snow drifts at the receiver building. The receiver building is over 200 feet higher in altitude than the transmitter building, and ten or twelve foot snowdrifts have been noted there. Oftentool

Despite all the snow and ice and treacherous trail of winter time, and despite the muskeg and

mosquitoes of spring and summer, there are good points to Mount Hays.

Radio Operators generally are pale clock watching fellows who must make weather broadcasts twice hourly, who sit long and lonely graveyard shifts listening to crashes of ORN, who hunch over battered typewriters and try to piece together the gargling of aircraft calling them, who mutter and suffer on CW circuits while earphones muss their greying hair, who must remember always to have their sequence and synoptic weather reports ready on time for the teletype machines. Well, at Mount Hays we're healthy, muscular, barrel chested, and rapidly getting varicose veins and flat feet. Anyone want a transfer?

**CHAIRMAN S.I. BOARD**

R.C. Blyth, Assistant Chief of Steamship Inspection Service, was appointed to the position of Chief Inspector and Chairman of the Board of Steamship Inspection, a vacancy created by the death of F.A. Willsher. Mr. Blyth had been Steamship Inspector at Collingwood, Ontario for a number of years before coming to Ottawa in 1937. Prior to his government service, he had experience as a marine engineer with several well known shipping firms including Union Steamship Service of Vancouver. He also served four years as surveyor with Lloyd's Registry of Shipping.

**PRIVATE SECRETARY**



H.D. Cameron, Executive Assistant to the Director of Air Services and one of the departmental graduates from the Defence College at Kingston, has been appointed Private Secretary to the Minister. He succeeded Miss Gougeon who went to the Maritime Commission as Secretary. "Don" Cameron's first position in the Department was with the Met service in 1940. During the war years, he was in charge of meteorological work at the RCAF stations at Patricia Bay and Comox B.C., and Greenwood, N.S. Since the war he has been Liason Meteorologist at head office and later Executive Assistant to the Director of Air Services.