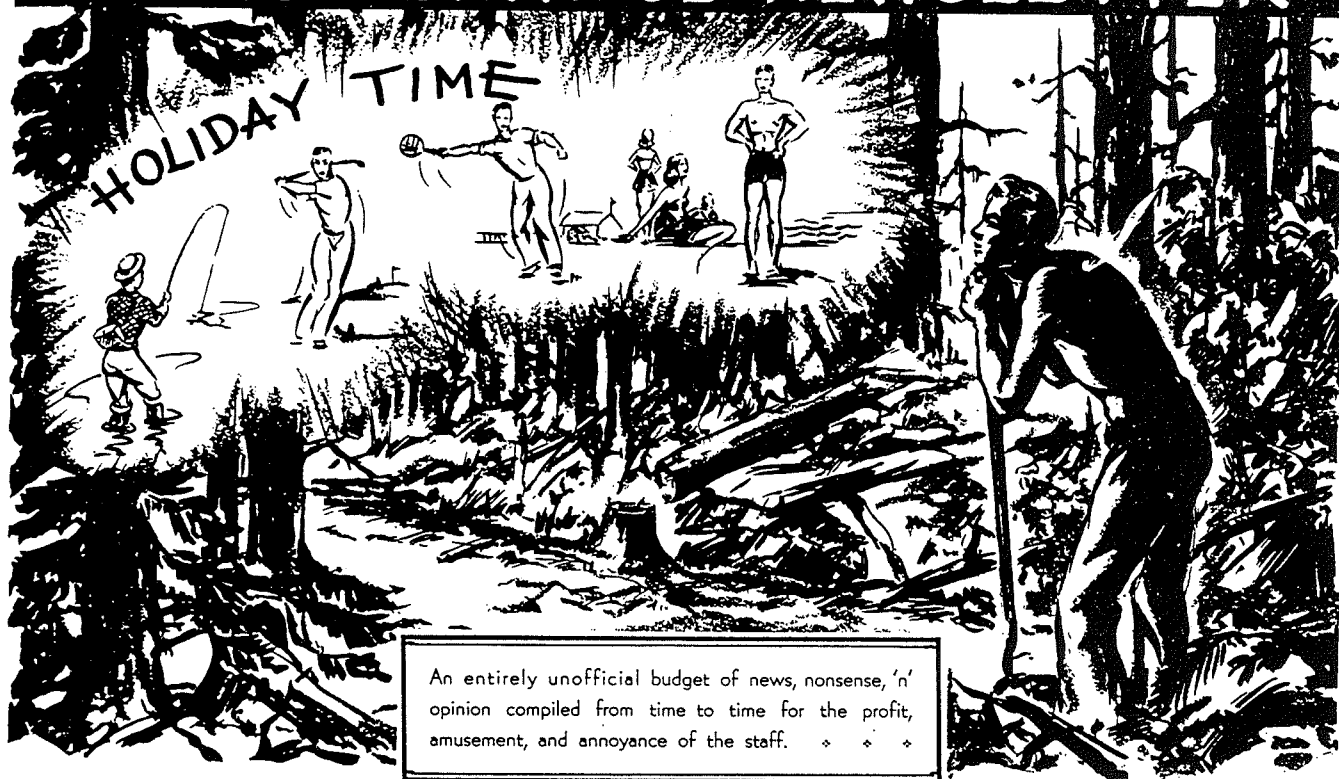


FOREST SERVICE NEWSLETTER



An entirely unofficial budget of news, nonsense, 'n' opinion compiled from time to time for the profit, amusement, and annoyance of the staff. * * *

No. 64

VICTORIA, B. C., JULY, 1947.

08581

THE "WHITE CLOUD'S" TEST-RUN.

By Staff Reporter

The big news seemed to be that the "White Cloud I", completely re-built at the Forest Service Marine Station, was ready for her test-run over the measured mile. Therefore, with a view to getting in on these tests, Ed. Bassett, Operations' Chief, and yours truly, weighed down with camera, film, flash-bulbs, filters, brief-case and small pack, set off for Vancouver on the night of June 26.

Upon our arrival on the Mainland, we found Vancouver its usual almost-drizzly self. This necessitated a great deal more figuring of shutter and film speeds and exposures, to say nothing of the depressing outlook that the Fraser River, the Marine Station, the "Cloud", and anything else with which we might come in contact during the day, would be cold, wet and entirely unpleasant.

However, much to our joy, by the time Jim MacDonald, Superintendent of the Station, had picked us up in his shiny new car and driven us to within sight of the Fraser, the sun, (Vancouver type of course), had come hesitantly out from behind some ominous-looking clouds, taken its position in a patch of blue sky, and commenced to beam upon us meekly. A little later, when we were boarding the "Cloud", old Sol was really raging down on us and everything, from the steam off the wet planking to our spirits, soared.

On board for this momentous occasion were, appropriately enough, seven of the most momentous people you could possibly imagine -- Jim MacDonald, Ed. Bassett, Foreman Shipwright Tommy Edwards, Foreman Marine Mechanic Bob Swan, Diesel-expert Joe Ovenden, and Ranger Don Smith and Engineer Dick Farmer, both of Prince Rupert District and, soon to be the "Cloud's" crew in that District, plus one insignificant character who continually mumbled at and fumbled with a camera, filter, masses of flash-bulbs and a flash gun.

As the ship's clock showed exactly 12:51 P.M., (Jim MacDonald hurriedly translated this into "bells and tinkles"), the "Cloud", gleaming in the sun and with the sure hands of Tommy Edwards on the wheel, slowly warped her 60-foot length from the wharf and nosed out into the channel.

One of the first features that came to everyone's notice as the "Cloud" picked up speed, was that there was absolutely no vibration either in the wheelhouse or below decks. This condition held throughout the entire test-run and must certainly be a tribute to her construction.

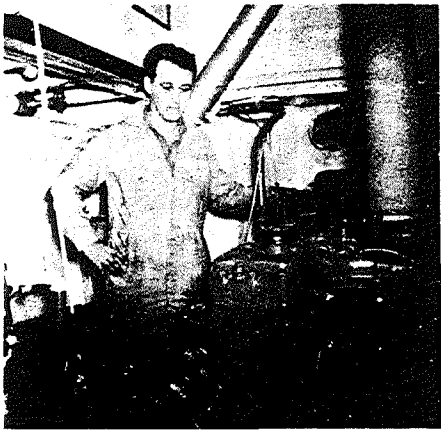
Once under way, Bob Swan and Joe Ovenden quickly got to the business of checking the new Diesel engine and after a certain period of fussing and worrying were satisfied that, "she just purrs like a kitten".

We couldn't help but notice Don Smith, as the "Cloud" pushed steadily towards the test, pacing majestically up and down the starboard deck, apparently getting the feel of his new "command", and the smiles of satisfaction on the faces of Jim MacDonald and Tommy Edwards.

As the "Cloud" rounded Point Grey and neared the start of the measured mile, we noticed that



"Cloud" returning from tests



we were not alone, as we could see the "Maple", formerly "Tahuna III", coming into line about a mile off the stern, obviously intending to make the mile run as well. This injected a certain amount of extra excitement into those aboard the "Cloud", as they all envisioned a real honest-to-goodness race.

As soon as the two markers came in line through the starboard wheelhouse door, signifying the start of the measured mile, Jim MacDonald let out a loud "GO!"; Ed. Bassett intently consulted the ship's clock; the engine revved up to 1350 r.p.m., and the first run was officially on!

After running almost the complete mile with no signs of any "kinks" or "bugs" coming to the fore, the "Cloud" suddenly began to veer madly to port. Tommy Edwards, exerting every bit of his strength, could not make her answer the wheel. She just refused to budge one inch to starboard! After a few nerve-wracking moments, during which both Edwards and Farmer struggled with the tiller, they threw the Diesel into neutral and the "Cloud", losing way fast and rolling slightly on her own wash, came around in a wide arc and stopped.

By this time the "Maple" had overhauled us and was standing about twenty feet off the starboard side waiting to see if she could be of any help.

The first thing that came to everyone's mind was that there must be something jammed in the rudder or else that the steering chains were caught up on something. After extensive and hurried examination, it was found that neither of these theories were correct, as there certainly was nothing jamming the rudder in the water and the steering chains, which are covered for only about half their length from wheelhouse to rudder-bar, were plainly quite free from interference. Some thought then, that it might be due to the silted-up condition of that particular part of the channel and they pointed out how muddy the water was in their wake. Possibly the rudder had touched bottom and was dragging in the soft silt when the "Cloud" was running at a good speed and her stern was consequently lower in the water than at

The triple-threat men of the Station -- Tommy Edwards, Bob Swan and Max Bennett.

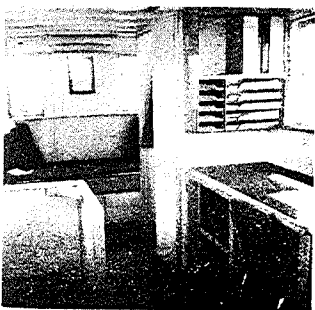
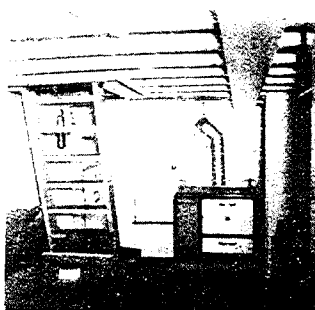
slow speed. After a great deal of very, very nautical conversation, it was decided to get under 'way again and see what happened.

There was an obvious apprehensive air about the wheelhouse as Tommy Edwards slowly let in the clutch and the Diesel started pushing us ahead again. A couple of experimental twirls of the wheel to port and starboard proved to the satisfaction of all that the "Cloud" was answering perfectly once more. On the run back to the starting line the discussion of what could have caused this mad "quirk" went on unabated. The consensus of opinion seemed to be that after all that was what test-runs were for, that is, to shake out the "wrinkles" which just about every boat in the world possesses at one point in her career. The "Cloud's" specific trouble was solved a few days later, when Tommy Edwards and Dick Farmer had two-thirds of the rudder balance removed and also reduced the area of the rudder itself. This resulted in an increase of speed and improved performance all around.

The succeeding two runs over the mile, at 1350 r.p.m. and 1425 r.p.m., went off very satisfactorily with the first run being made in 7 minutes and 37 seconds and the second in 6 minutes and approximately 30 seconds. This works out to a rough average of 10 miles per hour, which was considered by those who know, as "good enough".

The age-old custom of guessing the speed of a new ship about to be tested was adhered to by the eight on board who showed their faith in their own judgment by an ante of one dime. The winner of this colossal monetary pool was Dick Farmer, whose 7 minutes and 30 second guess was the closest to being right on the first completed run. Incidentally, he was at the wheel! Hmmmmmm.

During the run back to the Station, we went below to examine the improvements and changes that have taken place since the "Cloud" first went up on the main 'ways several months ago, and it certainly was amazing! Throughout the wheelhouse and quarters the trim is of clean-looking, clear-varnished yellow cedar. There is one bunk in the wheelhouse and two below. The galley is really a gem, with an oil cook-stove, good sized sink, hot and cold running water from the four large storage tanks which have an automatic pump attachment that keeps the water pressure between 30 and 40 pounds constantly. Also, on the starboard side of the galley, there is a refrigerator and a large cupboard for rations. For'd we found a shower and a large space for storage purposes. The various pieces of furniture, such as the combination desk and light-table in the wheelhouse, the small table below decks and the numerous little personal cupboards and shelves were all made at the Marine Station and undoubtedly add considerably to the attractiveness of the "Cloud's" interior and in the future will add to the comfort of the men who man her.



NEWSLETTER

VANCOUVER DISTRICT

Good Luck Boys!

The Vancouver District and the Service as a whole is bidding adieu and good luck to two of its stalwart sons in K. C. (Kenny) McCannel and George R. Nixon, both of whom are leaving the Service for other fields.

Kenny McCannel started his career with the Forest Service twenty-one years ago as Chief of Forest Survey Parties in Victoria. Since then he has served in a wide variety of capacities in four of our Districts -- Prince Rupert, Kamloops, Nelson, and, since 1945, as Assistant District Forester Vancouver. In the bleak old days of 1939, Kenny headed the F.D.P. Section in Victoria until that work folded in 1941 due to the war. Earlier this year, K. C. was appointed Chief of the newly-formed Parks Division with H. Q. at Victoria, his olde, olde, stamping grounds. On July 24, Kenny is leaving to enter the industry and we all wish him the very best for the future!

Dick Nixon, who has been with the Service since 1936, except for three years with the Canadian Army Overseas, is leaving the Vancouver Office where he has been an Assistant Forester, to take up the position of "Forester in Charge of Research into Logging Costs Studies", with the Dominion Forest Service. We were glad to hear that Dick will now be working with his old colleague, Clark McBride, who used to be with him in the Economics Division, Victoria, in 1938-39. We all wish you every success in your new appointment, Dick!

Ben Mitchell -- You Lucky Guy!

Miss Susan Dobson, Secretarial-Stenographer to the District Forester and Newsletter correspondent extraordinary, was married on Friday, May 30, to Mr. Ben Mitchell, who was formerly a Scaler attached to this District.

One of the staff was so moved by this momentous occasion that they wrote the following poem:-

Whiz! bang! a bolt from the blue,
Who was that? Oh that's our Sue,
She's all of a dither, there's stars in her eyes,
It happened so sudden -- a terrific surprise,
A wedding to plan in less than a week,
A trip to the court house a licence to seek,
A holiday leave to get in a day,
A trousseau to buy, (so she'll need her pay.)
She's chosen Ben to be her man,
As for the rest -- we just "alsoran",
The office is quiet and a little bit blue,
Oh! yes it's true -- we'll sure miss our Sue.

Congratulations Bob Aylett!!

Congratulations are definitely in order and are enthusiastically extended to Bob Aylett, acting Ranger in the Sechelt District, who was married last May. Therefore, let us divide all the happiness in the world between the Mitchells and the Ayletts!

We are glad to welcome C. D. (Chuck) Haddon, formerly of Revelstoke, who has been appointed Ranger in the Campbell River District replacing Ranger T. J. Underwood who resigned late in January. We wish Chuck every happiness in his new District.

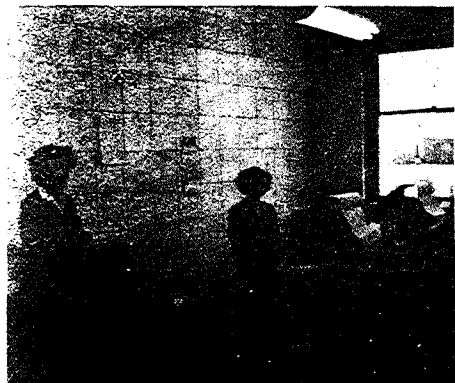
Eric Fox, Chief Clerk, Vancouver Office, has been absent on sick-leave since April 21, and returned to duty on June 10 last. During his absence Doug. Sims carried out the duties of Chief Clerk very efficiently.

Welcome.

Five new members are welcomed to our Office Staff -- Misses Margaret Johns, Thelma Fowler, Doreen Weller, Stenographers, and Sheila Mitchell, Jr. Clerk, and Colleen Spivey, Billing Machine Operator.

While browsing around the Vancouver Office recently, your Newsletter head-office correspondent noticed two things which are definitely worthy of note. Firstly, we spotted Sid Benwell of the Accounts Office wielding a king-sized broom and demonstrating a certain amount of dexterity with same. Must be Naval training eh, Sid?

Secondly, Marc Gormely was quick to herd us into the new sound-proofed room where all the computing machines are. Being greatly impressed with the lack of noise therein, we took a picture, (a very poor one it seems) which shows the new sound-proofing on the walls. Incidentally, we could use that stuff in the Newsletter office too. And how!



Showing new sound-proof walls in computing room.

Vancouver District (continued)

Nice Going David!

Our heartiest congratulations go out to Supervisor Charlie Holmes' son, David, upon his being awarded, at the University of B. C., the Canadian Forest Products Scholarship. This scholarship is rated as the highest honour that can be bestowed on a student of Forest Engineering. Well done, David Holmes!

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PRINCE RUPERT DISTRICT

Urgent: Vancouver is requested to "pour" our Ranger Don Smith and Engineer Dick Farmer back on board the "White Cloud" and point the helm northwards. 'Twas the last week in April when Don and Dick shipped south with full intentions of being, "back in about three weeks at the most", with the newly overhauled "White Cloud". We've not seen nor heard from either of them since and can only assume they were drowned in Vancouver's drizzle. (Recent weather reports indicate the possibility of sunstroke -- which is worse? We know they long to be back in this temperate town -- brr-rr-r hic?)



Don's absence has resulted in the two jacks-of-all-trades, Ernie Wilding, our Chief Billing Clerk, and Ike Martin, our Draughtsman, sallying forth to do scaling on the high seas (Dodge Cove). Despite our stern warnings of having to balance on matchsticks 8 hours on end with the flies and rain in your hair, of being crushed by logs, and drowning under booms, Ernie bravely set out to tally for Ike. We are happy to relate they are now safely back in their little nooks and the worried look on Chief Clerk Murray's face is again replaced by a smile of contentment. (P. S. At time of writing we hear that Don and Dick are on their way home.)

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Ranger Cooper, of Terrace, submitted the following note of interest:

"For the purpose of testing, 2 cords of Spruce pulpwood, a total of 93 pieces were shipped from Terrace to the Celanese Corporation of America, Ameille, Maryland. Cost of freight -- \$323.10! The 93 pieces weighed 9,000 lbs."

(Ed.--Expensive tests, eh?)

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A note of interest from the April edition of the West Coast Lumberman:-

"To date the U. S. Forest Service has sold timber by Sealed Tender. However, recently, because of "wild bidding", they have been considering disposing of timber by auction. "Wild bidding" on the part of Oregon and Washington loggers is indicated by as much as \$10.11/MBM for Hemlock, \$18.21/MBM for Cedar and \$25.11/MBM for Fir. It is believed that all-time high stumpage prices in B. C. scarcely exceed one-third of these."

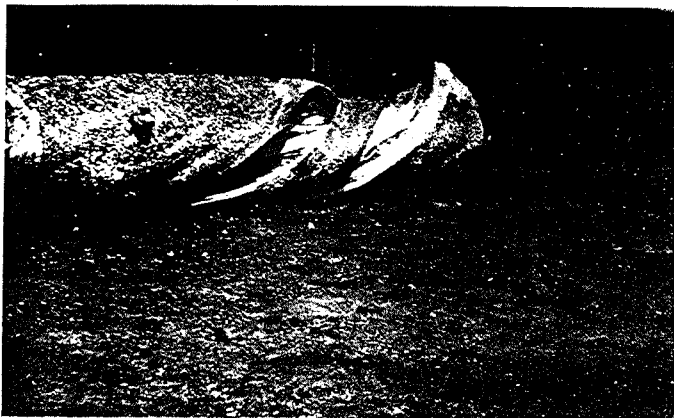
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We are in receipt of a copy of a burning permit issued by one of our field staff to one of the District's pioneer women for the purpose of "Destroying outhouses" and subject to the following conditions -- "Guard carefully and watch for hangovers."

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Prince Rupert District (continued)

The following photographs were sent in by Ranger Scott. This 70' log shown here is beached on the Queen Charlottes in the vicinity of Cumshewa. We believe Paul Bunyan had begun to carve himself a corkscrew.



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NELSON DISTRICT

We don't seem to have much news from Nelson this time, except, of course, a lot of moves in the technical staff and Sam Marling's journey to Tranquille for a bit of a rest.

Sam left for the Tranquille Sanitarium on Saturday, June 14 and with him went our sincerest hopes for his speedy recovery.

Just prior to his leaving Nelson, Sam Marling wrote a note to the Newsletter, saying in part -- "I am feeling very well, under the circumstances, and with a little time and perseverance I'll be as good as ever."

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Staff Changes:

On July 1, Cy. Phillips left the Nelson Office for Kamloops, where he has taken over the duties of Assistant District Forester, replacing Harry Forse, who has come to Nelson as Acting District Forester during Sam Marling's absence. Apparently, both these lucky fellows have been fortunate in securing living accommodations and, as Ross Douglas says, "both with a view -- Cy's of the Kamloops Valley, and Harry's, the best in all Nelson -- the C.P.R. Railway yards!"

Besides welcoming Harry Forse to Nelson, we also extend the "mat" for Kerry De Beck, who has arrived here from Kamloops to take over the Grazing Administration in this District.

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Congrats Robert

Bob Allen, looking as hale and hearty as ever, celebrated his Golden Wedding Anniversary on Monday, June 17. Congratulations from us all, Bob!!

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Stand-By to Man the Pumps

If you haven't received yours yet, you will shortly. The Bennett-MacDonald Pump, the newest of all brain-children to spring from the nimble minds of Jim MacDonald and Max Bennett, has now been produced in sufficient quantity so that each District will receive four.

This mighty midget is a one-man fire-fightin' unit consisting of a complete fire pump, fitted with a relief valve set at 90 lbs. per square inch. The power is provided by a 2 Cycle engine, developing 3/4 H.P., at 2600 R.P.M., with a gas supply sufficient for operating the pump for 3 1/2 hours steadily. The whole unit is mounted on a tubular aluminum frame. The carburetor has only two adjustments which are set -- one for full load and all operating conditions.

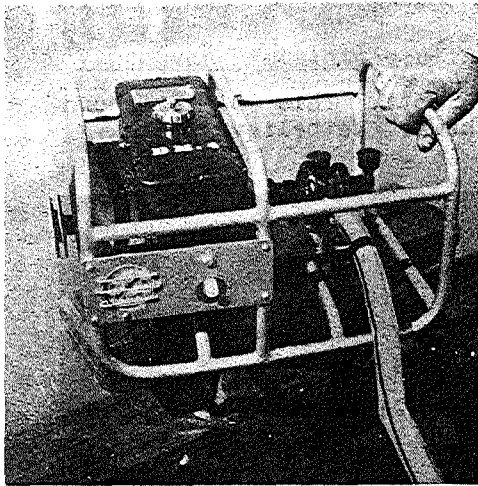
The complete unit consists of the pumper, 108 feet of 1 inch discharge hose, 6 feet of suction hose, with a suction strainer and a nozzle with 3/8 inch and 3/4 inch tips. All parts of the unit are contained within a pack-sack with separate pockets for spark plug wrench, spare spark plug and a 1 pound tin of lubriplate, these being the only accessories required.

Weight of the engine and frame is 28 pounds, and of the complete unit with suction hose, nozzle hose and pack-sack -- 43 pounds. Eight feet of discharge hose is provided and permanently attached to the pump for use on close fires. The usual 100 foot lengths of hose can be coupled directly to the end of this attached hose, as required.

Full starting and operating directions are embodied on a small brass plate attached permanently to the side of the pump's gas tank.

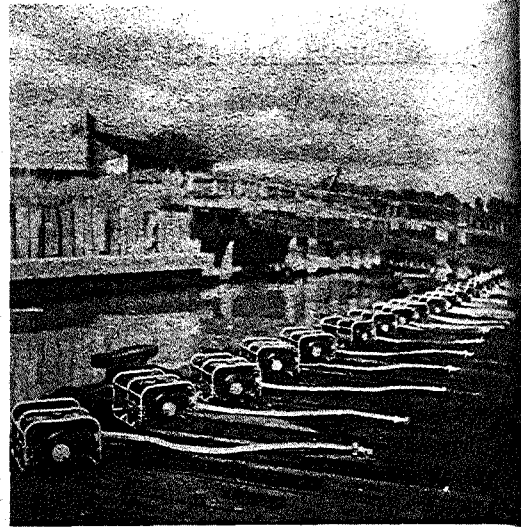
So there it is boys -- go to it!

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Left--
A close-up of one of
the new B & M Pumps.

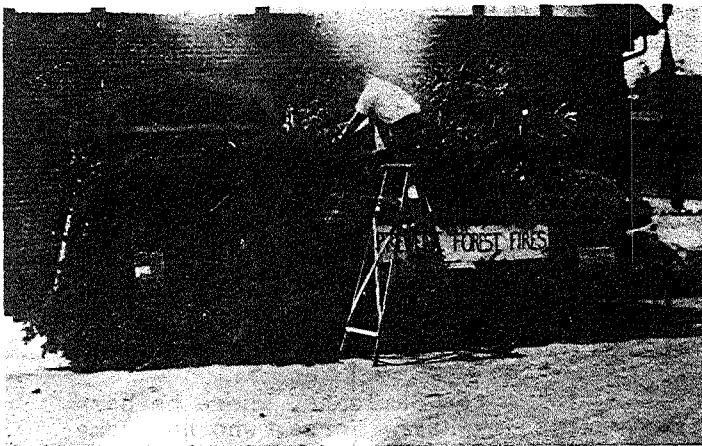
Right--
The twenty-pump assembly
line at Marine
Station.



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Three Successful Floats

Apparently, the Forest Service could do a whole lot worse than to go into the "float" business! Over a period of the last few months, Forest Protection Floats, either designed and built entirely by the Service, or else, as a result of close co-operation with allied organizations, have been entered in parades and celebrations in Victoria, Kamloops and Fort George.



The combined Oak Bay Fire Department
and Victoria office float nearing
completion.

July 1 Celebrations featured a selection of fire fighting tools set out on a 1½ ton truck. This float was also a product of the Service and, although it wasn't mentioned in the prize list, it nonetheless received much wide-spread and favourable comment, thereby showing that this medium of Forest Protection Publicity is indeed a worthy one.

The Victoria Float, which was entered in the Victoria Day Celebrations, was a product of the combined effort of the Victoria office and the Oak Bay Fire Department. The float consisted of a fire truck covered with green and burnt-off growth, plus a few hand-made signs. When in full swing, smoke belched from the burnt-off area of the truck and it looked quite realistic. This float won a First Prize in the morning parade and a Special Prize in the Torchlight Parade in the evening.

In Fort George, the same theme was carried out entirely by the Service staff. They rigged up a 1½ ton truck with fire fighting tools and a 21-foot trailer showing a topographic map of a green and burnt-off area. The smoke in this case came from smudge pots concealed in the trailer. This float won First Prize in the July 1 Celebrations.

The Kamloops entry in the July 1 Celebrations featured a selection of fire fighting tools set out on a 1½ ton truck. This float was also a product of the Service and, although it wasn't mentioned in the prize list, it nonetheless received much wide-spread and favourable comment, thereby showing that this medium of Forest Protection Publicity is indeed a worthy one.

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While on his way to attend the British Empire Forestry Conference in London this summer, our Chief stopped off long enough at his old alma mater, University of New Brunswick, to have them confer upon him the Degree of Doctor of Science. Mr. Orchard was also the main speaker at the Alumni Oration, held by the combined Alumni and Alumnae organizations of the University of New Brunswick on the night of May 15.

The picture, a blow-up of a Paramount News Reel, shows Doctor Orchard and others about to receive their degrees.

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