

Ships at sea may obtain medical advice from any coast station. The stations carry out communications by radiotelegraph and/or radiotelephone and many of them provide connections to land telephone lines. Halifax (VCS) and Vancouver (CKN) stations have shortwave facilities for world-wide communications and participate in the Commonwealth long-range ship communication scheme. Coast stations on Hudson Bay and Hudson Strait, in addition to their regular services, provide commercial communications for posts of the Hudson's Bay Company and various prospecting and development organizations, make weather observations, handle administrative traffic and assist aircraft with information, landing conditions, etc.

Automatic radiobeacon stations are maintained on the East and West Coasts, the St. Lawrence River and Gulf, and Hudson Bay and Strait, giving navigational aid to mariners by transmitting signals on which bearings may be taken. These stations are arranged, where possible, in groups up to a maximum of six stations transmitting in sequence on a common frequency, the sequence being repeated continually regardless of weather conditions. For distance finding in foggy weather, a number of radiobeacons are synchronized with fog alarms at the same point.

Loran is a long-range radio aid to marine and air navigation providing accurate fixes at distances up to 600 miles by day and 1,500 miles by night. Two Loran stations operate in Nova Scotia, three in Newfoundland and one on the West Coast. These stations, in conjunction with Loran stations of the United States Coast Guard, give service to ships and aircraft plying the North Atlantic and Pacific Oceans. *Decca* is a short-range radio aid to navigation providing accurate fixes at distances up to 250 miles. Four chains of Decca stations are in operation—the Newfoundland chain, the Nova Scotia chain, the Anticosti chain and the Cabot Strait chain—giving service to ships off Newfoundland and Nova Scotia and in the St. Lawrence River and Gulf.

It has become general practice to equip merchant ships with radar and important buoys are fitted with radar reflectors to increase their radar visibility. Two shore-based radar installations are in operation—one at Camperdown near the mouth of Halifax Harbour and the other on the Lion's Gate Bridge across the entrance to Vancouver Harbour. Low-powered transceivers are provided for use in emergencies at lighthouses, particularly at locations that would otherwise be completely cut off from assistance in case of illness.

*Aeronautical Navigation.**—Radio aids to air navigation are provided from coast to coast and from the Canada-United States border to the Arctic along and off the airways, and are used by Canadian and foreign air carriers flying over Canadian territory. Six regional offices located at Vancouver, B.C., Edmonton, Alta., Winnipeg, Man., Toronto, Ont., Montreal, Que., and Moncton, N.B., carry out the construction and operation of facilities. Low-frequency radio range stations, located approximately every hundred miles along airways, provide specific track guidance to pilots by means of audible signals which may also be used to obtain direction finding bearings. In addition, radiotelephone communications are available between ground and aircraft, by which means pilots may obtain weather data, air traffic control instructions and other information concerning the safety of flights. Forty-three very high frequency omni-directional ranges (VOR) are in operation, a type of facility that enables the pilot to select any desired course. The 43 omni-directional ranges have permitted the establishment of VOR airways across Canada and of 31 trans-border airways. Two additional installations are under construction.

Aeronautical radiobeacon stations provide radio signals with which pilots may use their direction finding equipment to obtain relative directional bearings. Fan markers operating on very high frequencies, are usually placed on an airway to inform the pilot when he may safely lose altitude or to indicate accurately the distance from an airport. Station location markers, similar to fan markers, are installed at most radio range sites; they enable a pilot to determine when he is exactly over the station.

*See also the item on Air Traffic Control, pp. 813-814.