

WEATHER SHIP'S ORDEAL

26-DAY VIGIL COMPLETED: Having encountered hurricane winds and severe North Atlantic weather conditions the Canadian weather ship H.M.C.S. "St. Stephen" has completed her first tour. She occupied position "Eaker" situated at the entrance to Davis Strait midway between the southern tip of Greenland and Labrador.

During her 26-day vigil, the "St. Stephen" fulfilled two of her three basic purposes to which she was assigned. The first of these was the continued weather observations despite adverse conditions, secondly, the continual operation of a beacon service for trans-atlantic aircraft. Ever on the alert, but not called upon for action, was the air-sea rescue unit.

L. J. Sobiski, of Toronto, meteorological services technical adviser of the Department of Transport, stated that winds of 50 miles per hour were almost continuous, and at times reached a velocity of 70 miles per hour. In order to release the huge weather balloons for weather observations in the stratosphere, it was necessary for Sobiski to be securely fastened by a stout rope to prevent his being blown overboard during the balloon launchings. As a result of this first experience, recommendations towards improving the facilities for releasing these six-foot diameter balloons are being studied.

WIND REPORTS AT 47000 FEET

Officials of the Department of Transport weather service have indicated their complete satisfaction with the technical results obtained on this first voyage on the weather ship, the "St. Stephen". The surface reports transmitted by the nautical weathermen permitted them to pinpoint accurately the location of storms which would have been subjected to guesswork.

Upper wind reports were obtained by radar up to heights of 47000 feet while temperatures were measured up to 65000 feet. For these noteworthy results instruments designed and manufactured in Canada were used.

The preliminary upper air reports from this initial venture indicate that trans-ocean aircraft may profitably use the northern route to maintain schedules, the aircraft being directed to the helping facilities of the easterly winds on Europe-Canada bound trips.

Officials of the Meteorological Service of the Department of Transport were prominently identified with the creation of this international system of weather reporting, which was put into operation after studies made by the Meteorological Committee of the International Civil Aviation Organization (ICAO).

It was this ICAO Meteorological Committee which recommended the implementation of the plans for the "floating" observation station system as a supplement and augmentation of the weather reporting stations existing on land, in addition to reports which are provided by ships at sea.

EASTERN ARCTIC PATROL

NEW VESSEL WITH HELICOPTER: A contract has been awarded to Davie Shipbuilding and Repairing Company Limited of Lauzon, Levis, Quebec, for construction of a new ship for the Canadian Government's Eastern Arctic Patrol Service. Their tender was the lowest of several received. The contract calls for completion and delivery of the ship in time for use in the 1949 Eastern Arctic Patrol.

One of the special features of the navigational facilities of the new ship will be the provision for carrying a helicopter which would be used for scouting ice conditions ahead and for landing urgently needed supplies. Other aids to navigation provided will include radar, echo sounding and direction finder equipment as well as gyro compasses.

Of streamlined design the vessel will be heavily reinforced to withstand the heavy ice which may be encountered in northern waters. In view of shallow harbourage available in the northern outposts the size of the vessel has had to be restricted to draw only 18 feet on which draft the ship will carry 2615 deadweight tons. Its principal dimensions are: length between perpendiculars 276 feet; moulded breadth 50 feet and moulded depth 26 feet. Accommodation will be provided for 58 passengers, 58 crew members and also 30 Eskimos. The holds will provide 107,000 cubic feet of space for the carriage of dry cargo and 3,000 cubic feet of refrigerated space for perishables.

EXCEPTIONALLY POWERFUL

The new ship will be exceptionally powerful, being fitted with twin "Skinner marine unafrow" steam engines which will give it a cruising range of 10,000 nautical miles. Steam will be furnished by two oil-fired water tube boilers at a working pressure of 220 pounds per square inch. The hull will be of mild steel and all-welded construction and special insulation will be used throughout the ship to withstand the rigours of the Arctic temperature. One of the mechanical features are the powerful cranes with which the vessel will be equipped to facilitate loading and unloading and in laying or lifting buoys and other aids to navigation.

Plans call for a most modern equipped hospital being provided and consisting of an examining room, operating room, sick bay, X-ray room and a dark room for developing X-ray plates. This will be staffed by medical and dental officers and will provide care and advice to both white and Eskimo patients at all ports of call.

For many years past Government officials and Government stores for the Eastern Arctic Patrol service have been carried by the R.M.S. "Nascopie" which was owned and operated by the Hudson Bay Company. More than 18 months ago it was decided that increasing activities in the Arctic necessitated a separate vessel for handling governmental work in this area. The

situation became intensified last summer when the "Nascopie" ran aground in the Hudson Strait and became a total wreck.

OPERATED BY DEPARTMENT

The new ship will be built and operated by the Department of Transport for Eastern Arctic Patrol Service during the summer months and for assisting in the servicing of departmental aids to navigation in the lower St. Lawrence and off the Atlantic Coast during the rest of the year. She will also be used as an escort ship on the St. Lawrence for incoming shipping in the early spring and outgoing vessels in the winter.

On her yearly voyages to Arctic waters the ship will operate under the directions of the Superintendent of the Eastern Arctic of the Department of Mines and Resources. Besides this official and his staff, the vessel will carry administrative personnel as well as replacements for the Royal Canadian Mounted Police detachments, northern hospitals, Department of Transport meteorological and radio stations and other governmental posts. Supplies and equipment for these different northern outposts will also be carried.

Design plans for the new vessel were made by Messrs. German and Milne, Naval Architects and Marine Engineers of Montreal, incorporating suggestions made by governmental officials and experienced Arctic navigators. F. A. Willsher, Chairman of the Board of Steamship Inspection, has been appointed Owners Representative, charged with the supervision of construction of the new vessel which will be required to meet the requirements of Lloyds Register of Shipping and of the requirements of the Board of Steamship Inspection.

PAY INCREASES ANNOUNCED

CIVIL SERVICE AND ARMED FORCES: Prime Minister Mackenzie King announced in the House of Commons Dec. 19 increases in the rate of pay of members of the civil service, the armed forces, rates of veterans pensions and war veterans allowances. The increases are estimated to involve an initial, additional annual expenditure of approximately \$25,000,000.

The Prime Minister said: The government has for some time been giving careful consideration to the rates of pay of members of the civil service and the armed forces, and the rates of veterans' pensions and war veterans allowances. It was recognized that account should be taken of increases in the general level of wages and salaries since the establishment of the existing rates. The problem is complex and difficult, and it is not yet possible to announce decisions with regard to all rates or all persons affected.

I should mention here that consideration is practically completed of the rates applicable to civil service grades such as messengers, elevator operators, caretakers, watchmen, cleaners, packers, hospital orderlies, and

canal and airport employees. The Civil Service Commission is also preparing recommendations affecting civil service grades between those now being dealt with and those already dealt with as a result of the Gordon Report. It was felt that the announcement of the decisions already reached should not be delayed and I wish, accordingly, to announce them immediately.

INCREASES RETROACTIVE

New salary scales have been approved for the clerical grades in the civil service which represent about one third in numbers of the entire service. The new scales will be effective as of October 1, 1947. Revisions of other civil service salary scales are still under consideration. Whatever related adjustments are made will also be retroactive to October 1st.

In adjusting civil service salary scales it was necessary to examine and decide on detailed and specific revisions of each individual rate. An alternative suggested was to increase all rates by a fixed percentage. It was felt that a percentage increase would not result in a schedule of rates which would be equitable. In recent years there have been changes and adjustments in certain of the rates including the incorporation of the war-time cost-of-living bonus, the revision of a substantial number of classes in order to recruit or retain employees with specialized abilities, and the changes in senior administrative classes, proposed last year by the Gordon Commission. Moreover, some new civil service classes have recently been established with rates more in accord with present conditions than the rates for older classes. All these factors had to be taken into account in making equitable adjustments at the present time.

The government gave consideration to the possibility of making the increase in the form of a cost-of-living bonus as an alternative to increasing basic salary rates. After thorough consideration, this alternative was felt to be unsatisfactory.

In establishing the new rates for clerical grades, the Government has endeavoured to place them on a comparable basis with the rates being paid by private employers for similar services, with proper allowance for differing practices in regard to security of tenure, vacations, sick leave, retirement benefits and other terms of employment. The government has, of course, had in mind the general increases that have been taking place in wage and salary levels in Canada which affect the rates that are necessary for recruiting and retaining employees with the required qualifications.

EFFECT OF THE CHANGES

Broadly speaking, the effect of the present changes, combined with the increases already made through incorporating into salary rates the cost-of-living bonus which was granted during the war, is an increase from rates