

### COAST-GUARD DEPOT SHIP

A \$2,600,000 contract has been awarded to Canadian Vickers Limited for the construction of a twin-screw, 2,000 horse-power diesel depot vessel for northern operations. The 251-foot vessel will provide living quarters afloat for stevedores and landing-craft crews during the annual Eastern Arctic supply operations. The ships previously used for this purpose will then be available for other duties. The new depot ship will be completed in 1963 and will form part of the Canadian Coast Guard fleet.

#### BUOY DUTY IN WINTER

The stevedore accommodation can be removed to make room for the storage of buoys or other cargo in the hold, enabling the ship to carry out lighthouse supply and buoy duties, as well as some light ice-breaking, during the winter months.

Designed for navigation in ice, the vessel has an icebreaking stem and an ice knife on the stern. It will be built to Lloyd's Register of Shipping Class II requirements for navigation in ice. Hull, machinery and equipment will be built to the approval of the Board of Steamship Inspection for Home Trade Voyages, Class I.

The ship will have a continuous upper deck and midship superstructure containing bridge accommodation, with the midship 'tween deck arranged to house stevedores, key personnel and landing-craft crews to the latest Department of Transport standards. It is designed for one-compartment subdivision, in accordance with Canadian Steamship Inspection Regulations for Passenger Ships.

#### TO CARRY LANDING CRAFT

In addition to one motor lifeboat and one combined motor workboat/lifeboat, the vessel will carry two special 56-foot landing craft on the foredeck. A 40-ton derrick will be fitted for handling the landing craft during Northern re-supply work.

The propulsion machinery will consist of two direct connected and direct reversing heavy-duty marine diesel engines with hydraulic couplings, each engine developing 1,000 B.H.P. The main engines will be remote-controlled from the bridge wings and wheelhouse, with additional controls in the engine room.

A.C. diesel generators will supply ship's services and D.C. deck machinery through motor generator sets. The winch working the derrick will be situated inside the forecastle with remote controls port and starboard on the forecastle head.

Two sets of sewage-disposal unit systems will be provided internally and ample fresh water will be available in the double bottom, with automatic chlorinators and purifying elements for drinking water in accordance with Department of Health regulations.

#### NAVIGATIONAL EQUIPMENT

Navigational equipment will include two marine radars, one gyrocompass with repeaters on the bridge wings and steering compartment, echo sounder, radio direction-finder, Loran, Decca, Navigator, radio tele-

graph and telephone, including VHF, lifeboat and workboat transceivers and loud hailer. A sound-reproduction system and sound-power telephones will be installed throughout the ship.

Provision is made for the accommodation of a doctor and hospital facilities. A special mess will be provided for the stevedores amidships, and there will be recreation rooms for crew, stevedores, landing-craft crew and key personnel. A machine shop will be located in the forecastle head for the necessary repairs to vessels and landing craft engaged in Northern operations.

The ship has been specially designed to carry 35 tons of refrigerated cargo, 34 tons of cargo in the hold, and 78 tons of reserve oil fuel for supply to ships engaged in northern operations.

Hot air and steam heating will be provided throughout, and the vessel will be insulated to the Department's requirements. Mechanical and natural ventilation will also be available throughout the ship.

The principal particulars of the ship are as follows: Length, overall, 251' 6"; length, B.P., 229'; breadth, moulded, 42'; depth, moulded, 21' 6"; load draft, 12'; total brake horsepower, 2,000; range at 11 knots, 5,000 nautical miles.

The ship's complement is as follows: Officers, 12; key personnel, 15; landing-craft crew, 24; stevedores, 60.

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### EAO DEPUTY ANNOUNCED

The Secretary of State for External Affairs, Mr. Howard Green, has announced the appointment of Mr. Peter M. Towe as Deputy Director-General of Canada's External Aid Office. Mr. Towe will be the first incumbent of this position in the organization responsible to the Secretary of State for External Affairs for the operation of Canada's external assistance programmes.

During the past 14 years, Mr. Towe has served with the Department of External Affairs in Washington, Bonn, Beirut, Paris and Ottawa. His most recent overseas assignment was in Paris as Canadian representative to the Organization for Economic Cooperation and Development (OECD) and before that with the Organization for European Economic Cooperation (OEEC).

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### MORE CANADA COUNCIL SCHOLARSHIPS

Seventy-five scholarships in the fine arts, humanities and social sciences have been announced by the Canada Council. The awards, of an average value of \$1,500, are for study towards a master's degree at a Canadian university. (Exception is made for candidates wishing to study architecture, music, art and archaeology. Scholarships for such subjects are tenable abroad, but no travel allowance is provided.) As in the past, competition in this category was severe. A total of 314 applications were received for the 75 scholarships available.