

### Order Paper Questions

of life extension and preservation pending delayed rescue, in the event that such vessels would become endangered outside the area of possible operational rescue ability of the nation to which such vessels would be registered, or in whose waters they would normally be operating?

**Mr. John M. Reid (Parliamentary Secretary to President of the Privy Council):** The Ministry of Transport has representation on an international committee which was created to deal with technical matters concerning submersibles, under the auspices of the American Bureau of Shipping. This committee feels that it would be premature to attempt to lay down specific rules for the design and construction of submersibles at this time. However, a guide for the classification of manned submersibles has been prepared for use during the interim period preceding accumulation of actual operating experience in order to make information available and to discuss the basic considerations for safety and reliability without tending to hamper future developments. The question of standardization of external adaptors will be raised in committee. In so far as military submersible vessels are concerned, the Department of National Defence conforms to the international standards contained in a Standard NATO Agreement entitled "Adaptors for supply of high pressure air to sunken NATO Submarines".

#### SUBMERSIBLE VESSELS—INTERNAL EMERGENCY BACK-UP METHOD OF LIFE PRESERVATION

Question No. 2,323—**Mr. Forrestall:**

1. Will the government ensure that no submersible vessel of any type is ever employed within waters inside the jurisdictional purview of the government that does not have at least one internal emergency back-up method of life preservation and extension, other than just escape capability, to permit delayed rescue in the event of underwater entrapment?

2. Will the government give the highest priority to such absolutely mandatory requirements, in the light of recent demonstration of technological fallibility in the United States?

**Hon. Jean Marchand (Minister of Transport):** 1. The Ministry of Transport is aware that there may well be a need for some form of internal emergency back-up system of life preservation to form part of the safety equipment for any submersible required by the Canada Shipping Act to be inspected and certificated. The technical feasibility of such a system, particularly with smaller submersibles where limited space is one of the critical factors, requires further study.

2. The priority given to this subject must depend on the need for regulations and requirements in other aspects of safety of life at sea and pollution prevention.

#### SUBMERSIBLE VESSELS—EXTERNAL FITTINGS DESIGNED TO PERMIT PRESERVATION OF LIFE

Question No. 2,324—**Mr. Forrestall:**

1. Will the government ensure that no submersible vessel of any type is ever employed within waters under the jurisdictional purview of the government that does not have multiple external fittings designed to permit the preservation and extension of life, in terms of air adaptors, voice communications and food passages, in the event of underwater entrapment?

[Mr. Forrestall.]

2. Will the government give the highest priority to such absolutely mandatory requirements, in the light of recent demonstration of technological fallibility in the United States?

**Hon. Jean Marchand (Minister of Transport):** 1. The technical feasibility of whether such adaptors should be fitted on all submersibles required by the Canada Shipping Act to be inspected and certificated will be thoroughly investigated.

2. The priority given to this subject must depend on the need for regulations and requirements in other aspects of safety of life at sea and pollution prevention.

#### SUBMERSIBLE VESSELS—ESSENTIAL LIFE PRESERVING ESCAPE CAPABILITY

Question No. 2,326—**Mr. Forrestall:**

Does every Canadian-owned or leased submersible vessel, including mini-sub, conventional submarines and diving bells have more than one essential life preserving and/or escape capability and, if not, which ones are so lacking and for what reason?

**Mr. John M. Reid (Parliamentary Secretary to President of the Privy Council):** The Ministry of Transport does not have details of all Canadian-owned or leased submersibles as not all are required to be inspected under the Canada Shipping Act due to their small gross tonnage. Those on which we do have information have more than one life preserving and/or escape capability. In so far as the Department of National Defence is concerned, escape from the conventional military submarines of the Canadian Forces can be achieved by successive use by the crew of the two single-man escape towers fitted, or by use of a McCann Bell carried by USN submarine rescue ships. The "O" class submarines are also being modified to be capable of receiving the USN Deep Submergence Rescue Vehicle. *SDL-1* has three separate sources of air that will support six men for an approximate total of 90 hours. It may also achieve positive buoyancy in four different ways and escape can be achieved through the lock-out compartment as long as the depth is not excessive.

#### NATIONAL DEFENCE—RESCUE PROCEDURE FOR SUBMERSIBLES, MARITIME COMMAND

Question No. 2,329—**Mr. Forrestall:**

What is the present government capability to provide emergency rescue facilities and capability in the event of entrapment or malfunction of submersible vessels operating within the purview of Canadian jurisdiction?

**Hon. James Richardson (Minister of National Defence):** The government capability to provide emergency rescue facilities, in the event of a submersible vessel mishap, is provided on the east coast by the Department of National Defence submersible *SDL-1* and on the west coast by the Department of the Environment submersible *Pisces IV*. If required either submersible can be air-lifted from either one coast to the other to facilitate or augment rescue activities.