

Subcommittee considers this to be an important measure to extend the effective range of maritime patrol aircraft, both over the North Atlantic and over the Canadian Arctic. It received evidence regarding the feasibility of building a combined air and maritime base on Devon Island. While Frobisher provides a good air base, the harbour has bad ice conditions which prohibit its use during most of the year. Ice conditions on Devon Island are said to be superior. In view of the still uncertain future of surface maritime activity in the Arctic and the very large cost which would be incurred, the Subcommittee does not believe grounds exist at this time for developing a new base on Devon Island.

A more difficult problem faces the Committee with regard to the air base at Goose Bay. At present, this base is in effect not used by Canadian forces. Maritime patrol aircraft on the east coast now fly out of Greenwood and Summerside and use Shearwater on occasion. These three bases are within a 100 mile radius and therefore do not add to the effective range of the aircraft. Use of Goose Bay would provide an important northward extension and cut down transit time for regular flights to the North Atlantic. (The base could also be used for interceptor aircraft if it were to be reactivated.) These advantages are clearly understood by the Subcommittee, but it is also aware that reactivation of Goose Bay would only make sense if Greenwood or Summerside were to be closed down. Since these two bases each provide very important income support to the provinces in which they are situated (the importance of defence spending in the Atlantic provinces has been touched on in Section 7), the drastic step of closing a base could only be defended if compensatory financing arrangement were to be made. The Subcommittee believes that this possibility should be seriously examined, since the present arrangements result in significant defence expenditures which are not fully justifiable in terms of the defence contribution provided.

### 11.2 Surface forces

The Subcommittee recommends that surface forces comprising light and fast general purpose vessels be maintained to provide a limited surface and subsurface localizing, tracking and challenge/destroy capability. Such forces would provide the facility required both for ASW and for police functions and to meet international commitments in the Atlantic and Pacific areas. Present surface forces maintained by the Department of National Defence—DDEs, DDH and 280 class destroyers—can provide such a capability during their remaining operational life. When the older vessels are being replaced, the Subcommittee considers some should be replaced by a greater number of smaller and faster surface vessels. If the sea trials of the hydrofoil now underway are successful, the Subcommittee believes it might be well suited to fill these roles.

Now that the government has taken steps to extend Canada's territorial waters and to establish fisheries and pollution control zones, the Subcommittee believes that a distinction may appropriately be made between inshore and offshore police capabilities (i.e. law enforcement, fisheries protection, pollution control, seabed exploitation). Evidence given to the Subcommittee suggested that inshore police type activities involved in the main local maritime activity and required an intimate and personal knowledge of the area concerned. Offshore police capabilities necessitate enforcement over wider areas, in more varied weather conditions and with respect to both Canadian and non-Canadian maritime activity. With the extension of Canadian waters and jurisdiction and with increasing levels of exploitation of all sea resources, there is a need for more sophisticated maritime forces with more formally organized