cannot afford any additional costs. If we do so, there will be less ships, less taxes paid and less people working.

Hon. Doug Lewis (Minister of Transport): As I indicated to my hon. friend, we are looking at the submissions made by the marine industry and will factor them into whatever decision we come up with.

My friend made some comment about air services. I tell my hon. friend that we are working on a rather new concept these days. It is called market determining service.

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DISASTERS

Mr. Bob Speller (Haldimand—Norfolk): Mr. Speaker, my question is for the Minister of Transport.

As the minister is aware, an unfortunate tragedy occurred in my riding on Monday when a Coast Guard ice–breaker collided with *The Captain K*, a smelt trawler, about 20 miles south of Port Dover with a tragic loss of life.

How could the ice–breaker *Griffon*, part of the Coast Guard's fleet responsible for the safety of our Canadian waters, with radar equipment which should detect boats in a 10–mile radius, not know *The Captain K* and crew were in its path. What assurances do the fishermen and their families have that every rule of safety was followed, that all the equipment used by the Coast Guard vessel was checked regularly and was completely functional the afternoon of March 18?

● (1450)

Hon. Doug Lewis (Minister of Transport): Mr. Speaker, I join with my hon. friend, and I am sure, everyone in this House and in the country, in expressing regret about the loss of life.

I can tell my hon. friend that the search has been undertaken by the OPP. We are providing any and all assistance we can to the OPP in that search. The circumstances of the accident are under investigation by the Transportation Safety Board.

Mr. Bob Speller (Haldimand—Norfolk): Mr. Speaker, a supplementary for the same minister. Will the minister give his commitment in this House today that an independent federal inquiry will be held so as to assure the fishermen and their families that everything is being

done to determine the cause of this accident and prevent any further occurrence of such a disaster?

Hon. Doug Lewis (Minister of Transport): Mr. Speaker, I would suggest to my hon. friend that the Transportation Safety Board of Canada is in fact an independent board. I have every confidence that such an independent investigation will take place.

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FRIGATE PROGRAM

Mr. Maurice A. Dionne (Miramichi): Mr. Speaker, my question is for the Minister of Supply and Services.

The minister said in the House yesterday with regard to the $100 million contract for the translation of the frigate technical manuals:

> —the cost of doing the translation through the company which was set up by the prime contractor is competitive with the cost of doing translations within government and other areas.

Will the minister tell us exactly what he means by competitive costs of such a task?

Hon. Paul Dick (Minister of Supply and Services): First of all, Mr. Speaker, the hon. member is dead wrong. It is not a $100 million contract. It is a contract for $21.9 million.

An hon. member: That is a big difference.

Mr. Dick: The Department of Supply and Services canvassed industry throughout North America and around the world to see who could do some bidding. Industry has cited to DSS cost estimates of $300 to $500 per page for this type of technical translation. That works out to a contract, for the amount of pages being done, of between $30 million and $50 million. In fact, we were able to arrange a contract with a firm in the province of New Brunswick for $21.9 million. That is a cost saving to the Crown of Canada.

Mr. Maurice A. Dionne (Miramichi): Mr. Speaker, the figures I have seen are quite different. If the minister was doing his homework he would know, through the Secretary of State's translation department, that he is paying about three times the normal price for that kind of technical translation. The cost of such a job is about 35 cents per word. Canadians would save at least $50 million.

In view of this situation, will the minister explain why a contract of such magnitude was given without public