



CANADA

CANADIAN WEEKLY BULLETIN

INFORMATION DIVISION • DEPARTMENT OF EXTERNAL AFFAIRS • OTTAWA, CANADA

Vol. 16 No. 27

July 5, 1961

CONTENTS

Arctic Supply Task Starts	1	U.S.-Canada Postal Convention	4
Visit of Japanese PM	2	New B.C. Airport Opened	4
Gross National Product	2	Scientific Attaché in Washington	4
Health Care Commission	2	Visit of Refugee Commissioner	4
Dominion Day in Ottawa, 1961	3	Civil Aviation Discussions	5
Motor Vehicle Sales	3	Record COTC Revenue	5
Sandys Visit	3	Mineral Production in 1960	5
Tribute to a Soldier	4	Strikes and Lockouts	5

ARCTIC SUPPLY TASK STARTS

The Department of Transport recently began its 1961 Arctic re-supply operations with the departure from Quebec of two specially-designed northern supply vessels, CMS "Skua" and CMS "Eider", bound for ports of call along the Labrador coast as far north as sub-Arctic Saglek. Masters of the vessels are Captain A. Piercey and Captain R. Blagdon, respectively.

The two are the first of 15 ships of the Canadian Marine Service fleet that will head to the Arctic before the end of July, along with a number of chartered freighters and tankers. They will carry about 100,000 tons of cargo to points ranging from the shores of James Bay and Hudson Bay to Eureka on Ellesmere Island, only 750 miles from the North Pole.

CMS "Skua" and CMS "Eider" belong to a special class of vessels developed by the Department of Transport's Marine Services to meet the needs of freight delivery in the numerous Arctic ports of call where waters are shallow and large ships may have to anchor several miles offshore.

They were acquired from the British Admiralty and were originally built as tank landing craft or LCT 8's, their flat bottoms drawing only three feet of water. Their peculiar qualities seemed well suited to the Arctic re-supply task and the department's marine designers set to work to re-model them into useful peacetime ships, capable of holding sizeable cargoes of either dry cargo or bulk fuels such as diesel oil.

The personnel quarters, formerly designed to accommodate around 67 men under military conditions, were re-designed to provide comfortable housing for

a crew of around 21 officers and men.

Cargo handling facilities, including powerful derricks capable of handling loads of up to 25 or 30 tons were installed and the vessels were outfitted with the latest devices for communications and navigation. These include radar, echo depth sounder, gyro compass, direction finder, radio telephone. Four 30 kilowatt diesel generators are installed to operating and emergency electric power requirements.

The Canadian Marine Service now has six such vessels: CMS "Skua", "Eider", "Auk", "Puffin", "Raven" and "Gannet". A seventh, converted from an LCT 8, is CMS "Nanook", which has been outfitted as a depot ship to provide housing for up to 110 stevedores who are taken north to assist in unloading cargo from the re-supply convoys at points where no shore housing is available.

Other Canadian Marine Service vessels taking part in the Arctic operations this year are the heavy icebreakers CMS "John A. Macdonald", "d'Iberville", "Montcalm", "N.B. McLean", "Labrador" and "Sir Humphrey Gilbert"; the Arctic service vessel "C.D. Howe", and the light icebreaker-buoy vessel "Sir William Alexander".

CMS "C.D. Howe", carrying the Eastern Arctic Patrol, left for the Arctic from Montreal on July 4. The Patrol comprises representatives of the government departments that have the responsibility for looking after the health and welfare of the native population of the Arctic and for administering law and order.

The following are particulars of the northern supply vessels:

(Over)