

In making this announcement, the Director of the Council, Dr. A.W. Trueman, indicated that it was intended to place greater emphasis on information and publicity as a means of promoting better understanding of the purposes of the Council and its programmes and greater public awareness of the Council's need to increase its revenue to meet constantly-rising demands on its funds. Dr. Trueman said the Council found it increasingly difficult to provide adequate support for organizations in the arts, at a time when they were reaching larger audiences and needed sharply increased assistance to maintain their generally improved standards.

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### NEW NORTHERN BUOY VESSEL

A contract amounting to \$677,190 for construction of a 123-foot, shallow-draft buoy vessel for service with the Canadian Coast Guard on the Mackenzie River has been awarded by the Department of Transport.

The new ship will operate in the Northwest Territories between Hay River and Tuktoyaktuk, and will supplement the three somewhat similar but smaller shallow-draft vessels already in service in those waters. It will have a number of special features incorporated into its design, owing, in part, to experience already gained on the Mackenzie River system and in part to tests carried out by the National Research Council to the requirements of the Department of Transport shipbuilding branch.

### CONSTRUCTION DETAILS

The new vessel will be of all-welded construction, with a raised forecastle and quarter deck. The superstructure will consist of an all-aluminum deckhouse and wheelhouse mounted aft. The weather-deck plating will be of steel. Because it will have a service speed of more than 10 knots, fairly fast for its type, the vessel has been designed with a "spoon" bow to provide good handling and steering qualities in the fast, shallow current in which it will frequently operate.

It will have a five-ton electric hydraulic crane for handling buoys and servicing the stores hold through two watertight hatches. It will also be used in handling a 300-pound Danforth anchor, in conjunction with an electric capstan-windlass.

Crew accommodation will comprise one or two berth cabins, mess and recreation room, galley, laundry washing and toilet facilities.

### NAVIGATION AND STEERING

The ship will be equipped with the latest navigational aids, including radar, gyro-compass, echosounder and radio-telephone. Steering arrangements will include an electric hydraulic-steering gear with two pumps working singly or together. These will operate four rudders, which will be necessary for manoeuvrability under the special conditions in which the vessel will be serving.

The ship will be powered by two Cummins diesel engines, each rated at 340 brake horsepower. Electricity will be supplied by two 38 KW 460 volt A.C. diesel-powered generator sets.

One 16-foot, fibreglass, 12-man lifeboat, and one 18-foot "Chipewyan" skiff will be carried, and will be raised or lowered by means of single radial davits equipped with electric motors. A 12-man inflatable life raft will be provided.

After completion of sea trials, the vessel will be "knocked down" into sections and shipped to Hay River, where it will be reassembled and put into service.

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### TCA BUYS NEW JETLINER

Trans-Canada Air Lines is the world's first airline to take delivery of the new Douglas DC-8F, a combination cargo-and-passenger jetliner. Five DC-8F's have been ordered, and will begin service in March on TCA's transatlantic Montreal-Prestwick-London route.

The aircraft are being delivered in two basic configurations, the first two with four cargo pallets and 117-passenger seats and the last three in an all-passenger configuration. The four-pallet version of the DC-8F can carry approximately 20,000 pounds of cargo in the cargo cabin and 8,000 pounds in the lower holds, besides passengers. As cargo traffic grows, the first two DC-8F's will be altered to carry more cargo and fewer passengers and eventually, as demand for cargo space dictates, may be converted to all-freighter configuration. Similarly, the three aircraft in all-passenger configuration can be altered to combination passenger-freight configuration as future cargo-traffic growth demands greater capacity. TCA does not intend to make rapid changes of configuration to meet fluctuating demands, but will operate the aircraft in semi-permanent configuration, making alterations only on a seasonal basis or on proof of a permanent requirement for additional cargo capacity.

The DC-8F exterior looks much like the exterior of TCA's DC-8 jetliners. Dimensionally, the two aircraft are identical, the only basic difference being the power plants. The DC-8F's are powered by four Pratt and Whitney JTD3 fan engines, the first engines other than Rolls-Royce that a turbine aircraft purchased by TCA has had. The "F" following DC-8 indicates the aircraft is equipped with fan engines.

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### STRATFORD SALES START

A sure sign spring was on the way, the Stratford Festival's box office opened for the eleventh season on March 4. The number of tickets available for 182 performances, representing \$1,226,373 in potential sales, is 361,466 - 280,194 of which are for the 123 performances of "Troilus and Cressida", "Cyrano de Bergerac", "The Comedy of Errors" and "Timon of Athens", the four plays that will be presented in the Festival Theatre between June 17 and September 28. For the 45 performances of "The Mikado", which will be produced in the Avon Theatre from July 5 to August 17, there are 50,535 tickets. For the six Sunday concerts, there are 13,668.