

COMMITTEE FOR FISHERIES PROBLEMS

The establishment of a federal-provincial committee to consider the common fisheries problems of the five Atlantic Provinces has been announced by Fisheries Minister J. Angus MacLean. This body, to be known as the Federal-Provincial Atlantic Fisheries Committee, will be made up of Federal Deputy Minister of Fisheries G.R. Clark and the deputy ministers of the provincial departments concerned in Quebec, Nova Scotia, New Brunswick, Prince Edward Island and Newfoundland.

The committee will meet annually to consider proposals and recommendations regarding fisheries matters of joint and common interest to all the Atlantic provinces. It will make recommendations to the respective governments for implementation of programmes and projects designed to assist in the development of methods and techniques in catching equipment such as vessels and fishing gear. It will also assist in the development of shore and plant facilities, techniques and processes by way of technical advice and other assistance, and will study and report on the economics of the fisheries to ensure that any proposed programme of development is based on sound principles.

Members of the committee will be able to exchange information on matters of joint interest pertaining to the fisheries and will co-operate generally to ensure the correlation and co-ordination of activities. In this it will have the advice of sub-committees composed of scientists, management officials and other specialists.

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ARCTIC CONVOY

C.G.S. "d'Iberville", Canada's powerful icebreaker and known throughout the north as the "Queen of the Arctic", sailed from Quebec July 29, heading a convoy consisting of a freighter and a tanker bound for Canada's Arctic waters. The "d'Iberville" will be joined by another Department of Transport icebreaker, C.G.S. "N.B. McLean" off Lancaster Sound and the convoy will also make a rendezvous with the departmental Arctic supply ship, C.G.S. "C.D. Howe".

The destination of the convoy is Resolute Bay, Cornwallis Island, where most of the 7,000 tons of cargo and supplies carried will be landed. This is destined for use at the Arctic Weather Stations operated jointly by Canada and the United States in the Queen Elizabeth Islands. These joint weather stations are located at Resolute Bay, Isachsen, Mould Bay, Alert and Eureka.

Aboard the "d'Iberville" are 194 tons of cargo destined for Eureka and eight government officials proceeding to Arctic stations for duty. Some 70 stevedores are also travelling

aboard the icebreaker to assist in the unloading of the convoy at Resolute Bay.

After escorting the convoy to Resolute Bay and turning the stevedore crew over to the "C.D. Howe", the "d'Iberville" will proceed to Eureka on the west coast of Ellesmere Island. An ice patrol consisting of long-distance reconnaissance R.C.A.F. aircraft from Resolute Bay, assisted by the "d'Iberville's" two helicopters will help guide the icebreaker through ice which is usually found at Hell's Gate and Eureka Sound on her lone dash to Eureka. The helicopters are used for short-range observations to search for leads through the ice and for carrying mail and passengers from ship to shore when required. After landing her cargo and supplies at the weather station at Eureka, the "d'Iberville" will turn south for her home port of Quebec.

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ROYAL POWER BOAT RACE

North America's first Royal power-boat race is scheduled for August 30 and 31, near the popular holiday town of Huntsville, Ontario. The International Challenge Race for the \$10,000 Duke of York Trophy will be competed for at Fairy Lake for the first time outside England.

A triangular two nautical mile course will test the skill and design of hydroplane entries from a number of countries in this famous classic. The beautiful gold trophy was offered for competition by His Majesty, the late King George VI, in 1924, then the Duke of York. It was presented to fill the need for a trophy to eliminate the cost of constructing powerful unlimited class boats needed in competitions for the Harmsworth Trophy.

Competing boats were at first limited to a capacity of 1½ litres and this class was retained until 1930 when it was raised to 3 litre (standard) engines. In 1938 the rules were changed to a fuel allowance formula, with no restrictions on engine size. Each competitor is now allowed 12½ Imperial gallons of 87 octane fuel for each 30 nautical mile heat. With the new ruling, unless entries are both finely tuned for speeds of well over 100 m.p.h. and miserly fuel economy, they stand little chance of being first at the finish line. After three heats and 90 nautical miles are run.

In past competitions the United States won the trophy in 1927, and 1929 on the River Thames and again in 1938, at Torquay, when Auerbach won with his Emancipator VII. Canada's Art Hatch won the honours on Lake Windermere, England in 1951. The United States have already challenged this year's event with a maximum of five boats. Canada too will have a maximum entry. Other countries invited include England, France, West Germany, Italy, South Africa, Australia, Russia and Mexico.