

flowing water. Although only nine metres long, they will be the largest bridge-builders in the NATO system, said Robert Jack, vice-president of marine.

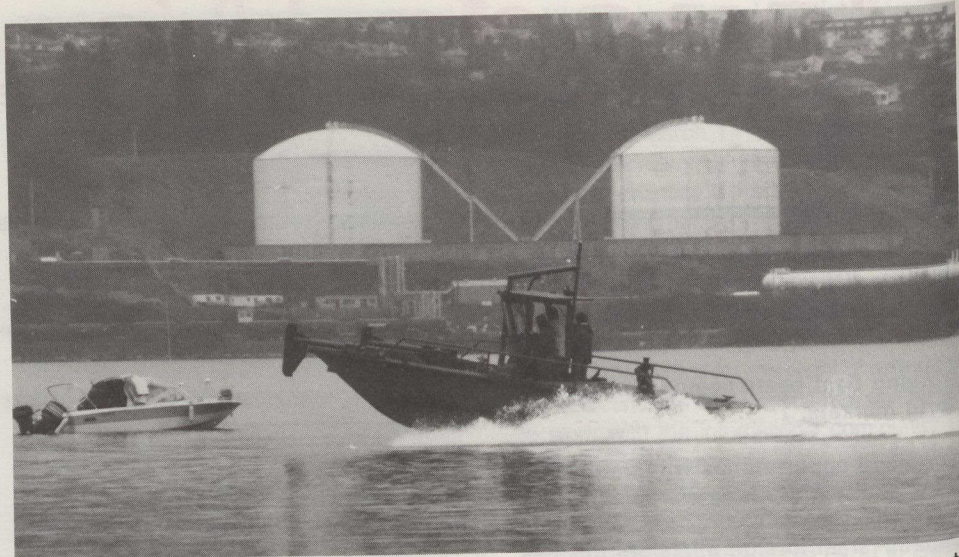
*SeaLander* Model 27/4 can be used as a combat support boat as well as a bridge erection boat. There is enough space on the foredeck to carry a Jeep-size vehicle and/or personnel and cargo.

A vehicle loading ramp that can be fitted to the bluff bow, mounts two bridge erection push bars that can be used to nudge pontoons. A towing bollard can also be fitted on the boat.

The vessel measures 9.34 metres long, has a 3-metre beam, weighs 7 315 kilograms fully laden when it has a draft of about only 40.6 centimetres. All high-stress areas of its glass fibre hull are strengthened with a balsa core stiffening. Polyurethane foam is used to increase buoyancy.

Considered by many to be the most powerful boat of its type anywhere, it can develop more thrust than a comparative-weight corporate jet plane. Powered by twin 250-kilowatt petrol-driven engines connected to 508 millimetre water jets, the forward thrust is in excess of 2 500 kilograms and 1 350 kilograms in reverse, ensuring that bridge sections can be held in place even against strong tides or currents.

While not designed for speed, the *Sea-*



Versatech's prototype *SeaLander* out-performed similar vessels on the water to win a contract.

*Lander* can travel at more than 50 kilometres per hour and from this speed it can stop in less than nine metres.

An exhaust muffler reduces both heat signature radiation — which makes it difficult to detect at night using infrared cameras — and engine noise. The vessel can carry enough fuel to operate at full speed for eight hours or cruise for 12 hours. Some other features include a vessel lifting rig, removable push bars, a sternguard/swim grid, removable full length safety rails

and a demountable cabin top.

A flatbed vehicle for transport and a special trailer that can launch or retrieve the boat from any embarkment up to one metre high are also available.

In addition to producing *SeaLanders*, Versatech, continues to design and manufacture equipment related to oil spill control. Mr. Adib said the company has "seven types of oil containment booms, skimmers to remove oil from water, and storage tanks to hold the oil, which is later recycled".

## Increased opportunities with employment equity measures

Minister of Employment and Immigration Flora MacDonald, Secretary of State and Minister Responsible for the Status of Women Walter McLean and President of the Treasury Board Robert de Cotret have announced measures that will bring new employment opportunities to women, native people, disabled persons and visible minorities in crown corporations, federally-regulated businesses and firms contracting with the government.

"This is a major step toward achieving genuine employment equity in Canada," said Miss MacDonald in the announcement to the House of Commons.

The measures represent the government's response to recommendations of the Royal Commission on Equality in Employment, which was headed by Judge Rosalie Abella. (See *Canada Weekly*, January 23, 1985.)

Miss MacDonald said: "Our response to the Abella Report is a positive and practical step toward equality. We are creating an environment of change. We want to ensure that all workers can participate in and contribute to our economic growth."

The new measures stipulate that crown corporations must begin implementing employment equity by September and begin reporting annually within a year; that federally-regulated businesses with more than 100 employees, must develop plans and begin reporting within three years; and that companies tendering on government contracts for goods and services, must certify their commitment to employment equity and show results.

Through mandatory reporting on progress, employers will have their performance publicly scrutinized. The information will also be available to the Human Rights Commission which will initiate investigations and respond to complaints.

Mr. de Cotret said that "the principle of employment equity is already accepted within the federal public service" and that Treasury Board is now working on a number of measures to ensure that the principle is further reflected in federal employment policies and practices. They include:

- the immediate initiation of a Treasury Board review to identify any systemic

barriers that may exist in the public service job classification system that may be discriminating against target groups in the affirmative action program announced in June 1983;

- increased emphasis on the strategies for implementing comprehensive and results-oriented affirmative action plans in departments, and a commitment that adequate resources be available in this area; and,
- an invitation to public service unions to participate in a senior-level joint union-management committee to recommend an implementation plan to the government in the area of equal pay for work of equal value. The preliminary report of this committee is expected in June.

Mr. de Cotret said "that these specific measures will provide the needed focus to ensure that the public service affirmative action program achieves its goals".

Government departments are currently preparing reports for Treasury Board describing the methods they will use to implement employment equity within their organizations.

The plans will be implemented over the next three-year period.