

ECIC ANNUAL REPORT

In 1963 the Export Credits Insurance Corporation insured a total of \$146 million in Canadian credit sales abroad and financed export sales of capital goods and related engineering services having a total value of \$87 million. These and other figures showing the magnitude of the ECIC's financial operations last year were revealed when the Corporation's 1963 annual report was tabled recently in the House of Commons by Mr. Mitchell Sharp, the Minister of Trade and Commerce.

The ECIC operates in two main fields, export-credits insurance and long-term financing. The insurance operation provides Canadian exporters with insurance at a nominal premium protecting them against certain risks of non-payment by foreign buyers.

In the field of export financing, the Corporation may, with the authority of the Governor in Council, provide long-term financing for export sales of capital goods. The facilities are designed to enable the Canadian capital-goods producer to compete on equal credit terms with foreign suppliers in world markets.

BROAD SCOPE OF INSURANCE

Now in its twentieth year of operation, the Crown-owned Corporation, which was established by Act of Parliament to assist Canadian exporters, has insured a total of \$1.3 billion in export sales to more than 110 countries. The goods insured include a wide variety of products, ranging from children's clothes and toys to diesel locomotives and aircraft.

'COPTERS FOR DESTROYER

The first of two destroyer escorts of the "Annapolis" class, the "Nipigon", will be commissioned at ceremonies in the yard of Marine Industries Limited, Sorel, Quebec, on May 30.

The "Nipigon" and a sister ship, to be named "Annapolis", nearing completion in Halifax, are radically different from the 18 destroyer escorts, designed and built in Canada, which have come off the ways at various Canadian shipyards since 1955. The new class incorporates a hangar and flight deck in the initial construction and is also equipped with variable-depth sonar of Canadian design and construction.

EFFECTIVE RADIUS INCREASED

The Royal Canadian Navy intends to embark the all-weather "Sea King" helicopter in these vessels. The jet-powered machines have both detection and destruction capability, which will multiply the radius of effectiveness of the destroyer escorts against the most modern submarines.

The "Sea King" (CHSS-2) weighs nearly eight tons, carries a four-man crew and is powered by two

A record 434 insurance policies were in force at the end of 1963, an increase of 17 per cent over the previous year. As evidence of the Corporation's policy of reducing premium rates wherever possible, premium receipts for the year's operation were lower than in 1962, despite the increase in sales insured.

CONTRACTS IN EMERGING COUNTRIES

The \$87 million of export sales financed under the Government's long-term export-financing facilities administered by the ECIC covered 11 contracts in eight developing countries. Among the sales financed were a hydro-electric plant to Ceylon, power-generating plants to India and Pakistan, and telecommunications equipment to Israel. Contracts were also signed for projects in Argentina, Brazil, Chile, and Mexico.

In the three years since the introduction of the ECIC's long-term export-financing facilities, 19 contracts, valued at \$147 million, have been signed covering capital-goods exports and related engineering services to nine countries. Of this total, \$103 million involve credits to Latin American countries. More than 550 Canadian companies have received orders to supply equipment and services as a result of contracts signed under these facilities.

In addition to funds allocated for signed contracts, \$110 million have been committed for proposed sales requiring long-term export financing.

Disbursements in 1963 for financed sales totalled \$44 million, double the figure for the previous year. Repayment of loans made to the end of 1963 totalled \$2.5 million.

jet engines. It carries homing torpedoes as well as sophisticated submarine-detection equipment. The "Sea King" will also operate from the aircraft carrier "Bonaventure", where it will team up with the fixed-wing anti-submarine aircraft of the RCN, the CS2F-2 "Tracker".

CONVERSION PROGRAMME

The ability to carry helicopters will not be limited to the "Annapolis" class. A conversion programme to fit helicopter landing-platforms and VDS in the seven ships of the "St. Laurent" class is also under way. Two ships have already been converted, two more will be completed soon and three remain to be taken in hand.

The "Nipigon", named after a Northern Ontario river, is the second ship to bear this name in the RCN. A Toronto-built steam Bangor served from 1941-45 both as a minesweeper and a convoy-escort vessel during the Battle of the Atlantic. Paid off at the end of the Second World War, this ship was refitted in the early 1950s and, was turned over to Turkey in 1957 under the NATO Mutual Aid Programme. Renamed "Bafra", she is now classed as a coastal escort.