

### COAST GUARD RESCUE CRAFT

The second of five similar search-and-rescue cutters, which are to enter Canadian Coast Guard service this year, will be ready for East Coast duty shortly. The sleek vessel was christened "Rapid" on June 5, at a shipyard in Pictou, Nova Scotia.

Sponsor of the ship was Mrs. C.W. Harvison, wife of Commissioner Harvison of the Royal Canadian Mounted Police. Also present, in addition to Gordon W. Stead, Assistant Deputy Minister, Marine, and senior officials of the Transport Department, were Commissioner Harvison and Group Captain J.M. McCallum, representing the Air Officer Commanding, Maritime Air Command, Royal Canadian Air Force.

Following her sea trials, the new cutter will proceed to the Department of Transport Marine Agency at Dartmouth, N.S., and will operate under the control of the coast-guard rescue officer at Maritime Air Command Search and Rescue headquarters.

### CO-OPERATION WITH RCMP

Mr. Stead, speaking at a reception by the shipbuilders, said he was pleased that the wife of the Commissioner of the RCMP had christened the new cutter, since that force was closely associated with the Department in providing a rescue service. This vessel and others would not undertake policing duties, but would assist the RCMP on marine-safety regulations.

Principal responsibility for search and rescue in Canada lies with the RCAF, Mr. Stead pointed out, referring to the presence of Group Captain McCallum. Coast Guard ships provide the marine element of search and rescue and co-ordinate the operation of all government ships and other vessels participating in rescue operations.

CCGS "Rapid" was built under the DOT programme providing for eight special search-and-rescue vessels, five of which will be 95 feet long and similar to "Rapid". Two of these are to be stationed on the East Coast, two on the Pacific Coast, and the fifth on the Great Lakes in summer and the East Coast in winter.

The other three cutters will be somewhat smaller, measuring just under 70 feet in length, and will serve on the Great Lakes.

The Department of Transport chose the "Rapid" type of cutter as a result of the successful operation of a United States class of patrol boat of the same size from which the design of the Canadian vessels was evolved.

### DESCRIPTION

The ships are capable of all-year coastal duty and are equipped with facilities for picking up survivors and caring for the injured, fire fighting, and a limited amount of underwater emergency work such as metal cutting and welding. Each carries a water-jet-propelled fibreglass workboat. Their principal parti-

culars are: Length 95' 3"; length L.W.L. 90'; breadth, moulded, 19' 11"; depth, moulded, 10' 7"; draft, loaded, 6' 5"; crew accommodation, 14 persons; trial speed, 20 knots; cruising range at 14 knots, 1,500 nautical miles.

The vessels of the "Rapid" class are all-welded, with flush decks, raked stems and curved transom sterns, and with aluminum superstructures comprising wheelhouse, engine casing and deckhouse. The propulsion machinery is carried amidships.

The ships have electronic navigational aids of the latest type, including standard reflector-compass, gyro-compass and repeater, radar, echo-sounder, radio direction-finder, Decca navigation equipment (East Coast vessels only). Loran, public-address system and radio telephones IF/AM, VHF/AM and VHF/FM.

An electric-hydraulic, self-tensioning, one-and-a-half-ton towing winch is fitted aft on the main deck. The steering-gear consists of a hydraulic, power-boosted mechanical system, designed for emergency manual operation.

### NEW FITNESS GRANTS

Approval has been given for 28 grants, totaling \$412,395, for a wide variety of Canadian organizations under the provisions of the Fitness and Amateur Sport Act.

The grants are designed to encourage participation in activities ranging from table tennis to yachting. The largest goes to the Canadian Olympic Association, which received \$76,000 to help it meet the cost of Canada's participation in the 1963 Pan-American Games and the 1964 Olympic Games. A grant of \$49,400 goes to the Royal Canadian Legion, to meet part of the expenses of a national Legion-sponsored clinic for track and field coaches.

Other major grants include \$39,865 to the Amateur Athletic Union of Canada toward the cost of conducting national championship competitions in various sports, and operating coaching clinics in weight-lifting and wrestling across Canada. A \$20,000 grant goes to the Canadian Association for Health, Physical Education and Recreation, to provide assistance for CAHPER's present organizational activities.

The promotion of Banff, Alberta, as the site of the 1968 Winter Olympic Games is given further support by a grant of \$15,000 to the Calgary Olympic Development Association. This sum is in addition to \$95,000 previously granted under the programme to assist in developing plans and technical information required for consideration by the International Olympic Committee.

Other organizations receiving grants include the Canadian Intercollegiate Athletic Union (\$22,000); the Canadian Amateur Ski Association (\$20,215); and the Canadian Lawn Tennis Association (\$20,000).

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