

On her yearly voyage to arctic waters the ship will operate under the Officer in Charge of the Eastern Arctic Patrol of the Department of Mines and Resources, who, in his capacity as chief of the expedition, will co-ordinate the activities of the various government agencies represented and maintain a general supervision of all phases of administrative activity in the Eastern Arctic.

### HUDSON'S BAY COMPANY VESSELS FOR WORK IN THE CANADIAN ARCTIC

[Based on notes in the *Arctic Circular*, Vol. 2, No. 1, 1949, p. 10; *Arctic. Journal of the Arctic Institute of North America*, Vol. 1, No. 2, 1948, p. 119-22; and *Moccasin Telegraph* of September 1950, p. 5.]

The motor-vessel *Rupertsland*, which was launched from the Fairfield Shipbuilding and Engineering Company yard at Glasgow on 30 November 1948 will replace the *Nascopie*<sup>1</sup> for service in the Canadian Eastern Arctic. With a length of 170 ft. and a beam of 32 ft., the construction is of welded steel throughout; two 300 h.p. Diesel engines drive twin screws, housed in Kort nozzles.<sup>2</sup> The carrying capacity of the new vessel is 500 tons, exactly half of that of her predecessor. The equipment includes radar, echo-sounder, and gyro compass. There is accommodation for twelve passengers and a crew of sixteen.

Another motor-vessel, the *Fort Hearne*, was built at Etherington's yard at Shelbourne, Nova Scotia, in 1949 for work in the Canadian Western Arctic. The *Fort Hearne* is built of wood: length, 140 ft.; beam, 28 ft.; carrying capacity, 400 tons; engine, 450 h.p. Diesel. The *Fort Hearne* sailed from Halifax in April 1949 and reached Tuktoyaktuk (Tuktuk), where she replaced the *Fort Ross*, on 9 August 1949.

The motor vessel *Fort Garry* is an 80-ft. ex-naval stores lighter of steel construction capable of carrying 80 tons of stores in 5 ft. of water. She was converted at Liverpool, Nova Scotia, in 1950, and will begin operations in Hudson Bay in 1951. The old *Fort Severn* will shortly be withdrawn from service.

### THE ICEBREAKER *YERMAK*

[Based on a note in *Pravda* of 27 March 1949 and D. A. Levonevskiy, comp., *S. O. Makarov i zavoyevaniye Arktiki* [*S. O. Makarov and the conquest of the Arctic*] (Leningrad, Moscow), 1943.]

In 1949 the Soviet icebreaker *Yermak* was awarded the Order of Lenin in celebration of her fiftieth anniversary. The *Yermak* owes her existence to a Russian naval officer, Vitse-Admiral S. O. Makarov, who conceived the idea of developing the small icebreaking tug, in common use for harbour clearance at the end of the nineteenth century, into something much larger and more powerful. He was thinking principally of using such a vessel in arctic waters,

<sup>1</sup> The *Nascopie* was lost off Cape Dorset in July 1947. See the *Polar Record*, Vol. 5, Nos. 37/38, 1949, p. 341.

<sup>2</sup> Steel tubes designed to increase the thrust of the engines when the vessel is steaming slow ahead in heavy seas or large ice fields, and to protect the propellers from ice.