

## THE SECOND BISHOP OF THE ARCTIC

[Summarized from information in the *Canadian Geographical Journal*, Vol. 41, No. 1, 1950, p. v.; *Beaver. A Magazine of the North*, Outfit 281, September 1950, p. 49; and *Arctic Circular*, Vol. 2, No. 7, 1949, p. 88–89; Vol. 3, No. 3, 1950, p. 35.]

Following the retirement in September 1949 of the Right Reverend Archibald Fleming after sixteen years as Bishop of the Arctic, the Venerable Archdeacon Donald B. Marsh was elected Anglican Bishop of the Arctic in April 1950. He was consecrated on 30 May at St John's Cathedral, Winnipeg, by the Archbishop of Rupert's Land, assisted by a number of northern bishops, and enthroned on 18 June in All Saints' Pro-Cathedral, Aklavik, by Canon C. Montgomery.

The new Bishop of the Arctic went to Canada in 1922, and has spent more than 20 years in the Canadian Arctic, mainly on the west coast of Hudson Bay from where he moved to Aklavik in 1943. Dr Marsh is well-known as an authority on the Caribou Eskimo.

THE EASTERN ARCTIC PATROL VESSEL *C. D. HOWE*

[Summarized from notes in the *Arctic Circular*, Vol. 1, No. 2, 1948, p. 2–4; Vol. 2, No. 1, 1949, p. 10; No. 6, 1949, p. 66; and from information provided by the Director of Marine Services, Department of Transport.]

The first Canadian Eastern Arctic Patrol was made in 1922, in the government-owned ship *Arctic* (formerly the *Gauss*), which went north each successive summer until 1925. Between 1926 and 1931 the Job Seal Fisheries vessel *Beothic* was chartered annually for two months by the Canadian Government to visit northern posts. In 1932 the Hudson's Bay Company transported the patrol under contract in the *Ungava*, and in 1933 the Company's ship *Nascopie* began the first of her long series of patrols, which ended with her wreck in July 1947.<sup>1</sup>

In 1946, following a decision of the Hudson's Bay Company to withdraw the *Nascopie* from service, the Canadian Government decided to build their own ship, specially designed for work in arctic waters. Plans were accordingly prepared by Messrs German and Milne of Montreal, in consultation with government officials and experienced arctic navigators. The keel of the proposed vessel was laid at the Davie Shipbuilding and Repairing Company of Levis, Quebec, in December 1948 and she was launched in September 1949.

Details of the *C. D. Howe* are: length, 276 ft.; beam, 50 ft.; depth, 26 ft.; draught when loaded, 18½ ft.; deadweight tonnage at 18½ ft. draught, 2615 tons; engines, two 2000 h.p. "Skinner Marine Uniflow" oil-fired steam; range, 10,000 nautical miles; speed 13½ knots; hold capacity, 107,000 cu.ft.; refrigerated cargo capacity, 3050 cu.ft. The hull, consisting of arc-welded steel, is built to withstand heavy ice pressure. The vessel is fitted with radar, echosounder, direction-finding equipment, and gyro compass; a helicopter is also provided. Hospital accommodation is available, and a total complement of eighty-eight can be carried.

<sup>1</sup> See Footnote 1, p. 272.

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.