

(a) Doubtless there were some vessels icebound at the time the U. S. Air Force requested Coast Guard aid. In the six and four days, respectively, that were required to break through to the distress sites, the ice there had been blown clear of the shore by shifting winds. This left open routes for the shallow-draft resupply vessels, although heavy ice remained ten to twenty miles off shore where the water was deep enough for a WAGB.

(b) In both cases when we arrived on scene there were many vessels freely transiting in all directions. Some of these were Dew-line resupply vessels, but the majority were Canadian merchant craft on private missions.

(c) Captain THOMAS, the representative of the Northern Transportation Co. Ltd., in Tuktoyaktuk, just east of the Mackenzie Delta, was also the local contractor for Dew-line resupply vessels. It was at his insistence that Coast Guard aid was requested. Captain THOMAS was reticent on the question of which vessels were directly in support of Dew-line sites and which were engaged in Coastal trade. He declined to give significant situation reports of the Dew-line resupply activity, and his communications were limited to congenial banter over the radio and requests to remain on scene to provide assistance if it were to be needed.

(d) In one instance STATEN ISLAND had the opportunity to escort the M/V FRANK BRODERICK and two tows from Cape Bathurst to Cape Parry. The ice was quite heavy at that time, but cleared along the shore two days later. It was never established whether the BRODERICK was engaged in Dew-line resupply.

(e) It is significantly curious that the Commanding Officer of the Canadian icebreaker CAMSELL refused to comment on ice conditions along the resupply route or any vessel activity. CAMSELL referred all inquiries to Captain THOMAS, the civilian contractor.

(f) STATEN ISLAND devoted two-and-a-half weeks to Dew-line resupply support, of which the beneficial effect to the program was nil. Although facts were difficult to extract from the local participants, the prime concern seemed to be a dread of Northern Transportation Co. Ltd.'s shipping schedules being delayed by intermittent ice congestion.

(2) Fairway Rock assistance. Depending on the weather, this can be a simple matter or one fraught with danger and excitement.