

Naval Control staffs have been set up at Halifax, Sydney, St. John, Montreal, Quebec, Vancouver, Esquimalt and Prince-Rupert, composed principally of Naval Reserve officers who are familiar with merchant shipping. A system was instituted whereby every merchant ship sailing in convoy would be examined as to speed, manoeuvrability, fuel capacity and adequacy and loyalty of her crew and officers. Shipmasters were instructed in a brief, but adequate course of signalling, interpretation of orders, and regulations concerning sailing in convoy.

Besides serving on the ships of the R.C.N. in convoy, R.C.N. sailors serve in the merchant ships themselves. They man the guns with which the cargo ships have been armed, and look after communication between ships of the convoy. In the ships of convoy commodores they act as signalmen.

Convoy groups are arranged according to maximum speed. Escort vessels have to be assigned. Planes are supplied by the R.C.A.F. to protect the flotilla on the first leg of the trip. All these and other details must be looked after for each convoy.

#### Communications

An efficient wireless communication system is an indispensable part of the work of the Navy. Ships at sea must keep in touch with land bases; communication must be swift.

There are three principal Naval Shore Wireless Stations in Canada. These stations are equipped with the most up-to-date apparatus and are the equal of any naval station in the world. They are in operation 24 hours a day. As many as three lines of communication are often used at one time.

To prevent wireless communications being picked up by the enemy, every message must be cyphered. Since the outbreak of the war a certain Naval Wireless Telegraphy Station has