

H.M.C.S. Bras d'Or, a converted minesweeper, captured S.S. Capo Noli, an Italian ship on June 9th, 1940. The foreign vessel was caught as it tried to escape from the St. Lawrence River. This was the first Canadian naval success against the Italians. The Capo Noli was placed in the Empire merchant service.

The destroyers Restigouche and St. Laurent aided in the evacuation of the 51st Division of the British Army at St. Valery-en-Caux, June 11, 1940. While engaged in evacuating British troops from Bordeaux, H.M.C.S. Fraser was out in two by another warship as a result of the necessity of travelling without lights in a danger zone. Restigouche, which was participating in this action, at the risk of attack by aircraft and submarines turned on all searchlights, performed a "miracle of navigation" to rescue 115 of the crew of the Fraser; 45 of the crew were lost.

The German express cargo boat "Weser" was captured off the west coast of Mexico in September of the same year, by the auxiliary cruiser "Prince Robert", one of three former passenger liners converted to Canadian naval use.

Early in December of 1940 the Canadian destroyer Saguenay was torpedoed by a German submarine in the Atlantic and suffered the loss of 21 men missing and 18 wounded. The ship itself was badly damaged.

Cruiser H.M.C.S. Prince Henry, caused two German vessels, the "Muench" and "Hermonthis", to scuttle themselves in the South Pacific during the early months of 1941.

Seventeen survivors of the American merchantman "Bold Venture", torpedoed in the North Atlantic in October of 1941, were picked up by a Canadian corvette.

During November, 1941, Canadians learned of the success of two corvettes, the Chambly and the Moose Jaw, against a submarine. The Chambly attacked with depth charges and blew the U-boat to the surface. The Moose Jaw closed in and rammed her. The U-boats-crew opened her seacocks and abandoned ship. Forty-seven survivors were made prisoners.

In January of 1942 the Navy told of a 66-hour battle with a submarine pack in the North Atlantic, directed by H.M.C.S. Skeena as senior escort vessel of a convoy. An exact account of submarines destroyed was not disclosed, but it is known that the defence of the convoy was not without success.

During the late summer of 1942, H.M.C.S. Assiniboine rammed and sank a German submarine in the west Atlantic. With only two hundred yards between the vessels, gunfire was exchanged, both vessels scoring hits. A small fire broke out in the destroyer, interfering with gun control and leaving the gun crews to independent firing. Towards the close of the engagement a depth charge from the destroyer actually landed on the deck of the submarine, then rolled into the sea and exploded beneath the submarine's hull. Several German prisoners were captured.

The Canadian corvette, Morden, rescued the entire passenger list of 134 men, women, and children of a Canadian merchantman torpedoed in the North Atlantic and brought them safely to port. The oldest of the passengers was 83, the youngest a seven-month old child.

News of an encounter of H.M.C.S. corvette, Ville de Quebec, was announced on January 25, 1943. In the Western Mediterranean, the Ville de Quebec brought a U-boat to the surface by depth charges, engaged by gunfire, repeatedly hit and rammed the submarine at right angles. The whole action, from the dropping of the depth charges to the disappearance of the U-boat beneath the water took only nine minutes.

Naval headquarters revealed on February 1, 1943 that H.M.C.S. corvette, Port Arthur, on convoy duty in the western Mediterranean located an Italian submarine, attacked with depth charges and gunfire and destroyed her. Some survivors were found.

LOSSES OF SHIPS

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