



*The Interceptor* which with the *Adversus* and the *Laurier* shown on the opposite page represent the three classes of craft used by the Force for Preventive Service patrols in pre-war days.

they had already undergone rigorous Naval duties and consequently had reached a stage when increasing maintenance costs presented a factor of no small importance. Acceptable as they were for our immediate use, it was apparent that these boats were built for Naval purposes primarily and were not of types suitable for Preventive Service patrols and S.A.R. (Search and Rescue) service. However, they were the only vessels of classes available in Canada in the number required by the Force and acceptance of them at that time was the nearest we could come to achieving a new fleet of standardized types which would permit early reorganization of our marine activities.

Once the "Marine" Division was back in service plans turned to the future. Temporarily our needs were met but within a definite time limit modern ships involving all the latest developments, including economy of operation, were

required. A program of new construction was planned to give the Force a new fleet to replace these former Naval craft and to insure construction of boats designed specifically for certain areas of operation. In the years 1945-50 "Marine" Division vessels saw rigorous duty. Maintenance costs were rising proportionately. The program of new construction was pressed. Plans and specifications of the various types of vessels proposed were prepared. No small amount of time, study and thought goes into such a program to ensure the proper types of ships, most suitable materials, accommodation and allocation of equipment necessary for specific duties. This is perhaps best illustrated by the fact that though a ten-year construction program was laid down for the years 1952-62 the first actual commissioning of a craft took place in 1954.

For sea-going ships, plans were prepared for a 165-foot twin-screw vessel.