

Discontinuance of the old name Canadian Marine Service and adoption in January 1962 of the designation Canadian Coast Guard came in recognition of the increased size and scope of the fleet.

With the change in name came a change in appearance of both ships and men. The vessels adopted the official colours of Canada, with red hulls and white superstructures. Coast Guard ships are easily recognized as they go about their business.

A civilian service The duties of the Canadian Coast Guard are civilian in nature. No armament is carried on the ships. The fleet has no military functions.

It carries on with the important duties it has always performed. It maintains and supplies shore-based and floating aids to navigation in Canadian waters. These include the Atlantic and Pacific coastal areas, the St. Lawrence River and Great Lakes, the channels of both the Eastern and Western Arctic, Hudson Bay, the Mackenzie River system and other inland waters. The territory covered is vast, and the duties involved are equally extensive.

Since its beginning, the fleet has carried out icebreaking. In the earliest years, this work was done mainly to aid the Prince Edward Island Ferry Service and in the St. Lawrence when flooding caused by ice was a serious problem.

Following flood-control icebreaking, merchant ships began taking advantage of the ready-cut channel, and now shipping into Montreal continues throughout the winter.

As the development of the sea-route from Churchill, Manitoba, to Europe became a factor in Canada's maritime economy, there came a need for icebreaker assistance to commercial shipping using that route. Then came the opening-up of the Canadian Arctic, with its icebreaker requirements to within a few hundred miles of the North Pole. New icebreaking problems also were met as commercial shipping operations in the Gulf of St. Lawrence were successfully carried out throughout the winter months.

Emphasis was placed on building icebreakers and the Coast Guard was brought up to its present strength. The fleet of modern icebreakers includes the world's largest and most powerful conventionally-powered icebreaker, CCGS *Louis S. St. Laurent*, commissioned in 1969. Another full icebreaker commissioned the same year is the CCGS *Norman McLeod Rogers*, which serves principally in the Gulf of St. Lawrence.

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