



R.C.M.P.S. *LAURIER*

By Her* Third Captain

SHE was launched at Quebec City in 1937, soon after she had been given the name of a great Canadian. The choice of her name was an apt one, for both statesman and ship, in their respective spheres of action, served Canada well. How well the statesman served is known to everyone; how well the ship served is the purpose of this paper.

Though first water-borne on a tranquil stretch of the St. Lawrence, her working life was spent in vastly different surroundings—the storm-harassed waters of the Atlantic. She led a life of combat, pitted against “the dangers of the sea and the violence of the enemy”. The strength of her effort against both often was inadequate; but through no fault of her own, for with the build of a race-horse she was often expected to do the work of a Clydesdale. However, she al-

ways did her utmost, and when her time came her rest was richly earned.

Laurier was designed and constructed as a preventive cutter. Rum-running was still a highly profitable enterprise when she was built, and the need for suitable ships to control this traffic was acute. Her design embodied all that had been learned over a long period, and it was aimed primarily at producing a ship which could shadow and report the large rum-running vessels hovering well off shore. She was also expected to have enough speed at full power to overhaul and intercept any smuggler found in territorial waters and sufficient endurance to remain at sea over a reasonable length of time.

When completed, the ship had graceful lines and adequate and comfortable accommodation for the officers and ship's company. She was equipped with what was then the last word in aids to navigation and other scientific instruments and altogether she was a pleasing little

See *The Marine Section of the Force*, 11 R.C.M.P.Q. 192, and *The R.C.M.P. Marine Section in War*, 12 R.C.M.P.Q. 54.