REFERENCE PAPERS

WARTIME INFORMATION BOARD, PROTECTE AWA

THE ROYAL CANADIAN NAVY

Strength at March 29more than 55,556				
	Officers	Ratings	Total	
R.C.N.R.R.C.N.V.R.TOTAL.	628 942 <u>4,550</u> 6,120	3,395 5,011 42,438 50,844	4,023 5,953 46,988 56,964	
Less Divisional Strength (reserve, on call for active service)	535 5,585 77 5,662	2,656 48,188 1,706 49,894	3,191 53,773 1,783 55,556	
R.C.N. men serving with Royal Navy (at March 29)	more the	an 1,440		
Pre-war strength of R.C.N		1,774		
Ships at March 29 Pre-war strength in ships	more the	an 500 16		
Casualties as at March 29: Killed on active service		781 102 159		
Losses of ships		12		
Decorations as at March 31: Companion of the Order of the Bath Distinguished Service Order Order of the British Empire Companion of the Order of the British		1 3 11		
Empire		1 8 33 1 21		
British Empire Medal		911266411		
Cross of Valour (Polish) Norwegian War Medal. Albert Medal. Mentioned in despatches. Commendations.		4 1 1 151 13		
Testimonial		1		

Functions The Canadian Navy has four different parts to play in the sea warfare of the United Nations:

- 1) Protectiom of Merchant Shipping
- 2) Protection of Canadian shores
- 3) Destruction or capture of enemy Merchant and Fighting ships
- 4) Blockade

Convoy

In this war, it was obvious that Canada must play the role of convoy protector, and when, upon the declaration of war, the British Admiralty asked by wireless when the Canadian convoy system could go into operation, the answer flashed back: "Immediately."

FERENCE PAPERS

April 27, 1922. alle in Figure where yourse. PRE. P 10.00 50.00 30.00 The same of ALS: COLOR STATE OF THE STATE O 1.3 Pro-Mon. No. 10 to Manager a com-ort Pro-mon, out digital in ships.

Six days after war began, the first Canadian convoy numbering 18 ships, was escorted into the open Atlantic. It reached its destination safely. Canadian ships have been on constant duty as convoy escorts ever since.

Offensive Action Most of the ships of the R.C.N. are designed for convoy work. However, a flotilla of light Tribal class destroyers is being built and two have already been commissioned. These ships are designed for offense, and will add strength to the Canadian service, as well as augmenting the power of the Royal Navy.

Canadian destroyers aided in the evacuation of British troops from France -- the St. Laurent, the Restigouche, and Fraser.

The last-named boat was lost during the evacuation of troops from Bordeaux.

Five ships of the Canadian Naval Service took part with units of the American Navy in action in the Aleutian Islands.

17 R.C.N. corvettes joined in convoying the United Nations armada in the attack on Axis-held bases in North Africa.

1,200 R.C.N. officers and ratings also manned landing barges in this action.

Canadian naval personnel in mosquito boats have had numerous successes in forays against enemy shipping.

Men with the Royal Navy

Canadians on loan to the Royal Navy have served under fire in the Mediterranean and in the Indian Ocean, north to the Arctic Circle, and south to the Equator. Canadian ships fly

: 1848 days alber our began; that Chief Christian convoy whiching the collection is a specific to second in the collection and collection of the collection

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Compaging on Loan to the Rayal Mary Sage served under fire in the the faction and to the Landson Charles, and south to the Earthest Ochicales ships fly

the White Ensign of the Empire's naval services. R.C.N. ships have been assigned duties of Naval Parol in the Caribbean and in other special territories from time to time.

Shores

Warding Canadian The R.C.N. is constantly on guard in Canadian coastal waters. The monotonous but vital work of submarine patrol is carried on in the St. Lawrence River itself.

> The R.C.N. works closely with coastal reconnaissance squadrons of the R.C.A.F. in this vital task, Every day minesweepers steam out from Canadian ports to go about their dangerous job.

Fishermen's Reserve

The West Coast of Canada, with its deep indentations and myriad small islands, presents a special problem for patrol. The mainland itself stretches 1,580 miles; the islands are another 3,980 miles -- a total of 5,560 miles to watch over. No orthodox naval force that Canada could put in the water could guard this great length of coastline. But Canada found the answer to this problem ready at hand.

In the early months of 1939, a third reserve for the Navy was formed, drawn from men in the west coast fishing industry. These men know the waters as only fishermen could. Their boats, which they brought with them into the Reserve, were built to negotiate the inlets of the coast. These craft were quite large and sturdy, and were easily converted into patrol boats.

But the Fishermen's Reserve was ready to do more than patrol work. Boats were fitted up for minesweeping, and when the war broke out this dangerous, but most essential job was undertaken by them on the west coast.

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Fishermen's Reserve

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At the outbreak of war, the Royal Canadian Navy had only 16 vessels in operation, consisting of six destroyers, five minesweepers and other small vessels:

DESTROYERS

Ships of the R.C.N.

H.M.C.S.	Saguenay	East	Coast
77	Skeena	11	11
19	St. Laurent	West	Coast
n,	Fraser	11	11
47	Ottawa	11	11
17	Restigouche	17	17

MINESWEEPERS

H.	M.C.S.	Armentieres	West	Coast
	11	Comax	11	11
	19	Nootka	11	11
	Ħ	Gaspe	East	Coast
	11	Fundy	n	11

- 1 Motor Vessel (West Coast) H.M.C.S. Skidegate
- 1 Training Schooner (at Halifax) H.M.C.S. Venture
- 1 Auxiliary Ketch for training of R.C.N.V.R. (at Montreal)
 H.M.C.S. Glencairn
- 2 Gates vessels (in reserve at Halifax) H.M.C.S. Festubert and
 Ypres

The Royal Canadian Navy now operates more than 500 vessels of the following types: destroyers, corvettes, auxiliary cruisers, minesweepers, patrol vessels and small craft fitted for the many duties of modern sea warfare.

Although primarily a Navy of small ships designed for convoy protection, the R.C.N. is building up a destroyer fleet which will be no small contribution to the offensive power of the

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United Nations.

Destroyers

A flotilla of eight Tribal class destroyers is being built for the Royal Canadian Navy. Two have already been commissioned in the Canadian Naval Service -- the 'Athabaskan' and the 'Iroquois'.

Tribal-class destroyers are amongst the best and fastest afloat. They are heavily armed, carrying as part of their armament eight 4.7-inch guns -- twice the number of guns on the destroyers with which Canada entered the war. They carry a crew of 190 and have four 21-inch torpedoes.

In exchange for land bases within the Empire, the British Commonwealth of Nations received from the U.S. fifty over-age destroyers. Canada's allotment of these was seven. These were a most valuable addition to Canada's naval strength.

In October 1939 the R.C.N. took over the destroyer Kempenfelt for which the Canadian Government had been negotiating before the war started) from the R.N. as flotilla leader for the Canadian fleet. The ship was re-christened the Assimiboine

Corvettes

Although Tribal class destroyers are being added as fast as they can be secured, the greatest strength of the Royal Canadian

Navy lies in her corvettes.

The first corvette launched in Canada was not built to harry German submarines. It was a 500-ton ship contracted for by Neree Levasseur, a builder of ships for Louis XV of France, and launched at Quebec in 1739. A corvette was a sloop of war.

United Metions.

Destroyers

A filetille of elant Tribel class destroyers is being built.

Ser the Royal Canadian Mays. Two have already been commissioned

the the Canadian Mayel Service -- the 'athebrasent and the

Tribul, signs destroyers are empered the best, and factor from the left, ... They are beautily atmod, Coprylar as part, of their anament eight 4.7-inon sums -- twice the number of sums on the destroyers with which Conedo entered the mar. They deproy a crew of 120 and have four 81-inch targedous.

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The first convects launched in Center was not built to him your contract of the was a \$00-ton only contracted for some finance, and the contract of the contract of the convects and a sloop of war.

It ranked next below a frigate, was fast sailing and easy to manoeuvre -- in these two respects it was like the corvettes of the Royal Canadian Navy.

Corvettes are small, specially designed for escort and antisubmarine duties.

Canadian shipyards are turning these vessels out in large numbers. Complicated in design and packed with equipment, it requires approximately 375,000 man-hours of labour to build and outfit one of these ships. Designing and building a corvette calls for great skill, because of the large quantity of equipment to be fitted into the small space of the ship. The number of corvettes obviously for secret reasons cannot be revealed. However, in November of 1942, they were listed as well over 75 strong.

Specifications of the latest and fastest of this type of ship are secret. Corvettes which were built during the earlier part of the war were 190 feet in length and included armament of a 4-inch gun, machine gun, and depth charges. The total cost was \$700.000.

These ships have a "terrific roll" but they are extremely seaworthy and easy to manoeuvre. They will not break under the strain of wind and weather.

Minesweepers

Coastal patrol and protection in Canada's defence zones on both Atlantic and Pacific shores is an important part of the Canadian Navy's work. Minesweeping must be carried on continually. But Canadian minesweepers are designed for more duties than their name would imply. They have proved most efficient in escort and anti-submarine duty.

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Corvettes are small, specially designed for secort and enti-

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Fairmiles

The Fairmile motor launches are a new and effective weapon against the present intensive submarine attack. Particularly are they suitable for convoy escorting in the St-Lawrence River.

More than 100 feet long, the Fairmile is a lineal descendant of the well-known sub-chaser of the last war. High powered twin-screw Hall-Scott engines of 630 h.p. give them a considerable driving power and their trim lines enable them to "turn on a dime". They are fitted with 2-1 reduction gear and at top speed can churn up 2100 revolutions. They have a great range and striking power. Their main weapon is the depth charge which they carry in great number. Also among their weapons are certain secret devices which cannot be disclosed further.

The Fairmiles seen off Canada's coasts and in the St.Lawrence River are all-Canadian built. Scores of them are now at sea and in the process of building.

Wooden-hulled submarine chasers and their sisters, motor torpedo boats. built in Canadian yards are in service with the R.C.N.

The motor torpedo boats being built in Canada were created by Hubert Scott-Paine, famous English flying boat and motorboat designer. Their construction is a wartime secret. These boats are equipped with torpedo tubes, anti-aircraft guns, and are powered by Packard marine engines. They are very speedy.

Auxiliary Cruisers

Liners, converted as auxiliary cruisers, have done good service in the R.C.N. as convoy protectors. In their encounters with German undersea craft they have never come off second best.

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The Patralle setor leunches cross new and effective weepon, estimat the present actions and estimate the president of the state of the

More than 100 foot long, the Fairvale is a lineal descendent of the well-known subsender of the lest work. Also powered that south angines of 650 h.g. give them's considerables driving power that their term lines enable them to "turn on a dime". They are fitted that lest lest their term to great and at tog speed can churn up 2100 reveletions. They have the at the at the atriving power. Their wall weapons the their terms and atriving power. Their with weapon is the lepth onerwe than they carry in great number. Also among their weapons are centern search devices which country to disclosed forther.

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Other Auxiliary Vessels

Before the war broke out the Navy made arrangements for other auxiliary ships to be used in time of crisis. The Canadian Government owned more than seventy boats which in peacetime were used by the Royal Canadian Mounted Police, Department of Fisheries, Transport, Public Works and Mines and Resources. These boats were quickly and easily converted for use as minesweepers, examination and patrol boats, and anti-submarine guard.

Armed Yachts

Fifteen armed yachts were put into Canadian naval service early in the war. These vessels were named after Canadian animals: Beaver, Cougar, Caribou, Elk, Grizzly, Husky, Lynx, Moose, Raccoon, Otter, Reindeer, Renard, Vison (French for mink) Wolf and Sans Peur. This last, formerly the yacht of the Duke of Sutherland, retained its own name.

Operations of the Navy are strict secrets. Occasionally, however, secrecy is relaxed to reveal a successful action. The flotilla leader Assiniboine aided a British cruiser in capturing and salvaging a big German freighter, the "Hannover", in West Indies waters early in the war.

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.

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Defore the wor broke out the seven areas areasents for other sublitary ships he be used in time of calais. The Staishion Coveringer owned mare him seventy betts which in peacetime were used by the Royal Jan dian least to police, begantant of Fisheries, Technology, Public Sories and Lines and Resources. These botts were quickly and septim converted for use as minesweepers, examination and passed bests, end.

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The destroyers consequence and st. Leurent aided in the evacuous of the prition army of St. Valery-co-Cont. June 11, 1940.

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While engaged in evacuating British troops from Bordeaux,
H.M.C.S. Fraser was cut 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 her search
lights and succeeded in rescuing 75% of the crew of the Fraser.

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 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 "Muenchen" and "Hermonthis", to scuttle themselves in the South Pacific during the early months of 1941.

17 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, Canadianslearned 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-boat's crew opened her seacochs and abandoned her. 47 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.

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H.M.C.S. Fracer was out in two by another threship of a fine to be repeated to two by another threship of the fine in the first limit to a fine to be repeated on the colline and the first limit to be repeated to the colline and the first limit the first on all mar seed to the first cal anceseded in the entering 756 of the crew by the first transming first transmineration of the crew by the the crew b

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Sarty is December of 1940 the Canadian destroyer Enguency whe tempedoud by a German submarize in the Atlantic and suffered the loss of 21 men minutes and 18 woulded. The chip itself was beely damaged.

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17 survivors of the American merchantman "Bold Venture", torpedeed in the Perts atlante in October of 1941, were proked up by a Canadian correcte.

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 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 - 194 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. After the engagement, the Ville de Quebec reported: "Have rammed and sunk sub. Picked up one survivor German. Think I can proceed at convoy speed."

Naval headquarters revealed on Feb. 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.

A Canadian corvette, H.M.C.S. Regina, sank an Italian submarine in a night action in the Mediterranean, Naval Services Headquarters announced March 13. The submarine was forced to the surface by depth charges and finished off at close range Dering the late summer of 1943, M.M.O.S. Assimbolne remmed and senk a German submerine in the west Atlantic. With only two hundred pards between the vessels, gamine was exchanged, both vessels scoring hits, a small fire broke out in the destroyer, interfering with our control and leaving the gud on orews to independent fixing. Towards the close of the engagement a interfering these the destroyer actually landed on the deciral the engage the deciral the engage the deciral the engage fine the season and explosed begantly the submarine, then rolled into the sea and explosed begantly the submarines that I Several German prisoners

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News of an empounder of M.M.C.S. corvette. Ville de Quebec, was announced on Junear M. 1883; In the Emstern Mediter-remember the Ville de spekee-brought à U-bont to the surface by depth changes, anneged by confire, repentedly hit and remend the published by confire, repentedly hit and the Ville de Quebec remorted: "Maye remed ent sunk sub. The Ville de Quebec remorted: "Maye remed ent sunk sub. Picked up one serviver derent. Think I can proceed at convey appeal."

Nevel headquarters revealed on Feb. 1. 1943 that H.M.O.S. copyects Part Archer, on neavey duty in the western Mediter-ranged last fart and an italian enhantse, attended with depth course and realist and a circust ben. For a service were found.

the surface of the charge and the the termination was therefore to come the surface of the summandary of the summandary

by the corvette's oerlikon guns. More than 20 prisoners were taken.

Losses of Ships

Losses of the Royal Canadian Navy in ships are as follows: Destroyers

Fraser, Bay of Biscay.

Margaree, Mid-Atlantic.

Ottawa, Mid-Atlantic.

Minesweeper

Bras D'Or, Gulf of St. Lawrence.

Patrol Vessels

Otter, Coast of Nova Scotia.
Raccoon, Western Atlantic.

Corvettes

Windflower, Western Atlantic.

Spikenard, South of Newfoundland.

Charlottetown, Gulf of St. Lawrence.

Levis, Western Atlantic.

Louisburg, Mediterranean.

Weyburn, Mediterranean

Organization and Training

There are three personnel components of the Royal Canadian Navy:

- 1) Royal Canadian Navy
- 2) Royal Canadian Naval Reserve
- 3) Royal Canadian Naval Volunteer Reserve
 At the beginning of September, 1939, Canadian Naval personnel
 consisted of:

000	OFFICERS	RATINGS	TOTAL
R.C.N.R.		1,643	1,774
R.C.N.V.R	经验证的证明 图 图 图 图 图 图 图 图 图 图 图 图 图 图 图 图 图 图 图	1,453	1,568
TOTAL.	312	3,292	3,604

The R.C.N. is the permanent core of the organization. The R.C.N.R. is composed of persons who have followed the sea as a profession. The R.C.N.V.R. is made up of civilians who are employed in occupations not connected with the sea but who are given training

by the corvette's perlikon gans. More than 20 prisoners were taken.

Losses of the Boyal Canadian Mayy in ships are as follows:

Framer, May of Miscay,
Margares, Mid-Atlantic,
Ottems, Mid-Atlantic.

Minosweeper

W Bras D'Or, Colf of St. Lawrence.

Otter, Coast of Hova Scotla.
Raccoon, Western Atlantic.

Windflower, Western Atlantic.
Spikenard, Bouth of Newfoundland, 'Charlottetown, Gulf of St. Laurence
Levis, Western Atlantic.
Louisburg, Mediterranean.
Verburg, Mediterranean.

There are three personnel components of the Royal Canadian Navy:

Royal Canadian Navy

2) Royal Canadian Mayal Receive

3) Royal Canadian Navel Volumber Reserve

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The R.C.M. In the persent corp of the organization. The R.C.M.R. is composed of params who have followed the soc as a profession. The R.C.M.V.R. is aside up of civilians who are employed in coordinations not connected with the each but who are given training

for sea service in an emergency.

The Royal Canadian Naval Reserve and the Royal Canadian Naval Volunteer Reserve were re-organized in 1923 after the inactive years following World War I.

For some years before this war emphasis had been placed on the work of R.C.N.V.R. Training Divisions. Actually, these training centres would have to supply the greatest part of naval personnel in a war. R.C.N.V.R. training bases were set up across the country. Now (1943) R.C.N.V.R. Training Divisions are in Hamilton, Winnipeg, Saskatoon, Regina, Calgary, Edmonton, Vancouver, and Prince Rupert. Approximately 80% of the present Canadian Navy are members of the R.C.N.V.R.

The Royal Canadian Naval College, for the training of officers, H.M.C.S. Royal Roads near Esqumalt, B.C., was re-opened on October 21st, 1942, the 137th anniversary of Trafalgar Day, after being closed for 20 years.

Branch of service to which a Naval officer belongs is shown by the colour inserted between the gold stripes on his sleeve as follows:

Engineer.....purple
Surgeon....scarlet
Paymaster....white
Instructor...light blue
Constructor...light green
Special Branch...emerald green

Executive officers have no coloured cloth between gold stripes.

There are 29 different jobs to which a naval recruit may be assigned or promoted, Men with trade experience - plumbers painters, blacksmiths, electricians, cooks and men with stenographic, banking or accounting knowledge, readily find a place in the Royal Canadian Navy.

Every man in the Navy must be entered on the books of a ship. For that reason shore establishments of the R.C.N. are given the names of ships.

A care to a The Royal Canadian Mayer Reserve and the Royal Canadian Mayer Volumboon Roserve were re-organized un 1983 after the inective for some years before this war cappeals had been placed on the work of R.C.M.V.R. Trefning Distatons. Actually, those training centres would have to supply the greatest part of saval personnel in a war; R.C.R.V.R. tenting bases were set us across the country. New (1965) R.C.R.V.R. Training Mivistons are in Hemilton, signipes, Sagaroon, Regime, Os sary, Edmonton, Vancouver, and liting Emert. Approximately Royal Canadian Wavel College, for the training of critcers, no bounge-or raw ... D. T. Throughof H.M.V.S. Royal Roads near the 187th anniversary of Tratilest Day, after Mary Carley Control month of agnoted recitio Javak a molde of epivies to donna as everis sin no sentrite bies out moswied between inclos edd to Special Hisholm ed ges flurger leven a Methy of agol Just 17th en ers enedl' emoducic - compercory, about nois and abecoming to levishess princers, blackentons, electricisms, endered and men with stemostraphic, banking or socounting in outsage, readily find weak distance favor one of boale e Next and in the Mark miss of Authors of Mr. books of is the state reason shore the state of the state of

On July 12, 1940, Hon. Angus L. Macdonald became the first Canadian Minister for the Navy.

Previously, Naval Services had been looked after by the Minister of National Defence. One Deputy Minister had occupied himself with both Navy and Air Force until March, 1940, when he devoted all his time to the Navy. With the organization of the new Department of National Defence (Naval Services) this man (Lt.-Col. K.S. McLachlan) continued as the Naval Deputy Minister. He resigned his position in November of 1941, to go on active service with the R.C.N. as a Lieutenant Commander, and was succeeded by the present Deputy Minister, Mr. W.G. Mills.

A Naval Board was set up on January 22, 1942. Until this time the Chief of the Naval Staff was responsible for details of training, operation and equipment. The Board acts in an advisory capacity to the Minister of Naval Service, and is responsible for general naval policy.

The structure of the Canadian Naval Board roughly corresponds to the British Board of Admiralty, and its memebers to the British Sea Lords.

Members of the Board:

Minister

Honourable Angus L. Macdonald

Deputy Minister

W.G. Mills (Financial & Civil Member)

Chief of the Naval Staff

Vice-Admiral P.W. Nelles, C.B. (First Naval Member)

Vice-Chief of the Naval Staff

Rear-Admiral G.C. Jones (Second Naval Member)

Chief of Naval Personnel

Capt. E.R. Mainguy (Third Naval Member)

Chief of Naval Equipment and Supply

Capt. G.M. Hibbard (Fourth Naval Member)

Condition by Resident for the Alexand 3054 Previously, Mayel Serviews had been looked after by the Minister of Mattenal Defence, One Deputy Manister and dermi litar aprol ath hos grad dood driw licenta belguood 1940, when he devoted all his rime to the Mavy. With the ... organization of the new Department of Mytional Defence (Nagal Services) this man (It. -001, K.D. McLachlan) continued as the ... Newel Deputy Minister, de resigned his position in Novimber. of 1941, to so on active service with the R.C.W. day of the spenit Commanders, and was succeeded by the present lightly Ministers. .anim .o.w.th to aliased to delanger and limit level ent to main of training, operation and southwest. The Board sots in an edularry depently to the Minister of Mayal Service, and is responsible of chactere of the Canadian Navel Lord roughly dorresponds to volenimba to brees, deitirs out See Lorde. Monte and in emandade Minister restrik vänder . Total (-,000) P Teribblicass.

Chief of Naval Engineering & Construction

Engineer Rear-Admiral G.L. Stephens, C.B.E. (Fifth Naval Member)

Secretary

Paymaster Captain R.A. Pennington

Operations

Responsible for day-to-day operations of the Navy is the Naval Staff, the members of which are:

Chief of Naval Staff
Vice-Admiral P.W. Nelles, C.B.

Vice-Chief of Naval Staff
Rear-Admiral G.C. Jones

Director of Trade Division
Captain E.S. Brand, (R.C.N.) (lent from R.N.)

Director of Operations Division Captain H.N. Lay

Director of Plans
Captain H.G. de Wolfe

Director of Naval Information Lieut.-Commander C.H. Little

Director of Signals Division Commander G.A. Worth

Secretary
Lieut.-Commander J.B. Smith

Operations at sea are in charge of commanders of Canadian Naval stations on the east and west coasts, Newfoundland and elsewhere.

Convoy duty is in charge of senior officers of escorts. Naval officers in charge of various ports report directly to men in charge of Canada's two most important bases, Rear-Admiral L.W. Murray, commanding officer of the Atlantic Coast, and Commodore Reid in command of the forces at Newfoundland. The commanding officer on the Pacific coast is Commodore W.J.R. Beach.

Convoys

Even to assemble a convoy requires work and caution undreamed of by the landlubber. Ships have to be routed from various ports to arrive at the assembly point at a certain time. The provisioning and fuelling of ships must be planned so that the ships will sail on time.

Chief of Mayel Engineering & Consta Vice-Chief of Mayel Staff Oliver of Trade Division
(Captain 1.5. Brand, (R.C.N.) (Lent from R.N.) Director of Operations livision Captein H.W. Lay Director of Plans
Captain W.C. de Wolfe coldeniolal layed to defect Director of Signals Division Commander G.A. Worth feval nelconed to suchammed to secretariate and see is anotherequ eremmasio on the bouldourdweek . Stence deek box tene end no enclinde of viscouth larger afrom abotter to agrees at erecitio Perray, commanding offices of the Ablantic Coles, and Commodore wild in beginned of the forces of Mowleagaland. The beginned in

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of by the landlybber. Whips have to be routed from various ports

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 exphered. Since the outbreak of the war a certain Naval Wireless Telegraphy Station has

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handled an average of 180,000 cypher groups each month, or 6,000 groups every twenty-four hours. In order to handle this work, this particular station employs over fifty specially trained civil service clerks working day and night in eighthour shifts.

The R.C.N. co-operates with ships of the United Nations' Navies on all the seas of the world. Especially close is the liaison with the navies of the United Kingdom and the United States.

Canada - United States

The co-operation between United States and Canadian Navies is complete. Each maintains liaison officers at the other's bases and at Washington and Ottawa.

Corvettes for the U.S.

The new corvettes are being made for the Royal Canadian Navy, the Royal Navy and the U.S. Navy. The first corvette to be built for the U.S. Navy, U.S.S. Danville, was launched at a Montreal shippard on December 7, 1942.

During the present war, the Rush-Bagot Treaty of 1817 was suspended for the second time in 125 years so that naval vessels built on the Great Lakes might be armed before proceeding to the Atlantic. The Agreement was also set aside during the First Great War to allow the U.S. to build Mosquito boats on the Great Lakes.

During the period of the most severe submarine attacks off the U.S. coast, Canadian Naval ships were placed under U.S. Navy orders. Canadian ships have operated in the Caribbean under U.S.N. command.

H.M.C.S. Oakville

A most striking example of Canadian-U.S. co-operation is found in the incident of H.M.C.S. Oakville. This Canadian corvette was in convoy in the Caribbean with ships of the Royal Netherland and U.S. Navies.

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An American flying boat, also protecting the convoy, sighted and bombed a submarine and signalled its position to the ships. Oakville sped to the scene, shot away the submarine's main deck gun, and dropped depth charges. The German craft attempted to escape but the corvette followed her in the tropical moonlight, rammed her three times. On the third contact with the submarine, two of the Oakville's crew leaped to the U-boat deck, searched the ship, took the crew prisoner, and ordered them overboard. The Germans were picked up by a U.S. destroyer. The submarine was sunk.

W.R.C.N.S.

The women's division of the Royal Canadian Navy was organized in June 1942. Shortly after the organization was launched 3,000 applications were received and a Naval class of 70 completed training within a few months. Graduates are chiefly officers, petty officers, clerical and domestic personnel. There are now more than 1551 officers and "Wrens", the majority taking basic training at Galt. Ontario, and others replacing various categories of Naval personnel in shore establishments at Ottawa and Halifax. Accommodations have been made to recruit 100 each week.

"WRENS" must be British subjects, 18-45 years of age without young children or other dependents and willing to serve for the duration.

Officers are commissioned from the ranks and must be 21 years of age or more, while executive officers must be 25 years of age. "Wrens" will eventually handle messing for all shore establishments.

Sea Cadets

Sea Cadets of Canada were organized in 1917. At May, 1941, there were 23 groups in this organization with a total membership of 2,220. Up to that time this organization was supported by The Navy League of Canada but at that date the Naval

An American flying bore, clas protecting the chivor, stipledistrict. . m. tre regide entres activers all hollowith has edisemble a bodice conville and to the sound, and come of administration of the state of the sound of . Deformer who dued to the the the control to the the the the the ship took the orew prisoner, and brief them sverboard to a The Common were picted up by a U.S. Mishoyin. The numerican i. Compared on west and openions the property deal for about the franch will There are now more than 1561 officers and "grobs", the saferings . Wantenipor-erorde but jobredou saled to painters closed waters . Edmandal fortan order at lengerton forest to aprecedus puritar nt Ditems and States and even a city news of . relities bear aways on "MRCMS" must be british subjects, the to rears or see without:

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Services began to foster it.

There are now fifty fully organized corps in all parts of Canada with a membership of more than 7,500 boys between the ages of 15 and $17\frac{1}{2}$. Thirty more corps are in the process of organization. By next June it is expected that membership will have grown to 10,000. By next summer it will be 15,000. Some of the Navy's best officers and ratings have received training in this organization. Cadet experience has shortened the time necessary to train Navy recruits. More than 4,000 former Sea Cadets have joined either the Navy or Merchant Marine since the outbreak of the war. His Majesty the King has recently consented to become Admiral of the Sea Cadets.

History

1907 - 1914

The Canadian Navy came into being in 1910, with the transfer of two antiquated cruisers from the Royal Navy. During the years after Confederation, the attitude of the newly-formed country toward the whole question of naval defence had been negative. Canada was concerned with other things - with building railroads across her great expanse of country, with opening up the prairies, developing her infant industries.

British sea-power was supreme. The British Navy protected the trade routes of the world, for most of the trade routes led to British Colonies.

At the Colonial Conference of 1907, the Canadian delegates would not consider either a Navy for Canada or Canadian contributions to the British Navy, in ships or in money.

But in ensuing years, when the great German shipbuilding program seemed to threaten British supremacy afloat, the Canadian people began to think of Naval defence. In March, 1909, a general resolution was moved in the Canadian House of Commons to approve an expenditure for a Canadian Naval Service, to co-operate closely

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with the Imperial Navy. This resolution was passed.

Naval Service Bill

The Colonial Conference of 1907 had provided for a subsidiary defence conference. At the end of July, 1909, representatives of the English, Canadian, Australian and New Zealand Governments met in London to discuss naval defence and in January of 1910 as a result of the conference a Naval Service Bill was introduced into the Canadian House of Commons under the Government of Sir Wilfrid Laurier. This Bill followed the lines of agreements reached at the Imperial Conference of 1909. Five cuisers and six destroyers were to be built, if possible in Canada, (otherwise in England) withing six years, and divided between the two coasts. Personnel was to be partly permanent, partly reserve, but all enlistments were to be voluntary. A Naval college and a Naval Board were to be set up. The Canadian Government would control its own Navy, but might place it at the disposal of the British Government in a crisis, subject to approval by Parliament. An initial appropriation of \$10,000,000 was proposed.

After a great deal of debate the Bill was passed. Tenders for the construction of the proposed ships were called for. To serve until the new ships were built, two old cruisers were purchased from the British Government: the "Niobe" of 11,000 tons, commissioned in 1899, and the smaller "Rainbow," of 3,600 tons, commissioned in 1892. The dockyards at Halifax and Esquimalt were transferred from the British Government to the Canadian Government for use by the new Navy. Thus the Royal Canadian Navy first came into existence.

Appointment of Sir Charles Kingsmill

Rear-Admiral C.E. (later Sir Charles) Kingsmill, R.N., who had been lent to Canada during preliminary negotiations with the British Government, became Director of Naval Service for Canada.

At the Imperial Conference of 1911 a three-way agreement on Naval Defence was reached between Great Britain, Canada and Australia.

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Naval-dervice Bill

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The Royal Navy agreed to provide the necessary personnel for administrational and instructional duties, including the staffing of a training establishment for officers. The Naval Services and forces of each country were to be under the control of their own government, but training and discipline were to be uniform with that of the fleet of the United Kingdom, and officers and men might be interchanged. Canadian and Australian navies were to have their own naval stations, the limits of which were defined. In time of war, naval services of a Dominion which had been put at the disposal of the Imperial Government were to form an integral part of the British fleet and to remain under the control of the Admiralty for the duration of the war.

The Royal Canadian Naval College was founded at Halifax, in 1911. It was shifted temporarily to the Royal Military College at Kingston in 1916, after the great explosion in Halifax, and the following year moved again to Esquimalt on the west coast.

In 1911 the Laurier Government went out of office on the issue of reciprocity, and Naval Defense was allowed again to sink into the background. The Naval Service Act remained on the statute books, but nothing was done to implement it.

Although a number of tenders had been received to build the new Canadian warships, no tender was taken up, and the maval shipbuilding program never began.

Naval Aid Bill

Conservative policy on the question of Naval Defence differed from the Liberal. Laurier's idea had been that a distinct Royal Canadian Navy should be built. He felt that this program was consistent with his policy of Canadian Nationalism. The Conservatives on the other hand felt that Canadian contributions to the Imperial Navy would be more suitable. The Conservatives on the other hand felt that Canadian contributions to the Imperial Navy would be more suitable. The Conservative Prime Minister, Sir Robert Borden, in December 1912

The Royal Navy agreed to provide the necessary personnel for administrational and instructional duries, including the staffing of a training detablishment for officers. The Mayal Services and forces of each country were to be under the control of their own government, but training and discipling were to be uniform with that of the fleet of she United Kingdam, and officers and men might be interchanged. Consider and instralian navies more to nave their own nevel stations, the limits of which were defined. In time of wer, nevel services of a Dominion which had been put at the disposal of the Importal Covernment were to forcement note the constrol of the dangerly for the disposal of the Importal Covernment were the constrol of the Americalty for the duretion of the wor.

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introduced a Naval Aid Bill to provide \$35,000,000 to pay for three battleships for the British Navy. These ships were to be returned to Canada if she ever decided to build a navy of her own. After long debate, the Bill was forced through the House of Commons in April 1913 by closure, but was thrown out by the Liberal majority in the Senate.

Meanwhile the Niobe and the Rainbow were allowed to become inactive. Recruiting (with the ships in dock) ceased, and the Navy was pretty well forgotten.

World War 1914-1918

The month of August, 1914, found the Royal Canadian Navy with the following personnel:

	Officers	Naval Cadets	Ratings	TOTAL
R.C.N.	71	21	203	295
R.N.	21		20	41
	92	21	223	336

Not a very impressive total, but immediately after the declaration of war the men of the Naval Service swung into action to do what they could.

The chief work of the Canadian Navy in the First Great War, as in the present conflict, was in convoy duty. Every vessel that could be of use was pressed into service. The Niobe and Rainbow, which had been inactive, were made ready for the fight again. And, indeed, they acquitted themselves very well.

The Niobe, in 30,000 miles of steaming during the first two years of war, captured numerous prize vessels, and the Rainbow, in 50,000 miles of patrolling took as prized several German supply vessels.

Two submarines built for Chile were bought from a Seattle firm and spirited out of the United States past a blockade of U.S. warships, for the United States was still neutral. The submarines were inspected and paid for at sea, then put in service with the Royal Canadian Navy on the west coast.

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1918 1918 Every type of fast motor launch, tug or yacht that could be secured was fitted up for war, and put on patrol duty. Halifax became an important naval centre for the Allies.

Men in The Navy

Recruiting began again and as fast as the ships could be found and outfitted, the men were there to man them. 1,700 Canadian reservists were sent overseas for service in the Royal Navy.

580 Probationary Flight-Lieutenants were enrolled in the Royal Naval Air Services. Forty-three Surgeon-Lieutenants took service in the Royal Navy.

The entire strength of the Royal Canadian Navy soon increased to 6,000.

But when the war was over the Canadian people wanted nothing but to forget it - to get back in civilian life and to dismantle the machines of war. Immediately after the Armistice the Royal Canadian Navy was demobilized. In 1918 there were 5,978 officers and men in the R.C.N.; by 1920 there were only 1,048.

ocetime Navy

Sir Charles Kingsmill retired in 1920, and was succeeded by Commodore (later Rear-Admiral) Walter Hose, who as commander of the Rainbow, had been with the Royal Canadian Navy from the beginning. He had retired from the Royal Navy in 1912 in order to allow him to become a Royal Canadian Navy man.

It was in 1920 also that the fleet which had been built up during the war was disposed of. The Navy was in for some lean years.

In 1920 Canada received as gifts from England:

The Aurora, six-year old cruiser
The Patrician, four-year old destroyer

The Patriot, " " " "

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CH. 15 "

Every type of first motor langels, the or richt blitted be severed was fitted up for wor, and out on petrol duty. Halilian Become on important navel centre for the Alilia.

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The Anrors, six-year old cruisor
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The Patriot, searcher as a searcher old catalogs.

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These comprised Canada's fleet. In 1922 the Aurora and the two submarines were sold, although four minesweepers built during the war were recommissioned. They were the Festubert and the Ypres, stationed on the East Coast, and the Armentieres and Thiepval on the West. During 1922, R.C.N. personnel totalled 366 officers and men.

In that year the Royal Canadian Naval College was closed.

150 officers had graduated from the Naval College. The classes had been small, but the standards were of the highest.

The fact that the Royal Canadian Navy had no pension system for enlisted men did not stimulate interest in the Navy as a career. This most unfair situation was remedied in 1926.

In this year also the Patrician and the Patriot were decommissioned. The British Admiralty lent the R.C.N. two nine-year old destroyers, the Champlain and the Vancouver, pending the construction of two new destroyers.

In 1928 the title of the highest ranking Naval Officer in the Canadian Naval Service was changed from Director of Naval Service to Chief of the Naval Staff.

The minesweeper Thiepval was lost during 1930 when it struck an uncharted rock in Barkley Sound, B.C. The minesweeper Ypres was placed on reserve in 1932 and her sister ship, the Festubert, three years later.

In 1931 two new destroyers, H.M.C.S. Saguenay and H.M.C.S. Skeena were commissioned. Contrary to the original plan to return them to England, the Vancouver and the Champlain were also retained.

Appointment of Commodore Nelles

Commander Hoser retired in 1934 and was succeeded by the present chief of Naval Staff, Commodore (now Vice-Admiral) Nelles.

These compared Coneda's fleet, in 1922 the enters and the two submarines were sold, although four minesweepens unlike fortug the ser were note reconsistance. They were the Testulort and the three fortuges, stationed on the Last Conet, and the Armentiards and Thiorwal on the Mest. Doring 1922, A.C.II. personnel Colalied and Thiorwal on the Mest. Doring 1922, A.C.II. personnel Colalied

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The 1930's brought with them a renewal of interest in Naval Defence. With each year of the decade the possibility of another great war grew stronger. When the seventeen-year old cruisers Vancouver and Champlain were judged no longer capable of economical operation, taken out of service in 1936, the Canadian Government at the urging of the Naval Staff approved the purchase of two new destroyers. For \$1,000,000 apiece the Cygnet and the Crescent, renamed respectively the St. Laurent and the Fraser, were purchased from the Admiralty. These ships had been commissioned in 1932 and were of a class akin to the Skeena and Saguenay. On arrival in Canadian waters the Fraser was based in the West, the St. Laurent in the East. This was 1937.

That same year saw the Dominion shippards busy with four new minesweepers, the Gaspe, Fundy, Nootka and Comox, and (to be used as a training ship) the 143-foot schooner Venture.

The following year two destroyers similar to the others in the Canadian Service were purchased from England at a cost of \$817,500 each. These ships were given the names Ottawa and Restigouche. As has been seen, a policy had been adopted of calling Canadian destroyers after Canadian rivers; the minesweepers were after Canadian bays.

During the summer months, Canada's peacetime Navy toured

Canadian ports. They took aboard reservists for short, intensive training courses, covering discipline, seamanship, engineroom duty, gunnery, torpedo, wireless, signals, searchlight,
naval routine, and tactical exercises under seagoing conditions.

During the winter, Canadian destroyers took part with ships of the Royal Navy in intensive exercises and manoeuvres in West Indian waters.

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The 1950's crought with them of remember in inverse in him.

Defence, with each year of the decade the possibility of another great war great war great was the seventeum-year old of students of another and object of another and object of another of the object of another of the communical aparties, takes out of seventee in 1958, the Canadian Coverament of the waring of the man 1 that the Canadian Coverament of the warding of the man 1 that another the Communication of the constants of the constant of the c

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purity the miner; description destroyers took ordered in accountrie in interior or the more management.

In 1934, reserve strength consisted of:

Royal Canadian Naval Volunteer Reserve

Royal Canadian
Naval Reserve

Officers Ratings 73 899

40 149

Canada's Marine Position

As the 1930's drew to a close, and the possibility of another World war began to emerge from a confused world scene, Canadian interest in marine power quickened. All over the world the experts debated the position of the Navy in modern war. But there were reasons other than the threat of war which made it clear that Canada must have a competent Naval force of her own.

Canada's economy is based upon the exchange of the commodities of which she has great surpluses for commodities of other countries which Canada lacks. To prosper, Canada had to become a great trading nation. In 1939 Canada was the fifth trading nation in the world. During the year ending March 31, 1939, l16,987 vessels of 90,161,573 tonnage entered and left Canadian ports. Of these ships 27,500 vessels of 31,353,871 tons were seagoing, and 73,586 vessels of 45,386,457 tons were coastwise. Besides this shipping, the deep sea fishing industry averaged around \$40 millions per year.

Canada, as a maritime power, needed a Navy to protect her shipping. But is is difficult to obtain parliamentary appropriations for defence projects in peacetime. Naval appropriations for the six years before the war were:

test As the 1980's drew to a close, and the possibility of apother World war began to emerge from a confused world scene, Canadia interest in marine power quickened. All over the world the experts decoted the position of the New in modern war. But red to sent level destagance a eved seum cheres dedt moste at doughtles which Canada Lacks: To prosper, Canada had to become notion in the world, outline the year ending arrest 51, 1939, nelbeard fiel ons beweden agrand 575,161,678 to selected and 116,987 vessels of 90,161,578 transfer end selected the content of the content o ports. Of these ships 27,500 vessels of 31,503,671 tens were seagoing, and 73,086 vessels of 48,086,457 tens were crastwise. Bearden this shipping, the deep set fishing industry overaged eround \$40 millions per year. printions for defence projects to productine. Naval appro-

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	36-37.						0		9							4.8	353	- (000)
	37-38.															4.4	185	.(000)
	38-39.															6.6	339	. (000)

It will be seen from these figures that, although they increased year by year, the scope of the R.C.N. at the beginning of the war was most limited.

The entire cost of the Navy in 1939, just before the outbreak of war, was less than half the cost of the Harbour Bridge, Montreal. Still, the Naval staff made such preparations as they could for the battle whose coming appeared more plain before them each day.

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