

REFERENCE PAPERS

WARTIME INFORMATION BOARD, OTTAWA April 27, 1943.

THE ROYAL CANADIAN NAVY

Strength at March 29.....more than 55,556

	<u>Officers</u>	<u>Ratings</u>	<u>Total</u>
R.C.N.....	628	3,395	4,023
R.C.N.R.....	942	5,011	5,953
R.C.N.V.R.....	4,550	42,438	46,988
TOTAL.....	6,120	50,844	56,964

Less Divisional Strength (reserve, on call for active service).....	535	2,656	3,191
TOTAL.....	5,585	48,188	53,773
W.R.C.N.S.....	77	1,706	1,783
TOTAL active service.....	5,662	49,894	55,556

R.C.N. men serving with Royal Navy (at March 29)..... more than 1,440

Pre-war strength of R.C.N..... 1,774

Ships at March 29..... more than 500

Pre-war strength in ships..... 16

Casualties as at March 29:

Killed on active service.....	781
Other deaths.....	102
Wounded or injured.....	159
Prisoners of war.....	6
Losses of ships.....	12

Decorations as at March 31:

Companion of the Order of the Bath.....	1
Distinguished Service Order.....	3
Order of the British Empire.....	11
Companion of the Order of the British Empire.....	1
Member of the Order of the British Empire.....	8
Distinguished Service Cross.....	33
Distinguished Service Cross and Bar.....	1
Distinguished Service Medal.....	21
British Empire Medal.....	9
Conspicuous Gallantry Medal.....	1
George Medal.....	1
George Medal and Bar.....	2
Medal of the Order of the British Empire.....	6
Cross of Valour (Polish).....	4
Norwegian War Medal.....	1
Albert Medal.....	1
Mentioned in despatches.....	151
Commendations.....	13
Testimonial.....	1
King's Dirk.....	1

Functions of the Service

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

- 1) Protection 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."

April 27, 1943

THE ...

Strength of March 31, 1943

Category	Number	Percentage
R.C.M. men serving in active service	1,000	100%
R.C.M. men serving in reserve	500	50%
R.C.M. men serving in hospital	200	20%
R.C.M. men serving in other capacities	100	10%
TOTAL	1,800	180%

Category	Number	Percentage
R.C.M. men serving in active service	1,000	100%
R.C.M. men serving in reserve	500	50%
R.C.M. men serving in hospital	200	20%
R.C.M. men serving in other capacities	100	10%
TOTAL	1,800	180%

Category	Number	Percentage
R.C.M. men serving in active service	1,000	100%
R.C.M. men serving in reserve	500	50%
R.C.M. men serving in hospital	200	20%
R.C.M. men serving in other capacities	100	10%
TOTAL	1,800	180%

Category	Number	Percentage
R.C.M. men serving in active service	1,000	100%
R.C.M. men serving in reserve	500	50%
R.C.M. men serving in hospital	200	20%
R.C.M. men serving in other capacities	100	10%
TOTAL	1,800	180%

...

...

...

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

...the ... of the ...
...the ... of the ...
...the ... of the ...

...the ... of the ...
...the ... of the ...
...the ... of the ...

...the ... of the ...
...the ... of the ...
...the ... of the ...

...the ... of the ...
...the ... of the ...

...the ... of the ...
...the ... of the ...
...the ... of the ...

...the ... of the ...
...the ... of the ...

...the ... of the ...

...the ... of the ...
...the ... of the ...
...the ... of the ...

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

Guarding Canadian Shores

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.

the White Ensign of the Royal Canadian Mounted Police, R.C.M.P.,
ships have been stationed during of Naval Patrol in the
Caribbean and in other special territories from time to
time.

Canadian R.C.M.P. 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.M.P. works closely with several reconnaissance
expeditions of the R.C.M.P. in this vital task, every day
minesweepers steam out from Canadian ports to do about their
dangerous job.

Fishermen's Reserve

The West Coast of Canada, with its deep indentations and
varied small islands, presents a special problem for patrol.
The mainland itself stretches 1,500 miles; the islands are
another 5,000 miles -- a total of 6,500 miles to watch over.
No other 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 knew the waters as only fishermen could. Their boats, which
they brought with them into the reserve, were built to withstand
the trials of the coast. These crews 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 reserve, the most essential job was undertaken by them on
the west coast.

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

H.M.C.S. Saguenay	East Coast
" Skeena	" "
" St. Laurent	West Coast
" Fraser	" "
" Ottawa	" "
" Restigouche	" "

MINESWEEPERS

H.M.C.S. Armentieres	West Coast
" Comox	" "
" Nootka	" "
" Gaspe	East Coast
" Fundy	" "

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

Ships of the
R.C.N.

At present, the Royal Canadian Navy has only 16
 vessels in operation, consisting of six destroyers, five
 minesweepers and other small vessels.

MINESWEEPERS

Ship Name	Type	Status
HMCS Saginaw	Minesweeper	Active
HMCS St. Lawrence	Minesweeper	Active
HMCS St. Roch	Minesweeper	Active
HMCS St. Esprit	Minesweeper	Active
HMCS St. Hubert	Minesweeper	Active
HMCS St. Jean	Minesweeper	Active

MINESWEEPERS

Ship Name	Type	Status
HMCS St. Hubert	Minesweeper	Active
HMCS St. Jean	Minesweeper	Active
HMCS St. Roch	Minesweeper	Active
HMCS St. Esprit	Minesweeper	Active
HMCS St. Lawrence	Minesweeper	Active
HMCS Saginaw	Minesweeper	Active

- 1 Motor Vessel (HMCS St. Hubert)
- 1 Training Schooner (HMCS St. Lawrence)
- 1 Auxiliary Ketch for training of R.C.N.V. (HMCS St. Roch)
- HMCS St. Esprit
- 2 Motor Vessels (in reserve at Halifax, HMCS St. Hubert and HMCS St. Jean)

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

Although primarily a navy of small ships destined for coastal
 operations, the R.C.N. is building up a destroyer fleet which
 will be normally commensurate to the offensive power of the

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 **Assiniboine**

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.

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 'Labrador' and the 'Protona'.

Tribal class destroyers are among the best and fastest afloat. They are heavily armed, carrying as part of their armament eight 4.2-inch guns -- twice the number of guns on the destroyers with which Canada entered the war. They carry a crew of 120 and have four 81-inch torpedoes.

In exchange for land bases with 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 'Kampanella' 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-baptized the 'Assiniboia'.

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 carry German submarines. It was a 500-ton ship constructed for the Royal Canadian Navy, a builder of ships for Louis St. Laurent, and launched at Quebec in 1939. A corvette was a class 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 anti-submarine duties.

Canadian shipyards are turning these vessels out in large numbers. Complicated in design and packed with equipment, it required 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.

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, speedily despatched for escort and anti-air warfare duties.

Canadian frigates are larger than these vessels but in large numbers. Completed in design and packed with equipment, it required 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 ordinarily for escort purposes cannot be revealed. However, in November of 1942, they were listed as well over 75 ships.

Specifications of the latest and fastest of this type of ship are restricted. 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 \$100,000.

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

MINESWEEPERS

Local patrol and protection in Canada's defence zones on both Atlantic and Pacific coasts is an important part of the Canadian Navy's work. Minesweepers must be capable on any day. But Canadian minesweepers are designed for more duties than their name would imply. They have proved most efficient in escort and anti-air warfare duty.

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.

Patrols

The Patrols motor launch is a new and effective weapon against the present intensive smuggling traffic. Particularly are they suitable for convoy escorting in the St. Lawrence

River.

More than 100 feet long, the Patrols is a fitted descendant of the well-known sub-chaser of the last war. High powered twin-cylinder Hall-Scott engines of 550 h.p. give them a considerable driving power and their main lines enable them to "burn on a dime". They are fitted with 12-1 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 numbers. Also among their weapons are certain search devices which cannot be discussed further.

The Patrols was one of Canada's boats and in the St. Lawrence River are also Canadian built. Scores of them are now at sea and in the process of building.

Wooden-hulled auxiliary cruisers and their sisters, motor torpedo boats, built in Canadian yards are in service with the R.C.N. The motor torpedo boats built in Canada were created by Hubert Scott-Paine, famous British 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 modified marine engines. They are very speedy.

Patrols

Patrols, considered as auxiliary cruisers, have some good service in the St. Lawrence as convoy protectors. In their encounter with German submarines they have never been off second best.

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 Lines 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.

Canada's
counters and
success with
Submarines

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 some in a variety of capacities in general were used by the Royal Canadian Mounted Police, Department of Fisheries, Transport, Public Works and Plans and Resources. These boats were mostly and easily converted for use as minesweepers, examination and patrol boats, and anti-submarine guards.

Armed Vessels

Fifteen armed yachts were put into Canadian naval service early in the war. These vessels were named after Canadian animals: Beaver, Gosport, Gull, Hawk, Kingfisher, Loon, Osprey, Raven, Seal, Skuas, Sturgeon, and Trout. This last, formerly the yacht of the Duke of Sutherland, retained its own name.

Operations of the Navy are strictly secret. Occasionally, however, secret is relaxed to reveal a successful action. The flotilla leader, Rear Admiral, the "Hannover", capturing and salvaging a big German freighter, the "Hannover", in West Indian waters early in the war.

H.M.C.S. Brambling, a converted minesweeper, captured the German cargo ship, the "Hannover", on June 27, 1940. The "Hannover" was damaged as it tried to escape from the "Hannover" flotilla. This was the first Canadian naval success against the Germans. The ship was placed in the Maritime Museum at Halifax.

The "Hannover" flotilla and its command were based in the Atlantic. The "Hannover" was the first Canadian naval success against the Germans. The ship was placed in the Maritime Museum at Halifax. Valparaiso, Chile, June 11, 1940.

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, 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 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.

While engaged in searching British troops from the
H.M.S. Triton was hit in two by another British vessel as a result
of the necessity of travelling without lights in a dark area.
Rescue operations in this sector, at the risk
of attack by aircraft and submarines, turned on all four sides.
lights and succeeded in rescuing 75% of the crew of the Triton.
The German submarine U-301 was captured off the west
coast of Mexico in September of the same year, by the auxiliary
cruiser "Princess 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 sustained
the loss of 21 men including 18 wounded. The ship itself
was badly damaged.

Captain H.M.C.S. Prince Henry, U.S.S. 1001, was the German vessel
the "Hermann" and "Hermann", to which she was
the South Pacific during the early months of 1941.
In 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, Canadian merchantmen of 2,000 tons of two
corvettes, the "Chamley" and the "Koon", against a submarine.
The "Chamley" attacked with depth charges and blew the U-boat
to the surface. The "Koon" then closed in and finished her.
The U-boat crew opened her hatch and the survivors were
survivors were made prisoners.

In January of 1942 the Navy lost a 600-ton minesweeper with a
submarine prow in the North Atlantic, directed by the
skewer to search about 20 miles off the coast. An exact account
of submarine destroyed was not disclosed, but it is known
that the balance of the crew 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 - 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

During the late summer of 1943, H.M.C.S. Esquimaux was
 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 engage-
 ment a depth charge from the destroyer actually landed on
 the deck of the submarine, then rolled into the sea and ex-
 ploded beneath the submarine's hull. Several German prisoners
 were captured.

The Canadian corvette, Horden, rescued the entire passenger
 list - 104 men, women, and children - of a Canadian merchantman
 torpedoed in the North Atlantic and brought them safely to
 port. The eldest of the passengers was 83, the youngest a
 seven-month old child.

None of an encounter of H.M.C.S. corvette, Villie de Quebec,
 was mentioned as having occurred in the Western Mediter-
 ranean. The Villie de Quebec brought a U-boat to the surface
 by depth charges, engaged by gunfire, reportedly hit and
 named the submarine as right angles. After the engagement,
 the Villie 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 Fort Arthur, on convoy duty in the western Mediter-
 ranean, located an Italian submarine, attacked with depth
 charges and gunfire and reported her. Both survivors were
 found.

A Canadian corvette, H.M.C.S. Hesper, with an Italian sub-
 marine in a night action in the Mediterranean, Naval Services
 headquarters announced March 13. The submarine was forced to
 the surface by depth charges and flared off at about 1000

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

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

Losses
of
Ships

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:

	<u>OFFICERS</u>	<u>RATINGS</u>	<u>TOTAL</u>
R.C.N.....	131	1,643	1,774
R.C.N.R.....	66	196	262
R.C.N.V.R.....	<u>115</u>	<u>1,453</u>	<u>1,568</u>
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 position guns. More than 20 prisoners were

taken.

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

Destroyers

Fraser, Bay of Biscay.

Margrave, Mid-Atlantic.

Ottawa, Mid-Atlantic.

Miniswepet

Bras D'Or, Gulf of St. Lawrence.

Patrol Vessels

Otter, Coast of Nova Scotia.

Raccoon, Western Atlantic.

Corvettes

Windflower, Western Atlantic.

Spikeland, South of Newfoundland.

Charlestown, Gulf of St. Lawrence.

Levis, Western Atlantic.

Leisburg, Mediterranean.

Weyburn, Mediterranean.

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, 1959, Canadian Naval personnel

consisted of:

TOTAL	RATINGS	OFFICERS
1,774	1,613	161
323	100	50
1,451	1,513	111
3,041	3,223	212

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

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 Esquimalt, 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.

for sea service in an emergency.

The Royal Canadian Naval Reserve and the Royal Canadian Naval Volunteer Reserve were re-organized in 1955 after the inactive years following World War I.

For some years before this war experience had been gained 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 (1955) R.C.N.V.R. Training

Divisions are in Hamilton, Kingston, Sarnia, Port Hope, Col-

ony, Toronto, Vancouver, and other points. Approximately

50% of the present Canadian Navy are members of the R.C.N.V.R.

The Royal Canadian Naval College for the training of officers

R.C.N.C. Royal Roads near Victoria, B.C., was re-opened on

October 21st, 1945, the 10th anniversary of Trafalgar Day, after

being closed for 30 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.....white
- Paymaster.....white
- Interpreter.....light blue
- Constructor.....light green
- Special Branch.....dark green

Executive officers have no coloured stripe between gold stripes.

There are 39 different jobs to which a naval recruit may be

assigned or promoted, but with trade experience - gunners

gunners, blacksmiths, electricians, cooks and men with

steno-graphic, banking or accounting knowledge, readily find

a place in the Royal Canadian Navy.

Every man in the Navy must be trained on the deck of a ship.

For this reason shore establishments of the R.C.N. are given

the names of ships.

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 members 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)

On July 12, 1940, Hon. Angus I. 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 1939,

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. R.S. Macdonald) continued as the

Naval Deputy Minister. He resigned his position in November

of 1941, to go on active service with the R.C.M. as a Lieutenant

Commander, and was succeeded by the present Deputy Minister,

Mr. W.G. Miller.

A Naval Board was set up on January 25, 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 Services, and is responsible

for general naval policy.

The structure of the Canadian Naval Board roughly corresponds to

the British Board of Admiralty, and its members to the British

see table.

Members of the Board:

Minister

Honourable Angus I. Macdonald

Deputy Minister

Mr. W.G. Miller (First Naval Member)

Chief of the Naval Staff

Vice-Admiral P.H. Walker, C.B. (First Naval Member)

Vice-Chief of the Naval Staff

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

Chief of Naval Personnel

Comdr. R.A. Murray (Third Naval Member)

Chief of Naval Armaments and Supply

Comdr. G.C. Wright (Fourth Naval Member)

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 Naval Engineering & Construction

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

Secretary

Paymaster Captain R.A. Pennington

Responsible for day-to-day operations of the Navy in the Naval

Staff, the members of which are:

Chief of Naval Staff

Vice-Admiral F.W. Melice, 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.M. Day

Director of Plans

Captain H.B. de Wolfe

Director of Naval Information

Lieut.-Commander G.H. Little

Director of Signals Division

Commander G.A. Worth

Secretary

Lieut.-Commander J.H. Gair

Operations of 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 escort. Naval

officers in charge of various ports report directly to men in

charge of Canada's two most important bases, Rear-Admiral I.W.

Barry, commanding officer of the Atlantic Coast, and Commanders

held in command of the forces at Newfoundland. The commanding

officer on the Pacific coast is Commander S.J.R. Bevan.

Convoy

Even so assembly a heavy regular work and earlier understood

of by the labelled. Ships have to be routed from various ports

to arrive at the assembly point at a certain time. The pro-

visioning and fueling of ships must be planned to fit the

ships will sail on time.

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

Naval Control stations have been set up at Halifax, Sydney, St. John's, Montreal, Quebec, Vancouver, and Victoria. The system is designed to provide a continuous flow of information from the ships to the shore stations and vice versa. The system is based on the use of radio waves and is capable of transmitting messages of any length. The system is also capable of receiving messages from the ships and is able to identify the ship from which the message was received. The system is also capable of transmitting messages to the ships and is able to identify the ship to which the message was sent. The system is also capable of receiving messages from the shore stations and is able to identify the station from which the message was received. The system is also capable of transmitting messages to the shore stations and is able to identify the station to which the message was sent. The system is also capable of receiving messages from the ships and is able to identify the ship from which the message was received. The system is also capable of transmitting messages to the ships and is able to identify the ship to which the message was sent. The system is also capable of receiving messages from the shore stations and is able to identify the station from which the message was received. The system is also capable of transmitting messages to the shore stations and is able to identify the station to which the message was sent.

Messages received on the ships of the fleet are forwarded to the shore stations. The shore stations are able to identify the ship from which the message was received. The shore stations are also able to identify the station to which the message was sent. The shore stations are also capable of receiving messages from the ships and is able to identify the ship from which the message was received. The shore stations are also capable of transmitting messages to the ships and is able to identify the ship to which the message was sent. The shore stations are also capable of receiving messages from the shore stations and is able to identify the station from which the message was received. The shore stations are also capable of transmitting messages to the shore stations and is able to identify the station to which the message was sent. The shore stations are also capable of receiving messages from the ships and is able to identify the ship from which the message was received. The shore stations are also capable of transmitting messages to the ships and is able to identify the ship to which the message was sent. The shore stations are also capable of receiving messages from the shore stations and is able to identify the station from which the message was received. The shore stations are also capable of transmitting messages to the shore stations and is able to identify the station to which the message was sent.

Summary

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 land radio stations in Canada. These stations are equipped with the most up-to-date apparatus and are the equal of any land station in the world. They are in operation 24 hours a day, on any of three lines of communication and are able to handle the most difficult messages.

To prevent wireless communication from being picked up by the enemy, every message must be encrypted. Since the collection of the wire is certain, the Navy has developed a system of

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 eight-hour 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 shipyard 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.

limited on average of 100,000 square feet each month. The groups vary every month. In order to handle this work, this particular station employs the following: trained civil service clerks working under the supervision of a chief clerk.

The office of operation with ships of the United States is on all the ships of the world. Respecting also the listing with the names of the United States and the United States.

General Information

The co-operation between United States and Canadian vessels is such that each maintains liaison officers at the other's ports and at Washington and Ottawa.

Cooperation for the War

The new agreement in being made for the Royal Canadian Navy, the Royal Navy and the U.S. Navy. The first agreement to be made for the U.S. Navy, U.S. Navy, was founded on a mutual agreement on December 1, 1917.

During the present war, the 1917-1918 Treaty of 1917 was suspended for the second time in 1917 years of this nature.

vessels built on the Great Lakes might be used before proceeding to the Atlantic. The agreement was also suspended during the first great war to allow the use of certain coastal boats on the Great Lakes.

During the period of the first great war, the U.S. coast guard vessels were used with great effect. In every operation since have operated in the Caribbean and the Gulf of Mexico.

Cooperation for the War

A most striking example of co-operation is the case of the U.S. coast guard vessels which were used with great effect in the Caribbean with ships of the Royal Canadian Navy and the U.S. Navy.

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 boat, also protecting the convoy, sighted the submarine and signaled its position to the ship. The flying boat then moved to the scene, and the submarine was sighted. The flying boat and the ship then dropped depth charges. The submarine was damaged but the crew followed her in the tropical night. On the third contact with the submarine, one of the flying boat's crew landed on the U-boat deck, rendered 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.A.C.M.A.

The women's division of the Royal Canadian Navy was organized in June 1942. Shortly after the organization was launched, 2,000 applications were received and a Royal Canadian Navy completed training within a few months. Officers and petty officers, petty officers, clerical and domestic personnel. There are now more than 1,000 officers and "women", the majority taking basic training at Esplanade, and others receiving various categories of Navy personnel in their establishments. At Ottawa and Halifax, recommendations have been made to recruit 100 each week.

"WRNS" must be British subjects, 18-45 years of age without other 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 23 years of age. Officers will eventually handle vessels for all establishments.

Sea Cadets

Sea Cadets of Canada was organized in 1941. At that time there were 23 groups in this organization with a total membership of 2,200. Up to that time this organization was conducted by The Navy League of Canada and at that time the program

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 17½. 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.

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

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 cruisers and six destroyers were to be built, if possible in Canada, (otherwise in England) within 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.

The Royal Navy agreed to provide the necessary personnel for administrative 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 naval 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 administrative 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 1918, after the great explosion in Halifax, and the following year moved again to a building on the west coast. In 1921 the Imperial Government went out of office as the issue of reciprocity, and Naval Defence 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 naval shipbuilding program never began.

Naval Aid Bill

Conservative policy on the question of Naval Defence differs 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 self-reliance. 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 1913

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.

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

	<u>Officers</u>	<u>Naval Cadets</u>	<u>Ratings</u>	<u>TOTAL</u>
R.C.N.	71	21	203	295
R.N.	<u>21</u>	<u>-</u>	<u>20</u>	<u>41</u>
	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.

World War
1914-1918

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.

pacetime Navy
1918 - 1939

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, " " " "
- CH. 14, submarine
- CH. 15 "

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.

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 shipyards busy with four new minesweepers, the Gaspé, 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, engine-room 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.

In 1934, reserve strength consisted of:

	Royal Canadian Naval Volunteer Reserve	Royal Canadian Naval Reserve
Officers	73	40
Ratings	899	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, 116,987 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 it is difficult to obtain parliamentary appropriations for defence projects in peacetime. Naval appropriations for the six years before the war were:

1933-34.....	\$2,422,000
34-35.....	2,222,000
35-36.....	2,395,000
36-37.....	4,853,000
37-38.....	4,485,000
38-39.....	6,639,000

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.

1933-34 2,422,000
34-35 2,422,000
35-36 2,422,000
36-37 2,422,000
37-38 2,422,000
38-39 2,422,000

It will be seen from these figures that, although they

increased year by year, the scope of the R.C.S. at the

beginning of the war was fairly limited.

The entire cost of the Navy in 1937, just before the outbreak

of war, was less than half the cost of the Harbour Bridge,

Montreal. Still, the Navy staff and sea gunners

they could for the battle whose coming against mine ships

before them seem tiny.