

# REFERENCE PAPERS

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## WARTIME INFORMATION BOARD, OTTAWA

No. 19

February 16, 1944.

### THE ROYAL CANADIAN NAVY

|                                   |                  |
|-----------------------------------|------------------|
| Strength at January 18, 1944..... | more than 80,000 |
| Pre-war strength of R.C.N.....    | about 1,774      |
| Ships at January 18, 1944.....    | more than 700    |
| Pre-war strength in ships.....    | 16               |

#### Decorations as at January 7, 1944:

|   |     |
|---|-----|
| Companion of the Most Honourable Order of the Bath....                          | 3   |
| Commander of the Order of the British Empire.....                               | 7   |
| Officer of the Order of the British Empire.....                                 | 28  |
| Member of the Order of the British Empire.....                                  | 28  |
| British Empire Medal.....   | 46  |
| George Medal.....   | 6   |
| Albert Medal.....   | 1   |
| Companion of the Most Distinguished Order of<br>St. Michael and St. George..... | 1   |
| Companion of the Distinguished Service Order.....                               | 8   |
| Distinguished Service Order.....  | 49  |
| Distinguished Service Medal.....  | 28  |
| Associate of the Royal Red Cross.....   | 3   |
| Royal Humane Society.....   | 3   |
| Mentioned in Despatches.....  | 270 |
| Commendations.....  | 7   |
| Polish Cross.....   | 4   |
| Norwegian War Medal.....  | 2   |
| Czechoslovak Military Cross 1937.....   | 3   |
| Greek Medal of Military Merit 3rd class.....                                    | 1   |
| Legion of Merit Naval General Service Medal<br>(U.S. award).....                | 7   |

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".

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, ever, a flotilla of eight Tribal class destroyers is being built for the R.C.N. and five 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 ship 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 destroyers and corvettes helped the Royal Navy and the R.N. to blockade the enemy's main submarine fleet in the Bay of Biscay just before the acquisition of new bases by the Allies in the Azores. The heavy toll taken of Axis U-boats in the Bay of Biscay was an important factor in reducing Allied shipping losses in the North Atlantic to their present low level.

In the invasion of Sicily, two complete Canadian landing craft flotillas helped to land the British-Canadian Eighth Army.

..... A large number of Canadian sailors who had, since the beginning of war, patrolled the waters off Canada's eastern coast in submarine-chasing motor launches, recently arrived in England to man a motor gun boat flotilla. These Canadian sailors will fight off the British coast with ships of the Royal Navy's famed "Mosquito Navy." These men volunteered when the British Admiralty asked for Canadian sailors for this work.

..... In line with this growing strength and with the expanding functions of the navy, Canada in January sent Vice-Admiral Percy W. Nelles, chief of the naval staff, to the United Kingdom as senior Canadian flag officer there, a new rank. This step followed closely the appointment of Lieutenant-General Kenneth Stuart, chief of the army general staff, to the new permanent post of chief of staff at Canadian military headquarters in London, and the transfer of Air Marshal L. S. Breadner, chief of the air staff, to the post of air officer commanding-in-chief, Royal Canadian Air Force Overseas. Air Marshal Breadner is responsible to the minister of national defence for air directly and not through the chief of air staff.

..... Navy Minister Macdonald commented:

"The sending of Admiral Nelles, General Stuart and Air Marshal Breadner to the United Kingdom is a sign that we mean business over there."

The shifts were arranged in view of the preparations being made in the United Kingdom for an invasion of Europe from the west. The navy felt that the senior Canadian naval officer in the United Kingdom should be an officer of high rank. Admiral Nelles will remain senior ranking naval officer and will have general oversight of Canadian naval forces overseas, although he will not be in command of them, for Canadian units will be intermingled with other allied forces.

Rear Admiral George C. Jones, vice-chief of the naval staff, was appointed chief to succeed Admiral Nelles.

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 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.

SHIPS OF THE R.C.N.

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.

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.

The Royal Canadian Navy now operates more than 700 vessels of the following types: destroyers, corvettes, frigates, auxiliary cruisers, minesweepers, patrol vessels and small craft fitted for the many duties of modern sea warfare. More than 250 of the 700 are fighting ships. The remainder are auxiliary vessels such as tugs and harbor craft.

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 United Nations.

Destroyers

A flotilla of eight Tribal class destroyers is being built for the Royal Canadian Navy. Four, built in British yards, have already been commissioned in the Canadian Naval Service and are operating with ships of the allied nations - Iroquois, Huron, Athabaskan and Haida. All four were commissioned within six months. The other four are being built in Canada. One, H.M.C.S. Micmae has already been launched.

Tribal class destroyers are the best and fastest afloat. They are heavily armed, carrying as part of their armament 4.7-inch guns. They carry a crew of 190 and have four 21-inch torpedoes.

The Royal Navy has placed four of its escort destroyers at the disposal of the R.C.N. These destroyers, which are of the River class, have been renamed Ottawa, Gatineau, Kootenay and Saskatchewan.

In January 1944 one Fleet class destroyer was commissioned with an all-Canadian crew after being refitted and converted for convoy escort and anti-submarine duties. Another will be similarly commissioned shortly to bring to six the number of used destroyers provided by the United Kingdom within a year.

Built in 1936, the Fleet destroyer, H.M.C.S. Chaudiere, has been strengthened against ice conditions and provided with the latest anti-submarine equipment. It has torpedo tubes, depth charge throwers, an anti-aircraft battery and 4.7 gun mountings.

Within several months two new medium cruisers of the most modern type will be given to Canada by the United Kingdom as "mutual aid in reverse". For considerable time Canadian naval officers and ratings have been in training with the Royal Navy for cruiser operation so they can man the cruisers when they are delivered.

In addition, two Royal Navy escort aircraft carriers will be manned by Canadian officers and seamen, although the aircraft and their operational crews probably will be provided by the United Kingdom. The carriers will remain Royal Navy ships, while the cruisers and destroyers will become units of the Canadian Navy.

The two carriers are expected to begin convoy escort duties in the Atlantic in a few months and later may go to the Pacific. Pacific naval facilities at Esquimalt and Prince Rupert, British Columbia, are being improved, and new machine shops are being established at Esquimalt.

During 1940 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 rechristened 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.

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

Corvettes are small, built somewhat on the lines of the sailing ship, especially designed for escort and anti-submarine duties.

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

Canadian shipyards have turned these vessels out in large numbers. Three corvettes can be built in the time it takes to build a destroyer, and they can be built on the Great Lakes and taken down to the sea over the Great Lakes canal and river system, while destroyers cannot. 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. There are more than 70 corvettes in the Royal Canadian Navy, and many others have been built for the British Navy.

Specifications of the latest and best of this type of ship are a 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.

#### Frigates

The frigate, a new type of warship between the corvette and the destroyer in size, is coming into use in the Canadian Navy. It is larger, has more speed and a greater range than the corvette, and has greater accommodation for the crew. It has about the same fire power as the corvette and carries a crew of more than 100 men.

CANADA'S  
ENCOUNTERS  
AND SUCCESS  
WITH  
SUBMARINES

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 have also proved most efficient in escort and anti-submarine duty. There are almost as many minesweepers in the R.C.N. as corvettes. Minesweepers carry guns, depth charges and asdic listening devices and often perform much the same work as corvettes in addition to their duties of sweeping and destroying mines. Like the corvette, the minesweeper carries a crew of more than 50 men.

Fairmiles

The Fairmile motor launches are a new and effective weapon against the submarine attack. Particularly are they suitable for convoy escorting in coastal waters such as the St. Lawrence River and Gulf, the Bristol Channel, the Irish Sea and the English Channel.

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 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.

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 an 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.

CANADA'S  
ENCOUNTERS  
AND SUCCESS  
WITH  
SUBMARINES

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. While engaged in evacuating British troops from Bordeaux, H.M.C.S. Fraser was out 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 searchlights, performed a "miracle of navigation" to rescue 115 of the crew of the Fraser; 45 of the crew were lost.

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

Seventeen 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 seacocks and abandoned ship. Forty-seven 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.

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 of 134 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. The whole action, from the dropping of the depth charges to the disappearance of the U-boat beneath the water took only nine minutes.

Naval headquarters revealed on February 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.

LOSSES OF SHIPS

ORGANIZATION AND TRAINING

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, 1943. The submarine was forced to the surface by depth charges and finished off at close range by the corvette's cerlikon guns. More than 20 prisoners were taken.

In early June of 1943 enemy submarines mined the approaches to Halifax harbor, in an arch intended to close the port to all shipping. Minesweepers of the Royal Navy and the Royal Canadian Navy undertook the extremely dangerous and exacting job of sweeping the mines. In one day they cleared a channel 1,200 yards wide to permit a convoy to sail. The minesweepers, having opened the harbor for the convoys, then proceeded to mop up the whole minefield. The work was performed "like clockwork", Navy Minister Macdonald said.

The crew of the Canadian destroyer Athabaskan demonstrated masterly seamanship after the destroyer was damaged by a Nazi aerial glider bomb in the Bay of Biscay during August, 1943. The Athabaskan was operating as senior ship of a group of Royal Navy vessels when attacked by German bombers. Three bombers dropped their bombs at the Athabaskan. The destroyer succeeded in avoiding the bombs dropped by two of the aircraft. A glider bomb from the third Nazi aircraft hit the Athabaskan, killing five and wounding 12 of the crew. With one boiler room and two fuel tanks flooded with sea water, the Athabaskan made home port at the remarkable speed of 12 knots, and is now again at sea.

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

Destroyers

|           |               |
|-----------|---------------|
| Fraser    | Bay of Biscay |
| Margaree  | Mid-Atlantic  |
| Ottawa    | Mid-Atlantic  |
| St. Croix | Mid-Atlantic  |

Minesweepers

|            |                      |
|------------|----------------------|
| Bras D'Or  | Gulf of St. Lawrence |
| Chedabucto | St. Lawrence         |

Patrol Vessels

|         |                      |
|---------|----------------------|
| Otter   | Coast of Nova Scotia |
| Raccoon | Western Atlantic     |

Corvettes

|             |                       |
|-------------|-----------------------|
| Windflower  | Western Atlantic      |
| Spikenard   | South of Newfoundland |
| Charlottown | Gulf of St. Lawrence  |
| Levis       | Western Atlantic      |
| Louisburg   | 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, 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..... | 115             | 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 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 (1944) R.C.N.V.R. Training Divisions are established in Calgary, Charlottetown, Edmonton, Esquimalt, Halifax, Hamilton, Kingston, London, Montreal (2), Ottawa, Port Arthur, Prince Rupert, Quebec, Regina, Saskatoon, Saint John, Toronto, Vancouver, Winnipeg, Windsor. 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. The first class of the Naval College graduated and proceeded overseas during September, 1943. Fifty candidates entered the 10 month's course; 43 graduated as midshipment. Sixteen of the graduates elected to join the Royal Canadian Volunteer Reserve for the duration of the war only. Two midshipmen entered the paymaster branch of the R.C.N. and were sent to Halifax for training. The 25 remaining proceeded to England to receive training in battleships and cruisers of the Royal Navy. These midshipment who averaged 19 years of age must serve afloat before taking the courses necessary to qualify for the rank of sub-lieutenant.

All executive officers now being given commissions in the Royal Canadian Navy have come up from the ranks. Under the system now in effect every prospective executive officer must enter the navy as an ordinary seaman. A civilian, wishing to become an officer, must pass an examining board at an R.C.N.V.R. division. He will be enrolled as an ordinary seaman, not distinguishable from others by dress or mark, and under close observation follow a routine of training and practical experience for approximately one year before he may attain the rank of Sub-Lieutenant.

It is the belief of the R.C.N. that the extensive schooling given these officer candidates will provide the new officer with greater knowledge and experience and give the service a better opportunity to observe and select good men for commissions. Standards are high and candidates who do not make the grade may take their discharge from the service or remain as ordinary seamen. Officers being trained through this system of advancement are now being graduated weekly in groups numbering up to 25.

An R.C.N. school to teach the English language to French-speaking sailors who do not know English was recently opened at H.M.C.S. Prevost, the London, Ontario division of the R.C.N.V.R. The course will accommodate between 50 and 75 French-speaking ratings.

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

- Engineer..... purple
- Medical..... scarlet
- Special branch..... green
- Electrical..... dark green
- Paymaster..... white
- Dental..... orange
- Instructor..... light blue
- Ordnance..... dark blue
- Wardmaster..... maroon
- Shipwright..... silver grey

NAVAL STAFF



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.

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, K.C., P.C., L.L.D., S.J.D.

Deputy Minister

W.G. Mills, C.M.G.

Chief of the Naval Staff

Rear-Admiral G.C. Jones, C.B.

Chief of Naval Personnel

Capt. E.R. Mainguy, O.B.E.

Chief of Naval Equipment and Supply

A/Captain E. Johnstone, O.B.E.

Chief of Naval Engineering & Construction

Engineer Rear-Admiral G.L. Stephens, C.B.E.

Chief Staff Officer Reserves

A/Capt. Paul B. Cross

Secretary

A/Pay - Captain Joseph Jeffery

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

Chief of Naval Staff

Rear-Admiral G.C. Jones, C.B.

NAVAL  
STAFF

Assistant Chief of Naval Staff

Captain Wallace B. Creery

Director of Operations Division

A/Captain George H. Griffith, O.B.E.

Director of Plans

Captain G.R. Miles

Director of Warfare and Training

A/Captain K.F. Adams

Director of Trade Division

Captain E.S. Brand, O.B.E. (R.N.)

Director of Naval Intelligence

Commander C.H. Little

Director of Signals Division

Captain G.A. Worth

Hydrographer

Captain D.W. Farmer

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

**CONVOY**

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 Taylor in command of the forces at Newfoundland. The commanding officer on the Pacific coast is Rear-Admiral Victor G. Brodeur.

Of the 60 U-boats sunk in the Battle of the Atlantic in August, September and October, 33 were destroyed by units of the Royal Navy and Royal Canadian Navy. The other 27 were accounted for by United States forces.

The 60 U-boats exceeded in number the allied merchant ships sunk by U-boat action during the same period and brought to more than 150 the number of U-boats sunk during the six months ending with October.

Merchant ship tonnage lost to U-boat action during August, September and October was less than one-half the merchant ship tonnage lost during the previous three months despite the fact that actual shipping increased.

Once again in November, 1943 the number of U-boats sunk exceeded the number of their victims, despite increasing caution on the part of the Nazi undersea craft. Allied merchant ship losses in November were the lowest of any month since May, 1940.

Prime Minister Churchill stated on November 9:

"We have broken the back of the U-boat war which at one time seemed our greatest peril."

All convoy protection on the North Atlantic route is the responsibility of the Royal Navy and Royal Canadian Navy, assisted by escort vessels of the United States Navy and the air forces of Canada, the United Kingdom and the United States. The Canadian Navy's duties in this work have been expanded steadily until now it provides about half the protection of North Atlantic shipping.

A tribute to the R.C.N. recently was paid in a United States periodical:

"There were many desperate months when Canada stood between us and disaster. If the trade convoys had not been kept running, the Allies doubtless would have lost the European war by this time."

It was pointed out that, after Japan struck, the burden of protecting merchant ships in the Atlantic fell largely on the United Kingdom and Canada. Escort vessels for the trade convoys were supplied in this percentage:

|                     |     |
|---------------------|-----|
| United Kingdom..... | 51% |
| Canada.....         | 47% |
| United States.....  | 2%  |

The tribute then stated:

"We probably would have lost the war if the Canadian Navy hadn't come through in a spectacular and heroic way..... It is one of the marvels of this war that Canada, an agricultural nation of less than 12,000,000 people could have contributed 47% of the vast fleet of fighting ships necessary to get the freighters across."

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.

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 communications 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 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.

**MEDICAL SERVICES**

The medical services of the Royal Canadian Navy are in large part responsible for a high standard of health throughout the service. In a recent issue of the Canadian Medical Association Journal, Surgeon-Captain Archibald McCallum, O.B.E., M.D., V.D., set forth the amount of time lost by men of the R.C.N. because of sickness, from the beginning of the war to May 1, 1943: 678,515 hospital days or a loss of 9.8 days per man each year. This rate of absenteeism because of illness among the men who bring the convoys through the North Atlantic, is no higher than that of workers in Canadian factories. Industry's generally accepted pre-war average was from 9 to 9½ days per man. Captain McCallum's report commented:.....

"If industry be a yardstick, one must still compare the hazards encountered by those on active service, who are subjected to inclement weather, slippery decks, crowded living quarters, the handling of heavy and dangerous equipment and armament and, for the most part, the entire lack of home comforts and surroundings."

In the field of research the R.C.N. medical services has made valuable contributions. Among its developments recently announced is a formula which reduces seasickness by 75%.

The remedy is in the form of a capsule which is taken by mouth one to two hours before sailing or in rough weather, and is effective for eight hours. Additional capsules may be taken every eight hours for two days and may be repeated if the subject has not recovered by then. The remedy is equally effective for persons already seasick. It produces no harmful results and does not reduce fighting efficiency.

The capsule is being manufactured in quantity, but is not likely to become available for civilian use until after the war.

Its greatest service may be in protecting invasion troops carried by the navy, men who must be ready for intense fighting before they set foot on land.

Three R.C.N. medical officers also evolved methods of prevention and treatment for "immersion foot", a North Atlantic war ailment usually caused by exposure in life rafts or boats for long periods.

Co-discoverer of insulin, with Sir Frederick Banting, Acting Surgeon-Captain Charles Herbert Best, R.C.N.V.R., joined the Navy in June, 1941, as a Honorary Surgeon Lieutenant-Commander and since then has been engaged in important medical research work.

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 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.

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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.

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. By November 26, 1943 there were more than 4,450 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.

A first draft of W.R.C.N.S. has been posted to Naval College and another to Givenchy, both in British Columbia. The first W.R.C.N.S. plotter's course was recently established.

"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 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.

HISTORY

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 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 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 Conservative Prime Minister, Sir Robert Borden, in December 1912 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>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 prizes 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.

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.

Sir Charles Kingsmill retired in 1920, and was succeeded by Comodore (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.

WORLD WAR  
1914-1918

PEACETIME  
NAVY  
1918-1939

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, four-year old destroyer
- CH. 14, submarine
- CH. 15, submarine

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 totaled 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

Rear-Admiral Hose 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, and 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 had 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<br>Volunteer Reserve | Royal Canadian<br>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.

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, torpedos, wireless, signals, aerobically navel routine, and tactical exercises under sea-going 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 Reserve | 10  |
| Volunteer Reserve            | 150 |

Canada's Maritime Position

Canada's maritime position has emerged from a confused world scene. Canadian interest in maritime power quickened. All over the world the experts debated the position of the Navy in modern war. But there were reasons other than the great 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 12th trading nation in the world. During the year ending March 31, 1939, 116,987 vessels of 90,161,273 tonnage entered and left Canadian ports. Of these 87,500 vessels of 51,753,871 tons were seagoing, and 29,486 vessels of 38,407,402 tons were coastwise. Besides this shipping, the deep sea fishing industry averaged around \$40 million per year.

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

|         |           |
|---------|-----------|
| 1933-34 | 1,000,000 |
| 1934-35 | 1,000,000 |
| 1935-36 | 1,000,000 |
| 1936-37 | 1,000,000 |
| 1937-38 | 1,000,000 |
| 1938-39 | 1,000,000 |

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 R.C.N. at the beginning of the war. Staff made such preparations as they could for the battle which was expected to be fought before them.

At the outbreak of war, the R.C.N. was in a state of readiness. The ships were in the water, the crews were trained, and the equipment was in good order. The Navy was ready to meet the challenge of the new world war.