October 31, 2007

This is the Eighth Section of the manuscript "Radio Stations Common? Not This Kind"

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Graduate Radio College of Canada, Toronto
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First Class Certificate of Proficiency in Radio # 6-108
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Amateur Radio Station VE1BC

## THE NAVY FLEET AFTER THE WAR

Germany, Italy and Japan trying to expand their borders created World War II. The western or allied countries were not prepared for this and had to put a stop to it as fast as possible before these three claimed the world. This involved two major details and the first was the construction of a fence to try to prevent this from going any farther. The second involved not only in keeping this fence in good repair, but pushing it back where it belonged. The one deed, which made this possible so quickly, was the production ingenuity of the American people, and the natural resources of the United States and Canada. Russia at this time was on our side for the simple reason she was on the opposite side of Germany. On termination of this war, World War II, the demobilization of this vast allied war machine was to take place.

What happened to each of the many ships we Canadians constructed and operated during this war is a question I have asked myself many times. Since these ships required so many trained radiotelegraph operators I have wondered where they all went. The first of these fleets I will attempt to describe was that of the Royal Canadian Navy, starting with the largest of these and working down to the smallest.

The two largest naval vessels during the war were the two British Escort Carriers, HMS NABOB and HMS PUNCHER and these were returned to the Royal Navy. NABOB was not in the best of shape when returned, due to the fact she was torpedoed on August 22nd, 1944, by U-354 off North Cape, killing twenty-one of her crew and injuring six others. She managed to limp home to the Firth of Forth and did not see service again during the war.

*Public Archives Canada F-2080*

HMS NABOB

These Escort Carriers were a design and construction project of the United States to provide flying protection for convoys. Not only would aircraft provide visibility for much greater distances, from the air you can see much farther below the surface of water than you can on the surface. The Royal Canadian

Navy did not have an Air Branch at this time, that is the reason these two Escort Carriers had British aircrews. Each of these two carriers carried about one thousand men and luckily more were not injured or killed during the torpedoing of NABOB.

These Escort Carriers were constructed from new merchant ship hulls known as the type C3-S-A1 at Seattle-Tacoma Shipbuilding Corporation, Tacoma, Washington. Nineteen of them were transferred from the United States Navy to Britain under lend-lease terms and all nineteen were further converted by Burrard Dry Dock Company, on the west coast, for the Royal Navy. Although these nineteen were new ships this conversion was necessary in order for the ships to operate under Royal Navy procedures. It was felt easier to convert the ships than retrain the men to operate under the U. S. Navy system. All nineteen were around ten thousand tons displacement and were capable of sixteen knots, carrying twenty aircraft each. They were 492 feet long overall by 69 ½ feet. They were of all steel construction except for the flight deck that was of wooden plank. Nearly all nineteen were returned to the United States on termination of the war. NABOB was originally the USS EDISTO and after the war was put up for sale. In 1952 she was purchased and towed to Bremen, Germany, and became the German freighter of the same name, NABOB, with German call sign DEBN.

HMS PUNCHER was the former USS WILLAPA and was converted to a freighter after the war. She was given several names over the years, first in 1948 as MUNCASTER CASTLE, second in 1954 as BARDIC, and was still listed in 1966 as the BENNEVIS under British registry with call sign GFMZ.

Another of these nineteen Escort Carriers deserves mentioning because Bob Minty, who retired from VCS, was one of her radio officers. USS WINJAH became HMS REAPER and on termination of the war became the British freighter, SOUTH AFRICA STAR with call sign GUAU. Bob served in her in the latter capacity sailing from the United Kingdom, via the Panama Canal to Australia and New Zealand, with the occasional visit to one of the West Coast United States ports. The GUAU radio room had the equipment laid out so that each component was mounted in its own case or cabinet on desks built in the radio room. The equipment was American, an ITT Mackay and an RCA Receiver mounted on a shelf just above the operating position, for that purpose. On the operator's left was the ITT Mackay medium frequency transmitter and on his right the high frequency transmitter, also ITT Mackay. The remainder of the equipment, the emergency installation, was mounted on a separate desk off out of the way. A most convenient station and one I always found more pleasant to operate and maintain. Bob states they had very few, if any problems with the equipment while he was on board. On this particular run he can remember having to rendezvous with another ship that had a sick crewmember on board who was transferred to SOUTH AFRICA STAR. This involved using their radio direction finder in order to make contact with each other. SOUTH AFRICA STAR carried a Doctor because of the fact her crew numbered over sixty.

While Bob was on this run, New Zealand Shipping had been disrupted in a strike of the London Dock employees, which made an interesting break for SOUTH AFRICA STAR. She was elected to stop over at Pitcairn Island with the mail, etc., that was normally carried by New Zealand Shipping. Bob claims he will always remember their stop at Pitcairn. There are no docks as such and the natives come out alongside any visiting vessel in their boats. One's first impression is that it would be impossible for a boat to come out because of the large surf. Not so, the natives hit these seas with all the fun a Pitcairn Islander seems to get out of life. These boats are tossed high into the air and come down practically out of sight in the troughs. All the while each occupant (including the women) is pulling hard on the oars. To add much colour to the picture each one is singing. The south sea natives love to sing. Having met some of them from my BOUNTY experience I can well understand why Bob will never forget his stop at Pitcairn. Such an experience as this was enough for First Mate Christensen to instigate a mutiny against Captain Bligh of the BOUNTY back in 1789.

## THE AIRCRAFT CARRIERS AFTER WORLD WAR II

After World War II the Royal Canadian Navy created a Naval Air Branch that was to have three Aircraft Carriers. These three were:

| | | |
|---|---|---|
| 31 | CZCL | WARRIOR |
| 21 | CZCD | MAGNIFICENT |
| 22 | CGLE | BONAVENTURE |

Both Jim Cable and John Leightizer who served on the VCS station staff, served in BONAVENTURE as naval radiotelegraph operators (Radiomen).

*Public Archives Canada PA-114454*

HMCS BONAVENTURE off Belfast, Northern Ireland, October 8th, 1956

## THE CRUISERS AFTER WORLD WAR II

The next largest naval vessels during the war were the two Cruisers UGANDA and ONTARIO. UGANDA was sent with British forces to the Pacific to give the United States Navy a hand in pushing their portion of the fence back towards Japan, during the last few months of the war. She was under the command of Commodore H. F. Pullen at this time, mentioned elsewhere on these pages as Rear Admiral, who has written some very interesting books on the subject of ships. The Canadian Navy planned a fleet of some sixty ships to operate in the Pacific, but UGANDA was the only one to see any action. UGANDA was renamed QUEBEC and served the R.C.N. until 1956. The other Cruiser, the ONTARIO, joined the R.C.N. in the spring of 1945, but the war ended before she actually joined the fleet in the Pacific. ONTARIO was to serve the R.C.N. until 1958.

| | | |
|---|---|---|
| 31 & 66 | CZCK | QUEBEC |
| 32 & 53 | CZCF | ONTARIO |

## THE DESTROYERS AFTER WORLD WAR II

The Destroyers were the next largest ship, in the Navy's fleet and a number of those that served during the war were to serve until the 1960's. These were as follow with their Pendant Number, International Call Sign, Name, and Radiotelephone Call:

| | | | |
|---|---|---|---|
| 213 | CZJS | NOOTKA | "Sand Iron" |
| 214 | CYVN | MICMAC | "Hollywood" |
| 215 | CGJD | HAIDA | "King Cobra" |
| 216 | CGXY | HURON | "Jersey Bounce" |
| 217 | CZGD | IROQUOIS | "Jack Stone" |

| | | | |
|---|---|---|---|
| 218 | CGWN | CAYUGA | “Motorola” |
| 219 | CYWM | ATHABASKAN | “Night Letter” |
| 224 | CZJX | ALGONQUIN | “Open Road” |
| 225 | CZJY | SIOUX | “Throwback” |
| 226 | CZCC | CRESCENT | “Lost Angel” |
| 228 | CGJG | CRUSADER | “Lead Mine” |

The present Canadian naval fleet is not listed for security reasons in the International Telecommunication Union Publications. They have not been listed since the 1959 List of Ship Stations. This makes little if any sense because they are the only fleet which religiously “make their number” while entering and leaving port. We radio operators needed to know these call signs, in order to properly communicate with them. For a while a Mr. C. C. Cox in the United States did a fine job in keeping us informed via his publication “List of Ships fitted with Radiotelegraph”. He had the Canadian naval ships listed. The Destroyer Escorts known as the ST. Laurent Class were listed.

## THE ST LAURENT CLASS DESTROYER ESCORTS

| | | | |
|---|---|---|---|
| 205 | CGXG | ST LAURENT | “Bless” |
| 206 | CZFX | SAGUENAY | “Nymph” |
| 207 | CGWP | SKEENA | |
| 229 | CZCW | OTTAWA | “Charge” |
| 230 | CGNJ | MARGAREE | “Drowse” |
| 233 | CZFG | FRASER | “Shaft” |
| 234 | CGJL | ASSINIBOINE | “Kings Lady” |
| 235 | CZGJ | CHAUDIERE | “Snack” |
| 236 | CGWF | GATINEAU | |
| 256 | CGJI | ST CROIX | |
| 257 | CZDE | RESTIGOUCHE | “Route” |
| 258 | CGKG | KOOTENAY | |
| 259 | CZJV | TERRA NOVA | “Quill” |
| 260 | CGJR | COLUMBIA | |
| 261 | CGYZ | MACKENZIE | |
| 262 | CYRE | SASKATCHEWAN | |
| 263 | CYRO | YUKON | |
| 264 | CYQD | QU’APPELLE | |
| 265 | CGKB | ANNAPOLIS | “Argo” |
| 266 | CGZP | NIPIGON | “Night Ruler” |

## THE 280 CLASS DESTROYERS

The four 280 or Iroquois Class were listed in Mr. Cox’s publication:

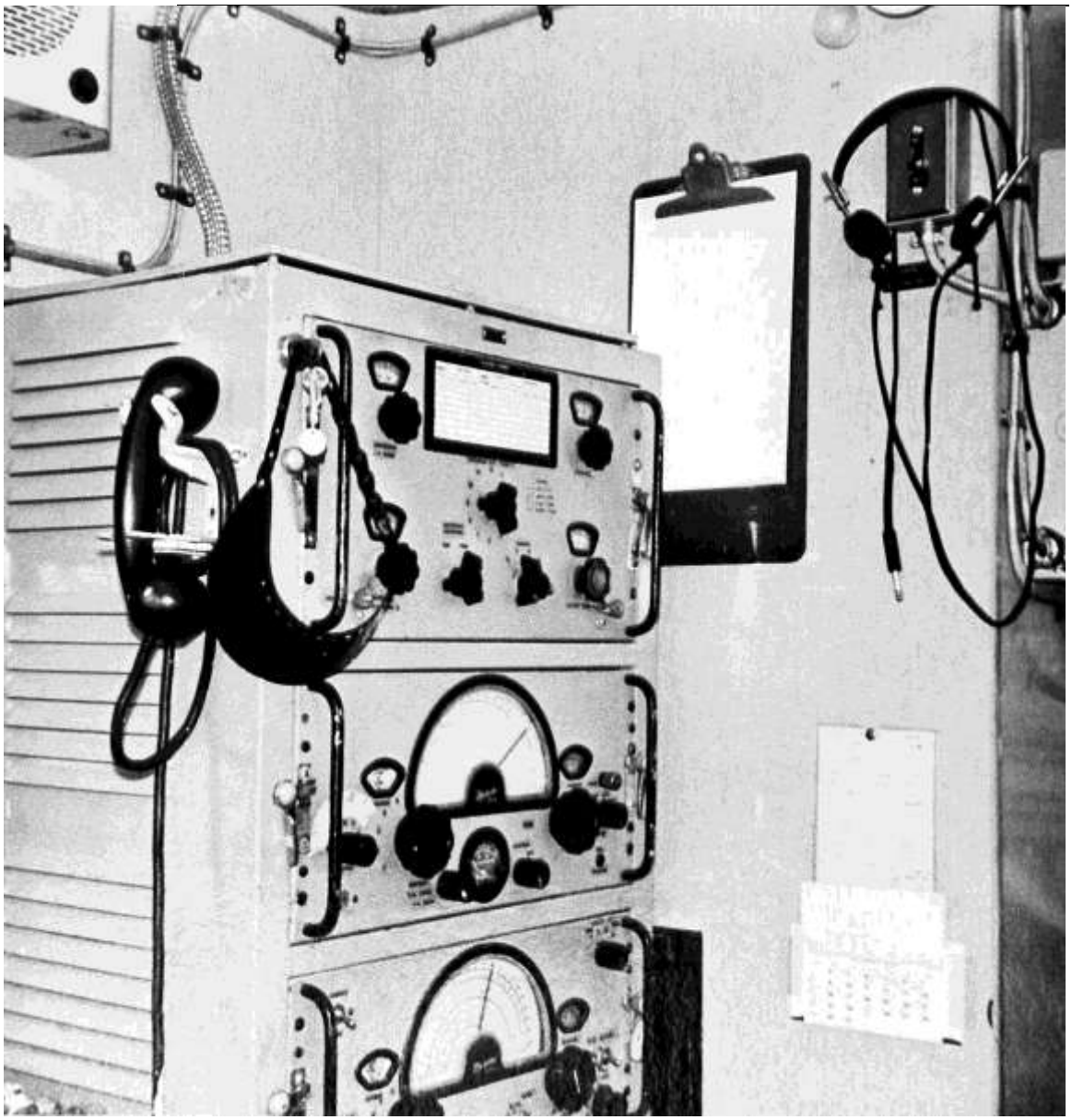
| | | |
|---|---|---|
| 280 | CZGD | IROQUOIS |
| 281 | CGXY | HURON |
| 282 | CYWM | ATHABASKAN |
| 283 | CZJX | ALGONQUIN |

As can be seen these CY, CG, and CZ, prefixes stood out clearly from the other international prefix allotments to this country. If all the call signs had been issued randomly to all ships of every type they would hardly be noticed when heard over the air. At least anyone who had nothing better to do than keep track of a certain type of ship would have plenty on his mind in order to tell one from another. Now that they use satellite communications the naval radiomen probably do not know nor use these call signs. The signalmen use them via flag hoist.

## THE CORVETTES AFTER WORLD WAR II

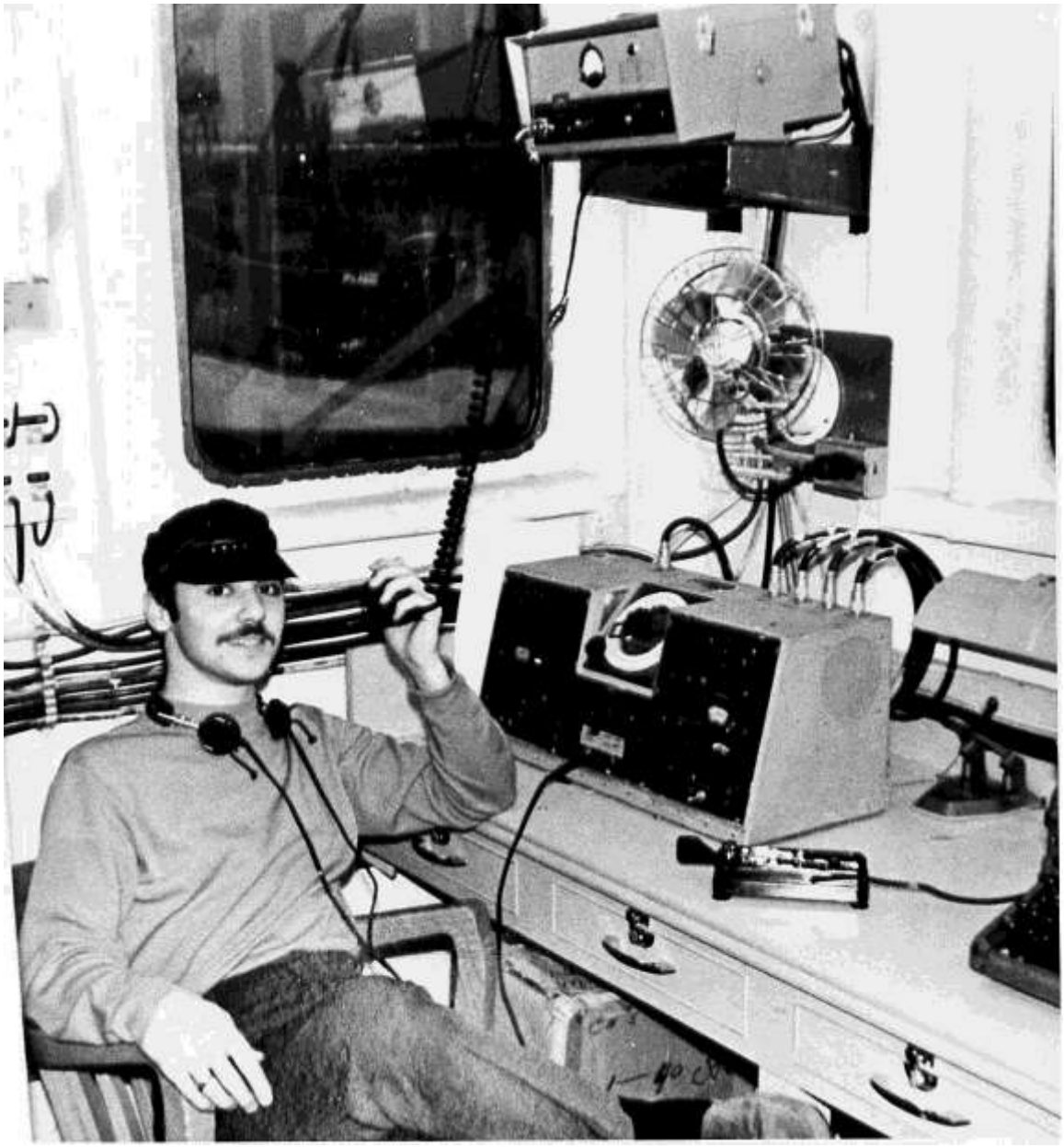
Although the Corvettes were the ships to make the Royal Canadian Navy during this war, they were made obsolete with the introduction of the Frigates. Therefore all but one of these Corvettes ended their career with the Navy on termination of World War II. The one retained was SACKVILLE. She served for many years in the naval auxiliary portion of their fleet with civilian crews. She served mainly as a research vessel and had her basic design altered several times. When her service was no longer required and she was headed for the scrap yard, some former naval members created a trust and saved her. They restored her to her original World War II configuration and have her as a museum at Halifax, Nova Scotia. SACKVILLE is one of the naval ships that retained her World War II call sign.

532 & 113 CGTJ SACKVILLE



*Paul du Mesnil*

The Canadian Marconi CM11 unit aboard CFAV SACKVILLE



*Paul du Mesnil*
This is Radio Officer Paul du Mesnil operating CGTJ on board the former corvette CFAV SACKVILLE. The unit at his elbow is the Canadian Marconi medium frequency direction finder MDF-5 and the radiotelephone is a Canadian Marconi transceiver.

## THE FRIGATES AFTER WORLD WAR II

The Navy retained twenty-one of the seventy Frigates, and in 1953 HMCS PRESTONIAN was again commissioned in the Navy after being completely modified to the point you could hardly tell the River Class configuration. All twenty-one were to receive this modernization shortly after PRESTONIAN and they all became known as Prestonian Class Frigates. Some of these Prestonian Class Frigates were sold to foreign navies shortly after this conversion, but many remained with the R.C.N. Three of the seventy Frigates were converted to Department of Transport Weather Ships for Ocean Station "P" with call sign 4YP. These are shown with their D.O.T. call signs – the three with the CGG prefix.

| | | | | |
|---|---|---|---|---|
| 301 | CGJC | | ANTIGONISH | “Event Z” |
| 302 | CYZY | CGGR | ST STEPHEN | “Defy M” |
| 303 | CGJJ | | BEACON HILL | “Chapel W” |
| 304 | CYTQ | | NEW WATERFORD | “Event D” |
| 305 | CGWV | | LA HULLOISE | “Jigger L” |
| 306 | CYRF | | SWANSEA | “Hoodlum J” |
| 307 | CGXC | | PRESTONIAN | “Revival B” |
| 308 | CGLU | | INCH ARRAN | “Bellamy M” |
| 309 | CGTC | | STE THERESE | “Madeira S” |
| 310 | CGZV | | OUTREMONT | “Ellsworth H” |
| 311 | CGLH | | STETTLER | “Vicsburg M” |
| 312 | CGWB | | FORT ERIE | “Abner W” |
| 313 | CZFM | | SUSSEXVALE | “Calamity P” |
| 314 | CGZB | | BUCKINGHAM | “Yearly T” |
| 315 | CYXF | | NEW GLASGOW | “Madeira Q” |
| 316 | CYMD | | PENETANG | “Abner V” |
| 317 | CZJM | | CAP DE LA MADELEINE | “Wallop M” |
| 318 | CZJZ | | JONQUIERE | “Fancy Ball L” |
| 319 | CZGL | | TORONTO | “Retention L” |
| 320 | CGVF | | VICTORIAVILLE | “Thunderbolt X” |
| 321 | CGRE | | LANARK | “Suspender Y” |
| 322 | CYVH | | LAUZON | “Engrave T” |
| 323 | CYWY | CGGP | STONE TOWN | |
| 324 | CGLS | CGGQ | ST CATHERINES | |


*Wright and Logan, Portsmouth, England*

HMCS SWANSEA, fondly thought of as the family ship, because my uncle William A. Roscoe served in the engineering staff of this ship and was on board when the photo was taken off Swansea, Wales, in 1953. Seven years later I was assigned to the communications staff. Shortly after this photograph was taken SWANSEA was converted to the Prestonian Class.

These four letter international call signs listed above are the ones in use after World War II. Some of the call signs are their World War II call and others are not. For some reason some of the post war ships had their call changed.

These radiotelephone call codes were interesting. With the addition of the letter there could be 26 calls with the same prefix and these were used with the phonetic alphabet.

There were many phonetic alphabets in use over the years. The Army, Navy, Police, Amateur Radio, and so on each had one and they all were different. One was known as the city alphabet because each word in use was the name of some city.

The one that became standard, and may still be in use, is known as the International Civil Aviation Organization (ICAO) phonetic alphabet. The following is the official version one was to use in pronouncing each letter, figure and so on:

For the pronunciation of letters and figures by radiotelephony or by voice over a loud hailer:

| Letter | Code Word | Pronunciation |
|---|---|---|
| A | ALPHA | **AL** FAH |
| B | BRAVO | **BRAH** VOH |
| C | CHARLIE | **CHAR** LEE (or **SHAR** LEE) |
| D | DELTA | **DELL** TAH |
| E | ECHO | **ECK** OH |
| F | FOXTROT | **FOKS** TROT |
| G | GOLF | GOLF |
| H | HOTEL | HOH **TELL** |
| I | INDIA | **IN** DEE AH |
| J | JULIET | **JEW** LEE ETT |
| K | KILO | **KEY** LOH |
| L | LIMA | **LEE** MAH |
| M | MIKE | MIKE |
| N | NOVEMBER | NO **VEM** BER |
| O | OSCAR | **OSS** CAH |
| P | PAPA | PAH **PAH** |
| Q | QUEBEC | KEH **BECK** |
| R | ROMEO | **ROW** ME OH |
| S | SIERRA | SEE **AIR** RAH |
| T | TANGO | **TANG** GO |
| U | UNIFORM | **YOU** NEE FORM (or **OO** NEE FORM) |
| V | VICTOR | **VIK** TAH |
| W | WHISKEY | **WISS** KEY |
| X | XRAY | **ECKS** RAY |
| Y | YANKEE | **YANG** KEY |
| Z | ZULU | **ZOO** LOO |

Note: The **Boldfaced** syllables are emphasized.

In other words there could be 26 Abners, Abner Alpha through to Abner Zulu inclusive, Thunderbolt Alpha through to Thunderbolt Zulu, and so on. With a little imagination every ship, every official in the Navy, every official in the country for that matter, could have their very own radiotelephone call code.

We very seldom pronounced any of the words as listed. We simply spoke each word as one would in normal conversation although I remember practicing this list to the point I have been unable to pronounce victor correctly since.

Figure Spelling Table:

| | Code Word | Pronunciation |
|---|---|---|

| | | |
|---|---|---|
| 1 | UNAONE | OO-NAH-WUN |
| 2 | BISSOTWO | BEES-SOH-TOO |
| 3 | TERRATHREE | TAY-RAH-TREE |
| 4 | KARTEFOUR | KAR-TAY-FOWER |
| 5 | PANTAFIVE | PAN-TAH-FIVE |
| 6 | SOXISIX | SOK-SEE-SIX |
| 7 | SETTESEVEN | SAY-TAY-SEVEN |
| 8 | OKTOEIGHT | OK-TOH-AIT |
| 9 | NOVENINE | NO-VAY-NINER |
| 0 | NADAZERO | NAH-DAH-ZAY-ROH |
| . | DECIMAL | DAY-SEE-MAL |
| + | FULL STOP | STOP |

Note: Each syllable should be equally emphasized. The second component of each Code word is the Code word used in the Aeronautical Mobile Service.

If anyone started to pronounce the alphabet and figures from the above tables one would feel the brew the boys had going in the paint locker was more than ready for serving. The only thing we used was the figure nine. We simply called it NINER so we would not confuse the figure nine with the figure five.

Naturally all of the larger ships in this Navy fleet were to have not only a number of radio rooms, but ample equipment. The equipment in a Prestonian Class Frigate for radiotelegraph and radiotelephone communications was:

All this equipment was Canadian Marconi Company
One PV500 transmitter
About four CM11 transmitters
Several CSR5 receivers

There were a number of transmitters and receivers for use on the very high frequencies. I do not know if they were Canadian Marconi equipment. One can find an excellent description of this equipment on the web site of Jerry Proc VE3FAB.

HMCS ST STEPHEN was a naval weather ship as well as a department of transport weather ship. She will be described with the weather ships. She was not converted to Prestonian Class. She was converted to a D.O.T. weather ship.

*Royal Canadian Navy HS-44517*

HMCS OUTREMONT


*John Leightizer*

HMCS BUCKINGHAM "making her number" C G Z B

Radio Staff:

| | |
|---|---|
| P1RM3 | F. Micallef |
| P2RM2 | C. Green |
| ABRM1 | P. Rowan |
| ABRM1 | I. Deslandes |
| OSRMS | Cyr |
| ABRS1 | G. Ball |
| ABRS1 | J. Hickey |


*Pat Sweeney. Dublin, Ireland*

HMCS LAUZON entering Dublin, Ireland 1962 “making her number” C Y V H

Radio Staff:

| | |
|---|---|
| P1RM3 | D. Bruce |
| LSRM2 | J. Bechard |
| ABRM1 | J. Lloyd |
| ABRM1 | G. Robelliard |
| ABRM1 | P. Fretz |
| ABRM1 | J. Leightizer |
| OSRMS | H. Gallant |
| LSRS2 | E. Vhutch |
| LSRS2 | D. Preston |


*John Leightizer*

HMCS LAUZON


*Canadian Armed Forces DNS-21981*

HMCS SWANSEA

*S. G. "Spud" Roscoe*

Radio One HMCS SWANSEA 1960 – left to right: Don Ryan ABRM, Malcolm McPhail OSRM, Ron Bell ABSG (standing) and Dave Carlin OSSG

HMCS SWANSEA COMMUNICATIONS DEPARTMENT – 1960
A listing from the ship's Christmas card of 1960.
A/CMD.O B.E. Moss

| | |
|---|---|
| Signalman | |
| P2SG3 | D. Marsh |
| LSSG2 | J. Bain |
| ABSG1 | R. Laronde |
| ABSG1 | M. MacPhail |
| OSSG1 | R. Bell |
| OSSGS | D. Carlin |
| OSSGS | D. Kendall |
| OSSGS | C. Godfrey |
| | |
| Radioman | |
| P1RM3 | J. Rusnak |
| LSRM2 | J. Lalumiere |
| ABRM1 | C. LeBlanc |
| OSRMS | G. Thibault |
| OSRMS | R. Dunham |
| OSRMS | M. Travers |
| | |
| Radioman Special | |
| LSRS2 | A. Crabbe |
| ABRS1 | S. Roscoe |

*S. G. "Spud" Roscoe*

Spud Roscoe operating the DAU HF Direction Finder, copying traffic from the SP600 Receiver in Radio Four, and operating the SRE; HMCS SWANSEA 1960.

Many former naval personnel who also worked at the VCS station had sailed in the Prestonian Class Frigates. Bill Turner on the technical staff sailed in CAP DE LA MADELEINE; Dave MacKinnon in BEACON HILL; Norm Brooks in STE THERESE; John Leightizer in LANARK and BUCKINGHAM and I spent some time in OUTREMONT, BUCKINGHAM and SWANSEA. Bill, Dave, Norm and John were Radiomen. I was a Radioman Special rating and operated Radio Four. The Radioman Special branch did the radio direction finding work. My Chief Petty Officers and Petty Officers were the ones who had taken the radio direction finding bearings of the U-boats during World War II. It was a most interesting job. I did not get the chance but many within this branch exchanged with members of the United States Navy. I worked with several American Chief and Petty Officers while I was stationed at HMCS COVERDALE, Moncton, New Brunswick. The equivalent rating in the United States Navy was their Communications Technician.

## THE ICEBREAKERS, REPAIR SHIPS AND SUPPLY SHIPS

As near as I can tell there have been two icebreakers to serve in the Royal Canadian Navy only. The first was HMCS EARL GREY and she was built in 1909 to act as a ferry between Prince Edward Island and the mainland. She was taken over by the navy during World War I and was listed as an icebreaker and not a patrol vessel or any other type of vessel. She was sold to Russia early in the war in 1914 and a Canadian naval crew delivered her to Russia. Alf Lawton was her Warrant Officer Telegraphist.

HMCS LABRADOR was a Heavy Icebreaker constructed from the plans of the United States Coast Guard Wind Class Icebreakers, and was the second icebreaker to serve in the Canadian navy. HMCS LABRADOR was listed as an Arctic Patrol Vessel and not as an Icebreaker. I believe the U.S. Coast Guard had around six of these, but the type name comes from the four that were named WESTWIND, EASTWIND, NORTHWIND and SOUTHWIND. LABRADOR served a four-year hitch in the Navy from 1953 until 1957, and was then transferred to the Department of Transport fleet. When this change came about she naturally could not retain her naval call sign of CGVM. This had to be changed to CGGM from the D.O.T. block of call signs.

| | | |
|---|---|---|
| | VDI | HMCS EARL GREY |
| 50 | CGVM | HMCS LABRADOR |

The two Repair Ships were the CAPE SCOTT and the CAPE BRETON, named for two capes, one on each coast of Canada. These ships came from a fleet of twenty-one maintenance and repair ships that had been constructed from merchant ship hulls for the Royal Navy during the final months of World War II. CAPE BRETON was launched on April 25th, 1945, and served the Royal Navy as FLAMBOROUGH HEAD until 1951 when she became HMCS CAPE BRETON. CAPE SCOTT was launched on March 20th, 1945. From 1947 until 1950 she was the RNN VULKAAN, a part of the Royal Netherlands Naval Fleet. She returned to the Royal Navy as BEACHY HEAD in 1950 and in 1952 became HMCS CAPE SCOTT.

| | | |
|---|---|---|
| 100 | CGXR | HMCS CAPE BRETON |
| 101 | CGTH | HMCS CAPE SCOTT |

*Canadian Armed Forces HS-53214*

HMCS CAPE BRETON

*A .W. "Bert" Hawling*

This is the HARTLAND POINT a sister of HMCS CAPE BRETON and HMCS CAPE SCOTT in 1979. The HARTLAND POINT had call sign GKZG.


*Canadian Armed Forces DNS-24901*

HMCS CAPE SCOTT

Joe Morrow retired a Chief Radioman in the R.C.N. and served for a time on the VCS station staff. Joe was the Chief Radioman in CAPE SCOTT for several years. Their radio rooms were small and along the lines of a merchant ship for the period. When they first served in the R.C.N. they were fitted with a CM11 as their main transmitter. This proved rather useless in trying to maintain contact with Halifax Radio CFH from the West Indies, and the operators had to impose upon the good nature of American warships in their area to relay their messages to Halifax. Shortly after this performance a PV500 was installed, and after that while they were with the fleet they acted as a communications relay station. The operators had to commandeer a portion of the bridge when available because they had little room in the Radio Room. The PV500 meant they had communications but little room to operate.

The average speed of these two was seven knots, so whenever they were going to be needed they departed several weeks in advance of the fleet they were to service. They were floating workshops and were excellent ships to sail in. The crews were made up of the cream of the Navy's technical trades and the finest of a fine bunch with which to work. If there was something these guys could not supply or repair, they invariably could rig a "make do" until the ship returned to a major centre.

Many of the radio operators in these ships obtained their Amateur Radio Licence. A big help to all concerned. Not only did it give the crews some contact with mother and the kids back home, but many capers were performed by these stations. My reason for mentioning this is the fact that at one time CAPE SCOTT needed an odd part. One of the radio operators contacted an obliging Ham (Amateur Radio Operator) in the New York area and he obtained this part. On arrival in Bermuda the part was there, when the normal chain of command would have created considerable delay.

Both Repair Ships terminated their naval service years ago. HMCS CAPE BRETON terminated her service in 1994. On October 20th, 2001, she was sunk in a diving park off Nanaimo, British Columbia. My uncle, Harland Whitman had served as a civilian instructor in CAPE BRETON back in the 1950's when she acted as an engineering school while alongside at Halifax, Nova Scotia.

Quite a few former naval ships have been sunk in diving parks. HMCS SASKATCHEWAN is sunk in the same park as CAPE BRETON.

There have been at least five Supply Ships to serve in the Royal Canadian Navy. The two supply ships, HMCS PROVIDER and HMCS PRESERVER that I have recorded with the Fairmiles acted as Mother Ships to these little ships. Their correct listing with the navy was as a Fairmile Base Supply Ship. Both terminated their Canadian naval careers at the end of World War II and became members of the Peruvian Navy.

The navy had another supply ship built in 1963 in Quebec that became another HMCS PROVIDER. This ship made it possible for the other naval ships to remain at sea for extended periods. PROVIDER could refuel and re-supply the other ships while steaming alongside, one on either side and from experience gained from this the navy had two more built in Saint John, New Brunswick. My "Uncle Bill", Chief Engineering Mechanic William A. Roscoe was stationed in Saint John with these two when built. These two were commissioned in 1969 and 1970, another PRESERVER and the other HMCS PROTECTEUR.

The five Supply Ships, their pendant number, call sign, radiotelephone call code and the type of vessel as listed in the naval list of ships:

| | | | | |
|---|---|---|---|---|
| F94 | CGNR | HMCS PRESERVER | | Fairmile Base Supply Ship |
| F100 | CGLJ | HMCS PROVIDER | | Fairmile Base Supply Ship |
| 508 | CZCF | HMCS PROVIDER | "Unequalled" | Fleet Replenishment Ship |
| 509 | CYTV | HMCS PROTECTEUR | "Jigger L" | Fleet Replenishment Ship |
| 510 | CGRG | HMCS PRESERVER | "Fireworks H" | Operation Support Ship |

I do not know what made HMCS PRESERVER an Operation Support Ship and the other two a Fleet Replenishment Ship. This HMCS PRESERVER and HMCS PROTECTEUR were identical and they were different in appearance than the second HMCS PROVIDER. The second HMCS PROVIDER was decommissioned and laid up at Halifax, Nova Scotia, in July 1998. She was used to make a movie about a Russian submarine "The Widow Maker" in 2000 while laid up. A navy is the only outfit that could afford to operate her because of her high powered engines so the Canadian government is having a hard time trying to sell her.

Canada has recycled several four-letter call signs she has assigned over the years. I will never understand why, but CZCF was HMCS ONTARIO's call sign. Canada has been allotted many thousand four-character call signs over the years by the International Telecommunication Union. There has been no need to recycle any or split them up to identify the owner/operator of the ship they were assigned.

Canadians have fought with and for the United States in every war the United States has had, including their civil war of the 1860's. There were Canadians on both sides of their civil war. We never get any credit for participating in these wars, but will likely continue to participate with and for them in any future skirmish they have.

HMCS PROTECTEUR, HMCS ATHABASKAN and HMCS TERRA NOVA departed Halifax, Nova Scotia, on August 24th, 1990, for the Persian Gulf. Canada called this Operation Friction and the Americans called this Desert Storm. These three ships took 5 Sea King Helicopters with them and served with the American forces in this war. HMCS HURON was based on the West Coast and went across the Pacific Ocean and joined this fleet. After this war terminated HMCS HURON came home via the Atlantic and on to the West Coast via the Panama Canal, circumnavigating the world. A squadron of Canadian CF18 Fighter Aircraft participated in this war.

HMCS HURON has been decommissioned and in 2006 there is a plan to sink her as an artificial reef along with several other former Canadian naval ships.

HMCS PRESERVER, HMCS IROQUOIS and HMCS CHARLOTTETOWN departed Halifax, Nova Scotia, on October 17th, 2001, for the Arabian Sea. These three met up with HMCS HALIFAX already in

route to this war on terrorism. HMCS HALIFAX was on NATO (North Atlantic Treaty Organization) exercises around Spain when the orders for these four were received. Canada calls this Operation Apollo. These four ships had six to eight Sea King Helicopters with them and served with the American forces in this war. A West Coast ship, HMCS VANCOUVER, left for this war via the Pacific Ocean on October 29th, 2001. VANCOUVER was in exercises off the California coast when ordered and joined an U.S. carrier group. The Canadian ships spend a lot of time in exercises with U.S. carrier groups so when needed they blend right in with the U.S. Navy. Three C-130 Hercules transport aircraft, two Aurora coastal patrol aircraft, and one Airbus (a combined passenger cargo aircraft) joined this armada. The Aurora is the Canadian version of the P3 Orion.

Both HMCS ST. JOHN'S and HMCS TORONTO worked towards a high state of readiness in case they were needed and HMCS TORONTO departed Halifax, Nova Scotia, on December 5th, 2001, to replace HMCS HALIFAX with NATO. Every crewmember in HMCS TORONTO was wearing a Toronto Maple Leafs Toque when they sailed out the harbour. These hats were donated by the city of Toronto. The Toronto Maple Leafs hockey team is one of the original six hockey teams to form the National Hockey League.

HMCS ST. JOHN'S departed Halifax, Nova Scotia, on May 1st, 2002, to join Operation Apollo as the ninth Canadian ship to serve in this war against terrorism according to the Halifax newspapers. HMCS HALIFAX, HMCS PRESERVER, HMCS IROQUOIS and HMCS CHARLOTTETOWN had all returned safely a few weeks before HMCS ST. JOHN'S departed. HMCS ST. JOHN"S joined HMCS OTTAWA, HMCS ALGONQUIN and HMCS TORONTO. The supply ship HMCS PROTECTEUR based on the West Coast joined Operation Apollo shortly after HMCS ST. JOHN'S.

## THE ALGERINE CLASS MINESWEEPERS AFTER WORLD WAR II

The Navy retained nine of the twelve Algerine Class Minesweepers or Escort Vessels, whichever term you prefer. MIDDLESEX was lost shortly after the war when she ran aground on Shut In Island, just to the east of the approaches to Halifax on December 2nd, 1946. The Navy removed all they could and left the rest to the fate of the elements. My description of the post war RCMP FRENCH mentions this accident.

FORT FRANCES and NEW LISKEARD also served other government departments such as the Department of Transport and Department of the Environment. Naturally they had to have a different call sign while serving in that capacity. FORT FRANCES was CGCK and NEW LISKEARD was CGCF.

The nine Algerines retained were:

| | | | |
|---|---|---|---|
| 168 | CZJR | NEW LISKEARD | "Extort E" |
| 169 | CYVX | PORTAGE | "Assort W" |
| 170 | CGKP | FORT FRANCES | "Equal N" |
| 171 | CYZV | KAPUSKASING | "Menu K" |
| 172 | CYVZ | WALLACEBURG | "Barmaid A" |
| 173 | CGJB | ROCKCLIFFE | "Cabot L" |
| 174 | CYZG | OSHAWA | "Barmaid X" |
| 176 | CYVS | SAULT STE MARIE | "Jigger P" |
| 177 | CYVT | WINNIPEG | "Inlet W" |

HMCS FORT FRANCES retained her World War II CZJQ call sign for a short time after the war.

## THE BANGOR CLASS MINESWEEPERS AFTER WORLD WAR II

Ten of the fifty-four Bangor Class Minesweepers had Diesel engines and the rest had Steam engines. The Navy kept three of the ten after it was realized the Mounted Police could not afford them. This is explained with my description of the RCMP fleet. They were:

| | | | |
|---|---|---|---|
| 178 | CYQP | BROCKVILLE | “Barmaid Y” |
| 179 | CYQK | DIGBY | “Mariner I” |
| 180 | CYQX | GRANBY | “Fancy Ball Y” |

The Navy used HMCS GRANBY as a Diving Tender based at Halifax, Nova Scotia. The other two were training vessels. When the Korean War broke out, the Navy decided to re-commission eighteen more Bangor’s. These all had steam engines and were as follow:

| | | | |
|---|---|---|---|
| 181 | CGKS | DRUMMONDVILLE | |
| 182 | CGJT | KENTVILLE | “Native M” |
| 183 | CGRQ | PORT HOPE | |
| 184 | CZDN | GANANOQUE | |
| 185 | CGVB | SWIFT CURRENT | |
| 186 | CGYF | MALPEQUE | |
| 187 | CZCP | WESTMOUNT | |
| 188 | CGLW | NIPIGON | |
| 189 | CZDH | MINAS | |
| 190 | CGRH | SARNIA | |
| 191 | CGXE | KENORA | |
| 192 | CGQV | MAHONE | |
| 193 | CZFI | BLAIRMORE | |
| 194 | CZCR | MILLTOWN | |
| 195 | CGVS | FORT WILLIAM | |
| 196 | CGRC | RED DEER | |
| 197 | CZGF | MEDICINE HAT | |
| 198 | CZJD | GODERICH | |

Only two, HMCS KENTVILLE and HMCS MINAS were re-commissioned for a short period each as training vessels. The four letter international call sign listed here is not their World War II call sign.


*Public Archives Canada PA-114516*

HMCS KENTVILLE in No. 2 Lock of the Lachine Canal, Quebec, May 24th, 1954

## THE PRICE PAID IN MEN AND SHIPS DURING WORLD WAR II

The World War II Royal Canadian Navy cannot be mentioned without stating the actual price paid in men and ships during this war. This fleet either sank or assisted in sinking twenty-seven German U-boats and either captured or destroyed forty-two enemy surface ships. The price paid for this record was in the loss of six destroyers, one frigate, ten corvettes, five minesweepers, one patrol vessel, and one armed yacht. A total of twenty-four ships lost. The total cost in lives for all actions involving the Navy: 1,797 killed, 319 wounded, and 95 were taken prisoner of war.

The ships lost were:

Destroyers:

| | |
|---|---|
| ATHABASKAN | April 29th, 1944 |
| FRASER | June 25th, 1940 |
| MARGAREE | October 23rd, 1940 |
| OTTAWA | September 13th, 1942 |
| SKEENA | October 25th, 1944 |
| ST. CROIX | September 20th, 1943 |

Frigate:

| | |
|---|---|
| VALLEYFIELD | May 7th, 1944 |

Corvettes:

| | |
|---|---|
| ALBERNI August | 21st, 1944 |
| CHARLOTTETOWN | September 11th, 1942 |
| LEVIS | September 19th, 1941 |
| LOUISBURG | February 6th, 1943 |
| REGINA | August 8th, 1944 |
| SHAWINIGAN | November 24th, 1944 |
| SPIKENARD | February 10th, 1942 |
| TRENTONIAN | February 22nd, 1945 |
| WEYBURN | February 22nd, 1943 |
| WINDFLOWER | December 7th, 1941 |

Minesweepers:

| | |
|---|---|
| BRAS D'OR | October 19th, 1940 |
| CHEDABUCTO | November 10th, 1943 |
| CLAYOQUOT | December 23rd, 1944 |
| ESQUIMALT | April 16th, 1945 |
| GUYSBOROUGH | April 10th, 1945 |

Patrol Vessels:

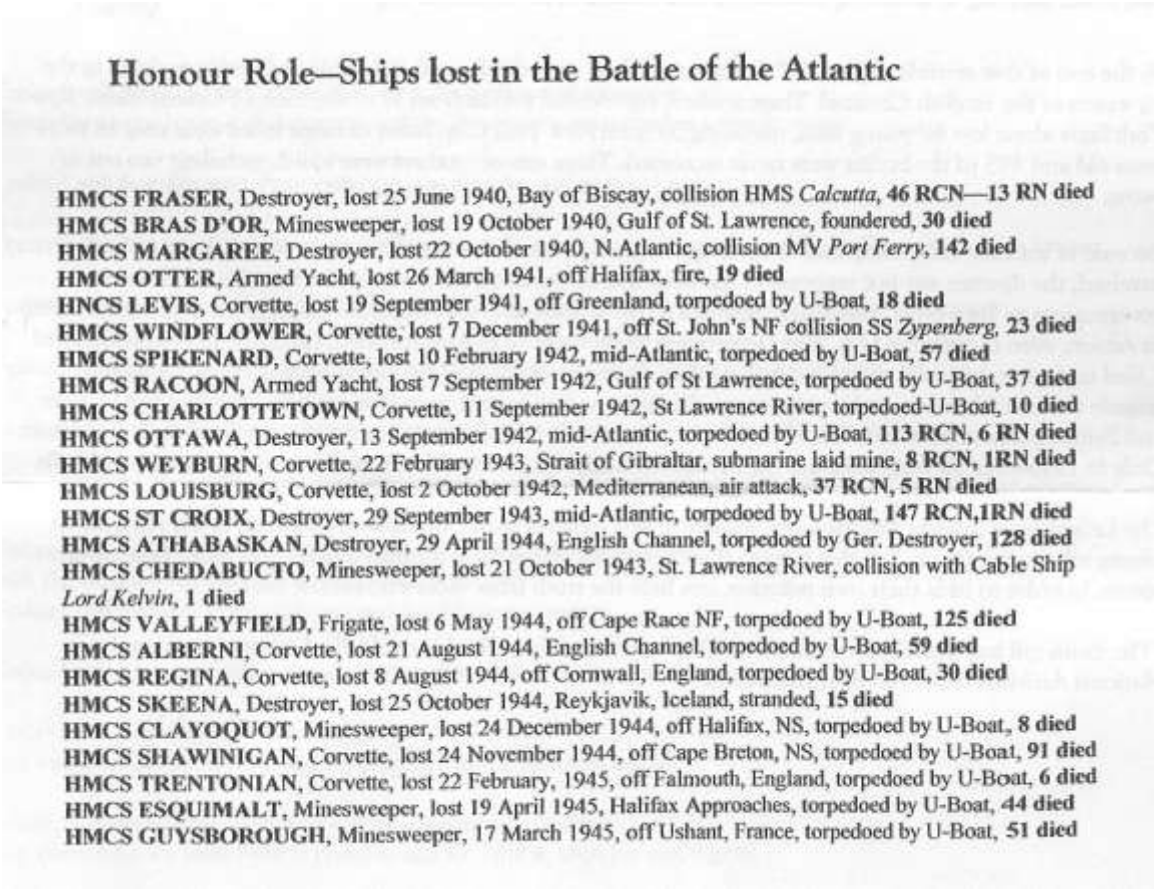
| | |
|---|---|
| OTTER | March 26th, 1941 |

Armed Yacht:

| | |
|---|---|
| RACCOON | September 7th, 1942 |

Several small ships taken over by the Navy at the outbreak of the war were classified minesweepers, and I mentioned this elsewhere. HMCS BRAS D'OR was one of these and she had actually been built as a lightship. You will also see from these lists that when certain new ships joined this fleet, they were named for one of these that had been lost from enemy action. The international call sign of one lost was reassigned as soon as possible to a new ship. For example CHARLOTTETOWN was assigned CYRF and this call sign was reassigned to SWANSEA when she was commissioned. Some of these World War II call signs

remained with the vessel after the war and SWANSEA held the CYRF call sign until she was broken up in 1967.



## Honour Role—Ships lost in the Battle of the Atlantic

**HMCS FRASER**, Destroyer, lost 25 June 1940, Bay of Biscay, collision HMS *Calcutta*, **46 RCN—13 RN died**
**HMCS BRAS D'OR**, Minesweeper, lost 19 October 1940, Gulf of St. Lawrence, foundered, **30 died**
**HMCS MARGAREE**, Destroyer, lost 22 October 1940, N.Atlantic, collision MV *Port Ferry*, **142 died**
**HMCS OTTER**, Armed Yacht, lost 26 March 1941, off Halifax, fire, **19 died**
**HNCS LEVIS**, Corvette, lost 19 September 1941, off Greenland, torpedoed by U-Boat, **18 died**
**HMCS WINDFLOWER**, Corvette, lost 7 December 1941, off St. John's NF collision SS *Zypenberg*, **23 died**
**HMCS SPIKENARD**, Corvette, lost 10 February 1942, mid-Atlantic, torpedoed by U-Boat, **57 died**
**HMCS RACOON**, Armed Yacht, lost 7 September 1942, Gulf of St Lawrence, torpedoed by U-Boat, **37 died**
**HMCS CHARLOTTETOWN**, Corvette, 11 September 1942, St Lawrence River, torpedoed-U-Boat, **10 died**
**HMCS OTTAWA**, Destroyer, 13 September 1942, mid-Atlantic, torpedoed by U-Boat, **113 RCN, 6 RN died**
**HMCS WEYBURN**, Corvette, 22 February 1943, Strait of Gibraltar, submarine laid mine, **8 RCN, 1RN died**
**HMCS LOUISBURG**, Corvette, lost 2 October 1942, Mediterranean, air attack, **37 RCN, 5 RN died**
**HMCS ST CROIX**, Destroyer, 29 September 1943, mid-Atlantic, torpedoed by U-Boat, **147 RCN,1RN died**
**HMCS ATHABASKAN**, Destroyer, 29 April 1944, English Channel, torpedoed by Ger. Destroyer, **128 died**
**HMCS CHEDABUCTO**, Minesweeper, lost 21 October 1943, St. Lawrence River, collision with Cable Ship *Lord Kelvin*, **1 died**
**HMCS VALLEYFIELD**, Frigate, lost 6 May 1944, off Cape Race NF, torpedoed by U-Boat, **125 died**
**HMCS ALBERNI**, Corvette, lost 21 August 1944, English Channel, torpedoed by U-Boat, **59 died**
**HMCS REGINA**, Corvette, lost 8 August 1944, off Cornwall, England, torpedoed by U-Boat, **30 died**
**HMCS SKEENA**, Destroyer, lost 25 October 1944, Reykjavik, Iceland, stranded, **15 died**
**HMCS CLAYOQUOT**, Minesweeper, lost 24 December 1944, off Halifax, NS, torpedoed by U-Boat, **8 died**
**HMCS SHAWINIGAN**, Corvette, lost 24 November 1944, off Cape Breton, NS, torpedoed by U-Boat, **91 died**
**HMCS TRENTONIAN**, Corvette, lost 22 February, 1945, off Falmouth, England, torpedoed by U-Boat, **6 died**
**HMCS ESQUIMALT**, Minesweeper, lost 19 April 1945, Halifax Approaches, torpedoed by U-Boat, **44 died**
**HMCS GUYSBOROUGH**, Minesweeper, 17 March 1945, off Ushant, France, torpedoed by U-Boat, **51 died**

*This is from the St. Georges Gazette Vol 9 Number 1 April 2007 a publication of the HMCS/CFB Cornwallis Military Museum*

## THE ANIMAL AND BIRD CLASS PATROL VESSELS

The Fairmiles as can be seen from the above list and mentioned previously, came through the war unscathed or reasonably so. After the war the Navy retained seven of these little ships and finally got around to giving them a proper name in 1954. These seven became known as Animal Class Patrol Vessels and they were:

| Name | Became | Call Sign | Pendant | Radiotelephone |
|---|---|---|---|---|
| HMC ML062 | HMCS WOLF | CGWR | 762 | "Incident I" |
| HMC ML079 | HMCS RACCOON | CYQT | 779 | "Incident M" |
| HMC ML104 | HMCS COUGAR | CYXC | 704 | "Disband Z" |
| HMC ML106 | HMCS BEAVER | CZGS | 706 | "Irium E" |
| HMC ML111 | HMCS MOOSE | CYQF | 711 | "Incident Q" |
| HMC ML116 | HMCS REINDEER | CYQY | 716 | "Flashlight D" |
| HMC ML124 | HMCS ELK | CZDL | 724 | "Catapult A" |

These seven Animal Class Patrol Vessels were replaced with a Seaward Defense Patrol Vessel better known as a Bird Class Patrol Vessel. They were as follows:

| Pendant | Call Sign | Name | Radiotelephone |
|---|---|---|---|
| 780 | CGLO | HMCS LOON | "Bellamy Q" |

| | | | |
|---|---|---|---|
| 781 | CGTN | HMCS CORMORANT | “Calamity Q” |
| 782 | CGZH | HMCS BLUE HERON | “Debutante E” |
| 783 | CZCU | HMCS MALLARD | “Ellsworth Q” |
| 784 | CZFP | HMCS ARCTIC TERN | “Oberlin P” |
| 785 | CZGV | HMCS SANDPIPER | “Retention P” |
| 786 | CGYH | HMCS HERRING GULL | “Suspender Z” |
| 787 | CGKK | HMCS KINGFISHER | “Terminology B” |

*Canadian Armed Forces DNS 28550*

HMCS LOON

The first of these, HMCS LOON was commissioned in 1955 and the other three joined the fleet the next year, 1956. Yes, the other three. The Navy went to all this trouble and then the government did not build the last four. Not only that but they created badges for all eight.


*The badges are from the Quebec Naval Museum Collection.*

These four little ships, 780 to 783 inclusive not only carried one radiotelegraph operator (radioman), but their commanding officers held the rank of First Class Chief Petty Officer. The four vessels were built in Ontario and were commissioned with junior officers in command and then were turned over to the Chief's. BLUE HERON had a short naval career of six months and was transferred to the Marine Division of the Royal Canadian Mounted Police. She was the only naval vessel to serve in the RCMP and keep her naval name and call sign. The chief petty officers were given a special course in order to qualify for this command position. The three navy commanding officers in 1962 were:

| | |
|---|---|
| C1BN Henderson | HMCS CORMORANT |
| C1BN Amirault | HMCS MALLARD |
| C1BN Trevor Lovekin | HMCS LOON |

C1BN Ted Rigby was Commanding Officer of HMCS CORMORANT in 1960. BN was the two letter identification of the Bosun trade. This trade was created from the many changes in the navy around 1960. This trade was assigned the old QM or Quartermaster trade badge. Those who held the QM rate were now BNs and I believe some of the other seaman trades were shuffled around at this time, and some of those involved wound up in this new BN trade. The BN trade became the pure seamanship trade in the navy. The other trades were within their own little group and the only seamanship they used was the little that affected their area of work or expertise.

The job of radio operator was a "Jammy Touch" in naval jargon, meaning it was a very easy and enjoyable job and anyone who had the pleasure of serving as one thoroughly enjoyed the experience. The communication trades were affected by this change in the navy mentioned above. In 1955 the three communication trades were Communicator Visual, Communicator Radio and Communicator Supplementary. All three trades received new trade or branch badges in 1955 and all three were renamed in 1960. Communicator Visual became Signalman, Communicator Radio became Radioman and Communicator Supplementary became Radioman Special.

The Seaward Defense or Bird Class vessels carried one Radioman and one Signalman. These vessels carried a Canadian Marconi Company CM11 radio station, which meant they could communicate much farther than they would ever travel. They were found patrolling around the inshore waters of the East Coast. Another favourite task was to go up on the Great Lakes and give the Reserve Navy training and experience in an actual boat rather than by means of a classroom blackboard.

HMCS LOON is interesting and one item of note is that her call sign CGLO is the only naval call sign I have found that came close to resembling the name of the ship, LOon. During the time I served in the Navy

(1956-1961) the Navy had a very high frequency radiotelephone intercom circuit in service for Halifax Harbour, with the message centre located in the Dockyard. The call signs used by the ships were their two-letter suffix spoken via the phonetic alphabet. For example, HMCS LOON would have been 'Lima Oscar' (call sign CGLO) on this circuit.

The Navy turned LOON, MALLARD, and CORMORANT over to the Crown Assets Disposal Corporation in the 1960's. The late Winston Lyons lived in LOON with his family alongside the Sambro Government Wharf for a few years. He was a seaman in the Coast Guard Lifeboat 117 at the time. He sold LOON and she went down on the Eastern Shore of Nova Scotia someplace. Some priests of some description bought CORMORANT and outfitted her as a floating mission boat for Central America complete with a dental chair. They did not appear to have much knowledge of the sea or seamanship but managed to get CORMORANT out Halifax Harbour and down as far as the Eastern United States. The United States Coast Guard terminated their voyage there before they killed themselves, and CORMORANT has not been heard from since. The last we heard of MALLARD she was lying alongside a dock in St. Margaret's Bay, Nova Scotia. BLUE HERON served in the RCMP from 1956 until 1968 and I found no record as to what became of her.

The New Zealand Navy had four little ships similar to these built at Brooke Marine, Lowestoft, England, in 1974-1975. All four were capable of over 20 knots with twin 1500-bhp at 1500-rpm diesel engines. Each carried a crew of twenty-one: three officers, four senior ratings and fourteen junior ratings. These four little ships were to be used for fisheries protection and resource duties around the New Zealand coast. The reason I mention them is because they looked so much like these Canadian vessels. The four with pendant number, call sign and name were:

| | | |
|---|---|---|
| P3568 | ZMZL | HMNZS PUKAKI |
| P3569 | ZMZM | HMNZS ROTOITI |
| P3570 | ZMZN | HMNZS TAUPO |
| P3571 | ZMZO | HMNZS HAWEA |

These four were called Lake Class Patrol Boats after New Zealand lakes. There is a Lake Hawea, a Lake Taupo, a Lake Pukaki, but I have not found a Lake Rotoiti. New Zealand has quite a few lakes but this one must be so small it does not appear on any of my maps.

These four little ships were delivered to New Zealand via the heavy lift ship STARMAN with call sign H3WI. The four were delivered in two shipments. The crews in these four must have accumulated some rather interesting memories while serving in these four.

All of these little ships I have tried to describe are much the same size. The Fairmile was 112 feet, the Submarine Chaser was 110 feet, the Bird Class Patrol Vessel or Seaward Defense Vessel was 92 feet and the New Zealand Lake Class was 107 feet long.

The pendant numbers of the Lake Class remind me of a friend in Louisiana. He was a member of the volunteer fire department when they acquired their second fire truck. The chief stated they should number the trucks to keep the paper work organized. This friend wanted them numbered something like 1452 and 1531 rather than simply 1 and 2.

New Zealand seems to have remained closer to the United Kingdom than the other Commonwealth Countries, and most from New Zealand still refer to the United Kingdom as home. The New Zealand Navy still uses British pendant numbers. Canada terminated this practice in 1949. This is the reason for these high pendant numbers on the New Zealand vessels.

## THE HYDROFOIL

In 1963 the Defense Department gave DeHavilland Canada a contract to build a suitable hydrofoil vessel capable of sailing in the open ocean. DeHavilland Canada was building some of the world's finest aircraft

at the time. There had been various tests made over the years to indicate that a high-speed hydrofoil vessel was capable of operating in the open ocean and would be a suitable vessel for anti-submarine warfare. This vessel was designated a Fast Hydrofoil Escort and given pendant number 400, and was known as FHE400. This vessel was named BRAS D'OR in recognition of the work Alexander Graham Bell had done on similar vessels on this lake, and it was assigned HMCS QUEBEC's old call sign CZCK. A 2000-bhp engine powered the vessel in the hull borne mode and a 22,000-shp Pratt and Whitney gas turbine powered the vessel in the foil-borne mode. HMCS BRAS D'OR managed a speed of 63 knots in the open ocean, exceeding her designed speed of 60 knots. Bras D'Or is French for Golden Arm. Labrador means much the same, as in La Bras d'Or, The Golden Arm. HMCS BRAS D'OR's only voyage was from Halifax to Bermuda and on to Norfolk, Virginia, and back to Halifax in 1969. The project terminated in the 1970's and the vessel was placed in a museum in Quebec. I do not know if this vessel carried a radio operator – radioman on this voyage.

400 CZCK HMCS BRAS D'OR

The reason I want to record this vessel is one of personal experience. When it was under construction there were statements made that Canada would test and create the hydrofoil, the United Kingdom would specialize in hovercraft, and the United States was going to specialize in catamarans or something else. When the St. Laurent destroyers, which the rest of the wold called frigates, were under construction, there were statements made that Canada was going to sell many copies of these vessels to foreign navies. Canada did not sell a copy and not even an old used copy to a third world navy. The same statement was made when the City Class Patrol Frigates were under construction. Canada has not sold a copy and not likely will.

This statement that Canada was going to create the hydrofoil alone and the rest were not going to have anything to do with one, sounded rather foolish to me. In 1962, a year before Canada gave the contract for this vessel I was alongside Seattle, Washington, in the square rigged sailing vessel BOUNTY. One evening one of the seamen brought two gentlemen down to the radio room and said that I was the only officer on board. These two men were dressed in suits and were engineers and were wondering if they could look BOUNTY over. I escorted them around and showed them everything including the bilge. On completion of this tour they asked me if I could leave the ship and said they wanted to show me something for showing them around. They pinned a badge on the front of my shirt, that was a visitor's pass, and they took me to a dock that was probably a part of the Boeing Aircraft complex. There they showed me two hydrofoils identical to what became HMCS BRAS D'OR. They took me on board the one next to the jetty and the other was alongside this one. We went through it like I had shown them BOUNTY. The wheelhouse was like an aircraft cockpit and the wheels looked identical to those found in an aircraft. The interior was not finished, but they showed me where the galley, radio room, and so on would be on completion. Since then both the United States Navy and the Royal Navy have operated hydrofoil vessels and not one was a sister of BRAS D'OR.

I believe one of the two I was shown in Seattle became USS HIGH POINT with pendant number 1and listed as PCH1. I have no idea what became of the other.

The Royal Navy had some experience with a hydrofoil in 1939 and one other since then. This one lasted less than two years and was terminated. She was built by Boeing in Seattle, Washington, and was taken over to the United Kingdom as deck cargo on the CORDILLERA EXPRESS with call sign DNCE. She arrived at Southampton on November 22nd, 1979. She was different than the American vessels. At least she did not look like the American hydrofoils I had seen, so the superstructure at least was different. This Royal Navy hydrofoil with pendant number, call sign and name was:

P296 GYHH HMS SPEEDY

Some of the American Hydrofoils were known as a PHM, a Pegasus Class Fast Attack Hydrofoil (Missile) and six with their pendant number, call sign and name were:

1 NWGT USS PEGASUS

| | | |
|---|---|---|
| 2 | NJQJ | USS HERCULES |
| 3 | NHCN | USS TAURUS |
| 4 | NVMZ | USS AQUILA |
| 5 | NQAS | USS ARIES |
| 6 | NPGU | USS GEMINI |

The United States Navy used this fleet mainly for drug interdiction in the Caribbean Sea and terminated this fleet in 1993. They found that this fleet was not practical. Over the years the United States Navy has had other hydrofoils, but mainly used for experimental purposes with a few in Vietnam during the Vietnam War. Two of these were USS FLAGSTAFF PGH1, pendant number 1 and USS TUCUMCARI PGH2 and pendant number 2. There are several civilian hydrofoil ferries in use around the world and most of them are built and sold in Russia. A few of these are registered in Canada and in use on the Great Lakes.

## THE HOVERCRAFT

The Hovercraft is the vehicle that replaced or terminated any serious construction or interest in the Hydrofoil. The Hovercraft is the boat the crew flies as they describe it. According to a television program I watched in April 2002, the United States Navy has 91 copies that they designed and built from the British models, and from the British experience with these boats. The British brought one over and experimented with it on the Mackenzie River during the winter of 1966-67 while I was a radio operator at Inuvik Marine and Aeradio, Inuvik, North West Territories. This one operated on the ice of the Mackenzie River mainly around the village of Norman Wells. This one used the aircraft frequency of 5680 kilohertz for communication with the Department of Transport Aeradio stations on the Mackenzie River. This frequency was audio modulation (AM) only at that time. We used to listen to it at Inuvik but I do not believe anyone at Inuvik worked it. It used the name Hovercraft followed by three or four digits as a call sign.

The Canadian Coast Guard has used hovercraft over the years, and has actually used them as icebreakers. Their main base for these vehicles was on the West Coast. They have used them as icebreakers on the Great Lakes and the St. Lawrence River. They were equipped with a lot of electronics but their main means of communication was via the very high radio frequencies on both the marine FM and air AM frequencies. The Canadian Hovercraft has a registration like the Canadian Aircraft. The Canadian Hovercraft has the prefix C-H followed by three additional letters. This five-letter individual registration is painted on each individual boat that flies. Canadian Coast Guard Aircraft and Hovercraft are registered as civil and not military vehicles, but they use a radio call sign similar to a military vehicle such as Coast Guard 75.

## THE SAILING VESSELS OF THE ROYAL CANADIAN NAVY

The Royal Canadian Navy has had at least five sailing vessels that have been used for training in sail. Two of them were named HMCS VENTURE. I have not found any information on the first HMCS VENTURE other than she served the Navy from 1911 until 1918. The second HMCS VENTURE was rather interesting and was designed by W. J. Roue at Dartmouth, Nova Scotia. Mr. Roue was the one who designed the famous fishing vessel BLUENOSE. If one can picture the BLUENOSE, the vessel on the back of the Canadian ten-cent piece, another twenty feet longer, with three masts instead of two, it will give one a good idea of what she looked like. This HMCS VENTURE was 143 feet overall in length and was built at Meteghan River, Nova Scotia. She was rigged as a tern schooner with three masts on a hull similar to BLUENOSE. She was painted similar to BLUENOSE with a royal blue hull, gold stripe, varnished spars and a white boot topping. She served in the Navy from 1937 until 1945 and was renamed HC-190 at the end of her commission. In 1946 this vessel was renamed ALFRED AND EMILY, was registered at Barbados and traded in the West Indies. It is a shame this vessel did not remain a Canadian naval vessel. The “political bozo” that approved the sale of this vessel for scrap should have had a medal of the highest order. She would have been a welcome asset to the present tall ship program.

The second sailing vessel to serve was HMCS NADEN. She served from 1920 until 1922. When she was sold she was used as a rumrunner on the West Coast.

The fourth sailing vessel was HMCS PICKLE, a yawl that served from 1953 until 1979. This vessel was built as the German yacht HELGOLAND in 1936 and was turned over to Canada in 1953. From 1979 until 1984 HMCS PICKLE was left abandoned at Halifax, Nova Scotia. In 1984 this vessel was renamed HELGOLAND and an attempt was made to salvage her.

The fifth sailing vessel is still in commission as of this writing, 2002. This one is a 77-foot Bermuda rigged ketch, HMCS ORIOLE. This vessel was built in 1929 but is in very good condition and a pretty sight under full sail. She has a white hull and when all sails are set she has a red, white and blue mizzen staysail. She has a matching, red white and blue spinnaker. On the white bar of the spinnaker is an Oriole bird in full plumage identical to the one on her ship's badge.

| | | | |
|---|---|---|---|
| HMCS VENTURE (1) | 1911-1918 | | No radio information |
| HMCS NADEN | 1920-1922 | | No radio information |
| HMCS VENTURE (2) | 1937-1945 | CGBP | Fitted with a Marconi FR-12 |
| HMCS PICKLE | 1953-1979 | CGTE | Pendant QW7 |
| HMCS ORIOLE | 1954 | CYWP | Pendants QW3 and KC480 |

The only radio information I found on these interesting vessels was that of HMCS VENTURE (2). HMCS PICKLE and HMCS ORIOLE may have been equipped with radiotelegraph at one time. We towed HMCS PICKLE a short distance in the Gulf of St. Lawrence while I was Radio Officer in CCGS TUPPER. This was in the early 1970's and was during the night so I did not see her. She was using a VHF radiotelephone of some description for communications, and I believe she had no other means of radio communication at that time.

HMCS ORIOLE was the last naval command of Ellsworth T. Coggins from Weymouth North, Nova Scotia. The Junior Officer Training Establishment, Esquimalt, British Columbia, was commissioned as HMCS VENTURE in 1954 and lasted until the armed forces were combined into the one organization, the Canadian Armed Forces in 1968. HMCS ORIOLE was part of the sailing school of this organization and Ellsworth was in charge of the sailing school. Ellsworth spoke of the many times he had sailed around the Strait of Juan de Fuca in HMCS ORIOLE when we were in that area in BOUNTY. Ellsworth came out of the navy with the rank of Lieutenant Commander. He spent a short time in the naval auxiliary vessels before taking command of the full rigged ship BOUNTY and the schooner BLUENOSE II. He had served as commanding officer of HMCS LOOS, HMCS DIGBY and HMCS SAULT STE MARIE prior to the sailing school. He was a great captain. I enjoyed sailing with him very much. I feel confident that if one could not learn to sail a vessel from his instruction, there was no hope of learning from anyone else. Ellsworth was the only sailing master in this area for some time. Just before he died the Coast Guard hired him to examine candidates for sail endorsements to their certificates. He was the only one qualified for the job.

## THE NAVAL RADIOTELEGRAPH OPERATORS

There have been various groups of radiotelegraph operators who were just as efficient as the Royal Canadian Navy radiotelegraph operators, but one thing for certain there has been no group any better. These operators were the elite of the World's Telegraph Operators and were a pleasure to hear over the air or to watch operate from one of their shipboard stations. They had a pride in their art that was probably the most difficult thing the Navy had to overcome when they decided to terminate radiotelegraph and switch all their communications to radioteletype. Teletype is not only faster but with the last equipment in use was much more reliable. With the last radio equipment in use radioteletype could work through static and the normal conditions associated with radio on signals that an operator could not hear.

These Naval Telegraphers were permitted to use semi-automatic transmitting keys, but in order to use them they had to prove they were capable of transmitting code as well on them as they could on an ordinary hand key. Therefore, very few bothered to use anything but the hand key. I knew only one of these operators who used a semi-automatic key while I was in the Navy. The most common key in use by the Navy during this period was one manufactured by the E. F. Johnson Company in Waseca, Minnesota, U.S.A. This key

had this Company's Catalogue Number 114-320. The Wm. M. Nye Company Inc., Bellevue, Washington, U.S.A., bought the Johnson Company and advertised these same keys with the same catalogue number. These Naval operators did not secure these keys to the operating desks, but had one of their engineer friends make a steel base for them. This base was often coated with a sheet of thin rubber on the bottom to help hold the key in place on the operating desk.

*John Rae VE1AGN*

E. F. Johnson Company 114-320 Transmitting Key

These Naval operators transmitted continuously at twenty-five words per minute on these hand keys and the code was as near perfection as is humanly possible. No one knows the exact formula for making a good telegraph operator, but the major parts definitely involve rhythm, patience, a certain amount of natural talent, all saturated in practice. For many years the Royal Canadian Navy was one of the navies within the North Atlantic Treaty Organization that participated in an annual communications exercise. Awards were given to the top operators in the various categories and John Leightizer and Norm Brooks were two of these operators who came away from this exercise as top telegraph operators. Quite a feat when you realize this exercise involved the United States Navy, the Royal Navy, and the navies of more than a half dozen other countries. Both John and Norm were on the VCS station staff for around twenty years or more.

*John Leightizer*

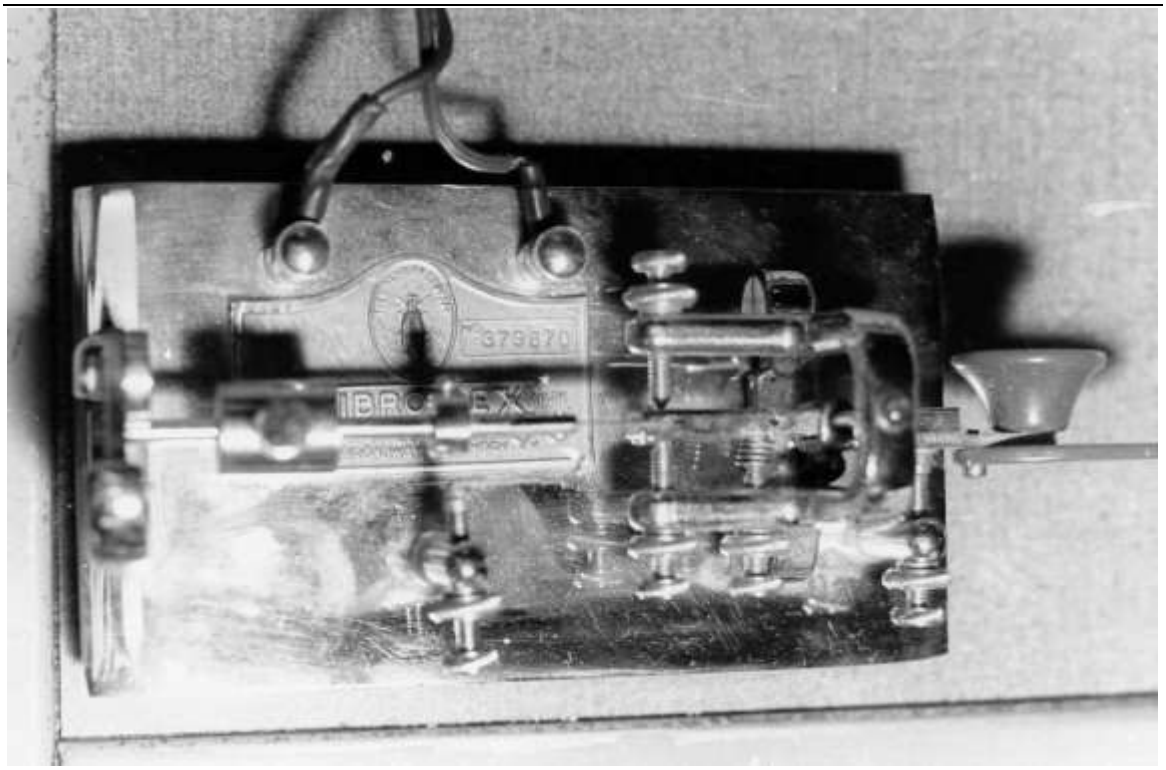
John Leightizer on duty in Radio One HMCS BUCKINGHAM

*The Trident newspaper February 27th, 1969*

The Captain of the Norwegian Naval Base, Bergen Norway presents the communications quiz trophy to LS Davidson, the senior member of the winning Canadian team. Other team members shown to Davidson's left are; LS McFarlane, LS Kerr and AB Norman Brooks. This was the 1968 team at Bergen, Norway.

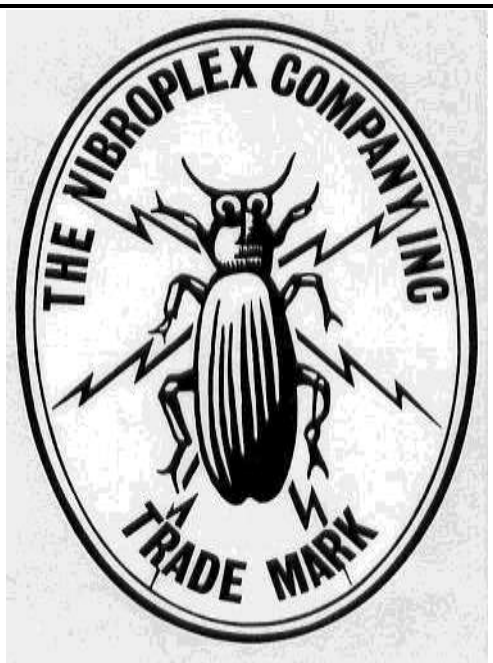
The semi-automatic key first appeared in 1894 and was constructed by anyone and everyone, and was very popular especially when the major communication around the world was conducted by the landline telegraph. There were many companies formed which manufactured these keys, and as many operators who constructed their own. A hack saw blade became a favourite item to use as the lever or reed in these keys. The basic principal of the key was to operate from a sidewise motion rather than the normal up and down motion of the regular hand key. The term semi-automatic comes from the feature of holding this key's lever to one side so that it will cause it to send the dots in the code automatically via a spring reaction from the lever or reed. Pushing the lever in the opposite direction from the dots will send a steady dash. Therefore, with practice, these keys will transmit good code from the dots being made automatically and the dashes formed manually.

These semi-automatic keys were the most popular by all Canadian civilian operators. The most popular makes were the ones manufactured by the Vibroplex Company. They were the most popular because they had a simple and smooth action. When this company was formed they chose the Lightning Bug as their Company Crest and this bug was pictured on all their keys. From this crest all these keys, regardless of make or model were known as a Bug.



*Paul Britton and John Rae VE1AGN*

The late Mike Warden's Vibroplex Semi-automatic Key "Bug" May 19th, 1980




The Vibroplex Company Inc. Trade Mark that made these semi-automatic keys better known by the simple term "Bug".

*The Vibroplex Company Inc*

This is a smaller but better photograph of two Vibroplex semi-automatic telegraph keys known as a "Bug". The one on the left is known as the Original Deluxe and the one on the right the Original Standard.

*The Vibroplex Company Inc*

There were several variations to these keys and the one above is known as the Blue Racer.

The Vibroplex Company started and remained in New York City for years. They had some competition from several companies who manufactured these keys, but they seemed to be the more popular. They are the last company to manufacture the semi-automatic key that I know of. The company moved from New York City to Portland, Maine, and then to Mississippi and is still in business in 2006.

## ROYAL CANADIAN MOUNTED POLICE MARINE DIVISION

On termination of World War II the Marine Section of the Royal Canadian Mounted Police was reorganized. Ed Hartling had his naval career terminated several months before the war ended in order to go back with the R.C.M.P. and prepare for the return of their fleet. Instead of the prewar naval style uniforms and ranks, the members of this reformed section were to wear the identical uniform of the Land Force, with the addition of a Marine Crest above the left breast pocket. All members were to hold land force rank and the radio operators were Constable, Corporal, Sergeant, or the highest rank they could hold, Staff Sergeant. This Marine Section became the Marine Division officially in 1947.

Their prewar fleet saw considerable hard use during the war and none of those ships was returned on termination. The Navy turned over a number of Minesweepers and Fairmiles to the R.C.M.P. to become that portion of this new fleet that carried radio operators.

| Naval Name | Became | Call Sign | Pendant |
|---|---|---|---|

| | | | |
|---|---|---|---|
| HMCS ML112 | RCMP FORT WALSH | CGMR | MP33 |
| HMCS ML119 | RCMP FORT PITT | CGMM | ---- |
| HMCS TRANSCONA | RCMP FRENCH | CGMB | MP11 |
| HMCS NORANDA | RCMP IRVINE | CGMF | MP13 |
| HMCS TROIS RIVIERES | RCMP MACBRIEN | CGMG | MP14 |
| HMCS BROCKVILLE | RCMP MACLEOD | CGMJ | ---- |

RCMP FORT PITT and RCMP MACLEOD were not assigned pendant numbers.

*Royal Canadian Mounted Police*

RCMP FORT WALSH the former naval Fairmile HMC ML112

Our government had grand plans and soon realized they could not afford a large fleet and had to downsize immediately. The following are ships they planned and had to return to the Crown Assets Disposal Corporation shortly after they took delivery.

| Naval Name | Was to be |
|---|---|
| HMC ML114 | RCMP FORT SELKIRK |
| HMC ML117 | RCMP FORT STEELE |
| HMCS TRURO | RCMP HERCHER |
| HMCS LACHINE | RCMP STARNES |
| HMCS GRANBY | RCMP COLONEL WHITE |
| HMCS DIGBY | RCMP PERRY |

The Bangor Class minesweepers turned over to the R.C.M.P. were the ones with diesel engines. The two Forts or Fairmiles were equipped with the Marconi CM11 station as the main radio station that had been fitted by the Navy when they were constructed. The former Minesweepers also retained their naval Marconi stations containing the PV500 transmitter and the SMR3 receiver as the main equipment. Naturally our government had to issue distinctive call signs to this fleet so any who heard them would know exactly who and what they were. The CGM prefix went to those ships fitted with radiotelegraph and carried a radio operator when this fleet was first reformed after the war. Later these call signs were issued to all the ships in their fleet. When this fleet was first reformed after the war, the old CGP prefix was assigned to those ships in their fleet that were fitted with radiotelephone only, and the following is the 1950 listing for the radio telephone portion of the fleet:

| Naval Name | Became | Call Sign |
|---|---|---|
| HMC HDPC27 | RCMP BIG BEND | CGPS |
| HMC HDPC20 | RCMP BRULE | CGPC |
| HMC HDPC25 | RCMP CARNDUFF | CGPD |
| HMC HDPC29 | RCMP CHILCOOT | CGPF |
| HMC HDPC19 | RCMP CUTKNIFE | CGPG |
| HMC HDPC33 | RCMP GRENFALL | CGPK |
| HMC HDPC40 | RCMP LITTLE BOW | CGPL |
| HMC HDPC32 | RCMP MOOSOMIN | CGPM |
| HMC HDPC26 | RCMP SHAUNAVON | CGPN |
| HMC HDPC30 | RCMP SLIDEOUT | CGPP |
| HMC HDPC39 | RCMP STANDOFF | CGPT |
| HMC HDPC24 | RCMP TAGISH | CGPQ |
| HMC HDPC6 | RCMP WILLOW BUNCH | CGPW |

They were former naval Harbour Defense Patrol Craft. Generally these vessels were 48 feet in length. Some were under 40 feet and some over 50 feet. The Royal Canadian Navy built 30 during World War II. They were named HPC1, HPC2, HPC3, and so on. I have no idea how high these numbers went. On the termination of World War II thirteen of these vessels were transferred to the Royal Canadian Mounted Police and as you can see all thirteen became Detachment Class Patrol Boats. They were named after various R.C.M. Police Detachments around the country.

The loss of HMCS MIDDLESEX is not only most interesting, but will show the close relationship between the different branches of the various Canadian fleets. Just six months before MIDDLESEX was lost on December 2nd, 1946, she performed a very heroic deed in rescuing the crew from the Greek vessel ALFIOS that became stranded in the shifting sand of Sable Island. At the time MIDDLESEX was lost she was on her way out of Halifax at full speed to try and rescue the American fishing vessel OHIO out of Boston. OHIO had broken down in the area of Sable Island also, during a winter storm. When the fate of MIDDLESEX was made known another vessel had to be found to take over her duties immediately. This job was then assigned to RCMP FRENCH.

*H. H. Brennan*
S.S. ALFIOS ashore April 24th, 1946, Sable Island, Nova Scotia

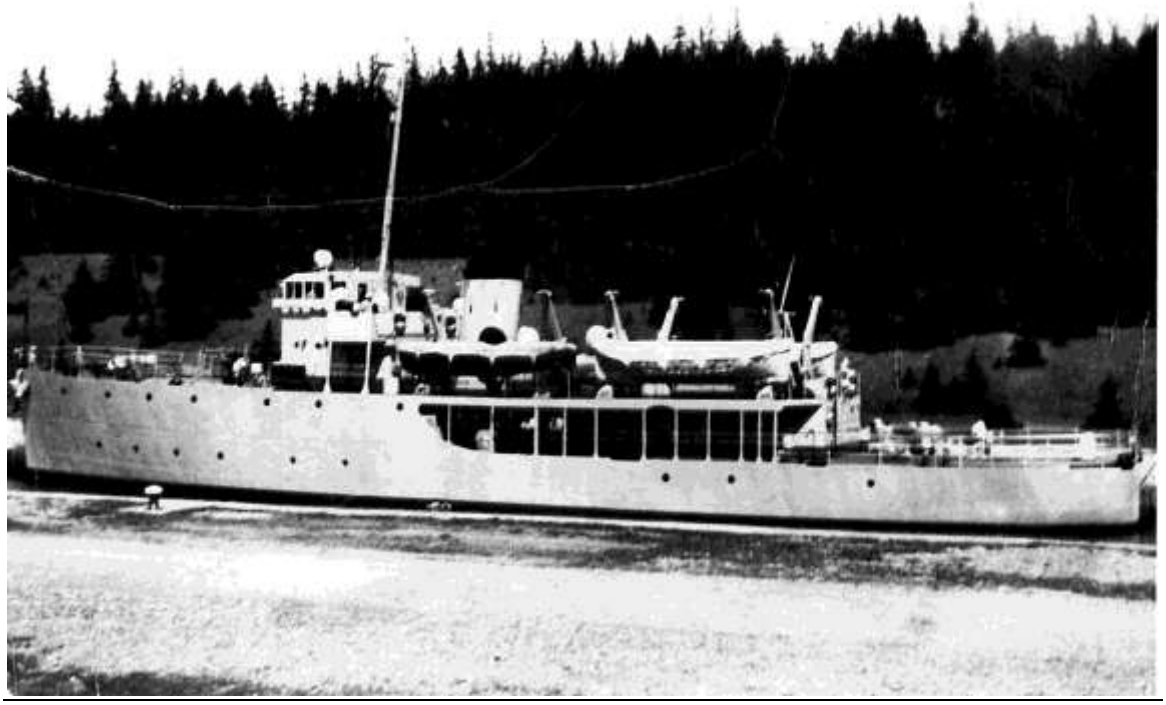
*H. H. Brennan*

The American Fishing Trawler GALE, a sister of OHIO, trapped forever in the shifting sand of Sable Island, Nova Scotia, December 1945


*Royal Canadian Mounted Police*

RCMP FRENCH

As you can see from the above lists FRENCH was the former Minesweeper HMCS TRANSCONA. She displaced 590 tons, was 162 feet in length overall, had a beam of 28 feet and a draft of nine feet aft. She was capable of a top speed of 16 knots from two one thousand horsepower Sultzer diesels. HMCS ESQUIMALT was one of the ten Diesel Bangors and was lost on April 16th, 1945. Another, HMCS MELVILLE became the Fisheries Patrol Vessel CYGNUS with call sign CGFR, and the eight remaining were the ones transferred to the RCMP.



*Pat Falvey*
The Fisheries Patrol Vessel CYGNUS with call sign CGFR a former diesel Bangor Class Minesweeper the HMCS MELVILLE.

RCMP FRENCH was well known and had a most interesting career around Nova Scotia while the Mounted Police operated her from September 1945 until she was sold in February 1961. Probably the most hazardous rescue of the many she performed during this time was in rescuing OHIO from Sable Island. This December storm tended to worsen as FRENCH proceeded towards OHIO, and when OHIO was located it was well after dark. No attempt was to be made in passing a towline to OHIO until daylight, but OHIO's anchor was not holding in the sandy bottom and she was being driven towards the northwest bar of Sable Island. On realizing this FRENCH moved in and managed to pass a towline to OHIO on the first attempt. Credit has to be given to the Captain of FRENCH, Inspector A. R. Ascah, and his crew for this fine piece of seamanship, but the trip back to Halifax was definitely no pleasure cruise. Once the tow began the weather was a westerly gale directly in their path. They altered course towards Canso, keeping the gale on their port quarter, with the hope of acquiring a lee from the mainland of Nova Scotia from Canso on to Halifax. On reaching the Canso area the wind shifted to southwesterly and placed it directly in their path. The seas were so high that at times speed had to be reduced to less than one knot and at times OHIO, masts and all was lost from view. This storm persisted for one whole day and night then suddenly died. The huge seas abated and FRENCH was able to increase speed and soon reached Halifax. Fortunately the towline held through this storm and another rescue was successfully completed.

The Bird Class Patrol Vessel HMCS BLUE HERON was to have a very short naval career. BLUE HERON spent six months only in the Navy and was turned over to the Mounted Police in 1956. By some strange freak of fate BLUE HERON retained her naval call sign and name throughout her RCMP career. The Mounted Police must have been well satisfied with BLUE HERON because they built another for their fleet. The four Navy Bird Class Patrol Vessels were constructed from wood, but the fifth, RCMP VICTORIA, was constructed in steel and assigned to patrol the West Coast of Canada. The Mounted Police constructed two more ships that carried radio operators shortly after VICTORIA. These two were of their own design. The WOOD was larger than the other, FORT STEELE.

| | | |
|---|---|---|
| MP32 | CGZH | RCMP BLUE HERON |
| MP31 | CGMS | RCMP VICTORIA |
| MP17 | CGMW | RCMP WOOD |
| MP34 | CGMQ | RCMP FORT STEELE |

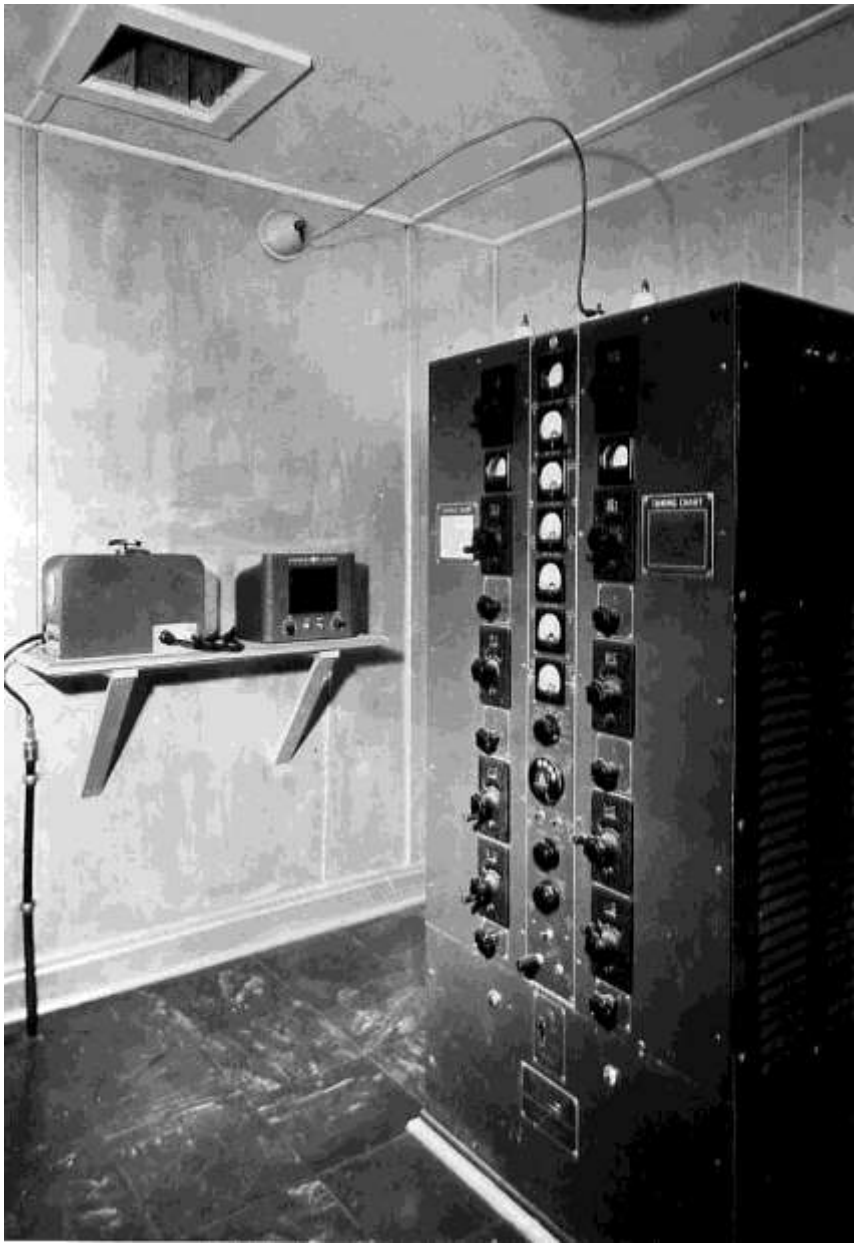
*Royal Canadian Mounted Police*

I was unable to learn the equipment in the radio room of VICTORIA. She escorted us into a West Coast port one time, but I did not get a chance to visit her or locate any of her former operators. The other Bird Class vessels carried a Marconi CM11 station so she most likely had the same installation. The WOOD was the best equipped of this fleet, having a Radio Corporation of America 5U Console with a more modern or efficient RCA receiver than the standard receiver that came with this unit. From talking to John Stevens, radio operator in WOOD, I believe this receiver was an RCA CRM-R6A receiver. I have not seen one but from what I have read about this receiver it would appear to have been a good one. The WOOD was also fitted with a CM11 and a Marconi Seaway CN86 radiotelephone. The FORT STEELE was fitted with a CM11 that was removed from one of the Navy Fairmiles given them by the Navy. She also had a Marconi Seaway CN86 radiotelephone.

This fleet contained many smaller vessels in addition to the 1950 fleet listed and many were nearly one hundred feet in length, but none carried radio operators. All of this fleet naturally carried regular Mounted Police radiotelephone equipment. Never has there been a fleet the world over to have communications like this one. Not only did these ships communicate regularly through the Department of Transport stations such as Camperdown VCS, but it also maintained contact with the Navy via Halifax Radio CFH or their ships direct. Above and beyond this the Mounted Police at this time had a point-to-point radiotelegraph system in service between all their major centres, using licensed radio operators. These ships, equipped with radio operators, were capable of communicating on these frequencies. The station at "H" Division Headquarters in Halifax had call sign XJA88. "H" Division is the province of Nova Scotia, "L" Division the province of Prince Edward Island, and "J" Division is the province of New Brunswick, and so on across the country. Each Division Headquarters was fitted with this radiotelegraph system and a number of Sub-Divisions were also fitted. Sydney, Nova Scotia, for example, is a Sub-Division within "H" Division. Charlottetown, Prince Edward Island, had call sign XJD85. I operated XJD85 for one year from 1972 until 1973. All the Mounted Police radio station call signs had three letters and two digits. The prefix was XJ.


*R. J. "Dick" Roscoe*

This is the Radio Corporation of America AR-88 Receiver that was the receiving companion of the famous AT-3 Transmitter. This one is on display at the Museum of Science and Technology, Ottawa, Ontario.



*Royal Canadian Mounted Police*

AT-3 Transmitter

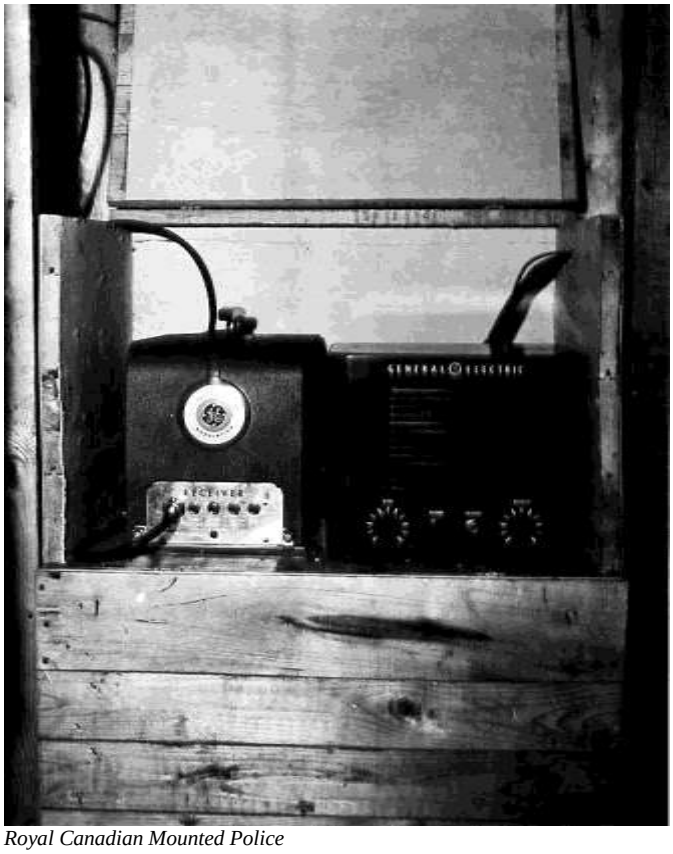
The first use made of radio communications by various units of the Royal Canadian Mounted Police was in the form of broadcasts over the regular public broadcasting stations. This was eventually up-graded to an AM broadcast via their own transmitters on their own frequencies just above the AM broadcast band. Many of their patrol cars were fitted with these fix-tuned receivers, and a few were actually capable of two-way communications via this AM equipment. This is an interior view of one of the transmitter sites in 1948. The Radio Corporation of America AT-3 transmitter is being used for the AM broadcasts at Brandon, Saskatoon, Swift Current, or Calgary. All four sites were identical and consisted of an eight by ten foot transmitter building. The equipment on the shelf is one of the first FM receivers in service in the RCMP. A technician could receive on the FM receiver and obtain any communication while transmitting via the AT-3, that under normal working conditions was remote controlled from the RCMP office several miles away. The RCA AT-3 Transmitter was a very popular transmitter in Canada during World War II and for many years after.

*Royal Canadian Mounted Police*

The RCMP radio station XJD48 at Ottawa, Ontario. The operator on the left is working the radiotelephone position consisting of both VHF FM and HF SSB equipment. The operator on the right is working the HF radiotelegraph circuit.

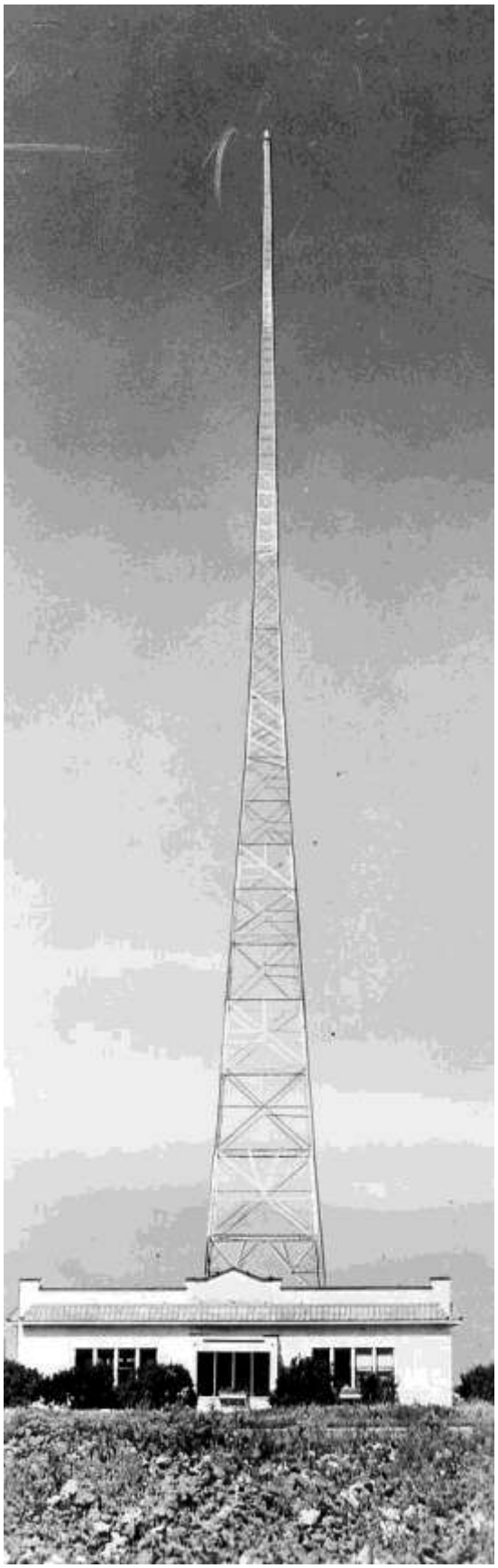
*Royal Canadian Mounted Police*

Radio Station XJD85 Charlottetown, Prince Edward Island, 1973. This is a more modern view of a Mounted Police Radio Station that has been obsolete for some years. The equipment from left to right is a back view of the computer control link. This provided an up to date criminal record of anyone on file across Canada, a list of stolen vehicles, and many other pieces of information necessary in the operation of a large police force. The next unit is a regular telex terminal that anyone could have rented from CN/CP Telecommunications, and is the unit that terminated the point-to-point radiotelegraph communications the Mounted Police once maintained across the country. The next Teletype unit is a point-to-point radioteletype circuit for the various detachments making up "L" Division, or the province of Prince Edward Island. The telephone is a regular telephone coming from a main switchboard in another office across from this room. The two units, mounted one above the other, are two very high frequency (around 155 megaHertz) radiotelephone transceivers made by General Electric. The two large microphones are used in conjunction with these transceivers for communications with all units within "L" Division. Those out of normal VHF range could be contacted via one of a number of VHF repeaters. The small microphone is used in conjunction with the smaller transceiver to the right of the two General Electrics. This unit is a Canadian Marconi CH125 Single Sideband High Frequency Transceiver that is fix-tuned to the old radiotelegraph frequencies that were used by the Mounted Police. The last unit is a standard typewriter.




*Royal Canadian Mounted Police*

This is one of the first FM receivers placed in service with the Royal Canadian Mounted Police. These receivers operated on a frequency of 49 megaHertz. The transmitter was identical in size and appearance to the unit on the left that was used as both a base station and a mobile station. The transmitter was mounted in the trunk of the patrol cars and was remotely operated from the driving position.



*Royal Canadian Mounted Police*

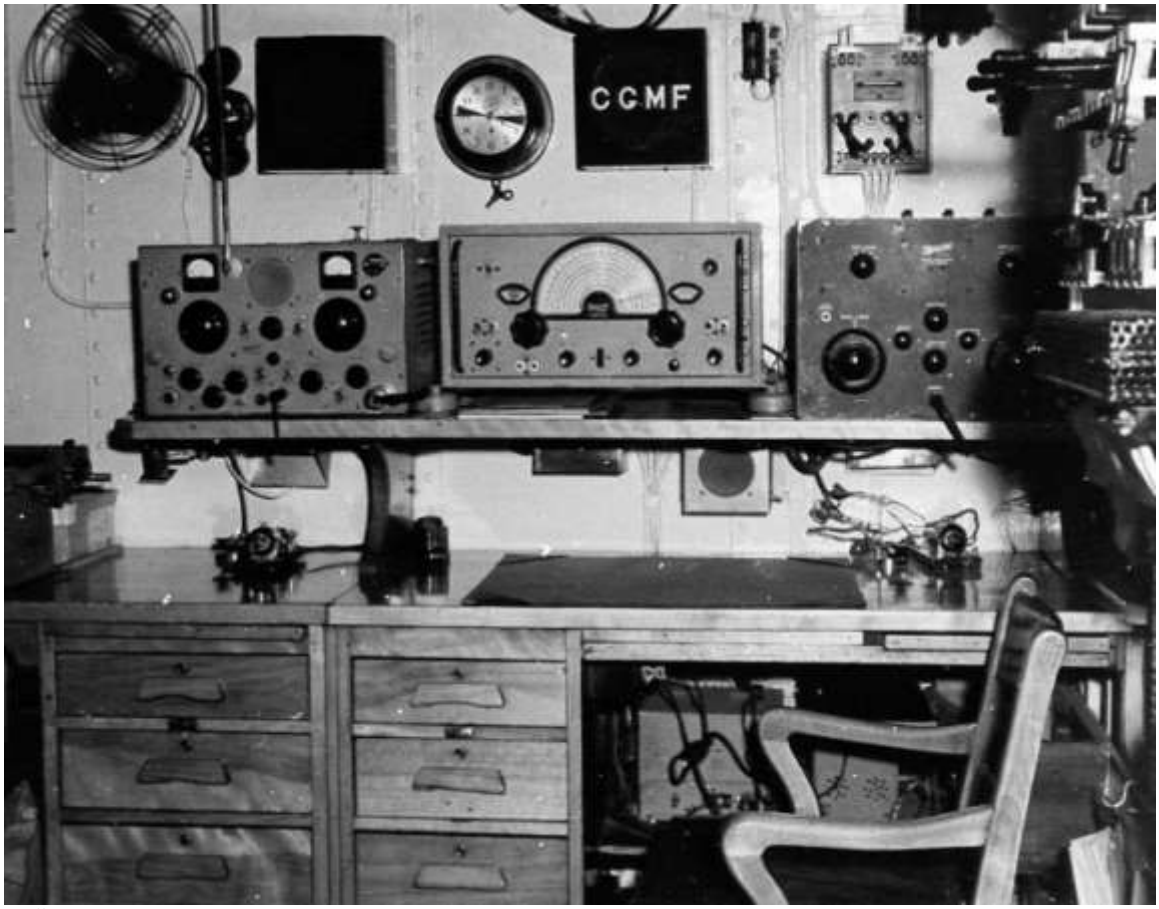
This is one of the first FM radio towers in the Royal Canadian Mounted Police communications network. This is the 404-foot tower near Winnipeg, Manitoba, 1948, and was the tallest tower in service at that time.

Radio Station XJA88 in "H" Division Headquarters was located on Hollis and George Streets in downtown Halifax. Like so many others this station used radiotelegraph until these Mounted Police stations replaced radiotelegraph with a standard telex machine anyone could rent from Canadian National and Canadian Pacific Telecommunications. For secrecy they used a scrambling device they obtained from the Armed Forces and had this on a separate telex machine in a separate room. This room was made as secure as possible and was often checked for any illicit listening device. The Canadian Police Information Computer (CPIC – pronounced "Sea Pick") replaced the telex equipment in the 1970's.

The radiotelegraph equipment at XJA88 was manufactured by the Wilcox Company in the state of Missouri, U.S.A., and was located at Hartlen Point on the eastern side of the approaches to Halifax harbour. The equipment was operated in Division Headquarters via regular telephone lines leased from the Maritime Telegraph and Telephone Company. The frequencies used for radiotelegraph were retained by the Mounted Police and used as Single Side-band radiotelephone frequencies, but seldom used other than in certain isolated areas.

Some of the sea-going radio operators had Amateur Radio Licenses and this equipment was used extensively. Ed Hartling became a technician with this organization around 1950 and was kept busy upgrading the regular police equipment. This involved installing the old six-meter equipment (around 49 megahertz). Ed retired shortly after this task was completed with the rank of Sergeant. Up until his death he was heard on the Amateur Radio Bands with call sign VE1AIF. Many amateurs will remember him as net control collecting the weather early each morning from around eastern Canada and the U.S.A. on the Weather Net at 3770 kHz.

Another well-known Mounted Police Marine Division radio operator was the late John Stevens who retired in 1968 with the rank of Staff Sergeant, the highest rank one could attain and remain a radio operator. John was an Amateur Radio Operator for many years with call sign VE1RX. He used this call sign from RCMP MCBRIEN for awhile and at one point had call sign VE0MP while in these ships. A / was placed through the zero to distinguish it from the letter O and the zero on our typewriters and telex machines printed it that way. We used to put a horizontal bar through the letter Z as well so we would not mistake it for the digit 2. I see where it has become common to see a bar through the digit 7 but I have no idea for what reason. The VE1 amateur prefix signifies the province of Nova Scotia. The VE zero-prefix is assigned to an amateur station fitted in a Canadian ship.




*Staff Sergeant Ben Colp Royal Canadian Mounted Police Marine Division*

The radio room in RCMP IRVINE 1950

*Staff Sergeant Ben Colp Royal Canadian Mounted Police Marine Division*

Left to right: Ben Colp, Bob Bell and Irwin Beatty in the radio room of RCMP IRVINE 1950

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*Royal Canadian Mounted Police*

RCMP IRVINE


*Royal Canadian Mounted Police*

RCMP MACBRIEN

RCMP MCBRIEN was the former HMCS TROIS RIVIERES and like the other former naval vessels retained her Navy radio equipment. The Mounted Police operators removed the four-frequency channel control unit from the PV500 transmitters to permit the transmitter to tune to any frequency by setting the taps directly. MCBRIEN's SMR3 receiver was changed to a CSR5, the latter was not as broad band as the former. She also had a Marconi FR12 transceiver and a Marconi MDF5 direction finder. While John sailed in this ship he had station VCS take many bearings of his transmissions, which they used for navigation. All of these RCMP ships called in twice daily, at 8 AM and 4 PM with routine position reports. They generally did this via their own stations, the ones with the XJ prefix.

John could remember some fascinating experiences while in this fleet. Those he related to me were most interesting, but the one time he had trouble raising Halifax Radio CFH from the Hudson Strait appealed to me most. I spent some time in the Arctic both on Aeradio Stations and in ships. I am sure you would have to experience these conditions to fully understand them. John finally gave up trying to reach an East Coast station and decided to give RCMP Winnipeg, Manitoba, XJE53 a call and send his message by them. My experience in the Hudson Strait area left me with the feeling I had more or less a direct pipeline into Winnipeg. At least when you can hear nothing else on the broadcast band, you can hear their broadcast stations. John got an answer from XJE53 on his first call. The duty operator there became rather excited on realizing it was one of the ships and the first thing he asked John was whether or not he was in trouble. The instructors all through radio school stressed the distress procedure to the point this fellow must have felt that if a ship was calling him, it had to be in trouble. John was still laughing about the incident as he told me the story, but he told this operator that he was not in trouble other than he could not contact Halifax and wanted him to relay some messages through to Halifax for him. Naturally this operator did this gladly and no doubt still remembers the episode. This is just one experience that will give an indication of the tremendous communications capabilities of the RCMP ships.

The Amateur Radio Station was very handy in communicating to isolated villages. These ships did anything and everything, and often carried medical personnel to examine the native people or a complete court of law in order to hold regular court sessions in the various isolated areas of this country. Contacting

one of these villages and advising all those required for any reason meant that considerable time was saved, in that these people did not have to be rounded up on arrival. This meant that these ships could carry out their assigned duties in as little time as possible, and there always seems to be an obliging Ham (Amateur Radio Operator) who will go way out of his way to help.

Some of these ships had lead lined X-ray rooms on board and were capable of examining large groups of people at a time. The sick bays or hospitals in most of them were next to the radio rooms so that they had good communications when needed. It was normal for one of these ships to dash into a small spot on the map, pick up an injured person, and steam full tilt for the nearest medical centre. No one was surprised to find on arrival, the injured person lying in one bunk of the sick bay with a crewmember in another, and "Doc" removing blood from the crewmember for the injured person. This of course was only a small portion of the deeds performed by these ships. They did many things including one or two of the crew walking up and visiting an elderly widow to ensure her pension was sufficient for her to live comfortably in some isolated village.

The crews had the full law of the country behind them and if they caught anyone breaking these laws they could make an arrest on the spot. Then bring the wrongdoer in, tow him in, or contact the nearest patrol car and have it collect him on a nearby beach. The humanitarian deeds performed by this fleet are beyond one's imagination. The most stupid mistake Canada ever made was letting this fleet disappear. The reason for this is very simple and quite clear. The Royal Canadian Mounted Police was run by police officers, those promoted from the regular policemen (land force). They had a tradition of looking upon the Marine Division as so much "Horse Feed". At one point and time just one ship in the Marine Division was worth more monetarily than every patrol car the force owned. Since the operation of this fleet necessitated a large budget it is quite understandable that the others looked upon this money as something they should have for their operation. The powers that be wanted to create another empire called the Canadian Coast Guard and it took little initiative on the part of either side to get together on the subject. The Royal Canadian Mounted Police Marine Division was eliminated, officially a closed book on July 1st, 1975, although it had been slowly falling to pieces for a few years prior to that date.

*Royal Canadian Mounted Police*

RCMP WOOD "making her number" C G M W

*Royal Canadian Mounted Police*

RCMP FORT STEELE

The remaining RCMP vessels were turned over to other government departments. The Coast Guard received the RCMP WOOD. They renamed her CCGS DARING and she retained her CGMW call sign. Her beautiful RCA radio station was distributed among the Coast Guard fleet for spare parts. The Coast Guard used her as a rescue vessel with radiotelephone only. When the Coast Guard was finished with her she was sold privately. In September 1987 she was arrested and seized at Puerto Barrios, Guatemala, for taking on 2,375 kilograms of cocaine that had been flown to Guatemala from Columbia.

Most of these former RCMP vessels were turned over to the naval portion of the Armed Forces for training vessels for the Reserve Naval personnel. RCMP FORT STEELE became HMCS FORT STEELE. The Armed Forces had trouble in deciding whether her call sign was CYMQ or should remain CGMQ. They finally settled on CGMQ.

The former RCMP vessels involved a number of small vessels they called Detachment Class. One was RCMP ACADIAN with call sign CGMV. She became HMCS ACADIAN with call sign CGNH. She was small with dimensions of 65 feet x 15 feet x 4 feet with a displacement of 48 tons. She disappeared on the Armed Forces on September 4th, 1978. Her overdue message was a broadcast stating she was RCMP and of course with the CGNH call sign no one knew what in hell they were looking for. Eventually she came wallowing home to the flock and nothing but sweat was lost. If the powers that be had issued these call signs permanently and randomly from the international blocks of call signs we that had to use the call signs would not have experienced so much confusion from them.

*Royal Canadian Mounted Police*

RCMP CAPTOR

When the Marine Division terminated in 1975 it contained three classes of patrol boat called the Detachment Class. Most of them were named after the various Mounted Police Detachments around the country. The three were the 75 foot Patrol Boat, the 65 foot Patrol Boat and the 55 foot Patrol Boat. This is the second RCMP CAPTOR. She is a good example of these Patrol Boats, a 65-foot Patrol Boat to be precise and she was based at Quebec City, Quebec, and was assigned pendant number MP50. I find it rather strange that the Mounted Police did not use a steel forty-footer so popular with the United States Coast Guard, the Royal Canadian Air Force and the Canadian Coast Guard. The Mounted Police used these three wooden boats and turned many of them over to the Armed Forces on termination of the Marine Division in 1975. This RCMP CAPTOR became HMCS CAPTOR and was assigned call sign CGLN. All of these boats turned over to the Armed Forces were assigned four letter naval call signs, painted North Atlantic naval gray and assigned pendant numbers with the prefix 19. HMCS CAPTOR was 193 and HMCS ACADIAN, mentioned above, was the second RCMP ACADIAN and when transferred to the Armed Forces was assigned pendant 194. The Armed Forces used them as Reserve Naval training vessels.

## THE MARITIME COASTAL DEFENCE VESSELS (MCDV)

The Armed Forces replaced their small vessels for Reserve Navy training with a fleet they call the Maritime Coastal Defense Vessels or a Kingston Class Mine Warfare Vessel. Some of the vessels that were replaced were over forty years old and included Gate Vessels, Minesweepers, Coast Guard Patrol Vessels called Cutters, and the former RCMP vessels. The Maritime Coastal Defense Vessels or Kingston Class Mine Warfare Vessels:

| | | |
|---|---|---|
| 700 | CGJX | HMCS KINGSTON |
| 701 | CGAU | HMCS GLACE BAY |
| 702 | CGAV | HMCS NANAIMO |
| 703 | CGAW | HMCS EDMONTON |
| 704 | CGAX | HMCS SHAWINIGAN |

| | | |
|---|---|---|
| 705 | CGAZ | HMCS WHITEHORSE |
| 706 | CGAY | HMCS YELLOWKNIFE |
| 707 | CGBV | HMCS GOOSE BAY |
| 708 | CGJC | HMCS MONCTON |
| 709 | CGJG | HMCS SASKATOON |
| 710 | CGJI | HMCS BRANDON |
| 711 | CGJJ | HMCS SUMMERSIDE |

They "make their number" especially while going in and out of port. Their international call signs are not listed in the International Telecommunication Publication "List of Ship Stations". It is probably better to not list them rather than list them and not build them as in the case of the Bird Class Patrol Vessels. I have seen their international call sign painted down the outside of the bridge in flags. That would probably be "make your number permanently". It looked rather neat and it left no room for error if one was in a hurry to "make their number". I have seen several ships paint their call sign in flags on a flag locker or inside the bridge where it could be seen easily, but most ships used to have the hoist made up and ready to go to avoid confusion and save time. Naval vessels are the only ships that still follow this practice. It has been years since a merchant ship "made her number". It has been a long time since the last merchant vessel dipped her ensign to a warship. This was always done when a merchant ship met a warship. It is a shame this etiquette and colour has been terminated. It all was rather exciting and seemed to add so much to ships and all that pertained to ships. I always felt that half the entries in the List of Ship Stations were superfluous. If the Canadian Government could list ships and not build them think of what the Flag of Convenience countries could do. I found several ships listed at least twice over the years. They had changed flags and were listed as present as well as previous lists of radio detail. Now that there are no radio officers the International Telecommunication Union probably simply lists ships for their satellite detail.

## THE CANADIAN PATROL FRIGATES (CPF)

The Armed Forces replaced the Destroyer Escorts with twelve Canadian Patrol Frigates that are also known as City Class Patrol Frigates or a Halifax Class Frigate.

| | | |
|---|---|---|
| 330 | CGAP | HMCS HALIFAX |
| 331 | CGAR | HMCS VANCOUVER |
| 332 | CGAC | HMCS VILLE DE QUEBEC |
| 333 | CGAD | HMCS TORONTO |
| 334 | CGAE | HMCS REGINA |
| 335 | CGAF | HMCS CALGARY |
| 336 | CGAG | HMCS MONTREAL |
| 337 | CGAN | HMCS FREDERICTON |
| 338 | CGAI | HMCS WINNIPEG |
| 339 | CHAJ | HMCS CHARLOTTETOWN |
| 340 | CGAK | HMCS ST JOHN'S |
| 341 | CGAL | HMCS OTTAWA |

A few of these ships, the City Class and Maritime Coastal Defense Vessels made an occasional telephone call through the VCS station before it closed, but none made contact via radiotelegraph. There would be no one on board capable of making such a contact. If there was one capable they learned how to make such a contact via Amateur Radio. The one thing I did learn from these vessels is that they are capable of a radiotelephone conversation on VHF channel 26 in full duplex. In other words they spoke as though on a regular telephone and did not have to turn the transmitter off in order to receive the person on the shore end of the conversation. That feature must be rather expensive and would have involved a special antenna.

These twelve CPF ships got off to a rather rough start with their call signs. All twelve were assigned a call sign from CHAA down the alphabet to CHAL inclusive. Someone must have jumped on the authorities and pointed out to them that nearly all those call signs were already issued to various common Broadcast Stations across Canada, and these broadcast stations had held them for years. It is a wonder they were not

issued the call sign of the ship of the same name they replaced, as they did with the 280 Class destroyers. Not likely anyone thought of it or knew where to look for them. It was all a bit ridiculous no matter what way you look at it.

## THE SUBMARINES

There have been several submarines serve in the Royal Canadian Navy over the years. There were four during World War I, but I have not found any information on a wireless station fitted in any of them. There was a small spark station fitted in a corner of the torpedo room but I have no detail on it. These four were hardly used when all four were sold for scrap. The first two actually sailed from the West Coast to the East Coast, with a mother ship, and the last two sailed from the Eastern United States to Bermuda and on to Halifax, Nova Scotia. The four with their dates of service were:

| | |
|---|---|
| HMCS CC1 | 1914-1920 |
| HMCS CC2 | 1914-1920 |
| HMCS CH14 | 1918-1922 |
| HMCS CH15 | 1918-1922 |

The next submarines to serve in the Royal Canadian Navy were the two German Submarines that surrendered to the Royal Canadian Navy in May 1945. These two were commissioned into the Royal Canadian Navy for tests and evaluation.

HMCS U190
HMCS U889

U889 was turned over to the United States Navy after these tests and evaluation. U190 was sunk near the position where she had sunk the diesel Bangor Minesweeper HMCS ESQUIMALT in April 1945. I was unable to locate the call signs assigned to these two while members of the Royal Canadian Navy.

The Royal Canadian Navy more or less specialized in anti-submarine warfare and this involved a lot of training with submarines. Canada used submarines provided by the Royal Navy for this training. One of my first jobs in the navy was to take some batteries down aboard one of these British submarines. I managed to slop some battery acid down the front of my shirt and pants that soon ate holes in these clothes. Welcome to the Navy!

In 1961 Canada got another submarine. Canada got this one from the pre-owned United States naval fleet, a former Balao Class Submarine, the former USS BURRFISH. She became HMCS GRILSE and the second Canadian naval ship to bear that name. She was assigned pendant number 71.

In 1968 Canada replaced this submarine with another former American boat the USS ARGONAUT. USS ARGONAUT had call sign NYDH and Radiotelephone “Top Gallant”. The Royal Canadian Navy named this one HMCS RAINBOW and she was the second Canadian warship to hold that name. She was assigned pendant number 75. They both served on the West Coast and both retained their American radio equipment according to a former submariner.

| | | |
|---|---|---|
| 71 | CGKZ | HMCS GRILSE |
| 75 | CGNE | HMCS RAINBOW |

In 1965 the Royal Canadian Navy finally got three new submarines of her own for the East Coast. These three were new Oberon Class boats purchased from and built in the United Kingdom.

| | | |
|---|---|---|
| 71 | CZFQ | HMCS OJIBWA |
| 72 | CGNQ | HMCS ONONDAGA |
| 73 | CGLM | HMCS OKANAGAN |

In 1989 Canada purchased a pre-owned British sister to these vessels that was left docked in Halifax and used as a training vessel. It was commissioned into the Royal Canadian Navy to a point but I do not think it was far enough to rate a Canadian international call sign.

S12 GDBH HMS OLYMPUS

The Royal Canadian Navy started to replace these four in April 1998 with four pre-owned low mileage British Upholder Class submarines. The British Navy built these submarines between 1986 and 1993 and all four had been laid up since 1994. The Canadian Navy has renamed these four Victoria Class Submarines. They are, with date first commissioned, British Call Sign, pendant number and Name, and their new Canadian pendant number, call sign and name:

| | | | | | | |
|---|---|---|---|---|---|---|
| 1990 | GABR | --- | HMS UPHOLDER | SS879 | CGCI | HMCS CHICOUTIMI |
| 1991 | GACB | --- | HMS UNSEEN | SS876 | CGVA | HMCS VICTORIA |
| 1992 | GACC | S42 | HMS URSULA | SS878 | CYCB | HMCS CORNER BROOK |
| 1993 | GACD | S43 | HMS UNICORN | SS877 | CZWR | HMCS WINDSOR |

I was unable to locate two British pendant numbers. Jane's list those two only in a 1994 publication of theirs.

HMCS VICTORIA arrived at Halifax from Northern England on October 23rd, 2000.

HMCS WINDSOR arrived at Halifax after a two-week voyage from Northern England on October 19th, 2001, a year behind schedule due to some problem with a fuel leak.

HMCS VICTORIA is based on the West Coast and the other three are on the East Coast. These four are diesel boats and the reason Canada got a deal on them. The Royal Navy wanted to make their submarine fleet completely nuclear. These four have been fitted with Canadian communications equipment. The Navy called us, and wanted to know if we could make contact with one of their destroyers for one of their admirals, when I was on duty at station VCS one day. We trust this equipment is more reliable. It is pretty bad when an admiral does not have immediate contact with one or all of his ships.

HMCS CORNER BROOK arrived in Halifax on March 10th, 2003.

HMCS CHICOUTIMI left the Royal Navy Submarine Base at Faslane, Scotland for Halifax and experienced a fire on board on October 5th, 2004, off the coast of Ireland. Nine crewmen suffered smoke inhalation and three were airlifted to hospital, including Lieut. Chris Saunders, 32, who died on the way. HMCS CHICOUTIMI was towed back to Faslane and was welded on the deck of the heavy lift Norwegian ship EIDE TRANSPORTER. The EIDE TRANSPORTER arrived in Halifax on Tuesday, February 1st, 2005. HMCS CHICOUTIMI was towed to her berth at HMC Dockyard on Friday, February 4th, 2005.

## THE PARK FLEET AFTER WORLD WAR II

One has to admit the Royal Canadian Navy with help from several other Navies, did an excellent job of shepherding this important fleet, the Park Ships, back and forth across the Atlantic during hostilities. Only four of these ships were lost because of enemy action.

The 4700-ton dry cargo ship AVONDALE PARK became the last British casualty of the war when she was torpedoed on May 7th, 1945, one-mile southeast of May Island, Firth of Forth. The 10,000-ton dry cargo ship JASPER PARK was a member of convoy ONS154, the convoy that nearly died, and was reported torpedoed on December 28th, 1942. This proved an error due to confusion and she went on to serve fleet and country another six months. Her luck ran out on July 6th, 1943, when she was sunk by a torpedo southeast of Durban at 3252S 4215E. The POINT PLEASANT PARK, a 10,000 ton dry cargo ship, mentioned elsewhere on these pages, was lost on February 23rd, 1945, when torpedoed by U-510 northwest of Capetown at 2942S 0958E. U-510 finished her off with gunfire as her last torpedo had failed to sink her.

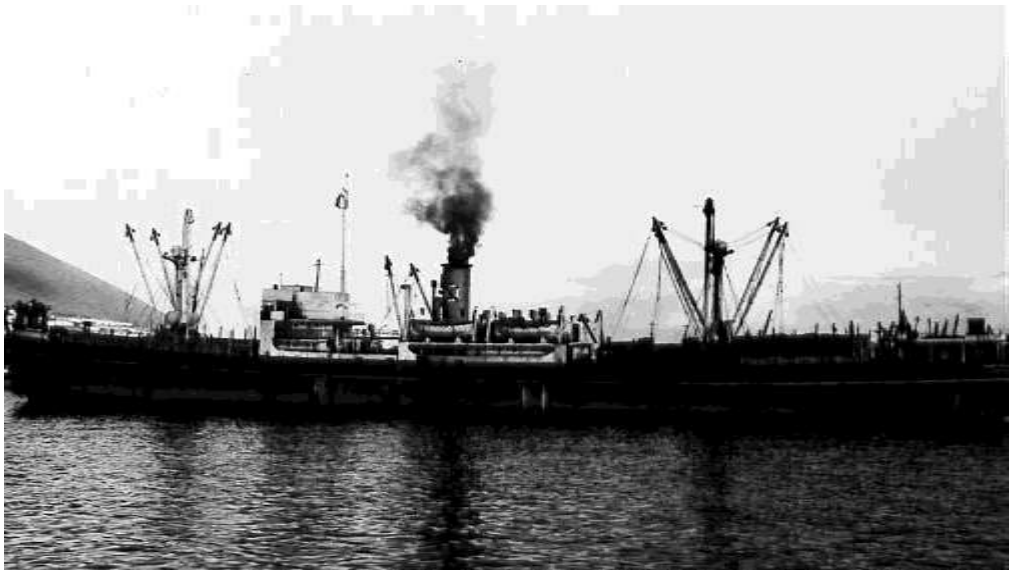
The TABOR PARK was sunk March 13th, 1945, southeast of Yarmouth, England at 5222N 0153E by a midget submarine. TABOR PARK was a 4700-ton dry cargo ship.

You will agree that these figures are most impressive, but had this fleet been in operation at the outbreak of the war in 1939 the final figures would have been much different. This fleet was a latecomer to the war and did a fine job of assisting in moving the fence back where it belonged. The merchant fleets that built the fence had a much different story to tell.

Each of these one hundred seventy ships that survived this war has a very interesting personal history. (Two other Parks were lost from the normal hazards associated with working such a large fleet to the limits.) Like many of the warships these Parks came up on the auction block for disposal as soon after termination of the war as possible. It is difficult trying to describe these one hundred seventy ships. On termination of the war everyone was so glad to see the end of such a horrible existence that the Fort Class Merchant Ship and the Parks, which were the same ship, were all lumped together and sold from the same auction block. Many of the ships I have been told over the years were Parks, were actually Forts. The two are so intermarried that in order to do an accurate description, you would have to take each individual hull and trace it through from beginning to end. Canada produced 456 merchant ships during this war and at least ninety were Fort Class, supposedly sold to the United States who in turn loaned them to the United Kingdom on lend-lease. Some Forts started out as Parks and some Parks started out as Forts and it can be confusing.

Some of these ships were purchased in Halifax. The records of many of our sailing vessels indicate a number were named for members of this family. I. H. Mathers and Son Limited, purchased sixty-five of these Park/Fort ships. They retained fifteen, named them for counties and operated these fifteen through a branch company named Acadia Overseas Freighters Limited. The other fifty were operated under the flag of the United Kingdom with British crews.

| Name | Became | Call Sign |
|---|---|---|
| FORT LENNOX | CARIBOU COUNTY | ---- |
| FORT VENANGO | COLCHESTER COUNTY | VGKR |
| FORT PRUDHOMME | CUMBERLAND COUNTY | VGFP |
| FORT LA BAYE | DIGBY COUNTY | ---- |
| LAKEVIEW PARK | HALIFAX COUNTY | VGVR |
| FORT KASKASKIA | HANTS COUNTY | ---- |
| KILDONAN PARK | INVERNESS COUNTY | VDTK |
| FORT YUKON | NANAIMO COUNTY | ---- |
| FORT BRISEBOIS | PICTOU COUNTY | ---- |
| RIVERVIEW PARK | SHELBURNE COUNTY | VDSC |
| FORT WALLACE | VANCOUVER COUNTY | ---- |
| FRONTENAC PARK | VICTORIA COUNTY | VCLC |
| FORT KULLYSPELL | WESTMINSTER COUNTY | VGKT |
| FORT ST. REGIS | YALE COUNTY | VGNK |
| FORT ASTORIA | YARMOUTH COUNTY | ---- |



*World Ship Society*

SS DIGBY COUNTY

The Acadia Overseas Freighters Limited fleet lasted only long enough for half of them to get published in the International Telecommunication Union List of Ship Stations, but none-the-less was an honest attempt at becoming a Canadian fleet. The most interesting communications story within this fleet involved the WESTMINSTER COUNTY with call sign VGKT.

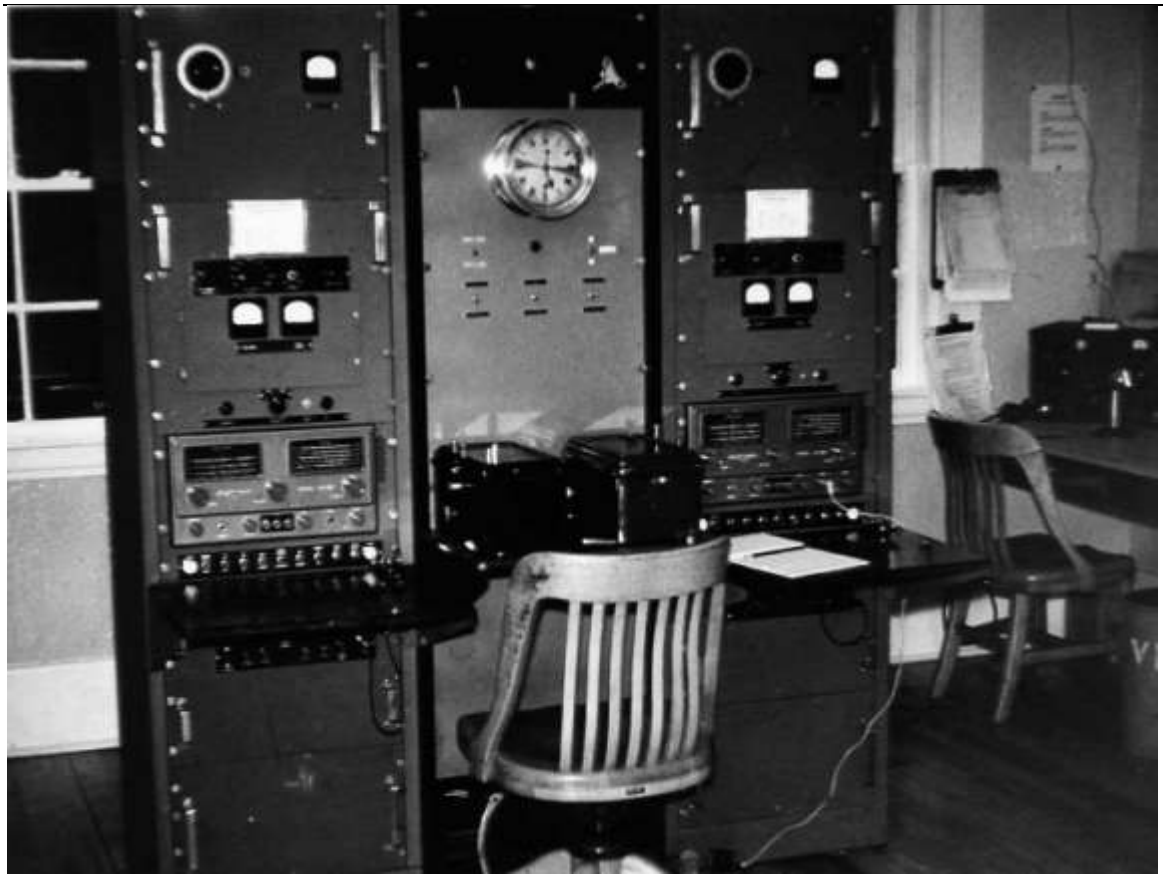
Most radio operators who were friends would naturally have a chat now and then when the opportunity presented itself. Bill Ling became Radio Officer in VGKT and ran back and forth across the pond to the Mediterranean and Africa. At this time Frank Burns was the radio operator at the radio beacon station located on Seal Island, off the southwestern tip of Nova Scotia. Frank's radio beacon equipment permitted him to work on 500 kilohertz (the distress and calling frequency), and also on a working frequency that permitted him to communicate with ships.

The operators who knew each other over the air knew the signature of their fists and therefore they simply sat back and rattled the radiotelegraph code from one to the other. Each and every telegraph operator had a distinct style of transmitting, more pronounced with some than others. Most countries throughout the world monitored the complete radio spectrum and kept track of all the operators from this signature. This is the main reason I was so tensed-up while transmitting. This simple fact has produced some interesting history on this subject. Possibly one of the best incidents involved the Japanese naval fleet that attacked Pearl Harbor on December 7th, 1941, bringing the United States into World War II. Just before this Japanese fleet sailed we are told they replaced every radio operator in the fleet with hope of adding some confusion to those monitoring this activity. At least this was the rumour for many years. The book "Day of Deceit" by Robert B. Stinnett ISBN 0-684-85339-6 will give one all the detail they will ever want on this communications. Mr. Stinnett spent 16 years researching for this book and I have spent many hours reading and enjoying the excellent detail he recorded. The United States naval radiomen he records would have become communication technicians in 1948. This was the same trade I joined in the Canadian navy.

Getting back to the story – Bill and Frank had known each other for sometime and while Bill was wallowing along through the Atlantic towards Europe he decided to give Frank a call and have a chat with him. The Seal Island call sign was VGY and the result of this chat became rather interesting to say the least. The similarity between VGY and VGKT will be rather obvious to anyone who knows the continental code. The letter Y is a dah-dot-dah-dah. The letter K is a dah-dot-dah and the letter T is a dah. Since both have the VG prefix and you rattle them off without paying special attention you inevitably wind up calling yourself, sending VGY for the station being called and signing VGY as the station doing the calling.

Shortly after Bill's first call to Frank a ship nearby broke in and asked him why he was calling himself. Naturally when Frank went back to Bill some enterprising soul along the Nova Scotia coast sat down and wrote George Harris and told him Frank had been on Seal Island long enough because he was calling himself. George, who was more or less in complete charge of all the stations in the area, naturally wrote Frank. Frank, because he was Frank, did little to clear up the matter. He answered George and told him he had not been on Seal Island long enough to call himself, but when he felt he had, George would be the first to know.

On learning this detail I mentioned it to a number of the older operators. Most had heard the story, few knew the facts, and one explanation was more ridiculous than that of Frank sitting there calling himself. This one claimed the operator at Seal Island was green and rather bored with things in general and decided to answer the ships calling La Guaira Radio YVG in Venezuela. A VGY sent rather recklessly can easily become YVG. YVG could be heard loud and clear during the hours of darkness on 500 kHz.



*David Vail VE1GM*
This is the radio beacon at Seal Island, Nova Scotia, with call sign VGY. The transmitters are Cossor Transmitters operating on 308 kiloHertz.

We had to be able to copy the continental code at twenty words per minute in order to pass our examinations for our radio certificates. We were supposed to transmit at sixteen words per minute when handling distress messages or broadcasts, anything important. The reason for this was to give any new operators a chance to get a solid copy. The late Frank Burns had trouble with speed. His sixteen words per minute would be closer to twenty-six.

One morning the night shift at VCS, Ketch Harbour, was sitting back waiting for the day shift to come in and let them go home. Just before it was time for the day shift to arrive they started to hear the siren on a Mounted Police Highway Patrol Car. It kept getting closer and closer and finally came in view with Frank right in front of it coming to work. This Police Car followed Frank right up into the parking lot with one

frustrated Mounted Police Constable behind the wheel, the lights flashing and the siren wailing. When Frank stopped in his parking spot, this frustrated Highway Patrol member jumped out slapping his ticket book on his leg and yelled at Frank "Did you not hear my siren and see my lights flashing?" Like I say, Frank was Frank and he did nothing to improve this situation either. Frank goes "Humph, every Pizza Wagon in town has a siren and flashing lights like that!" Oh no, you should not have said that Frank. Needless to say Frank was lucky he lost his driver's licence for one week only and had to catch a ride back and forth to work with a member of his shift. Frank's driving speed was like his code speed, a notch or more above the limit.

Poor Frank did not have a very good retirement. He retired a few years before the station closed. Shortly after he retired he fell through the doorstep on his cottage out at Trout Lake. He was hurt quite bad and did not fully recover when he died a few years later. A shame, he did not deserve that and was a nice guy to work with as one can imagine.

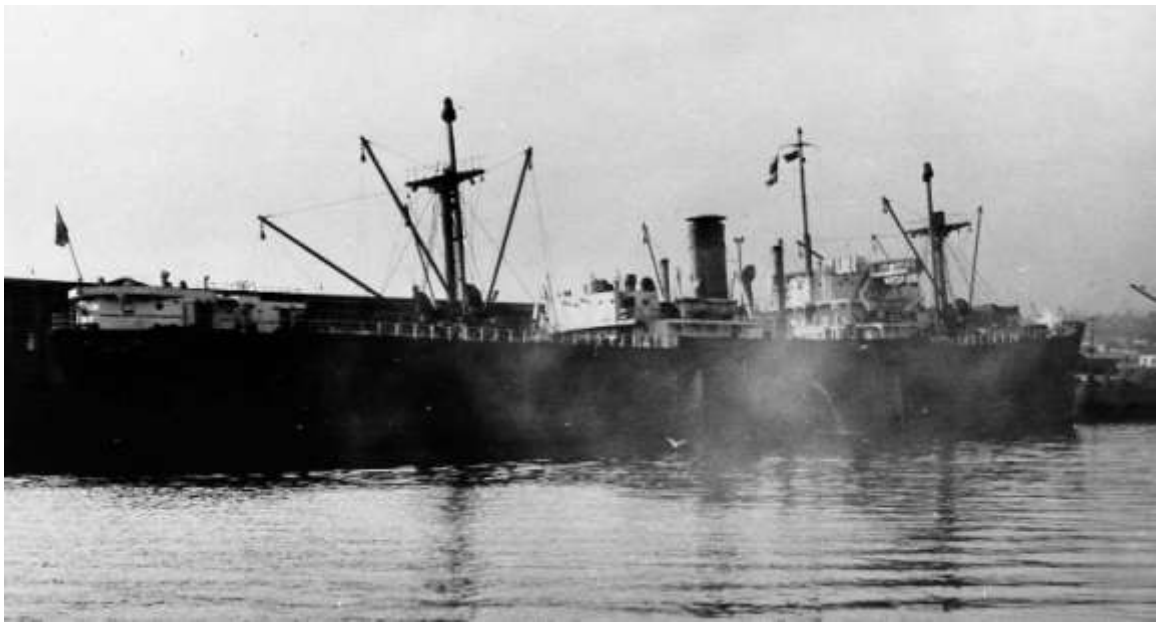
Getting back to the Park Ships; many of the Fort ships were returned to the United States Maritime Commission and went on from there to trade throughout the world, under various flags and with various call signs. Some of the Fort and many of the Park ships were placed under the British flag and owned in the United Kingdom after the war. For a brief example of a few, I will list the detail I found on the ones that some former members of the VCS station sailed in during the war.

The late Leo Irwin:

10,000 ton, dry cargo built at United Shipyards Limited, Montreal, Quebec, and launched on May 11th, 1944.

| | | | |
|---|---|---|---|
| VGGZ | HILLCREST PARK | 1944 | Canada |
| GLZT | HILLCREST PARK | 1946 | United Kingdom |
| GLZT | BEMBRIDGE HILL | 1950 | United Kingdom |
| 5LLN | ELIMARIE | 1957 | Liberia |
| ---- | TAI FONG | 1965 | |

Scrapped at Taiwan 1968



*Public Archives Canada PA – 117638*

SS HILLCREST PARK with call sign GZLT. The photograph was taken in 1949 when the vessel was registered at London, England.

Stan Cairns:
10,000 ton, dry cargo built at Marine Industries Limited, Sorel, Quebec, and launched on August 24th, 1943.

| | | | |
|---|---|---|---|
| VDTJ | ROCKY MOUNTAINS PARK | 1943 | Canada |
| GNDG | ROCKY MOUNTAINS PARK | 1946 | United Kingdom |
| GNDG | WYNCHWOOD HILL | 1950 | United Kingdom |

Broken up at Nagasaki, Japan 1959

The late Gus Crewe:
10,000 ton, dry cargo built at United Shipyards Limited, Montreal, Quebec, and launched on June 22nd, 1944.

| | | | |
|---|---|---|---|
| VDDD | MOUNT ORFORD PARK | 1944 | Canada |
| GLZX | MOUNT ORFORD PARK | 1946 | United Kingdom |
| GLZX | ORFORD | 1950 | United Kingdom |
| 5LBF | CAPE RION | 1956 | Liberia |
| ---- | VISAYAN MERCHANT | 1964 | |
| ---- | MARY M | 1965 | |
| HOAM | LOYAL GARLANDS | 1967 | Panama |

Broken up at Taiwan 1970

10,000 ton, dry cargo built Burrard Dry Dock Company Limited, North Vancouver, British Columbia, and launched on January 31st, 1945.

| | | | |
|---|---|---|---|
| VCMM | FAIRMOUNT PARK | 1945 | Canada |
| VCMM | MONTREAL CITY | 1946 | Canada |
| SPOS | HUTA BAILDON | 1959 | Poland |

Converted for use as a floating warehouse some time previous to 1970 Last reported owner was the Polish Government. Unable any further detail.

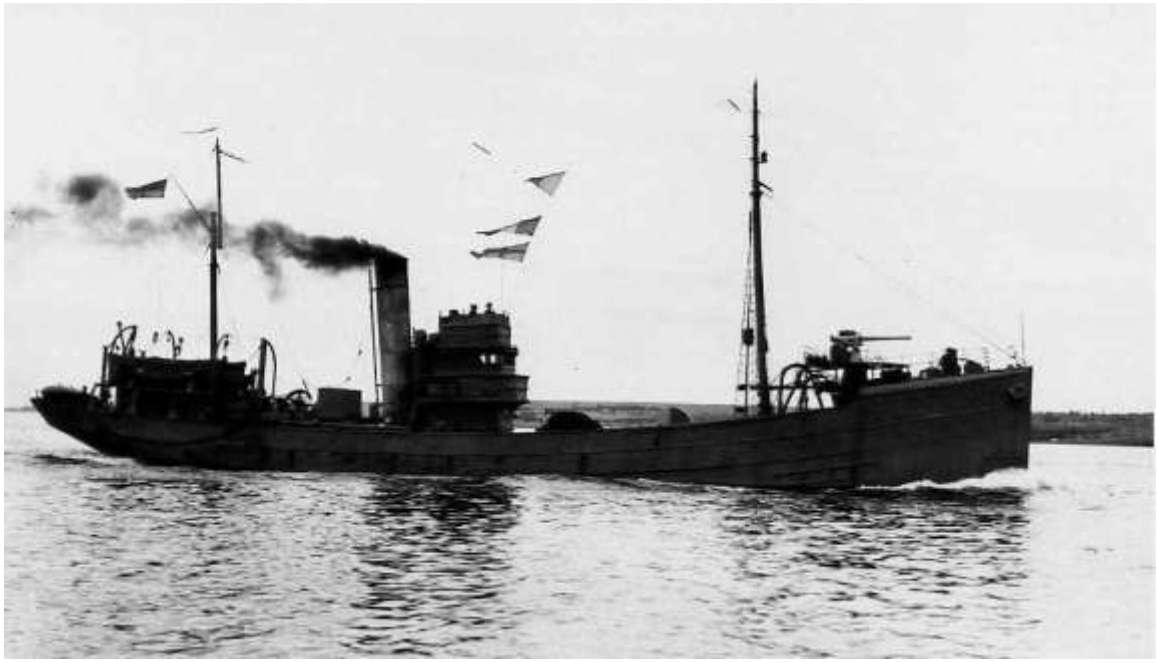
4,700 ton, dry cargo built by Davie Shipbuilding and Repair Company Limited, Lauzon, Quebec, and launched on August 5th, 1943.

| | | | |
|---|---|---|---|
| VDZB | CAMP FARNHAM | 1943 | Canada |
| VDZB | DUFFERIN PARK | 1943 | Canada |
| VDZB | DUFFERIN BELL | 1946 | Canada |

DUFFERIN BELL made her last voyage in May 1951 still under the Canadian flag. On termination of the war she was purchased by private interests and used for general trading, mainly in the area of eastern Canada. In May 1951, she departed Halifax, Nova Scotia, bound for the St. Lawrence River and on May 15th, 1951, she struck and became a total loss at Framboise Cove, Cape Breton, while sailing in heavy fog. The Captain claimed the reason he was so far off course and lost the ship, was due to the fact his Radio Officer gave him inaccurate radio direction finding bearings. The Radio Officer apparently cleared himself by proving he had insisted on having the Direction Finder calibrated prior to their leaving Halifax, and that the Captain failed to grant this request. This is a most fascinating story concerning the history of marine communications for this area, but I was unable to locate any further detail on the incident. Had the records of this incident been held anywhere other than a Canadian government office, I would have had a much better chance of learning the full details.

The only thing I learned worthy of mention is that Framboise is the French word for Raspberry. Realizing this, an otherwise bleak cove takes on a more colourful impression, especially when it is looked at in terms of cotton dresses and straw hats. There are many such labels that fall into this same category. Cape D'Or for example is a combination of English and French. D'Or is the French word for Gold and any who have seen this Cape especially at sunset will agree it is well named. Isle Haute, in the Bay of Fundy, is also well

named and translates into High Island. When Champlain first explored this bay he apparently gave this island its name. Rayon D'Or is French meaning a Golden Ray, like the first golden rays of sunlight in the morning. Therefore, an otherwise bleak fishing vessel takes on a more colourful appearance in the form of National Fish's old trawler RAYON D'OR.



*Public Archives Canada S-40*
This is National Fish's old trawler RAYON D'OR as she appeared while serving "her hitch" in the navy during World War II.

Years ago sailors were very superstitious and one of the things they felt produced bad luck was to change a ship's name. Most of them must at least twitch in their graves knowing the record of the World War II ships. Not one of the Park ships retained her original name. Many of them were renamed many times. Many were to fly the flag of many countries and it would be hard to find a seafaring country that did not at one time have a Park in her fleet. The majority of these Parks have now been scrapped, or as we used to say in the Navy "We are now shaving with them", meaning the razor blade companies are manufacturing blades from their steel. It will be interesting to see if a Park will equal the record of the old CANADIAN RAIDER of World War I vintage because fifty-six years is a long old haul for the rather poor steel used during the construction of the Park ships.

Recording the complete history of each and every Park, in the one volume, would make for fascinating reading, but the only other portion of the fleet that I want to mention are the five that were renamed with the Canadian prefix. After the war Canadian National Steamships (C.N.S.) had another run at shipping. LADY RODNEY and LADY NELSON, the only Lady Boats to survive the war, were returned to them and the following Parks became part of this fleet:

| Name | Became | Call Sign |
|---|---|---|
| CARTIER PARK | CANADIAN VICTOR | VCNX |
| LORNE PARK | CANADIAN LEADER | VCQC |
| MAISSONEUVE PARK | CANADIAN HIGHLANDER | VCPP |
| SUTHERLAND PARK | CANADIAN CONQUEROR | VCPV |
| WESTDALE PARK | CANADIAN OBSERVER | VCMW |

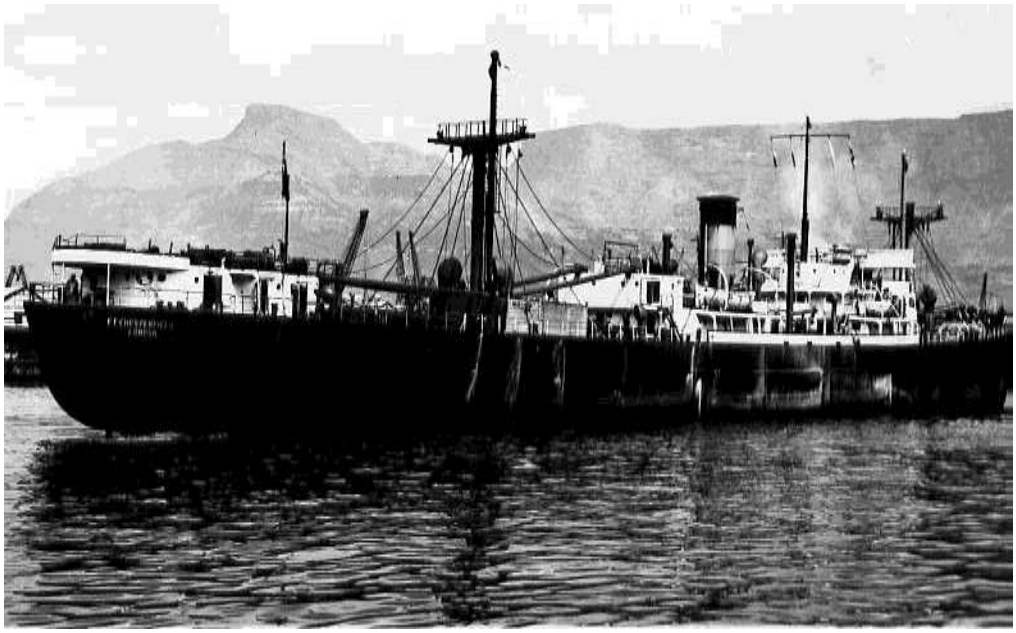
In addition to these five ships there were three more and this made a total of eight.

| | |
|---|---|
| CANADIAN CHALLENGER | VGSK |
| CANADIAN CONSTRUCTOR | VGBY |
| CANADIAN CRUISER | VGPZ |

The crews in this fleet went on strike about 1950 and as far as I know the strike has never been settled. LADY RODNEY and LADY NELSON went to Egypt. The five Parks were laid up alongside Dartmouth, Nova Scotia, in 1957. These five were sold to Cuba in 1958, but this sale was blocked because of the political situation in Cuba and all five were scrapped in 1965. The CANADIAN CHALLENGER visited Eastern Canada during the summer of 1979. She called into the VCS station as the Greek Ship ITALIA with Greek call sign SVNR. The CANADIAN CHALLENGER was built in 1947 and was built for the C.N.S. fleet by Davie Shipbuilding at Lauzon, Quebec.


*Paul du Mesnil*

This is the CABAHAWK on the Upper Great Lakes in 1967. This is a good example of our World War II ships. This vessel was launched on March 26th, 1943 as the FORT CHESTERFIELD and was registered in Great Britain with call sign BKQP. Great Britain had that block of call signs at that time. In 1949 she became the HAWK and was registered in Panama with call sign HOTQ. She was registered at Nassau, Bahamas, in 1965 and assigned call sign ZIOX and terminated her career at a ship breakers yard in Taiwan in 1968. Paul du Mesnil was the next to the last Radio Officer to serve in her. At this time her radio room had become a regular hodge podge of equipment from modifications made over the twenty-five year life span of the vessel. Her main receiver was a Telefunken. Her main MF and her main HF transmitters were Siemans. The emergency transmitter was Telefunken and the Auto Alarm was Mackay. Her first station may have been a complete Mackay station when she was new. The Automatic Keyer and the Emergency Receiver are not known. The Direction Finder was a Marconi Lodestone III and the Lifeboat Radio was the Marconi Salvita III.

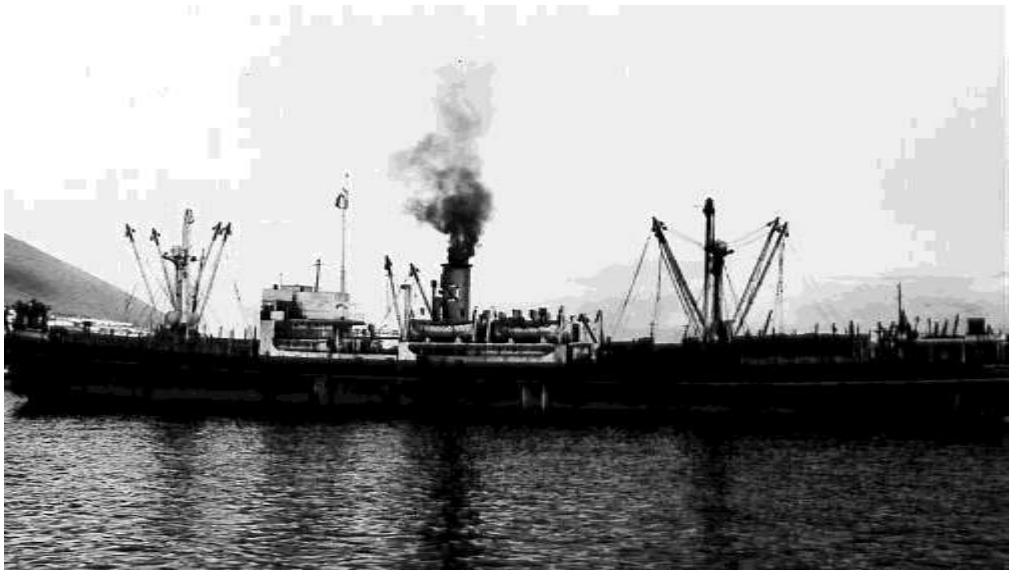


*World Ship Society*

FORT CHESTERFIELD call sign BKQP

*World Ship Society*

BEATON PARK shortly after World War II when she was renamed LAKE BABINE and retained her Canadian registry and VDZX call sign in 1946.



*World Ship Society*

This is FEDERAL VOYAGER with call sign VYQG, the former FORT EDMONTON with call sign MXLR.

## THE CHINA COASTERS

When the Allied military conglomerate succeeded in pushing back this so-called fence to its present place in Europe, they then turned their attention to cleaning up the war in the Pacific. Those in charge of this undertaking felt there would be a need for small shallow draft merchant vessels in order to navigate the shallow waters around the coast in that area. For this reason Canada was to build thirty-five small vessels that were officially known as the B and C type coaster. Our yards on the West Coast were to build the larger B type and gave them the label "China Coaster". This label quickly spread and those who knew them will most likely remember them by that label. The West Coast B type had names with the prefix OTTAWA and every suffix commenced with PA. There were fifteen from OTTAWA PAGE through to OTTAWA PATROL. The East Coast yards built the smaller C type in various yards throughout the Maritimes, Quebec, and the Great Lakes. The twenty of this type all had OTTAWA as the prefix, with MAY this or that as the suffix. They ranged from OTTAWA MAYBANK through to OTTAWA MAYVIEW alphabetically.

Possibly my fascination with the little ships is my main reason for wanting to mention them, but before one was launched the atomic bomb ended the war in the Pacific. All thirty-five were to be fitted with marine radiotelegraph installations that meant they would have communication capabilities on a par with their larger sisters. Many were still in service a few years ago and several still had radiotelegraph capabilities, but they were the few that made it to the China Coast.

These little ships were to fly many of the world's flags over the years. Several were retained under the Canadian flag since the first one was not launched until late 1945 and the last in early 1947. The residents of the Gulf of St. Lawrence area will know OTTAWA MAYSTAR best of all. She was sailing regularly around that area after 1958 as the BRION with call sign VYCF. All those retained by Canadians under the Canadian flag were fitted with radiotelephone only. The B type were 909 gross tons and the C type 300 total deadweight tons, both too small to make radiotelegraph economically feasible in this country.

One of the B-type made a slight ripple in the marine news in 1979. On April 23rd, 1979, OTTAWA PATROL stranded near Posorja while entering Guayaquil, Ecuador, on a voyage from Manta, Ecuador. She was at the time the Panamanian vessel BONBINI with call sign HPAA. But the best of these little ships to we who were in the Canadian Coast Guard was the OTTAWA MAYHILL. She was launched on October 26th, 1946, as the C. P. EDWARDS with call sign CGCP. Mr. Charles Peter Edwards, like so many of our

illustrious government leaders, came from the United Kingdom. He was appointed Superintendent of Wireless Stations in 1909 with the old Department of Marine and Fisheries and was to retire some forty years later as Deputy Minister for Air in the Department of Transport.

*M. E. R. Bouffard, Iles de La Madeleine*

The C Class China Coaster OTTAWA MAYSTAR as the MV BRION with call sign VYCF

## CANADIAN COAST GUARD FLEET

The only ship constructed during the war for what is now called the Canadian Coast Guard was the ERNEST LAPOINTE with call sign CGSZ. She was listed for many years as having limited radiotelegraph capabilities, but I do not know how long she actually carried an operator, perhaps for most of her career. Shortly after the war the Department of Transport fleet was increased by several new ships including three of the Navy's Frigates. At least these three were spared the fate of HMCS PRINCE RUPERT, HMCS DUNVER, and HMCS EASTVIEW, who were stripped and sunk to form a breakwater in Comox Bay, Vancouver Island, British Columbia.

But none of these Frigates was to have the illustrious career HMCS STORMONT was to gain. She became the yacht CHRISTINA, the yacht of Greek shipping magnate Aristotle Onassis. CHRISTINA was registered in Liberia and held Liberian call sign ELLU and was fully equipped with an ITT Mackay installation. She carried a Radio Officer. CHRISTINA was turned over to the Greek Navy on July 12th, 1978. The Greek Navy did nothing with the ship and let her deteriorate. Sometime around the year 2000 another of the Greek shipping magnates, on a similar social level as Aristotle Onassis, gained control of the ship. He gave the ship a two year refit costing fifty million U.S. dollars. When one quotes that amount of money it makes little difference whether it is U.S. or some other currency. The vessel again entered service in July 2002, as one of the world's foremost personal yachts. She was renamed CHRISTINA O. and was registered in Panama this time. She entered service as a charter yacht and available at from 45,000.00 to 65,000.00 U.S. dollars per day depending on the number of people or guests in the charter. HMCS STORMONT was commissioned on November 27th, 1943. Her original conversion to a yacht took place at Kiel, Germany, from 1952 until 1954. One has to wonder how much of STORMONT is left, but one has to admit that it is pretty good for a sixty year old frigate built during the war when the quality of the material was not that good.

After World War II the passenger aircraft replaced the passenger liner for travel across the Atlantic and Pacific Oceans. With the advent of this service good weather forecasting was necessary. Actual weather

observations taken on a regular basis had to be performed from various areas of these oceans in order to make these forecasts.

The world's major political powers came together on this idea and Canada was placed in a position of assisting the United States in manning one of these stations. These stations were strung out at various positions throughout both oceans. Each was assigned a letter for identification purposes. The first half of the alphabet became the Atlantic areas and the second half, Pacific areas. Canada and the United States were to share station B. Since this undertaking became the responsibility of the International Civil Aviation Organization (ICAO) the International Telecommunication Union (ITU) assigned a block of call signs for their use. This block was that section from 4YA to 4YZ.

The Royal Canadian Navy was to supply a ship for this weather station and they assigned the River Class Frigate HMCS ST. STEPHEN. She carried out these duties on a rotational basis with an American Ship from 1947 to 1950. As the weather branch of the Canadian Government was a part of the Air Section of the Department of Transport (D.O.T.), HMCS ST. STEPHEN carried a few weather observers from this organization with her Navy crew. "Spike" Sullivan one of my Dad's Navy buddies, was Chief Gunnery Instructor (G.I.) in ST. STEPHEN at the time. Spike was to be my drill instructor at HMCS GLOUCESTER several years later on the many official guards we were to form for various dignitaries, from the Queen on down the list. One of these guards was the very first attempt at unification of our Armed Forces and I had the honour to be right marker for this guard. Spike had to be one of the best and most colourful G.I.'s the Navy ever created, but that is another story.

After one of the ICAO meetings Canada was given the job of maintaining station P in the North Pacific and relinquished her half share in station B mentioned above. Three of these River Class Frigates were taken over by the Department of Transport and extensively modified for complete D.O.T. crews. One Frigate was the HMCS ST. STEPHEN, a three-year veteran of station B, and naturally all three were assigned D.O.T. call signs.

| | |
|---|---|
| STONE TOWN | CGGP |
| ST. CATHARINES | CGGQ |
| ST. STEPHEN | CGGR |

*Canadian Coast Guard*

ST. CATHARINES

ST. CATHARINES was the first to take up station in December 1950. She and STONE TOWN provided this service for sixteen years. Although ST. STEPHEN had been converted she was never required. The other two provided the service alone leaving ST. STEPHEN as an emergency backup that was never needed.

This organization was called the World Meteorological Organization (WMO) by the 1970's. The WMO still used the 4YA to 4YZ call signs and was assigned an additional block, C7A to C7Z. The only C call sign I heard used in radiotelegraph was C7H. Station 4YH was using C7H for some unknown reason. I do not know why the WMO needed an additional block of call signs. Each station was identified with a letter and this letter was the suffix of the call sign. There were seventeen stations only so one would assume the 4YA to 4YZ calls would have been sufficient. The seventeen ocean stations were:

---

Atlantic Stations:

| | | |
|---|---|---|
| 4YA | 62N 33W | USA & Netherlands |
| 4YB | 56.3N 51W | USA (& Canada until 1950) |
| 4YC | 52.45N 35.3W | USA |
| 4YD | 44N 41W | USA |
| 4YE | 35N 48W | USA |
| 4YH | 36.4N 69.35W | USA |
| 4YI | 59N 19W | Great Britain |
| 4YJ | 52.3N 20W | Great Britain & Netherlands |
| 4YK | 45N 16W | France & Netherlands |
| 4YM | 66N 2E | Norway |

Pacific Stations:

| | | |
|---|---|---|
| 4YN | 32.3N 135W | USA |
| 4YP | 50N 145W | Canada |
| 4YQ | 43N 167W | USA |
| 4YS | 48N 162E | USA |
| 4YU | 27.4N 145W | USA |
| 4YV | 31N 164E | USA |
| 4YX | 39N 153E | Japan |

The United States built 98 ships from the plans of the River Class Frigates and called them Patrol Frigates. They were naval ships as in USS but they had U.S. Coast Guard crews. As a matter of fact the first two, PF1 ASHEVILLE and PF2 NATCHEZ were built in Canada. Some of these Patrol Frigates were used as weather vessels during the war. Many vessels assigned these ocean stations after the war were these former Patrol Frigates.

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*Public Archives Canada HS-0410-16*

HMCS MONTREAL's Radar Room February 7th, 1944

Barry Hastings was one of the Radio Officers in the three former Frigates on station P. He describes the Radar equipment better than I can. "The Radar equipment in HMCS MONTREAL was similar to our 277Q Radar on board the River Class Frigates ST. CAHTERINES and STONE TOWN, which manned 4YP for many years. (Possibly the identical Radar because Barry did not see the photograph reproduced here.) These Radar were British made as I recall from the description of the photograph and would appear that the operator sat in a chair thusly:-

O – Cathode Ray Tube

Antennae Vertical – O Control

O – Antennae Horizontal Control

X

Radio Officer

Thus, operators right hand control would operate the radar sweep, i.e. turn wheel to right, antenna turns clockwise, return to centre position and antenna stops, turn to left and antenna rotates counter clockwise.

Suppose we are "scanning" in a clockwise direction, (surface scan for warship targets) – target appears, turn wheel to centre and then left – swings radar back through target, jostle the antenna back and forth until an "eyeball" centre of target is obtained. This can be refined by adjusting the left-hand elevation wheel slightly.

The elevation wheel is "just a crank" which raises or lowers the antenna azimuth angle. Thus if doing an aerial sweep – aircraft target located, able to again centre the sweep on the target, then by using left hand elevation adjustments, and horizontal "left-centre stop-right" adjustments one can track an aircraft – but this really gets tricky. We used to do aircraft plots on these rigs while on "station-4YP" and we got pretty good at it. Talking of prop jobs – distance generally 80 nautical miles, but I did one at 95 nautical miles – just got a spot on him – quick bearing distance and that was all. Good long target, get several bearings, distance, etc. – could get a ground speed and track.

That's brief description – hope makes some sense. Mayhaps you remember I met you when you were in Vancouver on the BOUNTY. Split a couple of drinks in your cabin."

Well, we will not go into any great detail on that last sentence Barry, but we did manage a fair amount of public relations work for the movie Mutiny on the Bounty in that old cabin in BOUNTY. The most impressive visitor we had while in Vancouver was the late W. A. C. Bennett, at that time Premier of the province of British Columbia. Mr. Bennett came into the cabin and sat in my bunk while we shared a few yarns. Most enjoyable, but because he was a teetotaller we never got around to tapping the jug of joy juice I kept under the head of my bunk for that purpose.

Those who communicated with these River Class Frigates will remember them best by the call sign 4YP used while on station, which was nine hundred miles from Vancouver, as Barry mentions. They provided a radio beacon for navigation for both, ships and aircraft, the original weather observing duties, plus communications for ships and aircraft acting as a rescue vessel if necessary. Since two managed to carry out the duties without having to use the reserve ship it has to say something for the rugged construction of these Frigates.

*Canadian Coast Guard*

This is the CCGS STONE TOWN outboard of the CCGS ST. STEPHEN at their British Columbia Berth. You can see the result of the cannibalization of ST. STEPEHN in that her radar antenna is missing from the masthead.

I hope to learn the operation of the beacons on these vessels some day. They apparently keyed the location of the vessel in the identification of the beacon as to whether they were on station or within a certain position of the on station position. Just how they keyed these beacons to transmit this information would be most interesting.

These three Frigates were to be replaced by two new ships in 1967 that were specially built for the task. These two lasted until 1981 when the ocean station was terminated. All the ocean stations have been terminated.

| | |
|---|---|
| VANCOUVER | CGBR |
| QUADRA | CGDN |

I remember the three old Frigates on this station while in the Pacific in 1962. One of the Radio Officers had Amateur Station VE0MC on board which I contacted from my station VE0MO. But the incident I remember most from those weather stations was 4YM. The BOUNTY, the sailing ship I was in at the time, had call sign VYFM. The BOUNTY's Radio Station was the best station I sailed in. It was American, the RCA 5U Unit, and the fact it was in my cabin on the ship for lack of space. This way I could have the main receiver tuned in while off duty if I wanted. I could actually lie in my bunk while on watch and one evening, having finished for the day with nothing more than a few minutes of monitoring left for log entries on 500 kHz, I climbed into my bunk and read a magazine while doing same. When it came time to sign off for the day, I did this in the Log (Process Verbal, the old hand written variety mandatory in merchant ships of Canada and Britain for years). I tossed the log over on the operating desk and since all was quiet on 500

kHz left the receiver as was. I was using a head set because I was located among the cabins of the other officers, so just pushed this head set to the side of the bunk. Since the letter V is three dots and one dah and the figure 4 is four dots and one dah, they sound a lot alike. I awoke in the middle of the night trying to figure out who was calling me (VYFM) to learn someone near was calling 4YM. Needless to say I turned the receiver off after that.

The Department of Transport fleet was gradually increased and those that were acquired during this period, and are no longer part of the fleet, were:

| | |
|---|---|
| C. D. HOWE | CGSS |
| AUK | CG2054 |
| EIDER | CG2087 |
| GANNET | CG2055 |
| MARMOT | CG2147 |
| MINK | CG2148 |
| NANOOK | CG2056 |
| PUFFIN | VC2924 |
| RAVEN | VC2925 |
| SKUA | CGGD |

*Canadian Coast Guard*

C. D. HOWE call sign CGSS

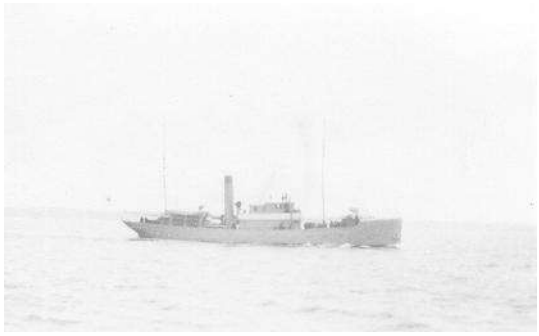
The C. D. HOWE was a northern supply ship built especially for the Department. The only photograph I found of her radio room did not reproduce well enough to publish. Her radio room was fitted with the Mackay unit that is described elsewhere on these pages. The C. D. HOWE was named for the long standing Minister of Transport, the one who took a special interest in the country's radio stations and took this section with him from one Department to another throughout his career as a Federal Government Minister.

The remaining vessels of the above list were former military landing craft of various types built during the war. As can be seen from the call signs issued to these vessels it is another classic example of the mess made in allotting our call signs. The NANOOK at one time carried a radio operator. She used the CG2056 call sign as a radiotelegraph call sign and used it on 500 kHz, and that must have been most frustrating. You could easily understand this if we were trying to assist the ITU by claiming only a certain portion of

the international call blocks, but we had sufficient blocks for years to ensure each of our vessels had a four letter call sign. The NANOOK was built in the United Kingdom in 1946 as a landing craft. She was converted in 1960 as an accommodation vessel and probably the reason for the radio operator and the radiotelegraph station. NARWHAL with call sign CGBP replaced NANOOK in 1963. Both vessels were to provide accommodation for northern crews in handling the annual freight runs to the high arctic. Both vessels made a few trips north only. I believe the NARWHAL made one only and then the government turned this service over to private enterprise and the service was handled by private companies. The two ships remained with the federal government under the Canadian Coast Guard. NANOOK was sold in 1965. These Landing Craft were good ships in which to sail. Captain Robert E. Doucette was master of SKUA for awhile. When these Landing Craft came back from the arctic it was customary for them to hitch a tow from one of the larger ships. He told me that one time they were towed back by the NARWHAL and hit some weather on the way back around the Hudson Strait. He said they were riding so well through this storm that they set up the movie projector and were watching movies, while the crew in NARWHAL were taking quite a beating to the point some of the seasoned seamen, including the Radio Officer were seasick.

There have been many ships over the years in the fleet now known as the Canadian Coast Guard fleet. Some of them were with the Department of Fisheries and the Department of Fisheries is now part of the Coast Guard fleet or the Coast Guard fleet is part of the Department of Fisheries. The choice is yours. Here are the ones that carried a Radio Officer and used to work in radiotelegraph. The year is the year they were built or entered service.

| | | |
|---|---|---|
| VDG | ABERDEEN (1894) | Lighthouse Supply and buoy vessel based at Saint John, New Brunswick. |
| CGCB | ACADIA (1913) | now located at the Maritime Museum of the Atlantic at Halifax. |
| CGDQ | ALERT (1969) | a rescue vessel based at Dartmouth. |
| CGAH | ANN HARVEY (1987) | a buoy vessel based at St. John's, Newfoundland. |
| CGSP | ARANMORE (1914) | Lighthouse Supply vessel based at Halifax, Nova Scotia. |
| VDM | ARCTIC (1904) | Arctic Supply Vessel based at Quebec City, Quebec. |



*Warren E. Hagar*

This is CGS ARLEUX with call sign CGFX in 1926.

| | | |
|---|---|---|
| CGFX | ARLEUX (1919) | Fisheries Cruiser based at Halifax, Nova Scotia. |
| CGFD | ARRAS (1919) | a sister of ARLEUX based at Halifax, Nova Scotia. |
| CGBD | A. T. CAMERON (1958) | a Fisheries Research Vessel based at St. John's, Newfoundland. |
| CGCL | BAFFIN (1956) | a Research Vessel at the Bedford Institute at Dartmouth, Nova Scotia. |

| | | |
|---|---|---|
| CGFB | BRANT (1928) | Lighthouse Supply and buoy vessel based at Dartmouth, Nova Scotia. |
| CGCW | CAMSELL (1959) | Icebreaker, Lighthouse Supply and buoy vessel based on the West Coast |
| VDC | CANADA (1904) | Fisheries Cruiser based at Halifax, Nova Scotia. |
| VCBT | CAPE ROGER (1977) | a Fisheries Patrol Vessel based at St. John's, Newfoundland. |
| CGFP | CARTIER (1919) | Survey Vessel based at Charlottetown, Prince Edward Island. |
| CGSS | C. D. HOWE (1950) | Northern Supply Vessel based at Halifax, Nova Scotia. |
| CGSC | CHESTERFIELD (1928) | a Lighthouse Supply and buoy vessel based at Quebec City, Quebec. |
| CGFR | CYGNUS (1945) | a Fisheries Patrol Vessel based at Halifax, Nova Scotia. |
| CGBV | DAWSON (1967) | a Research Vessel with the Bedford Institute at Dartmouth, Nova Scotia. |
| CGDX | DES GROSEILLIERS (1982) | a Heavy Icebreaker based at Quebec City, Quebec. |
| CGSM | D'IBERVILLE (1952) | Icebreaker based at Quebec City, Quebec. The world's largest icebreaker when new |

*Warren E. Hagar*

This is CGS DOLLARD with call sign CGSD in 1925.

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| | | |
|---|---|---|
| CGSD | DOLLARD (1913) | Lighthouse Supply and Buoy Vessel based at Saint John, New Brunswick. |
| CGSW | DRUID (1902) | Lighthouse Supply and Buoy Vessel based on the Great Lakes. |
| VDI | EARL GREY (1909) | Icebreaker passenger steamer for Prince Edward Island Ferry Service until sold to Russia. Her final name was FEDOR LIDTKE with call sign UNYZ. Her wheelhouse and radio shack, are held in the Maritime Museum at Moscow. |
| CGSW | EDWARD CORNWALLIS (1949) | a Lighthouse Supply and buoy vessel based at Dartmouth, Nova Scotia. |

| | | |
|---|---|---|
| CGSZ | ERNEST LAPOINTE (1940) | Icebreaker based at Quebec City, Quebec. |
| CGST | ESTEVAN (1912) | a Lighthouse Supply and buoy vessel based on the West Coast. |
| CGSP | FRANKLIN (1939) | a Lighthouse Supply vessel believed based at Quebec City, Quebec. |
| CGBQ | G. B. REED (1962) | a Fisheries Research vessel based on the West Coast. |
| CGCX | GEORGE R. PEARKS (1986) | a Heavy Icebreaker based on the West Coast. |
| CGFB | GIVENCHY (1918) | a Fisheries Patrol vessel believed based on the West Coast. |
| CGHL | HENRY LARSEN (1986) | a Heavy Icebreaker based at Dartmouth, Nova Scotia. |
| CGDG | HUDSON (1963) | a Research vessel with the Bedford Institute at Dartmouth, Nova Scotia HUDSON was the first vessel to circumnavigate both the North and South American continents. |
| CGBT | J. E. BERNIER (1967) | Icebreaker, Lighthouse Supply and buoy vessel based at Quebec City, Quebec. |
| CGBK | JOHN A. MACDONALD (1960) | a Heavy Icebreaker based at Dartmouth, Nova Scotia. |
| CGDJ | JOHN CABOT (1965) | the world's largest icebreaker cable repair ship for many years Based at St. John's, Newfoundland |
| CGCK | KAPUSKASING (1944) | a Research vessel with the Bedford Institute at Dartmouth, Nova Scotia |
| CGGM | LABRADOR (1957) | a Heavy Icebreaker based at Dartmouth, Nova Scotia. |

*Anthony Congdon*

CCGS LABRADOR in drydock 1978. Her radio shack can be seen just above the windows to her bridge. A pipe with a small can fastened to a line was used for passing messages between the bridge and the radio room.

*Anthony Congdon*

This is Radio Officer Rick Falvey VE1HA on duty in LABRADOR's radio room 1978

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CGSY LADY GREY (1906) Icebreaker based at Quebec City, Quebec.

CGSL LADY LAURIER (1902) a Lighthouse Supply and Buoy Vessel based at Halifax, Nova Scotia.

*Warren E. Hagar*

This is the CGS LAURENTIAN with call sign CGSQ in 1926.

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CGSQ LAURENTIAN (1917) a Lighthouse Supply and buoy vessel believed based at Quebec City, Quebec.

VGLS LORD STRATHCONA (1902) a Salvage Steamer based at Quebec City, Quebec.

CGBN LOUIS S. ST. LAURENT (1967) a Heavy Icebreaker based at Dartmouth, Nova Scotia, and the first Canadian ship to reach the North Pole in August 1994.

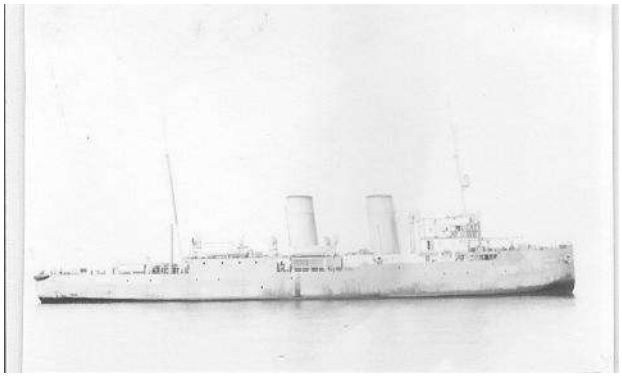
CGFM MALASPINA (1920) a Fisheries Patrol vessel

CGCC MARTHA L. BLACK (1985) a Heavy Icebreaker based on the West Coast.

CGBG MIKULA (1959) this was the last LURCHER LIGHTSHIP No. 4 with call sign VGA and is now a training vessel for the Coast Guard Engineering and Navigation Officer Cadet's at the Point Edward, Nova Scotia Coast Guard College.

*Warren E. Hagar*

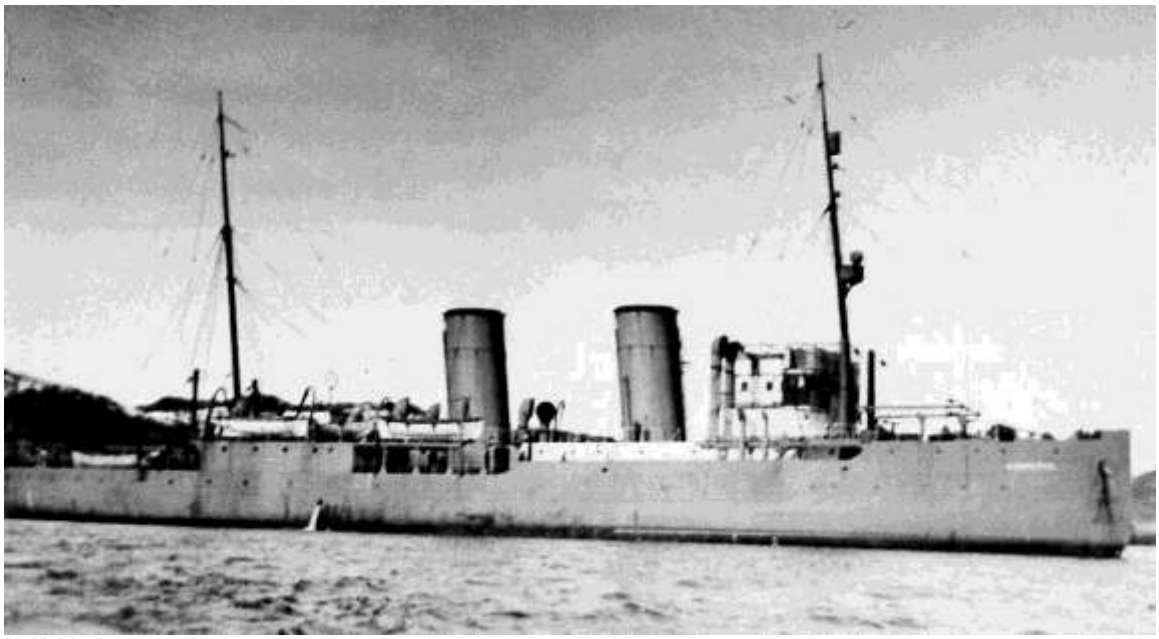
This is the Lurcher Lightship No. 14 in 1925 call sign VGA



*Warren E. Hagar*

This is CGS MIKULA with call sign CGSZ in 1927.

CGSZ MIKULA (1923) an Icebreaker built as the J. D. HAZEN and sold to Russia as the MIKULA SELEANINOVITCH and when she returned her name was shortened although still affectionately known as the "*MIKULA SON OF A BITCH*". Believed based at Quebec City, Quebec



*H. H. MacLean*

This is the first MIKULA that served as a St. Lawrence Icebreaker until 1937 with call sign CGSZ. Note the radio direction finder loop antenna fitted on the deckhead of the radio shack back towards MIKULA's stern.

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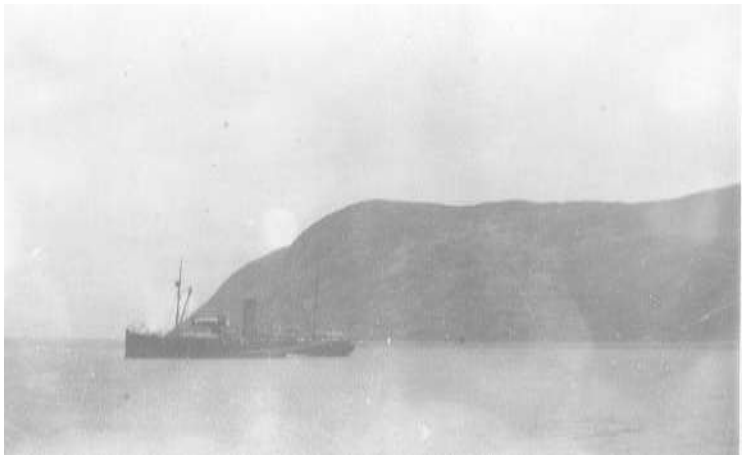
CGSM MONTCALM (1904) an Icebreaker based at Quebec City, Quebec.



*Warren E. Hagar*

This is CGS MONTCALM with call sign CGSM in the Hudson Strait in 1928.

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CGBB MONTCALM (1957) an Icebreaker based at Quebec City, Quebec.

VDK MONTMAGNY (1909) Lighthouse Supply and Buoy Vessel based at Quebec City, Quebec.

CGSF MURRAY STEWART (1922) Marine Agency Tender based on the Great Lakes.

CGBP NARWHAL (1963) a Northern Supply Vessel based at Dartmouth, Nova Scotia.

CGSN N. B. MCLEAN (1930) an Icebreaker based at Quebec City, Quebec

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*Canadian Coast Guard*

N. B. MCLEAN

CGFK NEWINGTON (1908) a Lighthouse Supply and Buoy vessel based on the West Coast.

CGBZ NORMAN MCLEOD ROGERS (1969) an Icebreaker, Supply and buoy vessel based at Quebec City, Quebec.

CGSB PIERRE RADISSON (1978) a Heavy Icebreaker based at Quebec City, Quebec.

VDM QUADRA (1890) Lighthouse Supply and Buoy Vessel based on the West Coast.

CGDN QUADRA (1967) a Weather Ship based at Ocean Station "P".

CGGQ ST. CATHERINES (1950) a Weather Ship based at Ocean Station "P".

CGSV ST. HELIERS (1930) a Lighthouse Supply and Buoy Vessel

CGGR ST. STEPHEN (1950) a Weather Ship based at Ocean Station "P".

CGSG SAFEGUARDER (1929) a Lighthouse Supply and Buoy Vessel

CGFS SAUREL (1929) an Icebreaker based at Charlottetown, Prince Edward Island.

VDS SIMCOE (1909) a Lighthouse Supply and Buoy Vessel based on the Great Lakes.

CGSJ SIMON FRASER (1959) a Light Icebreaker, Supply and buoy vessel based at Quebec City, Quebec, for most of her career. SIMON FRASER made a

circumnavigation around the North American continent for the Royal Canadian Mounted Police in 2000. She was decommissioned by the Coast Guard on March 31st, 2003, and sold by Ottawa for $251,000.00. She and her twin sister TUPPER were alongside the provincial government wharf at Woodside, Nova Scotia, in January 2006. They both had been sold to Exploration Commercial Charter Yachts of Livorno, Italy, and were getting ready to sail over to Livorno to be converted into luxury yachts for adventure cruising. I have no knowledge of her having been renamed before going to Livorno.

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| CGGN | SIR HUMPHREY GILBERT (1959) | an Icebreaker based at St. John's, Newfoundland. |
| CGDT | SIR JOHN FRANKLIN (1978) | a Heavy Icebreaker based at St. John's, Newfoundland. |
| CGJK | SIR WILFRED LAURIER (1986) | Icebreaker, Supply and Buoy Vessel based at Quebec City, Quebec. |
| CGGF | SIR WILLIAM ALEXANDER (1959) | Icebreaker, Supply and Buoy vessel bast at Dartmouth, Nova Scotia |
| CGGP | STONE TOWN (1950) | a Weather Ship based at Ocean Station "P". |
| CGBL | THOMAS CARLETON (1960) | Icebreaker, Supply and Buoy vessel based at Saint John, New Brunswick. |
| CGCV | TUPPER (1959) | a Light Icebreaker, Buoy vessel based at Charlottetown, Prince Edward Island - TUPPER was decommissioned November 30th, 1999, and was sold by Ottawa for $199,969.00. She was renamed LI34ND until sold to Exploration Commercial Charter Yachts of Livorno, Italy. She and her twin sister SIMON FRASER were alongside the provincial government wharf at Woodside, Nova Scotia, getting ready to sail to Livorno for conversion to a luxury yacht for adventure cruising. She had already been renamed CARUSO. |
| CGBR | VANCOUVER (1967) | a Weather Ship based at Ocean Station "P". |
| CGCJ | WALTER E. FOSTER (1954) | a Lighthouse Supply Vessel based at Saint John, New Brunswick. |
| CGFQ | WM. J. STEWART (1932) | a Survey Vessel |
| CGCT | WOLFE (1959) | a Medium Icebreaker based at Charlottetown, Prince Edward Island. |

*M. S. "Mitch" Roscoe*

This is the Canadian Coast Guard Ship EDWARD CORNWALLIS with international call sign CGJV on May 4th, 2003. At this time they have several classes of vessel or in other words they built several copies from a few different plans. One has to wonder why her helicopter hanger is extended and that is a good view of one extended if nothing else. She is in the approaches to Halifax Harbour so any helicopter activity would simply be touch and go. There is no reason for her to have one in the hanger. There is no radio room fitted in these vessels. No doubt all their communications is via Satellite Communications and VHF Radio.