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

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Radioman Special Royal Canadian Navy 1956-1961

Graduate Radio College of Canada, Toronto

Graduate National Radio Institute, Washington

First Class Certificate of Proficiency in Radio # 6-108

Coast Guard Radiotelegraph Operators Certificate # 054

Amateur Radio Station VE1BC

THE RADIO SHACK

Naturally the first ships fitted with wireless were never designed to accommodate these units, so the first sets were housed in shacks along with the operators bunk in some convenient place on the ship. Often it was a wooden shack constructed on the boat deck. This remained the practice for some years, even after ships were designed to carry these operators. Possibly the noise factor involved with the operator carrying out his duties dictated this practice of isolating the operator and his equipment. It must have been a good system, at least one I would approve and then I could make all the noise I wanted without having to worry about disturbing the other crewmembers, especially those off watch and trying to sleep.

The Canadian government gets more years out of a ship than any other organization that I know. Many ships have lasted as long, but none to my knowledge were ever delivered as new vessels to one who became the final owner. Because of this, several of these Canadian government ships at least started their career with an actual Radio Shack. The heavy icebreaker N. B. MCLEAN is a very good example. She lasted for over fifty years and when built had her Radio Shack mounted on the upper deck back towards her stern. This was made more conspicuous from the direction finder loop antenna mounted on the roof. During a refit this shack was removed and a radio room was fitted in the main superstructure just behind the bridge. When we were told that the Canadian Coast Guard intended to open their ships to female crewmembers, we were told that the N. B. MCLEAN was to receive a refit costing seven million dollars for that purpose. Larger toilet seats were the only item any of us could think of, and at that price they must have been lined with mink fur. These old ships last forever because the government is an expert at spending four million in order to save two million dollars.

One of the last ships fitted with a Radio Shack was CCGS LABRADOR with call sign CGGM. Her last Radio Room was a steel shack on the top of the wheelhouse, a location that is better known by its proper term "Monkey Island". LABRADOR spent many years in the Canadian Government service and was a sister of the United States Coast Guard Wind Class Icebreakers that I described earlier with the naval vessels. LABRADOR's last Radio Room came about because of government shuffling rather than for any distinct reason. The shack happened to be there and was used for another purpose by the Navy. When the Department of Transport took over, the powers that be felt it the best location for the Radio Room. When the Navy had LABRADOR she not only had call sign CGVM, but many radio rooms throughout her superstructure, as did all warships. But from these exterior or first shacks we now have another well-known term, Radio Shack and one large electronics firm used this as their company name until changing it to Source here in Canada.

THE COLLECTIVE CALL SIGN

The collective call sign became popular back in the late 1920's. For example KRMC meant any ship radio station operated by RCA Communications Inc. This meant that any station that wanted to send a message to all ships fitted with RCA stations, listed this call sign on their traffic lists and then would broadcast the message at either scheduled times or right after their traffic list. It also meant that anyone who wanted to

contact one of these stations could do so simply by calling that call sign on a calling frequency. Canada assigned certain call signs for this purpose. The first Canadian Collective Call Signs appeared in the first International Telecommunication Union List of Ship Radio Stations in the early 1930's.

The Canadian Collective Call Signs:

- CGCG Any or all Canadian Coast Guard Ships
- CGMP Any or all Royal Canadian Mounted Police Ships
- CGNS Any or all Royal Canadian Navy Ships
- VCMS Any ship station operated by Canadian Marconi Company
- VCPR Any ship station of Canadian Pacific Railway
- VCQP Gulf of St. Lawrence Ice Patrol Vessel
(VCQP was the only Canadian Collective Call Sign listed during World War II)
- VCSS Any ship owned by Imperial Oil Limited
- VDDD Any Canadian Merchant Vessel
- VGGG All Canadian Merchant Vessels
- VXMC Any or all Royal Canadian Air Force Marine Craft

These Canadian collective call signs did not work very well because they made too much sense. The Navy used their CGNS call sign continuously. The Coast Guard CGCG call sign was a complete waste of time. I do not believe the CGMP call sign was ever used unless it was on their radio circuits. VCMS, VCPR, and VCSS may have been used just before and just after World War II. The VXMC collective call sign did not appear in the International Telecommunication Union Publications. The Air Force Marine Craft were in the International Telecommunication Union Publications for a short time after World War II only. The VXMC collective call sign may have been used on their radio circuits. I had no knowledge of the VXMC call sign until after I retired and found it listed in a 1946 listing. I heard several foreign ships call the VCQP call sign when they wanted ice information but each time one of the Canadian Coast Stations provided the service. I did not hear a ship use this VCQP call sign as though it were assigned this call sign.

The big advantage of these collective call signs was in contacting a ship within one of these fleets. For example if you wanted to contact a Mounted Police vessel for any reason all you had to do was call CGMP on 500 kHz. One of their ships should have answered you and either handled your communications or put you in contact with the proper ship or radio station. The British had a number of these collective call signs and like so many other nations used them regularly. The last time I heard the VDDD call a German ship sent it on 500 kHz. At the time I was in a British ship but since it was more Canadian than British decided to answer if another ship did not. Dave Vail, Radio Officer in the ferry BLUENOSE with call sign VDND heard him and answered; a Canadian operator sailing in a German ship who wanted a little chat with someone from home.

THE ROYAL CANADIAN AIR FORCE FLEET

VXMC = ANY OR ALL ROYAL CANADIAN AIR FORCE MARINE CRAFT

The VXMC Collective Call Sign was listed in 1946 and it did not appear in the International Telecommunication Union Publications. I do not know if any use was made of this call sign.

The Royal Canadian Air Force had a navy that started operations in 1935 as the Marine Section and then Marine Squadrons. Some of their vessels entered service in 1928 so I feel confident they had boats of various descriptions when the Royal Canadian Air Force was created in 1924. This was a fleet to assist in the operation of their flying boats, to act as a fast search and rescue service for downed aircraft and a fleet of supply vessels to service their various bases around the coasts. The air force treated their vessels a lot like they treated their aircraft. Their aircraft had registrations they used for identification and the various crews often gave their aircraft a distinctive name that was treated more or less as graffiti. All air force marine craft were given a pendant number that commenced with the letter M and the biggest percentage were small dories, scows, barges, workboats, canoes and similar small vessels. The numbers that have been found go from M-1 to M-1011 inclusive.

The larger RCAF craft, the ones fitted with an engine, often carried three crewmembers, one a skipper, one an engineer and the other a radio operator. This was often the crew in one of their aircraft so the marine craft were treated the same. There were a few large supply vessels and several of these made some interesting voyages. There were several high-speed motor launches called Crash Boats and some of these were capable of over forty knots in speed.

Nearly everything transmitted in radiotelegraph during World War II was done in a coded form. One favourite system used during this war by the various military organizations to ensure radio silence by the mobile stations was the use of two coast or ground stations. One station would call another and pass a message. On receipt of this message the station receiving would retransmit it back to the transmitting station. This would not only ensure accuracy on the receiving station's part but would give any station monitoring this traffic, two chances of obtaining a solid copy. This was the practice with the marine vessels and aircraft of the Royal Canadian Air Force. They had two stations on the East Coast, one at Dartmouth, Nova Scotia, and the other at Botwood, Newfoundland. Dartmouth used call sign 7AW and Botwood H7H, at least during a portion of the war. All their ships and aircraft used a frequency of 6666 kilohertz during the day and 3333 kilohertz at night. Their operators managed to work Bella Bella, British Columbia on 6666 kilohertz from Botwood on occasion.

These Coast or Land Station Radio Operators monitored three frequencies continuously, one frequency in the left earpiece and another in the right of their headset, and the third on speaker. They could switch these frequencies around so that they had one frequency only in their headset. I have been unable to identify the third frequency. Some of the land station operators were WD's. A WD was a girl from the Women's Division of the Royal Canadian Air Force.

Geoff D. Pilborough wrote two histories of the RCAF Marine Squadrons, volume one and volume two. Volume one is ISBN 1 898875 11 1 and volume two is ISBN 1 898875 17 0. I will refer to these two publications throughout this exercise as volume one or volume two. Anyone with any interest in this fleet would enjoy these two books. The other book I mention is "Canadian Warship Names" by David J. Freeman ISBN 1-55125-048-9 and this book is most interesting. I have spent many hours lost in the pages of all three books.

LCdr B. H. Taylor has done a lot of research on this fleet and has been very helpful in sharing this research with me. He has actually gone over my early effort with this fleet that was mainly what I had copied from Mr. Pilborough, LCdr Freeman, what I found within the International Telecommunication Union Publications, the Janap Lists and an old navy list of call signs.

On page 18 of volume one Mr. Pilborough states that a decision was made to install RCAF radio stations at Cartwright, Northwest River, Hopedale and Hebron in Labrador and Canada Bay, Newfoundland in 1941. The material, supplies and crews to construct these stations was delivered with RCAF M.302 ARISTOCRAT, RCAF M.361 OK SERVICE V and the CGS MONTCALM with international call sign CGSM. The crews in these ships helped construct these stations and the ships were used to house the construction crews while building these stations. When the building was completed a small number of WOG's (Wireless Operator-Ground) were left to operate the stations. In October 1941 the RCAF M.361 OK SERVICE V went back to these stations and brought the operators out to Goose Bay and Halifax for the winter. I have no further information on these stations but they sound like they would be mainly for the RCAF Marine Squadron vessels.

The same radio station fitted in the Catalina aircraft was also fitted in some of these vessels. The Catalina aircraft was the same PBV aircraft as the Canso except it had no wheels and was therefore restricted to the water, a true flying boat. This radio station was a separate receiver and transmitter built by Northern Electric. The receiver was a general coverage version known as an AR1. The transmitter was two channel or frequencies only, 3333 kilohertz and 6666 kilohertz, known as an AT1. The AT3 two channel transmitter and the AR88 general coverage receiver were old friends from the Radio Corporation of America (RCA) back in the 1950's. There must be some connection since they have the same AT and AR prefix. Some of the air force vessels at least some of the crash boats had Collins radio equipment. The radio equipment

manufactured by Art Collins' company in the United States was considered the very best available. A photograph can be seen of one of these stations between pages 42 and 43 in volume two. The air force did not train their Marine Squadron radio operators. They were graduates of the various civilian radio schools around Canada and had to pass the code at 12 words per minute. The air force paid for this course on completion.

The RCAF had some seamanship and engineer training at their base in Dartmouth, Nova Scotia but their crews held the regular government certificates of proficiency from the civilian schools around Canada for their larger vessels. Some of their engineers actually had courses with some of the companies that manufactured some of the engines in their vessels. Some of the gasoline engines in use in these vessels were the same engines used in some of the aircraft in service at the time. I know one engineer who actually served with the vessels for awhile and then with one of the aircraft fighter squadrons. The RCAF base in Dartmouth ran some boat building courses and they did major maintenance on all their small vessels including the high speed crash boats at that location.

There was an RCAF Manual for Seaman but none of the crewmembers that I know knew this. This was 'Manual for Seamen' H.Q. 570 – 43H 100 – JAN – 44. It is a most interesting document and has a photograph of the various Marine Craft.

I found the naming of the RCAF Marine Craft interesting. According to a memorandum dated September 17th, 1940 The Honourable Minister for Air gave permission for Marine Craft to be named in addition to numbering. The 36 foot to 50 foot boats were to be named after birds. Looking up the description of each bird these vessels are named for is a complete education in itself. I did not realize there were so many ducks, sandpipers, and so on. These water birds were a most appropriate name for these vessels although there had to be some confusion with various aircraft that were named for water birds at the same time. The 50 foot to 70 foot boats were to be named for Canadian lakes such as Lake Huron, Lake Erie and so on. The boats 70 foot and up were to be named for Indian tribes such as Mohawk, Micmac and so on. Another memorandum dated September 19th, 1940 suggested names for water birds, lakes and Indian tribes and it was suggested that the word Lake was to be dropped from the name. Simply making it Huron rather than Lake Huron and so on. RCAF HURON was named for the first nation Indian tribe and not the lake of the same name.

The air force marine craft call signs I managed to find were all right after World War II and they all had a VX prefix. I also found some radiotelephone call codes for these marine craft in an old Joint Army Navy Air Force Publication better known by the acronym Janap.

The Janap Lists, the International Telecommunication Union List of Ship Stations and the old navy list I found, list these RCAF Marine Craft by name and do not have their "M" pendant number. LCdr Taylor states the official name for an RCAF Marine Craft was "M" then the number followed by the name such as M.157 HERON. He stated the "M" number and the name were always quoted in official correspondence and the few vessels that were registered with the Department of Transport were named this way and he suggested I do the same with this list.

This is simply another example of the reason I became interested in this history in the first place. I will never understand why we had so much confusion with such things. If the official name was M.396 KINGFISHER it should have been listed this way in the Janap Lists, the International Telecommunication Union Lists and that old navy list. KINGFISHER was the reason I became interested in this RCAF Marine Craft fleet. I was trying to find HMCS KINGFISHER and I kept finding a Canadian Warship KINGFISHER listed with, to me at the time, an odd ball VXCP call sign. I had been in the habit of communicating with Canadian fishing and merchant vessels using a four letter call sign with the VX prefix.

A warship is listed in the International Telecommunication Union publications by name followed by crossed swords indicating a warship. There is very little detail except the nationality of the vessel and call sign with these warship entries. Whereas a merchant ship is listed with the full radio detail including frequencies, the radio authority operating the station such as Marconi, and if the ship is fitted with radar and radio direction finding equipment. Even the charges for sending a message to the ship are included.

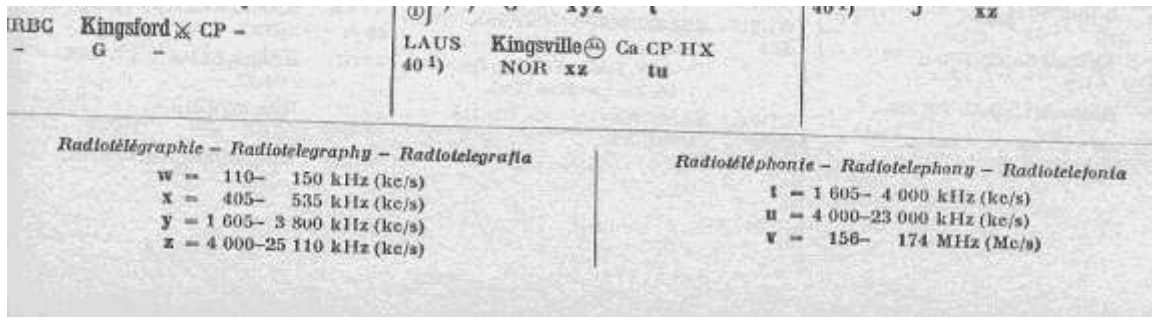
Various vessels will be listed with one or two letters to indicate a Government Vessel, Icebreaker, Fishing Vessel, Tug and so on. Therefore, KINGFISHER is listed in the International Telecommunication Union Lists with the letters CAN to indicate Canada, the VXCP call sign and the crossed swords only. VX is a Canadian call sign prefix and therefore indicates the country in which that vessel is registered also.

I found RCAF KINGFISHER and HMCS KINGFISHER listed in the same issue of the International Telecommunication Union List of Ship Stations, along with all the other vessels around the world with the KINGFISHER name. The difference between the two Canadian listings was simply the call sign only. HMCS KINGFISHER was assigned the CGKK call sign. This was the 1959 List of Ship Stations and the last time the Canadian military ships were listed in this publication. I purchased a lot of the records from the International Telecommunication Union in micro fiche diazo form, but I cannot figure out how to transfer these to this document via my scanner.

Kin		— 289 —	
MYCR 20 } 8) ① } 8)	Kingennie (2) Ca CP HX G tv	GSVU 20 } 5) ① } 5)	Kingsnorth Fisher (2) Ca CP HX G x tv
HPTF 40 } 185)	King Fish Ca CP H8 PNR tu	WDYU 40 } 4) ① } 4)	Kings Point [1] (2) Ca CP H8 USA xyz
MAOP	Kingfisher/MAOP ✕ CP - G -	GFZE 40 } 8) ① } 8)	Kings Reach (2) Ca CP H8 G xz v
VCJV 40 } 3)	Kingfisher/VGJV Ca CV H24 CAN tu	LAWR 40 } 1) ① } 1)	Kings Star (2) Ca CR HX NOR t
WR2643 ① * ① *	Kingfisher/WR2643 CP HX USA tu * Bing Crosby Enterprises, 9028 Sunset Boulevard, Los Angeles (Cal).	GVTW 20 } 10) ① } 10)	Kingston (2) Ca CP H8 G x tv
ZEOH 40 } 11)	Kingford Ca CP H8 HKG xz t	GGPW 20 } 5) 22) ① } 5) 22)	Kingston Almandine (2) Ca CP G xyz t [HX]
GWTW 40 } 8) ① } 8)	King George (2) Ca CP H8 G xz v	GHJR 20 } 1) ① } 1)	Kingston Amber (2) Ca CP HX

This is a portion of the top of page 289 of the International Telecommunication Union List of Ship Stations 7th edition – December 1966. Unfortunately this is the only copy I have that I can scan and use here. As you can see there are 3 KINGFISHER's and because there are more than one each is shown with the oblique stroke and their call sign. MAOP is the call sign of the top listing and the G indicates it is in the United Kingdom. In other words it is HMS KINGFISHER. The crossed swords indicate it is a warship and the CP indicates that this ship's radio station is open to public correspondence. The Canadian military ships did not have the CP or any other designation and the only other detail they displayed was code 2) stating their accounts were handled by the Telecommunications Branch of the Department of Transport in Ottawa, Ontario.

The second KINGFISHER on the list is a Canadian vessel that belonged to Nipigon Lake Timber Company Limited at Port Arthur, Ontario. Fort William and Port Arthur were combined years ago and became the city of Thunder Bay. The call sign of this KINGFISHER is VCJV, the Ca states it is a Cargo Ship, the CV states that the Radio Station is open exclusively to correspondence of a private agency and the H24 states the Radio Station is open 24 hours or continuous while the ship is at sea. The 40 is the basic ship station charge per word in centimes of gold-francs for a radiotelegram. The 3) states that the ship's radio station accounts are handled by the Canadian Marconi Company in Montreal. The tu states the radio frequencies in use by the radio station per the chart located at the bottom of page 289 and reproduced below.



As you can see the Canadian Cargo Ship KINGFISHER is fitted with Radiotelephone only, both medium and high frequencies. These frequencies would be AM or Audio Modulated.

The next KINGFISHER on the list as can be seen is owned by Bing Crosby and is an American ship with a radiotelephone call sign, WR2643. This was probably Bing's yacht. The reason it is listed this way with the * and his company address is that any radio charges are to be billed direct to that address. The HX states the radio station has no specific hours of operation. I will not waste anymore space in further explanations but it is worthy of note that the KINGS POINT with call sign WDYU was not fitted with radiotelephone and the little screen with the wiggly line indicates she was fitted with radar. This was the "good old days" when everything was radiotelegraph only.

Getting back to the RCAF Marine Craft, in 1942 it was realized that the letter "M" was the prefix of pendant numbers assigned to naval vessels of the RCN and RN. It was also realized that RCAF vessels operating outside harbours were considered minor warships and therefore the RCN assigned these RCAF vessels a "B" pendant number. These vessels were to retain their "M" number and use it in official correspondence but not to show it where it could be confused with a naval vessel.

I have the RCAF Marine Craft listed via five separate lists by; Name, "M" number, "B" number, International Call Sign, Radiotelephone Call Code and with a description of the 40-footers at the end of these lists.

This is a list of the RCAF Marine Craft in alphabetical order by name:

This is what has been found with their name, international call sign if known, radiotelephone call if known, pendant number or numbers, year entered service or years of service and a brief description.

RCAF ABADIK

M.407 and B117

1941 - 1945

81-foot High Speed Rescue

A former USN PT5 with triple propellers with Vimalert engines of 3,600 brake horsepower

Based at Eastern Air Command, Dartmouth, Nova Scotia and a photo can be seen in appendices one at the back of volume one and another photo on page 83 of volume two.

RCAF ABNAKI

VXCB

Radiotelephone "Flashlight G"

M.233 and B109

1941 to 1952

70-foot High Speed Rescue

This vessel is spelled ABONAKI in the Janap Lists and ABANAKI in the history of these vessels by Geoff D. Pilborough. There were six of these 70 foot high speed rescue launches built by the Canadian Power Boat Company, Montreal, Quebec, and delivered to the Royal Canadian Air Force in 1941. All six were named after First Nation North American Indian Tribes. Therefore I do not agree with the spelling of any of the names for this one. I believe this vessel was named for the *Abenaki* Indian tribe on the Canadian Vermont border. At least that is the way they spell it and the way I always heard it pronounced. This tribe

nearly disappeared from mass sterilization during the first part of the twentieth century. I have the name as spelled in the official lists of these vessels and the International Telecommunication Union List of Ship Stations. The ITU List of Ship Stations is the one we were taught to use when in doubt about the spelling of a ships name. The Supplement to the National Geographic Magazine for May 2007 spells this tribe *Abenaki* and I believe some first nation people helped produce this supplement. World Book Encyclopedia spells this tribe as Abnaki. The U.S. Navy had the Abnaki Class of Tug. A friend of mine was a radioman in one, the USS PAIUTE with call sign NZNG. Therefore, this must be another way to spell the name of this tribe.

The Royal Canadian Air Force Marine Squadrons both Volume One and Volume Two by Geoff D. Pilborough have a lot of errors and the most frustrating one is RCAF ABNAKI and RCAF NOOTKA. They are mixed-up many times including the front cover of Volume One. It is very hard to keep them straight.

An excellent photo of RCAF ABNAKI is found on the front cover of volume one although it is labeled RCAF NOOTKA. Another photo can be seen between pages 82 and 83 volume two and another between pages 98 and 99.

The six 1941 high speed rescue launches, pendant numbers, international call sign, name and radiotelephone call were as follow:

M233	B109	VXCB	RCAF ABNAKI	“Flashlight G”
M235	B162 and B111	VXCN	RCAF HURON	“Irium G”
M231	B159 and B107	VXCR	RCAF MALECITE	“Extort F”
M234	B161 and B110	VXCS	RCAF MONTAGNAIS	“Event E”
M208	B105	VXCT	RCAF NOOTKA	“Giddy U”
M232	B160 and B108	VXDG	RCAF TAKULI	“Irium H”

All six high-speed launches were transferred to the Royal Canadian Navy in 1951. Their RCAF names were dropped and everything was changed except for the three digits of the “M” numbers. The RCAF number in their pendant was used by the RCN as their name. The six were with pendant number, international call sign, name and radiotelephone call:

208	CYWZ	HMC HSL208	“Calamity N”
231	CGJX	HMC HSL231	
232	CYWB	HMC HSL232	“Chapel Y”
233	CYWX	HMC HSL233	“Ellsworth G”
234	CGWD	HMC HSL234	
235	CZGN	HMC HSL235	

HMC HSL broke down to His Majesty’s Canadian High Speed Launch. I was unable to locate three of the radiotelephone calls as can be seen. These six vessels served six years and were turned over to Crown Assets Disposal Corporation in 1958.

RCAF ABNAKI was based at Eastern Air Command, Dartmouth, Nova Scotia. From 1952 until 1958 this one was HMC HSL 233 with call sign CYWX and was based at HMCS SHEARWATER, Dartmouth, Nova Scotia. I found no record of her after 1958. One of these vessels apparently burned while with the Navy and one was used as living accommodation in Summerside, Prince Edward Island. This one could have been one or the other.

RCAF ADVENTURER

M.3

1942

26-foot Range Boat (Type III) at RCAF Station Trenton

RCAF ALBATROSS

M.440
1942
40-foot Refueling Launch built in 1942

RCAF ALBATROSS
Radiotelephone "Chapel A"
M.848

1953 – 1962
40-foot steel High Speed Rescue built in 1952
This vessel was renamed RCAF HERON because it would have been a nightmare trying to keep it separate from the 10 Grumman Albatross aircraft then members of Search and Rescue. It is reported that she called Comox Tower for a radio check and received clearance to land.

RCAF ALLIGATOR
M.703
Served until 1948
Tracked Landing Craft
Reclassified as a Landing Vehicle Track October 27th, 1948

RCAF ALOMA/CORMACK
M.580 and B134
1943
58-foot wooden Range Boat (Type II) built in 1932
Based at Eastern Air Command, Newfoundland

RCAF AMARYLLIS
M.9
1941
105 foot Wooden Supply Vessel (Type II)
Based at Western Air Command, Patricia Bay, British Columbia

RCAF AMORITA
M.449
40-foot Range Boat and Rescue Boat
Listed in Canadian Warship Names and renamed RCAF JAGER according to the Comparison Table.

RCAF ANJOANNE
M.279
Built in 1937
This vessel was wood but the type is unknown

RCAF ARISTOCRAT
M.302 and B113
1940 – 1944
A wooden 98-foot Supply Vessel (Type I) built in 1932 and former Rum-runner with a Buchanan engine Based at Eastern Air Command, Dartmouth, Nova Scotia and a photo can be seen between pages 130 and 131 in volume two. RCAF ARISTOCRAT arrived from the northern stations on September 11th, 1943, and departed Dartmouth for sea in gale warnings on October 10th, 1943. She arrived at Liverpool, Nova Scotia, on October 19th, 1943. She towed RCAF BEAVER to Mill Cove, Nova Scotia, on January 18th, 1944, and she towed RCAF ELAINE W to Mill Cove, Nova Scotia, on January 23rd, 1944. According to Canadian Warship Names this vessel was HMCS ARISTOCRAT an auxiliary vessel from April 1944 until July 1946. This vessel transferred to the navy on February 12th, 1944.

RCAF ARRESTEUR
She probably retained her CGSJ call sign
M.305 and B114

1939 – 1946

High Speed Rescue

Based at Eastern Air Command, Dartmouth, Nova Scotia and a photo can be seen on page 83 of volume two. The former RCMP ARRESTEUR call sign CGSJ and the air force listed her as High Speed Rescue but one has to wonder what they mean by high speed.

RCAF ARROW

M.537 and B179

1944

60-foot Supply Vessel (Type III)

Based at Western Air Command, Vancouver, British Columbia

RCAF ASTRA

M.160

26-foot Sailing Sloop

RCAF A. T. and B. No. 17

M.486

1942 – 1944

84-foot wooden Large Scow built in 1939

RCAF ATLIN

M.12 and B165

1942 - 1946

65-foot length overall Range Boat (Type I)

Based at Western Air Command, Sea Island Patricia Bay, British Columbia

RCAF AUKLET

M.446

1942

40-foot Refueling Launch built in 1942

RCAF AVOCET

Radiotelephone “Charity X”

M.793

1950 – 1965

25-foot steel Aircraft Crash Boat built in 1950

RCAF BABINE

M.534 and B177

1943 - 1946

60-foot Supply Vessel (Type III) built in 1943

Based at Western Air Command, Vancouver, British Columbia

RCAF BALDPATE

M.609

1944 – 1946

38-foot wooden Crash Boat built in 1944

Based at Western Air Command, Patricia Bay, British Columbia.

This vessel was built by Falconer Marine Industries Limited.

RCAF BANOSKIK

M.408 and B118

Served until 1945

81-foot High Speed Rescue

Based at Eastern Air Command, Dartmouth, Nova Scotia and a photo can be seen in appendices one at the

back of volume one. A former USN PT7 built by the Philadelphia Navy Yard. It had four Hall-Scott Engines in tandem coupled to two shafts.

RCAF B. C. STAR

M.427

1942 – 1943

72-foot wooden Supply Vessel (Type II) built in 1940

This was a Western Air Command Supply Vessel and was lost with all hands. The cause of the loss is unknown off Cape St. James, British Columbia on July 24th, 1943.

RCAF BEAVER

M.522 and B137

1942 – 1946

170-foot Supply Vessel (Type I) built in 1942

Based at Eastern Air Command

Built by Smith and Rhuland, Lunenburg, Nova Scotia

Departed Dartmouth, Nova Scotia, on January 21st, 1944, and arrived back at Dartmouth on March 6th, 1944, completely covered in ice from a very interesting voyage to Iceland. This vessel grounded on August 20th, 1946, off Cape James at the entrance to James Bay and became a total loss. There was no loss of life.

A photo of this vessel under construction can be seen between pages 22 and 23 of volume one. Another photo can be seen between pages 130 and 131 of volume two.



Royal Canadian Air Force

RCAF M.522 BEAVER

RCAF BINGBALL

M.283

1940

18-foot Bombing-up Dinghy

Based at Eastern Air Command

RCAF BITTERN

M.196

1940

38-foot Aircraft Crash Boat

Based at Western Air Command, Vancouver, British Columbia

RCAF BLACK DUCK

M.872

Served until 1965

40-foot High Speed Rescue

This is a steel forty-foot High Speed Rescue Boat that served from the 1950's to 1965 and is now restored at the Maritime Museum, Vancouver, British Columbia. This vessel was taken over by the Navy on April

1st, 1965 according to Canadian Warship Names, and was turned over to the museum in 1985. Photographs of this vessel can be seen on page 17 of volume two.

RCAF BLACK GOOSE

VXCD

Radiotelephone "Disband B".

M.610

1944

40-foot wooden Range Boat (Type II) built in 1944

Based at Eastern Air Command, Mont Joli, Quebec

Transferred to the RCN 1954

RCAF BLUE BILL

M.1

Built for the RCAF in 1941

1942

38-foot overall Aircraft Crash Boat

Based at Western Air Command, Patricia Bay, British Columbia

This vessel was allocated to No. 32 O.T.U. RAF Patricia Bay but controlled by the RCAF.

RCAF BLUE GOOSE

VXCF

Radiotelephone "Catapult D"

M.611

1944 – 1952

40-foot Range Boat (Type II) built in 1944

Transferred to the RCN on January 21st, 1952

RCAF BOUNTY

M.378

1941 – 1943

38-foot Range Boat (Type III) built in 1931

Based at Eastern Air Command and was on loan from Mr. Molson, Montreal, Quebec, and was wrecked in Halifax Harbour on July 27th, 1943.

RCAF BRANT

VXCG

Radiotelephone "Event F"

M.267

1942 – 1953

38-foot Aircraft Crash Boat

Based at Western Air Command, Bella Bella, Prince Rupert, British Columbia

RCAF BRAS D'OR

M.413 and B119

58-foot High Speed Rescue vessel that served until 1946

Two photos can be seen between pages 98 and 99 of volume two. Based at Eastern Air Command and was a former 58 foot USN PT3. The former HMC HSL262 with pendant Number V262 and a photo can be seen between pages 130 and 131 in volume two.

RCAF BUTTERBALL

M.384

1942

40-foot Refueling Launch

RCAF CANADA GOOSE

VXCJ

Radiotelephone "Menu M"

M.614

1944

36-foot Range Boat (Type II) built in 1944

RCAF CAPE CANSO

M.426

1942 – 1944

73-foot Supply Vessel (Type II) built in 1941

Based at Western Air Command

RCAF CAREY

M.296 and B126

40-foot Range Boat (Type VI)

RCAF CHILKO

M.10

1942 - 1946

65-foot length overall Range Boat (Type I)

Based at Western Air Command, Patricia Bay, British Columbia.

RCAF COMBAT

M.350

1941

54-foot wooden Supply Vessel (Type II) built in 1940

Based at Western Air Command, Vancouver, British Columbia

A Supply and Salvage Vessel that joined the RCAF fleet on August 23rd, 1941. This vessel had been a patrol craft as HMCS COMBAT and believed to have joined the naval fleet sometime in 1940, according to Canadian Warship Names. A photo can be seen in appendices one at the back of volume one.

RCAF COOT

M.495

1942

35-foot wooden Range Boat (Type II) built in 1940

Based at Western Air Command, Prince Rupert, British Columbia

The former RCAF VIKI K.

RCAF CORMORANT

M.197

1940

38-foot Aircraft Crash Boat

Based at Western Air Command, Patricia Bay, British Columbia.

A Seaplane Tender with two Buchanan eight engines.

RCAF CRANE

M.443

1942

40-foot Refueling Launch built in 1942

RCAF CURLEW

M.428

1942 – 1947

40-foot wooden Range Boat (Type II) built in 1925

Based at Western Air Command, Patricia Bay, British Columbia.

RCAF CYGNET II

M.303

This vessel was a wooden vessel built in 1935 of 43-feet

RCAF DABCHICK

Radiotelephone "Extort G"

M.364 and B127

1942

37-foot Aircraft Crash Boat built in 1941

Based at Eastern Air Command, North Sydney, Nova Scotia

Several records of these vessels list this one as BABCHICK and now I know what a Dabchick is.

RCAF DEERLEAP

M.592 and B154

71-foot wooden vessel built in 1929

Unknown according to the various lists of these vessels

Based at Western Air Command

RCAF DETECTOR

She probably retained her CGPZ call sign

M.306 and B115

1939 – 1946

High Speed Rescue

Based at Eastern Air Command, Dartmouth, Nova Scotia

The former RCMP DETECTOR call sign CGPZ

She is listed as High Speed Rescue but one has to wonder what they mean by high speed.

A photo can be seen between pages 146 and 147 in volume two.



Kenn Haycock

RCAF DETECTOR

RCAF DORIS III

M.347

45-foot wooden vessel built in 1939

RCAF DUCK

VXCK

Radiotelephone "Jingle P"

M.178

1938 – 1959

38-foot Aircraft Crash Boat

Fitted with two Kermath engines

Based at Eastern Air Command, Trenton, Ontario

RCAF EGRET

M.494

Range Boat (Type II)

RCAF EGRET

M.925

Served until 1965

40-foot High Speed Rescue

This vessel was taken over by the Navy on April 1st, 1965 and served until 1984.

RCAF EIDER

VXCL

Radiotelephone "Jigger N"

M.202 and B103

38-foot Aircraft Crash Boat

Based at Eastern Air Command, Dartmouth, Nova Scotia

Built for the RCAF by Gidley Boat Co Penetanguishene, Ontario in 1940

A photo can be seen between pages 146 and 147 in volume two.

RCAF ELAINE W

M.300 and B112

1941 – 1946

79-foot Supply Vessel (Type II)

Based at Eastern Air Command, Dartmouth, Nova Scotia

A photo can be seen between pages 98 and 99 in volume two.

RCAF EMPRESS

M.96 renumbered was M.1 in 1928

1928

Unknown

RCAF ESKIMO

M.456 and B125

1943 – 1947

155-foot wooden Supply Vessel (Type I) built in 1942

Based at Eastern Air Command

Departed Dartmouth, Nova Scotia, on January 12th, 1944, and arrived back at Dartmouth on March 17th, 1944, after a brief stop at St. John's, Newfoundland, for repairs, from a very rough voyage to Iceland and back. This vessel was the former RCAF M.456 LAWRENCE K. SWEENEY. A photo of the ice accumulated on this vessel during the above trip is found between pages 22 and 23 in volume one.

RCAF ESKIMO II

"M" Number unknown

Unknown according to the lists of these vessels but it is listed in Canadian Warship Names.

RCAF EVA CLARE

M.298

General Utility Boat that served until 1943 that had been built in 1931

According to Canadian Warship Names a vessel with the name Eva Clare became a guard ship at Toronto as HMCS EVA CLARE from August 14th, 1943 until January 1st, 1944 and had been the former RCAF M.298.

RCAF EVERGREEN I

M.432

Range Boat

Listed in Canadian Warship Names and renamed RCAF PLOVER.

RCAF FLAMINGO

M.502

1942 – 1946

32-foot wooden General Utility Boat with engines rather than an engine built in 1937

Based at Eastern Air Command, North Sydney, Nova Scotia

RCAF FLAMINGO

Radiotelephone "Disband A".

M.847

1953 – 1965

40-foot steel High Speed Rescue

Taken over by the Navy on April 1st, 1965

RCAF FLAMINGO was based at CFB Comox with RCAF HERON and one other forty-footer. A photograph of this can be seen on page 19 of volume two.

RCAF FREDERICK H II

M.307

1940

92-foot wooden Supply Vessel (Type II) and a former Rum Runner built in 1929

Based at Eastern Air Command

This vessel blew up and sank on August 15th, 1940 off Glace Bay, Nova Scotia, while taking a load of aviation gasoline in barrels from Dartmouth, Nova Scotia, to St. John's, Newfoundland. An American swordfish vessel rescued the crew. There was no loss of life or serious injuries.

RCAF FULMAR

M.291

1942

40-foot Range Boat (Type III)

Based at Western Air Command, Prince Rupert, British Columbia

RCAF FUSLIER

M.579

1943 – 1945

40-foot wooden Range Boat (Type II) built in 1929

Based at Western Air Command, Patricia Bay, British Columbia.

RCAF GADWALL

M.199

1940

38-foot Aircraft Crash Boat

Based at Western Air Command, Alliford Bay, British Columbia

This vessel was a seaplane tender and crash boat.

RCAF GANDER

M.444 and B132

Self-propelled 40-foot Refueling Launch

RCAF GANNET

M.521 and B124

1941

38-foot Aircraft Crash Boat

This vessel was ex Imperial Airways 38-foot tender No. 1060

RCAF GANNET

M.873

Served until 1965

40-foot High Speed Rescue

This one was based at Cold Lake, Alberta and much fishing was enjoyed from her I am sure. She wound up in a used boat yard in Edmonton and a photo of this can be seen on page 18 in volume two.

RCAF GARGANEY

M.204 and B122

1942

40-foot Range Boat (Type III) (Armoured Target Boat)

Based at Eastern Air Command

RCAF GENERAL MACKENZIE

M.639

1943

High Speed Rescue

Based at Western Air Command, Vancouver, British Columbia

This one sounds more army than air force and more cargo vessel than high speed rescue but it is all we have found so far.

RCAF GILLEY NO.21

M.650

1942 – 1944

92-foot General Purpose Scow built in 1922

RCAF GLENFRUIN

M.297

1940 – 1942

39-foot wooden General Utility Boat

This vessel was chartered by the RCAF 1940 – 1942 for use as a safety boat on bombing ranges.

This vessel was chartered by the RCN 1944 – 1945 for use at a Sea Cadet Camp at Rotary Island, Gananoque ON.

RCAF GODWIT

M.445

1942

40-foot Refueling Launch built in 1942

RCAF G OF G 8

M.640

1942 – 1944

92-foot wooden Large Scow built in 1920

Listed in Canadian Warship Names

RCAF GOOSE

M.448

1942 – 1945

36-foot wooden Range Boat (Type II) built in 1932

This was the former cabin cruiser PANDA and was chartered by the RCAF

Based at Western Air Command, Patricia Bay, British Columbia.

RCAF G.P.R. No. 1

“M” Number unknown

1942

90-foot wooden General Purpose Scow built in 1923

RCAF GREBE

M.198

1940

38-foot Aircraft Crash Boat

Based at Western Air Command, Coal Harbour, British Columbia

RCAF GRAY GOOSE

VXCM

Radiotelephone “Fido H”

M.612

1944 – 1952

40-foot Range Boat (Type II) built in 1944

RCAF GUILLEMOT

Radiotelephone "Disband B"

M.849

1953 – 1965

40-foot steel High Speed Rescue

Taken over by the Navy on April 1st, 1965 and served until 1984

RCAF GULL

M.429

1942 – 1946

36-foot wooden Range Boat (Type II) built in 1940 at Stevenson, BC.

This vessel was based at Western Air Command, Vancouver, BC.

This was a General Utility Boat and had been a fishing vessel belonging to Japanese Canadians. As RCAF GULL she carried a total crew of skipper, engineer and wireless operator. That description is in the history of these vessels by Geoff D. Pilborough.

RCAF HAIDA

M.206

1941 – 1946

82-foot Supply Vessel (Type II) built for the RCAF by Star Shipyards (Mercer's) Limited in 1941.

This vessel was based at Western Air Command, Vancouver, British Columbia and joined the RCAF fleet in 1944 according to Canadian Warship Names. A photo can be seen between pages 162 and 163 in volume two.

RCAF HALDO

M.346

1941 – 1946

30-foot Range Boat (Type III)

RCAF HARLEQUIN

M.617

30-foot Range Boat (Type III)

RCAF HERON

M.157

1937 – 1946

A 38-foot Aircraft Crash Boat

Based at Western Air Command, Ucluelet, British Columbia

A Crash Boat and Seaplane Tender built by the British Power Boat Company, United Kingdom.

A photograph is found between pages 22 and 23 of volume one.

RCAF HERON

This vessel probably retained the "Chapel A" radiotelephone call

M.848

1962 – 1965

40-foot steel High Speed Rescue built in 1952

This one started out as RCAF ALBATROSS but from confusion with the 10 Grumman Albatross aircraft then in service had to be renamed. This one was taken over by the Navy on April 1st, 1965. From the photographs I have seen of these vessels it appears as though they had their pendant number and an RCAF Roundel painted on each bow with the name painted across the stern. This one appears to have been at CFB Comox with RCAF FLAMINGO and one other at one time. This photograph can be seen on page 19 of volume two.

RCAF HESQUIAT

M.596 and B182

1944

104-foot wooden Supply Vessel (Type II) built in 1944

This vessel was a sister to M.597 KIMSQUIT and was based at Western Air Command, Vancouver, British Columbia.

RCAF HILI-KUM

M.582

1943

46-foot wooden Supply Vessel (Type III) built in 1939

Based at Western Air Command, Vancouver, British Columbia

RCAF HURON

VXCN

Radiotelephone "Trium G"

M.235 – B111 and B162

1941 to 1953

70-foot High Speed Rescue

Based at Western Air Command, Vancouver, British Columbia and a photo can be seen on page 38 of volume two. A sister of RCAF ABNAKI and became HMC HSL 235 with call sign CZGN from 1952 until 1958. In 1959 this one became the yacht MARBORENE and later the yacht SEAWARD a photo can be seen on page 170 of volume two.

RCAF IBIS

M.399 and B129

1943

40-foot General Utility Boat built in 1942

Based at Eastern Air Command at Yarmouth and LaHave, Nova Scotia

A safety range boat with a diesel engine and was a copy of a Cape Island Boat and a sister to RCAF ROVEN M-400. Her Skipper was Sgt. John Cunningham, Cape Forchu, Nova Scotia.

RCAF JAGER

M.449

1942

36-foot wooden Range Boat (Type II) built in 1941

The former RCAF M.449 AMORITA

Based at Western Air Command, Boundary Bay Bella Bella, British Columbia

RCAF KAGOME

M.295

This vessel was a General Utility Boat that served until 1943

RCAF KADIAC

M.654

1944 – 1945

65-foot wooden Schooner built in 1938

Based at Eastern Air Command

A white sailing yacht with accommodation for about ten people fitted with a three-cylinder diesel engine.

This vessel went aground on the Magdalene Islands, Quebec, on June 19th, 1944 and was towed back to Dartmouth, Nova Scotia, by RCAF ELAINE W arriving on June 27th, 1944.

RCAF KIMSQUIT

M.597

1944

114-foot wooden Supply Vessel (Type II) built in 1944 and a sister of M.596 HESQUIAT

RCAF KINGFISHER

VXCP

Radiotelephone "Disband A"

M.396

1942

40-foot General Utility and Diving Boat fitted for Range Duties/Towing Winch built in 1942

Based at Eastern Air Command

RCAF KITTIWAKE

M.290

1942 – 1946

40-foot Range Boat (Type III)

Based at Western Air Command, Patricia Bay, British Columbia.

A forty-foot Bombing Range and Target Towing Vessel with three Chrysler Crown engines and a photo can be seen in appendices one at the back of volume one.

RCAF KNOT

Radiotelephone "Equal S"

M.810

1953 – 1965

25-foot steel Aircraft Crash Boat

A Knot is a red-breasted Sandpiper that breeds in the Arctic.

RCAF LAPWING

M.615

1944 – 1946

30-foot Range Boat (Type III) built in 1942

RCAF LAWRENCE K. SWEENEY

M.456 and B125

Based at Eastern Air Command

A Supply Vessel

The Sweeney family of Western Nova Scotia had a sizeable fleet and made a lot of money rum running.

This vessel was built in 1942 and was renamed RCAF M.456 ESKIMO before it had a chance to do any rum running. Corporal Lawrence Sweeney was engineer in RCAF M.400 ROVEN.

RCAF LE GAULOIS

M.529

1942 – 1944

Unknown 47-foot wooden vessel built in 1933

RCAF LOON

M.265

1942

38-foot Aircraft Crash Boat

Based at Western Air Command, Alliford Bay, British Columbia

RCAF LUCKY PEGGY

M.153

38-foot General Utility Boat

Based at Eastern Air Command, Dartmouth, Nova Scotia

This was a Cape Island Boat and a former rumrunner that was capable of ten knots in speed. It is believed to have been one of the first air force marine craft when this service was first formed in 1935 and a photo of this vessel can be seen between pages 22 and 23 of volume one.

RCAF MALAHAT

VXCQ

Radiotelephone "Catapult B"

M.467 and B171

1946 – 1952

86-foot wooden Supply Vessel (Type II) built in 1944

Based at Western Air Command, Vancouver, British Columbia and a photo can be seen between pages 116 and 117 in volume two. Transferred to Eastern Air Command, Dartmouth, Nova Scotia, on May 31st, 1946, and sailed around via the Panama Canal. Canadian Warship Names states this vessel joined the RCAF fleet in 1946. In September 1949 this vessel became stranded up in the Hudson Strait and was rescued by HMCS SWANSEA. This was the longest tow by a Canadian Frigate. The tow was one of eleven hundred miles from where SWANSEA found her to Goose Bay, Labrador. This incident is recorded on pages 144 to 146, along with a photograph of this vessel in the book HMCS SWANSEA by Fraser M. McKee. In 1957 this vessel became the Canadian Naval Auxiliary Vessel (CNAV) SCATARI with call sign CZFZ and Radiotelephone "Marian". She looked a lot like a small wooden tugboat. The Navy used her on the Great Lakes as a reserve naval training vessel.

RCAF MALECITE

VXCR

Radiotelephone "Extort F"

M.231 – B107 and B159

1941 – 1953

70-foot High Speed Rescue

A sister of RCAF ABNAKI

Based at Western Air Command, Vancouver, British Columbia

This vessel became HMC HSL231 with call sign CGJX in 1952.

In 1957 this vessel became a yacht and is still registered as MALECITE in 2007.

RCAF MALLARD

M.158 and B100

1937 – 1945

A 38-foot Crash Boat

A Seaplane Tender built in the United Kingdom by the British Power Boat Company

Based at Eastern Air Command

RCAF MALLARD

VXZG

M.871

1955 – 1964

40-foot High Speed Rescue built in 1955

This one was based at Vancouver with RCAF SKUA and a photo can be seen of this on page 19 in volume two. This vessel was a Canadian built forty-footer that served with the Royal Canadian Air Force from 1955 until 1964. In 1964 this vessel became the Canadian Coast Guard Cutter (CCGC) MALLARD and was a Search and Rescue Vessel based at Vancouver, British Columbia.

RCAF MANDARIN

M.194 and B101

1942

40-foot Range Boat (Type VI)

A Target Towing Vessel converted from an armoured Target Boat built by the British Power Boat Company in the United Kingdom. These vessels were forty feet long, either triple or twin screw and very fast. They were designed for towing hydrofoils and other targets at high speed. A winch with a drum holding many hundred feet of fine steel cable was mounted in the after cockpit. There were no quarters on board for the crew. A distinguishing feature was the downward slope of the bow. This provided additional visibility for the crew when the vessel was at speed. RCAF M.194 MANDARIN was based at Eastern Air Command, Hantsport, Nova Scotia and a photo can be seen of this vessel on page 20 of volume two.

RCAF MANX

Radiotelephone "Event E"

M.851

Served until 1965

40-foot steel High Speed Rescue

Taken over by the Navy on April 1st, 1965 and continued to serve until 1981

RCAF MELVILLE

M.560

1944

60-foot wooden Supply Vessel (Type III)

This vessel had accommodation for eight crewmembers and arrived at Dartmouth, Nova Scotia, from Shelburne, Nova Scotia, on September 30th, 1944.

Based at Eastern Air Command and a photo of this vessel can be seen on page 18 of volume two.

RCAF MERGANSER

M.441

1942

40-foot Refueling Launch built in 1942

RCAF MERMAID

M.528

Served until 1943

Unknown 52-foot wooden vessel built in 1939

RCAF MICMAC

M.207

1940 – 1943

84-foot Supply Vessel (Type II)

Based at Eastern Air Command

This vessel was wrecked on the East Coast of Nova Scotia on March 6th, 1943.

RCAF MIDNIGHT SUN

M.425

1942 – 1944

70-foot wooden Supply Vessel (Type II) built in 1938

Based at Western Air Command

RCAF MOHAWK

M.573 and B139

1944 – 1946

114-foot Supply Vessel (Type II) built in 1944

Based at Eastern Air Command and a photo can be seen between pages 130 and 131 in volume two.

This vessel arrived at Dartmouth, Nova Scotia, on October 22nd, 1944, from her builder's yard. She was built at the John H. LeBlanc Shipyard, Weymouth, Nova Scotia, along with fifteen "B" Class Fairmiles for the Royal Canadian and the United States navies. My old friend Captain Charles H. Melanson was in command for her first sea trials. He was very pleased with her but claimed the air force was not that happy with her speed. The air force likes to arrive yesterday so would not likely be impressed with the speed of any vessel. This vessel was still listed as MOHAWK II, a private cargo vessel in the 1979 List of Ships on Register in Canada. The official lists state this vessel is still registered in 2007 and when I mentioned this to Captain Melanson he said he had heard that she went to Newfoundland and must still be there. She must have been well built with good material to have lasted this long.

RCAF MONTAGNAIS

VXCS

Radiotelephone "Event E"

M.234 – B110 and B161

1941 – 1953

70-foot High Speed Rescue

This vessel was a sister of RCAF ABNAKI and was built for the RCAF by the Canadian Power Boat Company in 1941. She was based at Eastern Air Command and a photo can be seen on page 38 of volume two. This vessel was HMC MSL234 with call sign CGWD from 1952 until 1958. This vessel was the yacht MONTAGNAIS in 1964 and renamed VANCOUVER SPIRIT. A photo of this vessel can be seen on page 171 in volume two.

RCAF MURRE

M.398

1942

40-foot General Utility Boat built in 1942

RCAF MUSKOKA

M.704 and B141

1944

65-foot Supply Vessel (Type III)

RCAF NAIAD

M.388

This vessel was a wooden 35-foot Range Boat (Type III) built in 1938 and based at Western Air Command, Patricia Bay, British Columbia.

RCAF NAOMI W

M.595 and B183

1943 – 1945

36-foot wooden General Utility Boat

Based at Western Air Command, Vancouver, British Columbia

RCAF NAUTILUS

M.362

1940

55-foot wooden Range Boat (Type II) built in 1928

RCAF NICOLA

M.11

1942 - 1946

65 foot length overall Range Boat (Type I)

Based at Western Air Command, Patricia Bay, British Columbia

This vessel is spelled NIKOLA on some of the lists.

RCAF NICTAK

M.447 and B123

Served until 1945

80-foot High Speed Rescue

A former United States Navy PT6.

Based at Eastern Air Command and a photo can be seen between pages 22 and 23 of volume one.

RCAF NIMPKISH

Radiotelephone “Chapel Z”

M.535

1944 – 1961

60-foot Supply Vessel (Type III) built in 1944

Based at Western Air Command, Vancouver, British Columbia and a photo under repair can be seen between pages 162 and 163 in volume two.

RCAF NIMPKISH II
M.975
1960 – 1965
75-foot Supply Vessel (Type II)

RCAF NO.4
“M” Number unknown
Fire Fighting Launch

RCAF NOOTKA
VXCT
Radiotelephone “Giddy U”
M.208 and B105
1941 – 1951
70-foot High Speed Rescue

This vessel was a sister of RCAF ABNAKI based at Eastern Air Command.
This vessel was in collision with the Steam Ship PONTIAC with call sign KFML on November 23rd, 1943, in the approaches to Halifax Harbour. She had six feet cut off her stern. There were no casualties. She was repaired at RCAF Station Dartmouth and reentered service on June 17th, 1944. This vessel was HMC HSL208 with call sign CYWZ and pendant 208 from 1952 until 1958 and her radiotelephone was “Calamity N”. I found no record of her after 1958. One of these vessels was used as living accommodation in Summerside, Prince Edward Island and this may be the one. A photo of HMC HSL208 and RCAF NOOTKA can be seen on page 6 of volume two. Two photos can be seen between pages 146 and 147 in volume two but her number is labeled wrong. There are more photos and story on page 173 in volume two.

RCAF OK SERVICE V
M.361 and B116
1940 – 1944
112-foot Supply Vessel (Type I) built in 1940

Based at Eastern Air Command
This vessel was returned to her owners on April 24th, 1944, and she first appears in the International List of Ship Stations with call sign CYBG in 1947.

RCAF OSOYOOS
M.414 and B120
59-foot High Speed Rescue that served until 1945

A former United States Navy PT4 fitted with three Packard engines coupled to three shafts, and built by Fisher Boat Works, Detroit, Michigan. This vessel was the former HMC HSL263 with pendant V263. A photo can be seen between pages 22 and 23 volume one and another two in appendices one of volume one.

RCAF PELICAN
VXCW
Radiotelephone “Inlet V”
M.264
1941
38-foot Aircraft Crash Boat
Based at Western Air Command, Ucluelet, British Columbia

RCAF PENGUIN
M.442 and B131
40-foot Refueling Launch

RCAF PETREL
M.431
1942 – 1946

38-foot wooden Range Boat (Type II) built in 1930
Based at Western Air Command, Coal Harbour, British Columbia

RCAF PINTAIL

M.165

1936

38-foot Aircraft Crash Boat and a photo can be seen between pages 130 and 131 in volume two.

RCAF PLOVER

M.432

1942

35-foot Range Boat (Type II) built in 1941

The former RCAF EVERGREEN I as listed in Canadian Warship Names

Based at Western Air Command, Ucluelet, British Columbia

RCAF PUFFIN

VXCY

Radiotelephone "Charity W"

M.430

1942

39-foot wooden Range Boat (Type II) built in 1941

This was the former fishing boat SEAMAID Y II

Based at Western Air Command, Alliford Bay, British Columbia

RCAF RANDY BOY

M.503

Served until 1945

Unknown

RCAF RED BIRD

M.389

1940 – 1945

Range Boat (Type III)

RCAF RED BIRD Y

"M" Number unknown

1942

Unknown vessel 31-feet in length

RCAF REDHEAD

VXCZ

M.201 and B102

1940

38-foot Aircraft Crash Boat

Based at Eastern Air Command, Dartmouth, Nova Scotia

This vessel was built by Grew Boats Limited Penetanguishene, Ontario and was fitted with new Chrysler Engines on September 1st, 1944. Redhead is a type of duck. RCAF M.201 REDHEAD was the executive wagon of this fleet around Nova Scotia during the war. Any high ranking officer or official was transported in this vessel or her identical sister RCAF EIDER if this one was not available. This one was fitted with the first radar of the day and radio direction finding. Radio direction finding was the big navigational aid of the 1930's and 1940's.

RCAF RED WING

M.1

Launch

RCAF RED WING Y
"M" Number unknown
1942
Unknown

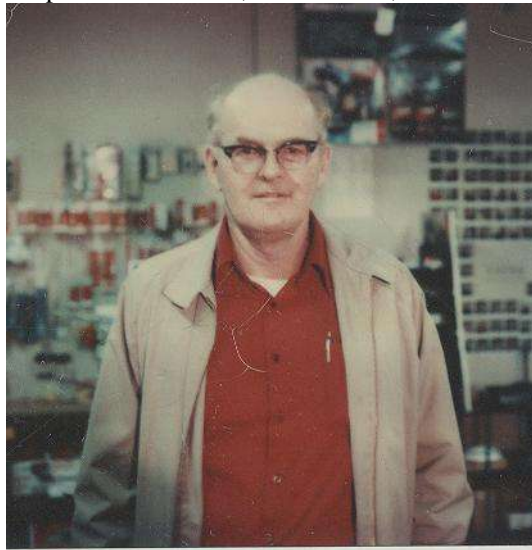
RCAF REEL FISHER
M.530 and B167
1942 – 1944
61-foot Supply Vessel (Type II) built in 1940
Based at Western Air Command

RCAF RETREIVER
M.542
147-foot wooden Transport Barge built in 1944
This vessel was a sister to M.541 TRANSPORTER

RCAF RIDEAU SPRAY
M.301
41-foot General Utility Boat built in 1929 but no dates of service were listed

RCAF RINGBILL
M.203 and B104
1940
38-foot Aircraft Crash Boat
Based at Eastern Air Command
This vessel was equipped with a Buchanan eight engine and was transferred to Shelburne, Nova Scotia, on November 27th, 1943

RCAF ROVEN
M.400 and B130
1942 – 1946
40-foot wooden General Utility Boat built in 1942 called a Range Boat Type II in some of the records. RCAF ROVEN had one 85 horsepower General Motors Diesel Engine called a Gray Marine Diesel, and could make around nine knots. Her Skipper was Sgt. Gus Henneberry, Sambro, Nova Scotia. Engineer Cpl. Lawrence Sweeney. Wireless Operator Bill Miller, Plaster Rock, New Brunswick.



HARC Files

Bill Miller

Bill held amateur call sign VE1AKB that was changed to VE9AKB when New Brunswick went to the VE9

prefix for amateur radio call signs.

The ROVEN's Radio Station was a Bendix AR1 General Coverage Receiver and AT1 Transmitter for two channels of radiotelegraph only; 3333 and 6666 kHz.

Based at Eastern Air Command, Yarmouth, Nova Scotia

RCAF ROVEN departed Dartmouth, Nova Scotia, for Yarmouth, Nova Scotia, on November 6th, 1943, and returned to Dartmouth from Yarmouth on September 5th, 1945.

RCAF RUFF

Radiotelephone "Event F"

M.807

1953 – 1965

25-foot steel Aircraft Crash Boat built in 1950

A Ruff is a European or Asiatic Sandpiper.

RCAF SANDERLING

M.874

Served until 1965

25-foot steel Aircraft Crash Boat

RCAF SANDPIPER

M.385

1942

40-foot Refueling Launch

RCAF SANDPIPER

Radiotelephone "Extort F"

M.808

Served until 1965

25-foot steel Aircraft Crash Boat

RCAF SARANA

M.304

This vessel was a wooden vessel built in 1936 of 36-feet

RCAF SCOTER

M.172

1938 – 1946

38-foot wooden Aircraft Crash Boat

Based at Western Air Command, Bella Bella/Annette Island, British Columbia and was still registered to

the Department of Public Works, Ottawa, Ontario, in 1989 and that is 51 years for a wooden boat. The

registration on this vessel was suspended on August 29th, 2002. This meant that the Department of

Transport could not locate the vessel and presumed that it was out of existence.

RCAF SEAGULL

M.607

General Utility Boat

Based at Eastern Air Command

Built by Hunter Boats, Orillia, Ontario

Transferred from Dartmouth, Nova Scotia, to Trenton, Ontario, on May 26th, 1946 and a photo can be seen in appendices one at the back of volume one.

RCAF SEA HORSE

M.380

1943 – 1945

34-foot Range Boat (Type III)

RCAF SEA-MEW

M.591

1943

Aircraft Tender

Based at Western Air Command

RCAF SEA SPRAY

M.598

Supply Vessel (Type III)

Based at Western Air Command, Vancouver, British Columbia

RCAF SEKANI

M.205

1940

84-foot Supply Vessel (Type II)

Based at Western Air Command, Vancouver, British Columbia and this vessel carried Dingy M-383 as her lifeboat. This vessel received a quick rename when it was pointed out that its previous name, RCAF SIWASH was not a proper first nation tribe.

RCAF SETON

M.532 and B175

1943

60-foot Supply Vessel (Type III) built in 1943

Based at Western Air Command, Vancouver, British Columbia

RCAF SHELDRAKE

M.195 and B121

1942

40-foot wooden Range Boat (Type VI)

RCAF SHOVELLER

M.200

1940 – 1953

38-foot Aircraft Crash Boat

Based at Western Air Command, Patricia Bay, British Columbia and a photo can be seen at the back of volume two.

RCAF SILVER SPRING

M.433

Range Boat

Renamed RCAF SNIPE

RCAF SIYO II

M.5

1942 - 1943

39 foot Wooden General Utility Boat

RCAF SKEENA MAID

M.536 and B170

1943 – 1944

Unknown 47-foot wooden vessel built in 1940

Based at Western Air Command

RCAF SKUA

Radiotelephone "Extort G"

M.850

1953 – 1964

40-foot steel High Speed Rescue built in 1952

This one was based beneath the Burrard Bridge, British Columbia and a photo can be seen on page 14 of volume two and another on page 19 of volume two. This vessel was transferred to the Canadian Coast Guard and because the Coast Guard already had CCGS SKUA, a World War II type landing craft, she was renamed MOORHEN and as the CCGC MOORHEN was based at Vancouver as a Search and Rescue vessel. It is rather odd that she received a name within the Coast Guard fleet. The Canadian Coast Guard built a fleet of these 40-foot steel vessels described at the end of this RCAF Marine Craft section. The Coast Guard called them a cutter with the acronym CCGC as in Canadian Coast Guard Cutter. The first one was CCGC 101 that had been purchased from the U.S. Coast Guard. These Canadian cutters were built at various Canadian shipyards. They were not named but numbered beginning with 101.

RCAF SNIPE

VXDB

Radiotelephone “Jingle Q”

M.433

1942 – 1952

38-foot Range Boat (Type II)

Based at Western Air Command, Bella Bella, British Columbia

A Range Patrol Utility Boat with a diesel engine that served the Workshop Seaplane Tender M.159. This vessel was the former RCAF SILVER SPRING and a photo can be seen in appendices one at the back of volume one.

RCAF SNOWBIRD II

VXNZ

M.769

1949 – 1953

203-foot steel Supply Vessel (Type I) built in 1942

A former United States Navy Landing Craft that had seen service in the South Pacific during World War II. This vessel was the former USS LSM-323 according to Squadron Leader S. C. Burridge the officer commanding 122 Marine Squadron, RCAF. He made that statement when the vessel first arrived at Patricia Bay, British Columbia. LSM was the acronym for a Landing Ship Medium. Canadian Warship Names states this vessel joined the RCAF fleet in 1949. According to The Royal Canadian Air Force Marine Squadrons Volume II page 8 this is the same vessel as RCAF SNOWBIRD. The RCAF managed to obtain it while frozen in at Tuktoyaktuk at the mouth of the McKenzie River in the North West Territories in 1951. It had been up north for three years and was to be used to haul freight from Cambridge Bay to Tuktoyaktuk, but this project did not work out. An RCAF crew brought the vessel down the west coast, through the Panama Canal and up to Halifax. The RCAF Marine Squadrons were terminated at this point and this vessel remained working for the air force as a supply ship for their northern stations with a civilian crew. Photos of this vessel can be seen between pages 8 and 9 of volume two. NavSource Online: Amphibious Photo Archive has four interesting photographs of USS LSM-323 and some detail on her World War II service in the Pacific.



Rolf F. Illsley

USS LSM-323 somewhere in the Pacific in 1945



United States Navy Photograph

This is an overhead view of USS LSM-437 a sister of USS LSM-323

RCAF SNOW GOOSE

VXDC

Radiotelephone "Equal S"

M.613

1944

40-foot Range Boat (Type II) built in 1944

RCAF SNOW PRINCE

M.348 and B152

1941 – 1944

66-foot wooden Supply Vessel (Type II) built in 1937

Based at Western Air Command

Canadian Warship Names states it joined the RCAF fleet on September 12th, 1942.

RCAF SONGHEE

VXDF

Radiotelephone "Gismo T"

M.468

1944 – 1953

86-foot Supply Vessel (Type II) built in 1944

Based at Western Air Command, Vancouver, British Columbia

Canadian Warship Names states this vessel served from 1944 until July 24th, 1953.

RCAF SOOKE

M.533

1943 – 1946

60-foot Supply Vessel (Type III) built in 1943

Based at Western Air Command, Vancouver, British Columbia but the records indicate it was at

Dartmouth, Nova Scotia, on July 24th, 1945

RCAF SPOONBILL

M.351

1940

35-foot General Utility Boat

Based at Eastern Air Command, North Sydney, Nova Scotia

Owned by Joe Penny and had a new propeller fitted at Dartmouth, Nova Scotia, on January 2nd, 1944.

RCAF SPRAY IV

"M" Number unknown

Unknown – her D.O.T. number was 312722

This vessel was attached to RCAF Station Dartmouth in the 1920's

RCAF SPRINGTIME

M.428

Listed in Canadian Warship Names

Renamed RCAF CURLEW

RCAF SQUAMISH

M.469

95-foot Supply Vessel (Type II) built in 1937

Based at Western Air Command, Vancouver, British Columbia

RCAF STUART

M.531 and B174

1943 – 1946

60-foot Supply Vessel (Type III) built in 1943

Based at Western Air Command, Vancouver, British Columbia and a photo can be seen between pages 164 and 165 in volume two.

RCAF SWAN

M.271

38-foot Aircraft Crash Boat

RCAF TAKULI

VXDG

Radiotelephone “Trium H”

M.232 – B108 and B160

1941 – 1952

70-foot High Speed Rescue

A sister of RCAF ABNAKI

Based at Western Air Command, Vancouver, British Columbia

This vessel arrived at Eastern Air Command, Dartmouth, Nova Scotia, after sailing around via the Panama Canal on October 14th, 1947. This vessel was HMC HSL232 with call sign CYWB from 1952 until 1958.

Radiotelephone “Chapel Y” This one was believed to have been destroyed by fire and a photo can be seen in appendices one at the back of volume one.

RCAF TEAL

VXDJ

Radiotelephone “Chapel A”

M.266

38-foot Aircraft Crash Boat

Based at Western Air Command, Bella Bella, British Columbia and a photo can be seen between pages 162 and 163 in volume two.

RCAF TRANSPORTER

M.541

147-foot Transport Barge

This vessel was a sister to RCAF M.542 RETREIVER

Based at Eastern Air Command and a photo can be seen in Appendices One at the back of volume one and another on page 82 of volume two.

RCAF UMBRETTA

M.493

1942

40-foot General Utility Boat

Based at Eastern Air Command

Helped RCAF M.302 tow RCAF BEAVER on January 15th, 1944 and towed RCAF DETECTOR to the Marine Slips on January 25th, 1944.

RCAF VIKI K

M.495

Range Boat

Renamed RCAF COOT

RCAF WALTER M

M.540

1942 – 1944

54-foot wooden Supply Vessel (Type II) built in 1925

Based at Western Air Command

RCAF WHISTLER

M.292

1942

40-foot Range Boat (Type III)

Based at Western Air Command, Coal Harbour, British Columbia

RCAF WIDGEON

M.514

1942

40-foot wooden General Utility Boat built in 1937

Based at Eastern Air Command

This vessel departed Dartmouth, Nova Scotia, on August 16th, 1945, for a convalescent home at St. Andrew's, New Brunswick. The total crew was two men, both Corporals a seaman and engineer. This vessel was capable of carrying thirty passengers. This is another potential name to create confusion with the Grumman aircraft of the same name.

RCAF WILLET

M.518

1942

30-foot Range Boat (Type III) and Crash Tender built by Shepherd Boat Works, Niagara.

Based at Western Air Command, Vancouver, British Columbia but this vessel was at Eastern Air Command in 1943. These records often do not agree.

RCAF WOODCOCK

Radiotelephone "Fido H"

M.809

Served until 1965

25-foot steel Aircraft Crash Boat

Canadian Warship Names states this vessel was taken over by the navy on April 1st, 1965 as CFAV WOODCOCK and remained with the navy until about 1982.

RCAF ZUIZAN

M.397 and B128

1942

40-foot General Utility Boat

Based at Eastern Air Command, North Sydney, Nova Scotia

This is a list of the RCAF Marine Craft in numerical order by "M" number:

Further detail on the vessels assigned a name can be found in the list of these vessels by name in alphabetical order above. A lot of the numbers were not assigned as I suspected when I first became interested in this fleet.

RCAF M.1

BLUE BILL

RCAF M.1

EMPRESS

RCAF M.1

RED WING

RCAF M.2

1928

Rowboat

Renumbered M.115

RAF M.2
1941
Bombing-up Dinghy
Allocated to No. 32 O.T.U. RAF Patricia Bay but controlled by the RCAF

RCAF M.3
1928
Rowboat
Renumbered M.102

RCAF M.3
ADVENTURER

RCAF M.4
1928
16 foot Rowboat

RCAF M.5
SIYO II

RCAF M.7
RCAF M.8
Both were a Canoe

RCAF M.9
AMARYLLIS

RCAF M.10
CHILKO

RCAF M.11
NIKOLA

RCAF M.12
ATLIN

RCAF M.12A
1942
The Lifeboat on RCAF M.12 ATLIN

RCAF M.13
RCAF M.14
1942
Both were a 30-foot length overall Range Boat (Type III)

RCAF M.96
EMPRESS

RCAF M.102
1928
Rowboat
Renumbered was M.3 in 1928

RCAF M.115
1928
Rowboat

Renumbered was M.2 in 1928

RCAF M.129

Launch

RCAF M.137

General Purpose Scow

RCAF M.138

RCAF M.139

Both were a Medium Scow

RCAF M.140

16 foot Rowboat

RCAF M.142A

General Purpose Scow

RCAF M.142B

General Purpose Scow

RCAF M.145

Collapsible Canoe

RCAF M.150

16 foot Rowboat

RCAF M.151

Rowboat

RCAF M.153

LUCKY PEGGY

RCAF M.154

Rowboat

RCAF M.155

General Utility Boat – Aircraft Tender

Based at Eastern Air Command, Dartmouth, Nova Scotia

An open boat built by the British Power Boat Company, United Kingdom. It was fitted with a forty-eight horsepower engine and capable of a speed of eighteen knots.

RCAF M.156

18 foot Aircraft Tender

RCAF M.157

HERON

RCAF M.158

MALLARD

RCAF M.159

Radiotelephone “Charity X”

1936 – 1951

26-foot Workshop Scow

Based at Western Air Command

This was a workshop and seaplane tender

RCAF M.160
ASTRA

RCAF M.161
Rowboat

RCAF M.163
Canoe

RCAF M.164
18-foot Aircraft Tender – Dinghy

RCAF M.165
PINTAIL

RCAF M.166
Canoe

RCAF M.167
15-foot Skiff

RCAF M.168
RCAF M.169
Both were a Skiff

RCAF M.170
18-foot Aircraft Tender - Dinghy

RCAF M.171
The official listing is a - Launch
On page 66 in the book "Sea Wings" by J. A. "Tony" Foster there is a photo of M-171. This was taken on August 26th, 1939, at Rockcliffe, Ontario. This vessel appears to be about twenty feet long with an inboard engine with an exhaust out the stern. It has no Foc'sul. There are three airmen in the boat and one is right up in the bow.

RCAF M.172
SCOTER

RCAF M.173
RCAF M.174
RCAF M.175
RCAF M.176
All 4 were a Rowboat

RCAF M.178
DUCK

RCAF M.179
16-foot Rowboat

RCAF M.180
Rowboat

RCAF M.182

1938
40-foot Derrick Scow

RCAF M.183
50-foot Derrick Scow

RCAF M.184
50-foot Medium Scow

RCAF M.185
Workshop Scow
Based at Eastern Air Command

RCAF M.186
Refueling Scow

RCAF M.187
RCAF M.188
RCAF M.189
All 3 were an Aircraft Tender in service in 1940

RCAF M.190
1940
18-foot bombing-up dinghy
This dinghy was built by Hatley Craft Limited

RCAF M.191
1940
18-foot bombing-up dinghy
Identical to RCAF M.190
This dinghy was built by A. Litton and Company Limited, Vancouver, BC
A photo can be seen at the back of volume two.

RCAF M.192
1940
18-foot Aircraft Tender
This vessel was built by A. Litton and Company Limited, Vancouver, BC

RCAF M.193
1940
18-foot Aircraft Tender
This vessel was built by Hatley Craft Limited

RCAF M.194
MANDARIN

RCAF M.195
SHELDRAKE

RCAF M.196
BITERN

RCAF M.197
CORMORANT

RCAF M.198

GREBE

RCAF M.199
GADWALL

RCAF M.200
SHOVELLER

RCAF M.201
REDHEAD

RCAF M.202
EIDER

RCAF M.203
RINGBILL

RCAF M.204
GARGANEY

RCAF M.205
SEKANI

RCAF M.206
HAIDA

RCAF M.207
MICMAC

RCAF M.208
NOOTKA

RCAF M.209

RCAF M.210

RCAF M.211

RCAF M.212

RCAF M.213

RCAF M.214

RCAF M.215

RCAF M.216

RCAF M.217

RCAF M.218

RCAF M.219

RCAF M.220

RCAF M.221

All 13 were 15-foot Rowboats in service in 1940

RCAF M.222

1940

15-foot Rowboat

Based at Eastern Air Command for Northern Bases

RCAF M.223

1940

18-foot Bombing-up Dinghy built by Hunter/Buchanan, Orillia, Ontario

These were eighteen feet long and eleven were built for the air force in 1939.

RCAF M.224

RCAF M.225

RCAF M.226

RCAF M.227

RCAF M.228

All 5 were a Bombing-up Dinghy in service in 1940

RCAF M.229

1940

18-foot Bombing-up Dinghy

A photo can be seen in Appendices One at the back of volume one.

RCAF M.230

1940

Bombing-up Dinghy

RCAF M.231

MALECITE

RCAF M.232

TAKULI

RCAF M.233

ABNAKI

RCAF M.234

MONTAGNAIS

RCAF M.235

HURON

RCAF M.236

1940

Aircraft Tender

RCAF M.237

1940

34-foot Rowboat with a 9.8 foot breadth and 4 foot depth

RCAF M.238

Rowboat

RCAF M.240

1940

18-foot Aircraft Tender

RCAF M.241

General Purpose Scow

Based at Eastern Air Command

RCAF M.242

1940 – 1946

50-foot Medium Scow

Based at Eastern Air Command

RCAF M.243
1940
50-foot Medium Scow
Based at Eastern Air Command

RCAF M.244
1940
51-foot Derrick Scow

RCAF M.245
RCAF M.246
RCAF M.247
RCAF M.248
All 4 were a 50-foot Derrick Scow in service in 1940

RCAF M.249
RCAF M.250
RCAF M.251
All 3 were a 50-foot Medium Scow in service in 1940

RCAF M.252
1940
16-foot Small Scow

RCAF M.253
RCAF M.254
RCAF M.255
All 3 were a 40-foot Refueling Scow in service 1940

RCAF M.256
40-foot Derrick Scow in service 1940

RCAF M.257
40-foot Refueling Scow in service 1940

RCAF M.258
1940
Refueling Scow

RCAF M.259
1940
Refueling Scow
Based at Eastern Air Command

RCAF M.260
1940
Refueling Scow

RCAF M-261
1940
Rowboat

RCAF M.262
General Purpose Scow

RCAF M.263

General Purpose Scow
Based at Eastern Air Command

RCAF M.264
PELICAN

RCAF M.265
LOON

RCAF M.266
TEAL

RCAF M.267
BRANT

RCAF M.271
SWAN

RCAF M.272
RCAF M.273
Both were a Rowboat in service 1940

RCAF M.274
RCAF M.275
RCAF M.276
RCAF M.277
RCAF M.278
All 5 were a 16-foot Rowboat in service 1940

RCAF M.279
ANJOANNE

RCAF M.280
RCAF M.281
Both were a Bombing-up Dinghy in service 1940

RCAF M.282
1940
Bombing-up Dinghy
Based at Eastern Air Command

RCAF M.283
BINGBALL

RCAF M.284
1940
18-foot Bombing-up Dinghy

RCAF M.285
RCAF M.286
1940
Both were an 18-foot Bombing-up Dinghy
Based at Eastern Air Command

RCAF M.287
1940

18-foot Bombing-up Dinghy

RCAF M.288

18-foot Bombing-up Dinghy

RCAF M.289

1940

Medium Scow

Based at Eastern Air Command

RCAF M.290

KITTIWAKE

RCAF M.291

FULMAR

RCAF M.292

WHISTLER

RCAF M.293

1940 – 1945

Medium Scow

Based at Eastern Air Command

RCAF M.294

1940 – 1946

50-foot General Purpose Scow

Based at Eastern Air Command, Dartmouth, Nova Scotia

RCAF M.295

KAGOME

RCAF M.296

CAREY

RCAF M.297

GLENFRUIN

RCAF M.298

EVA CLARE

RCAF M.300

ELAINE W

RCAF M.301

RIDEAU SPRAY

RCAF M.302

ARISTOCRAT

RCAF M.303

CYGNET II

RCAF M.304

SARANA

RCAF M.305
ARRESTEUR

RCAF M.306
DETECTOR

RCAF M.307
FREDERICK H II

RCAF M.308
1940
Rowboat – a lifeboat for RCAF M.232 TAKULI
Based at Eastern Air Command

RCAF M.309
1941
18-foot Bombing-up Dinghy

RCAF M.310
RCAF M.311
Both were Aircraft Tenders

RCAF M.312
RCAF M.313
RCAF M.314
All 3 were an 18-foot Aircraft Tender

RCAF M.315
18-foot Aircraft Tender
Based at Eastern Air Command
Stored for the winter at Dartmouth, Nova Scotia, on December 22nd, 1943

RCAF M.316
18-foot Aircraft Tender

RCAF M.317
RCAF M.318
Both were Aircraft Tenders

RCAF M.319
Aircraft Tender – Dinghy

RCAF M.320
Aircraft Tender

RCAF M.321
18-foot Aircraft Tender
An eighteen-foot Bomb Dinghy built by the British Power Boat Company, United Kingdom.

RCAF M.322
RCAF M.323
RCAF M.325
All 3 were Aircraft Tenders

RCAF M.326
18-foot Aircraft Tender

RCAF M.327
RCAF M.328
RCAF M.329
All 3 were an 18-foot Bombing-up Dinghy

RCAF M.330
1941
18-foot Bombing-up Dinghy

RCAF M.331
RCAF M.332
RCAF M.333
RCAF M.334
All 4 were an 18-foot Bombing-up Dinghy

RCAF M.335
RCAF M.336
RCAF M.337
RCAF M.338
All 4 were a 50-foot Medium Scow

RCAF M.340
Refueling Scow

RCAF M.341
40-foot Derrick Scow
Based at Eastern Air Command, Seven Islands, Quebec

RCAF M.342
RCAF M.343
Both were a 50-foot Derrick Scow

RCAF M.344
1941
50-foot Derrick Scow

RCAF M.345
40-foot Derrick Scow

RCAF M.346
HALDO

RCAF M.347
DORIS III

RCAF M.348
SNOW PRINCE

RCAF M.350
COMBAT

RCAF M.350A
Rowboat – a lifeboat for RCAF M.350 COMBAT

RCAF M.351

SPOONBILL

RCAF M.361
OK SERVICE V

RCAF M.362
NAUTILUS

RCAF M.363
Aircraft Tender

RCAF M.364
DABCHICK

RCAF M.365
1942
38-foot Aircraft Crash Boat
Based at Eastern Air Command, Mont Joli, Quebec

RCAF M.366
Aircraft Tender in service until 1946

RCAF M.369
General Utility Boat

RCAF M.370
RCAF M.371
Both were a 16-foot Rowboat

RCAF M.378
BOUNTY

RCAF M.380
SEA HORSE

RCAF M.381
16-foot Rowboat

RCAF M.382
A lifeboat for RCAF M.206 HAIDA

RCAF M.383
A lifeboat for RCAF M.205 SEKANI
Based at Eastern Air Command

RCAF M.384
BUTTERBALL

RCAF M.385
SANDPIPER

RCAF M.386
1943
40-foot Refueling Launch or Gasoline Launch
Based at Eastern Air Command, Goose Bay, Labrador, during the summers

RCAF M.387
Unknown but whatever it was it served until 1946

RCAF M.388
NAIAD

RCAF M.389
RED BIRD

RCAF M.390
16-foot Small Scow

RCAF M.391
16-foot Bombing-up Raft

RCAF M.392
RCAF M.393
Both were a 16-foot Small Scow

RCAF M.395
16-foot Small Scow or a Towed Bombing-up Raft
Based at Eastern Air Command

RCAF M.396
KINGFISHER

RCAF M.397
ZUIZAN

RCAF M.398
MURRE

RCAF M.399
IBIS

RCAF M.400
ROVEN

RCAF M.402
General Utility Boat
Based at Eastern Air Command

RCAF M.407
ABADIK

RCAF M.408
BANOSKIK

RCAF M.409
16-foot Rowboat

RCAF M.410
50-foot Derrick Scow

RCAF M.411
Aircraft Tender that served until 1946

RCAF M.413
BRAS D'OR

RCAF M.414
OSOYOOS

RCAF M.415
16-foot Aircraft Tender

RCAF M.416
A Rowboat that served on RCAF M.427 B.C. STAR

RCAF M.417
50-foot Derrick Scow

RCAF M.418
RCAF M.420
RCAF M.421
RCAF M.422
RCAF M.423
All 5 were a 16-foot Rowboat

RCAF M.425
MIDNIGHT SUN

RCAF M.425A
16-foot Rowboat that served as the lifeboat on RCAF M.425 MIDNIGHT SUN

RCAF M.426
CAPE CANSO

RCAF M.427
B.C. STAR

RCAF M.428
CURLEW

RCAF M.429
GULL

RCAF M.429A
Rowboat – the lifeboat in RCAF M.429 GULL

RCAF M.430
PUFFIN

RCAF M.430A
Rowboat – the lifeboat in RCAF M.430 PUFFIN

RCAF M.431
PETREL

RCAF M.432
PLOVER

RCAF M.432B
Lifeboat for RCAF M.432 PLOVER

RCAF M.433
SNIPE

RCAF M.434
1942
Range Boat (Type III)

RCAF M.435
1942
30-foot Range Boat (Type III) or Range Safety/Target Towing Boat
Based at Eastern Air Command, Trenton, Ontario

RCAF M.436
RCAF M.437
Both were a 30-foot Range Boat (Type III) in service 1942

RCAF M.438
General Purpose Scow

RCAF M.439
1943
40-foot General Utility Duty Boat
Based at Eastern Air Command, Dartmouth, Nova Scotia

RCAF M.440
ALBATROSS

RCAF M.441
MERGANSER

RCAF M.442
PENGUIN

RCAF M.443
CRANE

RCAF M.444
GANDER

RCAF M.445
GODWIT

RCAF M.446
AUKLET

RCAF M.447
NICTAK

RCAF M.448
GOOSE

RCAF M.448A
The Lifeboat on RCAF M.448 GOOSE

RCAF M.449
JAGER

RCAF M.449A
Lifeboat on RCAF M.449 JAGER

RCAF M.450
RCAF M.451
RCAF M.452
All 3 were a 16-foot Rowboat

RCAF M.453
16-foot Rowboat that served until 1946

RCAF M.454
RCAF M.455
Both were a 16-foot Rowboat

RCAF M.456
ESKIMO

RCAF M.458
RCAF M.460
RCAF M.462
RCAF M.464
RCAF M.465
RCAF M.466
All 6 were 16-foot Rowboats

RCAF M.467
MALAHAT

RCAF M.468
SONGHEE

RCAF M.469
SQUAMISH

RCAF M.470
1942
20-foot Aircraft Tender built in 1942
Based at Eastern Air Command

RCAF M.471
1942
20-foot Aircraft Tender built in 1942
Based at Eastern Air Command, Dartmouth, Nova Scotia
M.471 was in for hull repairs on January 18th, 1944, and was launched and declared serviceable on April 10th, 1944.

RCAF M.472
RCAF M.473
RCAF M.474
1942
These 3 were 20-foot Aircraft Tenders built in 1942 and all, M.470 to M.474 were identical

RCAF M.475
1943
40-foot General Utility or Duty Boat
Based at Eastern Air Command, Dartmouth, Nova Scotia
A photo can be seen in appendices one at the back of volume one.

RCAF M.476
Served until 1946
Derrick Scow

RCAF M.477
Served until 1946
50-foot Medium Scow

RCAF M.478
16-foot General Purpose Scow
Based at Eastern Air Command

RCAF M.479
40-foot Derrick Scow
Based at Eastern Air Command, Dartmouth, Nova Scotia
M-479 was picked up on January 12th, 1945, after being adrift at sea for several days.

RCAF M.480
Derrick Scow
Based at Eastern Air Command

RCAF M.481
Served until 1946
Medium Scow

RCAF M.482
RCAF M.483
Both were a Refueling Scow
Based at Eastern Air Command

RCAF M.484
20-foot Aircraft Tender

RCAF M.485
Derrick Scow
Based at Eastern Air Command

RCAF M.486
A. T. and B. No. 17

RCAF M.487
RCAF M.488
RCAF M.489
RCAF M.490
1942
All 4 were 16-foot Rowboats

RCAF M.491
RCAF M.492

Both were 16-foot Rowboats

RCAF M.493
UMBRETTA

RCAF M.494
EGRET

RCAF M.495
COOT

RCAF M.496
TERN

RCAF M.497
CETOMA

RCAF M.499
Served until 1945
Range Boat (Type III)

RCAF M.500
Served until 1945
40-foot wooden Range Boat (Type III) built in 1943

RCAF M.501
Served until 1945
40-foot wooden Range Boat (Type III) built in 1943
This vessel when sold was renamed GULL LAKE

RCAF M.502
FLAMINGO

RCAF M.503
RANDY BOY

RCAF M.504
1942
66-foot Water Scow built in 1941

RCAF M.505
Aircraft Tender
Based at Eastern Air Command, Dartmouth, Nova Scotia
This vessel had a damaged propeller on December 5th, 1943.

RCAF M.506
18-foot Launch
An aircraft tender that was a fast inboard launch
Based at Eastern Air Command, Dartmouth, Nova Scotia
This vessel was placed in storage for the winter on December 22nd, 1943.
A photo can be seen in appendices one at the back of volume one.

RCAF M.507
Aircraft Tender
Based at Eastern Air Command

RCAF M.508
1942 – 1946
20-foot Aircraft Tender

RCAF M.509
1943
Aircraft Tender
Based at Eastern Air Command

RCAF M.510
1943
Aircraft Tender
Based at Eastern Air Command

RCAF M.511
Aircraft Tender

RCAF M.512
RCAF M.513
1943
Both were 20-foot Aircraft Tenders built in 1943 and based at Eastern Air Command

RCAF M.514
WIDGEON

RCAF M.515
M.515 and B135
1943
30-foot Range Boat (Type VI)

RCAF M.516
M.516 and B133
1943
30-foot Range Boat (Type V)
Based at Eastern Air Command

RCAF M.517
1943
30-foot Range Boat (Type III)

RCAF M.518
WILLET

RCAF M.519
M.519 and B136
1943
30-foot Range Boat (Type VI) that was built in 1943 and was self propelled and weighed 2,500 lbs.
Based at Eastern Air Command and a photo can be seen in appendices one at the back of volume one.

RCAF M.520
1943
30-foot Range Boat (Type VI), Duty Boat and Target Towing
Based at Eastern Air Command

RCAF M.521
GANNET

RCAF M.522
BEAVER

RCAF M.523
1942
16-foot Small Scow built in 1942

RCAF M.524
16-foot Small Scow

RCAF M.525
Served until 1945
General Purpose Scow

RCAF M.526
Served until 1946
78-foot wooden Large Scow built in 1925

RCAF M.528
MERMAID

RCAF M.529
LE GAULOIS

RCAF M.530
REEL FISHER

RCAF M.531
STUART

RCAF M.531A
Lifeboat for RCAF M.531 STUART

RCAF M.532
SETON

RCAF M.533
SOOKE

RCAF M.534
BABINE

RCAF M.535
NIMPKISH

RCAF M.536
SKEENA MAID

RCAF M.536A
Lifeboat for RCAF M.536 SKEENA MAID

RCAF M.537
ARROW

RCAF M.538

Canoe

RCAF M.539

1943

16-foot Rowboat built in 1943

RCAF M.540

WALTER M

RCAF M.541

TRANSPORTER

RCAF M.542

RETRIEVER

RCAF M.543

Served until 1945

General Purpose Scow

RCAF M.546

16-foot Rowboat on RCAF M.536 SKEENA MAID

RCAF M.547

Lifeboat on RCAF M.540 WALTER M

RCAF M.548

RCAF M.552

Both were 16-foot Rowboats

RCAF M.553

RCAF M.554

RCAF M.555

RCAF M.556

RCAF M.557

All 5 were 16-foot Small Scows

RCAF M.558

1943 – 1945

90-foot General Purpose Scow built in 1943

RCAF M.559

1943

90-foot Large Scow built in 1943

RCAF M.560

MELVILLE

RCAF M.564

16-foot Rowboat

RCAF M.565

24-foot Small Scow

RCAF M.567

General Purpose Scow

A good photo of this scow is found between pages 22 and 23 in volume one.

RCAF M.569
20-foot General Purpose Scow

RCAF M.570
1943 – 1965
24-foot Small Scow

RCAF M.571
Unknown
Based at Eastern Air Command

RCAF M.572
1943
Lightering Scow built in 1943

RCAF M.573
MOHAWK

RCAF M.574
RCAF M.575
RCAF M.576
RCAF M.577
All 4 were 90-foot Large Scows

RCAF M.579
FUSILIER

RCAF M.580
ALOMA/CORMACK

RCAF M.582
HILI-KUM

RCAF M.583
90-foot Large Scow

RCAF M.584
1943
59-foot Large Scow

RCAF M.585
1943
40-foot General Utility Boat – A former Cape Sable Island Boat
Based at Eastern Air Command Nova Scotia
Departed Dartmouth, Nova Scotia, for Shelburne, Nova Scotia, on November 27th, 1943, and was transferred to North Sydney, Nova Scotia, on May 12th, 1944.

RCAF M.586
1943
40-foot General Utility Boat and Range Boat that was sheathed against the ice and was based at Eastern Air Command, Goose Bay, Labrador, during the summers. The sheathing against the ice was probably extra planking of about ½ inch where ice would rub against the vessels hull.

RCAF M.587
1943

40-foot General Utility Boat built in 1943
Based at Eastern Air Command
M.587 could haul twenty bags of coal.

RCAF M.591
SEA MEW

RCAF M.592
DEERLEAP

RCAF M.594
Bombing-up Raft

RCAF M.595
NAOMI W

RCAF M.596
HESQUIAT

RCAF M.597
KIMSQUIT

RCAF M.598
SEA SPRAY

RCAF M.599
16-foot Rowboat
Transferred from Eastern Air Command to NO 3 RD, Vancouver, BC March 1944

RCAF M.600
16-foot Rowboat

RCAF M.601
Served until 1946
16-foot Rowboat

RCAF M.603
16-foot Rowboat

RCAF M.604
Aircraft Tender

RCAF M.607
SEAGULL

RCAF M.608
1944
38-foot Aircraft Crash Boat

RCAF M.609
BALDPATE

RCAF M.610
BLACK GOOSE

RCAF M.611

BLUE GOOSE

RCAF M.612
GRAY GOOSE

RCAF M.613
SNOW GOOSE

RCAF M.614
CANADA GOOSE

RCAF M.615
LAPWING

RCAF M.616
Unknown

RCAF M.617
HARLEQUIN

RCAF M.618
RCAF M.619
Both were a Rowboat for Winter Rescue

RCAF M.620
Served until 1946
40-foot Medium Scow

RCAF M.622
RCAF M.623
Both were an 18-foot Sailing Sloop

RCAF M.624
RCAF M.625
RCAF M.626
RCAF M.627
RCAF M.628
RCAF M.629
RCAF M.630
RCAF M.631
RCAF M.632

All 9 were 16-foot Rowboats Transferred from Eastern Air Command to NO 3 RD, Vancouver, BC March 1944 with RCAF M.599

RCAF M.633
50-foot Derrick Scow

RCAF M.639
GENERAL MACKENZIE

RCAF M.640
G. of G. No. 8

RCAF M.641
1944
25-foot Aircraft Tender built in 1944

RCAF M.642
RCAF M.643
RCAF M.644
All 3 were a Dory

RCAF M.645
RCAF M.646
1944
Both were 50-foot Landing Barges

RCAF M.648
RCAF M.649
Both were 16-foot Rowboats

RCAF M.650
GILLEY NO 21

RCAF M.651
RCAF M.652
Both were a 27-foot Montague Whaler

RCAF M.654
KADIAC

RCAF M.655
Served until 1946
Dory on RCAF M.447 NICTAK

RCAF M.656
RCAF M.657
Both were 16-foot Rowboats

RCAF M.658
50-foot Derrick Scow

RCAF M.659
RCAF M.660
RCAF M.661
RCAF M.662
All 4 were 16-foot Rowboats

RCAF M.663
RCAF M.664
Both were 16-foot Skiffs

RCAF M.665
RCAF M.666
RCAF M.667
All 3 were Skiffs

RCAF M.669
Rowboat for Winter Rescue

RCAF M.671
RCAF M.672

RCAF M.673
All 3 were 16-foot Rowboats

RCAF M.674
Small Scow

RCAF M.675
16-foot Dory

RCAF M.679
Towing Dory

RCAF M.680
Served until 1945
Dory on RCAF M.413 BRAS D'OR

RCAF M.682
Small Scow

RCAF M.683
Served until 1945
Dory on RCAF M.414 OSOYOOS

RCAF M.687
Unknown

RCAF M.688
16-foot Lifeboat

RCAF M.689
16-foot Lifeboat on RCAF M.573 MOHAWK

RCAF M.690
16-foot Lifeboat

RCAF M.693
RCAF M.694
Both were a 16-foot Rowboat

RCAF M.695
Served until 1945
Dory on RCAF M.407 ABADIK

RCAF M.696
Served until 1945
Dory on RCAF M.408 BANOSKIK

RCAF M.697
RCAF M.698
RCAF M.699
All 3 were a Dory

RCAF M.700
20-foot Sailing Sloop

RCAF M.701

16-foot Rowboat

RCAF M.702

Dory

RCAF M.703

ALLIGATOR

RCAF M.704

MUSKOKA

RCAF M.705

RCAF M.706

Both were a Dory

RCAF M.707

RCAF M.708

Both were a Lifeboat

RCAF M.711

Unknown

RCAF M.712

1942

20-foot Aircraft Tender built in 1942

RCAF M.716

Served until 1946

Launch

RCAF M.722

Lifeboat on RCAF M.468 SONGHEE

RCAF M.723

Lifeboat on RCAF M.468 SONGHEE

RCAF M.727

Served until 1953

Dory on RCAF M.231 MALECITE

RCAF M.730

Served until 1953

Dory on RCAF M.235 HURON

RCAF M.747

Lifeboat

RCAF M.751

50-foot Medium Scow

RCAF M.755

Canoe

The Marine Craft from about here are the post World War II Craft

RCAF M.756

1948
Aircraft Crash Boat

RCAF M.761
Collapsible Dinghy

RCAF M.769
SNOWBIRD II

RCAF M.790
16-foot aluminum Rowboat

RCAF M.791
Unknown

RCAF M.792
Unknown

RCAF M.793
AVOCET

RCAF M.797
Served until 1955
15-foot fiberglass Skiff

RCAF M.798
Served until 1955
25-foot fiberglass Skiff

RCAF M.806
15-foot fiberglass Rowboat

RCAF M.807
RUFF

RCAF M.808
SANDPIPER

RCAF M.809
WOODCOCK

RCAF M.810
KNOT

RCAF M.847
FLAMINGO

RCAF M.848
ALBATROSS renamed HERON

RCAF M.849
GUILLEMOT

RCAF M.850
SKUA

RCAF M.851
MANX

RCAF M.864
RCAF M.865
RCAF M.868
RCAF M.869
All 4 Aluminum 16-foot outboard boats

RCAF M.871
MALLARD

All the RCAF Marine Craft from M.872 to M.1011 inclusive served until 1965 when the RCAF became part of the Canadian Armed Forces.

RCAF M.872
BLACK DUCK

RCAF M.873
GANNET

RCAF M.874
SANDERLING

RCAF M.877
RCAF M.878
RCAF M.879
RCAF M.880
RCAF M.881
RCAF M.882
RCAF M.884
RCAF M.886
All 8 were a 16-foot Aluminum Outboard Boat

RCAF M.924
A 45-foot Medium Scow

RCAF M.925
EGRET

RCAF M.929
RCAF M.930
RCAF M.931
RCAF M.932
RCAF M.933
RCAF M.934
RCAF M.940
RCAF M.941
All 8 were 16-foot aluminum Outboard Boats

RCAF M.942
RCAF M.943
Both were 14-foot aluminum Outboard Boats

RCAF M.948
RCAF M.949

Both were 16-foot aluminum Outboard Boats

RCAF M.950

RCAF M.951

Both were 16-foot aluminum Outboard Boats built in 1957

RCAF M.952

RCAF M.953

Both were 14-foot aluminum Outboard Boats

RCAF M.954

RCAF M.955

RCAF M.956

RCAF M.957

RCAF M.958

RCAF M.959

RCAF M.960

RCAF M.961

RCAF M.962

RCAF M.963

RCAF M.964

RCAF M.965

RCAF M.966

All 13 were 16-foot aluminum Outboard Boats

RCAF M.967

RCAF M.968

Both were 14-foot aluminum Outboard Boats

RCAF M.970

RCAF M.971

RCAF M.973

All 3 were 16-foot aluminum Outboard Boats

RCAF M.975

NIMPKISH II

RCAF M.976

RCAF M.977

RCAF M.978

All 3 were 16-foot aluminum Outboard Boats

RCAF M.979

RCAF M.980

RCAF M.981

RCAF M.984

RCAF M.985

RCAF M.986

RCAF M.987

RCAF M.988

RCAF M.989

RCAF M.990

RCAF M.991

All 11 were 14-foot aluminum Outboard Boats

RCAF M.992

RCAF M.993
RCAF M.995
RCAF M.996
All 4 were 16-foot aluminum Outboard Boats

RCAF M.997
RCAF M.998
RCAF M.999
RCAF M.1000
RCAF M.1001
RCAF M.1002
RCAF M.1003
RCAF M.1004
RCAF M.1006
RCAF M.1010
RCAF M.1011
All 11 were 14-foot aluminum Outboard Boats

This is a list of the RCAF Marine Craft in numerical order by "B" number:

One can find further detail on each vessel by looking up the name listed in the list of names in alphabetical order above.

B100 MALLARD
B101 MANDARIN
B102 REDHEAD
B103 EIDER
B104 RINGBILL
B106 NOOTKA
B107 MALECITE
B108 TAKULI
B109 ABNAKI
B110 MONTAGNAIS
B111 HURON
B112 ELAINE W
B113 ARISTOCRAT
B114 ARRESTEUR
B115 DETECTOR
B116 OK SERVICE IV
B117 ABADIK
B118 BANOSKIK
B119 BRAS D'OR
B120 OSOYOOS
B121 SHELDRAKE
B122 GARGANEY
B123 NICTAK
B124 GANNET
B125 ESKIMO
B126 CAREY
B127 DABCHICK
B128 ZUIZAN
B129 IBIS
B130 ROVEN
B131 PENGUIN
B132 GANDER
B133 M.516
B134 ALOMA/CORMACK
B135 M.515

B136 M.519
B137 BEAVER
B139 MOHAWK
B159 MALECITE
B161 MONTAGNAIS
B162 HURON
B165 ATLIN
B167 REEL FISHER
B170 SKEENA MAID
B171 MALAHAT
B172 SONGHEE
B174 STUART
B179 ARROW
B183 NAOMI W

This is a list of the RCAF Marine Craft in alphabetical order by International Call Sign:

These are all the call signs that have been found and one can find further detail on each vessel by looking up the vessel on the list of names above.

VXCB M.233 ABNAKI
VXCD M.610 BLACK GOOSE
VXCF M.611 BLUE GOOSE
VXCG M.267 BRANT
VXCJ M.614 CANADA GOOSE
VXCK M.178 DUCK
VXCL M.202 EIDER
VXCM M.612 GREY GOOSE
VXCN M.235 HURON
VXCP M.396 KINGFISHER
VXCQ M.467 MALAHAT
VXCR M.231 MALECITE
VXCS M.234 MONTAGNAIS
VXCT M.208 NOOTKA
VXCW M.264 PELICAN
VXCY M.430 PUFFIN
VXCZ M.201 REDHEAD
VXDB M.433 SNIPE
VXDC M.613 SNOW GOOSE

VXDF M.468 SONGHEE

VXDG M.232 TAKULI

VXDJ M.266 TEAL

VXNZ M.769 SNOWBIRD

VXZG M.871 MALLARD

I feel confident the VXZG call sign was assigned to this M.871 MALLARD and not M.158 MALLARD but why could I not find the call sign to the others, the 40-footers at least. I have gone through my International Telecommunication records many times with hopes they would somehow appear but they are not there.

This is a list of the RCAF Marine Craft in alphabetical order by Radiotelephone Voice Call:

These are all the radiotelephone call codes that have been found and one can find further detail on each vessel from the list of names above. One will note a number of duplicates and your guess is as good as mine. These came from the Janap List and there are five 40-footers. Therefore, this Janap List must have been issued around 1953 or 1954.

Catapult B M.467 MALAHAT

Catapult D M.611 BLUE GOOSE

Chapel A M.848 ALBATROSS

Chapel A M.266 TEAL

Chapel Z M.535 NIMPKISH

Charity W M.430 PUFFIN

Charity X M.793 AVOCET

Charity X M.159

Disband A M.847 FLAMINGO

Disband A M.396 KINGFISHER

Disband B M.610 BLACK GOOSE

Disband B M.849 GUILLEMOT

Equal S M.810 KNOT

Equal S M.613 SNOW GOOSE

Event E M.851 MANX

Event E M.234 MONTAGNAIS

Event F M.267 BRANT

Event F	M.807	RUFF
Extort F	M.231	MALECITE
Extort F	M.808	SANDPIPER
Extort G	M.364	DABCHICK
Extort G	M.850	SKUA
Fido H	M.612	GREY GOOSE
Fido H	M.809	WOODCOCK
Flashlight G	M.233	ABNAKI
Giddy U	M.208	NOOTKA
Gismo T	M.468	SONGHEE
Inlet V	M.264	PELICAN
Irium G	M.235	HURON
Irium H	M.232	TAKULI
Jigger N	M.202	EIDER
Jingle P	M.178	DUCK
Jingle Q	M.433	SNIPE
Menu M	M.614	CANADA GOOSE

This is what has been found on the RCAF fleet.

THE 40-FOOTERS

The steel 40-footers listed above were a design in use by the United States Coast Guard. The first Royal Canadian Air Force copies were built in the United States and further copies were built in Canada. I found an article in November, 2005, that said the RCAF took delivery of 4 American built copies and had 5 more copies built in Canada. Note that the first 5 on the list have pendant numbers that run consecutive.

The nine were:

RCAF	M.847	FLAMINGO	
RCAF	M.848	ALBATROSS	renamed HERON
RCAF	M.849	GUILLEMOT	
RCAF	M.850	SKUA	
RCAF	M.851	MANX	
RCAF	M.871	MALLARD	
RCAF	M.872	BLACK DUCK	
RCAF	M.873	GANNET	
RCAF	M.925	EGRET	

The Canadian Coast Guard had about twenty copies of these 40-footers as mentioned in the description of

RCAF M.850 SKUA. The Canadian built copies had so much extra equipment that the crews began to wonder if they were still seaworthy. As far as I know the Royal Canadian Mounted Police continued to use a wooden patrol boat and did not have any of these 40-footers. One would think the steel hull of these 40-footers would have made a more efficient vessel, especially on the west coast where there are a lot of partially submerged trees.



John Rae VE1AGN

This is one of the Canadian Coast Guard 40-footers. This is Canadian Coast Guard Cutter 117 at her home berth at Sambro, Nova Scotia in 1980. This one was built at Sorel, Quebec. My old friend and former shipmate Captain Ellsworth Coggins brought this one down to Halifax from her builder's yard. We were told these American boats were designed to roll over and right themselves. Captain Coggins wanted to do that with the 117 as part of her sea trials. The shipyard refused. Off Summerside, Prince Edward Island on this delivery voyage they were getting low on fuel and when entering this port she rolled over in a sea so far her main engines stopped. The engines were fitted with cutout switches to stop when the 117 rolled over to a certain degree. Her crew was in a bit of a panic to get an anchor out and get her engines going again. The 117 was a training vessel for the officer cadets at the Coast Guard College, Sydney, Nova Scotia in 2007.

There is a good photograph of one of the RCAF 40-footers, RCAF M.848 HERON on page 306 of Canadian Warship Names by David J. Freeman. Page 17 of Volume Two of The Royal Canadian Air Force Marine Squadrons has four good photographs of RCAF M.872 BLACK DUCK. There was still a use for these small vessels in 2005 and they were assigned these same names. They were operated by the sea division, the current navy of the Canadian Forces and were painted all grey.

Back in the 1950's and 1960's it was hard to get in and out of an American port and not see at least one of these 40-footers. One would often come alongside and look you over from a short distance. They normally

carried a crew of two men. One was a Quartermaster third and the other a Motorman third in the United States Coast Guard known as a Petty Officer Third Class or the equivalent of a Leading Seaman in the pre 1968 Canadian Navy. The Quartermaster stood at the wheel, steered and operated the 6-71 GM Diesel Engines from that position on the starboard side. The Motorman stood on the opposite port side and had a steel bar to hang on to. I have seen them switch on a good clear loud hailer and politely ask a yacht to move out of our way. If the yacht did not move they would switch on a siren, give her a good shot of full ahead and literally kick all the water out from under their stern, and leap at the offending yacht with the motorman hanging on.

I have more detail on these U.S. Coast Guard 40-footers in Section 10 under Lifeboats.



United States Coast Guard

This is one of these 40-footers of the United States Coast Guard off the Coast of Alaska.

THE DEPARTMENT OF FISHERIES FLEET

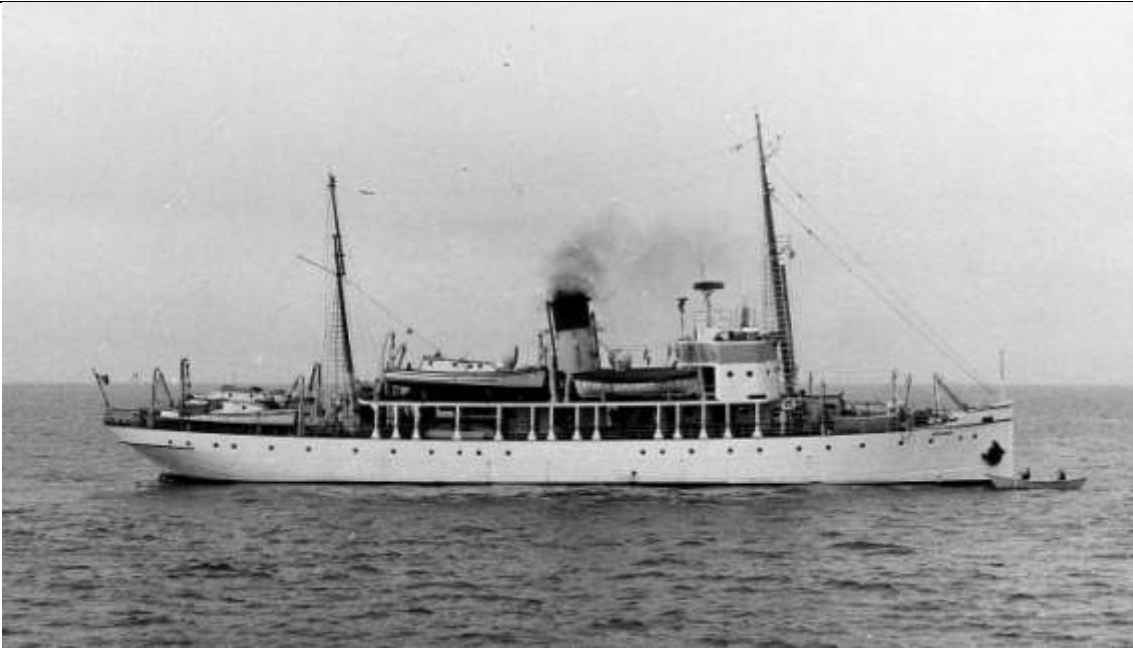
The Department of Fisheries Fleet over the years has contained a number of ships that carried radio operators. The ACADIA was part of this fleet for many years. She arrived in 1912 with call sign VDT and when all the call signs changed to four letters, hers was as descriptive as any, CGFS – Canadian Government Fisheries Service. On the creation of the Department of the Environment and the Bedford Institute of Oceanography, this call sign was changed to CGCB. Between the world wars there were three main ships around the Halifax area that operated under the Department of Fisheries. All three have been mentioned elsewhere on these pages.

CGFS

ACADIA

CGFX
CGFD

ARLEUX
ARRAS



R. Belanger, Bedford Institute of Oceanography, Dartmouth, Nova Scotia

CSS ACADIA

After World War II this fisheries service was given a Navy diesel Bangor Class Minesweeper, HMCS MELVILLE that was renamed CYGNUS and was assigned call sign CGFR. That CYGNUS was replaced in 1959 with a new ship named CYGNUS that did not carry a radio operator. The year before, 1958, the A. T. CAMERON joined this fleet and she carried a radio operator.



Pat Falvey

CGS CYGNUS with call sign CGFR

CGFR	CYGNUS
CGBD	A. T. CAMERON

In 1975 a new ship, CAPE ROGER, built in Pictou, Nova Scotia, joined this fleet and was capable of carrying a radio operator. She was fitted with a Marconi Commander D station and came complete with a proper call sign taken randomly from the Canadian blocks of call signs, VCBT. CAPE ROGER carried a radio operator for a couple of trips only. At least someone somewhere tried very hard to not only make sense but give this ship the very best communications available.

VCBT	CAPE ROGER
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Wamboldt-Waterfield, Halifax, Nova Scotia

CGS CAPE ROGER at Halifax, Nova Scotia, September 1977



Canadian Shipping and Marine Engineering

Another new ship built at Marystown shipyard, Marystown, Newfoundland, named CYGNUS joined this fleet in 1982 with call sign CGDW. This CYGNUS with the CGDW call sign was equipped with radiotelephone only and did not carry a radio operator.

CGDW	CYGNUS
CGDC	CYGNUS
CGDM	CHEBUCTO
CGGG	CAPE FREELS

The four above were fitted with radiotelephone only and were fisheries protection patrol vessels, although the International Telecommunication Union publication List of Ship Stations listed them as cargo vessels. They resembled a small warship without guns and were painted gray until they were combined with the Coast Guard fleet. The two that were left at that time, CYGNUS with international call sign CGDW and CHEBUCTO with international call sign CGDM were then painted Coast Guard red. All the fisheries vessels were complete gray in colour with the exception of the A. T. CAMERON. The last time I saw her she was painted in a black hull, white superstructure configuration. CAPE FREELS sank while patrolling the Grand Banks off Newfoundland.

HALIFAX RADIO VBQ

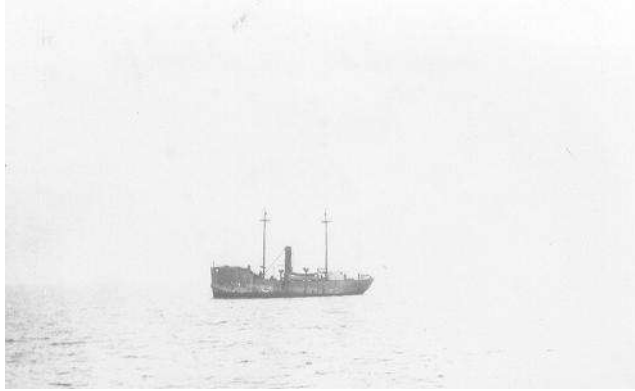
Radiotelephone technology by 1936 had advanced far enough that the Department of Transport installed a station for this mode of communication with ships in the Halifax area. This station was located at Citadel Hill in the city of Halifax and it remained at this location only five years, from 1936 until 1941 when it was moved to the upper floor of the main Post Office building in Halifax. There was also a signal station for visual communications mounted on the roof of this Post Office building that was operated by the Navy with WRENS (Women's Royal Canadian Naval Service) during the last years of World War II, and civilian signalmen after termination of the war.

This radiotelephone station was known as Halifax Radio and held call sign VBQ. The operators at this station handled radiotelephone duplex calls (direct link between ships and the regular telephone system); messages with ships fitted with only radiotelephone; a continuous radiotelegraph service between VBQ, the radio operators on Sable Island VGF, and with Ottawa Radio VAA. Another part of their duties consisted of supplying an operator for the Sambro Lightship with call sign VXR. One of the VBQ operators did this tour for a few weeks at a time. There was only this one Lightship in the approaches to Halifax after the war. During the war there had been two, another known as Halifax East that was on the eastern side of the approaches to the harbour.



Warren E. Hagar

This is Sambro Lightship No 24 in 1933 but I do not know when she was first issued the VXR call sign. There is a possibility this Lightship had call sign VGX at one time.

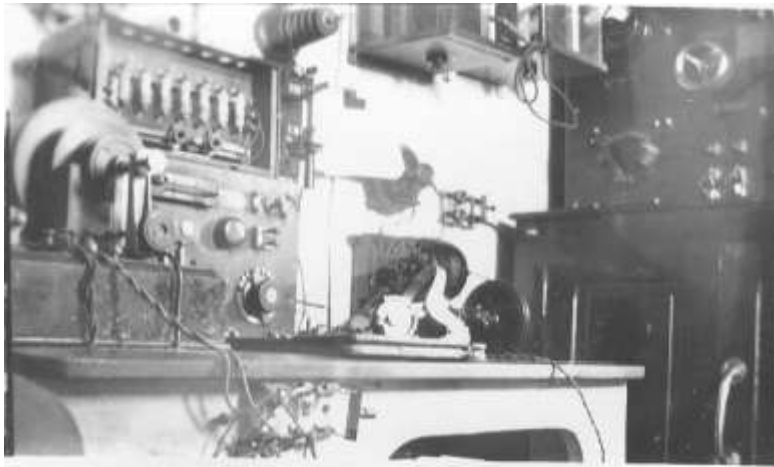


Warren E. Hagar

This is the Lurcher Lightship No 14 in 1925.

The last Lurcher Lightship was taken to the Point Edward Coast Guard College and is used as a training vessel for the Coast Guard officer cadets with call sign CGBG.

The Lurcher Lightship had call sign VGA but I do not know when she was first issued that call sign.



Warren E. Hagar

This is the radio beacon transmitter in the Lurcher Lightship 1925.



Alex Murray

This is Halifax Radio VBQ located in the old Post Office Building in downtown Halifax.
This photograph was taken in the mid 1950's

For many years VBQ operated with only one transmitter, a Collins AG10 but eventually was fitted with a second AG10. Needless to say the operators did some very fancy footwork to keep this station going with only one transmitter. Any faults had to be cleared immediately if not sooner. This is only one of many similar incidents that a service was performed with next to nothing with which to work. Along with the two Collins AG10 transmitters this station had eight receivers located at Hartlen Point. These receivers were remotely controlled from the Post Office building. In other words the duty operator and the transmitters were in the Post Office building, downtown Halifax, and the receivers were remote-controlled from Hartlen Point.

NATIONAL SEA PRODUCTS

After World War II Maritime Fish and National Fish became one company known as National Sea Products Limited. None of their ships has carried a radio operator since the war with the exception of the CAPE NORTH with call sign VODV. Jim Cable sailed as her radio operator for a short time during the 1980's. Other than that brief stint with a refrigerated freezer trawler this fleet operated entirely with radiotelephone. For many years this fleet had a daily schedule set up through Halifax Radio VBQ on frequency 2530 kHz. Mr. Phil Romkey at National Sea Products would call Halifax Radio VBQ at scheduled times during the day and the duty operator at VBQ would connect him via duplex to this channel. Mr. Romkey would then call each vessel in turn and hold a conference with each of the Captains at sea.

HALIFAX RADIO CFH AFTER WORLD WAR II

When World War II terminated, Halifax Radio CFH carried on under the same staffing arrangement as when it first went on the air in 1943. Charlie Williams was the Department of Transport Officer in Charge and the operators under him were Shirley Booth, Ernie Falvey, Fred Totten, and Frank Emeneau. The naval radiotelegraph operators did the operating with all but the passenger liners. The station was to take over the handling of commercial message traffic from all ships at 8 AM local time January 1st, 1946. The Petty Officer in charge of the watch got excited and jumped the gun starting at midnight local time. The Department of Transport operators had drawn lots to see which one would open the station. Ernie Falvey

had won the honours but arrived at 8 AM to find the station had been open to commercial message traffic for eight hours and everything was in one hell of a mess. There were messages with no origin, no checks, and no time. Names were inaccurate, call signs were missing or inaccurate, and no QRC (name of the private company handling the accounts). Needless to say Ernie put in one of the longest and toughest days of his career, but luckily Charlie Williams was most capable and he was not long getting things in order.

There were twelve top naval radio telegraph operators per watch (twenty-five words per minute steady on traffic with ordinary hand keys), but they were a different breed of operator and the large commercial ships shied away from them because of their lack of understanding commercial procedures.



Bob Palmer

The operations room Halifax Radio CFH in 1947. Clockwise from Petty Officer Jack Carson (standing), Jim McGowan, Shorty Palmerton, Bob Walker, Norm Jermy, Scotty McLaughlan, Chuck Evans and Ron Dennis.

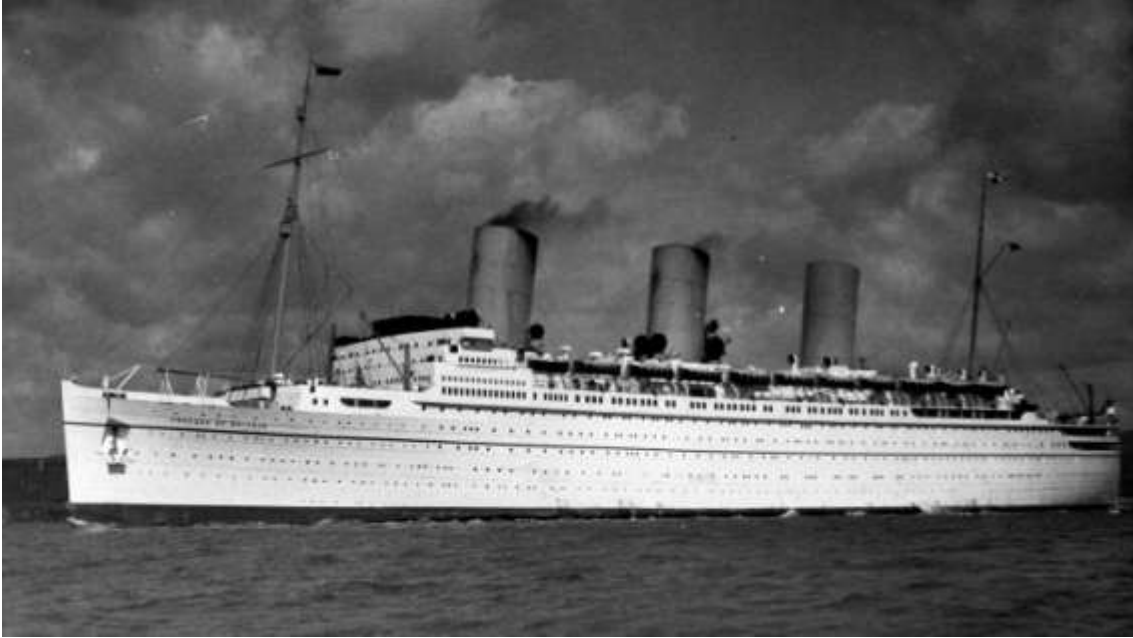
To give you an indication of what it was like to operate Halifax Radio CFH at this time, Ernie Falvey went on duty one morning at 8 AM and received the following from the QUEEN MARY with call sign GBTT. QTC264, I have 264 telegrams, QSG30, I will send 30 of these at a time. She was bound for New York

from Europe and when Shirley Booth relieved Ernie at 3:55 that afternoon, QUEEN MARY sent HVE PRESSE CK4000, news for Telephoto News London, with four thousand words in the text. Ernie transmitted QRX SEC, I will call you in a second – standby, took off the headset and looked at Shirley saying, “It’s all yours Shirl, the key is hot, the writer is hot, and the seat is hot!”. Shirley sat down and got not one, but two of these long PRESSE messages, and was busy until midnight. At this time the British Government would pay for one telegram from each war bride to her home in England, and the QUEEN MARY carried many of these brides. Ernie managed to work a vessel just leaving Port Said, Egypt and another at Auckland, New Zealand, with no trouble. CFH was using ten thousand watts on the high frequency bands at this time.



Bob Palmer

Receiver site Halifax Radio CFH, Albro Lake, Nova Scotia, 1947



Public Archives Canada PA-56542

EMPRESS OF BRITAIN

CAMPERDOWN VCS AFTER WORLD WAR II

When the war ended C. R. "Sprack" Spracklin was still Officer in Charge at Camperdown Radio VCS. The Navy turned the relatively new Port War Signal Station over to the Department of Transport. John Spears had taken sick with cancer and died in 1945 at the age of forty-five and his son Gerry having spent a good portion of his naval service in the Frigate HMCS PRESTONIAN was discharged in 1945. John Wilkie received his naval discharge and he and Gerry took over the operation of the Signal Station on December 17th, 1945. A few years after this, Bill Spears (Gerry's brother), and Ross Purcell joined Gerry and John Wilkie as signalmen.

A number of changes were made in the two Camperdown stations (radio and signal) and by the early fifties, the signal station contained messing accommodations, the main radar set, and a low power radiotelephone for communications with the lighthouses in the vicinity and with the Halifax Pilot Boat. Staff of the Signal Station used the radiotelephone, but the radar was controlled from Camperdown Radio VCS.

Camperdown Radio VCS contained the main transmitter, a type LCS5 that had a one-kilowatt output, backed up by a Marconi LTT4 for emergency use. A Marconi TM11 was for use with ships fitted with radiotelephone only. The TM11 was the shore or coast station version of the popular CM11; simply a CM11 minus the CSR5 receiver. One 268 radar and two cathode ray type direction finders were also at the station and operated by the duty operators. One of these operated on the usual radiotelegraph direction finding frequencies of 300 to 500 kHz. The other operated on the radiotelephone frequencies of the 2-megahertz band. There was also an aural type MDF4 direction finder. The medium frequency direction finders could be connected to either Bellini-Tosi loops or to an Adcock Array, while the two megahertz apparatus had its own set of Adcock aerials.

A remote receiver on the calling and distress frequency of 500 kHz provided a continuous standby watch on the ship distress frequency. There were both landline telegraph and telephone wire line connections, including direct communications to the Halifax Pilot Office. The operators at the station still used radiotelegraph and the landline telegraph codes, the continental code for the former and the American, or Morse code for the latter. The normal procedure was to use a regular hand key for the radiotelegraph and a semi-automatic key (Bug) on the landline telegraph. The landline telegraph was a faster code.

The radar and direction finding at Camperdown VCS together with the low power radiotelephone worked as a team. This permitted the pilot boat and incoming vessels to find each other during periods of low visibility and permitted the operators to follow their progress into the harbour. Radar would give the bearing and range of the target (ship), but no identification. The direction finder gave identification and bearing, but not the range. Using the two together provided full information and also checked the accuracy of the separate methods with respect to the bearing.

During the 1940's radiotelephone traffic increased considerably. The large fishing vessels had replaced their radio operators with radiotelephone and small vessels of all types started installing these units. Radiotelephone was much improved with all the newer technology of the war and it was soon apparent that the services of the signal station were no longer required. Therefore, on March 17th, 1953 for the first time after more than 150 years of continuous service to the port of Halifax, the Camperdown Signal Station closed and the four Signalmen transferred to other employment elsewhere.



Alex Murray

This is radio operator Stan Cairns operating the first Teletype that replaced the old landline Morse system to CN/CP and Western Union. August 1956



Alex Murray

Operating position Camperdown Radio VCS mid 1950's



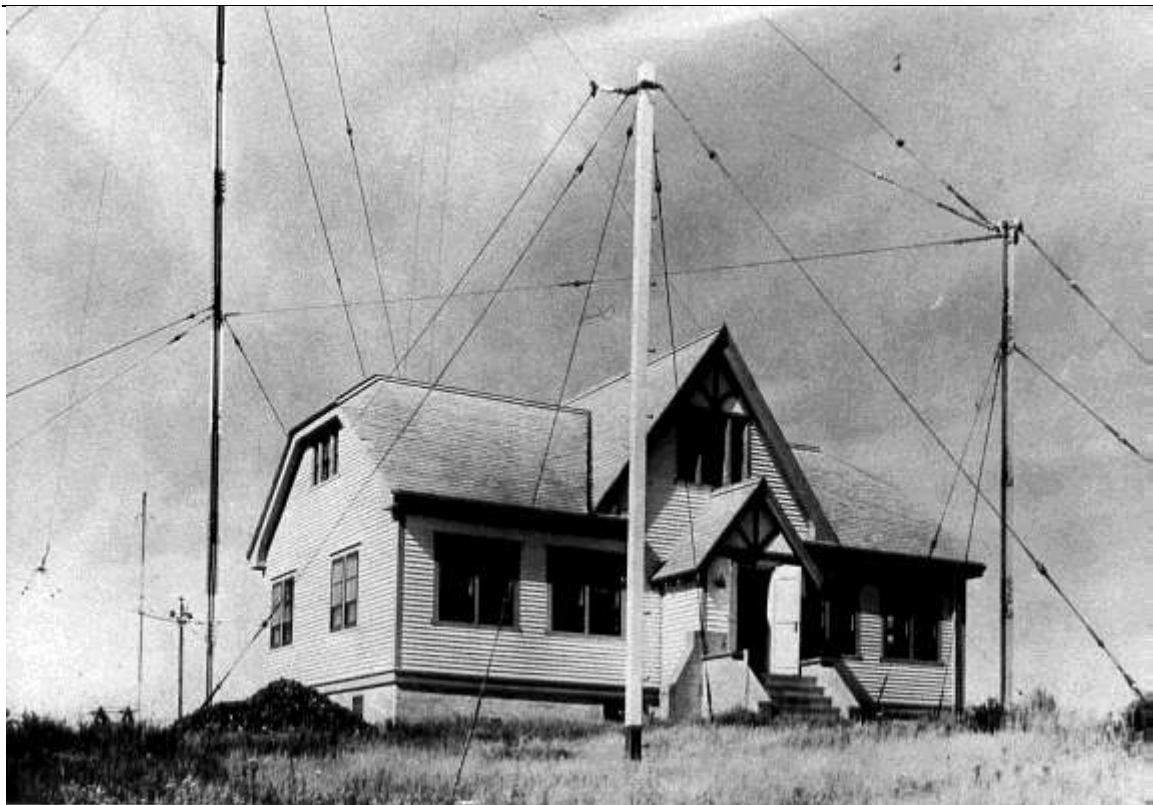
Alex Murray

Dave Clarkson at radar plotting position Camperdown Radio VCS 1956



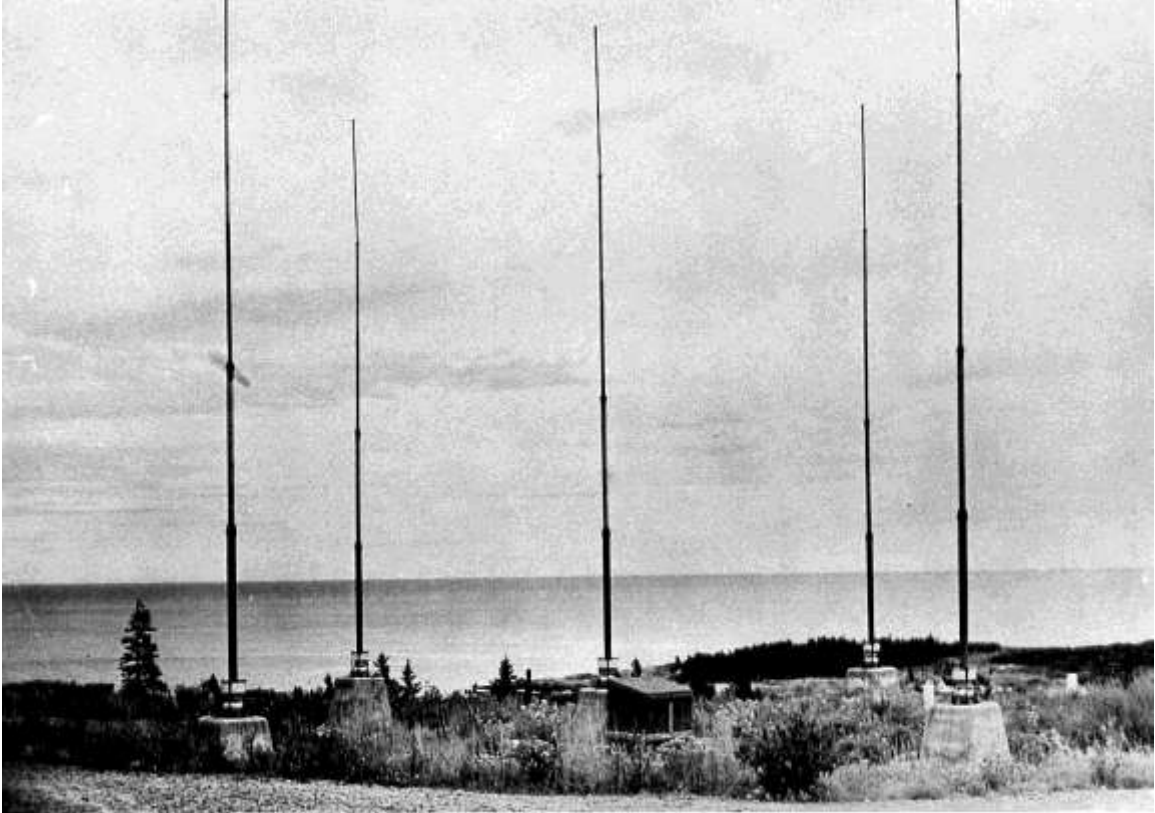
Alex Murray

John Weir operating Camperdown Radio VCS 1956



National Research Council (2360D)

Operations Building Camperdown Radio VCS September 1949



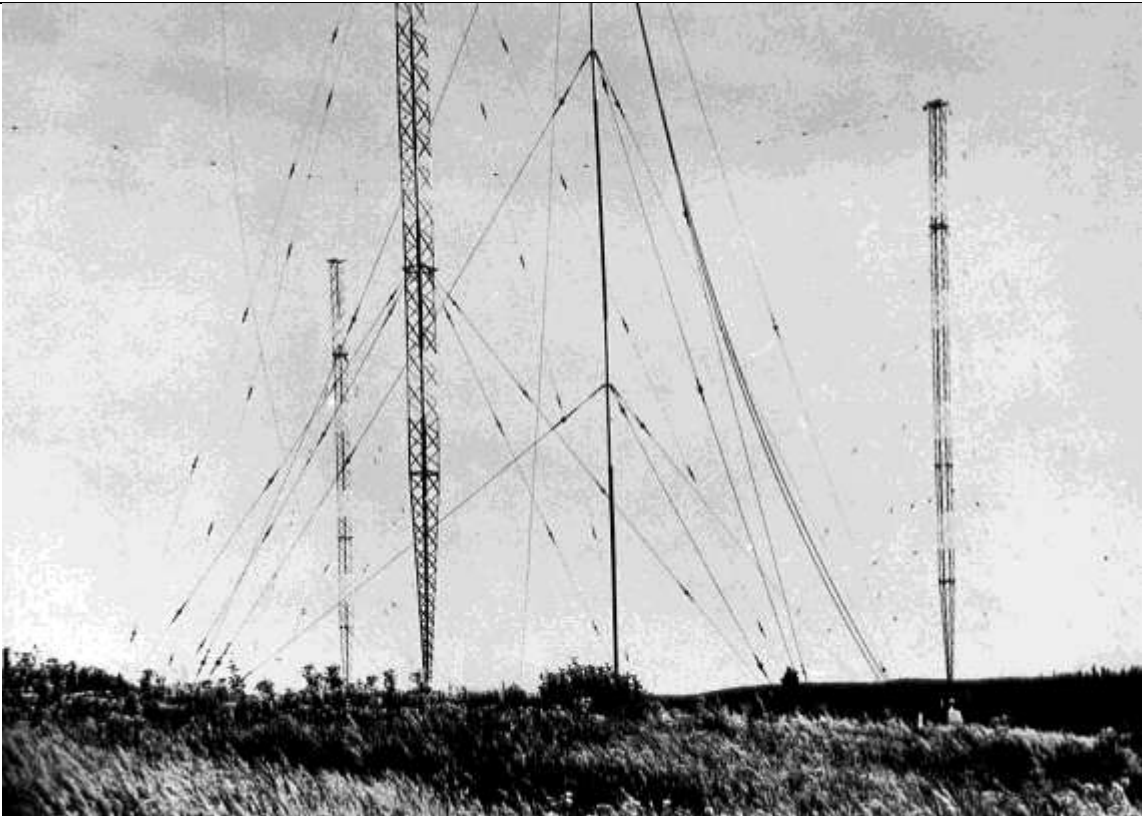
National Research Council (2360F)

Adcock D/F Antenna Array for the Cathode Ray Tube (CRT) Direction Finder, Camperdown Radio VCS
September 1949



National Research Council (2360A)

Port War Signal Station Camperdown, September 1949



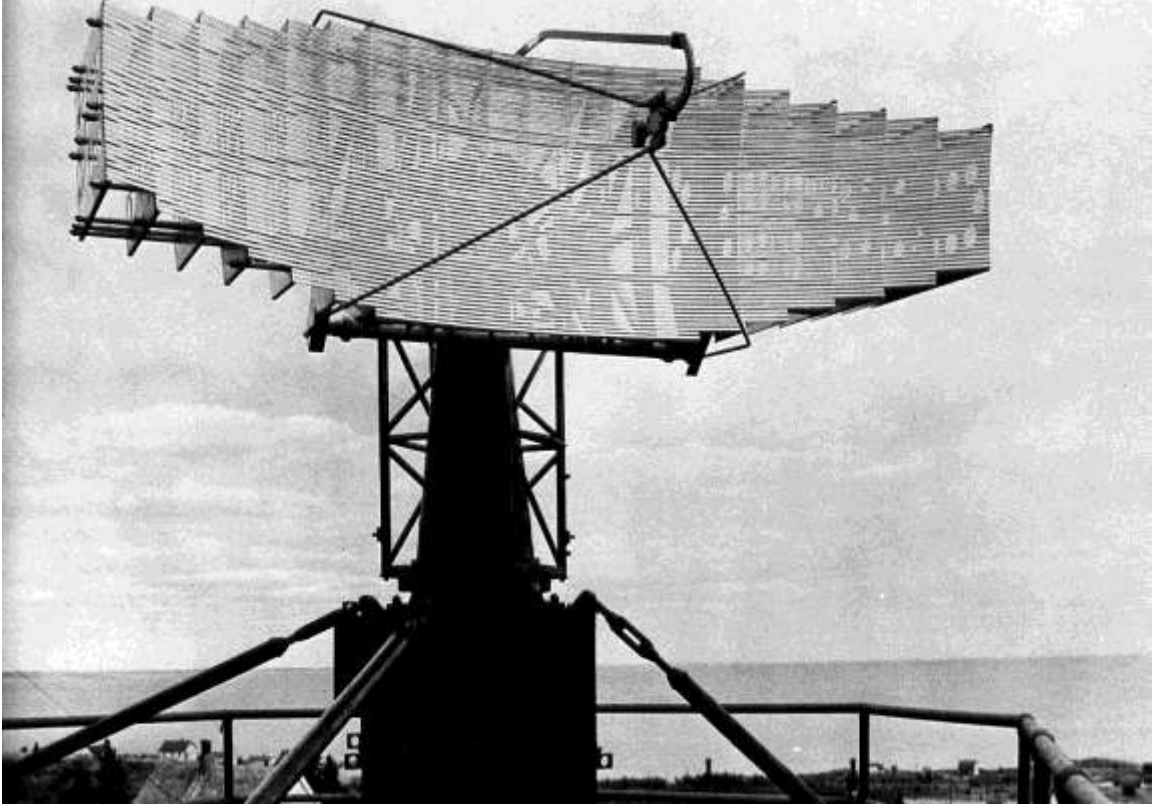
National Research Council (2360G)

Antenna Farm Camperdown Radio VCS September 1949



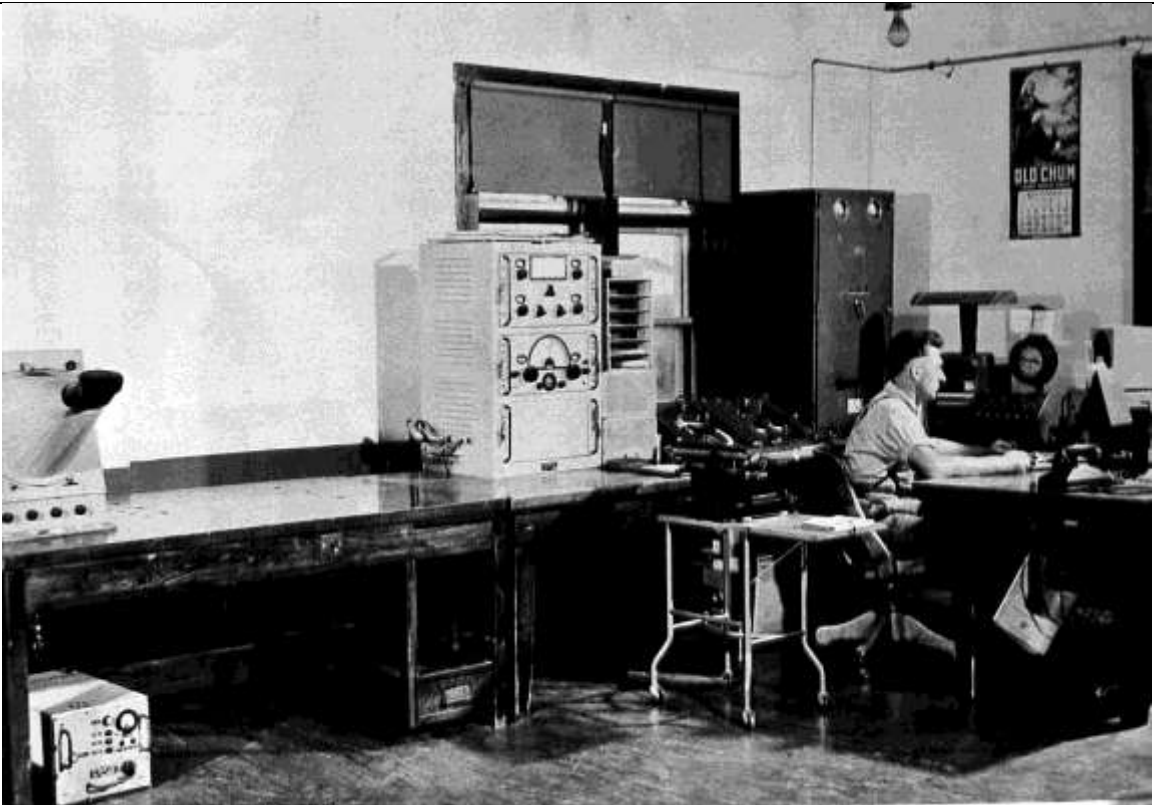
National Research Council (2360C)

Radar operating position Camperdown Radio September 1949



National Research Council (2360B)

Radar antenna Camperdown September 1949



National Research Council (2360E)

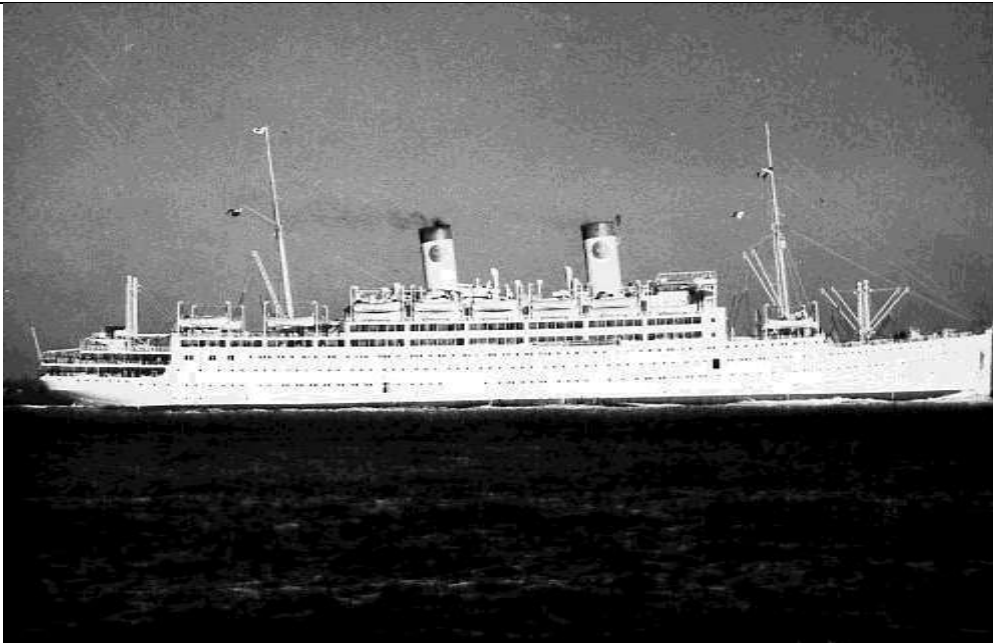
Ernie Falvey operating Camperdown Radio VCS September 1949

ITALIA HOJQ

On a Sunday morning in 1952 Ernie Falvey was doing the radar watch and John Weir was the duty radio operator at Camperdown Radio VCS. This particular morning the weather was thick fog with the visibility down to a few hundred feet. Camperdown had a large chart mounted on a pedestal alongside the 268 radar and the operators of the radar watch were required to plot on this chart the correct position of any ship; leaving, entering, or about to enter Halifax Harbour. This was done as soon as any ship showed on the radar screen and every fifteen minutes thereafter.

Ernie Falvey placed the Panamanian ship SS ITALIA belonging to the Home Line, and holding call sign HOJQ, on this chart at 11 AM on this Sunday in 1952. (I was unable to locate the exact date.) At this time ITALIA was approaching at ninety-five degrees heading for the outer automatic buoy. According to regulations Ernie did not have to plot this position again until 11:15 AM, so he got up out of his chair, looked out at the lousy weather and started to walk towards the operating position. John Weir left his position and started walking towards Ernie and when they met in front of the radar, John jokingly threw a punch at Ernie and said something to the effect get out of my way you old so and so. Ernie was around twelve years older than John and when Ernie ducked John's punch he happened to glance in the radar and received quite a shock at 11:07 AM. There was the ITALIA showing up like a large hot dog on the screen. ITALIA had mistaken the black can shoal buoy for the outer automatic. The black can shoal buoy is to the northeast of the outer automatic. Over this shoal there is only eighteen feet of water and the ITALIA was drawing thirty-one feet. ITALIA with fifteen hundred passengers on board was heading straight for disaster.

Ernie yelled at John to tell the ITALIA she was standing in danger and grabbed the radiotelephone to the pilot boat. Captain Harris Mosher (Ernie's brother-in-law) was in the pilot boat on the way out to meet ITALIA and act as her pilot for entering Halifax.



World Ship Society

ITALIA

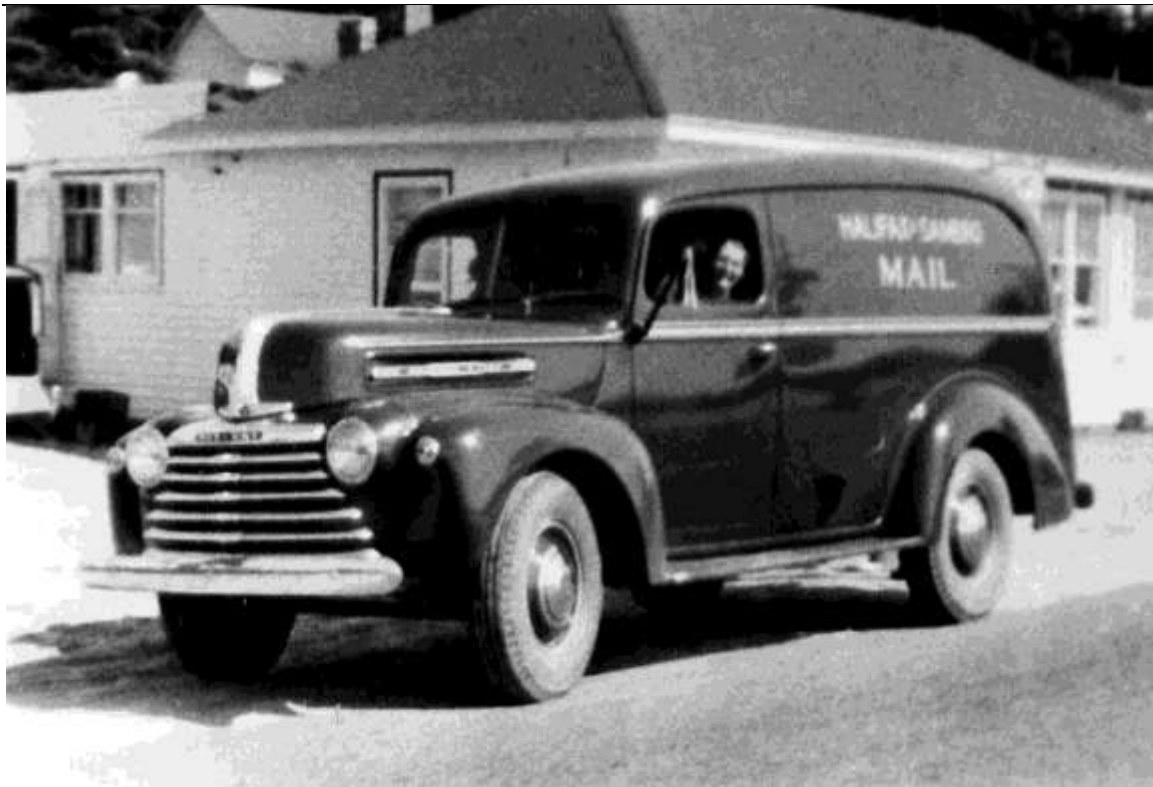
It is not known how John notified ITALIA. All he had to do was transmit in radiotelegraph on 500 kHz the call sign HOJQ a couple of times, DE the separation or From Signal once. VCS a couple of times and then

the letter U; preceded by QTQ if felt necessary. The duty Radio Officer in HOJQ should have recognized the letter U only. QTQ from the international Q Code meant I am using the International Code of Signals, U from the International Code of Signals meant you are running into danger.

Whether ITALIA actually heard John or Ernie call the pilot boat is not clear, but she did realize she was heading the wrong way. When she first realized this, you can almost feel the panic develop on her bridge as they madly rang for full speed astern with everything the engine room could give them. With the clanging of telegraph bells in the engine room, the duty engineers would be madly yelling at each other while they shifted to reverse and pushed the throttles to the limits. But all was not wasted, due to Ernie's quick action ITALIA managed to get herself stopped and out of danger. Captain Mosher told Ernie that when he swung aboard the ITALIA the First Officer had to do all the talking because the Captain had been scared to the point he was still speechless. Several days after this Ernie and John received a letter from Ottawa congratulating them on their prompt action, but no one now has a record of this letter. No one could provide the exact date of this incident.

DICK NICKERSON MAILMAN PAR EXCELLENT

Dick Nickerson was one person who made life more pleasant for many years at Camperdown Radio. He was the mail courier from 1929 until 1967 and not only served the station, but the villages of Ketch Harbour, Portuguese Cove, and Sambro, all those living along the road from Halifax to Sambro. Dick was the errand boy for all those places, taking and delivering orders of all descriptions including drug prescriptions. He was truly a legend especially when one realizes the fact that Dick could neither read nor write and had as much as a three ton truck at one time in order to haul it all by memory alone. Dick wore out thirteen new trucks and one used one without an accident during this thirty-eight year period.



Gordon Nickerson

Mrs. Dick Nickerson in one of her husband's vehicles

THE GYPSUM FLEET

The Canadian ships described thus far were only some of the ships flying the Canadian flag, and were a very small portion of the total number of ships that communicated through these radio stations over the years. The overall majority of the ships that communicated with these radio stations were those of other countries. The large seafaring nations of the United Kingdom, Germany, Italy, Denmark, United States, Spain, Finland, Japan, France, Russia or Soviet Union, Norway, and so on, around the world. There are a few other fleets that should be mentioned at least and one in particular is a very old fleet that has been in continuous service around this area.

The Gypsum Fleet, or Gypsum Boats, as the residents of western Nova Scotia affectionately call them, is a very old fleet going back to the days of sail. Gypsum ore is a very important export commodity for the province and has been for many years. Three of the biggest exports of this province have been lumber, fish and gypsum, or as it has often been called plaster rock. The first sailing ships in this trade were built from the native wood and in the numerous shipyards around the coast. Gypsum has been shipped from this province to the United States for years. A hundred years and more ago the most popular vehicle to transport this cargo was a schooner, ones with three and four masts. Heavy built schooners capable of lying in the mud alongside the docks of the Bay of Fundy without water when the tide was out while they were loaded with the heavy rock (gypsum ore) cargo. The Bay of Fundy has the highest rise and fall of tide in the world and every wharf, dock, pier and so on is dry at low tide. These ships had various names and owners for many years. The first of these ships with the GYPSUM prefix in the name was the first GYPSUM KING built in 1890. The name was created from the ore cargo and the family that had a big interest in this enterprise known as the J. B. King and Company. King's wharf at Staten Island in New York Harbor was a big discharge port for these cargoes.

There were six of these large schooners built around the same time and all six were built in Nova Scotia. The six with their gross tonnage, signal letters, year built/time in service, name, where they were built and port of registry are as follows:

640	----	1890-1906	GYPSUM KING	Parrsboro, N.S.	Parrsboro, N.S.
641	TCNJ	1891-1915	GYPSUM QUEEN	Parrsboro, N.S.	Parrsboro, N.S.
664	----	1892-1898	GYPSUM PRINCESS	Parrsboro, N.S.	Windsor, N.S.
723	----	1892-1895	GYPSUM PRINCE	Hantsport, N.S.	Windsor, N.S.
723	----	1892-1917	GYPSUM EMPRESS	Horton, N.S.	Windsor, N.S.
724	WDMQ	1892-1913	GYPSUM EMPEROR	Parrsboro, N.S.	Windsor, N.S.

Three, the EMPRESS, EMPEROR and PRINCE had four masts and the other three had three masts. The only signal letters I have found for these six are the two listed.



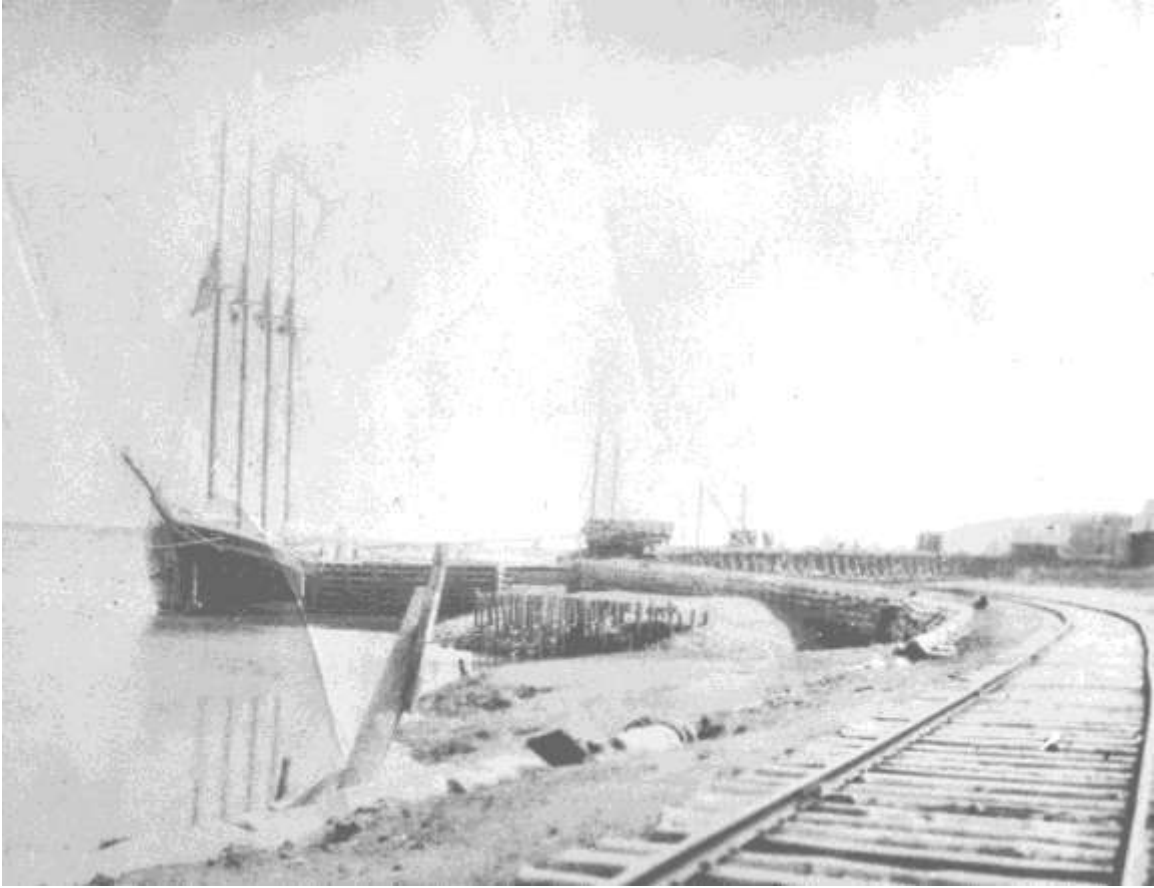
Captain O. K. Langdon

GYPSUM EMPEROR



Captain O. K. Langdon

The first GYPSUM QUEEN



Captain O.K. Langdon

This is a four master believed to be one of the gypsum fleet.

The company that owned these ships over the years was either a branch of the United States Gypsum Company in the United States or on charter to this company. Two of these companies have been the Gypsum Packet Company Limited and Gypsum Transportation Limited. This company has always chartered extra ships when required and has also sent the gypsum ships on charter with various cargoes over the years.

The gypsum ore was shipped by barge on termination of the schooners. Small tugs based at Hantsport, Nova Scotia towed the barges out to around Spencer's Island, Nova Scotia and left the barges there at anchor to be collected by larger sea going tugs. The larger sea going tugs towed the barges on to the various ports in the United States. The barges were former sailing vessels that had been converted to a barge for this purpose and most were converted in the Hantsport area. Some of the tugs carried on the Gypsum names. One was GYPSUM KING and another was GYPSUM QUEEN. As far as I know these tugs were not fitted with radio.



Captain O. K. Langdon

This is the sailing vessel MONROE under conversion to a barge at Hantsport, Nova Scotia.

This GYPSUM KING, the sea going tug, was built at Port Richmond, New York, in 1899. She struck St. Mary Ledge off Grand Manan, New Brunswick, on January 22nd, 1906, and was lost. Her crew of 12 men rowed ashore to Seal Cove, Grand Manan. In 1968 local divers dove down to the wreck and salvaged some interesting artifacts that are held at the Grand Manan Museum. It is rather odd that the sailing vessel GYPSUM KING and the tug GYPSUM KING were in service at the same time. And both terminated their service the same year, 1906.



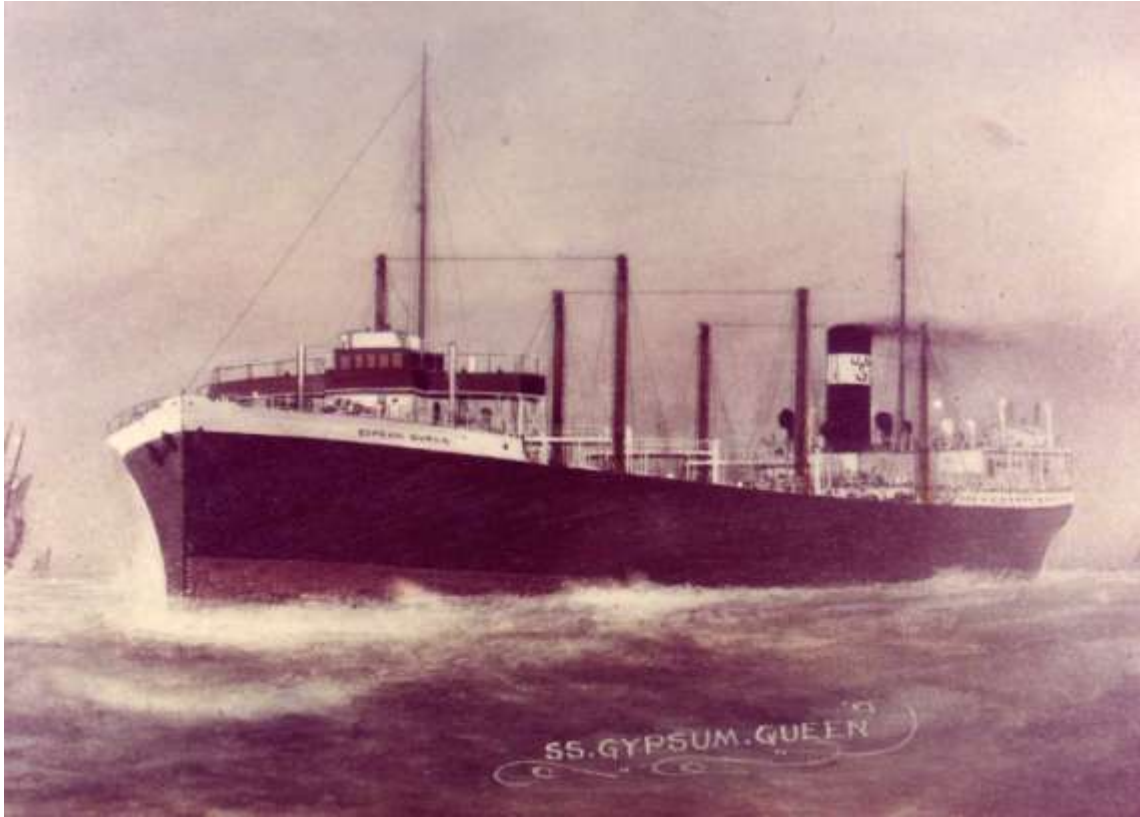
Captain O. K. Langdon
 This is the tug GYPSUM KING towing an unknown schooner.

This GYPSUM QUEEN, the sea going tug, was built in 1890 and was acquired by the United States Navy in September 1917. She was commissioned SP-430 at New York City on December 4th, 1917, and was outfitted as a naval minesweeper and towing vessel. She was sent over and served in France until April 28th, 1919. She struck a rock near Armen Lighthouse off Brest on that date and sank with the loss of 2 officers and 13 men. This vessel was probably fitted with radio when it transferred to naval service.

The tugs and barges terminated their service in the late 1920's. In 1927 this gypsum fleet was renewed by three steel steamers of 3915 gross registered tons. This new fleet was registered in the United Kingdom. These three ships carried radio operators (standard spark stations of the period), and were joined by a fourth ship of much the same size (4034 gross registered tons) in 1929.

Furness Shipbuilding at Haverton Hill in the United Kingdom built all four of these gypsum ships. They were launched prior to the wireless and the visual signal call sign becoming one and the same. GYPSUM EMPRESS was the ship that joined the fleet in 1929 and I was unable to find her flag signal call sign. Since her wireless call sign does not run consecutively with the other three, she probably was assigned this combined call sign when launched in 1929. I was unable to locate the wireless call signs in use with the flag signal call signs. The four ships were:

	Flag	Radio	Name
1927-1962	LBEJ	GNCK	GYPSUM KING
1927-1941	LBCQ	GNCL	GYPSUM QUEEN
1927-1942	LBGK	GNCM	GYPSUM PRINCE
1929-1942	----	GSYM	GYPSUM EMPRESS



Captain O. K. Langdon

A painting of SS GYPSUM QUEEN with call sign GNCL

This fleet nearly died during World War II, in fact GYPSUM KING was the only one to survive, she went on to give faithful service until 1962 when she was sold to Greek interests. These Greek owners loaded her with scrap steel in the United States and then sailed her to Europe selling the whole thing, ship and cargo, for scrap. While she made this trip she was named GYPSY KING for convenience in repainting the name on the ship. The other three were not so fortunate.



Captain Oscar K. Langdon

This is the SS GYPSUM KING with call sign GNCK

GYPSUM QUEEN was a part of Convoy SC42, and was sunk by a submarine torpedo at 2119 hours (9:19-PM) on September 10th, 1941, off Greenland in position 6305N 3750W.

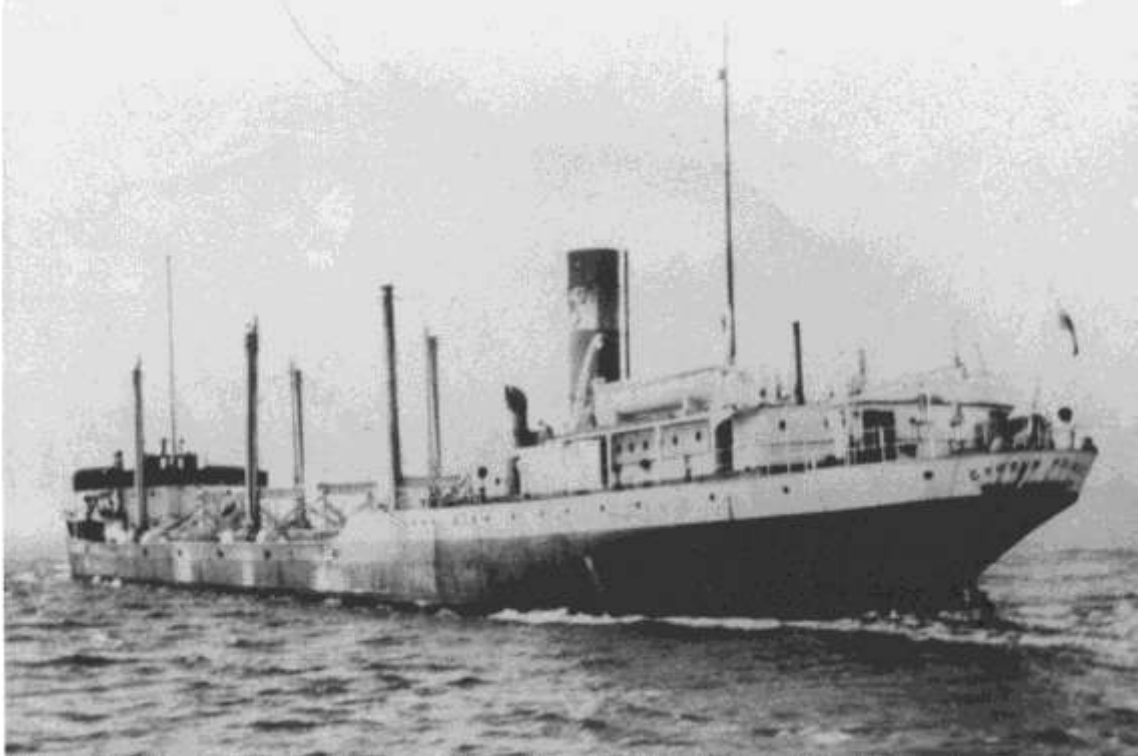


Captain Oscar K. Langdon

This is the SS GYPSUM QUEEN with call sign GNCL

On November 3rd, 1942, GYPSUM EMPRESS sank from a submarine torpedo. This was in the Caribbean Sea at position 1227N 6404W.

GYPSUM PRINCE was in collision with the British ship VOCO at the entrance to Delaware Bay on March 4th, 1942 and sank. VOCO sailed back to Philadelphia. Six crewmembers in GYPSUM PRINCE were lost. One was her Radio Officer Robert Parsons from Saint John, New Brunswick. He was 26 years old and had signed on GYPSUM PRINCE for the regular wage, \$125.00 per month. He worked for the Canadian Broadcasting Corporation at Saint John and made this trip simply to acquire sea time for his certificate. We required a certain amount of sea time in order to keep our certificates valid. We needed six months every five years at the end of these certificates, and this may or may not have been the ruling in 1942.



Captain Oscar K. Landon

This is the SS GYPSUM PRINCE with call sign GNCM

Prior to 1947 the Gypsum Company shipped the ore from the Bay of Fundy through the port of Wentworth Creek east of the town of Windsor on the St. Croix River. Tugs took the ships up on a rising tide and would arrive at high water. The ship would load and leave on the next high water. On occasion they would leave one ship on a sandbar while another was loaded and taken out.



Captain O. K. Landon

This is the first tug named OTIS WHACK and named for one of the company managers.
The tugs name appears to be WACK in this photograph.



Captain O.K. Langdon

These are two more of the hard working tugs at Wentworth Creek.
The CHESTER is on the left and the J. A. MUMFORD on the right.

This Gypsum Company also had a loading dock at Deep Brook on the Annapolis Basin for use during the ice season. The St. Croix River fills with ice during the winter and the ore was then shipped by railroad to Deep Brook. In 1947 a large wooden dock was built at Hantsport to load these ships and this dock replaced Wentworth Creek and Deep Brook. The large storage shed at Deep Brook could still be seen from the main highway for many years after it was last used.



Captain Oscar Langdon

This is the SS JAMES SHERRIDEN.
The SS JAMES SHERRIDEN lifted the first cargo from the new Hantsport dock in April, 1947.



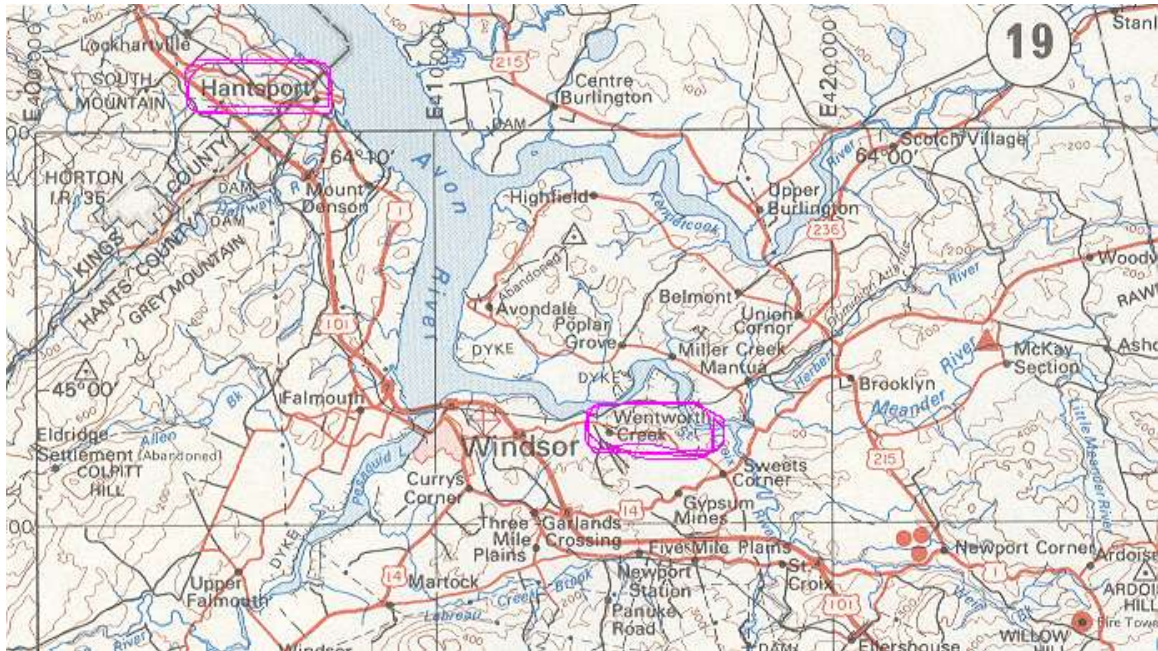
This shows the location of the two ports of Wentworth Creek and Deep Brook, Nova Scotia.

Quite often one will read that the gypsum fleet loaded at Walton. That was the National Gypsum fleet and not this, the United States Gypsum fleet. National Gypsum loaded a couple of former 4700 ton Park ships at Walton. Deep Brook is much farther west and does not appear on the following two maps.



Rand McNally

This is the Minas Channel and Minas Basin area of Nova Scotia. I have marked the ports and anchorage that I have tried to describe. Spencers Island is the little island shown just below the village of the same name. This is where the tugs apparently dropped the barges of ore for the large tugs from the United States. Wentworth Creek is not shown on this map and is shown on the one below.



Government of Canada Province of Nova Scotia



Captain Oscar K. Langdon

This is an unknown vessel loaded with a cargo from Wentworth Creek, Nova Scotia

After World War II the GYPSUM KING was returned to the Gypsum interests. This company set about immediately to replace those ships lost during the war by two new larger self-discharging ships of 7969 gross tons. Several companies have copied these two new ships. National Gypsum, Georgia Pacific and Reynolds Aluminum are three. These three altered the actual design but the basic principal has remained the same.

The Gypsum Company, the branch of United States Gypsum, decided to try this new flag of convenience that was popular and a carryover from the lend-lease agreements made between the United States and the

United Kingdom during the war. Although flag of convenience was nothing new to Canadian ship owners, many of the tern schooners had been registered in the West Indies as early as the late 1800's because of the attitude toward shipping in Canada.

These two new Gypsum ships were built at Kearney, New Jersey, in 1947 and were registered in Panama. In 1956 these two were joined by two more from the same plans, slightly altered for hydraulic hatches and a bit more streamlined. These two, GYPSUM EMPRESS and GYPSUM DUCHESS, were built at Hamburg, Germany. These four ships were fitted with the Radio Corporation of America stations, the popular consoles constructed for merchant ships in 1947 and 1956 respectively. A fifth ship, GYPSUM COUNTESS, joined the fleet at the time the GYPSUM KING was sold for scrap from the same plans as the other four. GYPSUM COUNTESS was built at La Trait, France, in 1961 and was fitted with a Mackay MRU19/20 console. The fleet between the years 1947 and December 1961 was:

1927-1962	GNCK	3915	GYPSUM KING
1947-1975	HPVU	7969	GYPSUM PRINCE
1947-1975	HPVT	7969	GYPSUM QUEEN
1956-1985	HOCZ	8180	GYPSUM EMPRESS
1956-1986	HOMS	8180	GYPSUM DUCHESS
1961-1989	HOVC	8240	GYPSUM COUNTESS
1950-1995	VDJT	237	OTIS WHACK



Radio Officer Dermot Cruise

SS GYPSUM PRINCE in the late 1940's with call sign HPVU

This OTIS WHACK was a tugboat built in 1950 at Lauzon, Quebec, and was based at Hantsport, Nova Scotia, the main loading port for these ships. This tug was the second tug of that name and named for the local company manager for many years. The tug's main excuse for existence was to tow one of the ships out to deep water if it broke down. These ships were loaded with 10,500 tons of ore in less than three hours. This was done with two fast conveyor belts. Should something have gone wrong and they were unable to load this ore, the ship left the dock on the same tide she arrived and went to anchor off Cape Blomidon in Minas Basin to wait for the next tide.



Rand McNally

This is the anchorage area for the Gypsum Fleet in the Minas Basin.

We often anchored there to wait for the tide at Hantsport or wait for a ship already loading at Hantsport to leave. This is still the practice for the present Gypsum Fleet.

The company tug OTIS WHACK lived a life of leisure for a tugboat. Her crew had her “tiddled up” like a yacht and left Hantsport on the tide before a ship was due, taking out the mail for the crew. Then she followed the ship in, providing she felt rather ambitious that day. If not she would throw a line on the ship and have her tow her in, dangling alongside. She did not, to my knowledge, tow one of the ships out.

One time GYPSUM DUCHESS got caught and had to lie in the mud for the next tide. This was the thing OTIS WHACK was supposed to prevent, but somehow the engineers did not get her water ballast out in time and the fast loading of the cargo pushed her into the mud. By the time things were organized the tide had dropped far enough that GYPSUM DUCHESS could not free herself from the mud and get clear. Luckily it did no damage. The dock is completely free of water at low tide and there is nothing but the mud of the Avon River bottom for some miles from the dock.

OTIS WHACK was fitted with radiotelephone only. Davie Shipbuilding at Lauzon, Quebec constructed OTIS WHACK and built several similar tugs at the same time. One was kept busy hauling barges of pulpwood from the West Indies to Jacksonville, Florida, under the Liberian flag. Another was based at Saint John, New Brunswick.

OTIS WHACK was registered at Windsor, Nova Scotia. The most difficult job she had was to push the

stern of one of the ships in or tow it out from the dock while entering or leaving Hantsport. This OTIS WHACK was replaced by a new tug in 1995. This tug was named SPANISH MIST and does the same job as OTIS WHACK. The naming of the Gypsum fleet is getting a bit odd to say the least. The only Spanish mist around the Avon River is in someone's imagination. The SPANISH MIST has call sign CFD7792, at least in 2004. That is likely to change the next time her radio licence is renewed.

By 1961 the Gypsum Company had enough of the Panamanian flag and since all had been going well with GYPSUM KING registered in Middlesborough, United Kingdom, they decided to switch the other five ships to the same flag and register them in London, United Kingdom. The five changed became:

GHYX GYPSUM PRINCE
GHYY GYPSUM QUEEN
GHZE GYPSUM DUCHESS
GHZF GYPSUM EMPRESS
GHZK GYPSUM COUNTESS



Captain O. K. Langdon

This is the SS GYPSUM QUEEN with call sign GHYY.

I remember the day this was taken because I was the radio officer on board at the time this photograph was taken from a sister ship.



Fairclough Photography

This is SS GYPSUM EMPRESS with call sign GHZF docking at Hantsport, Nova Scotia.
Her water ballast is nearly out and she will soon open her cargo hatches.

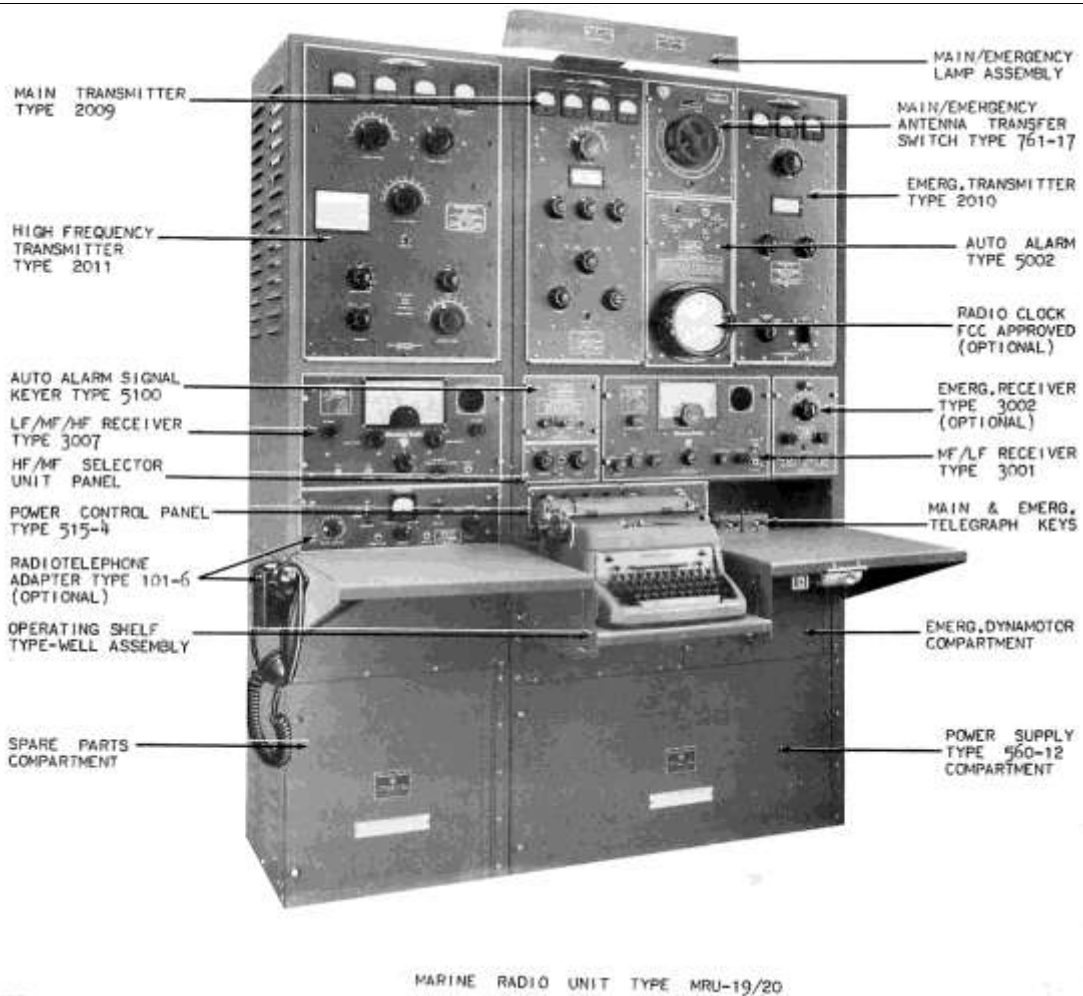


Captain O. K. Langdon

SS GYPSUM DUCHESS with call sign GHZE with a full cargo



Captain Claude Marcil
Radio Officer S. G. "Spud" Roscoe on duty in GYPSUM PRINCE call sign GHYX in 1970



ITT Telecommunications

Mckay Marine Radio Unit Type MRU-19/20 as fitted in SS GYPSUM COUNTESS

Since British law stated that all ships registered in that country had to be fitted with British radio equipment, the four with the RCA stations had to have new stations. The RCA stations were replaced with the standard British Marconi Globespan consoles. Because the American Mackay console was tied in with the International Telephone and Telegraph Corporation, GYPSUM COUNTESS was permitted to retain her MRU-19/20 console. The auto key had to be replaced with a British Redifon and she therefore carried both the original Mackay and the Redifon, but the remainder of her station remained the original Mackay unit.

The other four had their beautiful American RCA stations of 1947, the 4U, and 1956, the 5U, replaced with British Marconi Globespan stations. I sailed with more Globespans than any other station but I enjoyed the American stations more. I found them easier to operate and maintain. Actually this meant the COUNTESS became my favourite ship of the twelve I sailed in over the years. These five ships had beautiful long wire aerials and with a good electrical contact with the water, the steel hull, and those aerials, it was not hard to contact anyone from these stations.

My best distance on medium frequency was in GYPSUM COUNTESS. I passed a message to Bermuda Radio VRT from Cape Cod Bay. I was using 425 kiloHertz and VRT was using 426 kiloHertz. This took place at around noon hour or mid day. My signal had to travel over Cape Cod and we had no trouble at all.



Captain O.K. Langdon

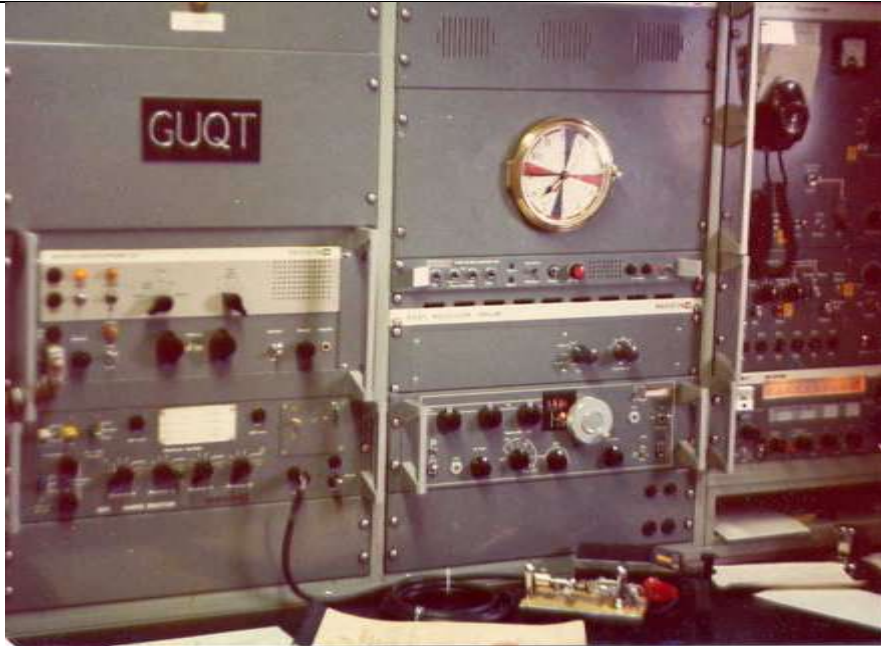
SS GYPSUM COUNTESS passing Manhattan, New York on the Hudson River

In 1975 GYPSUM PRINCE and GYPSUM QUEEN were sold to separate interests but both were again registered in Panama with different names. GYPSUM PRINCE became EL SIPRA with call sign HOZO, and GYPSUM QUEEN became BULK QUEEN with call sign H3YU. EL SIPRA went to a ship-breakers yard in Pakistan in 1976. BULK QUEEN was laid up alongside at Bath, Maine, and in May 1980 Joe Burgoyne took leave from station VCS and went over and operated her station on a voyage from Bath to Halifax where she went into refit. Her Captain on this voyage was Rudolf Kopel one of her masters while the GYPSUM QUEEN. Her new American owners tried to make her work, but sold her for scrap shortly after this refit. They apparently were going to haul phosphate from the mine near Sussex, New Brunswick but this did not work out.

The two new sisters that replaced these two were built in Canada at Collingwood, Ontario. Both were

registered in London, England and both were fitted with Redifon radio stations.

1976	GUQT	12861	GYPSUM KING
1976	GUZJ	12839	GYPSUM BARON



2nd Mate David Hutchings

This is the main operating position on board SS GYPSUM KING call sign GUQT in March 1976. This radio room and station was identical to SS GYPSUM BARON. Both ships were identical. This gives a better view of the VHF radiotelephone that was normally remote controlled from the bridge and the station control unit.



Captain Bill Cooper

Radio Officer S. G. "Spud" Roscoe and the main Redifon Transmitter on SS GYPSUM BARON with call sign GUZJ September 1976



Captain Bill Cooper

This is Radio Officer Spud Roscoe at the main operating position SS GYPSUM BARON. To the right of the console is the Emergency Transmitter, Battery Charging Unit and on the bottom the Emergency Receiver. The center console contains the clock with the Auto Alarm just below. A filtering unit for duplex telephone calls and the Main Receiver, one of the better receivers found on shipboard radio stations. To the left is the VHF radiotelephone with the station control unit just below.



Holman Studio, Middleton, Nova Scotia
Radio Officer S. G. "Spud" Roscoe



Captain O. K. Langdon

SS GYPSUM KING outbound on the Avon River, Nova Scotia, 1976

The Redifon transmitters that made up the main radio station of station GUQT and GUZJ was some of the best junk I ever tried to operate. I was the second radio officer to sail in each ship. They both had joined the fleet from their builder's yard and made a couple of trips before I joined them. I joined GYPSUM KING for a couple of trips in March 1976. When I left station VCS to join her, the other operators asked me to see if there was something that could be done about her main station. Captain J. A. Blinn was her Captain and when he used her main radiotelephone station around Nova Scotia, it was hard to believe that one transmitter could transmit an intelligible signal over so much of the radio spectrum. Captain Blinn could be heard on every receiver at station VCS. Needless to say this was very annoying and put station VCS out of service when he transmitted. Captain Blinn was also an active amateur radio operator with his amateur station VE1SZ. The only decent aerial on the KING was his amateur radio antenna. He had a long wire from his office up to the Sampson post on the forecastle. His amateur radio station worked well and did not cause any interference. The main radio station antenna for these two ships was simply a "gob of wire" strung between the mainmast and the funnel.

This GUQT station would also drop off when transmitting radiotelegraph for no reason and the operator would not realize this. Again, this was very annoying to the operators at VCS. All of a sudden the operator you are working stops for no reason and when told you stopped, you also had to be told where you stopped. There really wasn't much one could do with something that was defective on the drawing board and that of course was long before it went into production. In other words it was a defect that required special parts from the company that manufactured the equipment in England. When I transmitted radiotelegraph from these two ships I had to keep bending down and looking between my legs and under the chair at the red high voltage light at the bottom of the transmitter behind me. That light going off was the only indication one had that you had stopped transmitting.

These transmitters were very noisy when in operation. The blowers that cooled the unit sounded like a jet aircraft engine, which is the best description I could give them. Both ships were identical. The Radio Room was very small and on the starboard side of the ship behind the bridge. The Radio Officer's cabin was right behind the Radio Room. This cabin had a double bed and its own shower and washroom. Rather fancy compared to the older ships but I must admit that I liked the older ships better. Everyone had their own quarters on these ships and you did not see anyone after hours, whereas in the older ships everyone seemed to get out and mingle more. This was not only common to these gypsum ships but with all the newer ships built at this time including the coast guard fleet.



Captain J. Adrien Blinn, VE1SZ.

The only decent aerial in these two ships was Captain Blinn's amateur radio aerial as stated. The main station's aerial was a bunch of wire strung from the mast to the funnel. This aerial was not very long and not very pretty and it was hard to believe that both the station and aerial could be such a mess at that date and time. I joined GYPSUM BARON in September 1976 and made one or two trips in her. This was my last trip as a sea going radio operator.

This last trip became stranger than fiction, and that has been stated many times I know. The gypsum company hauled gypsum ore out of two ports in Nova Scotia after World War II and still hauls this ore out of these same two ports. These two ports are Hantsport on the mainland and Little Narrows on Cape Breton Island. Captain Robert T. Lucky was the senior captain with the gypsum fleet for many years until he retired about 1974. I had made many trips with Captain Lucky when he was master of the more or less senior ship, the SS GYPSUM COUNTESS. I have many fond memories of the trips I made with him and I am sure there are many who feel the same way. Captain Ray Riley was one of Captain Lucky's favourite mates. He is also an amateur radio operator with call sign VE1BHI. When the SS GYPSUM BARON joined the fleet in 1976 Captain Riley was made her permanent master. Captain Lucky was enjoying retirement in Florida at the time and when the BARON visited Jacksonville, Florida, for the first time, Captain Lucky went down to see this new ship and visit with his old friend. The excitement must have been a bit much for him because he collapsed and died as he stepped on board.

Captain Lucky was cremated and we picked up his ashes when we visited Stony Point, New York, with the BARON. On our way north we were to hold a funeral service for Captain Lucky at 4 PM ship's time on a Saturday, regardless of the ship's position. The ships were and are always on Eastern Time. We were to hold this service at that time because Captain Lucky's widow would be in a chapel in Florida at that time, their daughter in a chapel in New York and their son in a chapel in Arizona. I believe I remember the correct location of each.

Captain Riley told me it was my job to type up the funeral service. He told me he was of the Anglican faith so I got out the ship's medical book and looked up the funeral services in the back of the book. There are several there for various religious faiths. I typed up what I felt was a good service and Captain Riley made one minor change only. Captain Riley held the service back on the stern and those off duty participated in their best uniform. We checked for traffic in the area before the service and there was one ship only off in the distance that would not create any problem. The only thing that went wrong was no fault of ours. We

were light in water ballast and it was about 40 feet from where we held this funeral service to the surface of the water. When we dropped the wreath we had brought along it turned over and landed upside down. After the wreath landed we did the customary 360 degree turn with three long blasts on the steam whistle signaling; Good Bye, Good Luck and God Bless.

The late Frank Schnare was the mate on watch and he yelled come have a look, shortly after the turn. Frank was at the chart table and showed us that our funeral service had been held right bang on the longitude of Little Narrows and the latitude of Hantsport, the two ports Captain Lucky had visited most. Actually Captain Lucky and his brother were both British ship masters and had been in command of British tankers during the war. He became an American citizen right after joining the gypsum fleet at the end of the war. He told me he enjoyed working for gypsum because of the people he had to work with.



This is roughly the area of Captain Lucky's funeral service.



Captain Oscar Langdon

Four officers on the bridge of GYPSUM COUNTESS in 1963

Left to right:

Radio Officer Bob Johnson, Captain Oscar Langdon, 1st Mate Frank Schnare and Captain Ray Riley
Radio Officer Bob Johnson came ashore and operated Halifax Marine Radio VCS shortly after this and then went on to Fundy Traffic at Saint John, New Brunswick

Each gypsum ship carried around thirty-five crewmembers. Thomas E. Potts held the distinction of the longest serving Radio Officer in the fleet. Tom made his home at Devon, England and first joined the company when he signed on the GYPSUM PRINCE at New York in 1957. They were excellent ships in which to sail. Many of those who sailed in them had done nothing else. There were several brother, and father-son relationships. When I first joined this fleet I did so in order to gain some sea experience that I needed to upgrade my radio certificate to the first class. Before I realized it I had spent two most enjoyable years sailing in all the ships of the fleet at that time. I also sailed in them while on leave from the Canadian Coast Guard Ship TUPPER and while on leave from station VCS, Halifax Coast Guard Radio.

The GYPSUM DUCHESS and GYPSUM EMPRESS were sold for scrap and were replaced with a new ship built in Korea. This new ship was not only larger, at 12,702 gross tons but was a motor ship. Tom Potts was her Radio Officer when new and for her first years of service. She should have been a new GYPSUM QUEEN but the powers within the company decided to break from tradition and named her for a former Company Manager. When Mr. Kastner came aboard the ships for a visit he would give quite a demonstration in the proper art of inspecting a ship for cleanliness. So right after this ship joined the fleet the joke around the company was to properly inspect the ship's toilets in order to get one named for you.

1987 GJGV A.V. KASTNER

In 1989 the GYPSUM COUNTESS was sold and was registered in the Cayman Islands with the name GYPSY COUNTESS and call sign ZHFJ4. She lasted a short while at this and was then scrapped. I managed to work her with that beautiful Mckay station a few times before she was scrapped.

The head office for these ships had been in Hamilton, Bermuda for years. The crews that manned these ships were mainly from Nova Scotia going back to the very beginning in the 1800's. The ships hired their first female crewmembers in 1975. The Canadian crews were replaced with Filipino crews in February 1991, with the exception of the Captain, Chief Engineer and one of the mates. One gets very frustrated when they take a serious look at the attitude of the Canadian government to ships and shipping. There were many kids who earned college money working on these ships during their summer break. A good example was our provincial Lieutenant Governor, Myra Freeman in 2002, her husband, Larry Freeman, worked as a messman on these ships to earn college money. It makes one wonder at times. One would think some of

this transportation should be Canadian, especially when it is more or less Canadian real estate that is hauled away. The ships were registered at Hamilton, Bermuda, after the Filipino crews were on board one month. According to a company official these moves had to be made in order to help the parent company, United States Gypsum, out of debt. This meant the three ships had to change the London on the stern of each ship to Hamilton and have new call signs. They became:

ZCAN2	GYP SUM KING
ZCAN3	GYP SUM BARON
ZCAM9	A. V. KASTNER

We were communicating with the Filipino crews before the VCS station closed, although it had been a few years since we contacted one of these ships when the station closed. I heard the Radio Room in GYP SUM KING had been converted into an exercise room for the mates. The Radio Room was quite small but right behind the bridge and the perfect place to exercise while on watch.

The Gypsum Company did a lot of construction on the wharf at Hantsport in 2002. They replaced their old wooden wharf built in 1947 with a modern steel and concrete facility. The 'Rock Shed' that held the gypsum ore to be transported was extended another 300 feet to a length of 900 feet and this made it capable of holding 200,000 tons of gypsum.

The Gypsum Company wanted to build a new loading facility in Halifax between the Fairview Container Pier and Seaview Park but Halifax turned them down flat. Halifax claimed it would be too dusty, dirty and noisy, which I found hard to believe. There are a lot of things about this life that I find hard to believe and this was simply another one.

The Gypsum Company must feel that the Windsor-Hantsport Railway will be able to remain in service and handle their future needs. This small railroad is all that is left of the old Dominion Atlantic Railway and is a branch of Iron Rails, a Texas based company. The Windsor-Hantsport Railway hauls the gypsum ore in 22 railcars that can hold 80 tons each.

The Gypsum Company has managed to load these ships in less than three hours. This has been the same length of time to load all the vessels over the years at this Hantsport dock. The GYP SUM KING was replaced early in 2003 with another Korean built vessel named the GYP SUM CENTENNIAL with call sign ZCDC2. This new ship should be a new GYP SUM PRINCE but it looks like those names are gone. GYP SUM CENTENNIAL represents the fact that this company, a branch of the United States Gypsum Company as stated, has been in service for over one century. The GYP SUM CENTENNIAL is over twice the size of the A. V. KASTNER at 32,881 gross tons and is loaded in the same time frame of less than three hours. This is probably the main reason for the new docking facility. A draft of around twenty-six feet (about 8 meters) was the limit at most of the old discharge ports so one wonders how this will affect the whole operation. They no doubt are aware of this. At least I hope they are.

The fleet still on the books in November 2003 was as follows:

Name	Call Sign	Gross Registered Tons	Length Overall	Draft
GYP SUM KING	ZCAN2	12,272	150 Meters	9.3 Meters
GYP SUM BARON	ZCAN3	12,272	150 Meters	9.3 Meters
A. V. KASTNER	ZCAM9	12,702	158 Meters	9.6 Meters
GYP SUM CENTENNIAL	ZCDC2	32,881	197 Meters	11.5 Meters
SPANISH MIST	CFD7792	366	32.61 Meters	4.40 Meters



Gypsum Transportation Limited

This is the GYPSUM CENTENNIAL with international call sign ZCDC2. They have not only changed the colour of the hull from black to blue but have changed the machinery that discharges the cargo.

On August 19, 2007 I tried to learn the position of the Gypsum ships. GYPSUM CENTENNIAL appears to be the only one in service and was located off Cape Breton, Nova Scotia. The last report on the A. V. KASTNER was 55 days old when she was last reported in the Mouth of the Bay of Fundy. The last report on GYPSUM BARON was on July 18th, 2007 when she was North of Libya in the Mediterranean Sea. I was unable to find any position on GYPSUM KING but she was still listed with the ZCAN2 call sign. It would appear that the KING and BARON are no longer a part of the Gypsum fleet. It is certainly a lot different than when I was sailing in these ships in the early 1970's.



Joan M. Roscoe

Gypsum Ship caps.

It has become popular to create a cap known as a ball cap with the ship's name and call sign.
I have seen several and one was my old ship CCGS TUPPER.

The A. V. KASTNER was at position 4312N 6948W on October 30th, 2007, at 1800 UTC. This is north of Boston in the Gulf of Maine. There is still nothing on GYPSUM KING. GYPSUM BARON is still listed North of Libya on July 18th, 2007. GYPSUM CENTENNIAL is listed off New York at 1200 UTC November 10th, 2007. One can obtain these positions along with a weather report from each ship at SailWx.Info.

Rumour had it in late 2007 that Gypsum was planning to have four new ships built in Brazil. Apparently there were to be two for the East Coast and two for the West Coast. The first was to be GYPSUM INTEGRITY and all four were to be identical to GYPSUM CENTENNIAL.

THE FOUNDATION FLEET

One could go on and on describing various fleets that have been in this area over the years. Another one worthy of mentioning is the Foundation Tug Fleet. Any attempt that I made to describe these vessels, the ones that carried radio or wireless operators, would be an insult to the excellent job Mr. Farley Mowat has already accomplished with his two books "Grey Seas Under" and "The Serpent's Coil". The fleet that carried a Radio Officer over the years was:

VGJQ FOUNDATION FRANKLIN
VGKD FOUNDATION JUPITER
MFML FOUNDATION JOSEPHINE
VGKF FOUNDATION FRANCIS
VCQS FOUNDATION LILLIAN

VGZG FOUNDATION VIGALANT

Because I have sailed with a few of those mentioned in these two books, I have found both my copies most enjoyable. Mentioned was the late Captain Norman Crowe, who was master of FOUNDATION LILLIAN. I sailed under Captain Crowe's command many times. I will always remember the pitter-patter of his old canvas bedroom slippers as he made a final check of our position for the day and left any final orders with the bridge. He would then come into the radio room for a chat just before I went off watch at ten in the evening. He and I would get into a discussion about one thing or another that would often last for hours before we both called it a day.

FOUNDATION LILLIAN retained Canadian registry and call sign VCQS for years but had several names. In 1953 she became the ESCORT and in 1954 the N. R. LANG. She again changed names in 1964 to the HAIDA CHIEFTAN and was registered by that name in the 1979 List of Shipping for Canada.

The FOUNDATION JOSEPHINE reverted to her former name SAMSONIA and went back to the Royal Navy Auxiliary fleet in 1952. She had retained her British registry and call sign MFML while the FOUNDATION JOSEPHINE. In 1973 she again changed her name and this time her registry. She became the Yugoslavian Tug JAKI with call sign YTCJ.

FOUNDATION VIGALANT was built in France in 1952 and was the French Tug ABEILLE 26 with call sign FNGO until she became FOUNDATION VIGALANT in 1958. She was sold to Greek interests in 1973 and was listed as the ENNEA, with radiotelephone only and call sign SV3916.

Foundation Maritime became a part of Marine Industries, Sorel, Quebec, in the spring of 1968 and was changed to Eastern Canada Towing in the fall of 1971, a part of the Smit and Cory Towing Group of England. The tugs bearing the prefix FOUNDATION (none equipped with a radio room or operator) have all had this changed to POINT, and have changed their colour schemes accordingly. The children's television program "Theodore Tugboat" is based on this fleet. Bring up THEODORE TOO in Google and get a description of this.



S. G. "Spud" Roscoe

This is the tug POINT HALIFAX alongside the Eastern Canada Towing berth Halifax with the tug POINT

CHEBUCTO on the other side of the berth May 1997.



S.G. "Spud" Roscoe
This is the tug POINT VIM and POINT HALIFAX alongside the dock at Eastern Canada Towing, Halifax
May 1997.



S.G. "Spud" Roscoe
This is the tug POINT VIGOUR and POINT CARROLL at the Eastern Canada Towing berth, Halifax,
Nova Scotia May 1997.

This fleet changed its colour scheme again in 2001 but I do not know if the change in the company goes any deeper than the paint on the tugs.

The ownership of these tugs may have changed again with the change in paint of 2001. On Thursday November 3rd, 2005, Eastern Canada Towing (still known as ECTUG) received a new 5,000 horse power tug at Halifax named SVITZER BEDFORD. According to the media release on this new tug built in Chile in September, 2005, Eastern Canada Towing is now a part of the Svitzer Wijsmuller Group, a wholly owned subsidiary of A. P. Moller Maersk based in Denmark. According to the same article Svitzer Wijsmuller has about 2,000 employees in 34 countries and operates a fleet of more than 250 vessels. And this same article claims SVITZER BEDFORD is now the most powerful tug in the Halifax fleet and is replacing two of the older tugs. The 370-tonne oceangoing SVITZER BEDFORD has modern navigational equipment and a firefighting system and is stern-driven and highly manoeuvrable. She is powered by two Caterpillar engines. The vessel can travel at 13.5 knots – but no radio room or radio officer. It is a shame because SVITZER BEDFORD has call sign XJAG. Canada has finally managed to issue four letter ship call signs from her X block of call signs. This one would make a good CW or radiotelegraph call sign.



Captain Bill Stewart, Sambro Head, Nova Scotia

This is the GMDSS station in SVITZER BEDFORD



Captain Bill Stewart, Sambro Head, Nova Scotia

This is the SVITZER BEDFORD late on Monday, January 21st, 2008, after some of the ice has been beaten off. Captain Stewart had been down the coast to Sheet Harbour, Nova Scotia, to assist a ship loading wood

pulp for China.

Captain Stewart tells me that Svitzer, or the A. P. Moller – Maersk Group has bought out the Adstream Company of Australia and now boasts over 600 tugs world wide. The North America headquarters are situated in Miami, Florida. The engine exhaust stacks on the tugs have now been changed again from the Maltese cross to a four bladed propeller. He claims he has seen a lot of stack changes since he first went master of the FOUNDATION VIGOUR back in 1974.