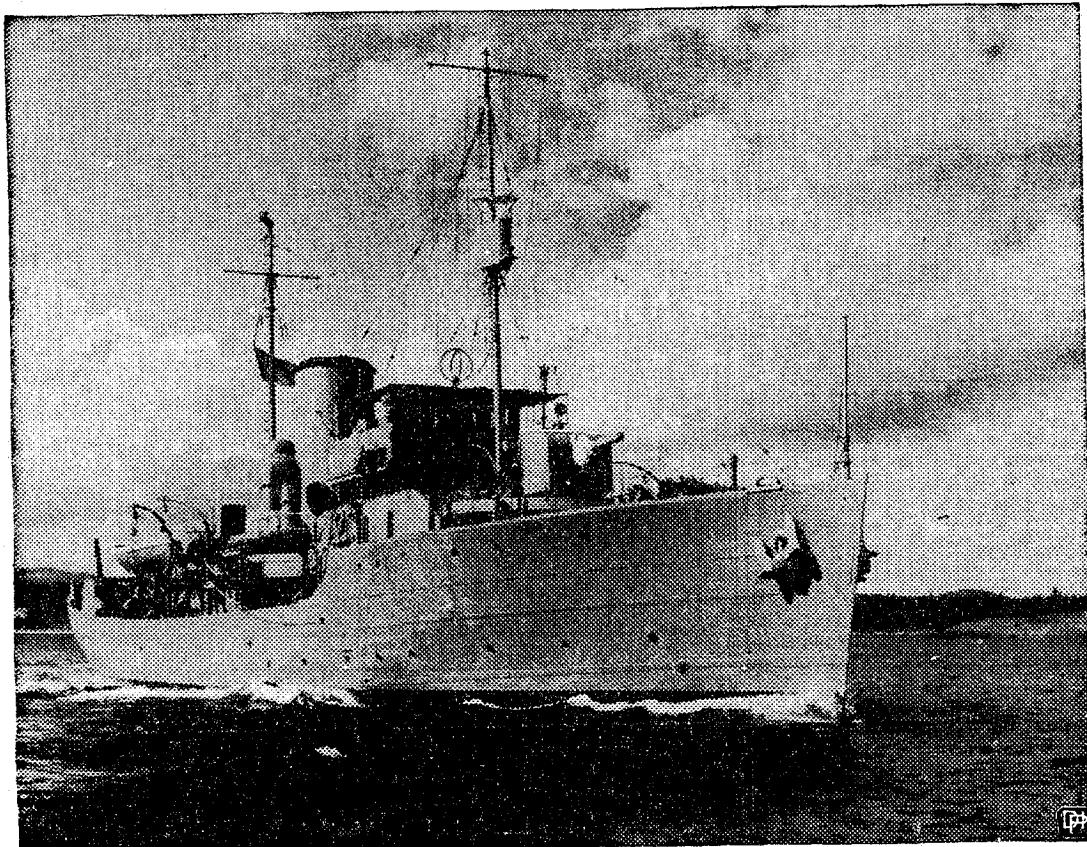


Canada Provides Ships as Well as Men For Grim War Tasks on Mighty Atlantic



SMALL BUT MIGHTY—One of Canada's new corvettes, slim Canadian-built vessels which are proving most effective in convoy and anti-submarine work, is here shown as it steams out to sea from a Canadian port.

Canada, which has provided the men to man Canada's new navy, has provided the ships-of-war as well.

Grim, grey corvettes, built and launched in Canada, were soon to be breasting the combers of the North Atlantic. Minesweepers fol-

lowed in their wake as, from their launching slips, they steamed to take their place at sea.

Submarine chasers and motor torpedo boats, small but important units in a fleet-in-being, were part of the Dominion's mammoth, \$120,000,000 ship-building program in which Canada is participating to

the fullest extent of its shipyards' capacity and its shipbuilders' request was made that, instead of

the wife of some dignitary, as has been the custom, the wife of one of the men should be chosen to sponsor the ship and preside at her christening. Lots were drawn by the married men and Walter Ayton of British Columbia's own, had the proud pleasure of asking his wife to fill the role of sponsor.

There was another class of sponser, a ship for that part of naval service which, almost exclusively British Columbia's own, had the proud pleasure of asking serves nation-wide mention. It is this example of the feeling held by the builders in the worth of the Fishermen's Reserve. At ships is typical of the feeling in all yards. And equaling this pride is that same year, was called into service. It brought men who to-day, with those ships, are making good the navy's tradition of "being in all respects ready for sea and to engage sweeping and patrol work." The enemy." The boats were manned by men whose seamanship was of the highest and whose knowledge of the waters in which they served could not be surpassed. Their craft, it is true, were designed for peace-time pursuits and not for war service, but they did the job.

So well did they do it, and so necessary was the work they undertook, that the needs of the Fishermen's Reserve were given full consideration when new ships were

a-building, and a new type of patrol ship, designed this time primarily for war and not for peace, came into being. Built on the west coast, they are manned by men of the west coast, and the fishermen whose call to service came in the days of emergency are now an integral part of the Royal Canadian Navy.

Pride of Canada's yards, though, are the corvettes which they have built. The efficiency of these warships-in-miniature is well known. Fast enough for deadly attack upon enemy submarines, and with a cruising range which permits them to keep the seas for long periods, they have played a big part in the Battle of the Atlantic and their service as convoy-escorts has been invaluable. Their guns are heavy enough to engage a submarine which dares to come to the surface and their high-angle armament is ready for the enemy which flies. For the submarines which lurk beneath the waves they have their deadly depth-charges.

Minesweepers, too, are equipped to deal death to the enemy as well as to sweep death from the seas, and in building this class of warship the shipyards have again helped build Canada's navy into a strong offensive, as well as defensive, force.

Typical Feeling

In one of Canada's yards was born an idea which, in addition to setting a precedent for the Empire, also gave proof of the pride which the men who build ships feel in their contribution to Canada's naval strength. When H.M.C.S. Vancouver was launched, the men who had built her and Norman Yarrow, of Yarrow's Yards, Esquimalt, where she was built, felt that they wanted to forge a strong link between themselves and the ship. The

—Canadian Navy Photograph

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