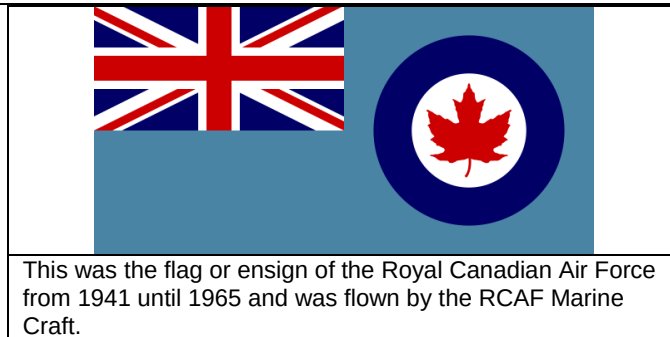


RCAF MARINE CRAFT

By Spud Roscoe VE1BC
Last revised: June 19, 2019

The Royal Canadian Air Force had a fleet of vessels 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 fleet of approximately 176 vessels would 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 east and west coasts of Canada .

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.



Some of the marine craft were of a size we know as an inshore fishing vessel in today's terminology and some of these had a three man crew; 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. Bella Bella, British Columbia was their West Coast radio station.

The Collective Call Sign for the RCAF Marine Craft during World War II was CYSR. The Collective Call Sign for the RCAF Marine Craft after World War II was VXMC. Neither collective call sign appeared in the International Telecommunication Union Publications. I do not know of any use made of either collective call sign. A collective call sign made it possible for one to contact these marine craft by simply calling that call sign and any station that had a message for all vessels of the marine craft could list this call sign in their hourly traffic list.

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.

LCdr David J. Freeman CF (Ret'd) sent me an extensive list of radio call signs in use during World War II in July 2010. This was the first I was to learn that the RCAF Marine Craft were assigned call signs during the war with a C prefix as though they were part of the naval fleet. I will add these call signs to these vessels.

The RCAF Marine Craft were assigned these sixteen call signs during World War II but I do not know what use they made of them:

CYSB	CYSJ	CYSN	CYSV
CYSD	CYSK	CYSP	CYSW
CYSF	CYSL	CYSQ	CYSX
CYSG	CYSM	CYST	CYSZ

I have not found anyone who operated these stations that can remember the call signs they used.

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. I had some good correspondence with Mr. Pilborough when I first purchased my two copies of his books but for some unknown reason he has disappeared and no one has been able to contact him. 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	CGCV
RCAF	M.361	OK SERVICE V	CGXB
CGS		MONTCALM	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 PBY 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 RA1. The transmitter was two channel or frequencies only, 3333 kilohertz and 6666 kilohertz, known as an AT1.

A photograph can be seen of one of these stations between pages 42 and 43 in volume two. This is the radio station in one of the 70 foot high speed crash boats. This station consists of a wooden seat for the operator and two shelves. The AT1 transmitter is on the top shelf and the AR6 is on the bottom shelf. The bottom shelf is also the operators work space or operating position. The AT1 transmitter is on the left in the photograph below and the AR6 receiver is on the right.

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 Morse code at 12 words per minute. The Air Force paid for this course on completion.



Dave Lawrence, VA3ORP, with a radio station from one of the RCAF Marine Craft. At the left is the AT-1 transmitter. At the right is the AR-6 receiver. The ammeter in the foreground would be used to measure antenna current but it was not part of the original kit.

A. H. Keith Russell was very active in amateur radio and was the Canadian General Manager with the American Radio Relay League before World War II. He had been a pilot in the Royal Navy Air Arm during World War I and graduated from the University of Toronto as a lawyer after the war. He joined the RCAF in September, 1939, and retired an Air Commodore in December, 1944. He was in charge of communications training and the training had terminated by December, 1944. This meant that he could take an early retirement and return to his legal

practice. He held amateur radio call sign VE3AL and after World War II was instrumental in setting up the communications system for the RCAF Reserve. Anyone with an interest in radio could participate in this program. One did not have to be a member of the RCAF Reserve. This gave the RCAF a good system of communications in any emergency. I feel confident Keith Russell had a lot of influence on the operation of the radio stations within the RCAF during the war.

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 a while 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 and 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 and 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.

LCdr David Freeman managed to obtain some documents listing some of the World War II international call signs of these RCAF Marine Craft. 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 the Canadian Naval Ship 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 microfiche form, but I cannot figure out how to transfer these to this document via my scanner.

Kin		— 289 —	
MYCR	Kingennie ^(A) Ca CP HX	GSVU	Kingsnorth Fisher ^(A) Ca CP HX
20 } 8)	G tv	20 } 5)	G x tv
①		①	
HPTF	King Fish Ca CP H8	WDYU	Kings Point ^[1] ^(A) Ca CP H8
40 185)	PNR tu	40 } 4)	USA xyz
MAOP	Kingfisher/MAOP [×] CP -	⑥	
-	G -	GFZE	Kings Reach ^(A) Ca CP H8
VCJV	Kingfisher/VCJV Ca CV H24	40 } 8)	G xz v
40 3)	CAN tu	①	
WR2643	Kingfisher/WR2643 CP HX	LAWR	Kings Star ^(A) Ca CR HX
⑥ *	USA tu	40 1)	NOR t
	* Bing Crosby Enterprises, 9028 Sunset Boulevard, Los Angeles (Cal).	GVTW	Kingston ^(A) Ca CP H8
		20 } 10)	G x tv
ZEOH	Kingford Ca CP H8	①	
40 11)	HK G xz t	GGPW	Kingston Almandine ^(A) Ca CP
GWTW	King George ^(A) Ca CP H8	20 } 5) 22)	G xyz t [HX]
40 } 8)	G xz v	①	
①		GHJR	Kingston Amber ^(A) Ca CP HX
		20 1)	

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 three with the KINGFISHER name and because there is 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

radio telegram. 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.

RBC Kingsford ~~X~~ CP = - G -	LAUS Kingsville ^(AA) Ca CP HX 40 1) NOR xz tu	
<i>Radiotélégraphie – Radiotelegraphy – Radiotelegrafia</i> w = 110– 150 kHz (kc/s) x = 405– 535 kHz (kc/s) y = 1 605– 3 800 kHz (kc/s) z = 4 000–25 110 kHz (kc/s)		<i>Radiotéléphonie – Radiotelephony – Radiotelefonta</i> t = 1 605– 4 000 kHz (kc/s) u = 4 000–23 000 kHz (kc/s) v = 156– 174 MHz (Mc/s)
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 Amplitude 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 any more 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.

It would be a real thrill today to listen to these little ships rumble away in a harbour as they get squared away and pointed in the right direction to make a run out the harbour and go on patrol. It would be as big a thrill to hear them on their radio passing routine messages. The Morse code would be slow and some of it shaky from inexperience but unfortunately they are long gone never to be heard again.

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 and 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 Encyclopaedia 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. That was the way they spelled the tribe in that listing but I found another listing for this tug that claims she was a Cherokee Class of Tug. History is full of errors and it is impossible to not record errors no matter how hard we try to avoid them.

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 labelled 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	

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. It would be interesting to learn if the navy retained the air force radio stations in these six vessels or if they replaced it with something like a CSR5 receiver and FR12 combination. The military likes to keep the equipment to that the operators are trained to operate.

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.

RCAF ADVENTURER

M.3

1942

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

RCAF ALBATROSS

M.440

1942

40-foot Refuelling 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.

Therefore these marine craft were capable of operating on aircraft radio frequencies.

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

This vessel was built in Sydney, Nova Scotia and was owned by Dave Burchell of Bras d'Or and sold to the Moosehead Olands of Saint John, New Brunswick in 1946. When a yacht she was named ALOMA and it is rather odd to see the RCAF record her name this way. A George Burchell of Sydney purchased Navy Fairmile HMC ML074 on termination of World War II and renamed it ALOMA III. This would probably be the same family.

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

CGCV

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

CGSJ

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. The air force retained her mounted police call sign.

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 Refuelling Launch built in 1942

RCAF AVOCET

Radiotelephone "Charity X"

M.793

1950 – 1965



Robert Plakholm Photo Collection

Russel Brothers Facebook

26 feet long, 8 foot beam, 115hp tunnel stern. Weight approx. 4700 pounds. 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.



One can just see the bow of BALDPATE on the left

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

CGXL

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.



Douglas Shand on Facebook

Douglas' grandfather's two brothers, Cecil and Melvin Shand
served on this RCAF rescue launch during WWII

RCAF BUTTERBALL

M.384

1942

40-foot Refuelling 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

CGJB

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

CGXM

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 Refuelling 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

CGPZ

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. The air force retained her mounted police call sign.

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

CGXD

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

CGXQ

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 Refuelling 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 was transferred to the Navy on April 1st, 1965. 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 Ontario.

RCAF GODWIT
M.445
1942
40-foot Refuelling 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
CGXP
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, British Columbia.

This vessel was based at Western Air Command, Vancouver, British Columbia.

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

CGXT

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 "Irium 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

CGXV

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 the marine service was first formed in 1935 and a photo of this vessel can be seen between pages 22 and 23 of volume one. This may be the rumrunner LUCKY PEGGY that Machine Gun Kelly apprehended in the 1930's and one of her crewmen was shot.

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 Refuelling Launch built in 1942

RCAF MERMAID

M.528

Served until 1943

Unknown 52-foot wooden vessel built in 1939

RCAF MICMAC

CGXJ

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 HSL234 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 re-entered 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 labelled wrong. There are more photos and story on page 173 in volume two.

RCAF OK SERVICE V

CGXB

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 Refuelling 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

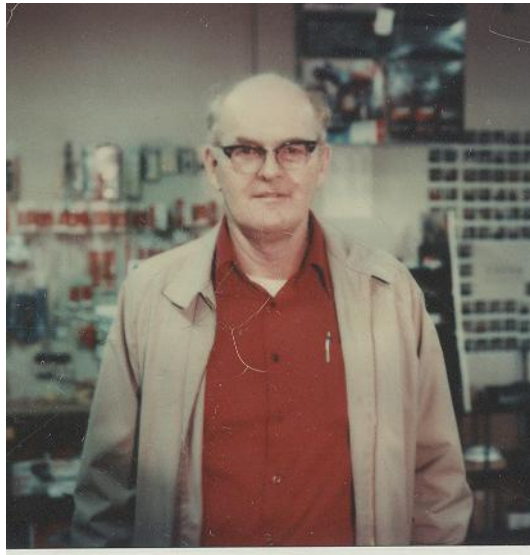
RCAF ROVEN

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. Radio Operator Bill Miller, Plaster Rock, New Brunswick.



HARC Files

W. V. "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 RA1 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.

I had heard of this vessel for several years before I did the research for this project. Those who knew and operated this vessel always referred to it as M-400. I did not know it had a name until this research and this is the attitude I mentioned. The name, although official and assigned was still treated as graffiti.

Skipper Gus Henneberry had several brothers and one, Cyril Henneberry was also with the RCAF fleet.

RCAF RUFF

Radiotelephone "Event F"

M.807

1953 – 1965

A Ruff is a European or Asiatic Sandpiper.



Russel Brothers Facebook

26 feet long, 8 foot beam, 115hp tunnel stern. Weight approx. 4700 pounds. Built in 1950

RCAF SANDERLING

M.874

Served until 1965

25-foot steel Aircraft Crash Boat

RCAF SANDPIPER

M.385

1942

40-foot Refuelling 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

CGXK

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

CGXS

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

CGXR

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.



Radio Officer John Turgoose VE3NFK

CCGS SKUA with international call sign CCGD

This photograph was taken from the tanker EDOUARD SIMARD call sign CYCJ in 1976



Vintage Canadian Coast Guard
CCGC MOORHEN the former RCAF SKUA shortly after
she transferred to the Coast Guard



Vintage Canadian Coast Guard
CCGC MOORHEN after she had been painted Coast Guard
colours on an exercise with the Air Force

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
Former: USS LSM-323/NVKG
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. Burrige 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

CGKS

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 "Irium 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 destroyed by fire in a refuelling accident. A photo can be seen in appendices one at the back of volume one.

RCAF TEAL

VXDJ

Radiotelephone "Chapel A"

M.266

Built in 1941 at the Benson Shipyard

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. After the war this vessel was renamed CONIFER II.



CONIFER II (formerly Teal)

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

Note RAF as in Royal Air Force, British

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

Refuelling 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 Refuelling Scow in service 1940

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

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

RCAF M.258
1940
Refuelling Scow

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

RCAF M.260
1940
Refuelling 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
Refuelling 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 Refuelling 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 Refuelling 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
This was a 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



That appears to be RCAF M711 between HMCS KALAMALKA J395 and HMCS SCATARIE Z22

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 aluminium Rowboat

RCAF M.791
Unknown

RCAF M.792
Unknown

RCAF M.793
AVOCET
Built by Russel Brothers in Owen Sound, Ontario

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

RCAF M.798
Served until 1955

25-foot fibreglass Skiff

RCAF M.806

15-foot fibreglass Rowboat

RCAF M.807

RUFF

Built by Russel Brothers in Owen Sound, Ontario

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 Aluminium 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 Aluminium 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 aluminium Outboard Boats

RCAF M.942

RCAF M.943

Both were 14-foot aluminium Outboard Boats

RCAF M.948

RCAF M.949

Both were 16-foot aluminium Outboard Boats

RCAF M.950

RCAF M.951

Both were 16-foot aluminium Outboard Boats built in 1957

RCAF M.952

RCAF M.953

Both were 14-foot aluminium 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 aluminium Outboard Boats

RCAF M.967

RCAF M.968
Both were 14-foot aluminium Outboard Boats

RCAF M.970
RCAF M.971
RCAF M.973
All 3 were 16-foot aluminium Outboard Boats

RCAF M.975
NIMPKISH II

RCAF M.976
RCAF M.977
RCAF M.978
All 3 were 16-foot aluminium 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 aluminium Outboard Boats

RCAF M.992
RCAF M.993
RCAF M.995
RCAF M.996
All 4 were 16-foot aluminium 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 aluminium 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 during World War II:

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.

CGCV ARISTOCRAT
CGJB COMBAT
CGKS SNOW PRINCE
CGXB O.K. SERVICE V

CGXD ELAINE W
 CGXJ MICMAC
 CGXK SCOTER
 CGXL BITTERN
 CGXM CORMORANT
 CGXP GREBE
 CGXQ GADWALL
 CGXR SHOVELLER
 CGXS SEKANI
 CGXT HAIDA
 CGXV KAGOME

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

These are believed to be the call signs assigned after World War II. They were assigned in 1946 and I have found no record of them during World War II although some of the World War II vessels were assigned them after the war. 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
 VXCX 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 SM.810		KNOT
Equal SM.613		SNOW GOOSE
Event EM.851		MANX
Event EM.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 PM.178		DUCK
Jingle Q	M.433	SNIFE
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 cut-out 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.



United States Coast Guard

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

END