

ROYAL CANADIAN MOUNTED POLICE MARINE SERVICE HISTORICAL REVIEW



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The history of Canadian marine law enforcement had a beginning that often appears confusing to anyone reviewing the records as to who was responsible for what and where. Some Canadian Government offices only lasted a few months while others still remain today. Canada was still a relatively new country and while attempting to organize itself, the names and responsibilities of some of these early offices changed frequently. Prior to confederation our maritime protection was executed by the British Navy; Canada was one of its colonies. After confederation in 1867, Canada took over that responsibility. Afterwards, a “series of outrages broke out along the Atlantic coast” consisting of wrecks, piracy, plundering and murder and it forced the Canadian Government to install a patrol fleet capable of maintaining law and order within its Canadian Territorial Limits. The first ship was the sailing vessel “La Belle Canadienne” which patrolled Labrador to the Bay of Fundy in the late 1870's.

The first and only law enforcement agency that existed before confederation was the Ministry of Customs (1841). It continued after Confederation and in 1921 became Customs and Excise and in 1927 became National Revenue. Another government agency that worked in marine enforcement was the Department of Marine and Fisheries which formed in 1867, the forerunner to the current Department of Fisheries and Oceans. Since 1867, they have seen 10 name changes. They had a wide variety of responsibilities including the operation of the government ships with the exception of Naval Vessels. The more active marine law enforcement agency was the RCMP Marine Division which slowly dissolved, beginning in 1962. Most of the fleet was transferred to Transport Canada Marine. They provided support to light houses, protection to aids to navigation, training for sailors and training for provisional rescue stations. Fisheries operated the “Dominion Cruisers” which were armed fishery enforcement vessels that patrolled the Pacific and Atlantic economic and territorial limits; traditionally known as our fishing grounds. Prior to WWI these vessels also provided sovereign protection that a navy would have done. The first Canadian Naval Force was established in 1910 which became the Royal Canadian Navy (1911- 1968) and obtained its first vessel, the cruiser “Rainbow” in 1910 and began to take over some of these same duties.

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There were many government ships that were transferred from one department to another, while others were leased or chartered when required. These ships in the late 1800's were mainly sailing schooners and yachts and in 1891 the first steamer, the "Constance", was pressed into service. The Canadian Territorial limit was only 3 miles and foreign vessels were very common to the Gulf of St. Lawrence heading towards the St. Lawrence River or they would be frequently found off the Grand Banks off Newfoundland. Ships that were operated by a specific government agency (i.e. Customs) only had powers of customs enforcement. Only an Royal Canadian Mounted Police (RCMP) officer had full federal enforcement powers for all government legislation including acts such as the narcotics act, the immigration act, the customs act, the excise act, all provincial statutes, the criminal code, the fisheries act and many other acts and regulations. RCMP members worked with these other government agencies aboard their ships. Through a study, it became apparent that the RCMP should have full control over maritime law enforcement and search / rescue operations.

Officially, the Royal Canadian Mounted Police Marine Division came into existence in 1932 when it took over the Department of National Revenue Preventive Service. In that process, they took over control of 35 vessels, 11 of which were seagoing. For many years prior to this time, the RCMP had used many vessels of various sizes to carry out and perform their duties and though not part of a Marine Division, these vessels played an important role. In order to understand why these vessels varied in size, duty, and style, one must understand why and where they were deployed and who operated them.

The Force was first established in 1873 and was first called the North West Mounted Police (NWMP) with about 300 original men. They were deployed to the Canadian mid-west to bring law and order to what was called "Ruperts' Land", owned by the Hudson Bay Company. This land was purchased by the Canadian Government in what has been referred to as one of the largest real estate deals in history. In 1871, Canada and the United States agreed to the 49th parallel as the border which divided Canada and United States into two countries. It became the duty of the NWMP to patrol this border as well as all Canadian Territories. In order to perform these patrols, boats would have to become part of the arsenal, along with horses, wagons, trains, dogs and dog sleds.

One large body of water that served as a travel route to a distant patrol, was Lake Winnipeg. The first 'known' vessel

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purchased for the NWMP was in 1890. It was called the sailing vessel “Keewatin”. It was re-located from Selkirk, near the mouth of the Red River, to Winnipeg, where it made patrols along the several hundred miles of Lake Winnipeg. Not only was the “Keewatin” the first vessel of the NWMP, it became the first vessel to have a collision and first vessel to lose RCMP members. Those two members, Corporal Harry Morphy and Constable George de Beaujeu, drowned when the “Keewatin” ran aground onto submerged rocks in Lake Winnipeg during a storm in August 1890. The only survivor was Captain Matthew Watts. Another early vessel which served in another remote location, was the steamer “Excelsiour”. It served from 1896 - 1897.

With the gold discovery of 1886 in the Yukon, it became apparent by 1893 that Canada must establish a law enforcement presence in the north to protect the aboriginal people. They also needed to establish Canadian Sovereignty on its international border with Alaska. We also had a major gold discovery in the Klondike in 1898, so a border presence was vital and necessary. The Yukon River became like a highway, so to patrol this area, the NWMP obtained two small gas powered launches, the “Gladys” and the “Jessie”, and later another called the “Tagish”. They served in the area until 1912. A larger river steam ship called “Vidette” was obtained in 1902 for \$3000 which was used to transport supplies, equipment and men up and down the river. By 1910, law and order had become established in the area. We also had a border that was defined between Alaska and Canada allowing the NWMP to reduce its manpower in the Yukon to 60 men. The need for vessels, beyond after that period, was limited.

At the turn of the century in the North West Territories and eastern Arctic, new law enforcement and sovereignty issues began to surface. A Mr. Roald Amundsen, a Norwegian sailor, sailed through the north west passage in 1906 on the “Gjoa”. Foreign arctic explorers from all over the world were transiting the area. Canada was seeing people from Norway, Sweden, and the U.S. all intent on laying claims to islands within the Northwest Territories. Much of the land was unexplored and Canada’s sovereignty to that area was in question. The Canadian Government expanded the duties of the North West Mounted Police who in turn began patrolling the islands in the north and established Detachments throughout the Arctic and Hudson Bay areas, laying claim to this region.

This sovereignty process was done in three phases. The first phase began in 1903 when the Mackenzie Delta became the destination of a small group of NWMP officers. The second phase was the dispatch of the Canadian Government

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Ship “Neptune “ (CGS Neptune) , a large three masted 190 foot - 465 ton schooner. With 5 constables and 1 officer, the “CGS Neptune” under Captain Sam Bartlett departed in August 1903 from Halifax to Hudson Bay to establish a detachment from which they could patrol the area. This vessel was built in 1873 and constructed to withstand the pressure of arctic ice. In 1904 the Canadian Government dispatched additional NWMP members to Hudson Bay on the 165 foot “CGS Arctic” commanded by Captain Joseph Bernier. This was an old vessel, originally called “GAUSS” but renamed when purchased in 1904. Over the next few years, expeditions were sent north enforcing Canadian fishing regulations and laying claim to Melville Island, Baffin Island, Lancaster Sound and other areas. A smaller vessel used in Hudson Bay was a 47 foot sail boat called “McTavish”. It sank in 1906 during a storm when she became rudderless and then swamped. The third sovereignty phase took place in 1922 when the refurbished Motor Vessel “Arctic”, under command of Captain Bernier, set up detachments on Ellesmere Island. Upon its return to the area, the Canadian press announced “Canada’s Northern Empire - 850 miles of the North Pole making Canada’s sovereignty certain”.

Another vessel was built in 1906 in Sorel, Quebec. It was called the “Rouville” which was built specifically for the RNWMP. This patrol steamer was 130 feet long and was a total failure. It was to be solely operated by the RNWMP and would not have to depend on other government agencies. Its design gave it poorly laid out cargo holds, the engines were inefficient and it burned a ton of coal per hour. It was not sent north but “detailed for other service” by the Canadian Government.

Other vessels used by the RNWMP, between 1900 - 1910 were the “Redwing” a 70 foot motor vessel used on Lake Winnipeg, between 1905 - 1906 an 85 foot river side wheeler “S.S. Northern Light”. In 1906 the Northern Light changed was changed to the “S.S. Northland Light” and operated until 1909.

The schooner “Village Belle” was purchased in 1914 and departed for Hudson Bay from Halifax to do police work in the Baker Lake and Chesterfield Inlet area. Constable Kennedy, a good map-maker, spent two years doing surveys of the area and making maps. The “Jeannie” and “Laddie” were two more patrol schooners used in Hudson Bay area.

When the First World War broke out in 1914, the government refused to let members of the Royal North West Mounted

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Police (RMWMP) join the military service. This changed in 1918 when the need for cavalry replacements became necessary and apparent. At that point, the RNWMP released 12 officers and 726 men who were given leave to transfer to the armed forces to become "A" Squadron. Later that same year, another 6 officers and 184 men released and joined to become "B" Squadron. This was seen as a decimation for Canada and for the RNWM Police. By 1918 there were only 303 members remaining which was near the 1874 level and the time of the March West. More than half of these men that were released were from and stationed in the North West Territories or the Yukon. A total of 87 detachments were closed during the WW1 years. With Government realizing the need to re-establish a strong federal police force, an Order In Council was made authorizing the force to increase its ranks to 1200 men and new duties were defined by 1919. In 1919, with the threat of labour strikes and public unrest, the government ordered the force to bring its ranks up to 2500 men.

Records also indicate that in the early 1900's, the RNWM Police carried out marine duties on government ships patrolling coastal areas using the C.G.S. "Margaret" (first vessel to have a radio operator) call sign VDW and the "C.G.S. Canada". Both vessels were turned over to the Royal Canadian Navy (RCN) in 1914 during World War 1 and later returned to the RNWMP. The RNWM Police also operated from the "Baroff V" and the "Louisbourg".

By 1919 the RNWM Police had four seagoing motor vessels of its own. They were the "Victory" at Herschel Island, the "Duncan" and "Lady Borden" in Hudson Bay and the "Chakawana" in Prince Rupert on the west coast. There was an additional expansion by 1920 when the RNWMP became the RCMP (Royal Canadian Mounted Police). During that year, the RCMP absorbed the Dominion Police.

The 1920's brought in an era of border smuggling and trafficking in illegal goods. With prohibition in place, drug and alcohol smuggling became a problem and concern for the Canadian government. The greatest concern was the international maritime border with the United States - which had to be patrolled. The greatest holder of Canadian Maritime assets was with the Department of National Revenue, Preventive Service. With the RCMP having the largest enforcement mandate of Canadian federal laws, they integrated and combined patrols along the international waterways. During this period the RCMP ran the 182 foot "Margaret", the 114 foot cruiser "Bayhound 2", the 164 foot cruiser "Preventor", the 136 foot "Conestoga" (later known as Pathfinder) and the vessel known as "Patrol Boat

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4". This last vessel was a "rum runner" boat originally called "Stumble Inn" that was seized (one of many) and put into service for the Canadian government.

In the north, the RCMP ran two small vessels - one the "Lady Byng" and the second the "Lady Laurier" which was the first small vessel to transit Lancaster Sound in the arctic. In 1928 in Vancouver B.C., the RCMP built and launched the "St. Roch", a 104 foot schooner specially built for the arctic which played a major role in policing the arctic for the next 25 years. On Great Slave Lake there were two RCMP 'sloop' vessels named the "Resolution" and "Reliance" (formerly "Montreal") acquired which patrolled that area for almost two decades.

Prior to 1932 the RCMP never had a Marine Service of its own. They purchased vessels for local use only when needed. They also purchased as required national law enforcement vessels or if needed to establish detachments, they used them to send in supplies. For generally patrols of Canada's borders, they predominantly relied on other government agencies or hired others to provide that support.

On Nov. 1, 1932 the Royal Canadian Mounted Police formed the Marine Service absorbing the duties and vessels of the Department of National Revenue Preventive Service. Its primary function was to eliminate the smuggling that was occurring on the St Lawrence, Great Lakes, and on the east and west coasts of Canada. Prohibition was in full swing and illegal activity on the borders a reoccurring problem and a major concern. Records indicate that there were 32 vessels and 246 officers and men available for transfer from the Preventive Service to the RCMP. For a variety of reasons not all resources were accepted as only 28 vessels were kept and 200 men and officers took advantage of the transfer. The vessels of the RCMP Marine Service 1932 - 1939, were called "cruisers" and there were four types. They were Class "A" which were vessels requiring 14 or more men, Class "B" which required 6- 14 men, Class "C" which required 4 men or less and Class "D" which required 3 men or less and was not equipped with suitable living accommodations.

The sea going vessels that were accepted were the Class "A" cruisers "Fleur de Lis", "Adversus", "Ulna", "Preventor", "Bay Hound 2", "Baroff V", "Alachasse", "No. 4", and the Class "B" cruisers "Scatarie", "Chaleur", and "Madawaska". For operational expense considerations, the "Margaret" and the "Conestoga" were not commissioned

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but rather sold. The motor boats "Fort Frances" and the "O-28" were determined to be unfit for patrol work and disposed of. There were 20 other smaller vessels of the Class "C" and Class "D" type. The Class "C" were the "Vigil", "Ellsworth", and "Fernard Rinfret". Class "D" type were the motor boats and outboard motor boats called "Beebe", "Behave", "Guardian", Margaret's Launch "H", "No. 10", "Stalwart", "Tenacity", "Bristle", "Neguac", "O-27", "S", "Grand Manan", "G", "Despatcher", "Imperator", "Gananoque", and "Morrisburg".

Combined with air services support, radio communications and sea patrols, an effective network was established along the border. Members of the RCMP Marine (Preventive) Service were not considered regular members of the RCMP until 1934. After members had served several months under the RCMP Preventive Service, then they became regular members. To demonstrate how effective the preventive service was, in Quebec over the span of several years, seven vessels were seized and forty seven convictions were realized against a number of organized crime groups which greatly reduced or eliminated smuggling in the area for some time.

Another interesting issue was the four letter Radio Call letters which was assigned to each ship. The first three letters were CGP - Canadian Government Police. Rum runners were quick to pick up on who was on the radio and with radio direction finders, they could tell where the police were. When two or more rum runners were about to make a run, they could triangulate and get an exact location for the police vessel and would adjust their activities around the resulting position plots.

By 1936, the RCMP had 23 cruisers and patrol boats, down from the 1932 inventory. This was still considered a large contingent. Prohibition ended in 1936 and though border patrols were still required, they became less intense. This carried on until 1939 when the Second World War broke out. In that year, 155 officers and men of the Marine Services were transferred with RCMP Ships, to the Royal Canadian Navy. Most of these vessels never returned to active service with the RCMP after the war ended in 1945. Ironically, many of the rum runner skippers also joined in the effort of the Second World War along with their law enforcement counter parts, united in this common cause. The sea skills they both acquired during prohibition came to a very good (unforseen) purpose during this period.

In 1945, by the end of WWII, there became a need to re-establish a nation wide marine law enforcement body. The

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RCMP Marine Service was re-instated with a fleet of patrol vessels formerly used by the RCN. They consisted of eight 162 ft Bangor type minesweepers known as “Commissioner” class, four 112 ft. Fairmile sub chasers known as “Fort” class and thirteen 50 ft. harbour defence craft known as “Detachment” class. With manpower, budget and equipment issues some of these vessels never came into full use by the RCMP and were transferred back to the RCN or sold to other purposes. Of the eight “Commissioner” class received, only four were kept. The “Herchmer”, “Starnes”, “Colonel White” and “Perry” were not kept. Of the “Fort” class, the “Fort Selkirk” and “Fort Steele” were not kept.

This became a time of major reconstruction and in 1947 the RCMP made the ‘Marine Service’ a ‘Marine Division’ with the headquarters firstly established in Halifax and later moved to Ottawa. The main responsibility of the Marine Division was the enforcement of the Customs and Excise Acts, the Canada Shipping Act and Regulations, and other federal statutes and included search and rescue operations. In 1950 a vessel replacement program was launched and many of these war time vessels were disposed of. Also in 1950 the RCMP took over the duties of the BC Provincial Police and with that takeover came many Police Motor Launches stationed along the entire Pacific Coast.

From 1952 to 1962, a replacement program was initiated with the first vessel being in 1954. The plan called for the former 165 foot minesweepers to be replaced by similar sized twin screw patrol vessels. The 112 ft Fairmile replacements had not yet been determined. The 60 foot harbour defence crafts were replaced by 48 foot patrol boats. In the mid 1950's, the Bird Class Patrol Vessels were being built for the Royal Canadian Navy. One of those vessels was turned over to the RCMP and named the “Blue Heron”. The RCMP liked it so much it built another one calling it the “Victoria”. The RCMP constructed two additional vessels of their own design. These vessels were the “Wood” and the “Fort Steele”(2). Other vessels were added to the fleet replacing the aging fleet and slowly the fleet assets became smaller and more localized. The presumption of the day was that the RCMP was largely a land based police force and the focus on maritime law enforcement issues became pale in comparison to what was happening elsewhere. The Canadian Government of the day was also not willing to support its continued large scale investment or focus on coastal law enforcement activities.

Costs to maintain the Marine Division was very high and its budget huge. One internal report stated that one ship in the marine service was worth more monetarily than every patrol car the force owned. In 1962 with the support of an

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internal RCMP audit and the support of the Canadian Government, the Department of Transport took over surface Search and Rescue responsibilities. This dramatically reduced the need for such a large fleet and the need for an RCMP operated Marine Division. Military commitments in Europe were also dramatically scaled back. During the RCMP Centennial Year 1973, the Marine Division owned and operated 33 larger patrol vessels across Canada.

The vast majority of the large vessels over 100 feet were sold to the Department of Transport by 1970. The 180 ft RCMP "Wood" had its name changed to the CCG "Daring" and served for many more years. She was later sold privately and in September 1987 was seized and the crew arrested in Puerto Barrios, Guatemala for smuggling 2375 kilograms of cocaine destined for Columbia having been flown out from Columbia. This was a sad end to a prized Canadian vessel. After 1970 most RCMP patrol vessels were of the 40-75 foot range. The Marine Division was disbanded in 1970 with the remaining assets falling under the Divisionally controlled and funded Criminal Operations Branches. The implementation and administration of policy was maintained by Ottawa Headquarters under the Marine Services Directorate until 1974 when this was transferred to the Transport Management Branch, Services and Supply Directorate.

In 1973 there were 33 vessels. In "A" Division there was the "Brule", "Outlook" and "Yellowknife". In "B" Division there was the "Acadian" and the "Standoff". In "C" Division there was the "Captor", "Lac La Ronge" and "Valleyfield". "D" Division had the "Moosomin II". "E" Division had the most vessels with the "Athabasca", "Slideout", "Tofino", "Advance", "Reliance", "Dufferin", "Alert", "Ganges", "Pearkes", "Regina", "Little Bow II", "Masset" and newly constructed "Duncan". In "H" Division there was the "Fort Macleod", "Fort Steele", "Adversus", "Interceptor" and newly constructed "Centennial". "J" Division had one vessel the "Detector" as did "L" Division with the "Nicholson". Finally, "O" Division had the "Dawson", "Whitehorse" and "Manyberries".

By 1983, the Divisionally controlled Marine Service of the RCMP had ten patrol vessels over eight meters in length, two on the east coast and six on the west coast. These were rated as Class I, II, III. The "Centennial" was a 75 foot Class I wood hulled vessel on the east coast. The "Pearkes" and "Rivett-Carnac" were 53 foot Class II fibreglass vessels on the west coast. The "McClellan", "Harvison", "Regina", "Manyberries", "Advance" and "Fort McLeod" were 41 foot Class II fibreglass vessels with the "Fort McLeod" located on the east coast. The "Advance" was a 37

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foot fibreglass vessel was replaced by the “Stikine” in 1986 which was a 45 foot Class II fibreglass vessel operated on the west coast. Other vessels were re-deployed and maintained as Detachment vessels called the “Outlook”, the “Athabaska” and the “Duncan”, 28 foot fibreglass vessels on the west coast.

Each Division furthermore own and operate numerous small vessels for patrols on lakes, rivers and within protected waterways. These vessels are comprised of 15-26 foot inflatables, fibreglass and aluminum runabouts. In 1989, a reassessment occurred in “E” Division where the fibreglass Patrol Vessels were replaced by doubled crewed slightly larger aluminum high speed patrol catamarans. These catamarans were named after former commissioners of the RCMP with the first one being the PV “Nadon” built in 1991 and stationed in Port McNeil, B.C. The second was the PV “Higgitt” in 1992 stationed in Prince Rupert, B.C. and shortly afterwards was the PV “Lindsay” based in Vancouver, B.C. When the PV “Inkster” was built it was 10 feet longer and more suitable for open water so it went to Prince Rupert to replace the “Higgitt” which moved to Port Alberni, B.C. The design so was well liked that the east coast constructed the PV “Simmons” which is based in Marystown, Newfoundland and patrolled the waters of the Gulf of St. Lawrence, the fishing banks and the French islands of St. Pierre and Michelon. The four catamarans on the West Coast were constructed as Provincial Policing resources covering the inside passage while the PV Simmons was constructed as a Federal Asset to protect Canadian border interests off Newfoundland.

In 1994, the RCMP Transport Management Branch was incorporated with the RCMP Materiel Management Branch. The Transport part of Procurement and Policy became part of Fleet Program Administration. The marine services of the RCMP now consisted of only four catamarans for the west coast of Canada and one catamaran on the east coast. These vessels operated independently and again due to financial constraints in September 1998 one west coast catamaran, the “Nadon”, was taken out of service and the crews were cut in half.

In that same year, several major events occurred. Firstly in September 1998, there was the crash of a Swiss Air, McDonnell Douglas MD-11 aircraft near Halifax over the Atlantic Ocean on the east coast. This required a significant law enforcement presence and investigative presence throughout the investigation. Secondly in November 1998, there was an offshore surveillance, a number of arrests and the seizure of a large quantity of drugs from an ocean going fishing vessel “Blue Dawn” near Comox on the west coast. The Marine Personnel played a significant role in the

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success and subsequent closure of that investigation. Thirdly in August 1999, there again was the offshore surveillance, a number of arrests, and the offloading of numerous vessels loaded with illegal immigrants brought to the west coast of Canada. Again, the Marine Personnel played a significant law enforcement role in the success and subsequent closure to all of those investigations. Here again the RCMP realizes the importance and need for a marine law enforcement presence along its coastal waterways.

In February 2000, the RCMP “E” Division Criminal Operations Branch re-organized and re-aligned its Marine Program with the formation of the West Coast Marine Detachment operating out of Nanaimo, B.C. On September 11, 2001, the West Coast Marine Detachment became a key player and coordinator of marine law enforcement assets providing harbour and coastal patrols throughout that event. Furthermore, with the recommendations from the [Standing Senate Committee on National Security and Defence](#), that sealed the need for a operational marine law enforcement presence on the two coasts including the St. Lawrence Seaway and Great Lakes of Canada.

In 2000, the Vancouver Maritime Museum and the RCMP joined together in a fund raising venture to help preserve the original RCMP “St Roch” schooner on display at the maritime museum. The museum was in need of extensive repairs to save it for future generations and government support was limited. Sponsors in this venture installed many new items on the PV “Nadon” and the Canadian Coast Guard provided a supply ship, the “Simon Fraser”, to escort the aluminum catamaran through the Arctic. This entire venture was done ‘cost neutral’ to the Canadian Taxpayer wholly supported by Corporate Sponsors. The “Nadon”, also referred to as the “St Roch II”, circumnavigated North America and brought international awareness of the RCMP Marine operations and its presence on all three coasts of Canada along with its cherished history. This was firstly a re-enactment of the original patrols of an RCMP ship which long served residents of arctic and northern Canada. It secondly displayed a resolve by the ‘modern day’ RCMP marine members that they still had what it took to complete such a venture using new and modern high speed technology.

In 2005, a newly developed RCMP Marine Security Enforcement Team was formed working collaboratively with the Canadian Coast Guard Fleet along the border in the area of the Great Lakes. This was developed, as previously mentioned, as the result of a 2003 Canadian Report on National Security and Defence of Canada. With the resulting formation of the Coast Guard Mid Shore Fleet, the RCMP on the West Coast will be responsible for the inshore /

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Canadian Territorial 12 mile law enforcement. The RCMP will have primary responsibility for enforcement along the complex west coast with all of its variety of villages and settlements spread along the 600 nautical mile inside passage, furthermore falling under the [British Columbia Provincial Policing Contract](#) in effect until 2012. Replacement RCMP high speed patrol vessels are now being developed and will be deployed by the 2010 Winter Olympic Games held near Vancouver B.C..

VESSEL'S OF THE NWMP, RNWMP and RCMP					
<u>Name</u>	<u>Years</u>	<u>Type</u>	<u>Size</u>	<u>Duty Area</u>	<u>Notes</u>
1. Keewatin	1890 -	Sailing		Lake Winnipeg	1 st NWMP Vessel, Sank, 2 mbrs drowned,
2. Excelsior	1896	Steamer			Archive Photo #PA209435
3. Gladys	1899 - 1912	Motor	30 ft	Yukon	NWMP Vessel, Sold to Pine Creek Power Co for \$780.00
4. Jessie	1899 - 1908	Motor	30 ft	Yukon	NWMP Vessel
5. Tagish	1899 - 1907	Motor		Yukon	NWMP Vessel, transferred to BC Government Agent in Atlin
6. Jeannie	? - 1910	Schooner		Hudson Bay	NWMP Vessel
7. Laddie	? - 1914	Schooner		Hudson Bay	NWMP Vessel
8. S.S. Vidette	1902 - 1910	Motor		Yukon	Archive Photo #PA209433 Cost \$3000, NWMP Vessel-transferred to Dept of the Interior
9. McTavish	1906	Sailing	47 ft	Hudson Bay	Sank in Hudson Bay
10. Redwing	1904 - 1906		65 ft	Lake Winnipeg	Archive Photo #PA209430, Official Number 112303
11. S.S. Northern Light	1906		85 ft		Archives Photo #PA209428 Became "Northland Light" in 1909
12. Rouville	1906	Steamer	125 ft	East Coast	Never used, design failure
13. Louisbourg					Archive Photo#PA209440
14. Village Belle	1914 -			Hudson Bay	
15. Margaret	1914 - 1932	Cruiser	182 ft	East Coast	Customs Vessel, to RCMP in 1932 but not placed into service, to CADC
16. Victory	1919 -	Motor		Herschel Island	RNWMP Vessel, sea going
17. Duncan(1)	1919 -	Motor		Hudson Bay	RNWMP Vessel, sea going
18. Lady Borden	1919-	Motor		Hudson Bay	RNWMP Vessel, in 1929 located on Baffin Island, sea going
19. Chakawana	1919-1921	Motor		West Coast Prince Rupert	RNWMP Vessel, Archive Photo #PA213264, sea going
20. Patrol Boat #1	1920 - 1930	Motor		East Coast	seized rum runner vessel called Vagrant
21. Patrol Boat #2	1920 -1930	Motor		East Coast	seized rum runner vessel called Edna H
22. Patrol Boat #3	1920 - 1930	Motor		East Coast	seized rum runner vessel called Marona

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<u>Name</u>	<u>Years</u>	<u>Type</u>	<u>Size</u>	<u>Duty Area</u>	<u>Notes</u>
23. Patrol Boat #4	1920 - 1938	Motor		East Coast	Customs Vessel, Radio Call Sign CGPN, Originally called "Stumble Inn" and was a rum runner boat, to RCMP in 1932
24. Bayhound 2	1927 - 1938	Cruiser	114 ft	East Coast	Archive Photo #PA209448, Customs Vessel, Radio Call Sign CGPJ, to RCMP in 1932, replaced by "Laurier"
25. Conestoga	1927 - 1932		136 ft	Great Lakes	Customs vessel, to RCMP in 1932 But not taken into Marine Service, To CADC, sold and renamed "Pathfinder"
26. A/S Montreal	1927 - 1949	Schooner		Great Slave Lake	Auxiliary Schooner was renamed A/S Reliance
27. A/S Resolution	1927 - ?	Schooner		Great Slave Lake	Auxiliary Schooner
28. St Roch	1928 - 1954	Schooner	104 ft	Arctic	Radio Call Sign VGSR, never part of Marine Service
29. Lady Byng	1929	Motor		Arctic Devon Island	
30. Lady Laurier	1929	Motor		Arctic Devon Island	1 st small vessel to cross Lancaster Sound
31. Fleur De Lis	1929 - 1939	Cruiser	172 ft	East Coast	Customs Vessel, to RCMP 1932, "A" Class Radio Call Sign CGPL, to RCN as HMCS Fleur De Lis 1939 - 1945
32. Preventor	1929 - 1938	Cruiser	164 ft	East Coast	Customs Vessel, to RCMP 1932 "A" Class Archive Photo#PA209429, Radio Call sign CGPK, replaced by "MacDonald"
33. Advance (1)	1930 - 1939	Cruiser			RCMP vessel, to RCN as "D" Class HMCS Advance 1939 -1942 then renamed HMC HC27
34. Captor(1)	1930 - 1939	Cruiser	65 ft	East Coast	RCMP vessel, radio Call sign "B" Class CGPY, to RCN and became HMCS Captor 1939 - 1942 then renamed HMC HC37
35. Chaleur	1932 - 1939	Cruiser	152 ft	East Coast	Customs vessel, to RCMP in 1932, "B" Class Radio Call sign CGPS, Archive Photo# PA209434, turned over to RCN and became HMCS Chaleur 1939 - 1945
36. Alachasse	1931 - 1939	Cruiser	152 ft.	East Coast	Customs vessel, to RCMP in 1932, "A" Class Radio Call sign CGPW, turned over to RCN as HMCS Alachasse, 1939 - 1945

**ROYAL CANADIAN MOUNTED POLICE
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VESSEL'S OF THE NWMP, RNWMP and RCMP					
<u>Name</u>	<u>Years</u>	<u>Type</u>	<u>Size</u>	<u>Duty Area</u>	<u>Notes</u>
37. Acadian(1)	1930 - 1939	Cruiser	65 ft	East Coast	RCMP vessel, Radio Call Sign "B" Class CGPD, to RCN as HMCS Invader then became HMC HC50
38. Madawaska	1930 - 1939	Cruiser	75 ft	East Coast	Customs vessel, to RCMP in 1932 "B" Class Radio Call Sign CGPR, Archive Photo # PA209443, to RCN as HMCS Madawaska
39. Adversus (1)	1931 - 1939	Cruiser	117 ft	East & West Coast	Customs vessel, to RCMP in 1932 "A" Class MP 99 Coast Archive Photo # PA209445, Radio Call Sign CGPX, 1 st RCMP Vessel to transit the Panama Canal, ran aground once on east coast, to RCN as HMCS Adversus, Lost at sea in a blizzard on McNutts Island near Shelburne, N.S. Dec 20, 1941
40. Ulna	1932 - 1939	Cruiser	132 ft	East Coast	Customs vessel, to RCMP in 1932, "A" Class Radio Call Sign CGPV, Archive Photo #PA209432, to RCN as HMCS Ulna
41. Scatarie	1932 -	Cruiser		East Coast	Customs vessel, to RCMP 1932, "B" Class Archive Photo #PA209431, Radio Call Sign CGPT,
42. Baroff V	1932 -			East Coast	Customs vessel, to RCMP 1932, Archive Photo # PA209447, seized rum-runner
43. Ellsworth	1932 - 1939	Cruiser		East Coast	Customs vessel, to RCMP 1932, to "C" Class RCN as HMCS Ellsworth 1939 - 1942 then renamed HMC HC43
44. Guardian	1932 - 1939	Cruiser		East Coast	Customs vessel, to RCMP 1932, "D" Class To RCN as HMCS Guardian 1939 - 1942 then became HMC HC47
45. Beebe	1932 -	Cruiser		East Coast	Customs vessel, to RCMP 1932, Jedore, N.S.
46. Margaret Launch "H"	1932 -	Cruiser		East Coast	Customs vessel, to RCMP 1932 Halifax, N.S.
47. No. 10	1932 -	Cruiser		East Coast	Customs vessel, to RCMP 1932, Big Bras d'Or, N.S.
48. Stalwart	1932 -	Cruiser		East Coast	Customs vessel, to RCMP 1932 Little bras d'Or, N.S.
49. Behave	1932 -	Cruiser			East Coast Customs vessel, to RCMP 1932 Inraport, N.S.
50. Tenacity	1932 -	Cruiser		East Coast	Customs vessel, to RCMP 1932 North Sydney, N.S.

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<u>Name</u>	<u>Years</u>	<u>Type</u>	<u>Size</u>	<u>Duty Area</u>	<u>Notes</u>
51. Bristle	1932 -	Cruiser		East Coast	Customs vessel, to RCMP 1932 Saint John, N.B.
52. Neguac	1932 -	Cruiser		East Coast	Customs vessel, to RCMP 1932 Shippigan, N.B.
53. O-27	1932 -	Cruiser		East Coast	Customs vessel, to RCMP 1932 L'Etet, N.B.
54. O-28	1932 -	Cruiser		East Coast	Customs vessel, to RCMP 1932 Dalhousie, N.B., never used, turned over to CADC and sold
55. "S"	1932 -	Cruiser		East Coast	Customs vessel, to RCMP 1932 Shediac, N.B.
56. Fernand Rinfret	1932 - 1939	Cruiser		East Coast	Customs vessel, to RCMP 1932 "C" Class Quebec, Que. To RCN as HMCS Fernand Rinfret 1939 - 1942 then renamed HMC HC46
57. "G"	1932 -	Cruiser		East Coast	Customs vessel, to RCMP 1932 Gaspé, Que
58. Fort Frances(1)	1932 -	Cruiser		Great Lakes	Customs vessel, to RCMP 1932 Fort Frances, Ont., never used, turned over to CADC and sold
59. Gananoque	1932 -	Cruiser		Great Lakes	Customs vessel, to RCMP 1932 Gananoque, Ont
60. Despatcher	1932 -	Cruiser		West Coast	Customs vessel, to RCMP 1932 Vancouver, B.C.
61. Emperor	1932 - ?	Cruiser		West Coast	Customs vessel, to RCMP 1932, Powell River, B.C.(Quarterly 1972)
62. Morrisburg	1932 -	Cruiser		Great Lakes	Customs vessel, to RCMP 1932 Morrisburg, Ont.
63. Grand Manan	1932 -	Cruiser		East Coast	Customs vessel, to RCMP 1932 Grand Manan, N.B.
64. Vigil	1932 - 1939	Cruiser		East Coast	Customs vessel, to RCMP 1932 "C" Class North Sidney, Nova Scotia
65. Lincoln II	1933 -			East Coast	
66. Interceptor(1)	1934 - 1939	Cruiser	65 ft	St Lawrence	Radio Call sign CGPQ, to RCN as "B" Class HMCS Interceptor and returned after war
67. Arresteur	1936 - 1939	Cruiser		East Coast	Radio Call Sign CGSJ- to RCAF "B" Class As RCAF Arresteur 1939 -1945 then returned to RCMP who turned it over to CADC in 1946
68. Beaver(1)	1936 -	Cruiser		East Coast	Ex-rum runner vessel "C" Class
69. Islander	1936 - 1939	Cruiser		East Coast	Prince Edward Island to RCN as "C" Class HMCS Islander then renamed HMC HC 51

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VESSEL'S OF THE NWMP, RNWMP and RCMP					
<u>Name</u>	<u>Years</u>	<u>Type</u>	<u>Size</u>	<u>Duty Area</u>	<u>Notes</u>
70. Alarm	1936 -	Cruiser		East Coast	Charlottetown, Prince Edward Island "D" Class
71. Alert(1)	1936 -	Cruiser		East Coast	Charlottetown, Prince Edward Island "D" Class Replaced the RCMP Chaleur
72. Arrow	? - 1939	Cruiser			To RCN and became HMCS Arrow "D" Class 1939 - 1942 then renamed HMC HC29
73. Alacrity		Cruiser			"C" Class
74. Laurier	1936 - 1939	Cruiser	120 ft	West Coast	/Radio Call Sign CGPC, to RCN "A" Class East Coast as HMCS Laurier, Photo # PA209442, became a fisheries vessel in 1946, CGS Laurier
75. MacDonald	1936 - 1939	Cruiser	120 ft	West Coast	/Radio Call Sign CGPF, to RCN "A" Class East Coast as HMCS MacDonald Archive Photo #PA209439, became a fisheries vessel CGS Howay in 1946
76. Detector(1)	1936 - 1939	Cruiser	147 ft		Radio Call Sign CGPZ, - to RCAF "B" Class As RCAF Detector 1939 - 1945, returned to RCMP who turned it over to CADC in 1946
77. Invader	1936 - 1939				To RCN as HMCS Invader
78. Nicholson (1)	1936 - 1939				Radio Call Sign CGRA, - to RCN
79. Sidney(1)	1936 - 1939				Radio Call Sign CGQT, - to RCN
80. Standoff(1)	1936 - 1939				Radio Call Sign CGMU, - to RCN
81. French(1)	1938 - 1939	Cruiser	138 ft	East Coast	Radio Call Sign CGSR, - to RCN "A" Class As HMCS French then returned to RCMP and renamed McKenzie but turned over to CADC in 1946
82. Castor	? - 1939				To RCN as HMCS Castor 1939 - 1942 then renamed HMC HC38
83. Burma	? - 1939	Cruiser			To RCN as HMCS Burma 1939 - "B" Class 1942 then renamed HMC HC36
84. D-1(86)		Cruiser			Seized vessel "D" Class
85. D-II (Ted)		Cruiser			Seized vessel "D" Class
86. Aklavik(1)	1938 - 1955	Motor/Sail	55 ft.	Arctic	Archives Photo #PA209446
87. Baker Lake	? - 1943			Hudson Bay	

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88. Ft Selkirk	1945-1947	Fort Class	112 ft		Fairmile, Ex- HMC ML114, Never commissioned by the RCMP, Radio Call Sign CGMR, transferred back CADC and sold, MP31, Archives Photo #PA209436
89. Ft Steele(1)	1945-1947	Fort Class	112 ft		Fairmile, Ex-HMC ML117, Never commissioned by the RCMP, turned over to CADC
90. Fort Pitt	1945-1959	Fort Class	112 ft		Fairmile, Ex- HMC ML119, Radio Call Sign CGMM
91. Fort Walsh	1945-1958	Fort Class	112 ft		Fairmile, Ex-HMC ML112, Radio Call Sign CGMR, MP33
92. Herchmer	1945-1947	Commissioner	162 ft		Minesweeper, Ex-HMCS Truro, Class Renamed Gulf Mariner, broke up in the Fraser River in 1974
93. Starnes	1945-1946	Commissioner	162 ft		Minesweeper, Ex-HMCS Lachine, Class converted to a salvage tug called "Lachine"
94. Colonel White	1945-1946	Commissioner	162 ft		Minesweeper, Ex-HMCS Granby Class Not commissioned, became HMCS Grandby again in 1953-1966
95. Perry	1945-1946	Commissioner	162 ft		Minesweeper, Ex-HMCS Digby Class Turned over to RCMP but never commissioned, it was returned to the RCN as HMCS Digby and served til 1956 when it was scrapped
96. MacLeod	1945-1950	Commissioner	162 ft	East Coast	Minesweeper, Ex-HMCS Brockville, Class Radio Call Sign CGMJ, Halifax, N.S. returned to RCN as HMCS Brockville from 1951 - 1958
97. MacBrien	1945-1959	Commissioner	162 ft	East Coast	Minesweeper, Ex-HMCS Trois- Class Rivieres, Radio Call Sign CGMG, Archive Photo # PA209441, MP14
98. Irvine	1945-1962	Commissioner	162 ft	East Coast	Minesweeper, Ex-HMCS Noranda, Class Radio Call Sign CGMF, Newfoundland, Archive Photo #PA209438, Renamed "Miriana" Sank in Montego Bay, Jamaica in 1971, MP13
99. French(2)	1945-1960	Commissioner	162 ft	East Coast	Ex-HMCS Transcona, Radio Call Class Sign CGMB, Halifax, N.S., Archive Photo #PA209437, MP11
100. PV Big Bend	1946 - 1955	Detachment	48 ft		Radio Call Sign CGPS, was HDPC Class 27, Harbor Defence Patrol Craft

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101. PV Brule (1)	1946 - 1959	Detachment	48 ft		Radio Call Sign CGPC, was Class HDPC 20 Harbor Defence Patrol Craft
102. PV Carnduff	1946 - 1959	Detachment	48 ft	Great Lakes	Radio Call Sign CGPD, was HDPC Class 25, Harbour Defence Patrol Craft, MP 62
103. PV Chilcoot	1946 -	Detachment	48 ft	Great Lakes	Radio Call Sign CGPF, was Class HDPC29, Harbor Defence Patrol Craft
104. PV Cutknife (1)	1946 - 1957	Detachment	48 ft	Great Lakes	Radio Call Sign CGPG, was Class HDPC 19, Harbor Defence Patrol Craft
105. PV Grenfall	1946 - 1959	Detachment	48 ft		Radio Call Sign CGPK, was HDPC Class 33, Harbor Defence Patrol Craft
106. PV Little Bow	1946-1958	Detachment	48 ft		Radio Call Sign CGPL, was HDPC Class 40, Harbor Defence Patrol Craft, MP67
107. PV Moosomin	1946-1958	Detachment	48 ft		Radio Call Sign CGPM, was HDPC Class 32, Harbor Defence Patrol Craft
108. PV Shaunavon	1946-1955	Detachment	48 ft		Radio Call Sign CGPN, was HDPC Class 26, Harbor Defence Patrol Craft
109. PV Slideout	1946-1960	Detachment	48 ft		Radio Call Sign CGPP, was HDPC Class 30, Harbor Defence Patrol Craft
110. PV Standoff (2)	1946- 1950	Detachment	48 ft		Radio Call Sign CGPT, was HDPC Class 39, Harbor Defence Patrol Craft
111. PV Tagish	1946-	Detachment	48 ft	Great Lakes	Radio Call Sign CGPQ, was HDPC Class 24, Harbor Defence Patrol Craft
112. PV Willow Bunch	1946-	Detachment	48 ft		Radio Call Sign CGPW, was HDPC Class 6, Harbor Defence Patrol Craft
113. Moose Factory	1947 -	Motorboat	35 ft	Hudson Bay	Wood hulled
114. Kenora(1)	1947 - 1957	Motorboat		Great Lakes	
115. Fort Frances(2)	1947 - 1956	Motorboat		Great Lakes	
116. Point May	1949 -			East Coast	Not commissioned by RCMP, came from Newfoundland when it joined Canada, turned over to CADC in 1949
117. Fort Chimo	1952 -				
118. PML3	1950 -	Motor		West Coast	BC Archives Photo#E-04185, to RCMP from British Columbia Provincial Police

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VESSEL's OF THE NWMP, RNWMP and RCMP					
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119. PML4	1950 -	Motor		West Coast	Pender Harbour, Photo # BC Archives E-04177, to RCMP from British Columbia Provincial Police
120. PML6	1950 -	Motor		West Coast	Photo # BC Archives E-04180, to RCMP from British Columbia Provincial Police
121. PML7	1950 -	Motor		West Coast	Photo # BC Archives E-04181, to RCMP from British Columbia Provincial Police
122. PML8	1950 -	Motor		West Coast	Photo # BC Archives E-04209, to RCMP from British Columbia Provincial Police
123. PML9	1950 -	Motor		West Coast	Ocean Falls, Photo # BC Archives E-04183, to RCMP from British Columbia Provincial Police
124. PML11	1950 -	Motor		West Coast	Photo # BC Archives F-03478, to RCMP from British Columbia Provincial Police
125. PML14	1950 -	Motor		West Coast	Victoria, Photo # BC Archives E-04184, to RCMP from British Columbia Provincial Police
126. PML15	1950 -	Motor		West Coast	Photo # BC Archives E-04176, to RCMP from British Columbia Provincial Police
127. PML16	1950 -	Motor		West Coast	Photo # BC Archives B-09521, to RCMP from British Columbia Provincial Police
128. PML Cicerone	1950 -	Motor		West Coast	Photo # BC Archives F-03481, to RCMP from British Columbia Provincial Police
129. M.L.1	1953 - ?	Motor	33 ft	West Coast	
130. Fort St James	1953 -	Detachment	30 ft		MP60
131. Westview	1953 -	Detachment	35 ft		MP79
132. Chilcoot II	1954 - ?	Detachment	50 ft	Great Lakes	MP81, built North Sidney, Nova Scotia
133. Tahsis	1954 - ?	Detachment	35 ft		MP80
134. Cutknife II	1955 - ?	Detachment	50 ft	Great Lakes	Kingston, Ont. MP82
135. Interceptor (2)	1955 - ?	Detachment	60 ft	East Coast	Halifax, MP 83
136. Little Bow II	1955 - 1974	Detachment	55 ft	West Coast	Powell River, B.C., MP 95 Photo Archive #E-09015
137. Burin	1955 - ?	Detachment	48 ft	East Coast	Tanook, N.S. MP84

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138. PV Shaunavon II	1955 - 1970	Detachment	50 ft	Great Lakes	Toronto, MP 85
139. M/L Victoria	1956 - 1970	Fort Class	92 ft	West Coast	MP 31, Radio Call CGMS, Steel version of Bird Class
140. Fort Frances (3)	1956 - 1970	Detachment	26 ft		MP 92
141. Eskimo Point	1956 - ?	Sail/Motor	47 ft	NWT	RCMP supply boat
142. Reliance	1956 - 1975	Detachment	26 ft	West Coast	MP 47, Fort St. James, B.C.
143. Ganges	1959 - 1975	Detachment	65 ft	West Coast	MP 97, Port Alberni, B.C.
144. Detector(2)	1957-1976	Detachment	65 ft	East Coast	MP 86 became HMCS Detector 1976 - 1988 Saint John, N.B., to RCN
145. Adversus (2)	? - 1976	Detachment	65 ft	East Coast	Yarmouth, N.S., became HMCS Adversus 1976 - 1996
146. M/L Blue Heron	1957-1968	Fort Class	92 ft	East Coast	Radio Call Sign CGZH, Ex-HMCS Blue Heron, MP32, Archive Photo #PA209449, transferred back to RCN
147. Fraser	1957 - ?	Detachment	26 ft		MP 94
148. Carnduff II	1957 - ?	Detachment	50 ft		MP 88
149. Tagish II	1957 - ?	Detachment	50 ft		MP 89, Halifax, N.S.
150. Nanaimo	1957 - 1972	Detachment	65 ft	West Coast	MP 87, Prince Rupert
151. MV Baylot		Motor		Arctic	
152. PV 17	1958 - 1970	Motor		West Coast	
153. Fort Steele (2)	1955 - 1974	Fort Class	118 ft	East Coast	MP 34, Radio Call sign CGMQ, transferred to Naval Reserves and became HMCS Fort Steele 1973-1994 in Halifax, N.S.
154. Wood	1958-1970	Commissioner	180 ft	East Coast	Radio Call Sign CGMW, Class MP17 transferred to Coast Guard renamed "Daring" 1972 - 1985, Seized for drug importation in Guatemala in 1987
155. Moosomin II	1958 - 1979	Detachment	50 ft	St Lawrence	Thunder Bay, Ont, MP 96
156. Massett	1958-1973	Detachment	65 ft	West Coast	MP93, Campbell River renamed "Great Escape"
157. Dawson	? - 1973	Detachment	26 ft	Great Lakes	MP 38, Sarnia, Ont
158. Alert (2)	1958 - ?	Detachment	65 ft		West Coast MP 98, Alert Bay, B.C.
159. Tofino	1958 - 1978	Detachment	65 ft	West Coast	MP 51, Ocean Falls, B.C.
160. Sorel	1959 - 1970	Detachment	26 ft		MP 55
161. Fort Erie	1959 - 1970	Detachment	34 ft		MP 54

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162. Acadian (2)	1959 - 1976	Detachment	65 ft	East Coast	MP52, Radio Call Sign CGMV Class Fortune, Newfoundland, Archive Photo # PA209444, became HMCS Acadian 1976 - 1996
163. Sidney (2)	1959-1976	Detachment	55 ft	West Coast	MP53, Ganges, B.C. To RCN as HMCS Sidney 1976 - 1993
164. Captor(2)	1959 - 1976	Detachment	65 ft	East Coast	MP 50, Quebec City, Radio Call Sign CGLN, to RCN as HMCS Captor 1976 - 1993
165. Valleyfield II	1959 - 1978	Detachment	36 ft	Great Lakes	MP 56, Isle Perrot, Que
166. Kenora III	1960 - 1970	Detachment	26 ft		MP 57
167. Port Alice	1960 - 1970	Detachment	26 ft	West Coast	MP 58, BC Photo Archive #E-09014 Ganges, B.C.
168. Advance(2)	1961 - 1986	Detachment	36 ft	West Coast	MP59, 14K12006, First Fibreglass Class vessel constructed by Canoe Cove, Vancouver, B.C.
169. Beaver (2)	1962 - 1970	Detachment	35 ft	Great Lakes	MP 61, Fort William, Ont.
170. Battleford	1966 - 1970	Detachment	29 ft	Great Lakes	MP 42, Built for Expo 67
171. Slideout (2)	1966 -	Detachment	29 ft	Great Lakes	MP 41, Built for Expo 67 Madeira Park, B.C.
172. Moosejaw	1967 - 1970	Detachment	36 ft	West Coast	MP 43, Pender Harbor, B.C.
173. Dauphin	1967 - 1970	Detachment	36 ft	East Coast	MP 45
174. Lac La Ronge	1967 -	Detachment	36 ft	East Coast	MP 44, Chamblay, Que
175. Athabasca	1967 - 1990	Detachment	26 ft	West Coast	MP 48, Nanaimo, B.C.
176. Brule (2)	1967 - 1978	Detachment	29 ft	West Coast	MP 46, Long Sault, Ont
177. Outlook	1967 - 1990	Detachment	26 ft	West Coast	MP 63, Sault St. Marie, Ont
178. Standoff (3)	1967 - 1978	Detachment	75 ft	East Coast	MP 40, Centennial Boat Class Burin, Newfoundland, to RCN and became HMCS Standoff 1980-1997
179. Nicholson (2)	1968 - 1976	Detachment	75 ft	East Coast	MP 49, Charlottetown, P.E.I. To RCN as HMCS Nicholson 1976 - 1992
180. Regina	1970-1995	Class II	41 ft	West Coast	MP 60, Sechelt, B.C.
181. Fort McLeod	1971 - 1984	Class II	41 ft	East Coast	MP 73, Halifax, N.S.
182. Parkes	1972-1996	Class II	53 ft	West Coast	MP90, Port McNeill
183. Centennia I	1973 - 1988	Class I	75 ft	East Coast	MP100, one of 3 built for RCMP centennial year
184. W. Fergusson	1995 -		45 ft	East Coast	Acquired from DFO to combat drug smuggling

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185. Dufferin	1973 - 1981	Class II	41 ft	West Coast	MP 74, Port Alberni, B.C. - stolen and sank & re-salvaged off of Ucluelet B.C. in 1983
186. Duncan (2)	1973 - 1993	Class III	28 ft	West Coast	MP 20, Prince Rupert, B.C.
187. Manyberries	1973- ?	Class II	41 ft	Great Lakes & West Coast	MP 75, Toronto, Ont., shipped to west coast
188. Whitehorse	1973 - 1978	Detachment	30 ft	Great Lakes	MP 39, Windsor, Ont
189. Yellowknife (2)	1973-1978	Detachment	26 ft	Great Lakes	MP 37, Kingston, Ont
190. Harvison	1975 - 1992	Commissioner Class	41 ft	West Coast	Sidney, B.C.
191. McClellan	1975 - 1992	Commissioner Class	41 ft	West Coast	MP 22
192. Rivett-Carnac	1975-1991	Commissioner Class	53 ft	West Coast	MP 23, based in Campbell River, B.C.
193. Stikine	1986-1995	Class II	45 ft	West Coast	Built for Expo 86 Vancouver, replaced the PV Advance
194. Heron	1989 - 1989	Motor	24 ft	Great Lakes	32E12909, received from Dept. Of Fisheries, sank at dock
195. Nadon	1991-	Commissioner Class High Speed Catamaran	63 ft	West Coast	Provincially Funded Boat First of Catamaran Vessel double crewed to replace fibreglass boats - First based in Port McNeill, B.C.
196. Higgitt	1992-	Commissioner Class High Speed Catamaran	63 ft	West Coast	Provincially Funded Boat First based in Prince Rupert then moved to Vancouver Island
197. Lindsay	1993-	Commissioner Class High Speed Catamaran	63 ft	West Coast	Provincially Funded Boat - First based in Fraser River area then moved to new West Coast Marine Detachment in 2000
198. Simmonds	1995-	Commissioner Class High Speed Catamaran	63 ft	East Coast	Federal Funded Boat - First based in Burin Nfld, then used as a test platform as a Joint CCG / RCMP Border Integrity Platform for the Great Lakes
199. Inkster	1996-	Commissioner Class High Speed Catamaran	72 ft	West Coast	Provincially Funded Boat built for the Prince Rupert & north coast area in B.C.
200. Murray	2005-	Commissioner Class High Speed Catamaran	72 ft	East Coast	Federal Funded Boat - Now based in Burin Nfld

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