

1939-1945
THE
HALIFAX
MEMORIAL

Part I
(Abb—Kyl)

442.5-427

I. Canada and the War at Sea, 1939-1945

*The wholesome sea is at her gates,
Her gates both east and west.*

THESE words are carved over the arch of the Peace Tower of the Parliament Buildings at Ottawa. They serve to remind the reader of the influence of the sea upon Canada's history and they call up memories of the ships and seamen who have contributed so greatly to the moulding of the nation. Through two centuries native-born Canadians served afloat protecting Canadian shores and building overseas trade; many died at sea in the service of their country.

The Royal Canadian Navy was created in 1910 and found its traditions ready made in those of the Royal Navy. This common heritage of the two services is not the least of the links which bind Canada and Britain together. When hostilities broke out in 1914, the youthful nation mobilised its industry and its manpower and the four-year-old Royal Canadian Navy put to sea in a motley collection of tiny ships to defend Canada's freedom. The history of Canada's war at sea from 1914 to 1918 is summarised in the Introduction to the Register of names of Canadians who lost their lives at sea during those years.

When in 1939 war at sea once again involved Canada there was thus a strong heritage of courage and determination that was to stand the country in good stead in the hard years to come. The ships and sailors of Canada's Navy were few in number but they were the foundation of the Navy to come and they became the core of a fighting force many times its original size, a fleet, the growth and performance of which were among the outstanding achievements of the war.

At the beginning, there were six destroyers: H.M.C.S. *Saguenay*, *Skeena*, *Fraser*, *St. Laurent*, *Ottawa*, and *Restigouche*; the four new minesweepers *Fundy*, *Gaspé*, *Comox* and *Nootka*, the old trawler *Armentières*, the training schooner *Venture* and the tiny motor vessel *Skidegate*—thirteen ships in all. When Canada declared war on 10th September, 1939, the destroyers were already at sea cleared for action, the dockyards were prepared to service the ships of the allied navies, and, within a few days, merchant shipping was being marshalled and escorted in convoy from the port of Halifax and the officers and men of the naval reserves were called out for active service. The Battle of the Atlantic had begun.

It was clear from the outset that if the forces of Germany were to be defeated command of the North Atlantic must be retained in order to carry men, munitions and supplies from the New World to the scenes of operations in the Old. The Royal Navy had the surface fleet to cope with the enemy's heavy ships, but German strategy was based on the concept of a series of swift land campaigns supported by a submarine blockade to cut off the all-important reinforcing of Great Britain and France. To counter the under-sea menace hundreds of anti-submarine escort vessels and the seamen to man them were required. The Royal Canadian Navy and the Canadian Merchant Marine boldly accepted the challenge and embarked upon the building of a maritime force, the ultimate proportions and responsibilities of which it was impossible to foresee. Thousands of Canadians, most of whom had never seen salt water before, came from the farms and forests, from the factories and offices of the cities, and from the classrooms of the nation, to be trained as fighting seamen. The shipyards and factories from coast to coast began to produce ships and equipment, the like of which had never before been built in the country. By the end of the war, some 475 offensively armed ships, from Fairmiles and motor torpedo boats to aircraft carriers, together with naval shore establishments, were manned by a force of 95,000 trained Canadians.

Feeling its way step by step in the first year of war, the Canadian Naval Staff, under the leadership of Rear-Admiral Percy W. Nelles, made two basic decisions of policy. First, the pre-war trend towards an independent force of Canadian ships working in close co-operation with the Admiralty was confirmed; and secondly, it was realised that because of Canada's resources, the role of the Royal Canadian Navy should be one that would contribute to the guarding of the trade routes between the arsenals and storehouses of North America, and the advance bases in the Old World. As the U-boat constituted the chief threat to this concept of strategy, it was decided that the Royal Canadian Navy must be primarily a fleet of escort ships that could be built quickly and in large numbers, a force to convoy merchant ships and fight off U-boats. The corvette, designed after the sturdy whale-catcher, was the Admiralty's answer, and Canada began to build corvettes.

The first ten corvettes were ready in the autumn and winter of 1940-41, and these were soon at sea, taking over the duties so gallantly performed by the frail armed yachts and auxiliary vessels that the navy had commissioned early in the war. By the end of the war, 122 corvettes and 12 "Algerine" class escort vessels had joined the fleet, and many more were also built in Canada to Admiralty account.

Another threat to the convoys in the early stages of the war came from the forays of German surface raiders and blockade runners. The Royal Canadian Navy contributed to the destruction of these ships by commissioning *Prince Henry*, *Prince David*, and *Prince Robert* as Armed Merchant Cruisers, the first two later being converted as Infantry Landing Ships for invasion operations and the third as an anti-aircraft auxiliary cruiser for convoy duty.

Canada's pre-war destroyers escorted the first Britain-bound convoys out of Halifax in September, 1939. Throughout the war, they and their successors performed most admirably, first in the Western Atlantic, then from May 1940 off the coasts of Britain and the Continent, and finally escorting trans-Atlantic convoys. H.M.C.S. *Assimboine* joined the fleet in October 1939, and H.M.C.S. *Margaree* replaced H.M.C.S. *Fraser*, lost off the Biscay coast by collision in June 1940, only to meet the same fate in September of the same year. In 1943, arrangements were completed for the transfer of six more Royal Navy destroyers, and these quickly joined the fleet to do fine service in the "hunter-killer" groups; they were H.M.C.S. *Ottawa*, *Kootenay*, *Gatineau*, *Saskatchewan*, *Chaudière* and *Qu'Appelle*. Along with frigate groups, these ships, unhampered by convoys, swept the seas seeking the elusive U-boat before he could reach the convoy lanes.

In 1940 after the withdrawal from Dunkirk and the end of the campaign in Norway, the United Kingdom, with her escort forces seriously depleted, acquired fifty over-age destroyers from the United States in exchange for North American bases on British territory. The Royal Canadian Navy promptly took six and later a seventh of these; they were H.M.C.S. *Annapolis*, *Columbia*, *Niagara*, *St. Clair*, *St. Croix*, *St. Francis* and, later *Hamilton*. Some of these almost immediately sailed to help in the defence of the British Isles, and all did excellent convoy duty until they were literally worn out.

The U-boats reached the peak of their success in 1942, and it was already realized that a more powerful escort vessel than the corvette was required to cope with the vastly improved U-boats being turned loose in the Atlantic. The twin-screw corvette or frigate was the answer, and by November 1943, ninety-four of these ships were on order in Canadian yards and forty were already in various stages of construction; seventy were commissioned in the Royal Canadian Navy.

In anticipation of German efforts to block Canadian and British ports by mining operations, the Canadian Government embarked upon a vast minesweeper construction programme. There were "Bangor" class ships both steam and diesel, coastal minesweepers, and trawler-type ships, many of which saw service in United Kingdom waters, particularly during and after the invasion of Normandy. Eighty-one of these ships were manned by the Royal Canadian Navy.

As early as 1940, the Naval Staff realized that the Canadian Navy could make an important contribution in the realm of offensive warfare in European waters. As a result four "Tribal" class destroyers were built in British yards for the Royal Canadian Navy; they were H.M.C.S. *Iroquois*, *Athabaskan*, *Haida*, and *Huron*. In addition, two recently completed Royal Navy fleet destroyers were commissioned in the Royal Canadian Navy in the spring of 1944 for service with the British Home Fleet. On acceptance, H.M.S. *Valentine* and *Vixen* were renamed

Algonquin and *Sioux*. These ships did yeoman service all the way from Biscay to Murmansk under the operational control of the Royal Navy. To round out the destroyer programme, Halifax shipyards built the "Tribal" class destroyers *Micmac*, *Nootka*, *Cayuga*, and *Athabaskan*, none of which saw service in the Second World War.

Negotiations were also made to transfer heavier ships to the Royal Canadian Navy. The cruiser *Uganda* was so commissioned on 21st October 1944, and saw service against the Japanese in the Pacific theatre. Shortly afterwards H.M.C.S. *Ontario* joined the fleet.

Large numbers of Canadian naval officers were lent to the Royal Navy for duty with the Fleet Air Arm and, by the spring of 1944, two escort aircraft carriers, H.M.S. *Nabob* and *Puncher*, were commanded and largely manned by the Royal Canadian Navy for service in European waters.

As the war in Europe began to draw to a close, elaborate plans were made for a Canadian naval force to operate with the British Pacific Fleet against Japan. This was to include frigates, destroyers, cruisers, and aircraft carriers. However, the sudden end of the war in the Pacific made this unnecessary.

All in all, the story of the Royal Canadian Navy in the Second World War was one of steady and rapid expansion and the assumption of ever-increasing responsibility. In the beginning, duties were limited to operations in the Western Hemisphere, particularly the escorting of convoys in coastal waters. By June 1941, the Newfoundland Escort Force had been established for mid-ocean convoy duty, and on 30th April, 1943, the independent command of Commander-in-Chief North-West Atlantic was set up at Halifax. Transatlantic convoys were being escorted right through to the United Kingdom by Canadian escort groups, sometimes with heavy losses, but for the most part unscathed.

Year after year, while the corvettes and frigates were enduring the seemingly never-ending battle with the heavy weather of the North Atlantic and were holding at bay the lurking packs of U-boats, other ships of Canada's navy were doing fine work on distant seas. The armed merchant cruisers escorted Canadian troops to Hong Kong and roamed the north and south Pacific tracking down German blockade runners. In northern waters, the destroyers fought the convoys through to Murmansk in North Russia and struck again and again at enemy shipping off the fjords of Norway. Though badly needed in the Battle of the Atlantic, seventeen corvettes steamed into the Mediterranean to support the landings in North Africa and, in a matter of days, destroyed three enemy submarines there. Ten thousand Canadian sailors in a hundred ships took part in the invasion of Normandy. On countless occasions, the tiny ships of the fleet, the motor torpedo boats and the assault craft, dared to harass the

enemy in his own waters. But, in point of time and numbers of men and ships involved, the paramount contribution of the Royal Canadian Navy in the war at sea was made in the North Atlantic. Victory depended, in the last analysis, on the outcome of that long-fought battle. And when victory came after almost six years, Canada was justly proud of the record of her seamen.

But the victory was not won without cost. Ships steaming without lights through fog, or storm, or the dark of a winter's night, vanished into the icy depths. Torpedoes and bombs took their toll. The quarter-deck lookout would be found to be missing from his station, the victim of a smashing sea. Engagements between opposing destroyers, frigate and submarine, coastal force and shore battery, resulted in the loss of ships and men. Sometimes a ship would limp into port bearing her dead for burial ashore, but, for the most part, the sailors of Canada who gave their lives found no grave but the sea.

It is most fitting that the memorial which bears their names should stand high above the harbour of Halifax. Here, at this gateway to the sea, all who pass may pause to reflect upon those stirring days of the sea-fights in the two world wars, and to remember, with prayer and with pride, those gallant Canadian sailors whose earthly remains are held by the sea.

II. Chronological Summary of Canada's War at Sea

1939

- 31st August H.M.C.S. *St. Laurent* and *Fraser*, at Vancouver, shipped warheads and proceeded with all despatch to reinforce the Halifax Force.
- 10th September The Government of Canada declared war on Germany.
- 16th September H.M.C. Destroyers *St. Laurent* and *Saguenay* sailed as local escort for the first Britain-bound convoy to sail from a Canadian port.
- 10th December The first Canadian Troop Convoy sailed for Britain, escorted out of the Halifax Approaches by H.M.C. Destroyers *Ottawa*, *Restigouche*, *Fraser* and *St. Laurent*.

1940

- 8th March H.M.C.S. *Assiniboine* and H.M.S. *Dunedin* captured German merchantman *Hanover* in waters off the island of Haiti.
- 24th May H.M.C. Destroyers *Restigouche*, *St. Laurent*, *Skeena* and *Fraser* sailed to reinforce the naval defence of the British Isles.
- 25th June H.M.C.S. *Fraser*, destroyer, lost in collision with H.M.S. *Calcutta*, Bay of Biscay; forty-seven Canadian seamen were lost.
- 2nd July H.M.C.S. *St. Laurent* rescued 857 survivors of the torpedoed s.s. *Arandora Star*: one of the largest single rescues of the war.
- 25th September H.M.C.S. *Prince Robert* captured the German merchantman *Weser* attempting to break out of Manzanillo, Mexico.
- 19th October H.M.C.S. *Bras D'or*, auxiliary patrol vessel, disappeared in the Gulf of St. Lawrence; all hands were lost (five officers and twenty-five men).
- 20th October H.M.S. *Windflower* commissioned; first Canadian-built corvette to be manned by the R.C.N.
- 22nd October H.M.C.S. *Margaree*, destroyer, lost in collision with merchant ship *Port Fairy* 400 miles west of Ireland; four officers and one hundred and thirty-six men lost.
- 9th November H.M.C.S. *Collingwood*, first corvette built for the Royal Canadian Navy, commissioned.

1941

- 26th March H.M.C.S. *Otter*, patrol vessel, lost by fire near Sambro Light Vessel off Halifax; two officers and seventeen men were lost.

- 31st March to 2nd April H.M.C.S. *Prince Henry* intercepted *Hermonthis* and *Munchen* who had broken out of the port of Callao, Peru. The German merchantmen scuttled themselves to avoid capture.
- 25th May The first Canadian corvettes arrived at St. John's, Newfoundland, to establish the Newfoundland Escort Force.
- 10th September H.M.C. corvettes *Chambly* and *Moose Jaw* destroyed U-501 off the coast of Greenland.
- 19th September H.M.C.S. *Levis*, corvette, torpedoed 120 miles off southern tip of Greenland; seventeen Canadian sailors lost their lives.
- 16th November H.M.C.S. *Prince Robert* arrived Hong Kong escorting Troopship *Awatea* carrying units of the Winnipeg Rifles and the Royal Rifles of Canada.
- 7th December H.M.C.S. *Windflower*, corvette, lost in collision with merchant ship *Zypenberg*, south-east of Newfoundland; four officers and eighteen men were lost.

1942

- 10th February H.M.C.S. *Spikenard*, corvette, torpedoed south of Iceland; five officers and fifty-two men were lost.
- 20th June Japanese submarine shelled Estevan Point on Vancouver Island.
- 24th July H.M.C.S. *St. Croix* sank U-90 in mid-Atlantic.
- 31st July H.M.C.S. *Skeena* and *Wetaskiwin* sank U-588 in mid-Atlantic.
- 6th August H.M.C.S. *Assiniboine* sank U-210 some 500 miles to the southward of Cape Farewell, Greenland.
- 28th August H.M.C.S. *Oakville* in co-operation with a United States aircraft destroyed U-94 in the Caribbean off Cuba.
- 7th September H.M.C.S. *Raccoon*, patrol vessel, torpedoed in the St. Lawrence River; ship was lost with all hands (four officers and thirty-four men).
- 11th September H.M.C.S. *Charlottetown*, corvette, torpedoed in the St. Lawrence River; one officer and eight men were lost.
- 13th September H.M.C.S. *Ottawa*, destroyer, torpedoed four hundred and fifty miles to the eastward of Newfoundland; five officers and one hundred and eight men were lost.
- 14th October Passenger vessel S.S. *Caribou* torpedoed and sunk in Cabot Strait; 136 lost their lives including eight Canadian naval personnel.
- 26th October H.M.C. Corvettes *Woodstock*, *Prescott* and *Louisburg* sailed from Clyde with a convoy bound for North Africa. This was the first operational assignment of the sixteen Royal Canadian Navy corvettes detailed for duty with operation "Torch", the invasion of North Africa.

27th-29th December H.M.C.S. *St. Laurent*, *Chilliwack*, *Battleford* and *Napanee* sank U-356 in mid-Atlantic.

1943

13th January H.M.C.S. *Ville de Quebec* sank U-224 in the Western Mediterranean.
19th January H.M.C.S. *Port Arthur* sank Italian submarine *Tritone* in the Western Mediterranean.
6th February H.M.C.S. *Louisburg*, corvette, torpedoed by enemy aircraft in the Western Mediterranean; of those lost, two officers and thirty-two men were Canadians.
8th February H.M.C.S. *Regina* sank Italian submarine *Avorio* in the Western Mediterranean.
22nd February H.M.C.S. *Weyburn*, corvette, mined off Gibraltar; six officers and two men were lost.
4th March H.M.C.S. *Shediac* and *St. Croix* sank U-87 off the Portuguese Coast.
30th April The Flag Officer Atlantic Coast, Halifax, assumed control of the North-West Atlantic as Commander-in-Chief North-West Atlantic.
13th May H.M.C.S. *Drumheller* and H.M.S. *Lagan* sank U-456 in the North Atlantic.
1st June First German mines were sighted off the port of Halifax.
20th September H.M.C.S. *St. Croix*, destroyer, torpedoed to the south-eastward of Greenland; ten officers and one hundred and thirty-six men were lost (eighty of these when their rescue ship H.M.S. *Itchen* went down).
21st October H.M.C.S. *Chedabucto*, Bangor minesweeper, lost after collision with cableship *Lord Kelvin* in the St. Lawrence River; one officer was lost.
20th November H.M.C.S. *Snowberry* and *Calgary* and H.M.S. *Nene* sank U-536 to the westward of Cape Finisterre.

1944

8th January H.M.C.S. *Camrose* and H.M.S. *Bayntun* sank U-757 in the North Atlantic.
24th February H.M.C.S. *Waskesiu* sank U-257 in the North Atlantic.
6th March H.M.C.S. *St. Catherines*, *Chilliwack*, *Fennel*, *Gatineau* and *Chaudière* in co-operation with H.M.S. *Icarus* and *Kenilworth Castle* sank U-744 after a relentless attack which lasted for more than thirty hours.
10th March H.M.C.S. *St. Laurent*, *Owen Sound*, *Swansea* and H.M.S. *Forester* sank U-854 in the North Atlantic.

- 3rd August Convoy HXS-300, consisting of 167 cargo ships—the largest convoy ever to cross the North Atlantic—arrived safely in Britain having made the crossing under the close escort protection of ships of the Royal Canadian Navy.
- 5th-6th August H.M.C. Destroyers *Haida* and *Iroquois* with H.M. Ships *Tartar*, *Ashanti* and *Bellona* destroyed heavy force of enemy surface vessels in the Bay of Biscay.
- 8th August H.M.C.S. *Regina*, one of the Neptune corvettes, lost by mine or torpedo off the north Cornish coast; one officer and twenty-nine men were lost.
- 15th August H.M.C.S. *Prince Henry* and *Prince David* (Infantry Landing Ships) carried assault troops into the beach areas for the invasion of southern France.
- 18th August The Canadian-manned escort carrier *Nabob* sailed from Scapa Flow to take part in a strike against the German battleship *Tirpitz*.
- 21st August H.M.C.S. *Alberni*, corvette, lost by mine or torpedo in the English Channel; four officers and fifty-five men were lost.
- 22nd August The Canadian-manned escort carrier H.M.C.S. *Nabob* was heavily damaged by an enemy torpedo off North Cape, Norway.
- 1st September H.M.C. Frigates *Saint John* and *Swansea* sank U-247 in the English Channel.
- 15th September H.M.C.S. *Prince David* sailed into Bay of San Nikolo, Greece, to take part in the liberation of Greece.
- 4th October H.M.C.S. *Chebogue* crippled by enemy torpedo while on escort duty in the North Atlantic.
- 8th October H.M.C. Minesweeper *Mulgrave* severely damaged by enemy mine off Le Havre, France.
- 14th October H.M.C. Frigate *Magog* crippled by enemy torpedo while on escort duty in the St. Lawrence River.
- 16th October H.M.C.S. *Annan* sank U-1006 in the North Atlantic.
- 25th October H.M.C.S. *Skeena*, destroyer, lost in a gale on the coast of Iceland; fifteen men were lost.
- 12th November H.M.C.S. *Algonquin* took part in successful strike against enemy shipping off Norway.
- 25th November H.M.C.S. *Shawinigan*, corvette, torpedoed and lost with all hands off Newfoundland in the Cabot Strait; seven officers and eighty-three men were lost.
- 24th December H.M.C.S. *Clayoquot*, Bangor minesweeper, torpedoed and lost near Sambro Light Vessel off Halifax; four officers and four men were lost.
- 27th December H.M.C.S. *St. Thomas* sank U-877 in mid-Atlantic.

- 13th March H.M.C.S. *Prince Rupert* and U.S. Destroyers *Hobson* and *Haverfield* in co-operation with aircraft from U.S.S. *Bogue* sank U-575 in the North Atlantic.
- 31st March H.M.C. Destroyers *Algonquin* and *Sioux* sailed for Alta Fjord screening British cruisers and aircraft carriers for an air strike on the German battleship *Tirpitz*.
- 14th April H.M.C.S. *Swansea* and H.M.S. *Pelican* sank U-448 in the North Atlantic.
- 25th-26th April H.M.C. Destroyers *Haida*, *Huron* and *Athabaskan* in co-operation with H.M. Ships *Black Prince* and *Ashanti* sank one German Elbing class destroyer and damaged another in a spirited Channel action.
- 27th-28th April H.M.C. Destroyers *Haida* and *Athabaskan* destroyed German Elbing class destroyer in Channel action.
- 29th April H.M.C.S. *Athabaskan*, destroyer, torpedoed while in action with German destroyers in the English Channel; ten officers and one hundred and sixteen Canadian sailors were lost.
- 3rd May H.M.C.S. *Algonquin* sailed to participate in a series of successful strikes against enemy shipping off the Norwegian coast.
- 7th May H.M.C.S. *Valleyfield*, frigate, torpedoed and lost off Cape Race, Newfoundland; twelve officers and one hundred and seven Canadian seamen were lost.
- 5th June Sixteen Canadian minesweepers began sweep of English Channel areas for D-Day operations.
- 6th June Some 110 ships and vessels of the Royal Canadian Navy manned by 10,000 Canadian sailors stormed the Normandy beaches.
- 9th June H.M.C.S. *Haida* and *Huron* together with British and Polish destroyers destroyed two enemy destroyers off Ile de Bas, France.
- 22nd-23rd June Motor Torpedo Boats of the 65th Canadian Flotilla inflicted damage on a formation of enemy vessels in the English Channel.
- 24th June H.M.C.S. *Haida*, H.M.S. *Eskimo* and Czechoslovakian aircraft co-operated to sink U-971 off the coast of France.
- 2nd July H.M.C. M.T.B. 460 destroyed by mine in the English Channel; two officers and nine men lost their lives.
- 4th-5th July Motor Torpedo Boats of the Canadian 29th Flotilla inflicted severe damage on German E-Boats in the English Channel.
- 5th-6th July H.M.C. Destroyers *Qu'Appelle*, *Skeena*, *Saskatchewan* and *Restigouche* destroyed heavy surface escort of submarines attempting to break out of Brest.
- 6th July H.M.C.S. *Ottawa* and *Kootenay* with H.M.S. *Statice* sank U-678 in the English Channel.
- 20th July H.M.C.S. *Matane* damaged by glider bomb west of the Bay of Biscay.

1945

- 14th February Five Motor Torpedo Boats of the Canadian 29th Flotilla were destroyed by fire at Ostend, Belgium.
- 16th February H.M.C.S. *Saint John* sank U-309 to the north of Scotland.
- 21st February The Canadian-manned escort carrier H.M.S. *Puncher* sailed from Scapa Flow to participate in a minelaying strike by aircraft in Norwegian waters.
- 22nd February H.M.C.S. *Trentonian*, corvette, torpedoed off Falmouth, south coast of England; one officer and five men were lost.
- 7th March H.M.C. Frigates *La Hullose*, *Strathadam* and *Thetford Mines* sank U-1302 in the Irish Sea.
- 17th March H.M.C.S. *Guysborough*, Bangor minesweeper, torpedoed off the Bay of Biscay; four officers and forty-seven men were lost.
- 20th March H.M.C.S. *New Glasgow* sank U-1003 off Lough Foyle, Ireland.
- 29th March H.M.C. Frigate *Teme* damaged by enemy torpedo off Land's End, England.
- 16th April H.M.C.S. *Esquimalt*, Bangor minesweeper, torpedoed in the approaches to Halifax harbour; five officers and thirty-nine men were lost.
- 8th May The war at sea against Germany officially ended.
- 9th May H.M.C. Cruiser *Uganda*, in company with British cruisers and battleships in the Pacific, came under heavy attack from Japanese Kamikaze (suicide) planes. *Uganda* escaped without injury.
- 12th May The German U-boat, U-190, which had sunk the Canadian minesweeper *Esquimalt*, "unconditionally surrendered" to ships of the Royal Canadian Navy.
- 28th May At midnight, merchant convoys in the North and South Atlantic, Caribbean, Gulf of Mexico, Arctic Ocean, North Sea, Baltic Sea, Black Sea, Red Sea and Mediterranean were discontinued.
- 15th June H.M.C.S. *Uganda* took part in an air strike and naval bombardment against the formidable Japanese base at Truk.
- 9th August Lieutenant Robert Hampton Gray, V.C., D.S.C., R.C.N.V.R., (naval pilot serving in H.M.S. *Formidable*) pressed home an attack against Japanese warships in Onagawa Bay which cost him his life and won for him the Victoria Cross—the only V.C. awarded to a member of the Royal Canadian Navy in the Second World War.

III. The Men Who Served

The names engraved on the Halifax Memorial are those of men of the Royal Canadian Navy, the Royal Canadian Naval Reserve, the Royal Canadian Naval Volunteer Reserve, and the Canadian Merchant Navy, and of Merchant Seamen from Newfoundland, who have no other grave than the sea. The Memorial also bears the names of those men of the Canadian Army stationed in Canada who have no known grave. Their numbers are as shown below:

Royal Canadian Navy	309
Royal Canadian Naval Reserve	141
Royal Canadian Naval Volunteer Reserve	996
Canadian Merchant Navy	1059
Newfoundland Merchant Seamen	203
Canadian Army	143
	<hr/>
	2851
	<hr/>

IV. The Memorial

The Memorial stands in Point Pleasant Park, Halifax, where it can be seen by all ships approaching or leaving the harbour. It takes the form of a tall Cross of Sacrifice, similar in design to that erected in Commonwealth war cemeteries throughout the world, on an octagonal podium, the faces of which bear twenty-three bronze panels inscribed with the 3,257 names. A central panel on the Southern face bears the dedicatory inscription, which reads:

1914
1918

IN HONOUR OF
THE MEN AND WOMEN
OF THE NAVY
ARMY AND MERCHANT NAVY
OF CANADA
WHOSE NAMES
ARE INSCRIBED HERE

THEIR GRAVES ARE UNKNOWN
BUT THEIR MEMORY
SHALL ENDURE

1939
1945

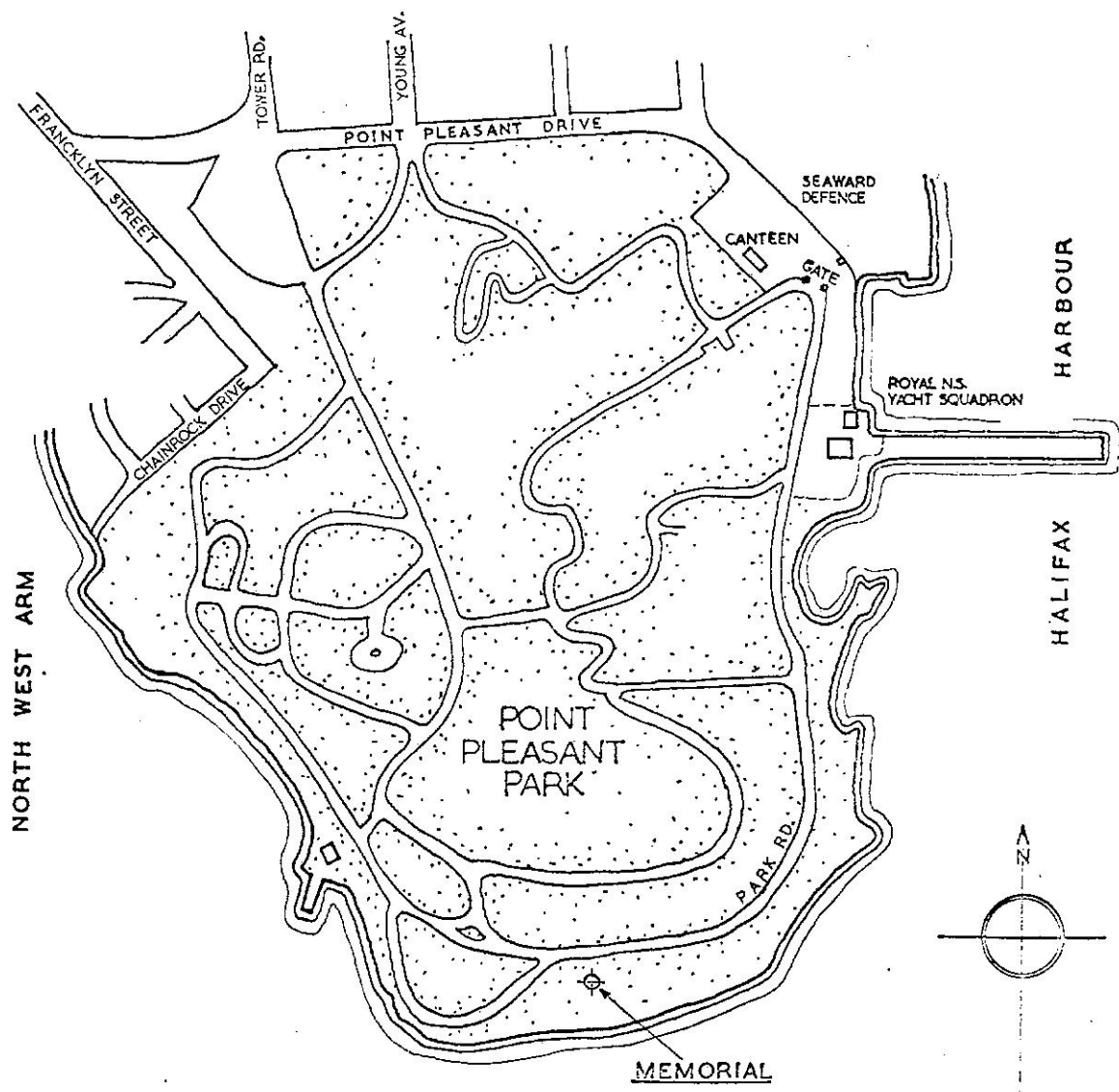
A LA MEMOIRE
DES HOMMES ET DES FEMMES
DE LA MARINE DE GUERRE
DE L'ARMEE ET DE LA
MARINE MARCHANDE
DU CANADA
DONT LES NOMS
SONT INSCRITS ICI

LEURS TOMBES SONT
INCONNUES MAIS LEUR
SOUVENIR VIVRA

The bronze register box is built in a shallow recess in the northern face. The Memorial, of Quebec grey granite, is set on a level platform of turf, from which the ground falls away in a gentle grassy sward to the sea. A mixed woodland of deciduous and coniferous trees forms a background.

Those Canadians whose names appear on the 1914-1918 panels of the present Memorial were first commemorated on a memorial near the present site. In 1956 this memorial was re-erected in Citadel Hill Park and an extension was built to commemorate men and women who have no known grave and who lost their lives in the 1939-1945 War. The memorial in Citadel Hill Park deteriorated to an extent which rendered it unworthy of its purpose and in 1966 it was demolished.

The names of the 1914-1918 war dead appear on the panels numbered one to three, those of the 1939-1945 war dead, on panels four to twenty-three. The Register of the 1914-1918 War dead commemorated on the Memorial has been published separately.



SITE PLAN

SCALE 0 $\frac{1}{2}$ mile