

depots, hospitals and accommodation facilities necessary for the maintenance of the ships based on each coast. Formal courses in seamanship, gunnery, navigation direction, communications, diving, damage control and fire-fighting, electricity and electronics, marine engineering, meteorology, medical assistant skills, and supply duties are provided in the schools and centres of these two establishments for officers and men of the regular and reserve forces.

A third major shore establishment is HMCS *Shearwater* at Dartmouth, N.S., which provides technical training for naval aviation.

During the fiscal year ended Mar. 31, 1954, 3,303 regular force new entries and re-entries received training in the new entry training establishment, HMCS *Cornwallis*. The method of training new entry ordinary seamen has been revised to afford an economy of training time and inter-ship and establishments training.

In order to standardize the professional knowledge of all lieutenants of the executive branch, 11-month technical and leadership courses for junior officers have been conducted since 1949. To assist in overcoming the shortage of skilled tradesmen, the Royal Canadian Navy commenced a Technical Apprenticeship Training program in August 1952 in HMCS *Cape Breton*, a 10,000-ton maintenance vessel, equipped and commissioned especially for this purpose.

As part of the naval aviation training program, short service appointment midshipmen specializing in naval aviation undergo a 12-month basic course before commencing flying training. The first six months are spent in HMCS *Cornwallis* and the second term is spent aboard a cruiser. Training of pilots, observers, air engineering and maintenance personnel, observers' mates and others connected with naval aviation is carried out at HMCS *Shearwater* with further training aboard HMCS *Magnificent*. HMCS *Stadacona* also provides additional instruction in some technical subjects. As part of the naval aviation program, exercises are carried out in conjunction with the Royal Navy, the RCAF and the United States Navy.

Junior officers of the engineering and executive branches on completion of their initial training in Canada proceed to the United Kingdom to take sub-lieutenants courses in gunnery, torpedo, anti-submarine, navigation direction, and ship construction. Advanced training in certain highly technical fields and in staff duties is undertaken by selected officers in Canada, the United Kingdom, and the United States.

At HMCS *D'Iberville*, where both the French and English languages are used, the program is designed to give all French-speaking regular force new entries a basic knowledge of English together with preliminary training in seamanship and professional naval subjects. Following these courses, French-speaking new entries join with classes in HMCS *Cornwallis* at an appropriate stage in their training.

Ship Construction, Refitting, and Modernization.—The program for 14 new destroyer escorts, the most complex and challenging of its kind ever undertaken by Canada, progressed at a slower rate than had been anticipated. Compared to similar construction projects in British and American shipyards, Canadian production has not, however, been unsatisfactory, and the skills and experience being gained are expected to be of great future value. By Mar. 31, 1954, five of the destroyer escorts had been launched and the balance of the launchings scheduled in the following fiscal year. HMCS *Labrador*, an Arctic patrol vessel launched in December 1951, completed trials and was commissioned on July 8, 1954. Thirteen of the 14 coastal minesweepers being built in Canada had been launched by Mar. 31,