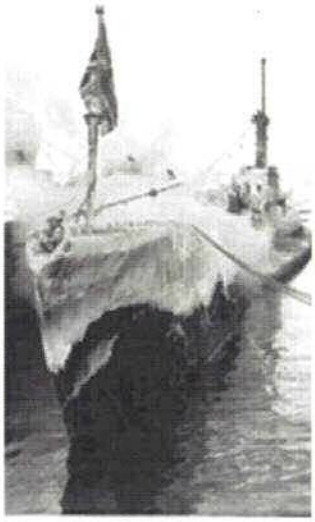

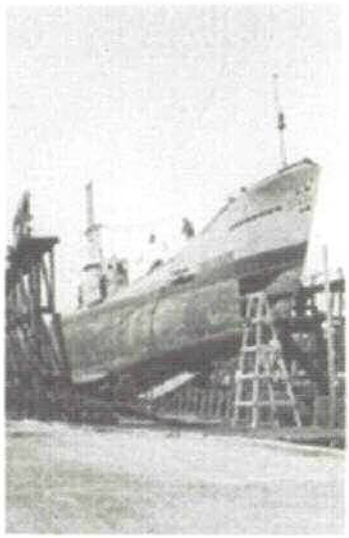

Ambrosia

A Scrapbook of the Sixth Submarine Squadron and in love Division at work and play.

1955 - 1966

From material gathered, edited and arranged between 2002 - 2004

by Stephen Jenner and Peter Haydon

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Introduction

by

Stephen Jenner
Original Spare CO and SOO, HMS Ambrose, and Commander SM (1961-1962)

This is one version of the story of the Royal Navy's Sixth Submarine Squadron/Division in Halifax, Nova Scotia from 1955 to 1966.

Not everyone replied to the quest for information, and, for the same reason, I know that not all the weddings that took place are recorded. To the reader who finds that the pace of the story varies in interest, I would say :" That is submarining".

History has been described as "a written narrative, constituting a continuous, methodical record, in order of time, of important events....."

What follows in these pages is not really History, but, mostly, what remains in the memories of comparatively few, ageing submariners, and Supply Officers (Pussers). These memories have been jogged, sometimes by reminiscences of contemporaries, sometimes by photographs, and sometimes by letters, written by the Commander SM to the Flag Officer, Atlantic Coast (FOAC). It has only been possible to trace some letters from the Submarine Captains themselves, and these have filled in a few gaps. It has, however, been possible to get some of their recollections, and the recollections of those under their command, which probably constitute some of the more interesting parts of the story. Some stories appear in more than one place, according to their particular relevance, but there has been an effort to reduce the repetitions to a minimum.

First, a word of explanation about the Organization:

In 1955, and possibly still today, The Royal Navy was organized into a number of Ships, some afloat, some shore based (Stone Frigates) each of which did its own accounting.

A submarine only carries the crew required to fight it, and therefore depends on a base or Depot ship to do its accounting and other support duties, and to effect repairs beyond the capacity of its own crew. HMS Ambrose was the Stone Frigate Base in Halifax for the Sixth Submarine Squadron/Division.

A fully qualified submarine commanding officer was appointed to HMS Ambrose, in Command and as Commander (Submarines), and another fully qualified commanding officer was appointed to HMS Ambrose as Spare Commanding Officer and Staff Officer (Operations). Ambrose also carried on its books, various other fully qualified submariners as Spare Crew and Base Repair Staff.

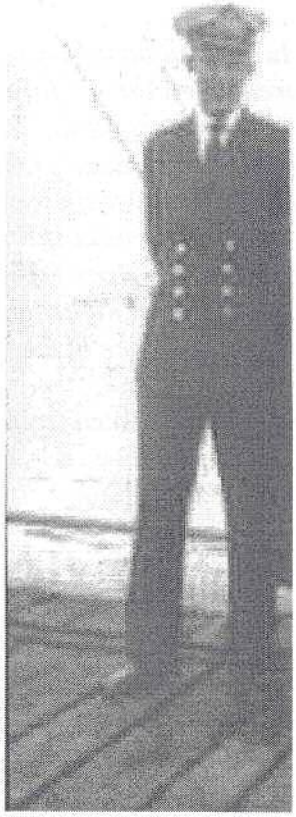
Professor Jack Granatestein has been encouraging, by a reminder, when there appeared to be a gap in the written records, that what is written down is not always true, and that "recollections play an important part in recreating history" - and we have been lucky enough to collect enough recollections of events, in the words of the participants, that we feel make the

They were young once!

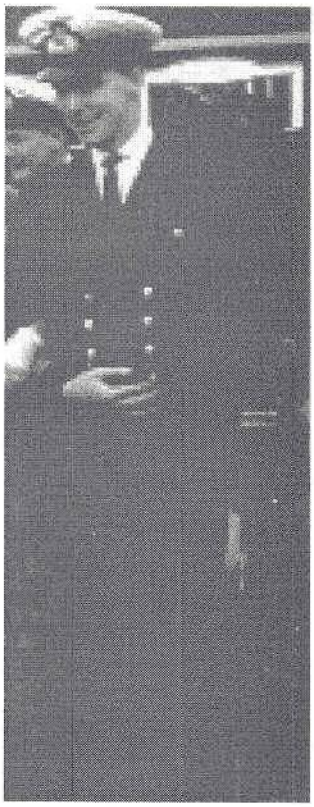
Some are born great;
Some achieve greatness,
And some have greatness thrust upon them

W. Shakespeare

Vice Admiral Sir John Coward KCB DSO



Rear Admiral Richard Heaslip CB



Vice Admiral Sir Toby Frere KBE

story worth telling.

You may well ask why we chose to write this story in the first place.

If some of the statements appear naive in the twenty first century, it must be remembered that, for many individuals, an appointment or draft to HMS Ambrose for some A-Boat or other, or for Spare Crew, often heralded that person's first visit to North America; the Cold War was raging, and Black and White Television was still a novelty.

Almost all of the service rendered was "clockwork mouse" stuff, in a pre-nuclear powered, and pre-space travel age; when the unit was formed, man had not yet landed on the moon; and, with the exception of John Stevens, no one with any particularly distinguished previous service in submarines was appointed or drafted to the squadron/division, Although Frere, Heaslip and Coward, each of whom later became Flag Officer Submarines, rose, from being Third and Fourth hands, through its ranks, and a number of those who were destined, eventually, to form the submarine branch of the Canadian Armed Forces, saw periods of service with the Division, and were based in HMS Ambrose.

It is probably dangerous to attribute "Effect" too closely to "Cause", but we can attribute at least one policy decision of Heaslip, when he later became FOSM, to his time in Halifax.

In 2002, he wrote:.....
"I remember a time that we were due to sail on a Sunday - the time honoured fate of submarines so that they could be in the area when the air force was ready to start on Monday. Anyway I gave the CO the benefit of my advice on sailing time - noon - but he chose to sail at 1600, which was just after the bars shut at Stadacona. The crew was ferried down in trucks and staggered on board, most, but not all, under their own steam. The Cox'n was at the plank with an eagle eye, detailing those who could still stand for the casing party. It was the only time I have left harbour with an ERA, a Petty Officer Stoker, and the Wardroom Steward on the casing! when I was FOSM I issued an order that no boat was to do this *[that is, sail at a time that was merely for the convenience of the Air Force]* ***without my personal chop"***

Speaking, again, of Cause and effect, Heaslip hiked from Lands End to John o'Groats, in celebration of his Seventieth birthday, and it would be nice, but probably inaccurate, to attribute this to his early exposure, in Halifax, to Exped Training.

Still speaking of Cause and Effect, for my own part, only ten years after seeing Astute (Frere, Slaughter *et al* off to UK from Jetty 5, I found myself as CEO of the Psychiatric Hospital in Halifax!

Enquiries at the Royal Navy Submarine Museum at Gosport at the time of The Centenary of the Royal Navy Submarine Branch, and the imminence of re-equipping the Canadian Armed Forces with the Upholder/Victoria Class boats, led to a discovery that practically no organized record of the Squadron/Division, other than a collection of miscellaneous photographic images, existed in the Archives of the Museum, or, apparently, anywhere else, except for the Reports of Proceedings, written by the Commander SM to the Flag Officer, Atlantic Coast buried deep in the

Historical Department of the Department of National Defence in Ottawa, and, even deeper, in Ships' logs in the Public Record Office at Kew; and there appeared to be "no record" of any participation at all, in the Cuban Missile Crisis of 1962, in the historical department of the Ministry of Defence in London.

In fact, as I dug deeper, I came to the conclusion that the sum of my knowledge of what happened in any of the far-flung Squadrons (they were called Flotillas in those days) and Divisions, in pre-war Weihaiwei or Malta, is what I can remember from the tales overheard in the Wardroom bar of the old Depot Ship HMS Titania, sitting around a coal fire, drinking tuppenny [Plymouth] gin and eating soggy chips before dinner, from such characters as Hairy Brown, Pat Steel and Jackie Slaughter. Memories of post Second World War Sydney, Singapore, and Halifax would probably be lost for ever if someone didn't write them down; and this, would be a pity.

Moreover, since starting to solicit material, there have been numerous requests for copies of the story - even from the Historical Section of the MoD, London, who found themselves caught on the wrong foot on the 2002 anniversary of the Cuban Missile Crisis, and the Section was only set to rights by a letter to The Times from Toby Frere!

Those of us who were in Halifax at that time had a lot of fun, on not much money, but what we did must have been sufficiently important for the Admiralty to have been able to justify our collective existence over all those years.

In Canada today, we are constantly being reminded of the need to pay attention to history - or risk repeating our mistakes.

The Canadian Authorities, who wanted clockwork mice so badly in order to train their Cold War anti submarine forces in the mid-nineteen fifties, had no idea of how best to operate the submarines, and then systematically destroyed almost all the records of what went right and wrong, when the time came for them to operate their own boats; and after all the hullabaloo about Rules of Engagement in Bosnia, Canadian Forces were sent to fight in Afghanistan, alongside the Americans and, once again, the Brits, before that particular matter even had the approval of Parliament.

Lastly, an interesting situation is developing with the introduction of women into Canadian submarine Ships' Companies. The Canadian Armed Forces, which are almost, if not the latest, to include submarines in their Order of Battle, have been among the first to include women on the submarine watch bill.

This story of the Royal Navy's Sixth Submarine Squadron, realistically renamed a Division *circa* 1960, is the story of a small Royal Navy unit, which included a number of Canadians, who worked hard and played hard almost everywhere between Hudson Bay and Brazil, from 1955 to 1966. The boats were administered and operated out of a large basement room in the Command building in Halifax Dockyard. They were maintained, sometimes with considerable ingenuity, from a small Engineering and Electrical Office nearby. and in a Halifax that has changed, almost out of all recognition.

At the start, pay and allowances were miserable for the Brits1 , and the boats were worked much harder than either their contemporaries in the RN or in the USN, since they aver-

Background

Peter Haydon was not only able to unearth from beneath various dirty coffee cups in the Department of National Defence in Ottawa, the Reports of Proceedings that have made it possible to write the Story of the Sixth Submarine Squadron/Division with some credibility, but he has provided an historical and political background to the content, which, while not required reading, helps to explain some of the happenings that an otherwise uninitiated reader might find puzzling

This background was presented, as a paper, at the University of Lancaster, in the Submarine Centenary Year and to help mark the acquisition, by Canada of the Upholder/Victoria submarines.

Canada and the RN Submarine Service: 1915-2000

by

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While the Canadian Navy cannot claim a full 100-year association with the submarine, the origins of the submarine branch of the Navy date back to the First World War. It has not been a continuous association; rather, it has been sporadic, invariably contentious, and always politically charged. Also, as in most Canadian military undertakings, the submarine experience reflects the "go British-go American" dichotomy. Because the focus of this conference is on the submarine in Royal Navy service, I will keep to that side the Canadian story. However, to make sense of it all I have to make some reference to the American excursions. Of the various peaks and valleys in the 85-year Canadian experience with submarines, the period after 1945 is the most active and by far the most controversial, so it is that era which is the focus of my paper.

The process by which Canada acquired the four *Upholder*-class submarines was intensely political and unbelievably convoluted-unless, of course, you are a student of Canadian defence policy when it all seems fairly normal. You cannot begin to understand the *Upholder* acquisition unless you understand the decision to buy and eventually modernise the three *Oberons* which they replace. And you cannot understand that decision unless you understand the history of how the Royal Canadian Navy (RCN) sought to maintain submarine target services in Canada once the joint ASW training facility in Bermuda and Digby, NS, was closed down after the war. And into this historical pot mess we must throw in the five attempts by the Canadian Navy to gain political approval for nuclear-powered submarines as well as the

story of the RN's Sixth Submarine Division in Halifax. In many ways, the story of Canada's various adventures with submarines is as much a story of the trials and tribulations of the fleet as a whole as it is of the submarines. Nevertheless, it is not difficult to draw the submarine story together.

The Immediate post-war Period

The story starts at the end of the Second World War when the politically-orphaned RCN struggled to stay alive and operationally relevant in the midst of the post-war fervour to disarm. The admirals desperately wanted to avoid the experience of the 1920s when the Navy was reduced to a mere token force intended to do little more than preserve Canadian territorial and political sovereignty at sea against American intrusions. In 1945, as the politicians forged ahead with demobilisation and disarmament plans-believing yet again that the "last" war had indeed been fought-the Canadian admirals made plans for a naval capability based on a carrier task group on each coast. The strategic rationale for this somewhat strange concept was a belief that a return to a form of Imperial defence was necessary but with an acknowledgement that there might also be a need for UN expeditionary forces. Within this concept was a belief that the antisubmarine warfare (ASW) skills learned during the war need only be kept alive as a contingency capability to be provided by the Naval Reserve. Future naval engagements, the admirals maintained, would be surface actions much in the tradition of Canadian destroyer operations in the Channel during the war. However, they acknowledged that keeping the Naval Reserve ASW expertise alive would require the services of a training submarine from time to time. So, when it came time to return the Royal Navy's "L" and "U" class submarines which had provided ASW target services in Canadian waters in 1944 and 1945, serious thought was given to keeping one of the submarines, HMS *Una*, in Halifax. The idea was short-lived and by November 1945 all the submarines had gone, leaving the RCN with the problem of solving its ASW training requirement.

The prevailing view of a post-war force structure in which the carrier, the cruiser, and the fleet destroyer were dominant and in which the submarine had little place other than as a training aid for the Naval Reserve would not last long. The politicians, essentially echoing Mackenzie King's long-held belief that a "good workable, little navy" was all that Canada needed, simply would not give the Navy the money or authorise the manpower necessary to maintain such a fleet. However, the winds of political change were beginning to blow and would cause the Navy to rethink its basic philosophy and embrace an ASW role.

By October 1945, the US strategic planners had identified the Russians as potential adversaries and by early 1946 were championing the potential threat posed to allied security by their submarines. However, these early American threat assessments were almost certainly inflated and intended to generate the support of Congress in opposing naval disarmament. At the same time, the Americans were drawing the Canadians into a bilateral agreement for continental defence. Unlike their ever-sceptical political masters, the Canadian senior officers quickly embraced the new concept of strategic planning. Political support for the naval dimension of Cold War planning would come later-more as a function of preserving Canadian territorial sovereignty from American military intrusion than as a reflection of any concern over Russian military threats.

By early 1947, the RCN had changed its philosophy-not without a little foot-dragging-and had acknowledged that its primary mission in the future would be ASW and that it would be done by the RCN and not by the Naval Reserve. Predictably, the need for a training submarine rose to the top of the Navy's priority list. Initially, the Naval Staff determined that one submarine would be needed for the whole year, and based on the short loan of HMS *Token* in the autumn of 1946, proposed to Admiralty that the RN provide the necessary submarine. The Admiralty did not agree. Instead, the RCN was told that *Alliance* could be provided for two months in the autumn of 1947 and that Canada would have to pay the operating and maintenance costs. The offer was accepted grudgingly. *Alliance* became *Artemis* and spent the autumn of 1947 operating out of Halifax. Playing both ends against the middle the RCN convinced the US Navy to provide additional submarine services which it did without cost largely as a

function of the new bilateral defence agreement. Nevertheless, it was quite obvious to all concerned that a better solution to the ASW training problem had to be found.

Finding a Better Solution

The RCN had never made a secret of the fact that although the ideal solution was to form its own submarine branch, it simply did not have the experience to do so. In this, arguments raised in 1942-43 came up again: politically, operational submarines would not sell; and "de-fanged" training submarines were unlikely to draw many volunteers. In 1948, manpower and money were further constraints. With this in mind, there was really no option but to go cap in hand to the RN and ask for help. The US Navy made it quite clear that it would continue with joint ASW exercises but could not provide anything near the level of support sought by the Canadians.

The Admiralty reluctantly agreed to provide an operational submarine for 6-8 months a year provided the Canadians paid all the running costs, pay an increment to the crew to bring them up to a rate of pay equivalent to the RCN, and make a contribution to the maintenance. One of the problems was that the time spent in Halifax provided no opportunities for "pro-submarine" training and thus those services were provided at an expense to the RN's operational readiness. Although, both parties agreed to continue this level of support, nobody found the short-term loan arrangement satisfactory, added to which the cost was rising and the return on the investment to the RCN needed to be examined.

Discussions on how to solve the problem went on and on inconclusively. By late 1950 though, two possible solutions had emerged: either the RCN take over two "U" class with idea of being self-sufficient in about five years, or that the RCN accept a longer-term-18 months-loan period for an RN-manned submarine to be completely funded by Canada. This latter option would have required that a British submarine be taken out of reserve, manned, and sent to Canada. As the Admiralty constantly reminded the RCN admirals, it was not possible to keep on providing operational submarines for ASW training.

The discussions dragged on without getting anywhere. Meanwhile, the RCN was busy re-establishing itself for the Cold War and needed even more ASW training. In early 1952, the First Sea Lord, Admiral Sir Roderick McGrigor, visited Ottawa and put the RN case to the Canadian Naval Board: pressed for manpower and with increasing commitments, the RN was not going to lend Canada any more operational submarines. The period of procrastination was over, the time had come to find another solution.

By autumn that year, the option for the RCN to borrow and man two "U" class submarines had been fleshed out. The RN agreed to train the necessary personnel and even to lend Canada the key people to get the program running. Despite the fact that the RCN had already started to send a few officers for submarine training and despite the possible availability of a few ex-RN personnel in Canada with submarine experience, finding enough people was a key part of the program. At least that is what the admirals thought at the time; however, they had overlooked the political factors.

As the details of the plan were drawn-up, one of the interminable *ad hoc* committees by which the Naval Staff sought solutions to their many problems, determined that the RCN needed almost 1,000 submarine days a year for training and R&D. Obviously, two "U" class submarines were not going to be enough. Nevertheless, the reluctance to make to the first step to forming a submarine branch of the RCN and doing something about the problem was still much in evidence. The British response to the ensuing Canadian request for the loan of six RN-manned submarines was entirely predictable, but they did say that the RN would continue to provide one submarine a year and would help with the training and development of a Canadian submarine branch.

At that point, the time had come for the Chief of the Naval Staff (CNS), Vice-Admiral "Rollo" Mainguy, to pose the question to his political masters. Explaining that the loan and re-activation of two "U" class submarines, at a cost of around three quarters of a million plus another million in annual personnel and operating expenses, would do much to resolve the RCN's ASW training problem, Mainguy recom-

mended that the Minister of National Defence, Brooke Claxton, approve the plan. Predictably, Claxton balked. In his reply to Mainguy, he asked whether NATO could provide submarine services, whether the Army and Air Force would agree to such a costly and high priority program, and whether the RCN could actually provide the necessary people without paying off surface ships. These were perfectly fair questions and also indicated the political preference for not forming a Canadian submarine branch. Claxton also knew that the other two services were generally opposed to the creation of a submarine branch.

After yet another round of high-level discussions, it was decided that Claxton would write to the British Minister of Defence, Lord Alexander, to clarify the concept. Although this seemed a blatant expression of distrust of the RCN's planning ability, it reflected the Canadian political dislike of changing defence policy in a way that might lead to public criticism: the Mackenzie King philosophy of a "good workable, little fleet" was still alive and well despite the demise of its creator. Even though the politicians had reluctantly accepted aircraft carriers, submarines-especially operational submarines-were not thought to be acceptable within that time-tested political philosophy.

After an exchange of correspondence between the two Ministers, Mainguy was duly sent to London where, in May 1954, he was able to reach a compromise. There would be no Canadian submarines; instead, the RN would provide two more submarines-for a total of three-on eighteen-month deployments in Halifax for which the Canadians would pay the operating and one-third of the refit expenses as well as provide two and a half submarine crews. The deal was accepted by the politicians and after nearly a year of fine-tuning, the Sixth Submarine Division was established in Halifax. We do not have time to go into the details of the "Heads of Agreement" as it became known or into the many problems both the RN and RCN had to face in reaching concurrence. Let me just embellish a little by saying that the contentious items were predictable:

- control of the submarines in time of crisis or war-in the end it was agreed that they would revert to RN control (the October 1962 Cuban Missile Crisis was the only test of this provision);
- conditions of service, mainly how much of a pay increment RN personnel serving in Halifax would receive and whether they could bring their families;
- the level of technical support to be made available in Halifax, where the RCN tried to provide as little as possible and the RN to get as much as possible; and
- how to administer, and admonish, RCN people serving in RN submarines.

The first draft of RCN personnel to undergo submarine training in the United Kingdom left Canada in November 1954. It consisted of two officers and 46 men ranging in rank from Chief Petty Officer to Able Seaman. They were joined later by another four officers and another 118 men in January 1955. In view of the potential difficulties integrating people of two very different navies, particularly where the RCN had gone to great lengths to create its own identity after the Second World War, the initial training and integration of the Canadians into RN submarines went remarkably well under the circumstances.

On 19 February 1955, Commander WTJ Fox and a handful of other RN personnel arrived in Halifax to begin establishing the Division in preparation for the first of the submarines. *Astute* and *Ambush* arrived that spring and were joined by *Alderney* later in the summer thereby starting a rotation that would last until 1966 when the RCN brought its own *Oberon*-class submarines to Halifax.

Fox did a superb job in establishing an operating cycle that gave the RCN as much as possible while preserving enough time for the submarines to conduct pro-submarine exercises and do the very necessary maintenance. The value that the RCN got from these submarines was considerable. Not only did they have a qualified submarine planning staff to help schedule some of the more complex exercises, but with three operational submarines they could also do an enormous amount of training including some basic familiarisation. That the RCN was able to run complex ASW operations was a huge boost to their training. The concept finally reached for the formation of an RN submarine squadron in Canada was clearly the right one at the time; on their own and with smaller submarines it is very doubtful if the RCN would have progressed so far so quickly.

Although squadron operations settled down quite quickly, it soon became apparent that the demanding operating schedule was exacting a heavy toll in terms of minor defects and additional maintenance time was needed to keep the submarines seaworthy. It also became obvious that the three submarines could not provide the number of days of ASW training the RCN originally hoped to get. Rather than the 196 days a year (a 55 percent activity rate) anticipated, the submarines were only able to provide between 165 and 180 days. Other than defects, two factors contributed to the drop in availability: longer time on passage to get to good operating areas and the adverse weather that so often plagued the Western North Atlantic.

All things considered, it seemed for a while as if the RCN had found a workable solution to the ASW training problem. But as we all know, nothing about military planning and defence policy should ever be taken for granted.

Improving the Situation

Even though SM6 seemed to be working well, a number of other problems emerged, some immediate and some longer-term. In hindsight, it would be easy to accuse the RCN of creating some of these problems themselves.

Despite the relative strength of the bilateral continental defence structure, Canadian naval priorities in the early Cold War had a distinct Atlantic bias. The end of the Korean War, the Soviet detonation of a thermonuclear device in 1953, and the resulting shift in NATO strategy (promulgated in MC48 of November 1954) led to a reappraisal of Canadian naval policy. One of the long-standing problems that had to be faced was that of ASW training for the West Coast fleet. The training provided by occasional US submarines was not enough; a better concept was needed. The Americans quickly made it clear that they could not help, and the suggestion that the RN provide a fourth submarine to be stationed on the West Coast was quickly rebuffed. However, the option for the RCN to take over an older submarine and man it was left open. The same option was available for an American submarine. The American route was eventually taken and in 1961 HMCS *Grilse* (formerly USS *Burrfish*) was commissioned. An offshoot of this process was that the Canadian submarine community became divided between those who supported the American way and those who preferred the British approach. It went deeper than just the preference for equipment; it also manifested itself in training and operating concepts and would come to a head in setting up the First Canadian Submarine Squadron in 1966.

Another problem, entirely self-induced, was the "on again, off again" love affair with nuclear-powered submarines. This subject is a book in itself and unfortunately we do not have time to do more than scratch the surface of this saga. It all started with a study of ASW systems done by the Naval Staff in 1957 which concluded that submarines were the best ASW systems and that nuclear-powered submarines were better than any others at doing this task. In a heartbeat, the RCN technical community seized the initiative and started looking at the feasibility of building and operating nuclear submarines in Canada. Their study quickly acquired a high profile and involved the Americans because the "staff solution" was the USS *Skipjack*. I don't want to say that practical considerations were overlooked in the process, but the technical study paid little attention to such things as manning, communications, rescue, and inter operability. The operational plan was that SSNs would replace the ageing destroyers. When presented to the Naval Board, the SSN study was received politely but somewhat sceptically; the cost of the proposal was just too rich for the naval budget and the political climate was not right for the necessary funding increase. Anyway, the associated personnel problems were too great at the time to warrant serious consideration. Nevertheless, the concept was kept alive as a long-term consideration. More importantly, it was used as the catalyst for beginning the process of establishing a true Canadian submarine service. The concept of Canadian SSNs surfaced again briefly in 1961 with the ill-timed and unrealistic study of future force requirements done by Rear-Admiral Jeffry Brock. It emerged yet again in 1964 and 1966 as the Navy struggled to create a politically acceptable force structure during the tumultuous years of the Hellyer reforms. And it would resurface once more as part of the 1986-89 defence policy review. I will

come back to that event a little later as it impacts on the *Upholder* acquisition.

It would be easy to categorise the RCN admirals as slow learners on the basis of their various affairs with nuclear-powered submarines. Obviously, it was a concept that was doomed to failure politically, especially with the Liberal Party in power. The Tory interregnum of 1957-63 may have opened the window slightly but not really enough to let an SSN program through. However, what the 1957-63 window did provide was an opportunity to look at Canadian submarine requirements in general.

In June 1960, following the rejection of the SSN proposal, a committee was formed to look at "conventional" submarine requirements. It established that the RCN needed nine submarines-six on the East Coast and three on the West-to meet all its training and operational requirements. The value of the ASW submarine was not questioned; rather, it was assumed to be a logical concept that Canada should adopt. The report contained an interesting comparison of British and American submarines and their respective suitability for the RCN. The conclusion was that if price was the dominant factor then the RCN should buy *Oberon*-class submarines from Britain; if not, then the American *Barbell*-class was more suitable because of system compatibility especially if they were to be built in Canada. This was an interesting shift in thinking, reflecting the dominance of technical considerations rather than operational and personnel factors.

By August, a proposal was making its way through the political system recommending that six *Barbell*-class submarines be built in Canada and that they replace six old, wartime surface escorts. Submarine requirements and the various options for meeting them were discussed in a series of meetings and exchanges of correspondence at the highest levels for the next 12 months. Eventually, in January 1962, consensus was reached that Canada should acquire nine submarines: three *Oberon*s as the first step in establishing a Canadian submarine service followed by six *Barbell*-class, to be built in Canada, to provide the main component of the new service. However, this plan was dropped quickly following a powerful and damaging intervention by the Vice-Chairman of Defence Research Board stating that he thought building *Barbell*s made no political sense and would merely leave the government open to public criticism of spending money on obsolete equipment. All of a sudden, nine submarines became three *Oberon*s, and the necessary negotiations with the British began. Two things had to be worked, the sale of three *Oberon*s, and the extension of the SM6 Agreement until the *Oberon*s entered Canadian service.

In April 1963, the Tory government fell and was replaced by the Liberals who appointed Paul Hellyer as Minister of National Defence. It was as if all that had gone before was suddenly null and void. Hellyer demanded a rationalisation of virtually every military program in a determined effort to make significant cuts in the defence budget. After much further discussion, Hellyer agreed to support the submarine program, and in November 1963 made a public statement that the acquisition of three *Oberon*s would go forward "subject to satisfactory completion of negotiations with the British government". After lengthy and frequently frustrating talks, that apparently included quid pro quos for British spending in Canada and agreement was reached that covered the building and "Canadianization" of three *Oberon*s. All that remained to be done was to work out a schedule for exchanging the SM6 submarines in Halifax for the Oberons as they were accepted into Canadian service.

Ojibwa arrived in Halifax in February 1966, initially becoming part of SM6, replacing an RN submarine. She was followed by *Onondaga* in the summer of 1967, and *Okanagan* in late 1968. In July 1966, SM6 was closed down and replaced by the First Canadian Submarine Squadron under the command of Commander Ed Gigg. The last RN submarine, *Acheron*, sailed for Britain on 3 May 1967. A lengthy chapter of Canadian submarine history thus came to an end. Some would say that it ended with a whimper rather than a bang as it indirectly acknowledged that the RCN's involvement with submarines would remain passive with the submarines providing training services rather than being ASW platforms as the admirals had once hoped. Once again, though, things would change.

Getting Back into the ASW Business

When the Canadian *Oberon*s were built in the late 1960s they were already approaching obsoles-

cence: the hull design and many of the systems dated back to the 1950s. But as training submarines-which was their intended function despite attempts by their officers to retain full operational proficiency-they were ideal. As far as the government was concerned they had been bought as training submarines and training submarines they would remain. It was acknowledged though that they had a defensive capability should the need arise, and thus had self-protection weapons and long-range surveillance sonar. But they were not considered effective ASW platforms; this would come later as a result of a major mid-life modernisation.

As the fleet's overall ASW capability declined in the 1970s through a fatal combination of political indifference, tight budgets, and the inability of the Naval Staff to push shipbuilding programs to the forefront of the defence program, it became increasingly difficult to meet SACLANT's force goals at a time when NATO was actually looking for a bigger commitment. Not surprisingly, Canada was quickly being seen as a weak link in NATO. Something had to be done.

A major fleet modernisation program was out of the question; in fact it would be another decade before any new ship entered service, and the replacement maritime patrol aircraft program was bogged down in a political morass. In the meantime, two stopgap programs to improve fleet ASW capability were approved. One program, the Destroyer Life Extension (DELEX) Program, saw the command and control, long-range sonar, and electronic warfare capabilities of the destroyers upgraded so that the ship-helicopter ASW team was credible within a NATO formation. This was started in 1977 and continued until 1979. Under the other program, the Submarine Operational Update Program (SOUP) which ran from 1980 to 1985, the three *Oberon*s were upgraded and given a full ASW capability. A key point was that the programs were relatively inexpensive and thus would not require full political review.

The justification for the submarine modernisation was stated to be that the "Canadian 'O' Class submarines are now approaching that point where non-maintainability of their equipment plus a rapid increase in the threat, combine to dictate an urgent need for this operational update. The potential remaining life of this submarine class makes such a modernisation economically attractive." From a political perspective this was a good thing to do because once the modernisation program was approved, the submarines could be offered to SACLANT as ASW assets to offset to the declining capability of the escorts and the maritime patrol aircraft. What it meant for the submarine community was that they were no longer just "clockwork mice".

Rolled into the modernisation program, but for obvious reasons not publicly stated, was a distinct change in Canadian naval policy. Building on some rather open-ended wording in the *1971 Defence White Paper* about the need to move to more versatile and multipurpose naval forces rather than focusing on ASW, the rationale for Canadian submarines was changed.

> Submarines make an effective contribution to the combat capabilities of a balanced maritime force because of their unique characteristics. In peacetime, as well as during periods of tension or conflict, deterrence is a very real requirement for the Canadian Forces. Due to their versatility, covertness, cost-effectiveness, and general purpose nature, submarines are most effective deterrence assets. They are particularly effective at antisubmarine Warfare, Anti-Surface Ship Warfare, Covert Surveillance, Intelligence Gathering, Special Operations and Mine laying Operations. They also provide realistic training for other ASW forces.

Although only proposed formally to government in 1986 the program had existed within the Naval Staff for several years waiting for the right political moment. What is important about the replacement program is that it legitimised the modernisation program of the late 1970s by seeking to replace the *Oberon*s with the same sort of ASW submarine the government had roundly rejected in 1963.

Interestingly, the old numbers returned. Instead of just three submarines on the East Coast, the new plan called for twelve-seven on the East Coast and five on the West-as the minimum number needed to meet NATO and national operational requirements as well as provide training support. The intended tasks included operations in Arctic waters as well in waters under NATO control and in the Gulf of

Alaska. Although the initial replacement plan envisaged a fleet of diesel-electric submarines, the possibility of incorporating some form of air independent propulsion was included. Without specifically saying so, the door was also left open for a nuclear option.

The Nuclear Option - Again!

As long as the Liberal government of Pierre Elliott Trudeau remained in power, new submarines, let alone more submarines with greater capability, were out of the question. However, the election of Brian Mulroney's Conservatives in 1984 was seen as an opportunity to press ahead with the submarine program, especially as the Tories came into power with a pro-defence platform that had the 1983 Report of a Senate Committee as a framework upon which to build a new defence policy. Because the Senate supported the acquisition of a new submarine fleet, it made sense for the Naval Staff to table the *Oberon* replacement program.

Going back to square one, the new *Statement of Requirements* detailed the need for Canadian submarines for both training and ASW operations. The initial rationale was that they would be used in ASW operations, frequently as part of a sub-air team with an MPA, and as part of advanced surveillance screens. In this they were an integral part of Canada's NATO commitment. Although this tasking did not require a nuclear-powered submarine, it was clearly stated that nuclear-powered submarines had unlimited flexibility and were thus a better way of doing the job. Hence, the early concepts for the replacement submarines included longer-term requirements for an air-independent propulsion system as the means of increasing capability. Another important assumption was that only a full-size nuclear-powered submarine could operate freely in the Arctic.

When Bob Coates had to resign as Minister of National Defence in early 1985 as a result of some "inappropriate behaviour" while visiting the Army in Germany, he was succeeded by Eric Nielsen who continued the "de-Liberalization" of defence policy. In a briefing session on the capital program, Nielsen was introduced to the submarine replacement program. He quickly endorsed it; NATO wanted it and it made sense if one was attempting to build a balanced fleet along the lines suggested by the Senate in 1983. However, he observed that it might be worth looking again at the nuclear option, especially the smaller SSNs being built by the French-the *Rubis* class. This innocent remark-it was not political at that stage because Nielsen was not sufficiently well briefed to understand the deeper issues or to be able to make the link between Canadian-controlled SSNs and the Arctic sovereignty issues-set in motion a complete new study paralleling the naiveté and false expectations of the earlier nuclear submarine studies.

Nicknamed the "Nielsen Study" it was almost entirely comprised of technical staff none of whom had operational submarine experience. As with earlier studies, the engineers charged ahead with a feasibility study for acquiring six *Rubis* class submarines without really thinking about the operational aspects. Even though some work was done on patrol cycles and deployment areas (including to the North Pole) little was done about communications, manning, safety, or operational inter operability with the British and Americans. For some reason these were seen as secondary considerations to the technical feasibility. Here, the study team made exactly the same mistake as their predecessors: they failed to hoist in the fact that nuclear submarines require not only a comprehensive concept of operations but they also need a complete and very expensive infrastructure. However, by early 1987, some of these areas were beginning to be taken into consideration, albeit reluctantly as the real cost factors came to light and the financial realities of the concept came home to roost.

As a result of Nielsen's interjection in the submarine replacement program, which I am sure was misread by the Naval Staff, the whole concept of the submarine replacement program took on a new life. All of a sudden unfamiliar statements started to creep into defence documents. For instance, one document stated:

> One of the most challenging tasks for the Commanding Officer of a Canadian submarine would be to conduct offensive operations in the vicinity of Soviet SSBN bastions or mining operations

near ports such as Polyarnyy and Petropavlovsk. To carry out such missions, the Canadian Submarine would have to penetrate through the entire spectrum of the Soviet ASW threat.

To conduct the full spectrum of tasks envisaged by the new statement, which included anti-SSBN patrols, barrier operations, surveillance patrols, and special operations, it was estimated that 12 submarines would be needed. As Canadian submarines would operate in all three of Canada's oceans, the need for enhanced dived capability was established but without specifically mentioning nuclear power. This concept essentially put pay to any ideas of working with the USN within a co-operative framework and committed Canada to going it alone underwater. It was the most isolationist policy yet proposed and completely out of context with the years of Canada-US defence co-operation. It should not have been a surprise that the Americans did not greet the plan enthusiastically when finally made public in the *1987 Defence White Paper*. The Canadian insistence on the SSN program was hard to understand unless put in a political context, and we do not have time to delve into that fascinating aspect today. Let me just say that it had more to do with Arctic sovereignty than North American strategic ASW.

Information about the proposal to build nuclear-powered submarines was "leaked" to the press and the defence community well in advance of the *1987 Defence White Paper*. The government was surprised by the vehemence of the opposition to the plan. Unlike the usual "guns or social programs" argument, the plan provoked a veritable storm of criticism over the actual need for that capability and over the international signals going "nuclear" would send. And it was not just the disarmament groups, the opposition came from a wide range of Canadians and played well to the traditional Canadian nuclear paranoia. The program was so controversial initially that even the most stalwart supporters had trouble explaining the rationale. The publication of the *White Paper* in the summer of 1987 only intensified the public debate. Meanwhile both the British and the French actively pursued the contract, offering the *Trafalgar*- and *Ametheste* class SSNs respectively. The Americans did not enter the fray, but were obviously involved through the technology transfer implicit in the British proposition.

By 1988, however, the criticism had subsided, leaving the field to only a few determined opponents. A public opinion poll, if they are indeed reliable indicators, produced figures shown that the majority of Canadians were not opposed to the program. For a while it looked as if it would happen.

The cancellation of the SSN program in April 1989 for "economic" reasons was a relief despite the outburst of anger at the time. The various Canadian SSN programs have, unfortunately, been aberrations. A consensus exists on what comprises a realistic Canadian naval force- it has always been there in one form or another. It should be "balanced" in terms of its capabilities but not overtly "offensive", and it can contain a few submarines for training, surveillance, and defensive tasks. The SSNs obviously fell outside that consensus. In time, nuclear propulsion may again become fashionable and politically acceptable. But until an overall marine nuclear propulsion program can be implemented, any future notion of SSNs should be viewed with suspicion.

The Long Road to the *Upholders*

With the nuclear option once again closed, the Naval Staff returned to a "conventional" replacement program and restarted the process of defining requirements, identifying the contenders, and waiting for the right political moment to resubmit the program. The end of the Cold War brought with it another bout of the traditional, and short-lived, disarmament euphoria. The Gulf War and the realisation that the collapse of the Soviet hegemony brought with it a host of messy quests for self-determination soon made it evident that military, and naval forces were still needed. In Canada, this quickly became political with extensive implications on force structures, with a marked preference for "peacekeeping" missions. For the Navy, the eight destroyers originally traded off in the late 1980s for the SSNs vanished from the long-term plan. The fleet would be smaller in the post-Cold War era. The question was whether the submarines would survive the restructuring process.

A change of government in 1993 saw the return of Liberals and a promise to rationalise Canadian

defence policy in the hope that the defence budget could be reduced significantly. A public defence policy review, spearheaded by a Special Joint Committee of Parliamentarians and Senators, was started in early 1994. The first salvo, fired by an ad hoc group of military minimalists, the Canada 21 Council, not only wanted to convert the Navy into glorified coast guard but, predictably, wanted to "eliminate" the submarine capability all together on grounds that it and the whole ASW capability was entirely a function of the Cold War and no longer necessary or appropriate in the new world order. The naval community, uniformed, retired, academic, and other supporters, quickly returned fire with a series of well-argued position papers, editorials, and public statements discrediting the Canada 21 Council's views. The public debate was on, and lasted some eight months during which the naval case steadily gained ground. Much to the delight of the naval community, the new Defence White Paper issued in November 1994 opted for an essentially *status quo* navy and, more importantly, endorsed the need to replace the ageing *Oberons*.

> The Special Joint Committee on Canada's Defence policy found that submarines can conduct underwater and surface surveillance of large portions of Canada's maritime areas of responsibility, require relatively small crews, can be operated for roughly a third of the cost of a modern frigate, and work well with other elements of the Canadian Forces. It also recommended that, if it should prove possible in the current environment of military down sizing around the world to acquire three to six modern diesel-electric submarines on a basis that was demonstrably cost-effective (i.e., that could be managed within the existing capital budget), then the Government should seriously consider such an initiative. The United Kingdom is seeking to sell four recently constructed conventional submarines of the *Upholder*-class, preferably to a NATO partner. The Government intends to explore this option.

This was a remarkable statement under the circumstances. Decried as a betrayal by the disarmers and a significant part of the print media but welcomed with relief by the naval community, the new policy it made the point that Canada's maritime dimension had to be taken seriously and could not be idly dismissed. Unfortunately, White Papers are seldom binding commitments to a course of action: the submarine program had further gauntlets to run.

It took a while to get going, but eventually the political system was prepared to look seriously at the *Upholder* option. As so often happens, it required a return to square one and a re-justification of why Canada needed submarines. Despite the positive tone of the *White Paper*, political scepticism remained and many in government were convinced that the end of the Cold War had eliminated the need for "offensive" capabilities such as ASW. The rationale presented in May 1995 was based on operational requirements for:

- surveillance of national waters;
- retaining a broadly-based underwater warfare capability within the collective security environment especially with the United States;
- training for both Canadian and allied forces, particularly those of the United States; and
- leverage with allies for intelligence and information sharing concerning submarines.

Without a lot of additional explanation, this was a tough sell politically. However, when put into different words, the document began to make more sense. "Submarines have several distinct advantages of government policy, both nationally and internationally. They may be pre positioned in an area of interest. Overtly or covertly. They enjoy an unparalleled degree of freedom of action and independence. Finally they can be easily withdrawn without diplomatic cost or commitment." However, what makes sense militarily seldom makes political sense. Not surprisingly, the *Upholder* option was off to a slow start.

Implementing the new defence policy, especially the submarine program, would prove to be very

difficult and as controversial as the policy process itself. By mid-1995 it was acknowledged that talks were being held with British authorities on how to strike an acceptable deal. Reports that a price of $800 million, which included some *quid pro quo*s covering the use of Canadian bases for UK Army and Air Force training was bandied about. Also, there were reports of savings of some $200 million by getting rid of the *Oberon*s and switching to the newer and less-costly *Upholder*s. The Cabinet dithered on the package, obviously unable to reach consensus and troubled by the "submarines or social programs" campaign launched by the opponents of the plan. There were also reports that the British were about to close the window on the deal and offer the submarines to Portugal. In short order, there was a public debate in the media on whether Canada actually needed submarines. "The economic and military argument for buying submarines now is unconvincing." The ever-sceptical *Globe and Mail* stated, and continued, "We cannot afford them and do not appear to need them-however attractive the price." Rather than put pay to the matter, as the *Globe and Mail* may have hoped, the Editorial sparked an intense exchange from coast to coast that focused on operational rather than financial aspects of the program. Navalists expounded the virtues and versatility of submarines while the disarmament community branded them as relics of the Cold War with no function in the "new world order". The debate continued through the autumn and into the winter and took on a new dimension as parliamentarians were lobbied by both sides. Yet Cabinet remained divided and indecisive, much to the frustration of all including the UK Defence Liaison Staff in Ottawa.

Even with a Cabinet shuffle early in the new year, 1996, the submarine program remained politically stalled and the media set a death watch. The *Globe and Mail* again attempted to bring closure to the issue by burying the submarine program in favour of the more popular and less controversial search and rescue helicopter and armoured personnel carrier programs. "Submarines," the paper opined "for their part, have had their day. We no longer need them, and in the context of our military situation, we can no longer afford them." Predictably, this brought about another wave of responses and fresh justifications from the naval community and, strangely, some glimmers of hope from an overheated rumour mill that a deal was imminent. Yet, the program remained stalled in Cabinet, and there was speculation that the Prime Minister himself was refusing to consider a submarine deal.

At the same time, the intensely controversial public enquiry into the Somalia Incident (in which a ragtag Canadian Army unit which should not have been let out of the country killed two Somali civilians in March 1993 followed-up by an attempt to cover-up the incident) redirected and consumed the media's energies. As a result, public attention was drawn away from submarines and other defence acquisitions onto the Somalia scandal and the ensuing fiasco of the Enquiry.

By June 1997 at the end of the Enquiry and two Defence Ministers and two Chiefs of Defence Staff later, submarines were back on the agenda. The problem with new Ministers, at least in a Canadian context, is that the staffs invariably have to go back to square one each time. This can also happen when a new Minister travels and is asked questions he or she cannot answer. The submarine program was one such program. When Doug Young, the new Minister, went to the United Kingdom at the beginning of 1997 the subject of the submarine acquisition was naturally raised. At the time, he apparently made the observation that "the navy must be able to provide a compelling explanation of why Canada needs to maintain a submarine service." That explanation was quickly provided, and the program continued to move ahead at a snail's pace much to the continued frustration of all. The direct lobbying of parliamentarians and Senators continued but without much evident success. One small break through occurred in February when the results of an opinion pole indicated that public support for replacing the *Oberon*s was strong-68 percent in support versus 12 percent opposed. It began to look as if the "submarines or social programs" argument was indeed a charade engineered by the disarmament groups. This was still not enough to break the political logjam.

Throughout all this the British government had not been able to sell the four *Upholder*s and so it was clearly in their best interests to attempt to come to some arrangement with the Canadian government. For the rest of the year a considerable number of people on both sides of the Atlantic and at many levels, some surprisingly high, worked very hard to find a package that would be acceptable to the Prime Min-

ister, his advisors, and Cabinet. This also involved the Americans and the program was discussed by the Permanent Joint Board on Defence (PJBD) after which the minutes of that meeting were delivered personally to the Prime Minister. By this time, the package was such that to decline the offer would have made Canada look unbelievably stupid. As the official announcement of 6 April, 1998 said:

> The project includes $610 million for the acquisition and $140 million for project-related costs. It includes the cost of crew training, simulators, spare parts, Canadian modifications, and project support. To maximise savings and value for Canadian taxpayers, the project involves an innovative eight-year, interest-free, lease-to-buy agreement in which Canada's lease payments will be 'bartered' for the ongoing use of Canadian training facilities by the British forces at Canadian Forces Bases Wainwright, Suffield, and Goose Bay.

In the end, everybody's interests were served.

•The Navy had four replacement submarines for the obsolete Oberons at a price that met the intent of the 1994 *Defence White Paper.*
•The acquisition was politically acceptable to the Liberal Party of Canada.
•The British were finally rid of the submarines and without facing problems of technology transfers that might have had American dimensions.
•The Americans were happy because they would have continued access to a diesel-electric target submarine for littoral operations and they also had access to a submarine that could operate in shallow waters in support of joint and combined operations.

•That it took so long to accomplish was almost a function of Canadian politics. But for the entrenched dislike of submarines by many senior Liberals-people who essentially perpetuated the minimalist naval policy of William Lyon Mackenzie King and saw Canada in "continental" rather than "maritime" terms. That the governing Liberal Party was obsessed with public opinion did not help. They, as did many of their predecessors, believed that the media was a fair representation of public opinion when, in reality, the public debate on issues such as military procurement is held between elites and not the general public. Submarine acquisition thus forms an excellent case study of the near-Machiavellian machinations of Canadian defence policy.

Conclusion and Summary

The future promises to continue the high political profile "enjoyed" by Canada's submarine community as there are several issues as yet unresolved. These can be summarised by a series of questions:

•Will political forces demand that women serve aboard Canadian submarines? Submarines are, after all, the last bastion of the all-male military - other than the Roman Catholic priesthood of course.
•Will the money be found to pursue the AIP option and thus give submarines a better under-ice capability? This, I suspect, will once again be a function of the level of political interest in the Arctic.
•Will the submarines survive another round of defence cuts? Without a strong base of public support, the new submarines will always be vulnerable unless they can be shown to give a better return on investment than other vessels.
•Will the Navy be able to "man" the submarines in a climate where retention is low and morale fragile?

Looking back, what are the key points about the complex saga of the Canadian submarine branch? Clearly, the overarching fact is that submarines are politically contentious and the Navy has always had to struggle to keep them in the inventory. Roles have been changed, to the point at one stage of trying to sell the requirement for submarines on their ability to conduct fisheries patrols! Frankly, under a govern-

ment obsessed with "soft" power and "Pearsonian-style" passive peacekeeping, traditional naval capabilities, such as those inherent in submarines, are difficult to sell. Perhaps the Arctic will be political once more. This has invariably helped the naval cause, especially for submarines but not necessarily nuclear power. Unfortunately, one has to wonder how much longer that struggle to retain a Canadian submarine capability can be maintained. It is, as I said earlier, enormously vulnerable politically.

In all the comings and goings of the Canadian submarine branch over its 85-year history, and since 1945 in particular, the Royal Navy has been the Navy's mentor. Stern at times, particularly when Canadian admirals tried to get more than was realistic, and generous at other times, such as when the post-war RCN struggled to meet the international role set for it by its political masters. However, I think Canada may have pushed British tolerance and generosity to the limit over the *Upholder* deal.

Perhaps, the *Upholder*s represent the maturing of a Canadian submarine service. Perhaps this is the point at which Britain lets the "youngster" finally fend for itself! If so, I only hope that the Canadian Navy can meet the challenges of the years ahead. In this, it will be the relationships with the politicians that ultimately determine the fate of the submarines. In this, though, gaining public support will be major factor.

The old Chinese adage about living in interesting times has certainly applied to Canada's experience with submarines, and I see no reason why this will change. The future will indeed be interesting.

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Broomfield, Mike	Navigator of Alderney, story
Bruce, Alistair	XO of Alderney, story
Bugden, Dave	Help with Wentworth history
Casey, M	J Casey's sister - help Finding Yeo
Chance, P	Help finding West Coasters
Chaulk, Cliff	Help Tracing Ruth Padmore
Charron, Claude	confirmed that his wife disliked Halifax because it was outside Harrods delivery area
Cleavin, DI	Helped in search for Charron
Collis, Mike	Base Engineer in the Sixties & Go Kart Promoter
Connolly, P	Artist for Dowling's Control system
Coward, J	4th Hand ,Auriga -Photos and Stories
Davis David (Taff)	Formerly Ambush Photos & stories
Dowling, Tom	CO Astute 1 man hydroplane control
Elson, Bryan	Wedding picture & stories
Forsyth, Rob	5th Hand Auriga Stories
Fox, N	Widow of Jackie - Wedding picture & stories
Frawley, Nigel	4th Hand Auriga Stories & Photos
Frere, Toby	4th Hand Astute Stories
Gieves and Hawkes	Officers' Tailors 1955 Price List
Goble, M	(E) for Division & for Ambush, Wedding picture
Gowan, HG	Former Commander SM, Stories
Graham (nee Wallace,R)	Stories
Hardy, Don	Former EA of Astute, Helped reconstruction of Dowling's 1 man hydroplane control & story
Harvey, R	Former Base (E) Stories
Hart, N	
Hale, TWJ	Contact with Cold War Archive in Charleston
Haydon, P	Former Navigator of Alderney, obtained Reports of Proceedings, provided Wedding Photo etc., and appointed Official Canadian Historian for the Sixth Submarine Division of the Royal Navy
Hayes, S	Helped trace former RCN people
Heaslip, R	Wedding & stories
Heatley, T	Help with computing
Hervey, John. B	Commander SM6, stories
Henderson, P	Ski Wentworth - Archival Photographs
Higgins RG	SOO 1956. experiences
Hubbard, K	Wedding
Hughes, Bill	Stories
Holland, John	Help with tracing people
Hughes, Harry	Former Base (L) Stories & Photos
Isaac, RA	(E) of Aurochs Stories & Photos
JeM CAP	Publishing Development
Kennedy, AG	CO Acheron Stories & Photos
Kholer, M	(E) of Auriga Appendix L
Landymore, WM	Former COS to FOAC Stories
Langley, John	Owns Private Cunard Museum and helped find Queen Mary soccer players-see Ambush visit to The Big Apple
Lewis, Harvey M	Former Mayor of Louisbourg, Helped with Alcide's attendance at Bicentenary celebrations
Long, Boyd	Former P O in charge of C Block stories
McCall, J	Former Navigator of Ambush Wedding and Photos
McDonald, A	Former SOO to FOAC Help with tracing 1955 People
McIntosh, Ian	Former SOO to FOSM Early History
McQuaker, A	Help with computing
Moore, Maurice	Obtained Photos of Ships' Badges
Museum, Royal Navy Submarine, Gosport	Provided Photos & Addresses
Museum, Maritime Command, Halifax	Provided photos, RCN History and editing assistance
Paul, Gerry	Former SOO Stories
Pearce, Jan (Derek)	Helped trace people in Australia
Peers, M	Helped trace people from the fifties
Perkins, JD	Helped with Canadian submarine History
Phillips, RA	2nd Engineer RMS Queen Mary Soccer Stories
Pinnell, Terry	Stories
Power, Kevin	Former Secretary to FOAC Helped to trace people from the fifties
Poynter, Tony	Formerly in Auriga stories & Photos
Ranger, Tex	Formerly in Ojibwa stories
Rea, Heather	Helped obtain Ski Wentworth photos
Rodoconachi, J	Stories
Roe, PFB	CO Ambush Stories
Rodgers, Ben	Former 2nd Coxswain Alcide Stories
Rogers, V	A Volunteer who transcribed all the contributions that came in manuscript
Russell, D	Stories
Sagar, A	Cartoon of S.Jenner
Sharpe, OB	CO Aurochs Stories
Simpson, ATBC	Provided the Supply Officer's view
Slaughter, Janet	Wedding photos
Speller, J	Third Hand Aurochs Stories
Webb Jeff	Former Division (E) Stories
Welsh, Bob	Former Spare Crew LSM Stories
Wilson, M	
Whitchurch, Tony	Stories & Photos
Yeo, Dave	Provided early Social Work material

Chapter 1

Before Commander SM6 arrived

Behind the scenes

Once The Idea of an Agreement had been formulated there were some details to be discussed. Astute was to be one of the early boats, and her Commanding Officer, who was Tom Dowling, was, apparently, roped in , and he writes, in 2001:.....

"Capt. Hezlet, who was Chief of Staff (COS) to Flag Officer Submarines (FOSM) convened a 3 man committee to pick holes in the RN /RCN agreement on the setting up of 6th Submarine Squadron. The point is the whole of the negotiations had been conducted in secrecy because it was known that the USN had offered 3 W.W.II Fleet Submarines FREE to RCN for their requirement. These were shallow diving, nominally 350' boats, but in practice they did not venture below 200-250 ft. That was technical, but, also, the RN inclined officers in the RCN did not want this "thin end of the wedge" arrangement. Hence the negotiations were conducted by Capt. Hezlet entirely on his own. As COS to FOSM, with a USN Captain as his A/COS, he could not circulate his proposals round the staff as ALL papers went to A/COS as a matter of routine.

COS had taken the RAN set-up at Sydney as his model. The whole agreement was composed by him in private and was very thorough.

Our committee consisted of one C.O. (me) one Pusser and one S/M engineer (all Lieutenant Commanders) and we spent about 3 days going through the whole thing in detail. We only picked (2) holes in the whole proposal. The first was that, unlike the RAN. the RCN had jibbed at the provision of a battery shed with a whole S/M battery maintained at Halifax in reserve. This was a known risk [and later, after Astute's battery failure in 1957 proved to be expensive - Ed.] *future boats were to join SM6 with* ***NEW*** *batteries. I suppose the RCN compensated RN for this but do not know.*

The other hole we picked was the provision of cinema projectors. The RN ration was one to every 3 boats. But we reckoned that with the sort of running, out of Halifax with boats going down to Bermuda in rotation there would be few periods when the Submarines would be able to share the use of a projector. The great advantage of one projector per boat was that with a ration of (I think) 15 films per projector we tripled our film library. The allocation of one projector per boat was agreed. I suspect that all of this is unknown, as no part of it was in writing."

December 1954 / January 1955 Dowling arrived at Devonport to take over Astute.

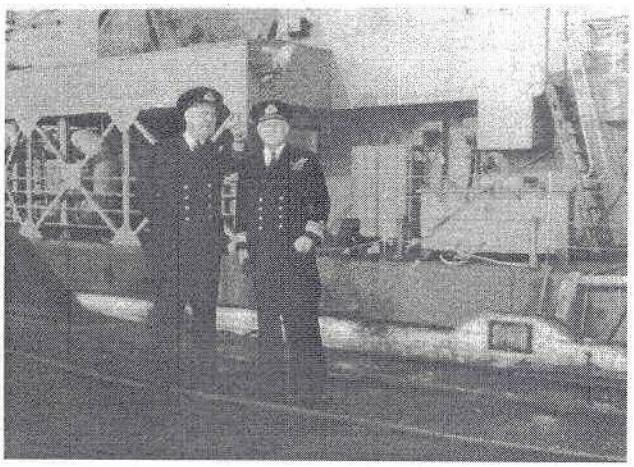
Flag Officer (Submarines) signs the Agreement

Ian McIntosh was Staff Officer Operations to FOSM (Barney Fawkes) from June 1954 to April 1956, and, in 1955, accompanied him to Canada to arrange the submarine set up in Halifax. During the Submarine Centenary Reunion weekend, in October 2001, and mainly from memory, he wrote:... *"We crossed to New York in the RMS Queen Mary on the 8th February 1955, and flew at once to Saint John NB, arriving the same day. (So far these are facts from my flimsies and an old passport) - The story from now on is purely my fading recollection).*

I do not recall how we got to Halifax, our first major stop, where we were to agree the practical details, but there was no delay, and I do not recall any problems. I think the plan was to provide 21/2 boats (the half to allow for transfer times etc.,) and the RCN Officers and Men would be trained up in RN boats anywhere, with the proviso that no RN boat in Halifax should have more than 49% RCN personnel - this presented no problem and was to prevent the politicians accusing the RCN of starting up a submarine branch by the back door (which they were!).

As we were preparing to move to Ottawa for the main agreement to be handled, a blizzard shut the

Amongst his other activities on the Submarine Centennial Reunion Weekend, Vice Admiral Sir Ian McIntosh consulted old passports and flimsies to help him recollect details of the visit to Canada in which Barney Fawkes set up the Sixth Submarine Squadron.



Commodore Porteous (Commodore of the Dockyard) shows FOSM the facilities.

Rear Admiral Bidwell (Flag Officer Atlantic Coast) with Rear Admiral Fawkes.

Halifax airport. Local experts predicted several days before it would reopen and advised [us to travel by] rail, which, they said was never held up. But it was, and we spent a couple of days stuck in a snow drift at Riviere de Loup, and finally reached Ottawa very late. We had a whole forenoon available before flying to the USA for the rest of our planned programme. Fortunately this was plenty and the agreement was duly signed, though I no longer recall any precise details".

Heads of Agreement

These Heads of Agreement (1955) are shown in Appendix A.

Users of Submarine services on the East Coast

- The East Coast Fleet (HMCS Magnificent with VS Trackers, Avengers & HS 50 helos embarked)
- Destroyer Squadron, and two Escort Squadrons, a Minesweeper Squadron, Port vessels
- Port Seaward Defence
- RCAF Greenwood (Lancasters, replaced by the Argus), RCAF Summerside
- Shelburne listening arrays - mainly for testing and trials (our submarines were quieter than the Americans
- Sonar School Basic Training
- The Joint Maritime Warfare School
- Experimental and Research requirements - mainly towed sonar (HMCS Crusader) and dunking sonar (HS50)

There were two Technical Officers (E) and (L)

Lieutenant Commander (E) Jeff Webb RN was the first RN Officer to arrive, and he started organizing the technical support for the Squadron in HMC Dockyard, together with **Lieutenant Commander (L) Jim Percy RCN**, a Brit whose previous submarine experience had been to set up the noise range in Loch Goil *circa* 1939/40. Like almost everyone I have heard from, Jeff Webb wrote that:

"From the very early days, the co-operation and help we received from HMC Dockyard, the Dartmouth Torpedo Depot, and RCN Stores organization was exceptional".

The Spare Crew

The late Rear Admiral John Rodocanachi, who was, at the time, a Lieutenant RN, writes (in2001) that he.....

"was finishing a commission as Fourth Hand of Aeneas, out of Rothesay, when FOSM's Drafting Commander, in the gentlemanly arrangement of those days, asked my preference for my next appointment. As a young bachelor, stuck in the wilds of Scotland and going on Northern patrols, and hearing from friends of the joys of Australia, I asked for the Fourth Squadron. About a month later he phoned me back to say they were entering into an agreement with Canada to start a similar Squadron there and would I be interested. I assured him that I would, and shortly my posting to Halifax came through.

On arrival in Halifax, and with a skeleton crew to establish the base, in liaison with the Canadian authorities, my first job was to sort out accommodation arrangements in HMCS Stadacona (as the base was designated at the time) before the main draft arrived. This was all prior to the arrival of Commander S/M, Jackie Fox, and was an interesting time for a very junior Lieutenant. Fortunately Jim Percy was posted as Squadron Electrical Officer, and Jeff Webb as Squadron Engineer, and they took care of the Dockyard arrangements, but I was solely responsible for staff work, personnel and administrative arrangements until the arrival of Cdr S/M.

Shortly the main draft arrived, and for reasons, I suppose, of economy, were flown to Montreal and then put on a train to Halifax. Meeting them at the station, I had my first introduction to the RCMP. As the sailors disembarked from the train glassy eyed and with foolish grins, the RCMP with a clipboard of names, intercepted a bunch of Montreal ladies and put them straight back on the train for return to Quebec.

This would be a good time to explain that discussions between the RN and RCN had not resolved the

The First Technical Officers

Jeff Webb at home

Jim Percy Squadron (L) at a party

Jim Percy at Gwyneth Hughes' Christening

Jeff Webb Squadron (E) at a Barbeque

question of family allowances, so the RN undertook to post all bachelors to the Squadron initially, including the crew of the first submarine (HMS Astute). I don't believe that would be possible today, but it meant lively times in the Halifax social life, and it wasn't long before I got complaints from the Shannon Park chaplain that when the aircraft carrier, HMCS Magnificent and the cruiser, HMCS Quebec, were at sea a number of my sailors were moving into married quarters [there]".

Facsimile of a 1955 Price list found when Gieves Portsmouth Store was cleaned out

November, 1955

SPECIAL OUTFIT PRICE LIST

SUB. LIEUTENANT, R.N.

REEFER	"Gieves" Best Superfine	16. 12. 6.
	1 row gold wire lace and curl	2. 9. 6.
TROUSERS	"Gieves" Best Superfine	8. 19. 6.
	or	
REEFER	Superfine	13. 15. 0.
	1 row gold wire lace and curl	2. 9. 6.
TROUSERS	Superfine	7. 2. 6.
MESS JACKET	"Gieves" Best Superfine	16. 0. 0.
	1 row gold wire lace and curl	2. 9. 6.
MESS WAISTCOAT	"Gieves" Best Superfine	4. 12. 6.
MESS UNDRESS TROUSERS	"Gieves" best Superfine	8. 19. 6.
	or	
MESS JACKET	Superfine	13. 15. 0.
	1 row gold wire lace and curl	2. 9. 6.
MESS WAISTCOAT	Superfine	4. 2. 6.
MESS UNDRESS TROUSERS	Superfine	7. 2. 6.
DISTINCTION CLOTH	per coat	5. 0.

NOTE All Superfine Cloths quoted above are WOOL DYED

All above prices subject to Purchase Tax where applicable.

OPTIONAL

R.N. Sword, Knot, Undress Belt and A.C. Case 24. 7. 6.
Engraving name extra

Chapter 2

Costs of living in Halifax circa 1955

On 1st July 1955, The Dominion(sic) Day edition of the Halifax Chronicle Herald advertised, amongst other things, that sheer nylon stockings could be purchased at Simpsons for 66c a pair, and that one pound sterling would get you $2.73 Canadian. and $1 US would only cost you 93c.Canadian

A full course meal at the Lord Nelson Coffee Shop (consisting of a whole lobster, broiled live (animal rights activists were unheard of in those days), with lots of melted butter, chips, pie and beverage) cost $2.50, or less than one pound sterling.

A quart bottle of Olands beer cost about 20c but could not be bought with the meal.

A personal licence to buy liquor at a liquor store cost $1.00
You could ride on the Street car 11 times for $1.00

Gieves' best superfine Reefer cost	*L* 16 12 6
1 row gold wire lace & curl cost	*L* 2 9 6
Gieves' best superfine trousers cost	*L* 8 19 6
Gieves' best superfine Mess jacket cost	*L* 16 0 0
Mess undress waistcoat cost	*L* 4 12 6
RN Sword, Knot, Undress belt & A.C. Case	*L* 24 7 6

all the above subject to purchase tax where applicable, measured in The Lord Nelson Hotel, and sent to Halifax, for fitting by a Gieves Cutter.

Mike Broomfield says that, as a Lieutenant, and Navigating Officer of Alderney in 1958, and a fully qualified Submariner, his pay, including submarine pay, was $10/day, or$300/month.

The following table of pay is extracted from the Appendix to the Navy List

Officers' pay (Daily rate)	1955	1965
Lieutenant on promotion	1 1 6	2 5 0
after 2 years	1 3 6	2 17 6
after 6 years	1 16 0	3 2 0
Lieut.. Cdr on promotion	2 4 0	3 15 6
after 4 years	2 8 0	4 1 6
after 6 years	2 10 0	4 4 6
Commander after 2 years	3 4 0	5 10 6
after 6 years	3 9 0	

Command money in seagoing ships

Lieutenants and Lieutenant Commanders - 3/- per day

Submarine pay

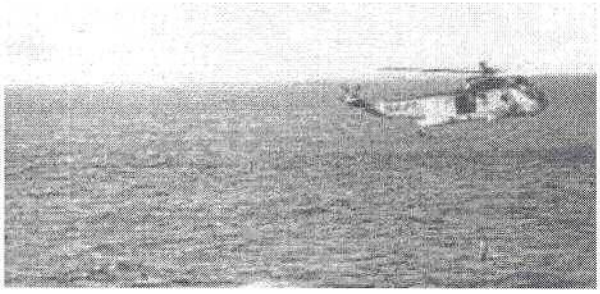
Lieutenants and Lieutenant Commanders - 8/- per day
Sub Lieutenants and Commissioned Officers 7/- per day
Midshipmen 4/- per day

Hard lying money

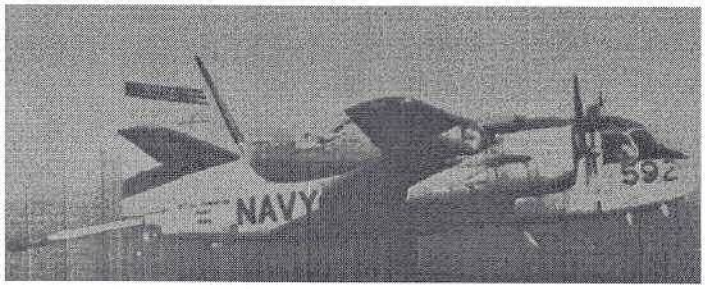
Lieutenants and above - 4/-
Petty Officers - 2/-
Able Seamen - 1/-

	1955	1965
An Able seaman after 3 years man's time received approximately	11/6	
" " 7 " "	12/9	about 25/-
A Leading Seaman on promotion	15/6	about 34/-
after 7 years man's time	17/-	
A Petty Officer on promotion	20/-	about 40/-
after 7 years man's time	21/6	
A Chief PO on promotion	23/-	about 45/-
after 12 years man's time	26/-	
ERAs and EAs received approximately	24/- to 27/-	44/- + 3/6 trade
CERAs	27/-	

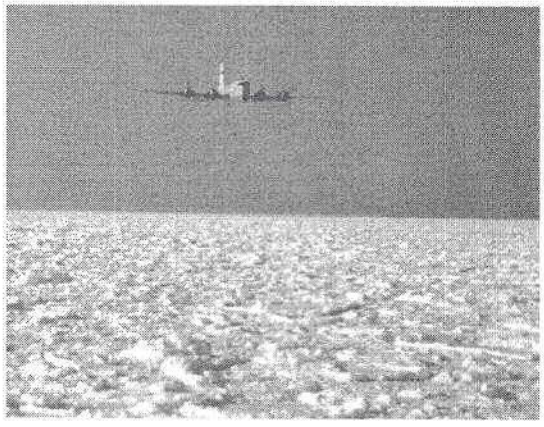
Users of Submarine services
Aircraft



The Dunking helicopters of HS 50



Tracker with MAD boom and Radome



The Argus

The Avenger

Chapter 3

The ASW Training Task on the East Coast

Canada had decided that, for the Cold War, the Navy, which included quite a substantial Maritime Air element under both dark blue and light blue control, should specialize in antisubmarine warfare.

The Forces on the East Coast, which is all the submarines were concerned with, consisted of

One Cruiser, HMCS Quebec, whose Ship's Company's only ASW need was to protect their families from the licentious submariners in harbour
One Light Aircraft Carrier, HMCS Magnificent
One Squadron of Tribal Destroyers
Two Escort Squadrons of old Frigates
One Mine sweeping/clearance Squadron
Harbour Defence Ships
VS880 12 Gruman Avengers
VS881 12 Gruman Avengers
VX10 Avengers and Experimental Trackers
VU32 Training Air crew in Avengers
HS50 8 HO4S Helicopters*
HU21 8 HO4S Helicopters*

In late 1956 or early 1957 VX10 Squadron started to introduce CS2F Trackers *
The Sikorsky HO4S helicopters were replaced by Sikorsky Sea Kings CHSS2s in May 1963
+In 1957 HMCS Bonaventure replaced HMCS Magnificent and VS 881 reequipped with Trackers.

As far as the RCAF was concerned, the inventory of antisubmarine aircraft from 1955 to 1968 consisted of 25 P2V-7 Neptunes which replaced the Lancaster in 1955 and were in service until 1968 and 33 CP-107 Argus which were the front line antisubmarine aircraft from 1957 to 1982. There were two squadrons at Greenwood, Nos. 404 and 405, that flew the Neptunes until 1958-59, at which time they converted to the Argus. Also at Greenwood was the Maritime Proving and Evaluation Unit (MPEU) which proved new tactics or procedures and evaluated new equipment before being accepted for general service.

At Summerside No. 2 (Maritime) Operational Training Unit (OTU) was equipped with Neptunes and was responsible for training RCAF pilots, navigators and radio officers in the basics of antisubmarine warfare. Upon completion of the four month OTU course personnel were

transferred to the operational squadrons. In Summerside a third operational squadron, No. 415, was reactivated in 1961 and was equipped with the Argus. Crews transferred to 404, 405 and 415 Squadrons did a additional four week conversion course onto the Argus.

A former Deputy COS/Air estimates that: 800 hours (in round numbers) of submarine time would have been required each year, by the RCAF.

Astute's Arrival April 1955

L>R Tom Dowling, Jackie Fox, and a reporter

Chapter 4

SM6 starts work

The 6th April 1955 saw the first Report of Proceedings written by Commander WTJ Fox RN to the Flag Officer Atlantic Coast, and on that date the Base Staff and Spare Crew consisted of 4 RN Officers, 1 RCN Officer, 25 RN and 10 RCN Ratings. To quote Commander Fox:

"Much progress has been made in the setting up of category "A" Requirements for the Squadron Base Facilities i.e. those which are essential for the commencement of the operation of the Squadron. These are by no means complete but adequate facilities are now available for the maintenance and support of the first submarine to arrive. Her arrival and the meeting of her requirements for repairs, stores, victuals and other logistics will be a good proving for the Squadron organization which has been set up within the past few weeks."

Not all the Special Stores that had been expected had arrived, though "considerable assistance...has been received from the Officer-in-Charge of the Naval Supply Depot and his Staff, for which we are very grateful."

"Very slow progress" had been made in the conversion of HMCS Scotian's Seaman's Recreation Space into the Squadron's Administrative Offices.....The present , and temporary, arrangement whereby the office of the Officer-in-Charge, HMCS Scotian WRENS is used, is far from satisfactory."

Pay was still being made from HMS Dolphin, but arrangements were in hand for the Squadron to become self-accounting in early May, under the name of HMS Shannon (which would have been an appropriately imaginative name in light of the local Shannon/Chesapeake engagement), with its own RN Supply officer and Pay Office Staff.

As far as SM6 was concerned, the conduct of the Base Staff and Spare Crew had been good and there had been no defaulters!

The Admiral was spurred on by the "Very slow progress" crack to explain, in forwarding the Report to the Naval Secretary in Ottawa, that priority had had to be given to destroyer refits but "as of this date the work should now be completed with dispatch".

Astute (Lieutenant Commander TB Dowling RN) arrived on 4th April, 1955. She was met at Jetty 5 not only by Commander S/M and the Base Staff, but by The Chief of Staff, the Band of HMCS Stadacona, a Television News Recording Unit (which was quite a novelty in those days) and other news hounds. The arrival was followed by a Press Conference in the Command Administrative Building. The Press Broadcast Recording Unit and the whole mob then went down to the boat to talk to the Ships' Company, and, four days later, Tom appeared on local TV - Black and White of course.

Tom Dowling commented later (in 2001) on this arrival as follows:

"We worked up without incident, and lost no more time and, still on a stretched ETA of mid-March, sailed from Devonport about 15th of March. 1956. All went well until about 7 days out when we stopped. Seven hours later we were under weigh. The trouble had been the fuel filter. This was an error on the part of the Dockyard refit. The old filter had not been replaced.

Luckily I had allowed a modest speed for my ETA, as I always did, and so at the end of our 7 hr. delay we were still on track.

What a splendid sound the engine made when we started. There is nothing worse than being stopped in the Atlantic with no certainty of progress. We arrived at Halifax EXACTLY on ETA to the minute, having used up nearly all of our margin of time when we were stopped.

We had already made a feature of this. Nigel [Buckley] the Navigating Officer had done it twice and we began to regard it as a challenge. Having arrived at Halifax EXACTLY on time we, from then onwards, made it

our aim. And we did succeed. We always arrived to the minute, so much so that the staff left their offices 5 minutes before we were due and then they used to descend upon us en masse and the whole of the business was done in 10 minutes."

It is also interesting to note how he says (or, rather writes) of how he got to Halifax first:

"December/January 1954/55. T.B.D. arrives Devonport. Refit going to time. Everything targeted at mid-March at Halifax. It might have been mid-April but March more likely. I remember staying at a very cold, largish country house run by the family of the wife-to-be of G. Hayhoe.

Then out of the blue, Alderney (David Teare) due in Halifax a month or so after us dived in the Irish sea but due to an error in drill. or perhaps a pinhole leak between ballast tank and external oil tank, collapsed the latter (air being present in the external tank).

So Alderney took our dry dock. FOSM had, at the last minute ordained that all the sealed off aft external tube plugs should be replaced by a single plate and be x-rayed. I must admit that this was a valid modification, but I wondered whether Devonport had urged it upon FOSM to get more time. We were still on target if you took mid-March (15th) to its limits which we thought was 20-25 March. But having lost the allocation of our dry dock (to Alderney) we were behind. Alderney was being pencilled in to be the first boat in SM6. I did not want this, as although the junior of the three [boats destined for Halifax], I wanted to be first [to arrive there], so that I could set the precedents and, in my own way, influence the way the squadron was to work."

This problem was largely a matter of personalities, as David Teare (Alderney) tended to be a bit overbearing. A sort of explanation, for the curious reader, is provided by the following story, as related by Dowling:.....

"One amusing sideline during that winter was when Alderney (D Teare) arrived off Plymouth she was told to wait for a berth. This might have been about 1400. and David was very frustrated. About 3 hours later, and with gins to match, the signal came from C in C to take berth in the dockyard. DT sent a signal ***"From Alderney to C in C, Your ..... splendid"****. The signals officer ashore was a friend of D'Arcy Burdett who was CO of the Reserve group Devonport (Alderney's destination), and suppressed the signal, but told D'Arcy about it. David's officers tried to stop the "Splendid" signal but David insisted.*

So, next morning when everyone was preparing to go on Christmas leave at noon, a signal arrives "Alderney ***From C in C. Your ..... . I will call on you at 1100"****. David*

had his crew making the boat spotless, and was on the casing at 1100, when the Admiral's car arrived alongside. Out stepped C in C's Flag Lieutenant. He addressed DT and announced that he was sorry but on this one occasion he had asked D'Arcy to deputize for him. On this cue, D'Arcy and all the others emerged from behind the cranes David Teare on seeing only the Flag Lieutenant, hearing this message, and then seeing only D'Arcy and the boys, threw his cap onto the casing and stamped on it.

I went up to London on the same train (actually hauled by the famous engine K.G.5))We were in the same (1st class) compartment and DT did not say one word about the theatre of the forenoon.".....

Back to Astute's refit and getting to Halifax first.....

"It was Christmas leave and the Engineer Officer (Hamilton Price) was on leave. I had an idea. We had blanks for No. 6 ballast tank and so I asked the Ch E.R.A. to walk round the large dock to where the boat was lying. I suggested to the Ch ERA that if we blanked off No. 6 and flooded No. 1 the work of cutting open the pressure hull in way of the defunct after external tubes could be safely done in situ. He agreed and so I went to MCD and he had to talk with the unions. They required a sentry to watch the water levels, which was easily agreed, and doing the job afloat was Okayed. Divers were brought in to secure the blanks. Meanwhile I went back to the office and rang COS at Dolphin. I told him that we were back on track and could meet our target. He said he had NEVER heard of a boat coming FORWARD before and sounded very pleased and put us back as the first boat over to Halifax."

Astute sailed, as planned, for Bermuda on 11th April, having given the Base Staff a good work out as she was found to have four inches of salt water in her starboard main motor, which had to be dealt with.

Tom comments on this:

" Shortly after arrival 25 March I think the very last day of the "Mid-March" break we were committed to, we developed a "short" on one of the port main motor armatures reducing us to one motor. FOSM had just circulated an angry order threatening dire consequences on any boat that let water into the main motor casings. There had been 3 cases recently due to people not watching their bilge levels. We had been aware of this and could not understand. It turned out that our flooding had come from above. A pinhole leak in a water pipe behind the (main motor Bus bars) had led to a puddle of standing water settling in the irregular surface of the MM casing in way of the stiffening webs. These casings were designated "splash proof" but if water was standing over a joint it could and did leak in drip by drip. This was really a design error. Limber holes to drain off water from the top of the casings or cement would have done the trick.

So we had to order new Port main motor from England. In the meantime with us the only boat on station so far and a programme planned, it was put to me by SM6 that we could stay in harbour or complete the programme albeit at half power on electric propulsion. I decided to run especially as the ping-running was usually slow and quiet. No pressure was put on me. After, I think, one cruise to Bermuda we had our new Port MM restored and were then able to give the new "Algonquin" class our full evasion in their work-up. We used to weave between 300 feet and 500 feet and also in course".

Fairly typical Runs Ashore

Ambrosia

Some Chiefs and PO's step out

The Soccer Team takes a break

"The Lads" - Almost anywhere in Halifax

She also successfully tested the arrangements at the Naval Armament Depot by unloading six MkVIII** torpedoes.

But Astute's Ship's Company found that some adjustments had to be made to the way it was used to doing things.....

Tom Dowling on first acquaintance with Canadian Naval Victualling:

"The food was better than the RN. Better in quantity and quality. The food rationing in UK had only finished something like 3 years previously. In the Navy there was rationing or catering by quantity and prices. So much per head per day. The RCN had no price limit but quantities were tightly controlled. These quotas were very generous and were worked out to be balanced and healthy. The egg ration of 2 per head per day would be considered unhealthy today. The aim was to achieve the best and most balanced diet in any service in the world. Our chef could not provide 2 eggs p. d. in SM (galley.

Well the ration for potatoes was something like 5 to 10 ounces per day and our men normally prepared one pound per head per day I wrote to the paymaster concerned. He was RCN ex RN and so like a convert he was extreme RCN. I can't remember whether his went through SM6 but at any rate I got a rude letter back saying more or less that our men had better get used to a healthy diet and that if we were mercenaries in the Chinese Navy for example, we would have to get used to rice. Potatoes are so important to us that I simply asked Bos'n Greig, who was my No. 1, to order the next vegetable in price to potatoes and take the spuds in lieu. So someone made a small profit on the way. I do not like racketeering but also never wanted to be a food missionary. Potatoes are fashionable again now, health wise.

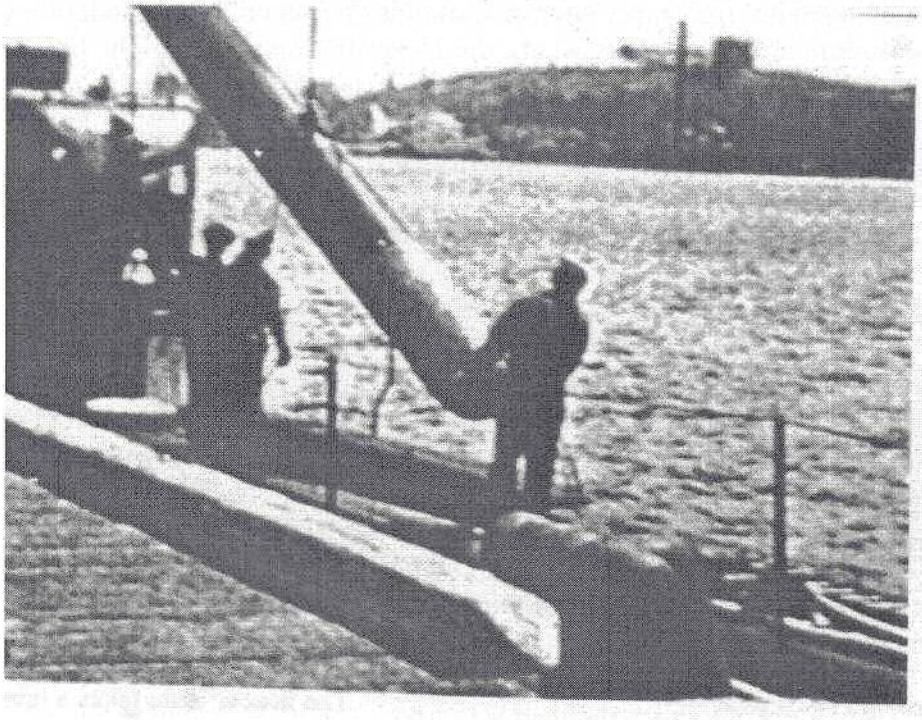
Tom Dowling's first reaction at Captain's Defaulters to the "run ashore in Halifax.....

"One of the adjustments our sailors had to make on their runs ashore was to their drinking. There were only "taverns" for them at Halifax. Officers, in plain clothes, would dine at the Lord Nelson Hotel or at 2 other places with licenses for wine (with food) but that was "officers only". These taverns had separate tables for 4 each and the tables were not allowed to be joined up. There was no bar and no standing while drinking. once seated, the orders were brought to the tables. All this behind frosted glass windows. Girls never visited taverns as a rule.

*The ordinary Canadian would visit ABC (**a**lcoholic **b**everage **c**ontrol) once a month and purchase his reasonably generous ration including spirits. By no means all households wanted as much and some wanted more so there was a brisk trade via the Bootleggers. The rule was that a bottle in your car or bag on the direct route from the ABC to the household was legal. And it was legal to drink it in the house or garden. Otherwise the bottle was illegal. So if Jolly Jack bought a bottle from the Bootlegger the sooner he and his mates got outside it and disposed of it the better. Just being drunk was not so serious. This behaviour was carried over to Bermuda where a bottle of rum might be five shillings perfectly legally. The idea of drinking by the bottle had never been the way or custom in England or elsewhere but now after the lesson of Halifax this was transferred to Bermuda quite naturally. Interesting case of the silly laws to control alcohol actually distorting behaviour for the worse.*

In Halifax in 1955 ....

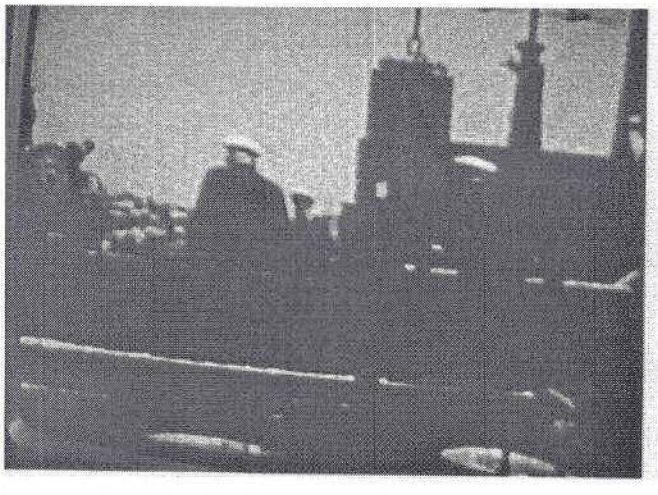
Ambrosia



Handling a MkVII Torpedo at NAD Dartmouth in 1955**

Pictures from an 8mm home movie

*** Note the Minesweeping Squadron alongside in the background)**



Changing a main battery cell through the Gun Tower

A Trot fob from alongside HMCS Labrador

Astute enjoyed her first experience of Bermuda. Weekend accommodation was arranged ashore for the sailors at the Barracks where the Duke of Cornwall's Light Infantry was quartered, and RCN ships and the US Naval Base all offered laundry facilities

Tom Dowling on "getting used to Bermuda".....

"I had called on the Admiral - C in C America and West Indies Station no less, though the title was soon to be dropped. The call at Admiralty House was in the old style, and having been ushered in by his Flag Lieutenant, I sat down to a drink (I think) and went over our basics - when did we arrive on station? Etc. . knew perfectly well that I could make one or two points or complaints or suggestions, but that for IMPACT it was better to only make ONE. I had this:0000000000000000000000000000000000000000000000000000000000000000000000000000000 Whereas the officers would go ashore in plain clothes and circulate anywhere, the ratings had to wear uniforms and therefore were, at least by custom, excluded from the US tourist orientated hotels, bars and restaurants, i.e. life of Bermuda. So our Chief ERA for example, could not circulate with his inferiors. Of course, I did not say all of this to the Admiral but I did point out that Jack was no longer necessarily in uniform in Portsmouth but he WAS here. The Admiral agreed that it was an anomaly and he would consider it.

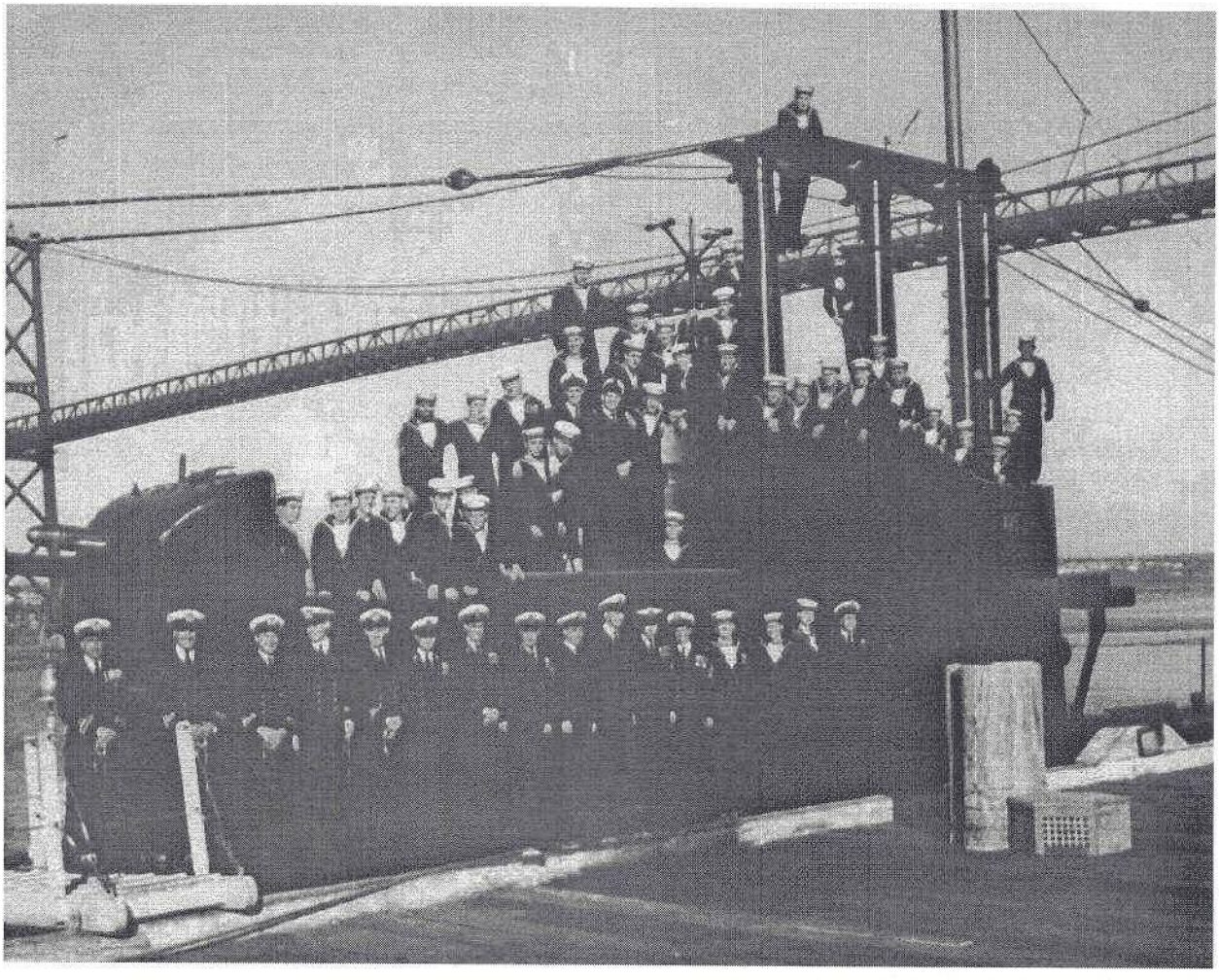
For some reason or other we spent that weekend at St. George's, at the east end of the Island. I saw our Leading Seaman HSD at the end of the gangway in a flagrantly non-naval coloured T-shirt. I required him on board to attend to his sonar. He knew perfectly well that his dress was the problem. All the crew knew that a blind eye would be turned towards dress irregularities ashore but no-one had taken this border as close as the end of the gangway.

On the VERY EVENING that this mini drama was unfolding at St. George's, there was a dinner at the house of one of the Forty Thieves. These families controlled everything and the son of the host was an ordinary seaman on or in the Cruiser! So he was there in his dinner jacket because to have worn square rig would have been surprising to the other guests. So far so good but what was NOT known to the main characters was that OPPOSITE the Ordinary Seaman was the COMMANDER of the Cruiser. Of course this got around the mess-decks and also the frigates, also berthed at Ireland Island.

All, everything I had asked for, was immediately granted. The out-of-date regulations on dress were quietly dropped on the surface ships but they OMITTED to let me know (by cipher) at the other end of the Island. I was put in the position of fighting a rearguard action in favour of preserving the sacred traditions whereas I was actually proposing a more modern position. I am virtually certain that I did not let my officers know about the background of all this. I was cast as the villain and I hope I did not sneak.

Another aspect of the Bermuda scene was dear, dear Ned Guinness. Capt. RNVR from the banking side of the family. His house was "Windy Hill" on a little rise, a little to the west of Hamilton facing south. So in other words a ship berthing at Hamilton (to the east) would pass to the south with the main body of the low south shore beyond.

Ambush arrived in May, 1955



Ambush Ship's Company 1955

It was an absolute rule that a submarine CO give Ned a ring and within the hour you would be there. Pat Norman who was Capt. (F) was always there. I gave the USN Captain of Nautilus, the address and I know he visited. I do not know whether this hospitality was so widespread to the others, but I suspect it was."

Back in Halifax the Squadron offices in the basement of the Flag building were "proving to be a godsend and are very satisfactory", SNLO (UK) visited the submarine set up and inspected Divisions, stores continued to arrive, Commander SM6 was prevented by bad weather from visiting Bermuda, and there were four minor defaulters in April.

He finally got to Bermuda in May, called on all the necessary dignitaries including C-in-C America and West Indies Station, Vice Admiral Sir John F. Stevens (no less), and witnessed an ASW exercise from the air in a Lancaster, and so back to Halifax, courtesy of RCAF Greenwood.

Astute had been instructed to offer the America and West Indies Squadron exercise time, if it became available, so Rodocanachi, who had, by this time, joined Astute, was sent over to the Frigate with the offer of an afternoon's Casex. He duly reported to the First Lieutenant Commander who said, in a scandalized voice " My dear chap, to **sea** on a Friday", and sent him packing. This, more or less confirmed Astute's view of what a weekend in Bermuda was supposed to entail, so as the Canadian Medical Authorities had decided that a submarine was not a healthy place in which to live, and had authorized accommodation ashore, Astute's Wardroom rented a cottage at Elbow Beach and entertained the bevies of American girls who arrived, fairly regularly, by boat each weekend.

May also saw the arrival in Halifax of Ambush (Lieutenant Commander AJ Boyall DSC RN), relatively free of defects and with a Ships' Company in good heart, so, after a week to settle in, they were packed off to exercise in the Gulf Stream with HMCS Penetang.

By the end of May 1955, the spare Crew totalled 38, including 7 RCN submariners, out of a projected total of 60.

June saw both submarines in an exercise that indicated that the Rugby VLF Broadcast might not be suitable in these areas and that it might be more suitable to use the US Navy VLF Broadcast William. Astute also carried out a Harbour Penetration exercise of Halifax and actually took some Wrens from the Seaward Defence HQ to see how it was done - much to their delight.

Both boats took part in the Canadian Atlantic Fleet Regatta and distinguished themselves by coming in first and second for the Bantam Cock - out of how many isn't mentioned.

Commander (SM) visited US submarines at Norfolk, Virginia., and New London and COMSUBLANT, in company with Johnny Coote who, at that time, was SO (Submarines) to BJSM Washington.

July saw both submarines docking at Dartmouth Marine Slip, when the Base Staff dealt successfully with Ambush's main motor.

July also saw the arrival of Alderney (Lieutenant Commander D.E. Teare RN). After a very fast passage from Gosport. and a brief shake down for the benefit of a new First Lieutenant (Chris Ringroase-Voase), she did some Seaward Defence Exercises, and sailed to represent the Royal Navy at the celebrations for the 350th Anniversary of the Founding of Annapolis Royal, by laying a wreath at the foot of the statue of the (French) Founder, whereupon the local Press, as was often it's custom; dubbed her "HMCS". at the same time Astute sailed for Rest and Rec-

reation in Montreal and Quebec. The weather was pretty hot, and **Tom Dowling set down his memory of it like this.....:**

> *"Anyway I was saying that if we worked so hard we should have the odd "plum" and a visit to the St. Lawrence River was fitted in.*
>
> *In Montreal it was very hot and our so-called air conditioning inadequate. We gave a cocktail party, and I would say the entire 1st XI was there. Both universities, both railways, Trans Canada Airlines, Bank of Montreal. I called on Mayor Drapeau (in command until quite recently) with an R.C.N. Commander to interpret and liaise. The whole thing was in my Dartmouth French. (He could speak English perfectly well). The pilot was late or absent for our departure and so I sailed without him. This gave Nigel and me the largest pilotage available anywhere. I believe. On the way down the steering failed but we knew that our most misbehaved stoker was also the BEST steering in emergency operator and he steered us all the way till we got alongside at Quebec. Quite a tour de force.*
>
> *I called on the large and lovely Mayor of Quebec. He was the opposite to Drapeau. Again I had an RCN Commander to ease my passage, but the Mayor spoke English in his own French and stumbling way. As he was escorting us along the ramparts to our exit he got into conversation, in French, with his fellow French speaking RCN Commander. I could understand what they were saying, and at the right moment interjected "ca va Monsieur". It was apt and the Mayor threw his arms out crying "Ah! M. parle Francais!" with such a beam. It was such a happy call, quite unlike Montreal. To the Mayor I mean.*
>
> *On the way down the St. Lawrence River, we got ahead of our ETA so I decided to put 'Astute' in among the 'Sept Iles' towards the North. The idea was that in the calm conditions, water between the islands can get trapped and warm, and so be suitable for a bathe. So we had hands to bathe and a few did, but an aircraft had both flown over and reported our suspicious placing. The matter was cleared up by signal, but I should not have departed so far off my natural route without letting people know. The Russian worry was at full strength at the time.*

It was on this Quebec visit, according to Rodocanachi, that the Wardroom, lead by Bo'sun Greig, ended up in a night club where the principal act was an extremely convincing female impersonator. Bo'sun, of course, invited a group of the girls down to the boat for lunch the following day, and they duly arrived, including the impersonator. Tom, who hadn't been ashore with the boys the previous evening, was completely oblivious to the situation, and paid a great deal of attention to "her". Only after they left was the cat let out of the bag, and Tom was not amused!

During the month, a Squadron Dance was held in Stadacona Gym, as a result of which 27 pounds, 18 shillings and ten pence was sent to the Mayor of Weymouth's SIDON fund for the dependants of those who lost their lives in the accident. There was considerable local support because of the death of a Canadian Petty Officer.

Ambush and Alderney visited New York with HMC Ships Magnificent and Quebec, and on return Ambush took her first turn at performing for the crowd at Navy Days, carrying out diving antics and a gun action display, followed by being open to visitors, which drew a large

from "the Annapoli: Royal SPECTATOR' August 4th 1955

Siege of Port Royal Re-Enacted

6,000 SEE COLORFUL DISPLAY AS FIVE-DAY CELEBRATIONS CLOSE

Indians right out of a page of history mingled with 1,000 soldiers and citizens in authentic period costume as the historic siege of Port Royal was re-enacted before a throng of 6,000 under a brilliant sun favouring Annapolis Royal when the final curtain rang down Wednesday on the five-day 350th anniversary celebrations.

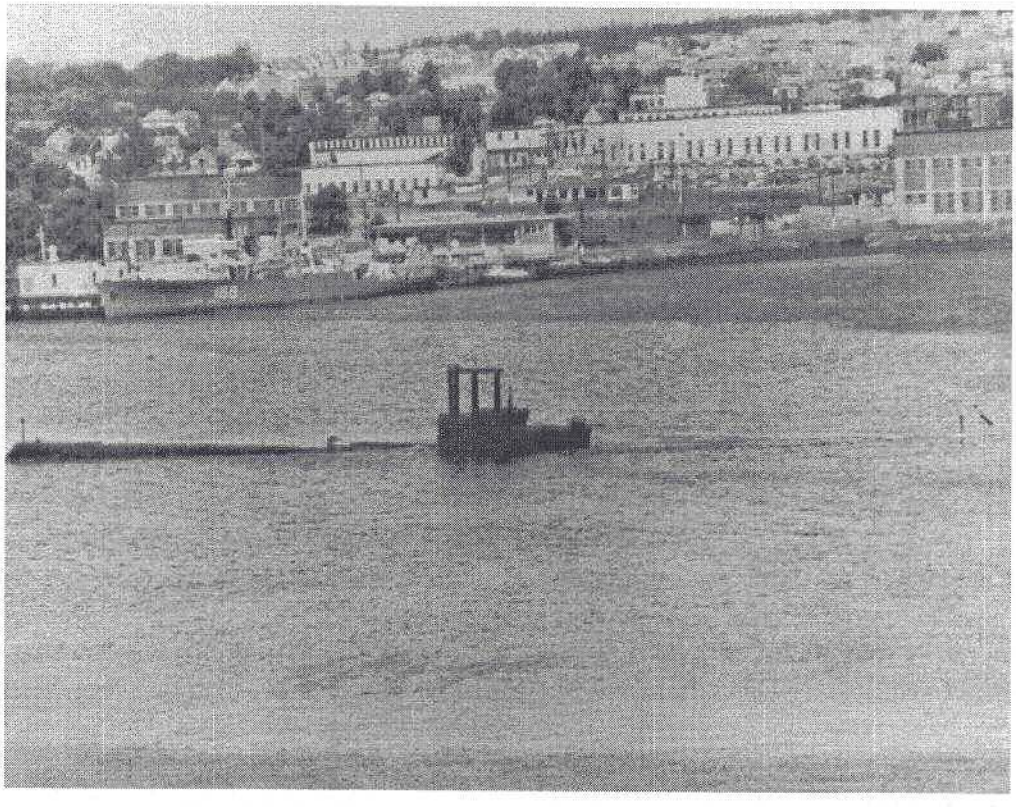
The re-enacted siege, a colorful display by HMCS Cornwallis was the most gigantic and spectacular show ever seen in the old Garrison Grounds and seasoned travellers in the watching crowd felt its like had never been seen in North America.

Unforgettable Scenes

Reporters, camera and television men from the Maritimes, Quebec and Ontario walked with the throng to record the unforgettable scene.

An hour earlier, thousands gathered for a wreath-laying ceremony when the band and a guard of honor from HMCS Cornwallis formed at the Statue of Sieur de Monts, founder of Annapolis Royal. On the Old Fort Anne Grounds, Captain Stirling, Captain Duval of the Frigate F. S. L'Adventure and Lieut. Cmdr. Teare, of HMCS Alderney laid wreaths at the foot of the sta-

Navy Day 1955



Ambush doing a demonstration Dive

crowd.

September was a flurry of activity.

Flag Officer (Submarines), Rear Admiral G.B.H. Fawkes had visited the US Submarine Base at New London before Exercise NEW BROOM 4, flying his Flag in Ambush, with Alderney in company.1 In this exercise, SM6 had acted as Deputy Commander (Orange Forces) in Norfolk, Virginia.

Shortly after this, the First Lord of the Admiralty (The Rt.Hon. J.P.L. Thomas M.P.) had visited the Royal Canadian Navy in Halifax, walked through Ambush and inspected the Ships' Companies of Ambush and Alderney and the Base Staff and Spare Crew at Divisions. This was followed by a visit to Halifax of USS Fulton, Depot Ship of the 10th United States Navy Submarine Squadron, with the submarines Tusk and Bang in company.

October was remarkable for the start of exercises with the new Helicopter Antisubmarine Squadron HS 50, and some exercises with helicopter, fixed wing aircraft and a single ship. Some discussion took place with a view to improving these exercises, and trying again next month. October also saw full calibre firings by Astute and Alderney at a target towed by Scatari, and Ambush fired 2 torpedoes at HMCS Crusader, on return from an enjoyable visit to St Johns, Newfoundland.

The Base Staff had to improvise a periscope workshop in HMCS Scotian's Drill shed, which was not entirely satisfactory, to repair Alderney's search periscope,. The proper thing is almost ready at the Naval Armament Depot. During her docking period, Ambush came a close second to Stadacona in the Tri-service Rifle competition.

Commander SM concludes his monthly Report of Proceedings:

"The month (October 1955) has had its depressing side despite the fulfilment by the squadron of its allotted programme. The conversion of the Maritime Squadrons of the RCAF from Lancasters to Neptunes has meant that much time allotted to the RCAF has not been fully utilized, and the prospect for November is little brighter. Furthermore, as the end of the year draws near, planning of programmes for 1956 looms larger and the date of Ambush's return to the UK for refit is not definitely known; it is difficult at present to see how submarine time for early 1956 can be equitably apportioned while no system of priorities for allocation exists. It is intended therefore to raise this matter separately in the near future". At this stage, a Spare Crew Commanding Officer and SOO was appointed, in the person of Steve Jenner, who noted:

.... " I like to think that my arrival at this juncture helped, in a small way, to disperse some of the gloom.

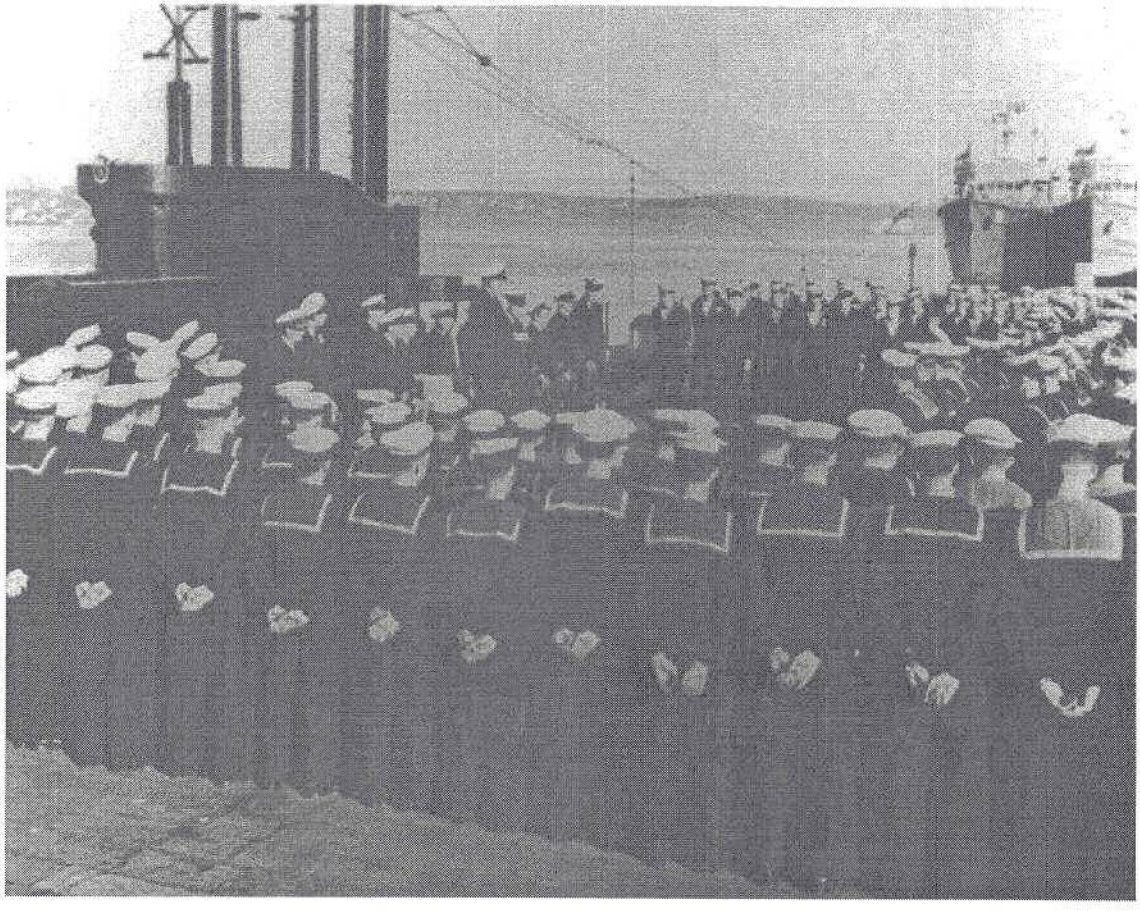
I had completed the Naval Staff Course at the Royal Naval College, Greenwich in the Summer of 1955, and my next appointment, was as Spare Submarine Commanding officer and Staff Officer Operations to the 6th Submarine Squadron at Halifax, Nova Scotia.

So, in early October of 1955, I made my way to R.A.F. Lyneham, and boarded an R.C.A.F. Northstar aircraft to Montreal. It was a very noisy, and uncomfortable, flight to Iceland, Gander and Dorval, all of which were pretty primitive stops at the time, though we actually shared the arrival hangar at Gander with Jane Russell!

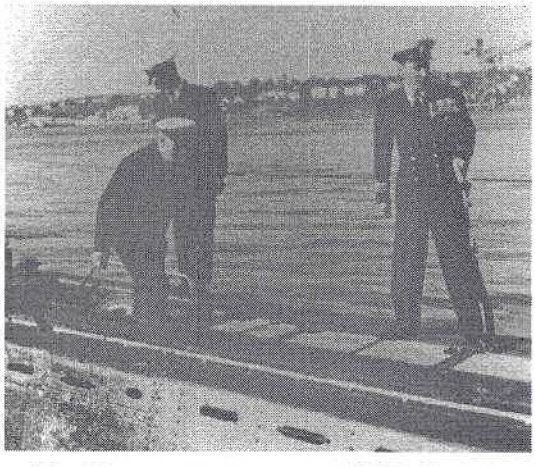
From Montreal, armed with a bottle of Canadian Whisky, I took a roomette on the train (The Maritime Express) to Halifax where I was met, 24 hours later, by Jackie Fox, who was to be my Commander S/M for the next year and a bit. We were both accommodated in the bachelor quarters of the Wardroom of what was then HMCS Stadacona, and apparently run on very similar lines to what we were used to at home."

In the middle fifties, relations between Town and the Naval Service in Halifax were not

The Rt. Hon. JPL Thomas MP. First Lord of the Admiralty, visits the *Ambrosia* Squadron



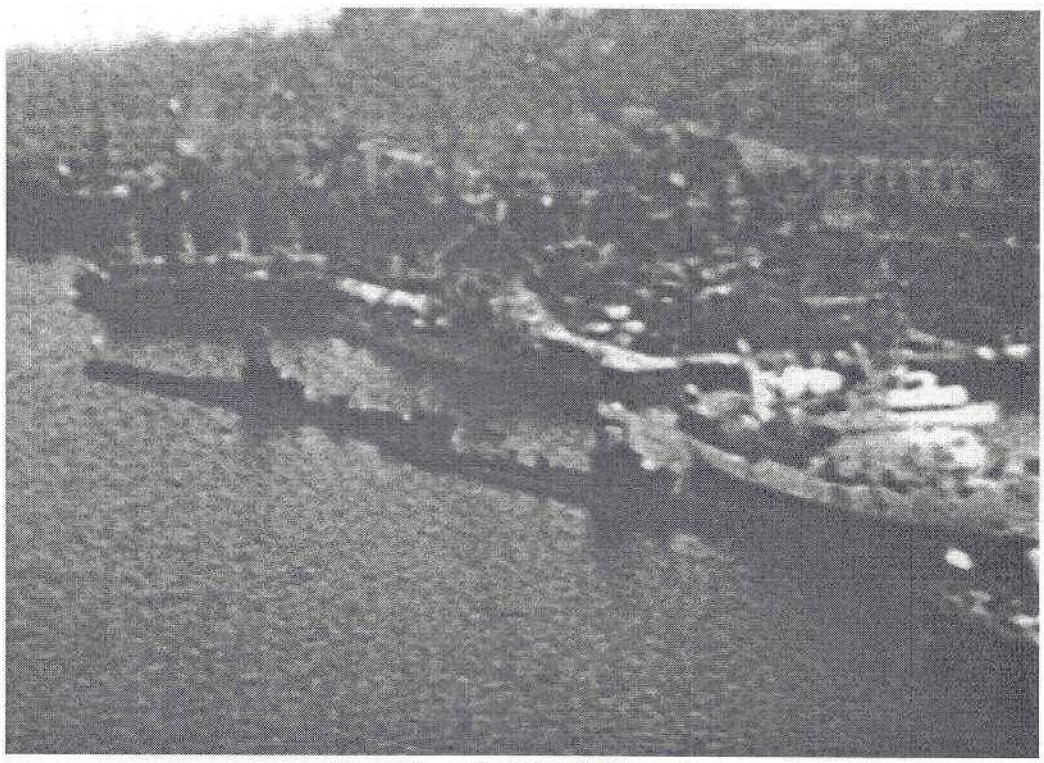
The First Lord addresses the Ship's Companies of Ambush, Alderney and the Base Staff



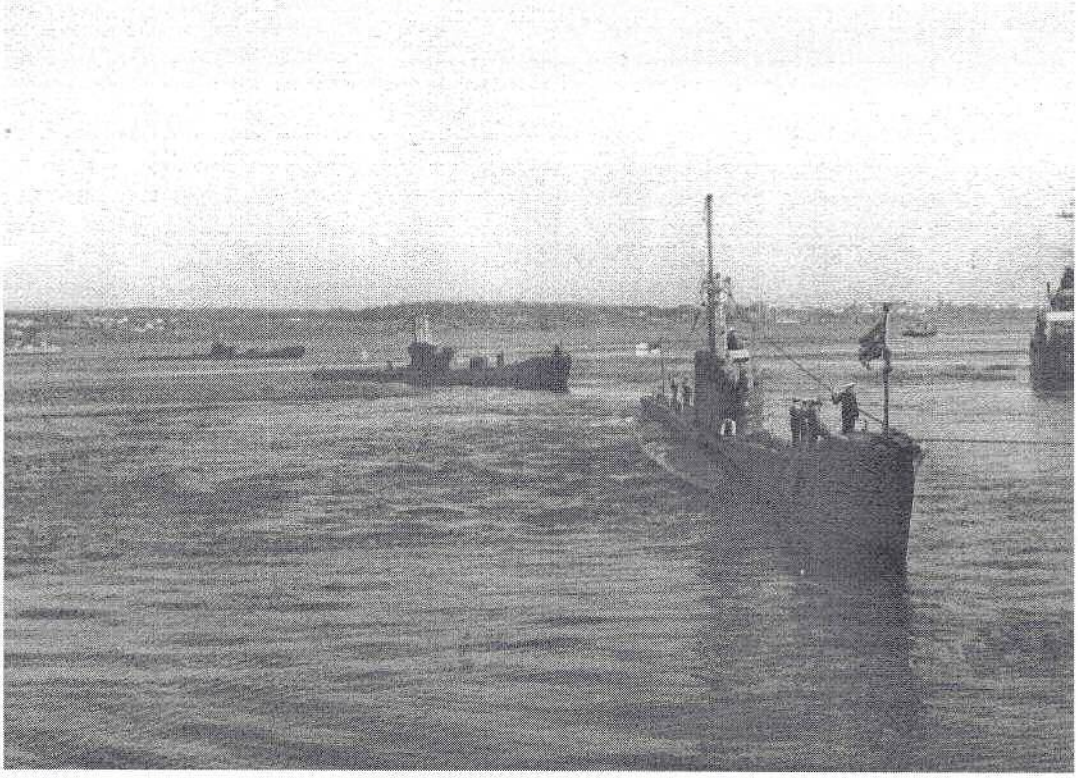
Mr. Thomas **LCdr Boyall**

L>R Davies, Brill, Goble, Caenegy, Mr. Thomas, Boyall, Naval Secretary

Early morning Trot Fobs in 1955



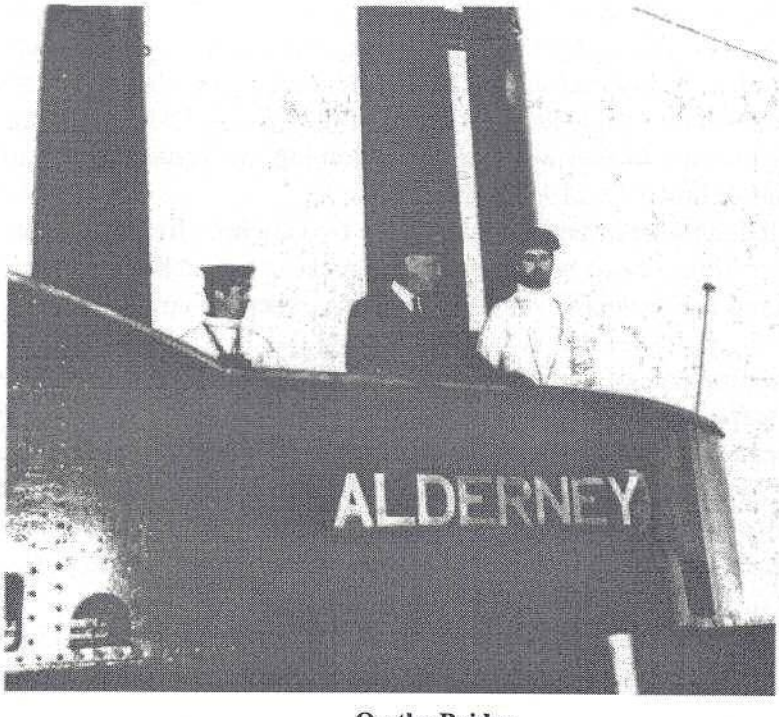
From alongside HMCS Labrador



Ambush, Astute and Alderney

Rear Admiral Bidwell spends a day at sea in Alderney

Boarding



On the Bridge

very friendly, and quite a lot of effort was put towards improving this on both sides. It was something the Brits felt they could really contribute to in a big way, particularly as the Haligonians, at that time, didn't have much experience of Duty Free submarine cocktail parties. Furthermore, there was a tolerance of alcohol consumption, and subsequent driving home, that would amaze people today. Halifax Police were known literally to follow people home from the Dockyard gates, and only leave the vicinity when they were sure that the partygoers were safely inside their home front door. There were interesting glimpses into local politics too, as when Len Kitz, a prominent member of the Jewish Community, who was Mayor at the time, told me at one party that it was customary for Halifax to elect Protestants and Roman Catholics alternately for the Office, and that he was deemed, politically, to be a Protestant.

Our appointments were to H.M.S. Ambrose. We provided Jackie Fox, who, as Commander SM, was Flag Officer Atlantic Coast's submarine adviser, and, with the expertise of the Base Staff, we embodied all the submarine expertise to the Command.

For the Staff, efforts to satisfy the 1956 requirements for submarine time, occupied most of SM6's attention for November. Ambush spent the first two weeks working up VS 881, and averaging only 4 hours 50 minutes a day. The rest of the month she carried out RCAF trials and ASW training with the First Escort Squadron and increased their working days to 8 hours, which, considering the weather, was more reasonable. RCAF briefings for exercises off Bermuda, however, left much to be desired.

Ambush lost an anchor and two and three quarter shackles of cable in Five Fathom Hole off Bermuda, which it was thought would not probably be possible to recover, and submarines were instructed to buoy their anchors "if it is necessary to anchor in coral strewn waters".

Ambush and Astute managed to get in four days pro-submarine (S/M versus S/M) training
off Bermuda, which Commander SM was able to witness from each boat. This was a rare, and much appreciated opportunity.

Ambush was having Main Battery trouble, partly because of old age, partly because of the heat in Bermudan waters, and partly because of inadequate discharge and charge cycles.

December started with all three submarines at Bermuda, and all had returned to Halifax by 18th December. Ambush accomplished some TAS training with HMCS Nootka but had to abandon torpedo firing because of bad weather. Since joining the Squadron in mid-May she has spent 95 days at sea and steamed 13,219 miles

Alderney also lost an anchor and there are only two anchors for three submarines on the station, so, as 7/8 inch cable is felt to be incapable of breaking an anchor out of coral, submarines have been instructed not to anchor on coral bottoms except in emergency. Since joining the squadron in mid-July, Alderney had steamed 12,638 miles in 73 days at sea.

Astute spent the first half of December helping to work up HMCS St. Laurent, but was prevented from firing torpedoes by bad weather. Only one of two days Seaward Defence Training was carried out because cold weather reduced periscope visibility to zero, whereas at Bridge height (17 feet) it was 25 miles.

the matter of shore accommodation at Bermuda will have to be reconsidered if submarines are going to work from there for prolonged period in the future "as the present arrangement of living in the ship all the time is both unsatisfactory and unhealthy".

Since her arrival, early in April, Astute has steamed 18,983 miles in 143 days at sea. Tom's comment

"We were run very hard and I felt it was becoming too much. I got figures from England

Christmas 1955

The Submarines illuminated for their first Christmas in Halifax

Vice Admiral Mainguy inspects Divisions

Vice Admiral Mainguy says goodbye to Ambush

and New London and their figures were 120 and 125 days at sea a year. Well, depending on whether the definitions for these figures are the same. I counted a day in a defined way so that if you sailed at 2200 say that counted as next day and the same with arrivals. The figure for us was 175 - 180 days a year. If you deduct self-maintenance, dockings, Christmas, etc. it leaves very little indeed."

Allocation of submarine time for the first four months of 1956 was made at a meeting on 8th December. It remains to be seen how much success will be achieved in accomplishing a fairly tight programme.

The working year ended with the retiring Chief of Naval Staff, Vice Admiral E.R. Mainguy O.B.E., C.D., R.C.N., walking through Ambush and inspecting and addressing the Squadron at Divisions.

Anne Webb entertains some visiting US Submarines with Steve Jenner and Tom Dowling

Chapter 5

1956

Christmas, 1955, was a busy time, and despite being away from home, largely without families, there was much partying, with no one, apparently, having much difficulty in "getting their feet under the table". Personally I had made half a dozen Canadian friends at the Staff College, all of whom were in Halifax, and we more or less went on from where we left off in London. Furthermore, there was a lot of Mess life in Stadacona among the bachelors - quite different to today. Almost all the submariners were unmarried, and the few who had their wives with them - Jeff Webb and Jim Percy - entertained pretty generously. Jim Percy was, of course, on Canadian pay, and Ann Webb worked for Canadian Press to make ends meet until allowances got adjusted properly.

As everyone got used to the Nova Scotia way of doing things, the benefits of Cottage Country Life became more and more apparent. So we branched out, and some of the Cottage ventures are recorded in the chapter on Rest and Recreation

Flag Officer, Atlantic Coast had forwarded the December Report of Proceedings to Canadian Naval Headquarters with the comment " The three boats of the Sixth Submarine Squadron have had a full and varied programme while attached to my Command during 1955".

In addition, some 65 Officers and Men from the RCN and the RCAF had been taken to sea, and Officers and Senior Ratings had given lectures on submarines to about 500 Officers and Men of both Services.

1956 started off with a full programme, and Alderney's Annual Inspection was a good start to the New Year.

Flag Officer, Atlantic Coast walked through the boat and inspected the Ships' Company at Divisions on 8th January. Bad weather postponed the sea inspection, which was to have been the next day, till later in the month, when it was possible to work it in with exercises with HMCS St. Laurent and RCN and RCAF aircraft. She spent the next two weeks doing routine TAS training, then finished off the month with the final stages of St Laurent's work up before the latter went off for evaluation by the United States Navy. HMCS St. Laurent was the first of her class, designed and built in Canada, and was considered somewhat special.

Ambush spent most of the month on trials in the Gulf Stream, much of it snorting in extremely rough weather. There were times when the Officer of the Watch could see the bow buoyancy tank through the periscope while the control room depth gauge registered as steady 35 feet. The trials were successful and much experience in rough weather snorting was gained.

Astute was scheduled for docking and maintenance, but the docking had to be postponed till 20th January, when there was quite a lot of work to be done.

At the beginning of February, Ambush carried out special trials with Maritime Com-

mand Aircraft just North of Bermuda and then continued to Halifax where she arrived in the early hours of 4th February, with engine defects and severe icing. She sailed on 20th February, in company with HMCS Nootka, with TAS School classes embarked, to exercise in the Bay of Fundy. Ambush subsequently continued special trials with Maritime Command aircraft north of Bermuda, but much time was lost because of bad weather at Greenwood and at sea.

Ambush had loaded practice torpedoes before sailing, and Alderney also loaded them after docking and prior to joining the fleet in the Caribbean. She then sailed for a trim dive, before joining HMC Ships Micmac and Algonquin for passage to Trinidad, exercising *en route.*

Astute spent the first nine days of February doing a scheduled intermediate docking and then proceeded to Bermuda, where she carried out trials for the US Navy Commander's Operational Development Group with three US Submarines, after which she berthed at the US Naval Operations Base, was debriefed, took advantage of the generous assistance of the US Navy, threw a cocktail party for everyone who had been so kind - and prepared for her annual inspection in early March. She then refuelled and made a rough passage to Halifax, where she arrived on 27th February.

When the Canadians went *en mass* to spring exercises in the Caribbean it was under the command of Commodore E.P. Tisdale RCN, Cancomflt, flying his broad pennant in HMCS Magnificent. Steve Jenner went as his Staff Officer (Submarines) and greatly enjoyed the experience. Other staff were Andy Collyer (N), who later became a Vice Admiral and Maritime Commander, Joe McBrien (SOO), Who had flown more missions over Korea than anyone cared to count, while on loan to the USN, and John Waters (C) who was a very personable Communicator.

Astute was inspected on 1st March (harbour) and 2nd March (sea) at Halifax, and then went South to do some Explosive Echo Ranging trials with combined Canadian/US Air Warfare Operational Development Units in the Guantanamo area, after which she went with the other participating ships to Montego Bay, Jamaica. The trials were most successful, Astute carrying three American Scientific Officers throughout, and spreading much goodwill thereby. She then rejoined the rest of the Canadian Fleet at St. Thomas, in the American Virgin Islands.

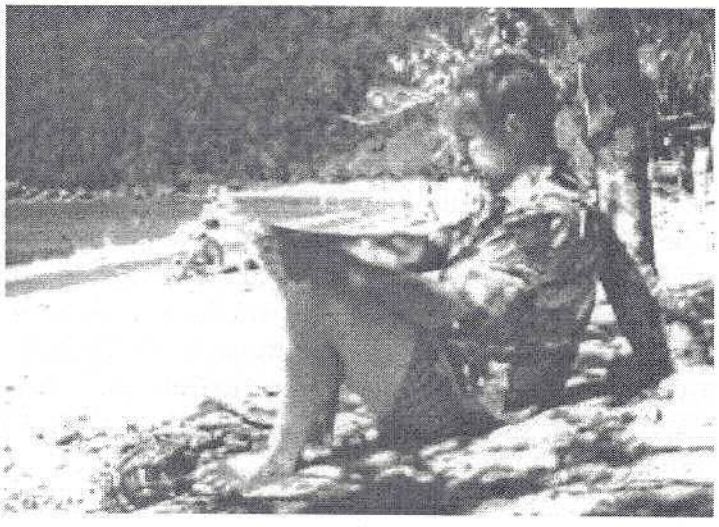
Ambush stopped at Bermuda for trials with Maritime Aircraft and replenishment, then departed for Port of Spain, Trinidad to join Magnificent. Alderney went all the way to Trinidad with Micmac and Algonquin, carrying out ASW Exercises daily *en route.*

Subsequently, Ambush visited St. Vincent with Haida and Algonquin, and Alderney visited Barbados with Magnificent, Micmac and Iroquois. On leaving their respective Rest and Recreation ports, both Ambush and Alderney carried out Exercise Shop Window close off shore, much to the delight of the local inhabitants, who turned out in force to watch.

Energetic ASW exercises occupied the Fleet from 20th to 23rd March culminating in the arrival of the Fleet at St. Thomas. Alderney was detached to St Juan because of Compressor trouble, but rejoined the ASW exercises till 29th March, when she was detached to Halifax for TAS training Classes and RCAF trials. Ambush arrived in Halifax on 30th March.

During this Caribbean frolic Ambush steamed 4616 miles spending 22 days at sea and 9

CanComFlt Staff relax in St. Thomas



SO S/M also inset

L>R Joe McBrien (SOO), Ray Creery, Commander Air Steve Jenner (S/Ms)

in harbour. Alderney steamed 4532 miles in 21 days at sea and 10 in harbour. 6000 people visited them in Port of Spain and as many were left disappointed on the Jetty. The Officers and Men were made equally welcome at British and American Ports. Discipline was good, though, unfortunately three ratings from Alderney missed the ship at San Juan. The Report of Proceedings from SM6 ends "The inconvenience caused to USN and RCN Authorities in returning these men to their ship is much regretted"

On her way back from the jaunt to the Caribbean, Alderney stopped at Bermuda for Easter, and to carry out TAS training with Nootka and Outremont. Both Ambush and Alderney had accumulated more defects than could be coped with during Planned Maintenance, and a week's exercise with the Joint Maritime Warfare School had to be cancelled. However Ambush was ready to sail by mid April to lay a practice minefield off Halifax to exercise the First Canadian Minesweeping Squadron, and, on completion, to sail for Exercises with the Frigates of the America and West Indies Squadron preparatory to Exercise NEW BROOM V. All three submarines took part in this exercise, which was critiqued in Norfolk, Va., after which they returned to Halifax. Everyone agreed that the deployment with the Fleet to the Caribbean had been a great success, and advantageous to all.

Much of early May was spent preparing Ambush for her return to the United Kingdom. - no mean task, as she had to supply twenty one of her operational main battery cells to replace twenty one defective cells in Alderney; these, in turn, had to be restowed in Ambush

.

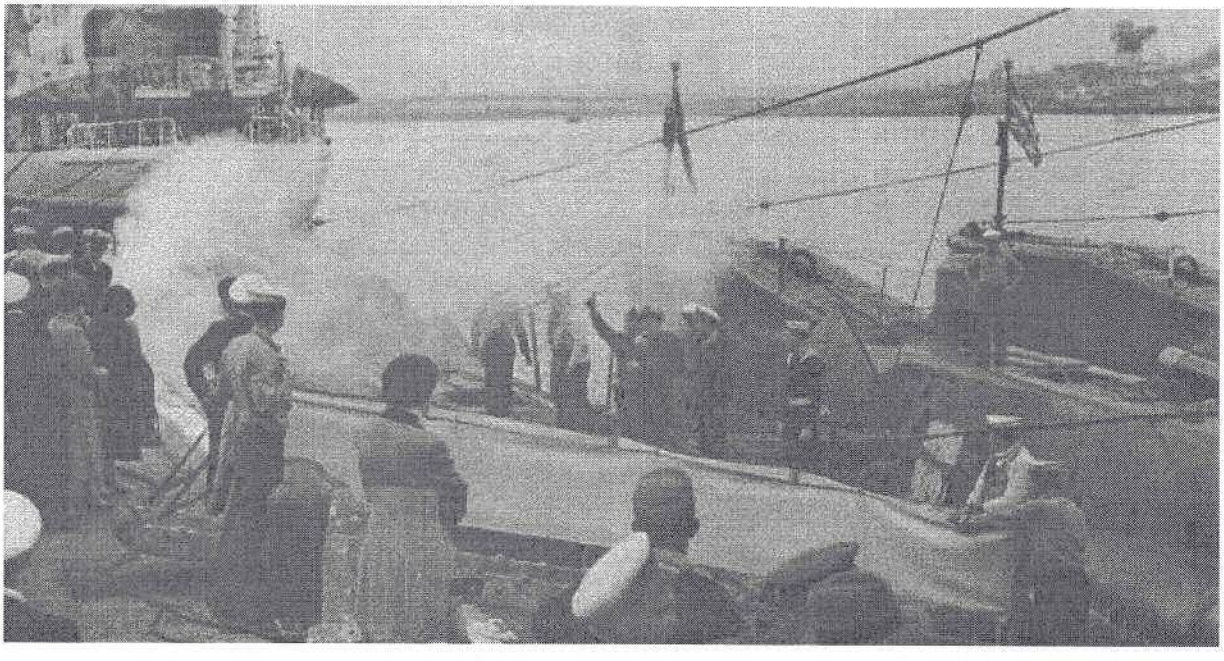
Ambush eventually sailed for the UK, by way of a visit to St. John's, Newfoundland. from a crowded Jetty 1, having steamed almost 36,000 miles while on Station with an enviable record of operational availability.

The problems with Alderney's and Astute's battery prompted SM6 to write "The necessity to change a large number of defective Main Battery cells in Alderney and Astute with healthy cells from Ambush, again emphasizes the urgent requirement for a submarine battery maintenance shed in Halifax. Were it not for the fact hat ..... Ambush had completed her scheduled operations in this squadron, our submarine operations would have been brought to a standstill for some considerable time until replacements for defective main battery cells could be made available. The wear and tear on submarine batteries is aggravated by a heavy rate of usage and a high ambient water temperature..... The existing facilities at Halifax are presently inadequate to cope with the eventualities of Submarine Main Battery Failures" This was duly noted by ACNS (W) on the Naval Staff Minute Sheet..... two months later!

Commenting on Astute's battery problems, her 1955 Electrical Artificer commented (in 2002) :'The Astute was quite bad for battery fires too and that made us a little nervous. It didn't seem to worry the Captain too much - in fact, he came down one day and said I've got to have a look at this and see what it looks like."

At the same time, his other recollections of his Captain were quite vivid ....."Dowling was a bit of an inventor. He was an interesting person and he kept myself and the other ERAs quite busy with his inventions. One of them was a one-man control of the planes and it basically

Ambush leaves Jetty 1 for UK



A founding member of the Squadron about to leave Jetty 1

consisted of a series of rods connecting the two planes' control gear to a bicycle handle bar and the bar pointed to the deck and by lifting the handle bar both planes would rise and inadvertently if they were pushed down, the boat would dive. The trim and depth he kept by pushing down on one side or lifting up on the other, and the whole thing floated and it was attached by an elastic diving area, the old type they used to have years ago. And the plane indicators were blacked out and a small plastic submarine with a pivot was controlled by a pendulum. - he wasn't very popular with the Chiefs and POs because the system required a great deal of concentration. The hands loved it. They didn't have to keep watch on the fore planes. After an hour of snorting, you felt like you'd been through the wringer."

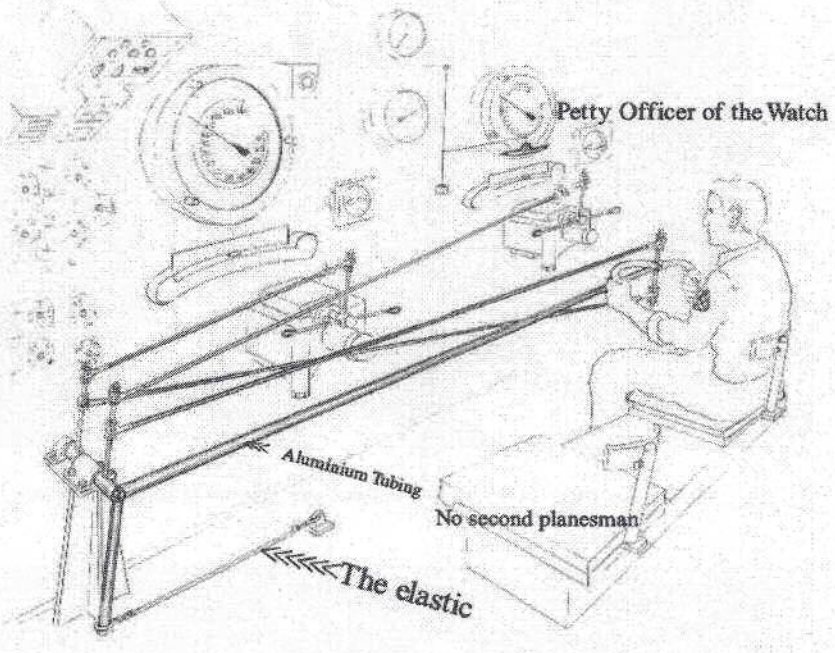
Needless to say, there were problems!!

".....we did a trip to Shelburne which was the listening station in the southern part of Nova Scotia. We left in the middle of November and the weather was filthy as it always is down that area at that time of the year and we were to do transit exercises for the Station - the idea when we go to the north and travel to the south and then reverse again and do this on all points on the compass so they could listen to us. And, we would snort all the time, first on one engine, then on another and run a compressor, shut down a compressor. We did one hour on and three hours off and this went on from the middle of November until the middle of December. Anyway, one night, we had a Scottish TI , his name was Jock MacLaughlin, and he was a very dry character. So we were going along, it was about 1:30 in the morning I guess and it was a dirty night and I think our ear drums were more times in the engine room than they were on our heads but anyway, we particularly caught a real bad one and the boat rolled quite badly and whatever happened, the elastic broke on the plane gear and, of course, it is pitch black and this whole thing falls to the deck and the officer on watch is trying to keep the boat up, we were almost on the surface by this time, rolling quite badly, and he says to the TI "What happened, what happened?" The TI said, "The elastic broke, Sir." We all got a kind of a kick out of that

"He also designed a device for propelling a set of skis that consisted of a small gas [petrol] engine connected, through a flexible drive, to an endless belt made of seal skins, on a set of skis to propel the skiers uphill. The idea was that the hair on the seal skins would only lay one way so if you put them in the right way around they would consist of an endless belt of these seal skins - anyway, the Second Cox'n was left to do the job but he wasn't familiar with this, the seal pelts have to be all in one direction and this one led to a lot of frustration between him and the Captain"

June was something of a Red Letter month in so far as Alderney was able to take part in a big international pro-submarine exercise (HOURGLASS) in the Bermuda area .there was an excellent post exercise critique in Bermuda attended not only by Cdr SM6, but also by COMSUBLANT and COMSUBEASTLANT .After the exercise Alderney made an operational visit to New London in company with the Royal Netherlands Navy submarine ZEELEEUW.

During the first half of the month, Astute exercised in the Gulf Stream with aircraft and gave demonstrations for the National Defence College and for the Royal Canadian Air Force Staff College, but by the 17th June, the state of her main Battery was giving some cause for alarm - one minor battery fire at sea - and she was recalled from exercises.

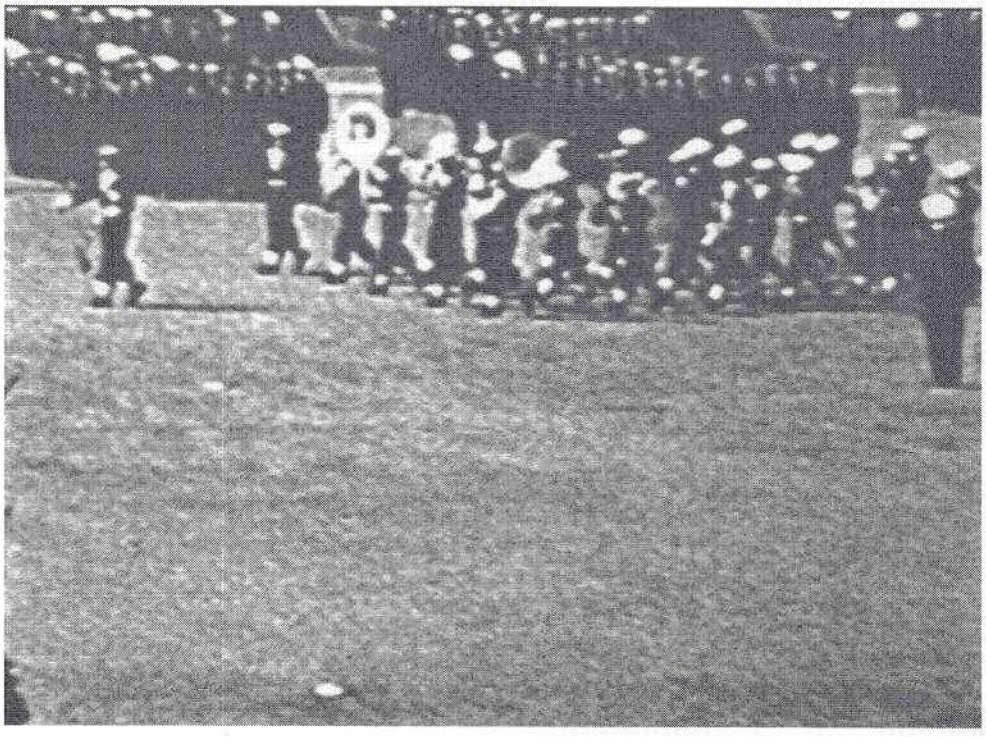


Artist"s Impression of Tom Dowling's one man hydroplane control by Chief ERA Paul Connolly.

Tom's original drawing and letter clearly indicates that the joystick, and hence, the operator,was in the foreplanesman's position, as the drawing shows; However, Don Hardy, who built and maintained the gear, says that the operator worked from the after planesman's position (shown in the drawing as vacant)

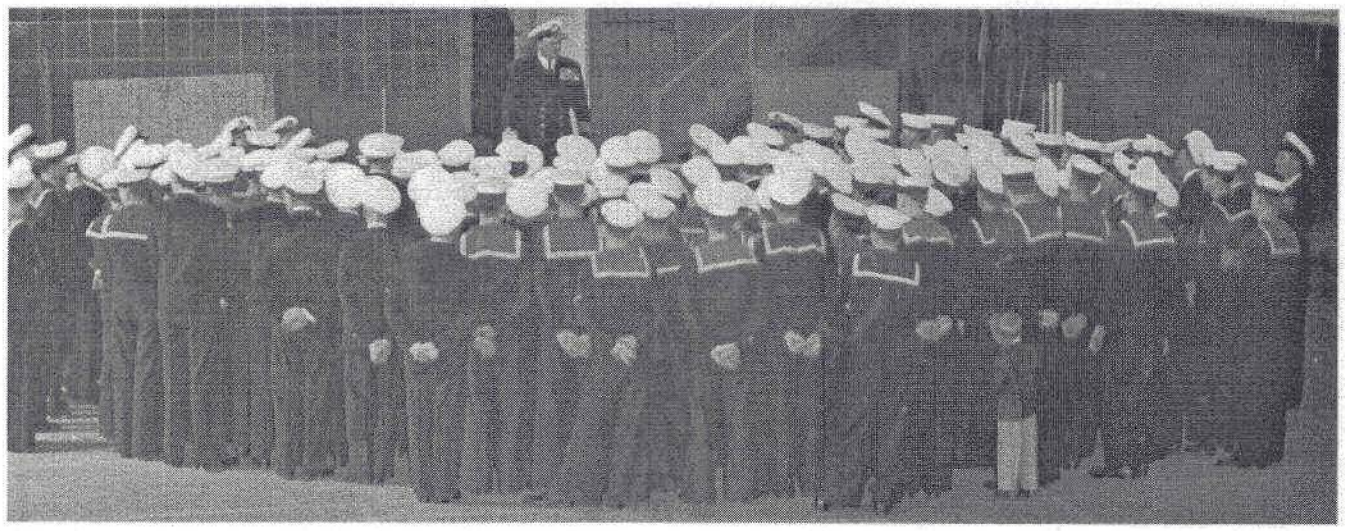
FOSM inspects Divisions - Summer 1956

In the summer of 1956 Rear Admiral Woods (FOSM) inspects Divisions



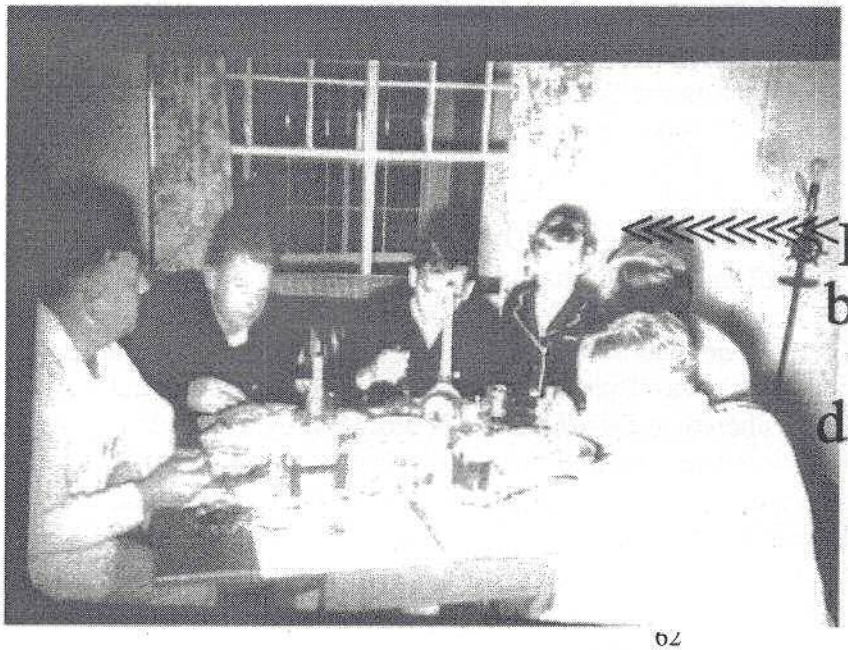
Rear Admiral Woods takes the Salute - The Band was "dressed as Seamen" at that time

FOSM addresses the Squadron in 1956



In the summer of 1956 RADM Woods inspected Divisions and addressed the Squadron afterwards. Somehow, a small boy crept into the picture

The only clue that can be found to his identity is a photograph taken at "Ye- all-come" a few days previously, when D'Arcy Burdett who was visiting in Andrew, was having supper there, and there are some children, similarly dressed, but names unknown, also at the party



Possibly the same boy as the pictures were take within days of one another

It was then decided to condemn this Battery, which had clearly reached the end of its useful life. As it would have been unsafe for Astute to do the transatlantic crossing with her present battery, It was decided that another battery would be shipped out , to arrive about mid-August.

Four of Alderney's sailors missed their ship on sailing and were sent to Detention.

HMS ANDREW (Lieutenant Commander A.J.D'A Burdett) had also taken part in Exercise HOURGLASS, and paid a visit to Halifax on her way home. This was followed very shortly afterwards by a visit from FOSM (Rear Admiral W. J. W. Woods DSO* ., and his Chief of Staff, Captain R. L. Alexander DSO, DSC.

While returning from New London, Alderney carried out training with the Joint Maritime Warfare School's junior course . These were hampered by bad visibility, but the subsequent Seaward Defence Exercise (CORDEX V) was described by SM6 as being "interesting from the submarine point of view, as more freedom of action and greater time was allowed than in CORDEX IV."

Astute was non-operational while waiting for her battery to arrive from the UK

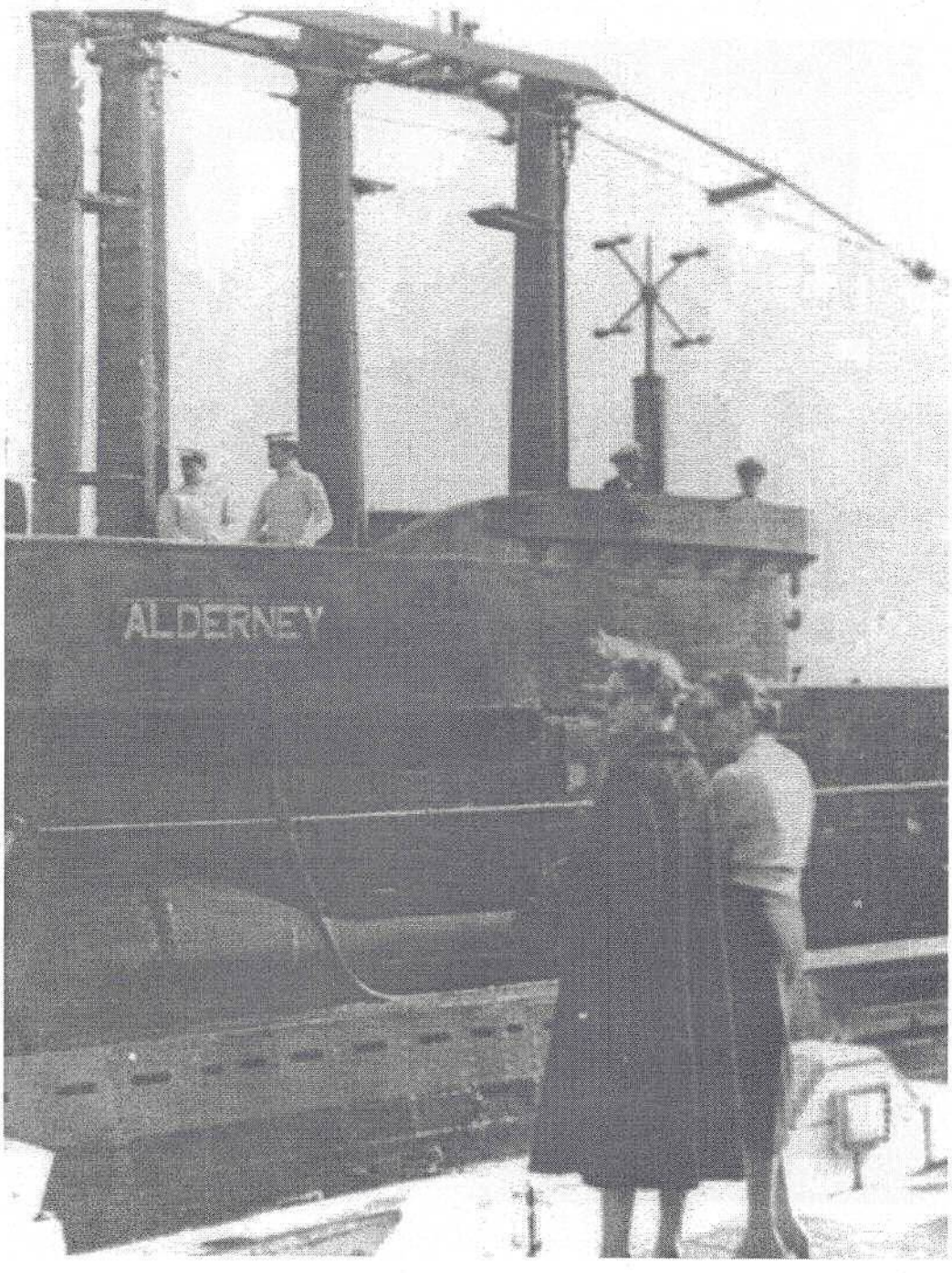
She carried out an intermediate docking between the 6th and 24th August, and her new Battery was installed between the 24th and the 31st. During this time Commander SM went to New London to help plan Exercise NEW BROOM VI, for which he was to be Deputy Orange Force Commander, and, at the same time, also in New London, Tom Dowling was helping in the Analysis of the Trilateral Antisubmarine exercise HOURGLASS at the Headquarters of COMSUBDEVGRU 2, after which they both returned to Halifax.

In September, both Astute and Alderney took part in NEW BROOM VI, Commander SM6 was Deputy Orange Commander, and Steve Jenner in his capacity as SOO to SM6, went down to New London to represent him. After the Exercise, Astute stayed at sea to carry out special trials, snorting almost continuously for three weeks in foul weather, while Alderney carried out TAS training as her last operational duty on the Station, before returning to the UK for refit. Both boats and I returned to Halifax on 28th September in time for Commander SM's wedding on the 29th

Alderney finally sailed for Home on Thanksgiving Day (8th October), having steamed 34,834 miles while on the Station, or 2322 miles a month.

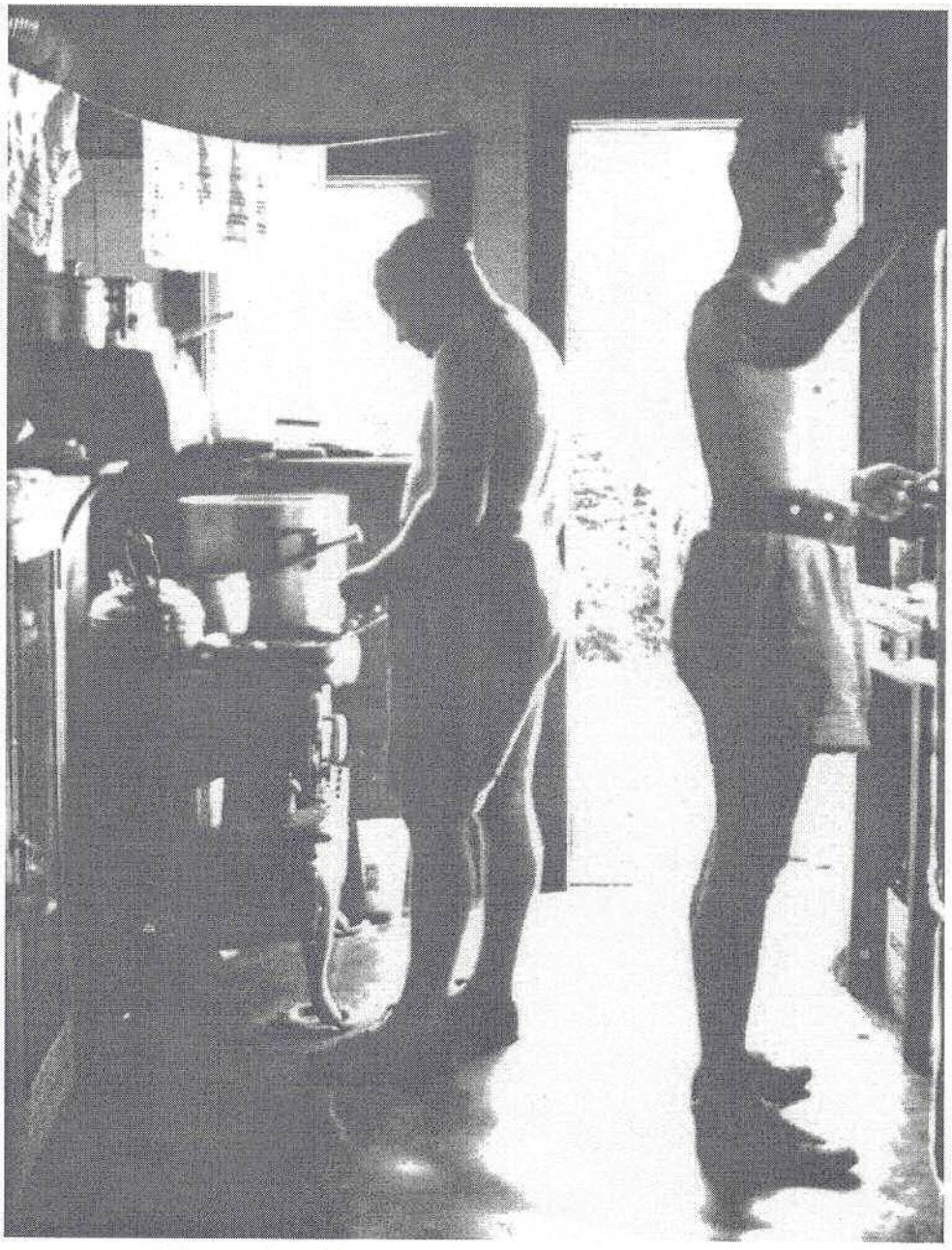
One of our best parties at ***Ye All Come*** was when we said farewell to Penny Teare, after Alderney had finally sailed for the UK. As it was Thanksgiving Day, the entire submarine family, together with all her other friends, gathered at ***Ye All Come*** for a big turkey dinner, and lots to wash it down, on a lovely autumn day. When we finally realized that it was time to get Penny to the train, she was in no mood to care about anything, and we set off in a caravan of cars for the station in Halifax, to catch her train to Montreal, armed with what was left of a bottle of brandy in an empty angostura bottle. We stopped at a drug store that happened to be open on

Alderney leaves for UK - November 1956



Penny Teare and Anna Jenson (later Jenner) see her off

Kitchen Chores at Ye-all-come



Midshipman Williams (Alliance) is soon put to work

the holiday, and bought a rubber teat for the "pink" bottle and finally got Penny to her seat on the train, wrapped in a very expensive fur coat, with the "pink" bottle, full of brandy nestled to her bosom for when she next awoke!

HMS Alliance (Lieutenant Commander H.R. Clutterbuck DSC) joined the Squadron on 11th September, and, after a few days settling in and adjusting her torpedo load, carried out a week's trials with HMCS Crusader, before sailing on September 26th in company with the Third Canadian Escort Squadron for exercises and a short operational visit to Newport, Rhode Island.

Alliance's early days in Halifax

This appears to be an appropriate place to insert some recollections by Geoff Meek, who was what he describes as "the token Canadian" in Alliance's Wardroom.

As late as June,2003 he wrote:....

"HMS Alliance was commissioned in Portsmouth Dockyard in the early summer of 1956. The following were the ship's officers:

HR Clutterbuck, in Command, A. Coulston, First Lieutenant, "Nanny" Rendal, Engineer Officer, Hamish McLeod, 3rd Hand, Torpedo and Correspondence, G. Meek, 4th Hand, navigation. Alan Witt joined later as 5th Hand. A Midshipman (Williams, I think), joined later still.

The ship's company was about a 50% mixture of Brits and Canadians with me as the token Canadian officer.

I don't think it worked out very well, or if the mixture was repeated.

The Canadians didn't like it, as they were back in Canada, and off the generous allowances they received in the UK, and the Brits weren't too keen, as they were unaccompanied.

I can't remember too many of the OR's, except LS Langlois, RCN, Chef, always immaculately turned out with polished boots,

AB Whitehead, who was RN and a forendman who eventually took his release in Canada, earned his Merchant Service Certificates and, as Captain Whitehead, became the east coast authority on passagemaking in ice in the Canadian Arctic. I can remember some other names but not too much in the way of anecdotes to connect to them.

Commissioning: I think the weather was bad as the ceremony was held in the Control Room. Captain S/M might have been Bertie Pizey, and Donald Cameron certainly was Cdr S/M. I remember the latter, as there had been a row between Cameron and the padre, Skidmore (I think).

Cameron was standing on the fringes of the gathering and someone said there was room for him in the Control Room.

He replied: "And be in the same Control Room as that bastard - Not f***ing likely!" A nice touch, I thought.

I remember nothing of the work-up period, not even where it happened, the Clyde, I suppose.

Sailing for Halifax from Portsmouth:

All submarines had just been equipped with "Truculent Masts", a portable mast fore and aft with two positions for the white light, ahead to two points abaft the beam or all round for the forward mast and the after as overtaking or all round anchor light. These were to be in place in pilotage waters and stowed in the casing at sea not always a safe evolution. We all hated them and Howard had them thrown over the side in the Solent.

The passage to Canada was on the surface and flat calm. We took the westbound shipping route and saw nothing until the landfall at Cape Race - quite proud of that, I was.

As I had a small family to install in Halifax, I was not involved in too much of the social life in the port. I do recall some of the events at sea.

I remember Cdr SM, Jackie Fox, and Steve Jenner, the Spare CO and SOO, but no other members of the staff.

SOSUS Shelburne:

In the winter of 57 we were sent out to work for Operations Evaluation, and to snort around a grid pattern off Shelburne, and off the continental shelf, I am pretty sure.

Perhaps Howard knew all about it, but the rest of us were pretty hazy as to why we were tracing this grid. I do remember the Operation Order stating that the terms "LOFAR" and "SOSUS" were not to be used, and I remember wondering, at the time, that if they were so hush-hush, why bring it up in the first place?.....

The weather was abominable, and poor old Alliance spent half her time on her beam ends, broached, with us trying to follow the pattern. It was overcast all the time, so no stars. The Navigation Aid was Loran A, the receiver was the aircraft model. At the end of the exercise I had one position line, loran, to back up the track chart, I produced.

Olie Chorneyko, from ***Opeval*** was not too impressed. I only hope that this was not relied upon in tracking ***Foxtrots*** in the Cold War.

The boat sustained some casing damage, and the bulwark to the gun was washed away, I recall.

The EO, who had what was, I guess, a nervous breakdown during this trip, was relieved from his watches - a sad affair. Uncharitably we thought it was because he had been required to stand a watch.Bill Drew replaced him on return to Halifax.

UPD 501

Some bright spark thought that it would be a good idea if we were to have an ECM capability and the AN/UPD as fitted in aircraft was adapted. It, the device, had four horns at right angles to each other and was about the size of a beer can, and was placed in the watertight glass fitting for the navigation light, and the whole lot was fixed to the top of the snort mast. Navigation lights generally flooded and this was no exception. I can remember once while watch-snorting, observing through the periscope that it was flooded. A a part of it had rusted and the effect was that of a goldfish swimming in the globe. I should have been looking for aircraft. We were later given a UPD 501 encased in fiberglass, which was more successful.

Exercise Springboard

I don't remember if that is what it was called at the time, but it was in the spring and took place in Puerto Rico, and points south. Alliance provided the services she was called upon to do, and also had some pro submarine time and other exercises, one of which was a shore bombardment, which was a real panic. Cancomflt's gunnery officer came down beforehand and asked to see the "Range Tables" for our 4" gun. As no one knew what he was talking about, and as our customary range for opening fire was about 1500 yards, and the maximum range of the gun was 8,000 yards, he left, shaking his head, saying, "do it your way".

We did.

The targets were white painted Sherman tanks.

Some High Explosive shells got mixed in with the practice shells and one of the tanks took it rather badly.

Later we had a live torpedo firing, at a reef, and this was very tense The torpedo never did go off, possibly because it was fired too close and the safety range hadn't run off. At any rate, again we were not very popular with Cancomflt's staff, as they had to go and look for the torpedo.

Guantanamo, Cuba

This was very interesting; we could go off the base, as Batista was still in charge of Cuba but we were warned not to stray too far off the beaten path, as there were some rebels making trouble in the area for Castro.

I don't recall Alliance as a very happy boat - in fact she wasn't, but one incident gave me a great respect for Howard Clutterbuck.

We were due to sail from Guantanamo one evening, and everyone who was off watch had been ashore, and had drunk the base out of Tuborg beer. The crew had arrived back at the boat but were not going on board. There were no outright refusals, as it had not come to the point of them being ordered on board. They were just milling around , and there was a very electric atmosphere.

Howard arrived from shore, dressed in #10's .Walked slowly through the crowd, across the plank, up onto the bridge, and down into his cabin. After some hesitation, everyone followed him on board. He handled it very nicely, as things could have become unpleasant. A new First Lieutenant (Johnston Hall (?) was appointed when we returned to Halifax.

At St Thomas, We were berthed at the old minesweeping jetties, which were very run down and rotten. I was duty, and on the bridge one night, watching the libertymen return. Bill Drew dressed in white shorts kept disappearing from view as he fell through hole after hole on the way down to the boat. He was followed by some of his ERAs who were giving much encouragement but no help.

Radar

I can't remember the model of the radar but the Seaguard had the little cheese, which rotated. at 5 rpm and, when working well, would pick up a large target at 5,000 yards. The Airguard component was a telescopic mast, intended for use on the surface, was metric wavelength, I think, and, for us, once picked up a Neptune at 1500 yards. Once,when we were on

exercises with HMCS Haida, doing normal Casexes during the day and spending the nights on the surface in company, visibility nil in fog, and Seaguard not working, Haida agreed to keep us informed of the surface picture. They never told us a thing, and at one point, a fishing vessel crossed our bow at about 100 yards range.

When we complained, Haida said: "we knew it would pass clear of you".

Her Ops Officer, Pinky Makin, a term mate of mine, and I exchanged words afterwards.

I left Alliance in early summer, for a spell in general service. This was at my request and a great mistake.

Howard's next job was on exchange in Ottawa, and he was very helpful assisting my return to submarines about 2 years later, after a Long "N" course of all things!

But back from Meek's musings to the Autumn of 1956.

There was also American Submarine help in October from USS SABLEFISH and USS SARDA, who operated for the benefit of the TAS and Observer Schools. They both enjoyed a weekend in Halifax before returning to New London. Unfortunately no more help of this sort was to be available till April, 1957,and Commander SM ends his October Report of Proceedings bemoaning the fact that the Submarine requirements for the first four months of 1957 cannot, in all probability, be matched by submarine availability, and suggests a meeting of all submarine users to sort out the priorities.

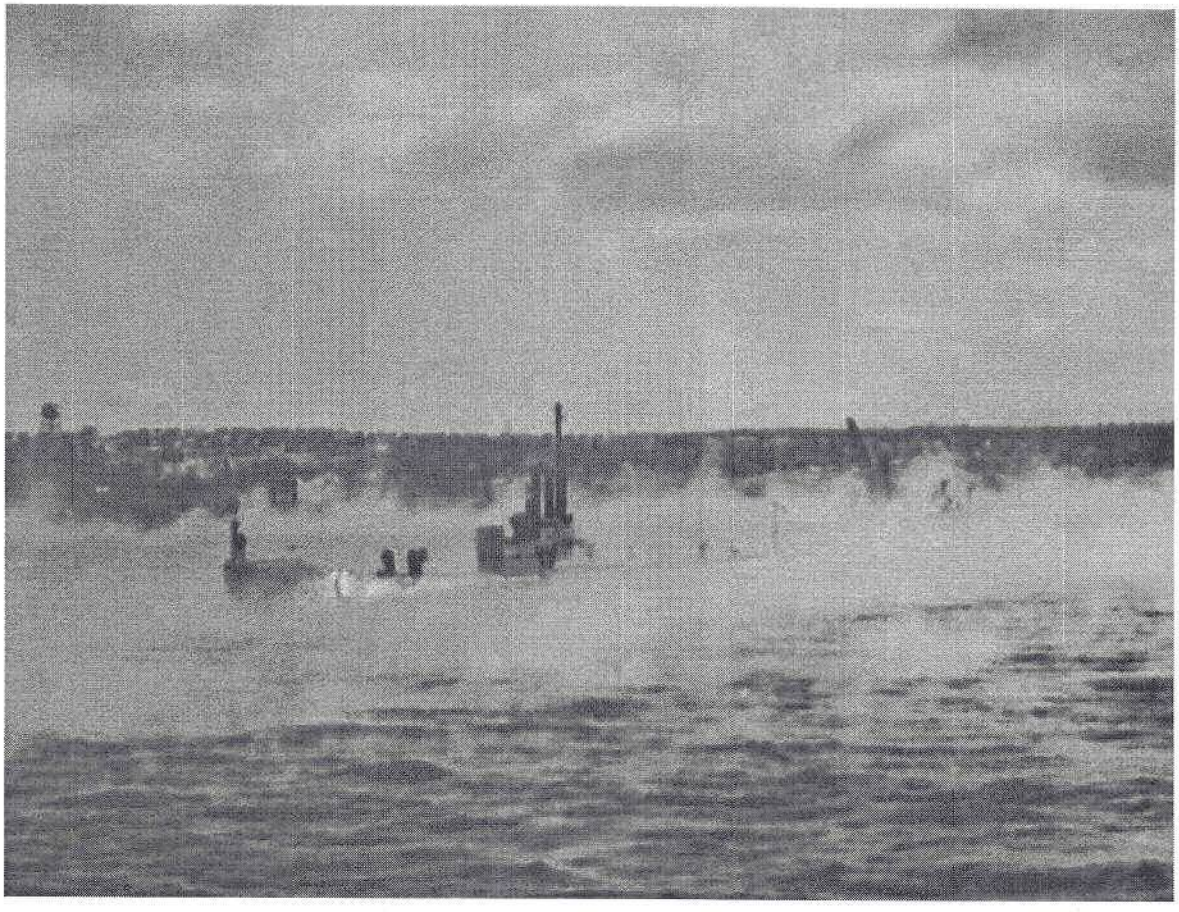
In November Alliance did some more "special trials in the Gulf Stream", which was, by this time, code for snorting in bad weather for the listening arrays at Shelburne - very hard work and excruciatingly boring, followed by some trials with RCN and RCAF aircraft, .and some basic TAS Training *en route* to Bermuda with First and Third Escort Squadrons.

Astute did some exercises with various Maritime and Naval aircraft and the Third Escort Squadron before visiting New London and New York on what Commander SM states "were of great recreational value and a Flag-showing visit of considerable interest on what might have been a politically difficult occasion. Unfortunately all the letters from the Submarine Commanding Officers, which would have added so much interesting detail, and did, .in fact, accompany the ROPs to Canflaglant, are missing. The ROP for November, however, ends somewhat cryptically; "..... the one incident which occurred in New York was entirely unprovoked and proved once again, if such proof were considered necessary, the solidarity and identity of purpose between the RCN and RN members of the Ship' s Company. It is considered that the Ship's Company of Astute acquitted themselves with credit and that both visits were a suitable reward for some 21 months' hard and useful work on the Station.".

The meeting to sort out priorities and to allocate submarine services during the early part of 1957, was actually held on 28th November, but it was decided not to publish the intended programme beyond 31st March, because the availability of US submarines was not yet known.

During the first week of December, Alliance spent a week carrying out TAS training out of Bermuda with the Escort Squadrons, followed by a Joint Tactical Course for the Joint Mari-

Astute sails from Halifax to UK at the end of her first commission

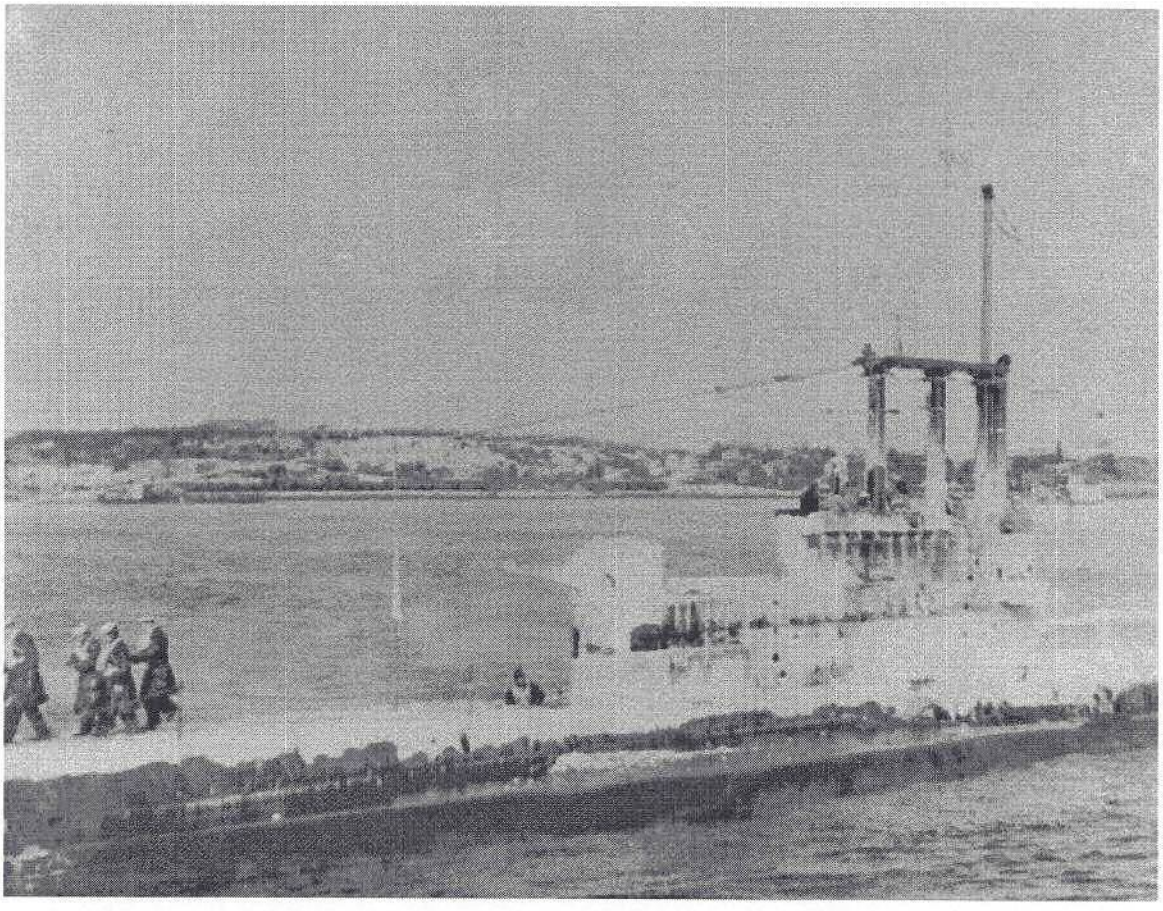


December 9th, 1956

time Warfare School, and she then returned to Halifax to give Christmas leave to the 33% of her Ships' Company who were RCN, and to carry out Planned Maintenance, including a docking. in January.

During this week, also, Astute prepared to return to the UK, and did, indeed, sail on 9th December. It was a sad parting from the Founding Member of the squadron

Christmas saw much hospitality extended to Officers and Men of the Squadron, not only by many RCN families but also by all manner of Haligonians - all of which was very much appreciated.



Amphion arrives on January 15th, 1957

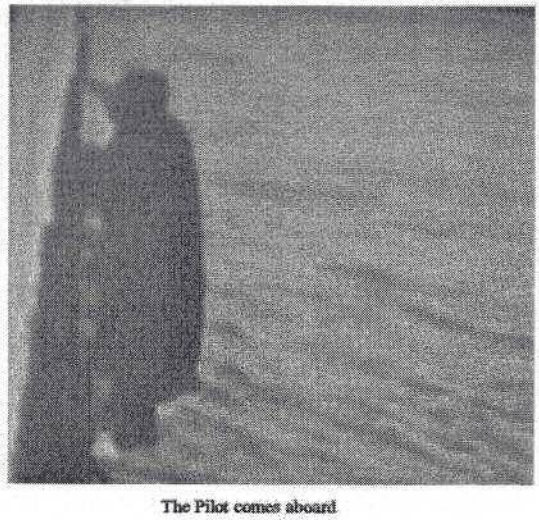
Amphion Ship's Company

Royal Navy/Merchant Navy Liaison

Steve Jenner goes Home from Saint John in SS Manchester City

A mixed cargo

The Liverpool Pilot Boat



The Pilot comes aboard

Passing in The Manchester Ship Canal

Chapter 6

1957

1957 started with Alliance on the Dartmouth slips, ending a planned Maintenance period; the delay in carrying out the docking and consequent post-docking D.G Ranging and wiping again gave rise to qualms about the wisdom of planning these things when a firm completion date is needed. It was tempting to use the Christmas break, when demands on submarine time are at a minimum, but Commander SM speculated whether the planners should have paid more heed to the troubles experienced with Astute in 1956. He also concluded that the uncertainties of Alliance's docking programme, in adverse weather conditions, and during a long stand-off period necessitated by the high proportion of RCN people in Alliance's crew taking seasonal leave. had caused a temporary setback in Morale of her Ship's company. He was confident, however, that the forthcoming deployment to the Caribbean would repair this state of affairs. An attempt was made, in this planned maintenance period, to reduce the specific gravity of the electrolyte in Alliance's main battery, but the extreme cold had caused the electrolyte to contract to the extent that it was impossible to remove enough from each cell and replace it with distilled water.

Amphion arrived on 15th January from the UK, with a 2 inch layer of ice on her casing after an uncomfortable passage and with a fair number of defects, most of which arose from the bad weather. These defects caused the first week of her scheduled exercises to be cancelled, A new section of casing was fabricated and fitted by HMC Dockyard in a commendably short time and she eventually sailed for exercises with HMCS Ottawa, Saguenay and RCAF aircraft on 28th January. She also brought a quantity of electrical spare gear from the UK, which unfortunately was damaged by salt water

Alliance unlocked on 25th January, and sailed for Guantanamo and, eventual participation in exercise SPRINGBOARD, on 30th January.

Trapper Higgins relieved Steve Jenner as Spare Commanding Officer and SOO, in mid-February. Steve went home in SS Manchester City, a cargo liner sailing from Saint John to Liverpool, and under a Royal Navy / Merchant Navy exchange scheme that was operating at that time.

Alliance had hoped to snort for much of her passage south, but bad weather necessitated completion of her passage to Guantanamo on the surface and even this only allowed her 24 hours in harbour before sailing for five day's trials with Naval and RCAF aircraft, back in port for a day, then back to sea for a further 4 day's trials and passage to St. Thomas, where she berthed

alongside USS BUSHNELL, a submarine Depot Ship whose Company gave her every possible assistance with stores, victuals and repairs, as had become the custom.

On 20th February, Alliance sailed with CANCORTDIVS 11, 12, 31 AND 32 for OPERATION SPRINGBOARD. As far as Alliance was concerned, this consisted mostly of Casexes 6 and 7 until the end of the month, with a break at St. Thomas over the weekend of the 23rd and 24th. then the exercises continued into March.

In February, Amphion spent a hard month, working from Halifax in the Gulf Stream, with CANCORTRON 7 and aircraft, doing TAS and ASW training - the last week of the month being in the local areas for Naval, RCAF and Observer School aircraft. Bad weather stopped flying on two days, and the end of the month saw only five days before Amphion came in for a much needed Planned Maintenance Period.

Commander SM notes that, since deploying to the Caribbean, the Morale in Alliance, which had deteriorated by the end of their last Maintenance and Docking, had much improved. He also adds, somewhat cryptically, "that the Report of Proceedings of Alliance is also enclosed, since it is thought that there are some points of considerable interest to the Command contained therein" But this Report is not available at the time of writing.

Alliance was away from Halifax on OPERATION SPRINGBOARD for all the month of March. For the first two weeks, exercises lasted from 0800 to 2359 daily, starting with the most elementary Casexes, working up to the more advanced ones with pairs of ships; finally, several large scale exercises took place, ending, in the third week with a thirty six hour exercise - LAST BOW -in three phases from 2000 Monday 18th March to 0600 Wednesday 20th March. During the month one SFP torpedo, with warhead , was fired at a target rock off Guantanamo, but failed to explode. The submarine concluded that the safety range had not run off the pistol, though the torpedo had been heard to run satisfactorily .Despite a search, the torpedo was not subsequently found. Alliance carried out 2 4-inch gun shoots, one at a towed target, and one a practice bombardment. Alliance spent three weekends at San Juan, Puerto Rico, and one four-day visit to Kingston, Jamaica, in company with HMC Ships ASSINIBOINE, SAGUENAY, OTTAWA and CRUSADER. The last weekend was spent on passage from Jamaica to Halifax, where she arrived on Sunday, 31st March.

Living conditions on board had been poor under the circumstances, but Alliance spoke very highly of the facilities offered by the RCN Ships that had been in company during the Operation

Amphion spent the month locally, working with RCN and RCAF aircraft for a week, in which two days' exercises were cancelled for weather. This was followed by two weeks' maintenance including an emergency docking, and she sailed again for TAS Training with HMCS BUCKINGHAM en route to Key West, exercising in the Bermuda area until the end of the month. The last weekend of the month was spent in Bermuda, and both ships sailed for further TAS training on 1st April .Training classes were disembarked from Buckingham that evening and both ships, in company, then proceeded to Key West, arriving on 5th April. Evaluation trials of Helicopter Tactics with HS 50 Squadron and the Third Canadian Escort Squadron occupied Amphion for the first week at Key West and she spent the first three days of the second week running for the USN Fleet Sonar School, Key West, in exchange with USS QUILLBACK, who continued with the Helicopter trials. Amphion spent both weekends alongside the

Visit of USS Atule - APRIL 1957

Back row l to r Trapper Higgins. Willy Knull, Peter Chance, Tom Bigbury
CO Atule CO Outremont Atule

Front row Helga Campbell Dottie Black Peggy Chance

Alliance visits Jamaica in March 1957

Lieutenant Commander Clutterbuck admires a Lignum Vitae tree, planted in the garden of the King's House, Kingston, by HM The Queen in November 1953

USN Submarine Base, Key West, where Officers and men were extremely well looked after and a cordial liaison was established between USN RCN and RN submariners. On 17th April, Amphion sailed from Key West, to arrive at Jacksonville, Florida, and join the Third Canadian Escort Squadron. Ships sailed from Jacksonville and joined the First Canadian Escort Squadron from Fort Lauderdale, for ASW Exercises en route to Bermuda, where they spent the weekend. after a further two days' exercises Amphion was detached to Halifax.

Alliance sailed from Halifax on 1st May for Exercise NEW BROOM VII, which took place from 3rd to 8th May in the USLANT area. RCAF exercises scheduled during Alliance's passage South were cancelled due to bad weather. during the Exercise, Alliance failed to intercept the Blue Force convoy, but successfully attacked the US Carrier WASP and USS BASILONE, being herself undetected. She was herself twice detected by Blue Force aircraft while snorting and, on one of these occasions, adjudged "successfully attacked", and put out of action for a period.

She was back to Halifax on Saturday, 11th May, but only for what was left of the weekend, then back to sea with Haida and Outremont who had the Joint Maritime Warfare School's Junior Tactical Course embarked for three days.. These three days were shared with Trials of Airborne Radar for Commander Operational Evaluation Organization . These trials had to be within about 150 miles of Halifax, and time was lost because of the fog, but eventually the ships and Alliance went South, found fog free conditions , and were able to get in a couple of weeks TAS training before the end of the month.

Amphion returned from Key West on 4th May, calling at Bermuda on her way back and exercising with the First and Third Escort Squadrons for two days on the way to Exercise NEW BROOM VII, thence Amphion returned to Halifax for two weeks Planned Maintenance and two week's intermediate docking.

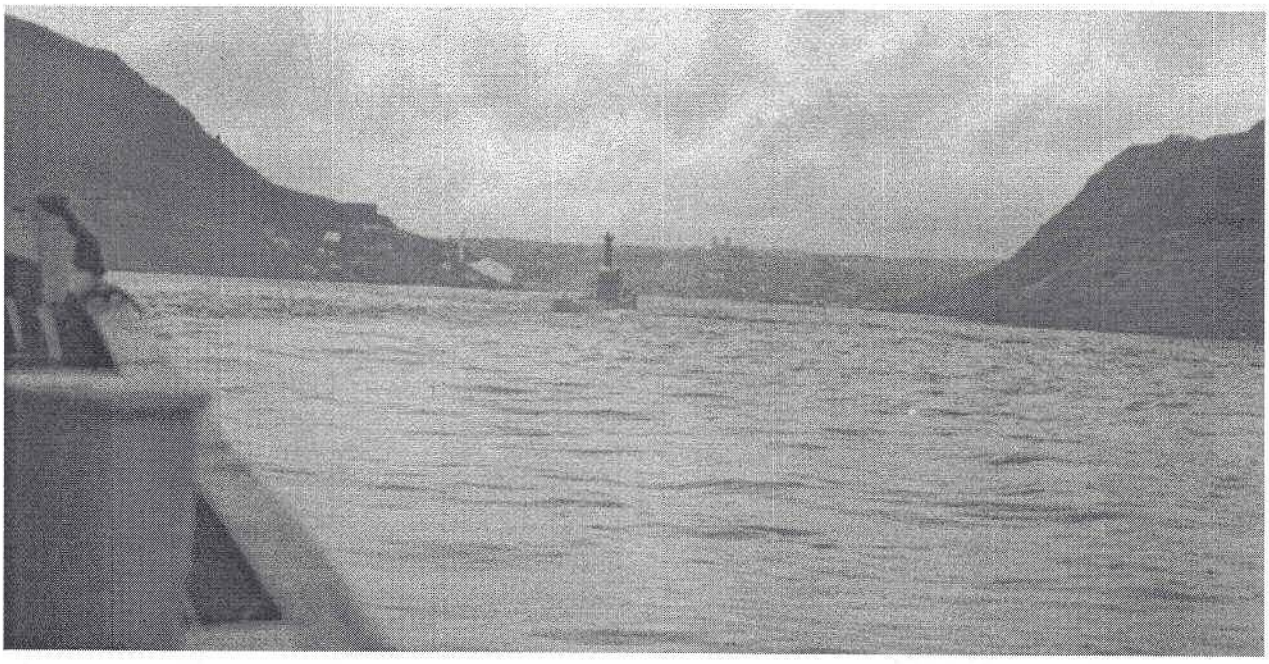
The docking was delayed two days because the slip was not available, and Alliance's battery was giving trouble, indicating that it won't last to the end of the commission. A new one was ordered from the UK. to be installed in Halifax. Opportunity was taken of Amphion's docking to fit her with an experimental cathodic.Protection system.

Alliance spent the first half of June in maintenance in Halifax end then sailed for Exercise COLD GULF in inshore waters with the Fleet, the closing stages of which were conducted in thick fog, which persisted as Alliance headed up river for Quebec.. The exercise proved of considerable interest and value to the submarines, who made full use of their ECM equipment, and of the marked temperature and density layers just below the surface. Commander SM notes:

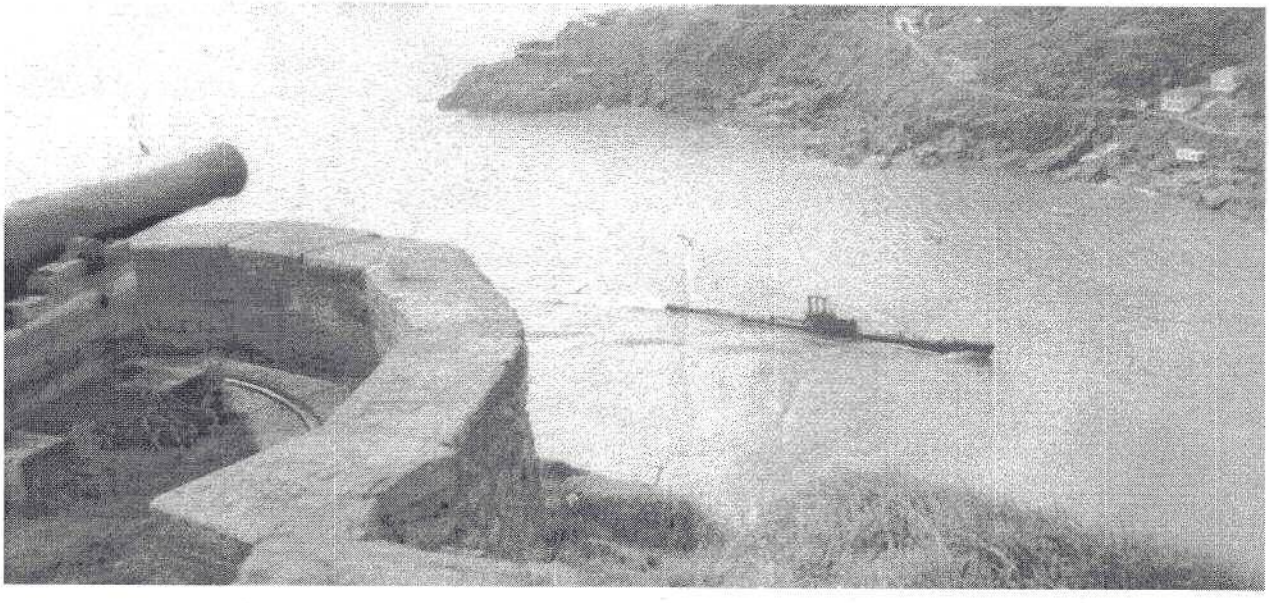
" It was once again demonstrated that the best airborne detector of snorting submarines is the human eye".

Commander J..S. Stevens DSO* DSC relieved Commander W.T.J. Fox as SM6 on 19th June 1957.

Because of a defect in her starboard engine, Alliance detached Amphion to proceed ahead, and, herself , had a difficult passage up river, in fog, on one engine and with her gyro



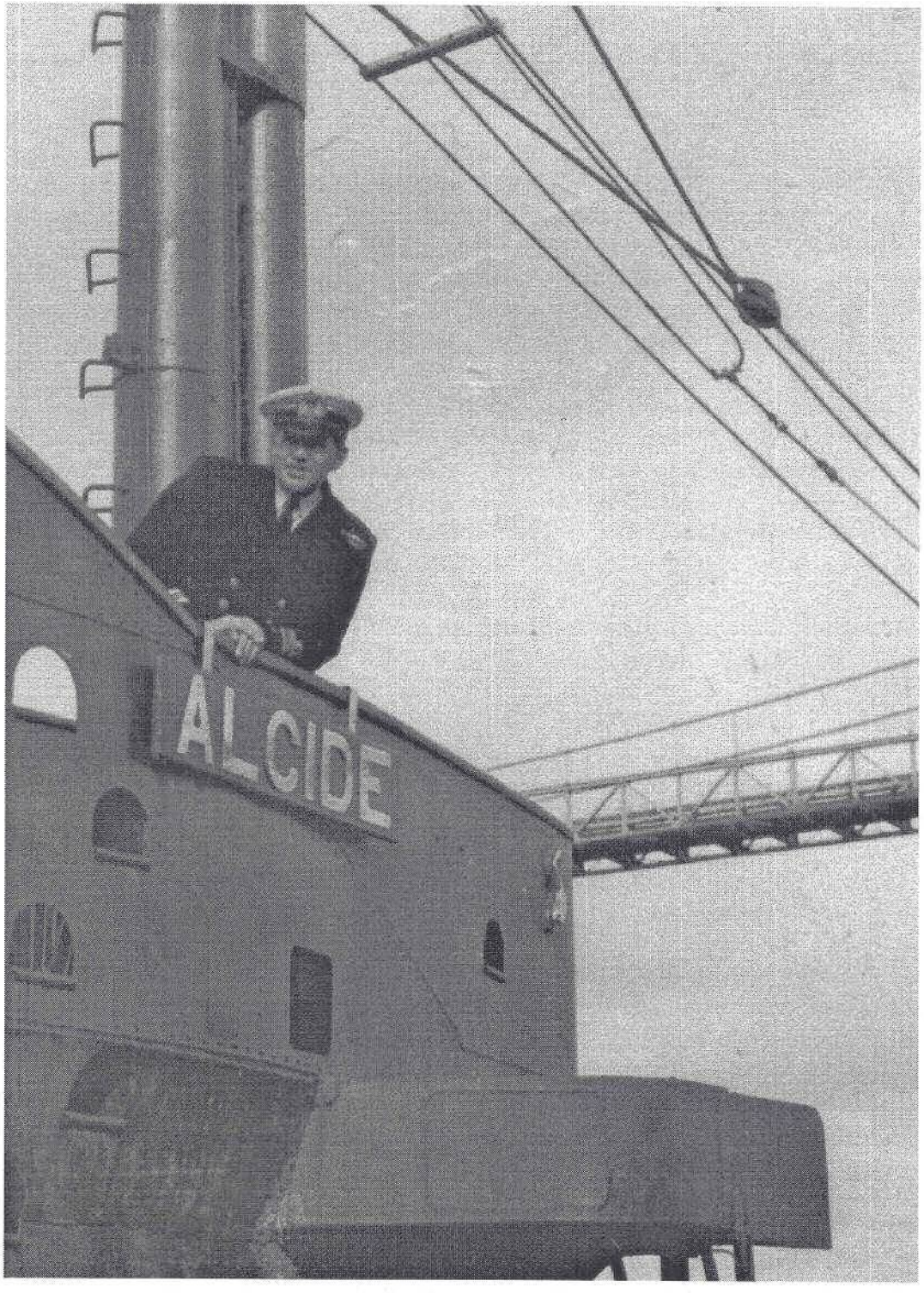
Alliance visits St. John's - June, 1957



Stevens relieves Fox

Commander JS Stevens DSO DSC relieved Commander WTJ Fox, in June 1957

Alcide arrives on July 25th, 1957



Lieutenant Commander JH Blacklock

compass out of order., finally berthing at Wolfe's Cove latish on Saturday afternoon, and $7^1/_2$ .hours behind schedule. There was a cocktail party on both submarines that night for seventy guests from Quebec City, invited by the Captain of HMCS Montcalm. Whilst at Quebec, the submarines were open to visitors 1330-1800 on Sunday and Monday, Tuesday being reserved for the Ship's Company to ask their friends aboard or to go to a very well organized party at Dow's Brewery, whose Manager telephoned to say how well the sailors had acquitted themselves.

On completion, Alliance sailed for St. John's Newfoundland, where the Naval Commander and his Staff had arranged an excellent programme, the Sailors being accommodated in HMCS Avalon. The Commanding Officer's Report ends: "The Ship's Company enjoyed themselves more in St. John's than they have ever done anywhere before, and a return visit on the way home would be appreciated if it can be arranged". Alliance sailed at 0700 on the 4th July, and carried out dives in Conception Bay and off St, John's to exercise local Forces in submarine recognition and reporting.. The entire passage to Halifax was carried out in thick fog.

Amphion exercised locally for the first two weeks of June, and joined COLD GULF on the 17th, before joining Alliance in Quebec. She left Quebec on the 27th, arriving at Montreal the same evening, where Canadian Industries Limited ensured that her visit was "extremely enjoyable". She left on 3rd July and made her way, through rain and then fog to Halifax. Amphion was open to visitors for three days in Montreal where, despite the inclement weather. there was almost always a queue four deep and fifty yards long. waiting to come aboard.

Apparently Cancomflt suggested that more exercises of the COLD GULF type (inshore) should be done, and SM6 supported this, adding that that more visits to Montreal should be included.

Alliance arrived back in Halifax from St. John's to spend three days exercising for the Joint Maritime Warfare School, then spent the rest of the month in planned Maintenance and preparing for her annual inspection.

Alcide (Lieutenant Commander JH Blacklock) arrived on 25th July from the UK, and is expected to Stay for 18 months.

Fog inshore is the name of the game this time of year, and it did not let up for Alcide's first week of scheduled exercises with the A/S helicopter squadron, nor did it fail to inconvenience Amphion on her passage back from Montreal, and it managed to cancel most of a week of exercises with RCN and RCAF aircraft.

Commander SM ends his July Report:

" Indeed, the weather this month caused more loss of exercise time than in any other month, so far, this year"

After her maintenance period, Amphion managed to fit in four days of variable depth sonar trials with HMCS Crusader by going some distance off shore

Alliance's Annual Harbour Inspection was carried out by Cancomflt on the 8th August, and her Sea Inspection was carried out by Commander SM on the 9th. then, after a couple of

Visit of USS Hardhead - August 25th, 1957

Picnic at Martinique Beach

days exercising RCN and RCAF aircraft in local areas, Flag Officer (Submarines), Rear Admiral W..J.W. Woods, CB, DSO*., visiting Halifax on a round-the-world trip, walked through Alliance and Amphion and inspected Divisions In the third week of the month, Alliance and Amphion spent 3 days exercising S/M vs. S/M in the Gulf Stream, after which both submarines put into New London for the weekend. From there, Alliance sailed for Halifax, exercising both HMCS Ottawa and RCAF aircraft on passage. After New London, Amphion returned to Halifax in time to take part in Navy day, and carried out two dives in the Harbour on the afternoon of the 28th. One further day of exercises for the Reserve Air Squadron completed her seagoing for the month

Alcide returned to Halifax from the local areas on the 2nd, and, after a weekend in harbour, sailed with the 1st and 3rd Escort Squadrons for 11 days exercising in the Gulf Stream, A day was spent in Bermuda before Alcide returned to Halifax for 2 week's planned Maintenance.

The last weekend of August saw all three submarines in Halifax, Amphion and Alcide preparing to sail for Exercise SEA SPRAY on the 3rd September, and Alliance for a TAS training Fortnight..

On September 4th, Alliance was the only submarine available to take part in the sail past in honour of Rear Admiral R.E.S. Bidwell, CBE CD., and she sailed the same day for 9 days TAS training in the Gulf Stream, returning on the 13th. Her new main battery, ordered some months previously from England, had arrived, and the rest of the month, which had in any case been set aside for planned maintenance and docking, was spent in battery changing.

Alcide sailed immediately after the Labour Day weekend , to take part in events LONGSHOT and SMASH of Exercise SEASPRAY On completion of SMASH, she accompanied the US Strike Fleet to approximately 25^0 West, and then detached for Portsmouth, England, arriving on the 14th. She sailed for the Bay of Biscay 3 days later for Exercise STAND FIRM, part of the NATO Fall exercises, which lasted from the 19th till the end of the month. She was due back in Halifax for her eight monthly docking on October 19th

Amphion also took part in LONGSHOT and SMASH and was absent from Halifax from the 3rd to the 7th.. From the 9th to the 23rd she was in planned maintenance, and on the 26th and 27th underwent her annual Harbour and Sea Inspection. The last day of the month was spent exercising locally for the RCAF

Alliance spent the first three weeks of October completing her main battery change, docking and self-maintaining. During the battery change, it was necessary to change a cell case which had cracked during transit - the first time this operation had been performed by the base staff. She sailed for exercises on the 22nd. and was to have exercised with the RCAF and HS 50 Helicopter Squadron in the local areas, but, in fact, the helicopters were still in Newfoundland. The submarine time was not wasted, however, as the helicopter time was given to HMCS Mallard, who badly needed the submarine experience. Alliance was scheduled to exercise for the RCN Observers school and the helicopters all the following week; the helicopters still could not use their allotted time, and it was shared between the RCAF and HMCS Margaree, who was working up before sailing for the West Coast, both were very thankful for more submarine time.

Amphion spent almost all the month on the edge of the Gulf Stream, returning to Halifax each weekend. She was mostly employed on trials for VX 10 Squadron or the Trials and Evaluation Unit of the RCAF, both of whom required the submarine to be in deep water beyond the 1000 fathom line. The last week was spent, however, providing services for the TAS classes embarked in Fort Erie by day, and for the RCAF by night.

The start of October found Alcide just back in Portland, England, after taking part in exercise STANDFIRM for which she was billeted off Ushant, where she claimed to have sunk 120,000 tons of shipping! She spent 10 days in Portland self-maintaining and gave 5 days leave to each watch while there, sailing for Halifax on 11th October. 35 cases of influenza and engine trouble struck the ship almost as soon as she cleared UK waters, and she arrived back in Halifax a day late, on the 19th, after an unpleasant passage. The remainder of the month was spent in maintenance and docking..

Alcide finished her Report of Proceedings of her trip to UK as follows: "Since joining the Sixth Submarine Squadron on 16th July, Alcide has travelled 14,500 miles and spent 63 days at sea"

There was a lot of influenza in the Squadron during October. Fortunately it was never necessary keep a submarine in harbour because of this, although the Spare Crew was reduced to its lowest level.

During this month, starting on Trafalgar Day, the Base facility workshops were moved from D19 to D2 building, and despite the fact that 20 hands from the engineering Department were hospitalized for varying periods with 'flu, the start date seemed to have been auspicious, and it appeared that normal assistance would be available within two weeks to submarines alongside.

Alliance spent the first part of November exercising with RCAF aircraft from Summerside and Greenwood, and RCN aircraft from the Observer School. She spent the Remembrance Day weekend in St. John's, Newfoundland, where her Ship's Company took part in the Remembrance Day Parade.

Alcide had heavy main engine repairs (two large end journals machined with the Palmer Cutting gear, and 15 large end bearings remetalled and fitted in place of those found defective. A new supercharger shaft was made, ready for replacement, when Alcide next returned to harbour.

A whip aerial, designed and partially made by the Base staff had a first fitting.

Alliance sailed from Halifax on the 2nd, and arrived at Argentia the next day to await the start of Exercise Beaver Dam 1A, which was delayed because of bad weather till the 7th. On the 11th December, Alliance, still taking part in the exercise, grounded some 50 miles up the coast from Halifax, and the exercise ended at 2300 on the 12th, and Alliance entered harbour two hours later. A Board of inquiry was convened.

Alcide was at St. John's at the beginning of the month, also awaiting the start of Beaver

Dam 1A. She too sailed and returned to harbour, then sailed again at short notice on the 7th. On the 10th a case of appendicitis was diagnosed on board and she returned at best speed to Halifax where the patient was operated on at the RCN Hospital. It was not considered worth sending Alcide back into what remained of the exercise and she spent nine days in Halifax before sailing on the 20th to spend Christmas in Boston.

Amphion sailed from Hamilton, Bermuda, on the 4th, for Beaver Dam, and returned to Halifax on the 14th for 3 days before sailing to meet Algonquin and Swansea for ASW exercises in the Gulf Stream. She arrived back in Halifax on the 20th for Christmas, followed by routine dry docking in the New Year.

Alliance was put on the Slip and surveyed as a result of her grounding, and the necessary repairs were put in hand. She also had trouble with a leak in the radar mast, which was satisfactorily stopped. Her whip antenna broke off near the base after nine months' service, which is by far the longest such an antenna has lasted in the Squadron

The Daughter of Harry and Minna Hughes was baptized Gwyneth Jaqueline in the Control room of HMS Alliance by Padre Peglar on 22nd December.

Captain SM6 finishes his December Report of Proceedings by noting that while the morale and health have been generally good, a small number of serious (but unspecified) offences have occurred in Amphion, resulting in the impending Court Martial of an Able Seaman. He did not consider that such offences would recur.

J.S Stevens was promoted Captain on 31st December,1957.

Gowan relieves Stevens on January 14, 1958

Chapter 7

1958

On 14th January, Commander H .C. Gowan relieved Captain J. S. Stevens as SM6.

At the start of 1958, two day's local exercising had to be cancelled because Alliance was non-operational as a result of her grounding during Exercise Beaver Dam 1A. On the 21st, however, after temporary repairs had been carried out and an examination made by the staff Constructor Officer to FOSM, she was cleared to dive to 170 feet, and sailed for exercise Springboard, one day behind the Fleet, to rendezvous with them north of Puerto Rico on the 26th. The remainder of the month was spent exercising with the 1st and 3rd Escort Squadrons in that area.

Alcide spent the first four days of the month in maintenance, and the next two weeks exercising locally and in the Gulf Stream with both ships and aircraft, though bad weather caused some loss of exercise time during this period. She sailed for exercise Springboard on the 20th and exercised with the 3rd Escort Squadron on the way south to the Puerto Rico area, where she arrived on the 26th, and continued exercising till the end of the month.

Amphion spent most of the month maintaining but sailed on the 26th for trials with Crusader (towed Sonar) *en route* to the Puerto Rico area and exercise Springboard.

Alliance and Alcide spent the first weekend of February, 1958, alongside the US Submarine Tender Gilmore at St. Thomas, Virgin Islands, and were joined there on the Sunday by Amphion, and all three submarines sailed on Monday, 3rd February for exercises with the 1st and 3rd Canadian Escort Squadrons off Puerto Rico, who were en route to Mayport, Florida. On the 7th, Amphion was detached to Guantanamo, Cuba, and on the 8th Alliance and Alcide were detached for a 4 day recreational visit to Nassau, where a local general strike had just finished.

Not only did the Gilmore give the submarines every assistance, but Nassau gave them a great welcome, the Commanding Officers being invited to stay at Government House for the duration of their stay, and the Ships' Companies being magnificently looked after.

Alliance left Nassau on the 12th and arrived in Halifax on the 16th, completing her last task for the Squadron and the RCN. She sailed for UK on 22nd February, after 18 months on the Station, during which she had steamed 41,000 miles. She arrived at Portsmouth a day late, on the 4th March, having been delayed by very bad weather in the North Atlantic.

After 3 days in Guantanamo, Amphion spent 12 days exercising with the RCAF south of Cuba, finally returning to Guantanamo before sailing to Kingston, Jamaica for a three day recreational visit. Here she met Turpin, one of the Home Fleet submarines, Bulwark, and other units of the Home Fleet. She sailed for Bermuda on the 28th for six day's maintenance alongside the Home Fleet Flagship and submarine Depot ship Maidstone, before exercise Maple Royal.

Alcide sailed from Nassau on the 14th to arrive at St. George's, Bermuda, on the 17th for 12 days' maintenance. On the 28th she sailed for exercises in the Halifax local areas.

Amphion spent the first week of March alongside Maidstone, who had been kind enough to offer her services for the maintenance period at Bermuda. She also loaded 12 dummy mines during this week, and sailed for exercise Maple Royal on the 10th.

This exercise necessitated very high speeds of advance for the submarines between Bermuda and Halifax if they were to keep up with, and ahead of the Fleet, but luckily fair weather prevailed and Amphion was able to complete her attacks in the southern areas and then had plenty of time for her mine laying and simulated missile guidance off Halifax before her final attack on the combined Royal Naval and Royal Canadian Naval fleets entering Halifax.

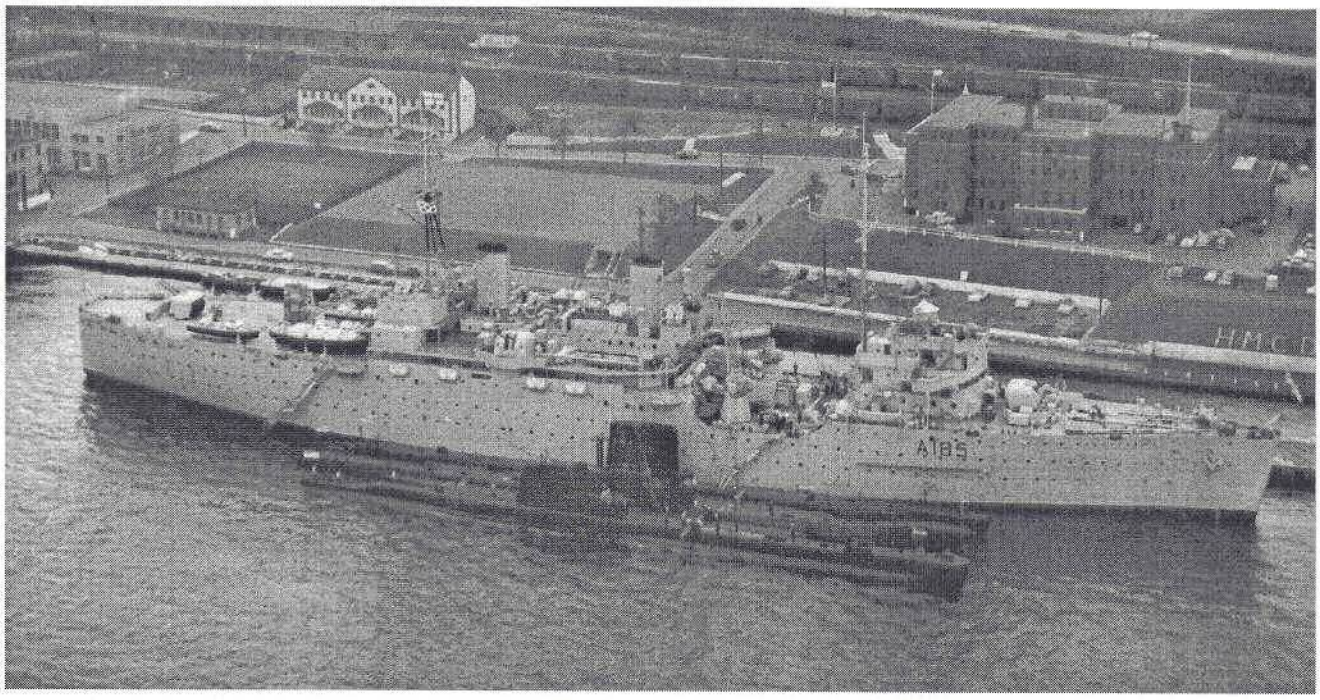
For Maple Royal II, she sailed on March 18th and out of three possible attacks actually contacted the enemy twice, attacking Bulwark from 5,000 yards and later Maidstone, returning to Halifax early on the 22nd. She sailed for local area exercises with RCN and RCAF aircraft on the last day of the month

Alcide arrived in the local exercise areas from Bermuda on the 3rd and tried unsuccessfully for a week to exercise with both Helicopters from HS 50 and RCAF aircraft, and bad weather also delayed her arrival back in Bermuda, so that after only 24 hours in harbour, she had to sail again on the 10th for Maple Royal One. This was a more successful week and she kept to her planned programme throughout, entering harbour on the 24th with the combined Fleets. She was to have taken part in the first 4 hours of Maple Royal 2 only, and then gone south with Crusader for the Bermuda area; However last minute defects in Crusader meant that Alcide was available for the whole of Maple Royal 2 and she was hastily included in the exercise orders. After a series of attacks on the combined fleets as they left Halifax, she only made one fleeting radar contact with the Blue forces in the later stages of the exercise and returned to Halifax on the 21st. After losing two days exercises because of defects, she sailed for 3 weeks trials with Crusader in the Bermuda area on the 31st. Bad weather, however, prevented anything being accomplished in the first few days of this period

Tiptoe and Anchorite also came under SM 6's control for Maple Royal and it was a pleasure to have a "T" conversion and a streamlined "A" class submarine working on this side of the Atlantic, with the considerable advantage in under water speed and endurance which they have over the A class submarines of the Sixth Submarine Squadron.

Tiptoe, one of the Home Fleet Submarines, arrived in Bermuda with the Home Fleet and sailed from there on the 10th, entering Halifax on the 14th, some hours after the other submarines, as she was required to lay a minefield in the Halifax approaches after the Fleet had entered and in preparation for Maple Royal 2. She took part in all phases of Maple Royal 2 and then sailed for New London to work with the US Navy.

Anchorite, from the Third Squadron at Faslane, replaced Turpin for Maple Royal at short notice, after Turpin's breakdown in the Caribbean. A combination of bad weather and engine trouble ensured that Anchorite failed to reach Bermuda in time for the start of Maple Royal 1, and was diverted to Halifax, whence she sailed for the closing stages of the exercise on the 12th. She took part in all of Maple Royal 2 and then continued direct to the Bay of Biscay for exercise Dawn Breeze III.



HMS Maidstone alongside in Halifax

L>R ?Kevin Power, Pullen's Secretary RAdm Pullen, C in C Home Fleet, Lord Selkirk

The beginning of April 1958 again saw Alcide en route to Bermuda with Crusader, but bad weather forced both ships to heave to for two days, but in the second week, after Easter, a full week's programme was accomplished in the Bermuda area.

Weather caused the same problems for Amphion, and all exercises in the Halifax areas were cancelled for Amphion and aircraft of the RCN and RCAF. After Easter, a full week of exercises, including many attacks was carried out with the Maritime Warfare School, though the seas were too high for torpedo recovery. The last half of the month was occupied in TAS Training with Nootka and Outremont. Amphion sailed for exercise New Broom VIII on 1st May.

Alcide completed maintenance on 4th May, and the following week exercised locally with the RCAF and RCN aircraft. bad weather caused some lost exercise time. On 12th May she left Halifax with Crusader for VDS trials in the Gulf of St. Lawrence. These continued for two weeks, with a two day weekend break at Baie Comeau. after the trials Alcide visited Cornerbrook for 2 days and then returned to Halifax. Most of the exercises scheduled for this return journey and off Halifax were cancelled because of fog

Amphion took part in NATO exercise New Broom VIII from the 1st to the 7th of the month, followed by 2 weeks maintaining in Halifax. Two days exercising were cancelled because Amphion was not ready to put to sea on the 22nd and 23rd, but from the 26th to the 30th she exercised with Ottawa and Assiniboine for the Joint Maritime Warfare School, firing 3 torpedoes. Fog prevented firing three more.

Flag Officer Submarines (Rear Admiral B. W. Taylor DSC) visited the Squadron from 10th to 13th May, inspected Divisions and toured the facilities.

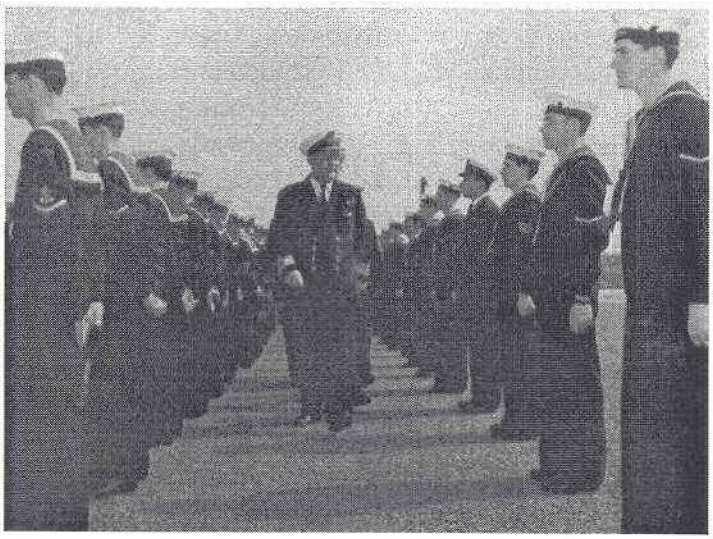
Amphion had her last maintenance period in Canada, which included work that put both main engines out of use. and an attempt was made to charge the battery, using the power barge YBY 401. This was not entirely successful as the barge was unable to generate enough voltage for a full charge.

HMS Ambush (Lieutenant Commander PFB Roe) left Gosport on 9th June and joined the Squadron on 19th June, 1958. She sailed for independent exercises on the 26th, and started scheduled exercises on 30th.

Alcide was employed continuously from 2nd to 14th June by First Escort Squadron, RCAF and Crusader (Variable Depth Sonar (VDS) trials. She visited the New Entry Training Establishment, HMCS Cornwallis, from 7th to 8th June and spent the last half of the month in Halifax for maintenance and routine docking..

Amphion spent from 2nd to 11th June exercising with RCAF and RCN aircraft, visiting Saint John, New Brunswick on 7th and 8th June, returning to Halifax to prepare for her return

Rear Admiral BW Taylor (FOSM) Visits Halifax

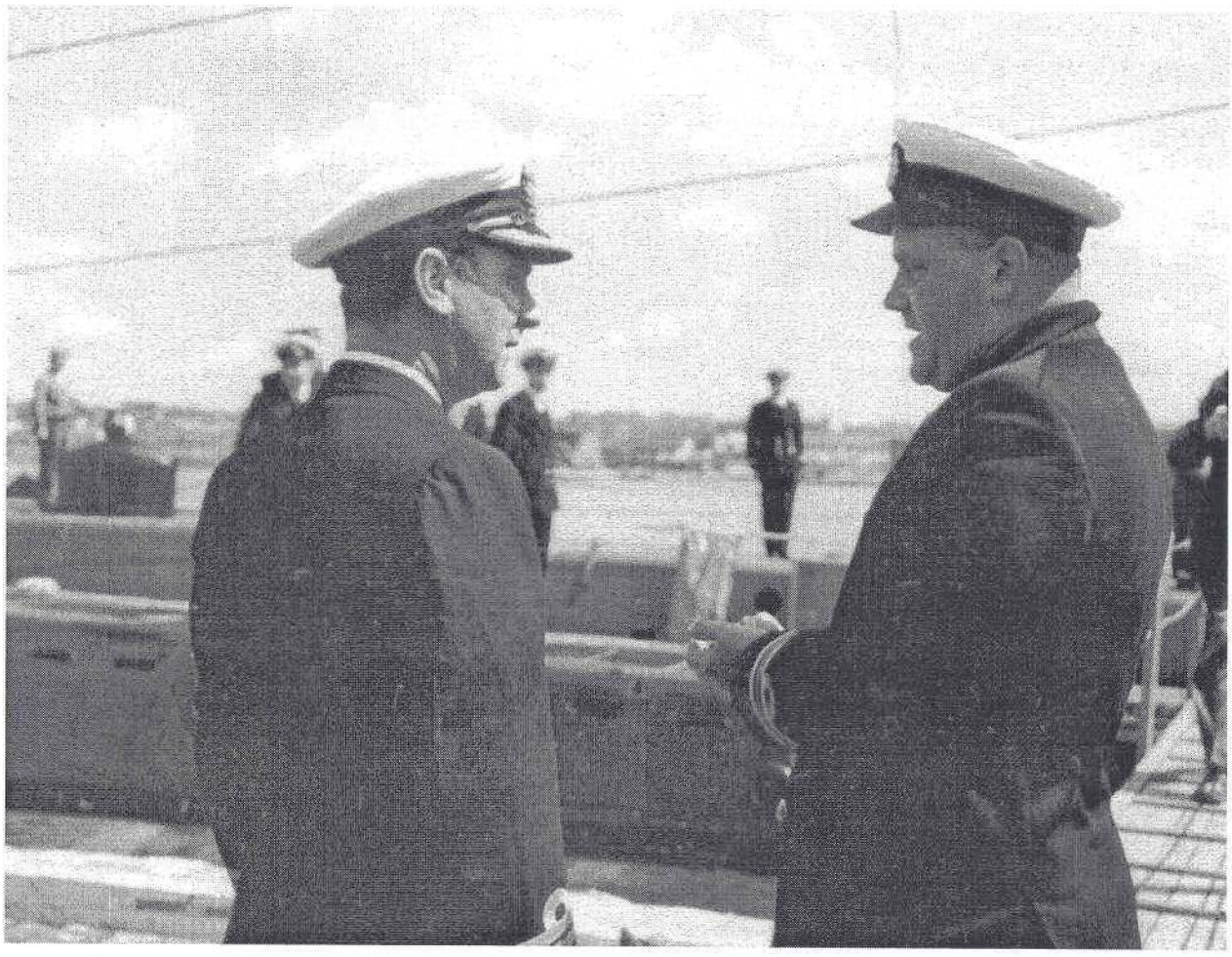


FOSM inspects Divisions

FOSM inspects Divisions

FOSM boarding Alcide

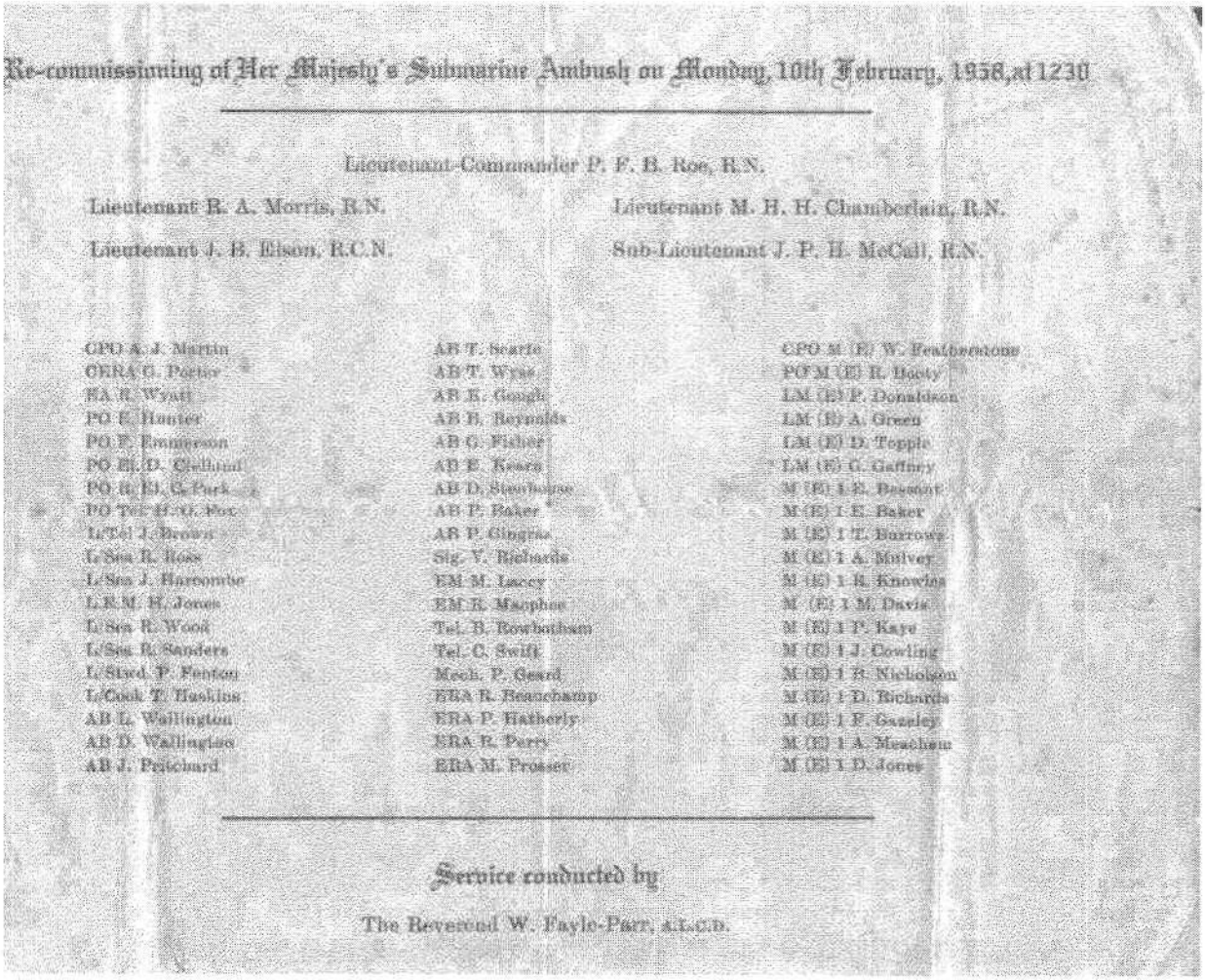
Ambush arrives on June 19th, 1958



Commander Gowan meets Lieutenant Commander Roe

Order of Recommissioning overleaf

Ambush Recommissions



Re-commissioning of Her Majesty's Submarine Ambush on Monday, 10th February, 1958, at 1230

Lieutenant-Commander P. F. B. Roe, R.N.

Lieutenant R. A. Morris, R.N. — Lieutenant M. H. H. Chamberlain, R.N.

Lieutenant J. B. Elson, R.C.N. — Sub-Lieutenant J. P. H. McCall, R.N.

CPO A. J. Martin	AB T. Searle	CPO M. (E) W. Featherstone
CERA G. Porter	AB T. Wyse	PO M (E) R. Hasty
ERA R. Wyatt	AB E. Gough	LM (E) P. Donaldson
PO E. Hunter	AB B. Reynolds	LM (E) A. Green
PO P. Emmerson	AB G. Fisher	LM (E) D. Topple
PO El. D. Gelhard	AB E. Keara	LM (E) G. Gaffney
PO R. [illegible] G. Park	AB D. Stenhouse	M (E) 1 E. Bessant
PO Tel. H. G. Fox	AB P. Baker	M (E) 1 E. Baker
L/Tel J. Brown	AB P. Gingras	M (E) 1 T. Burrows
L/Sea R. Ross	Sig. V. Richards	M (E) 1 A. Molver
L/Sea J. Harcombe	EM M. Lacey	M (E) 1 R. Knowles
L.R.M. H. Jones	EM R. Macphee	M (E) 1 M. Davis
L/Sea R. Wood	Tel. B. Bowbotham	M (E) 1 P. Kaye
L/Sea R. Sanders	Tel. C. Swift	M (E) 1 J. Cowling
L/Sted. P. Fenton	Mech. P. Geard	M (E) 1 R. Nicholson
L/Cook T. Haskins	ERA R. Beauchamp	M (E) 1 D. Richards
AB L. Wallington	ERA P. Hatherly	M (E) 1 F. Gazeley
AB D. Wallington	ERA R. Perry	M (E) 1 A. Meacham
AB J. Pritchard	ERA M. Prosser	M (E) 1 D. Jones

Service conducted by

The Reverend W. Fayle-Parr, A.I.C.D.

to UK. She sailed on 24th June, calling at St. John's Newfoundland to land a rating with pneumonia

As there are no softball or baseball players in the Squadron, and Amphion had taken three quarters of the good rugger players with her to UK, Sport has been limited to soccer and cricket.

It was possible to find four local cricket teams to form a league on a strictly friendly basis, and the Squadron reached the final of the Nova Scotia Soccer Cup, and has played six games in the Halifax and District League.

In July, both submarines were employed extensively exercising with aircraft. However, SM6 notes that the proportion of time wasted appears to be as high as one third, and promises a detailed analysis of this situation.

On Friday 18th and Saturday 19th Ambush and Alcide carried out SM versus SM exercises. Conditions were good and both felt that their Ships' Companies had benefited. On 19th July Ambush held and tracked a probable submarine contact for 14 hours. Alcide also carried out a full calibre shoot on 17th July, and visited Louisburg to represent the Royal Navy at the celebration of the Bicentenary of the Second Siege. The end of the month found her providing facilities for the TAS School, in company with Nootka and Huron, and exercising with RCAF aircraft. She also fired two torpedoes that were recovered by one of the DDEs

The highlight in the area of sport was the Soccer Team's victory in the Nova Scotia Soccer Cup, which qualifies the team for the Maritime Play Offs, and, if successful there, for the All Canada Cup.

Cricket continues, but coconut matting is not a batsman's wicket, and tends to keep scores low!

Both submarines were employed during the month in the Halifax local areas and in the Gulf Stream

In his report of Proceedings SM6 states .....

" In complying with Flag Officer Submarine's directive that torpedo firings are to be scheduled more often, it has become apparent that the present organization is in need of adjustment. The gentleman's agreement between the Squadron, Combrax and the Armament Depot has shown that it is, in fact, not strong enough to maintain the present rate of firing for two submarines, let alone three, My letter SM6 5700-1 dated 16th July, 1958 refers

***(Editor's comment** : Since we do not have a copy of SM6's letter, or a copy of the gentleman's agreement I believe, but am not sure, that this refers to an arrangement whereby pupils in the appropriate Stadacona School, prepped MkVIII** torpedoes under supervision, and for practice, so as to ensure a ready supply of prepped torpedoes in the Armament Depot, which arrangement suited everyone, as I believe the Tribals were using a fairly similar MklX torpedo at the time)*

Paint Ship or Men under Punishment?

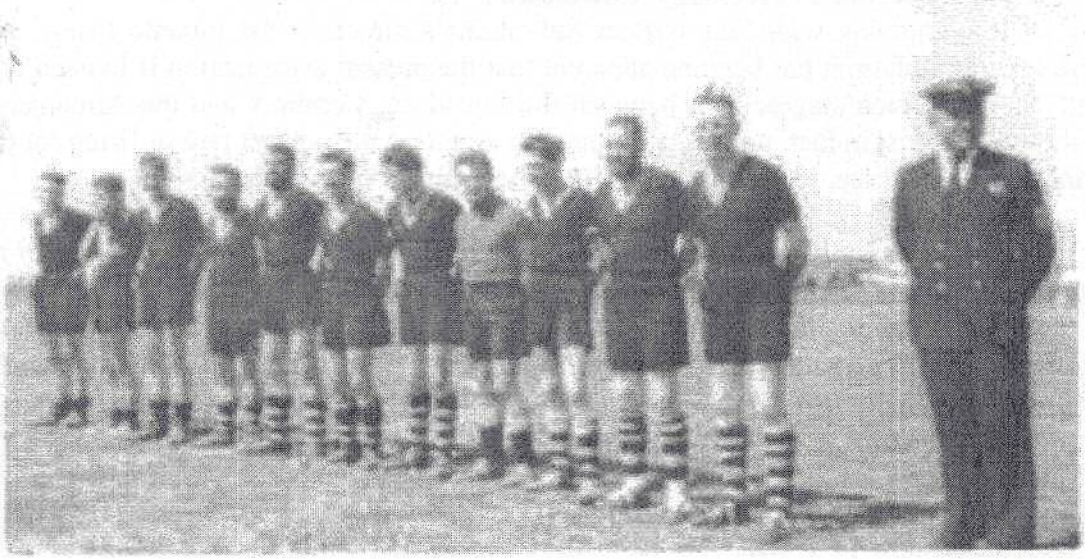
Steward Fenton and Slinger Woods

Eddy fisher

Ambush Seamen

1958/9

Soccer champs 1958/59 with Monty Wooley



Ambush (1958) Ship's Company relax

Bugsy Baker and friends

Navy Day Regatta - August 27th, 1958

The Squadron was third in the whaler race

Ambush finished a maintenance period early in the month and followed it by carrying out trials with Restigouche and aircraft, and, on 5th August, fired two torpedoes at Restigouche. only one torpedo ran correctly and the other , which was later found to have zero depth set, narrowly missed ahead

This was followed by what is described in SM6's August Report of Proceedings as a "set piece" exercise for HMCS Shelburne (underwater arrays) and Cancortron 3

Navy Day was held in Halifax on 27th August, and Ambush carried out a practice run during the forenoon with a reporter from a local newspaper on board. His sound recording of events was used later in the day as a lead in for Navy Day publicity. During the actual demonstration, Ambush proceeded up harbour, dived, and was subsequently chased out to sea and sunk in a gun battle with HMCS Outremont.

The closing days of the month saw Ambush once again employed servicing aircraft, and, on return to harbour, firing a full salvo of four torpedoes in Bedford Basin.

Alcide started September in the Gulf Stream, providing services for the RCAF and TAS training facilities, in which 2 torpedoes were fired and recovered by the ships involved. She returned to harbour on Friday 8th August to prepare for Inspection, during which two torpedoes were fired , undetected, at HMCS St. Laurent, escorted by HMCS Ottawa. Recovery troubles in HMCS Porte St. Jean precluded firing a full salvo.

Owing to a cancellation by NRE Dartmouth, Alcide's programme was less strenuous than planned, and after two days' local exercises for the RCAF she returned to Halifax on the 20th and fired a salvo of four torpedoes in Bedford Basin. She ended the month in maintenance.

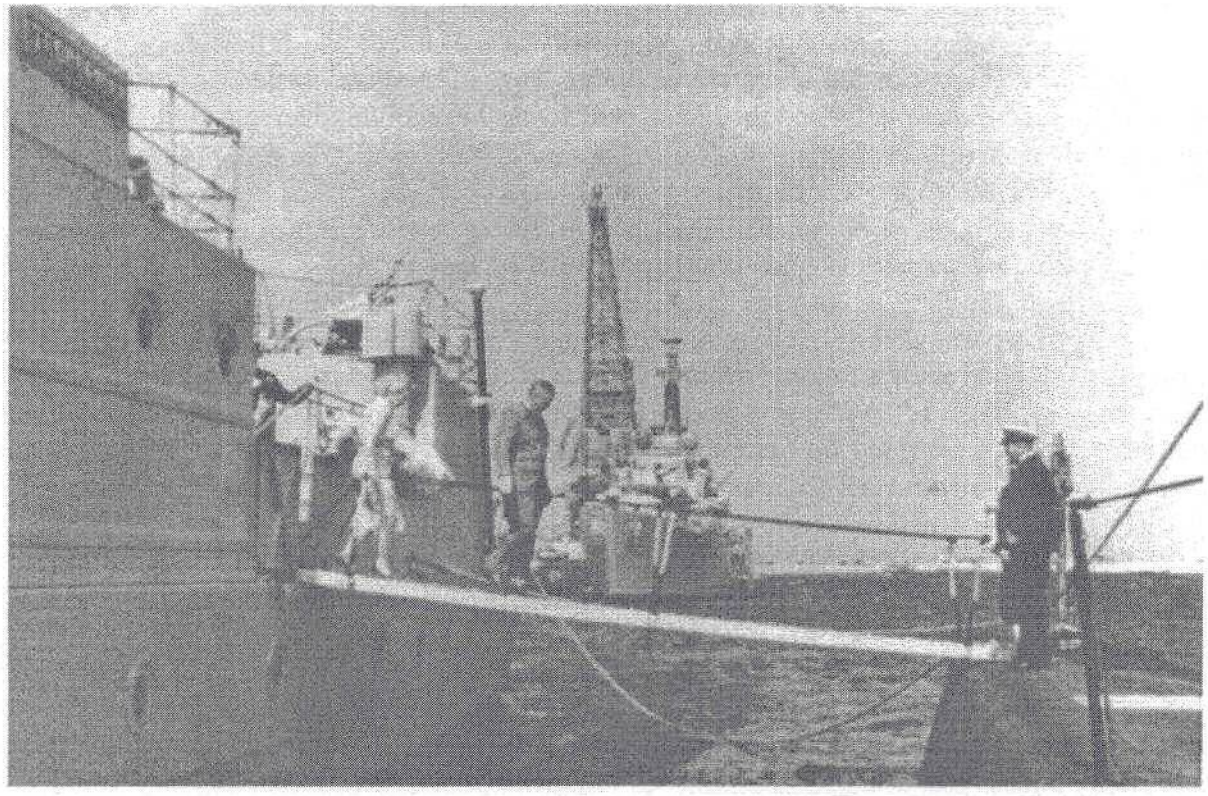
August was a good month for Sport. The Soccer team followed its success in the Nova Scotia League in July advanced one step further on 9th August, when they beat RCAF Summerside and thus became Champions of the Maritime Provinces and, as such, play in the first round of the All Canada Championship in Montreal on the 13th September.

In cricket the Squadron won the Halifax and District League with its accompanying trophy. The rugger season started with plenty of volunteers, though many of them are due to return to UK in Alcide.

Good sailing weather has been plentiful and, with local club regattas each weekend, the squadron put up a good overall performance in RCN dinghies, whalers and the RCNSA 50 square Grilse.

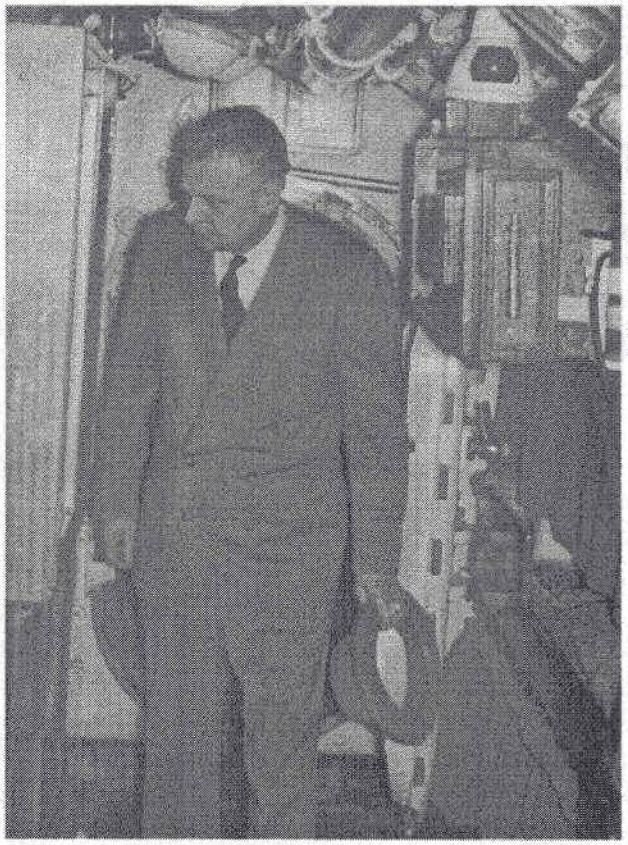
In September, 1958, both submarines were employed in the Halifax, Bermuda and Gulf Stream areas on RCN and RCAF Trials and training programmes. The most welcome event of the month was the arrival, on 26th September, of HMS Alderney (Lieutenant Commander RA Hedgecock, temporarily to strengthen the Squadron to 3 submarines. She had had a rough crossing, but was greeted by Maritime aircraft on arrival on the station (see Mike Broomfield (below), and by the Band of HMCS Shearwater on entering Harbour.

Mr. Diefenbaker visits Alcide at Ireland Island, Bermuda in February, 1958



Mr. and Mrs. Diefenbaker board from HMS Troubridge

In the Engine room



Walking forward

Of that crossing. Mike Broomfield, who was her Navigator, writes.....

" On Wednesday September 34th, we were on the surface in the Atlantic en route from the UK to Halifax to join the Sixth Submarine Squadron, when we were struck by a hurricane. We were too heavy to dive. A huge wave crashed down the conning tower, shutting the lower lid. This stopped the engines.

Once the lower lid was reopened, two more huge waves came crashing down, overwhelming the bird bath, which was rigged at the bottom of the ladder. The control room and the wardroom had a foot of water sloshing around. We blew HP and LP air to recover buoyancy.

At the same time, an RCAF Neptune arrived on the scene, possibly looking for survivors . We sent it a message: "Is this your usual weather?" "No" came the reply "You should see it when it is rough!".

Alderney finished the month settling in and adjusting equipment for Canada, and loading practice torpedoes.

Ambush's programme at the start of the month was upset by difficulties with Restigouche's sonar, but after the first week had been reallocated to aircraft, Ambush finally sailed for Bermuda on 9th September, where further programme delays enabled Ambush and Alcide to exercise submarine versus submarine earlier than had been expected, and Ambush was able to make her first and most welcome visit to St. George's, where, incidentally, the Captain later found a Bride.

Alcide finished maintenance on Sunday, 7th September, and sailed on Monday for aircraft exercises and passage to Bermuda, where, after working with Ambush, she took over the job of conducting trials for Restigouche and then conducting squadron exercises with Cancortron 1. During this period Alcide had two welcome days off in Bermuda, the temperature in the submarine having been frequently above 100^0 F.

Unfortunately, it was not possible to fire torpedoes during this period, as had been scheduled, and the end of the month saw Alcide back in Halifax local areas, operating for RCN aircraft.

On Saturday, 13th September, The Squadron Soccer Team played The Harrington Tool and Die Company at Montreal in the Inter-Provincial play-offs of the All Canada Soccer Championship, and were beaten 4-2 after a very good game. It was unfortunate that Alcide and Ambush were both at sea and unable to spare four vital players, which probably cost the game. However, TransCanada Airlines were unable to provide return reservations till Monday, and the team thoroughly enjoyed themselves in Montreal over the weekend.

The Cricket season was over, but Rugger had taken its place, and the squadron appeared to have all the material for a team.

Sailing was also more or less finished, but the two Canadian Office Writers were busy organizing a Hockey team, which presented difficulties, as most of the volunteers first had to learn to skate!

October, 1958 started with all submarines alongside in Halifax. It was possible, there-

fore, on 2nd October, to celebrate the 57th Royal Navy Submarine Anniversary with Ceremonial Divisions, inspected by Rear Admiral H. F. Pullen OBE, CD RCN, who also took the salute at the subsequent march past. He also took the opportunity to address the Squadron.

Mike Broomfield's recollection of this occasion is:

" For weeks the Squadron drilled and drilled on Stadacona parade ground, an activity completely foreign to it, then the great day arrived. The Admiral took the salute and the Squadron marched past, thinking that it resembled the Brigade of Guards on the Queen's Birthday Parade.

A message arrived from the Admiral:

1."It was a great honour to take the salute, marking the anniversary of the launching of the first British submarine.

2.the marching, at best, could be described as typical of submariners."

Ambush completed maintenance, docking, wiping, swinging compass, and loading torpedoes on 17th October, and after providing services for aircraft, she was available for exercises with Cancortron 7 in the Bermuda area. Opportunity was taken to berth her at Hamilton for the weekend of the 25th, where an official Cocktail Party was given, and the submarine was open to visitors.

After further exercises, Ambush arrived in Halifax on the last day of the month to prepare for her Annual Inspection.

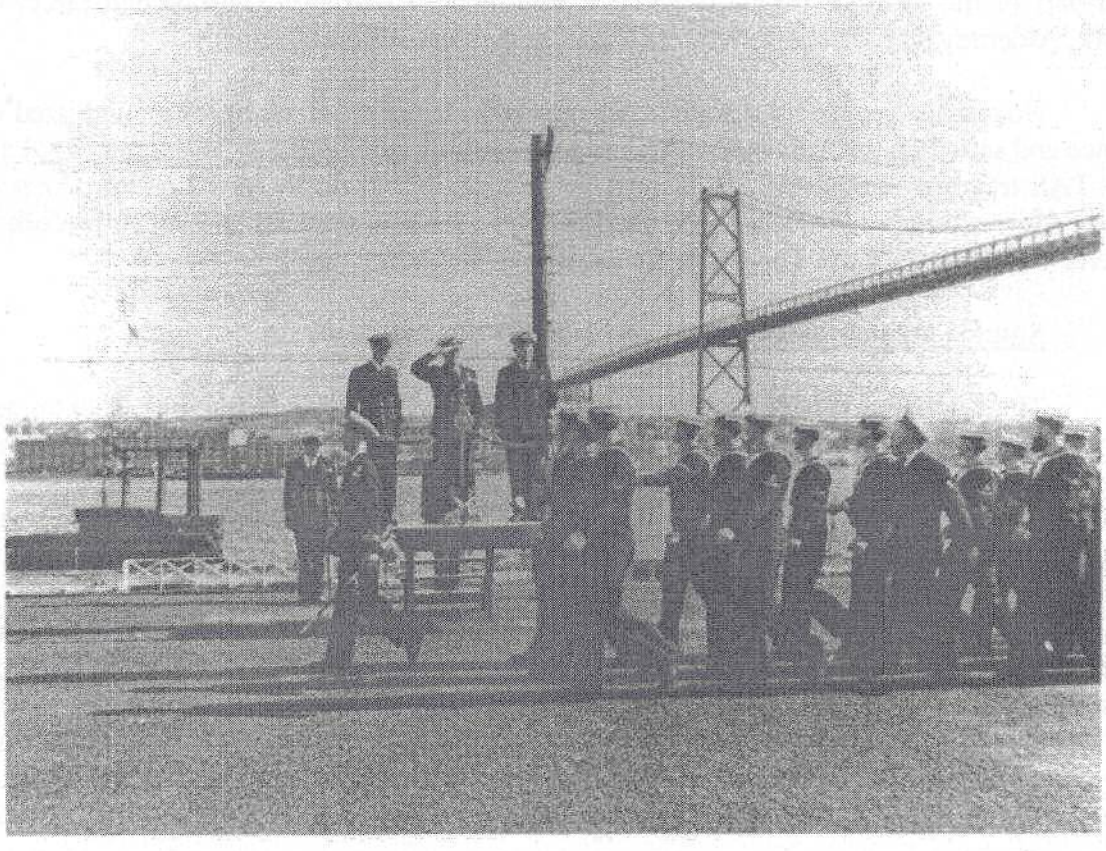
It was hoped that Alderney would have had the honour of taking Flag Officer Atlantic Coast to the US Base at Argentia on 5th October, but this proved to be inconvenient, and from 8th to 10th October, Alderney and Alcide were employed in an exercise opposing the passage of the carrier force (CTF 301) to the Mediterranean, during which Alcide fired two expendable torpedoes at Bonaventure and took periscope photographs at a range of 2,500 yards. following this Alderney spent a day exercising with Alcide. for the remainder of the month Alderney was employed by RCAF and Naval aircraft. She fired three torpedoes during the month - one expendable at HMCS Algonquin returning from Newfoundland Patrol and two which were recovered by HMCS Crusader. For the final week of the month, Alderney was alongside maintaining.

Most of the Squadron's sporting efforts have, once again, been on the soccer field. Having beaten RCAF Greenwood 5-4 and The Black Watch (RHR of Canada) 5-0, the Squadron became Nova Scotia Tri-Service Champions, but the team had to decline the honour of travelling to Upper Canada for the National Final as the Soccer team had to go to sea. The soccer team also played a charity game which sold some 3,000 tickets in aid of the Springhill Disaster Relief Fund.

During the visit of USS Grouper, an extremely amateur softball team was produced, which duly lost 23-17 after a robust, if unskilled performance.

Rugger was again being played and the Squadron produced 2 teams. However, the first XV were no match for the Halifax Wanderers, who were the local champions.

Rear Admiral Pullen inspects Divisions



Rear Admiral Pullen takes the salute at the March Past

(Fac

November, 1958 started with Ambush preparing for her annual inspection, during which six dummy mines were laid, but conditions prohibited torpedo firing.

On Sunday 9th, Alderney completed maintenance and sailed with Ambush for Exercise LITTLE BEAVER. by dawn on the 10th, both submarines were dived and listening to Washington VLF broadcast to which a tie line had been obtained to speed up the passing of exercise signals. However before the exercise started Alderney suffered a structural defect which flooded part of her engine room and necessitated her return to Halifax for repairs.

Mike Broomfield's description of this incident was:

"On November 10th, as OOW, I dived the boat at 0600 for a routine bathythermograph reading, but at 280 feet there was what sounded like a mini explosion in the engine room. The sound of mighty rushing waters could be heard, curing all those who heard it of constipation. The ballast pump strainer had blown off, leaving us connected to the Atlantic Ocean. We blew all main ballast. put both planes hard to rise and went Full ahead on both motors, but continued going down. After what seemed like an eternity, we surfaced with a huge bow up angle, flooding in the motor room and almost as much water inside the boat as outside. As soon as we were on the surface we set course for Halifax. Outside Halifax we ran into thick fog and I was on the Radar plot in the control room, navigating, and at the same time, tracking a target that kept altering course towards us. Later we discovered that he had mistaken us for a buoy around which he had hoped to turn!"

The necessary repairs were quickly effected and Alderney was able to join in for the last part of the exercise on completion of which, both submarines proceeded direct to New York, Alderney doing a short dive for COMASDEFORLANT *en route.*

November was to be Alcide's last month with the e Squadron. She completed maintenance and sailed on the 3rd for TAS training the Gulf Stream with Saguenay and Nootka. While the TAS training ships went to Newport for fuel, Alcide went to New London. After a night alongside in the submarine base she sailed for New York. On returning from New York, Alcide exercised with RCAF units and with Cancortron 1.

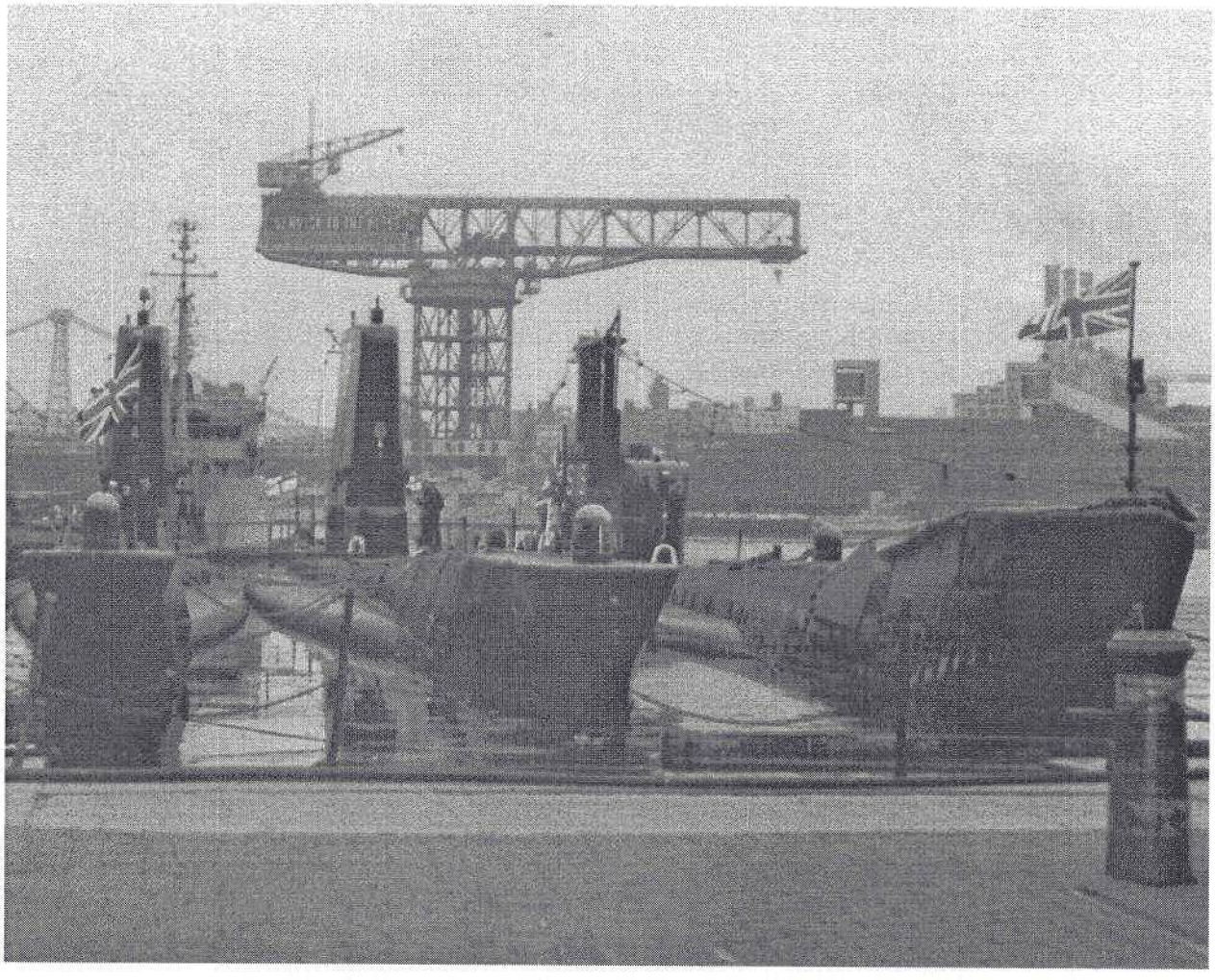
Squadron Visit to New York

The Squadron rendezvoused off Ambrose Light on 16th November in extremely low visibility and berthing was postponed till 1300, when all three submarines berthed in Brooklyn Navy Yard.

On the Monday, the three Commanding Officers called on the Canadian Consul General, the United Kingdom Consul General, Captain F. J. Foley, representing the Commander, Third Naval District, and Rear Admiral S. W. Pyne USN , Commander Naval Shipyard, New York. Rear Admiral Pyne and Captain Foley returned the calls that afternoon and Sir Hugh Stephenson, United Kingdom Consul General, honoured the Squadron by returning the calls personally on Tuesday.

A very full social programme was arranged for both officers and Ships' Companies, the highlights being visits to the United Nations Organization building and to the top of the Empire State Building. This was the first time in the 29 years history of the building that visiting ships

The Squadron visits New York in 1958



Ambush, Alderney and Alcide alongside at Brooklyn Navy Yard

had received complementary tickets to visit the top of the world's highest building. The officers were also entertained by the UK Consul General, the Consul, The British Luncheon Club, The New York Rugby Football Club and the RN Officer's Club as well as by many private citizens. The Ships' Companies were entertained by USS Brownson (Commander R. Kendall USN) which was holding the ship's thirteenth birthday Party. There were also numerous dances and private parties held for the Ships' Companies every night. During this continuous social programme, time was found to play RMS Queen Elizabeth at soccer, and the New York Rugby Football Club at rugger - and to win both matches, the first by 6-1 and the second by 2 tries to a penalty goal! Alcide left New York on Wednesday 19th November and Ambush and Alderney followed on the 23rd. The end of the month found all three submarines at Halifax, with Alcide preparing for her return to UK.

USS Conger provided exercise time for aircraft from 17th to 21st November.

This month the Squadron branched out into new Sporting fields. A team was fielded against Albro Lake (W/T Station) for [Ice] Hockey. Commenting on this, SM6 notes, with optimism, that " though the final score was 15-0 against us, there is every reason to hope that, with practice and competition, and the keenness that now exists, we can produce a good team."

The bowling team won two out of eight games played, and a water polo team has been formed

On 5th December, 1958, Ambush sailed for Exercises in the Bermuda area with La Hulloise and Buckingham in company but La Hulloise developed defects and after a visit to St. George's, Ambush proceeded North to provide services in the Gulf Stream for aircraft. However, soon after going deep, the top of the Internal Oil Fuel group failed at 280 feet and Ambush returned to Halifax for repairs.

Alderney spent December maintaining and docking.

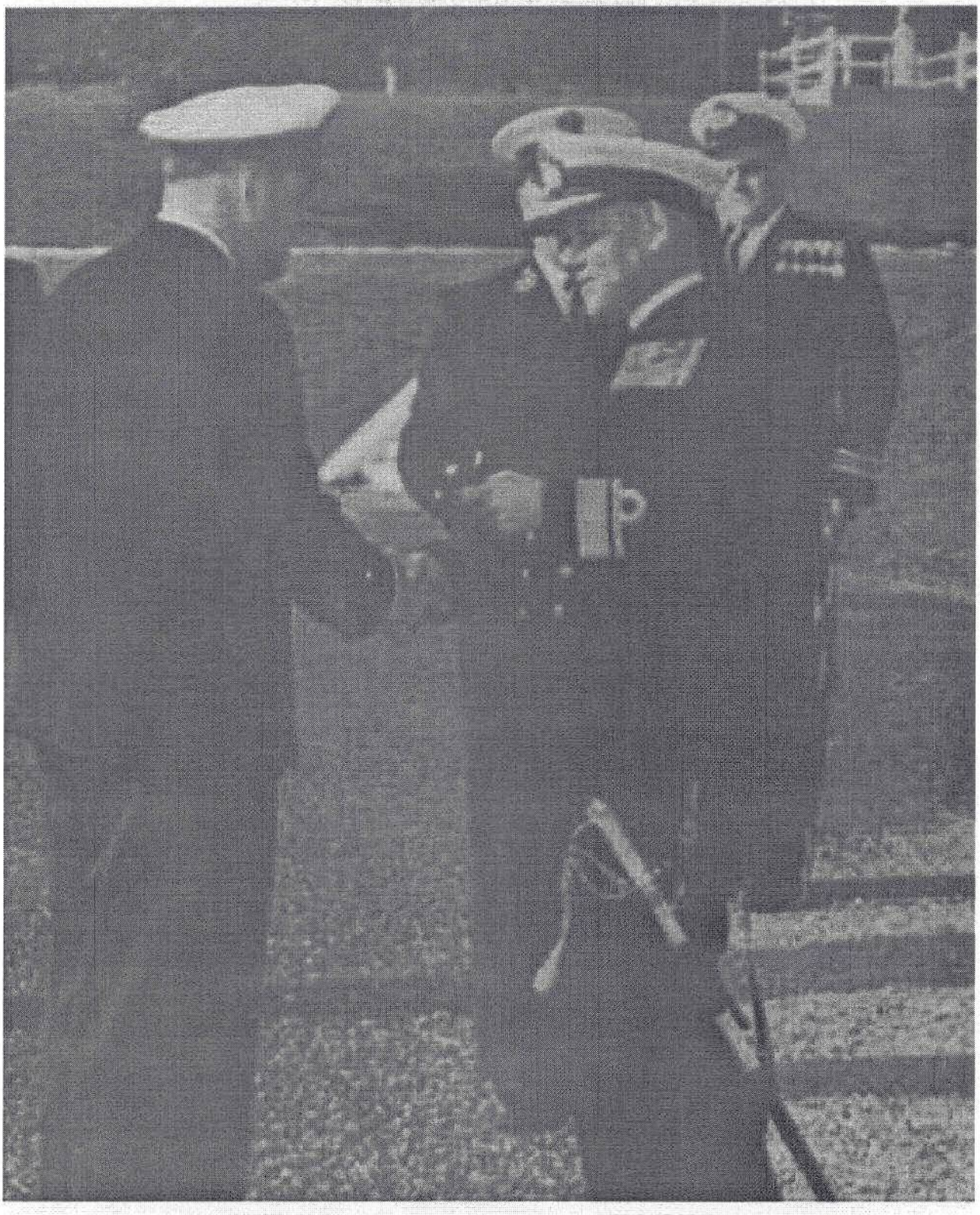
Alcide sailed for Portsmouth on 1st December, seen off by a large crowd and Stadacona's band, and arrived, after a fast passage, on 10th December.

Repairs to Ambush entailed, amongst other things, the removal of No. 1 battery section and its stowage in Building D.56 pending the completion of repairs to the internal fuel group.

Despite the normal Christmas and New Year festivities, The [Ice] Hockey team was only beaten 15-2 by the Electrical School, and the Squadron team was thereby alleged to be improving!

In bowling, our "A" team beat the ND School by 3 points, and our "B" team beat "Gunnery Ordnance" by default but went down the next night to "Electrical B" by 3 points.

Rear Admiral Pullen presents the Long Service & Good Conduct medal to Chief Electrician Gill



This doesn't appear to have been recorded in the Report of Proceedings, and while Peter Roe appears in the picture, CPO Gill was not listed in the recommissioning Crew of Ambush.
I conclude that he was Base Staff, which would be appropriate for his rate,

Chapter 8

1959

Ambush sailed on 19th January as soon as work was completed on the defective oil fuel Group.

The deck of #1 Battery tank had had to be relined and #1 battery reinstalled.

Air exercises were carried out almost continuously in the Gulf stream until 29th January. On completion, Ambush proceeded to Bermuda where she remained until starting work with the Fleet in early February.

Alderney had a full month. Air exercises were carried out in the first fortnight. A brief visit to New London from10th to 13th January was enjoyable and successful. The last fortnight consisted of one week joint antisubmarine exercises and one week basic antisubmarine training.

Alderney's APN/4 Loran had been removed for a complete overhaul, but no spare set was held to install in its place.

Another type of local exercise that was practised at this time was described by Brian Elson, A Canadian officer in Ambush, as "A Wet night off Sable".....

"By the late 50s the Russians were introducing one of their first classes of missile firing submarines. The missiles were of relatively short range, and the attacking submarine was required to surface and remain there for about five minutes in order to complete its preparations and launch its weapon against a shore target. The Flag Officer Atlantic Coast set up an exercise to simulate this new and dangerous form of attack. Ambush was dispatched to act as the Russian missile launcher, and surface ships and aircraft established patrols, hoping to detect and neutralize the "enemy" during his five minutes on the surface.

The Captain, Lieutenant Commander Peter Roe, decided to carry out his simulated launch at night from just off Sable Island, from which position it was believed a real missile could have reached Halifax. Having proceeded, dived, to the chosen spot we waited at periscope depth for the scheduled launch time. It was midwinter, blowing a gale, and a heavy sea was running in the relatively shallow water off the sand banks. Surfacing was obviously going to be very unpleasant, but the Captain was not going to cheat - we were supposed to surface, and surface we would. His one concession to the elements was to dispense with a look- out for our five minutes on the surface, but he himself would follow the surfacing officer of the watch (me) to the bridge.

As the great moment approached the boat went to diving stations and the Captain and I stood by in foul weather gear; Peter Roe was a large officer even in ordinary dress; when wearing full winter clothing he closely resembled the Michelin Man. After an all round look the Captain ordered "Surface" and up we went. I climbed the tower, opened the upper lid when ordered, and just had time to hook on the safety harness when a huge sea came in solid over the bridge.

Meanwhile, the Captain had started his own ascent, but in all his gear he unfortunately became wedged in the lower hatch. The incoming wave entered the upper hatch and would have poured

into the control room had not the Captain's body served as a very effective plug at the bottom of the tower. With no means of escape the water filled most of the tower and the small adjoining Captain's cabin. At first no one in the boat understood what was happening. The Captain appeared to have paused in his climb, and small streams of water were finding their way around him and trickling into the control room. He was in fact drowning.

It was Robin Morris the First Lieutenant who twigged to the real situation, flung his arms around the captain's legs and dragged him bodily down to the control room deck, thus removing the plug. A deluge of sea water followed, bringing with it most of the Captains clothes and personal belongings which had floated out from his cabin. Nothing daunted, the Captain caught his breath, removed one layer of protective clothing and finally made his way to the bridge. He timed to the second the required five minutes on the surface, before diving the boat and berating the steward for not having properly secured his cabin."

In Sport, the Squadron was trying to compete with the Canadians in [Ice] hockey and bowling. At the beginning of the season they were hopelessly outplayed, but were improving, and even winning occasionally.

Twenty four volunteers took part in rifle shooting, and received their first experience of the new FN rifle

Having started the month in Bermuda, and after a fortnight's work with the fleet and COMOPVAL, Ambush arrived in Halifax on 14th February, and spent the remainder of the month maintaining. Alderney also maintained during the middle fortnight, preceded by a week's work with the RCAF and followed by another week with aircraft and passage to Bermuda, ending the month in the Bermuda areas with the Fleet.

A successful millivolt drop test was carried out on Ambush's #1 battery, proving to SM6 the effectiveness of using torque spanners to tighten the cell terminal bolts on the replacement of #1 battery.

In Sport, both Hockey games were won, but the season was over, and the improvement came too late for the Squadron to qualify for the play offs.

The improvement in bowling also came too late, and the Squadron finished 16th out of 19 teams, but were good enough to rate as "Team of the Week" for three consecutive weeks in Stadacona's Daily Orders!

The soccer season does not end till June in Nova Scotia, but Ambush beat a combined St, George's/Bermuda side 4-1 . Their next target is HMS Ulster, who seems always to be away when the submarines are present!

Ambush started March with a series of air exercises which took her down to Bermuda. It had been intended for Ambush and Alderney to rendezvous on the 9th for SSX, but this was cancelled and Ambush sailed straight from Bermuda to exercise BEAVERDAM on the 9th and returned to Halifax on completion, early on the 16th. Air exercises were carried out in the latter half of the week, and on the 23rd Ambush sailed from Halifax for air exercises and one day of SSX with Alderney, thence to New London, where she spent Easter weekend, prior to sailing

The Hedgecock Family with Bosum Greig at Peggy's Cove in 1958

for a NEW BROOM NATO exercise.

Alderney worked with the Fleet in the Bermuda area for the first days of the month and was originally planned for a recreational period in Bermuda. But a jammed radar mast brought her back to Halifax, where repairs and recreation took place instead. She sailed for BEAVER DAM on the 19th and returned on the 16th sailing again the next day for TAS and air exercises and for torpedo firing. She returned once more to Halifax for the Easter period on the 26th. On the last day of the month she sailed for air exercises for one week, prior to maintaining at Halifax

The allocation of submarines, on paper, for the period 1st May to 31st August, entailed each submarine averaging 43.5 days at sea per quarter, in order to satisfy all the requirements. and Commander SM mused that it remained to be seen whether the programme could be achieved. He concluded the monthly report by writing :

"This month is the highest contribution of submarine effort, in days at sea, given by any two submarines since the squadron was formed. The quarter's figures are 52 and 48 days at sea respectively. This means that two submarines have been doing the work of $2^1/_2$ submarines. Credit is due to the submarines for this very high standard, without apparent difficulty, but it is not a satisfactory state of affairs from an operational point of view, both materially and morally.

It is intended that this does not happen in the future. The planned availability of the number of submarines has been sent to all users to the end of the year. Thus they can tailor, or see how their requirements will be tailored, in advance".

Bad weather and time spent at sea by the submarines, precluded all sporting activity for the month.

At the beginning of April, Ambush was at sea in Exercise NEW BROOM. On completion of the exercise, she proceeded to Norfolk, Virginia, for the NATO 10th Anniversary, and it was difficult to tell which of these two commitments took greatest toll of Ambush. She arrived back in Halifax on the 10th, apparently having extended her working and playing capacity almost to breaking point. it is noted that USS Sarda, their host submarine in Norfolk is due to visit Halifax in the middle of May and Ambush has requested to return their hospitality with a gleam in the eye.

Peter Roe describes Ambush's role at Norfolk in the NATO Anniversary celebrations.. .thus.....

"In Ambush we found ourselves as the sole representatives of the Royal Navy at the tenth anniversary celebrations of the signing of the NATO treaty . We managed to provide a small contingent for the parade, and also one hand, and an escort, to carry the Union Flag at the Ball in the evening. This occasion had two firsts - the White House Marine Band put on a display, and it was the first outside TV broadcast in Colour, from Coast to Coast, or so I was told at the time. What with the noise of the US Marine Band marching off playing at full power, followed by the RCAF Pipe Band doing the same in a fairly small gymnasium, and the heat from the lights needed for the colour broadcast, I think most people were heartily thankful when that part of the festivities was over."

On the 15th and 16th Ambush carried out two days' work for the RCAF Staff college before starting her six-monthly docking on the 20th.

Alderney did three days' work for naval air and ships at the beginning of April, and then maintained till the 19th. She sailed on the 20th for an extended series of exercises in Bermuda and was not due back in Halifax until 24th May.

Sport in April was remarkable for three ratings from the Squadron joining the first RCN rugby team ever to have toured abroad to participate in the annual Bermuda Rugby tournament. Although little practice had been possible, the RCN were finalists in the tournament, being beaten by a Bermudan team 8-3. On the way to the final they beat teams from New York and Harvard. Our three players played in all games, and it is hoped, provided a core of experience in a side who had mainly graduated from Canadian football. Training also started for the 1959 soccer season, and the Squadron joined the Tri-Service league, and as it also provided the Secretary for the league, Spare Crew Engineer Officer, Eddie Endacott, there was some hope that games could be arranged to fit into the submarines' programme. All grounds suffered badly from the winter's cold weather, and the league wasn't expected to get under way very early.

Having tried [Ice] Hockey during the winter, the Squadron decided to join the Stadacona softball League for the summer. At least the ability to skate was not a prerequisite for softball!

Ambush spent the first half of May 1959, maintaining at Halifax, and sailed on the 19th for 10 days exercises with naval air, RCAF and Shellburne (fixed arrays). The weather was bad and a number of flying serials were cancelled and she returned to Halifax on the 29th, having lost 37% of her available exercise time mainly because of fog in the Halifax areas. Unfortunately, staging the exercises further away from the fog, puts them out of range for naval air, which is their main user.

Alderney was in Bermuda at the start of the month, carrying out a five week programme of exercises with the Fleet and with basic TAS training. The programme was carried out without incident, and the rest periods in Bermuda were full and enjoyable, marred slightly, but with no lasting consequences, by two moped accidents. The ships all looked after Alderney royally at sea and in Harbour. Bonaventure and Ulster provided sports opposition, local knowledge and domestic facilities, and stores, and at sea, St. Croix provided surprise jackstay packages all of which were much appreciated.

Commander SM concludes by saying: "It cannot be overemphasized that these contributions have a definite material value resulting in efficient carrying out of a hard worked programme while detached. This co-operation is much appreciated and is of great value".

and, with reference to defects in Alderney he says:

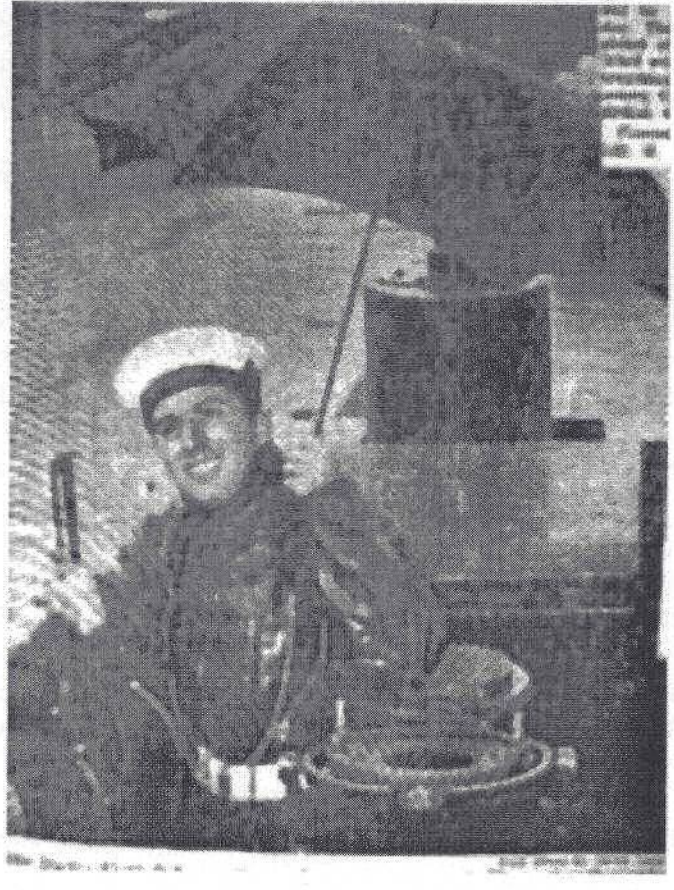
"It is depressing to find that submarines are still being sent out from refit with rejacketed manifolds which fail in the middle of a commission".

and, with reference to the casing he adds:

"Most of the hinged doors in the tops of the casings in both submarines are of inferior

Squadron visits Montreal in June 1959

Alderney, Ambush and Commander SM6 call on the Mayor of Montreal



Whlle AB Fisher does Trot Sentry in the rain

design and construction, being much too weak and flimsy for the North Atlantic. The securing bolts screw into unbushed holes in either mild steel or aluminium brackets, and the threads in these holes soon strip. Stainless steel brackets are now being fitted progressively".

The soccer season had reopened, and the Squadron had won three out of five matches. A softball team had been raised, but lost both matches - though the second was only by a small margin!

Ambush spent the first ten days of June 1959 at sea exercising locally with aircraft and SM6 writes: "The more frequent use of "Julie" by all aircraft is likely to pose a problem. On this occasion, Ambush Ship's Company arrived in Harbour with explosions still ringing in their ears after a series of prolonged Julie exercises. Some sort of limitation on these exercises may have to be imposed to avoid undue wear and tear on personnel.

On Friday 12th, Ambush, with Commander SM embarked, sailed for Montreal, with Alderney in company. After pleasant weather until they were clear of Canso, it slowly deteriorated and then rained continuously up the St. Lawrence, and continued to do so at Montreal.

The three day visit to Montreal was not affected by the rain, and everyone enjoyed to the utmost the hospitable programme that had been arranged. The general opinion was that the visit could have been longer.

Another passage of the St. Lawrence in bad weather took the submarines to Gaspe on the 29th, to join the Fleet in welcoming Her Majesty in the Royal Yacht on Sunday the 21st. Having formed up underway and escorted the Royal Yacht out of Gaspe on the evening of the 21st, Ambush and Alderney were detached to continue their normal exercise programme.

Ambush carried out three days local air exercises before arriving at Halifax on the 26th, for a well earned rest and maintenance period.

After being detached on 21st, Alderney was proceeding for a programme of exercises and a visit to Boston until the end of the month. However, on the 22nd a defect occurred in her starboard tail clutch, which necessitated an immediate return to Halifax. After repairs she continued her exercise programme and the visit to Boston had to be abandoned.

In Sport, the summer season did not start until late May because frost had badly affected all the grounds

Softball was the first to start, but despite a large Canadian contingent, the Squadron managed to lose its first two games. However the team was improving, and hoping for better things later in the season.

The Squadron also joined a five team tri-service soccer league, lost the first two games, but won the next two and, as reigning Champions of the Maritimes, were hoping to repeat last year's success.

During the visit to Montreal, a combined Ambush/Alderney team were beaten, 3-1, in a

The Queen reviewed the Fleet in 1959

hard fought game for The West Indies and Atlantic Challenge Trophy by Montreal St. Paul's Rovers. This cup was last played for in 1954, when the Rovers beat HMS Sheffield.

Cricket was being hampered by lack of grounds, but a start was eventually made by the end of June, and the Squadron won its first game by ten wickets.

On 27th June, HMS Astute (Lieutenant RH Mann RN) berthed alongside Ambush and Alderney, as the latest addition to the Squadron. Her stay was destined only to be until the 20th November, when she was due to return to the Third Squadron in Scotland.

However, her presence marked a significant moment in the Squadron's history because, although they were now all streamlined, The Squadron's three founding submarines were, after four years, once again, berthed together, alongside one another in Halifax, but no one appears to have taken a photograph!

Ambush spent the first days of July, 1959, in maintenance, and then took part in The Submarine week on the 13th July. The week commencing 20th July was spent TAS Training with Crescent and Micmac. An error in rendezvous caused a slight loss of training time, which was the subject of several letters, which are not now available. Bad weather and the unexpected necessity to search for some life rafts also detracted from the value of the week. The week of 27th July was spent exercising with aircraft, and Ambush returned on completion on Thursday to take part in the Royal Visit Review.

Alderney was at sea at the beginning of the month exercising with the Fleet and RCAF and returned to Halifax on the 3rd. The week of the 6th was spent in standard exercises with aircraft after which she returned to harbour, and took part in the Submarine Week, during which her Annual Inspection was carried out. She spent the week of the 20th exercising locally with ships and returned to harbour on the 24th for a docking and maintenance period, after taking part in The Royal Visit Review.

Commander SM notes that "The Naval Secretary's message DTG 042939Z [which is not available] delaying the docking of Alderney, will affect her availability to the Fleet, either moderately or seriously, depending on the length of the delay, during the following month".

Astute started her services in local areas to work up ships and to aircraft in the week of the 6th. She adapted with apparent ease to the local conditions and procedures, and returned to harbour on the 19th after a satisfactory beginning.

In the week of the 13th, which was Submarine Week, she acted as the Orange Submarine and returned to harbour on the 17th. She sailed again on the 20th, and spent nine full days in the Gulf Stream, exercising TAS classes and RCAF aircraft before returning to Halifax to take part in the Royal Visit Review, and carry out a maintenance schedule until the end of the month.

In a sports, The Squadron Cricket team beat the Army by ten wickets, but lost to Stadacona by 19 runs and to NRE by 5 runs.

Stadacona also beat the submariners 6-3 in a scratch game of rugger.

The soccer team, however, reached the semi-final of the Nova Scotia Championship, and is tied with the leaders in the Tri-Service League

After taking part in the Royal Visit Review, Ambush sailed on the 3rd, for a week's exercises with the RCAF, in local areas, followed by a second week, but the exercises scheduled for the week of the 17th were almost all cancelled because of fog, and she returned to Halifax on Wednesday, 19th, having completed her work for the RCN for this commission.

In the $14^2/_3$ months she was available, she was at sea for 212 days and steamed 33,371 miles. Commander SM notes:" This averages out at 177 days at sea a year, which is more than most submarines achieve, and is very creditable."

Ambush was in maintenance till the end of the month, in preparation for her trip home, which is to be followed by a series of torpedo trials in Scotland.

Commander SM notes here: "She will probably leave the Squadron in almost as good mechanical condition, and certainly as clean and efficient as when she arrived after workup 16 months ago - which makes the performance figures, noted above, even more creditable

Alderney spent the whole month maintaining and on the slip and Commander SM comments in his Report of Proceedings:

"This has been the subject of a series of signals, but the overall result of awaiting Treasury approval to spend $64,000 to carry out running repairs to the submarine has been a serious loss of S/M time. This is the subject of a separate letter, but has already been adversely commented upon in my letter # SM6 8359-4 dated 24th April. 1959"

[neither of which letters is, unfortunately, available]

Astute started the month in maintenance, but on Navy Day, 12th August, she surfaced successfully in the middle of the harbour at the end of the Pageant about Captain Cook, and sailed direct for Bermuda to carry out exercises for NRE. These were completed on Friday, 21st, when she sailed for St. John's, Newfoundland, and spent 4 days there before sailing for ASWEX on the 27th. This exercise, which took place two hundred miles north of St. John's, continued over the end of the month. Reports of bad A/S conditions for the convoy escort, and bad flying conditions for the air patrol have left Astute with a high percentage of successful attacks. Astute's report of proceedings dated 6th September [but not available at the time of writing], covers this period, and Commander SM writes, in his Report to FOAC: "His remarks concerning sonar jamming, ship approach to submarine datum, evasive steering and visual lookouts are considered to be both pertinent and of value."

In Sport, rain caused a number of games to be cancelled. But The Squadron won the Nova Scotia Soccer Championship for the second year in succession, beating Olands in the final 6-1, and three Squadron players were chosen to represent the Nova Scotia All Stars. In inter part soccer, the Squadron is far and away ahead of its nearest rival.

A combined Stadacona/Submarine Squadron team lost to the Royal Navy (Fifth Frigate

Squadron and Royal Yacht) 3-1 in a very good game.

Three games of cricket were played - and lost - but the Squadron combined with Stadacona, only to be beaten by the RN 5th Frigate Squadron in what was probably the best Rugger game of 1959.

Ambush completed her service with the RCN and sailed for the UK, after a marathon of farewells, on the 11th September, arriving , after a good passage, on the 20th.

Alderney spent the first part of the month having her repairs seen to, but eventually undocked on 10th September and sailed on Saturday 12th on one engine, while the gear for repairing her oval crank pin was being obtained from Toronto. The proper docking contract never did arrive for her and she carried out local exercises till the 17th when she was recalled to harbour for repairs to be undertaken with honing gear. A board of enquiry convened on Tuesday 22nd to investigate the defect and repairs, which continued up to Friday 25th, and on the 26th Alderney sailed to Bedford Basin to swing compasses and sail for exercise FISHPLAY. The engine trials in Bedford Basin were unsuccessful but regrettably Alderney had to be withdrawn from FISHPLAY at the 11th hour after every effort had been made to get her fit for sea.

Astute returned to Halifax on Friday 18th, after a very successful six week's work, which covered visits to Bermuda, St. John's Newfoundland and Boston, and maintained at Halifax from the 20th till the end of the month. During routine inspection at this time, main bearings in both engines were found to be defective.

HMS Thermopylae (Lieutenant Commander BA Large RN) arrived for a short visit, before sailing for FISHPLAY on Friday 35th, and appeared to enjoy her stay.

Exercise FISHPLAY started on the 28th, and apart from Hurricane HANNAH causing a temporary suspension, appeared to be profitable to the participants and reinforce the concept of Sub/Air co-operation.

By the end of the month, the Squadron's Soccer team had won the Atlantic Command Championship, retained the Tri- Service Championship and come second in the Tri-Service league.

In interpart play the team was still leading by a big margin, but no games were played during the month, and in the Milne Trophy, the team went through to the second round, Liverpool having defaulted.

Only one game was played in the newly formed Rugger League, in which Stadacona beat the Squadron by 2 goals to a try and a penalty goal

One preoccupation for the month of October, 1959, was the reinstallation of Alderney's main engine bearings, which entailed much overtime on the part of Ship's staff, base staff and Dockyard throughout the month. It was hoped that the task would be complete and Alderney ready for sea early in November.

Astute sailed on the 28th of the month , and successfully completed main engine trials

after completing bearing repairs similar to Alderney's. The success of the trials reflected as much credit on the Ship's engine room staff as on the base staff or the Dockyard.

The two day visit of HMS Adamant (Captain JH Adams MVO RN) was doubly welcome in view of the recent problems incurred with the squadron's submarine main engines, and in meeting, and exchanging views with more of the submarine world, and the value of the value gained by this visit prompted Commander SM to comment, rather wistfully, that such visits should become regular - and perhaps yearly - events!

Artful (Lieutenant Commander AJ Whetstone RN) arrived late on the 25th to land two sick ratings and to refuel, sailing again the next forenoon, having left the patients in Hospital in Stadacona. Both recovered and took passage back to UK on 10th November in Astute, to rejoin their ship

Despite the fact that the main engines of both submarines were completely out of action for nearly the whole of the month, the Report of Proceedings for October ends on a triumphant note, ensuring that The Flag Officer Atlantic Coast, and anyone else in Naval Headquarters who reads it, realizes that The Squadron Soccer Team ended the season as Nova Scotia Champions, Tri Service Champions, Atlantic Command Champions, Winners of the Milne Trophy and of the Interpart Soccer League, and waiting to play RCAF Summerside for the Maritime Championship!

The Rugger team drew with HMCS Cornwallis in Halifax, and beat them on their own turf; and having beaten the Halifax Wanderers and New Glasgow, ends the season as runners up to Stadacona in the Rugby League

The squadron has teams competing in Bowling, basketball and volleyball leagues of Stadacona's interpart competition, but they tend to show rather more enthusiasm than skill in these traditionally Canadian games.

Having completed her extensive engine repairs, Alderney sailed on 2nd November, for her planned programme with aircraft in the local areas after successfully completing diving and engine trials satisfactorily. after a second week with the RCAF and naval aircraft, the 17th to the 21st was spent in Boston, and, because of the ,length of time spent on engine repairs, the week allocated for submarine versus submarine was allocated to other users.

Astute returned to Halifax from local exercises on 5th November, having almost made up the exercise time lost because of her engine defects by sheer hard work. She sailed for UK on 19th November, leaving one officer and one LME in hospital.

HMS Auriga (Lieutenant Commander HJ Bickford -Smith RN) arrived in Halifax on 12th November to start her eighteen month's service with the RCN, and after settling in, sailed for two sessions of local exercises, each of three days.

Auriga was the first submarine fitted with Type 186 sonar to visit Canada, and it was felt that, with this equipment, she should be used to promote more advanced ASW practices by Maritime forces.

Alderney was at sea for the first twelve days of December, 1959, and gave services to RCAF, naval aircraft and the 7th Escort Squadron. During this period, COMOPVAL, with Variable depth sonar, had been allocated a lot of time, which, eventually could not be used. The subsequent reallocation of the time, at short notice, made it a frustrating and wasteful period for the submarine. This occurrence led to the conclusion that submarine time, involving surface ship trials should, wherever possible, have other surface ships allocated at the same time to avoid waste in case of break downs.

Alderney attacked the Fleet returning to Halifax on the 12th, and returned to Halifax herself on Sunday 13th. This completed her year's work, in which she steamed 20,409 miles in 153 days at sea.

It is interesting to note that this is one day more than the accepted normal availability of 152 days, although it included a long time in harbour undergoing engine repairs, missing sixteen days in which she was planned to be at sea for FISHPLAY IV.

This seems to indicate that the accepted figure is, in fact correct, and fate intervenes to keep it so.

Auriga sailed at the beginning of the month for three week's exercises, which took her down to Bermuda for the first time, on completion of ten days TAS Training in the Gulf Stream. After the weekend in Bermuda, she carried out more exercises, on completion of which she fired a torpedo salvo, one of which failed to surface.

Interpart sporting competition continued at Halifax in Stadacona, with the Squadron competing in the volleyball, bowling, and basketball leagues, But the highlight of the month's sporting endeavour was the Final of the Maritime Soccer Championship in which the Squadron beat RCAF Chatham (The New Brunswick Champions) 7-1.

Chapter 9

1960

On Monday, 4th January, Alderney sailed for local exercises, but bad weather necessitated the cancellation of a live torpedo firing, which would have started the year with a bang! Apparently the firing range at Pennant Point is as vulnerable to bad weather as any other local facility, but it is hoped that the annual practice firings will be carried out there in the summer. Meanwhile the live torpedo firing was rescheduled for the US Navy range at Cayos Genequi on 16th February. After returning to Halifax for the weekend, Alderney sailed for Wintex and her cruise south, returning to Halifax on 21st February.

Work on Auriga's defective tank linings progressed for the first two weeks of January, and she finally sailed for Bermuda to assist in Wintex and the RCAF training programme. At the eleventh hour, Bickford-Smith was taken ill and Lieutenant C.R. Bacon who had only arrived from Australia two days before to take over as Spare CO and SOO, filled the breach. While this was disturbing, domestically, it meant that the future SOO would eventually take over, having had first hand operating experience over most of the area, and with most of the submarine users of the Sixth Submarine Squadron.

The only sporting activity was to take part in the Stadacona interpart volleyball, basketball and bowling. Ice time was used to encourage skating, rather than to play Hockey!

February, 1960 started with both submarines in Bermuda, and, after participating in local Fleet exercises, carried out two day's SSX together, on completion of which Alderney joined the Fifth Escort Squadron and sailed for San Juan, where the assistance of the Ships was responsible for making the visit one of the highlights of Alderney's commission. She then carried out a successful live torpedo firing at Cayos Genequi, leaving her permanent impression on the West Indies, and arrived at Halifax on 23rd February to start preparing for her return to UK.

After completing SSX with Alderney, Auriga worked with the Joint Maritime Warfare School (JMWS) on its first course of the year, and expended two Mk VIII** torpedoes during the exercise. After a weekend in Bermuda, Auriga sailed to rendezvous with CNAV New Liskeard and spent the following week doing NRE trials by day, and working up ships at night. During this period she fired two practice torpedoes which were recovered by Nootka. She returned to Halifax on 21st February, when Bickford-Smith resumed command. for the last week of the month, during which she was scheduled to run locally for aircraft, but bad weather stopped this twenty four hours early, and she returned to harbour to start a fortnight of maintenance.

The only sporting activity in Halifax continued to be interpart and indoors but Alderney had a pleasant interlude in Bermuda, where she entered a seven-a-side rugger competition, the results of which do not appear to have been recorded!

On 7th March, Alderney sailed for UK and refit, after eighteen months on the Station,

and her departure reduced the squadron to one submarine. During March, USS Clamagore helped considerably to fulfil the Squadron's commitments.

Auriga was maintaining for the first two weeks of the month, and on 14th March started work with the RCAF and naval aircraft, though poor weather interfered with the majority of naval aircraft participation.

Fortunately the RCAF was able to take up most of what would otherwise have been lost allocations. She sailed again for exercises on 25th March, and had an unsuccessful live torpedo firing at Pennant Head, in which the MkVIII** torpedo apparently had a combined depth and gyro failure, failed to reach the target, and consequently, to detonate. Auriga then sailed south to the Gulf Stream, where the Fleet, returning from Bermuda, provided the opportunity for pro submarine and sea/air exercises on Saturday the 26th, after which Auriga remained in the area for further work with both RCAF and naval aircraft.

Sporting activity was, again restricted by the weather, but the Squadron entered a team in an interpart sports tabloid run by Stadacona, and scored 98 out of a possible 140 points. A team of five hiked out to Pennant Point to see the torpedo firing, and despite the torpedo failure, this was a very popular, if rather strenuous excursion, which it is planned to repeat.

During the first week of April, fog regularly interrupted most of Auriga's exercises with naval and RCAF aircraft, but weather conditions fortunately changed before she sailed for Exercise Seahawk on 6th April. In this exercise, not only was Auriga allowed almost complete freedom of action, but benefited from a hitherto unrealized ability for missile firing and guidance. On completion of Exercise Seahawk, Auriga, together with St. Croix and Restigouche returned to the Gulf Stream for a TAS Training commitment. During this period, aircraft from Bonaventure and the RCAF participated in sea/air co-operation exercises with the TAS Training ships. In return, Auriga had several opportunities of making dived attacks on a screened Bonaventure.

On 25th April Auriga started a periodical docking of twenty one days.

On the sports field, training started for soccer and rugger, and the Squadron combined with Stadacona to send a Rugby Team to play the RCAF at Greenwood.

Auriga remained on the Dartmouth slip until 18th May, completing her eight-monthly docking. After undocking, a heavy programme of fuelling, storing, torpedo loading and firing had to be completed within 72 hours, before Navy Day on 21st May. On the afternoon of Navy Day, Auriga added further interest to an otherwise busy afternoon by diving and surfacing twice in Halifax Harbour. It was also the first occasion, in Halifax at any rate, on which a live broadcast had been made from a dived submarine. A representative from a local radio station (CJCH) beamed a running commentary by means of the Type 185 underwater telephone to a shore listening station for the benefit of the public visiting HMC Dockyard. Exercises began again for Auriga on 24th May, when she sailed for the Gulf Stream to work with the Third Escort Squadron. A radar defect brought her back to Halifax for 24 hours, before sailing to continue exercises with naval and RCAF aircraft.

In Sports, the Nova Scotia Central Soccer League had restarted and up to the end of May, the squadron had played four games - won two and lost two. Several friendly games had been played with rather more success. The start to the rugger season was plagued by a lack of playing fields in the Command. But the sailing season got off to a flying start by the Squadron winning the Fraser Harris trophy for the first time.

On 1st June, Auriga, already in the Gulf Stream, joined Buckingham for four days' working up antisubmarine training. The first Weapons Officers' Course in St. Croix and Kootenay took over from Buckingham and remained with Auriga till the 9th of June. Poor sonar conditions necessitated moving approximately 100 miles south where air squadrons from Bonaventure worked with Auriga for three days, before returning to Halifax to replenish. On 14th June, Auriga started three days' Sea/Air co-operation with the First Escort Squadron, Naval Air and RCAF. on completion of which she sailed to St. Pierre for her Stand off week. After St. Pierre she made a four day visit to St. John's, Newfoundland. She left Newfoundland waters on 27th June and started work again in the Gulf Stream on 29th June with Fort Erie and New Waterford.

Soccer featured largely during June, and the squadron ended the month lying second in the Halifax and District League, having beaten Morse's Tea. Several friendly games were played against visiting British Merchant ships - one of the best games they had ever remembered playing was against MV Manchester Spinner, which the Squadron won 4-2. Soft ball practice continues in preparation for the interpart League

Steve Jenner relieved Paddy Gowan as Commander S/M6 on 1st July, 1960. and of the appointment he wrote:"..... I suppose the highlight of each of the years that I was on the Joint Intelligence Staff in London, was a three week trip to Washington, to work out the annual Joint NATO Intelligence Report. I can't remember exactly what it was called, but compiling it was a very pleasant break from an already pleasant London routine. We stayed in a nice little pub in DC, and there were always Service friends to visit in the evenings when we weren't partying with our opposite numbers in the Pentagon.

Just before the second trip in my appointment, I got word that my next job was going to be Commander (Submarines) in Halifax, so I arranged to make the return trip by way of Ottawa, at the expense of the Cabinet Office, and Tom Bromley, who was Secretary to the JIC, as well as being some sort of cousin of mine, saw no good reason not to pay.

Howard Clutterbuck, who had been in my submarine training class, was working there in a loan or exchange job, and Captain Desmond Dreyer, a Communicator who had been at Prep School at Fernden with me, was Senior British Naval Liaison Officer. Best of all, Anna was there, and I hadn't seen her for nearly three years.

Desmond was good enough to invite me to a party to meet people he thought I ought to know, and asked if there was anyone I particularly wanted to see. Anna was quite used to Diplomatic invitations, but her surprise at meeting me there that night was a sight I shall not easily forget. It was a fun evening, and I renewed a great many Canadian acquaintances, which stood me in good stead in the next two years.

Jenner relieves Gowan

Gowan is relieved by Jenner on 1st July,1960

I had been promoted on what was then, and may still be called the Dry List, which meant that I wouldn't have another command afloat, and would probably end my career no more senior, if I was lucky, than a Captain, so an appointment to Halifax in charge of three submarines was really quite a plum job. It was, in fact, almost in the best Nelsonian tradition as it meant that I was not only the local submarine expert, but FOSM was three thousand miles away, and, if I expected a negative reply to almost any query, I could send the question by sea mail. So, to quote Sellar and Yeatman in their chapter on Nelson in ***1066 And All That*** (which ought to be compulsory reading for anyone doing English History), I tucked my telephone under my blind arm and left for Halifax, and my second experience as a Desk Jockey, when my very pleasant stint in London was over.

I can't remember how I got to Halifax on this occasion, but I don't think it was a repetition of my first trip by RCAF North Star, and this time I knew a lot about Halifax, had friends ashore, and I soon made another in the shape of Bill Landymore, Chief of Staff to the Flag Officer, Atlantic Coast, who, at the time, was Rear Admiral H. F. Pullen. I also knew almost all the submariners already, so settling in to the job posed very little problem. Things ashore had changed dramatically too, since 1955, as we were now recognized as visiting NATO forces, and had Duty Free privileges, and the pay and other working conditions were much more realistic than they had been during my first appointment as Spare CO and SOO in 1955, under Jackie Fox. The submarines still were expected to spend most of their time as clockwork mice, but it had been firmly established that each submarine was entitled to two weeks pro-submarine training each year.

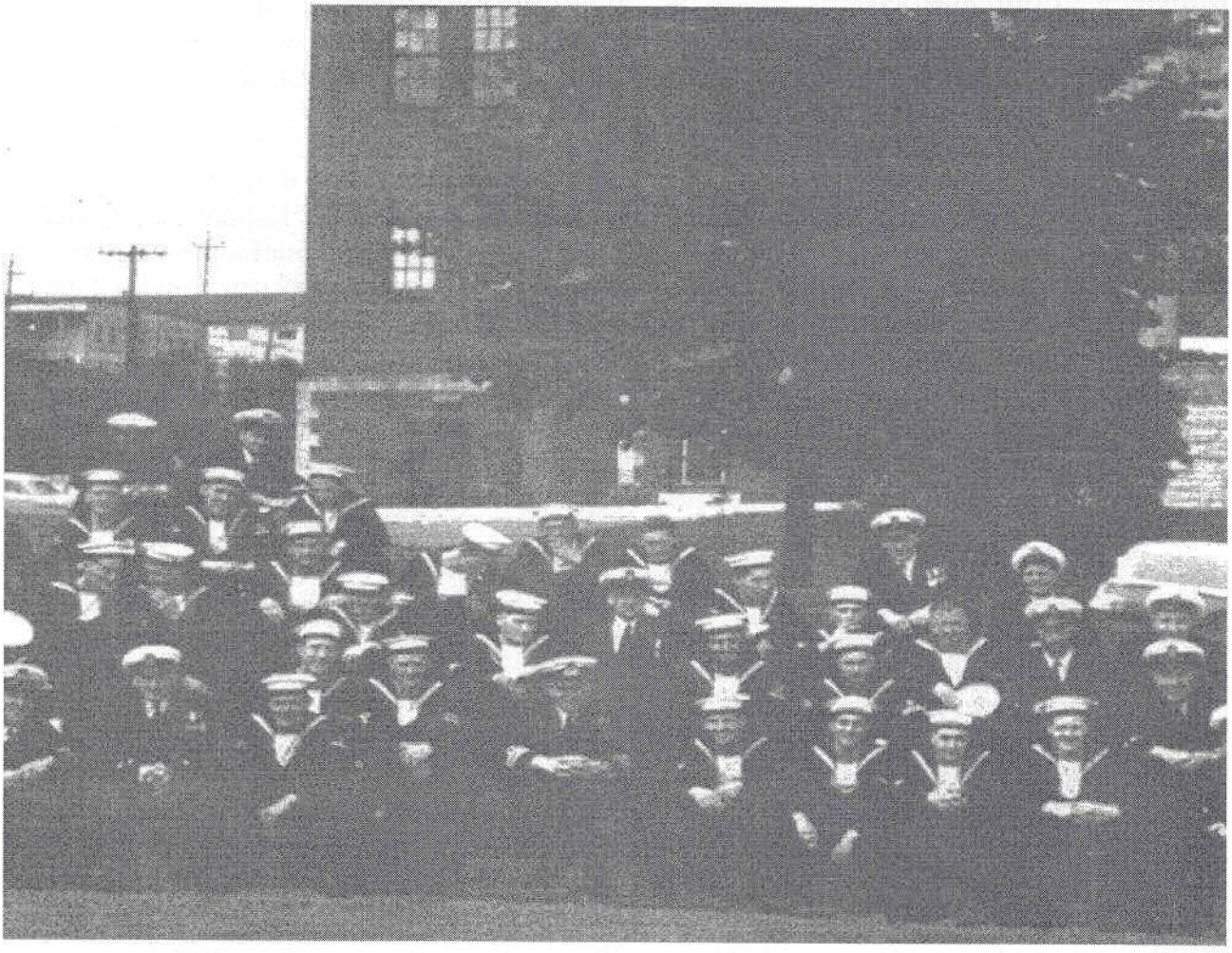
When I relieved Paddy Gowan of command of the Division on the 1st July, 1960. The Division, or Squadron, as it was then designated, consisted of Auriga(Lieutenant Commander H. .J. Bickford -Smith), shortly to be joined by Aurochs (Lieutenant Commander OB Sharp), just about to finish a refit at Portsmouth.

Mike Collis was the Base Engineer Officer, assisted by Eddy Endacott, and Pat Last was our Supply Officer/Secretary.

Max [C. R.] Bacon was the Spare CO and SOO, and, with his charming Australian wife, Deirdre, was living in a house just down the St. Margaret's Bay Road. There was a small flat in their basement, opening onto Chocolate Lake, and, at their invitation, I soon forsook the delights of Stadacona Bachelor accommodation to set up house there.

Almost immediately after I took over, Auriga fell due for an Annual Inspection, and Commodore W. M. Landymore OBE RCN (Chief of Staff to Canflaglant) Inspected Auriga's Ships' Company at Divisions on 27th July, and I followed with the sea Inspection the next day. Meanwhile Aurochs arrived from refit, on 23rd July, to bring the Squadron up to normal strength, and Cachalot (Lieutenant Commander P. Holloway) made a flying visit from 9th to 14th, before returning to Scotland for seasonal leave, but not before being raked in for two exercises with Tracker aircraft from HMCS Bonaventure. The contemporary Reports of Proceedings record these exercises as producing "remarkable (but unspecified) results". Fog unfortunately prevented Admiral Pullen spending a day at sea with Cachalot.

In addition to this activity, On 21st July, USS Carp (Lieutenant Commander RM Weidman USN.) came up from Norfolk and carried out four days' trials in the Gulf Stream with HMCS Crescent, and though many of her other exercises with Naval Air and RCAF aircraft had to be cancelled because of weather, both services managed to drop a number of torpedoes



Aurochs' Ships' Company circa 1961

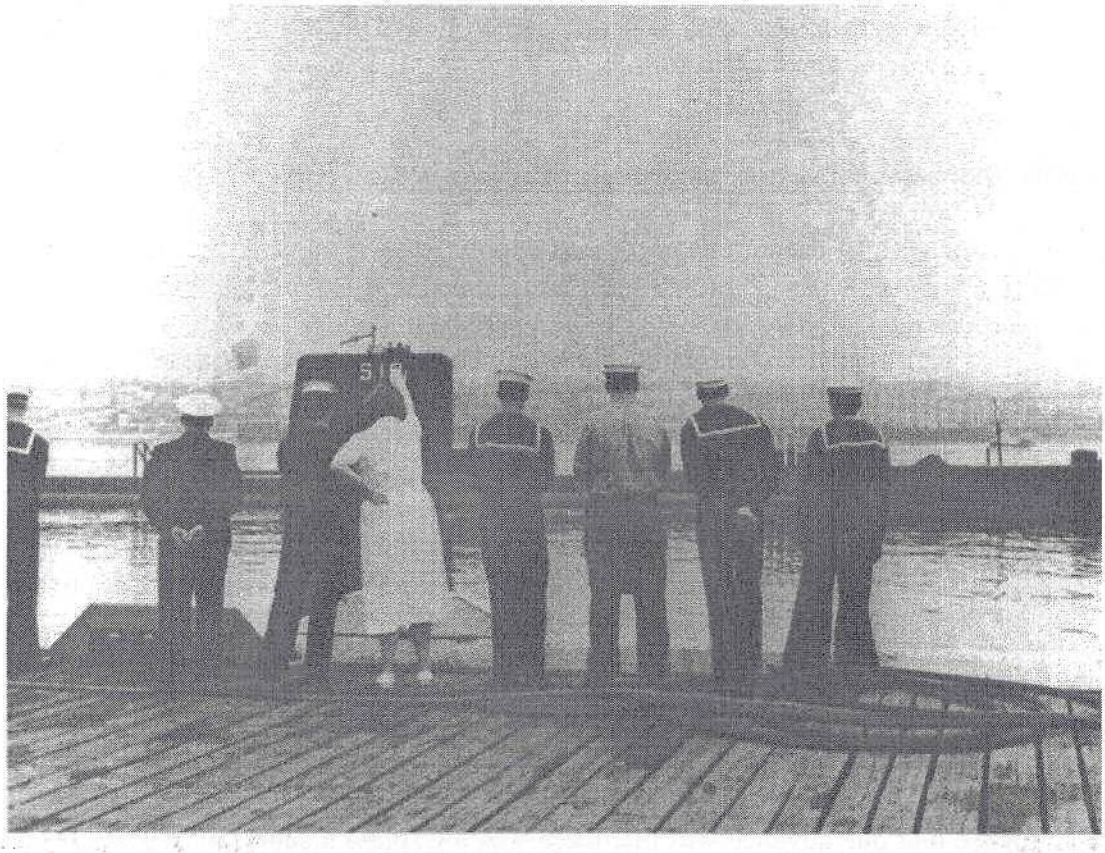
against her, and she, in turn, managed to get a couple of days in Halifax (for briefing, or so the story goes) before she returned to Norfolk.

Olly Sharp describes how he brought Aurochs out of refit

"As Aurochs' refit drew to an end I was appointed in command on 29th January 1960. All the other members of her Class had been streamlined and extensively modernized and re-equipped. Aurochs retained her Greek temple-like periscope standards. Her unstreamlined casing was patched and looked second-hand. It was commented on appropriately by a New York urchin later. She retained her fruit-machine based fire control system and ancient sonar, but she had been fitted with reduced-noise propellers and her machinery had been resiliently mounted, which made her relatively quiet and able to pass over the US SOSUS chains undetected with a little care. But she was otherwise unmodernised. She was not streamlined and retained her 4" gun. This meant that she had a magazine, which was useful for storing spirits securely. They must have been running out of names beginning with 'A', as she had been called after an extinct ox, the ancestor if domestic cattle. Her crest showed the face of an unkempt animal and she was known as the 'Woolly Bull'. She did not have an official motto but most of her badges bore the unofficial one 'EXCRETUM TAURI SAPIENTIAM FULGEAT', which was the nearest we could get in Latin to 'Bullshit baffles brains'. I presented one to the mayor of Boston, Massachusetts, who obviously had no Latin. I hope that it still hangs in the town hall.

I suppose that one advance was that there was a Captain's cabin. In Seneschal I merely had the only permanently made-up bunk in the wardroom. When I needed a nap, the other officers just had to keep quiet under pain of death or such other punishment as Her Majesty might permit. An 'A' class cabin was a mixed benefit. It was in its own tiny pressure hull half way up the conning tower. In theory, this was a good place to be tactically, as it was equally close to the bridge and the control room. Whoever designed it had obviously never been to sea in a submarine and I suspected that the Captain's cabin had just been forgotten and it was installed where it was when someone remembered, because there was nowhere else for it. These boats were very wet in rough weather on the surface. Seas would break over the bridge and torrents of water would pour down the conning tower. So I had to put on full wet weather gear to go anywhere. This included relieving myself. It was tempting just to crack the door open and pass water through the crack. But I could be sure that if I did some unfortunate sailor would come up or down the tower at that exact moment. So I had either to go to the heads below or to the bridge and use the 'pig's ear', a small funnel provided for the purpose. Most of the time that we were dived we kept the lower conning tower hatch shut for safety reasons and I could not get into my cabin. Not clever.

My first minor incident happened the first day we were under way. I was taking her from Portsmouth dockyard to Fort Blockhouse, which had just had a new jetty built. I had to leave two other submarines berthed at the outer end of the jetty to port, and go alongside beyond them. As I approached them very slowly, I wanted to steer a little to starboard to pass well clear. For some unknown reason I actually ordered the helm to be put to port and the bow started to swing towards the jetty. I went full astern and wanted to put the helm to starboard to pass outside the other boats but realized that I might hit one of them, so I ordered hard to port



Lieutenant Heaslip's Bride and her parents came to see them off

and deliberately rammed the new jetty instead. I then backed away and very gingerly berthed where I was supposed to. The Commander S/M, Charlie Hammer, was watching all of this and, when I went ashore he asked me what the hell I thought I was doing. I told him that, having given the wrong order, I had rammed the jetty rather than one of the other submarines. His reply was "Well, having made the mistake in the first place, you did the right thing". I never heard any more about it. The damage was trivial and I can imagine a report working its way upwards. Each officer would have thought "I made the same mistake once, but in the middle of the ocean, where it didn't matter". I do not know what my ship's company thought of their new Captain. Perhaps I was human after all?

My officers included the First Lieutenant Doyne Nicholson, a Protestant Irishman from Dublin, the Engineer, Bill Drew, and the third hand, John Speller. The fourth hand, the late Peter Cretney, would have made a good stand-up comedian, but how he became a naval officer, let alone a submariner, I do not know. He was to give us a few laughs, though. The fifth hand was Nigel Stevenson.

At that time, the Canadians were training quite a large number of their people in the UK to crew the new submarines they were planning to have built here. So we had several in our ship's company for experience.. They included the Coxswain, a sulky French Canadian steward and the cook, who was half Cree Indian. He could be very good at his best but was rather temperamental. An Engine Room Artificer and the Leading Seaman gun layer were Englishmen with maple leaves for eyeballs, as we said. The greatest character and oldest rating, in his forties, was Chief Telegraphist Jan Cryer. His claim to fame, he said, was having been kicked out of the control room by Alastair Mars for farting during an attack. He played practical jokes on everyone, including the Captain!

We had an uneventful workup and my flimsy said "A keen and zealous officer who has worked his ship up to a good standard of efficiency".

The night before we left the UK most of the ship's company had farewell parties. We were all a bit dazed when we returned to the boat in the morning to find that the pennant number painted on the side of the conning tower had been subtly altered. It had been S26. Someone had painted a vertical line through the S so that we were now the $20 submarine. This was quickly painted out before anyone important saw it. The other problem was that our main W/T transmitter was not working. It was a large piece of equipment consisting of a number of drawers fitted into a frame. Being an emergency, we unofficially exchanged our drawers for those in another boat under maintenance which, we were told, worked perfectly well. So we set off. We had to send off a 'check' report every 24 hours to show that we were still alive, and I was told that, if the main transmitter was not working by the time we passed Plymouth, we were to go in and get it fixed. Of course, it was not working, but I pressed on into the Atlantic, feeling sure that, as it had worked in its last boat, it must work in mine. When were some way out and having difficulty keeping contact with our lower power transmitter I was potentially in deep trouble. The Chief Telegraphist and Radio Mechanic kept pulling out the drawers, testing them, finding no fault, and pushing them back. It was time for me to intervene. Obviously the problem was in the frame and not in the drawers. And so it was; one of the connectors was bent and not making contact. A deep sigh of relief.

And so to Halifax, Nova Scotia, which was quite familiar to me as I had spent six months there as fourth hand of the Astute in 1950."……

Soccer, as usual played an important part in the sporting calendar and the Squadron retained the Atlantic Command Soccer Championship after two very hard games, and a very good weekend of soccer at HMCS Cornwallis.

In sailing, the flow of trophies from the Garrison sailing Club to the Squadron continued - the success for this month being the NRE Rose Bowl for Service whalers.

In Athletics, AB White won the discus event in the Fleet Sports and will compete in the Atlantic Command Championships. Leading Seaman Margerison did extremely well and won every event he entered - 100 yards dash, 220 yards dash, long jump and hop step and jump. Unfortunately he will not be in the area for the Atlantic Command Championships.

The Squadron Karting Club has acquired one Kart, and the Squadron Engineer Officer became the first successful Driver when he won the super "A" class race at Maitland Airport.

Seasonal fog at the beginning of August, seriously restricted exercises between aircraft and submarines, as it usually did. In 1960, it restricted exercises between Auriga and naval and RCAF aircraft, and a very small work return was achieved. Auriga returned to harbour most nights, sailing early the next morning, hoping for improved visibility each day. The frustration felt during this time called in question, once again, the advisability of using Halifax local areas in the summer months.

On 7th August, Auriga sailed in company with Aurochs for four days' pro submarine exercises in the Gulf Stream. This valuable series of exercises was of great benefit to both submarines, and particularly to Auriga, who had not had the opportunity to work with another submarine since Alderney left for UK in March. On completion, Auriga returned to Halifax for a routine maintenance period, and on 25th August she fired three practice torpedoes in Bedford Basin, which had previously been loaded by floating crane for the first time. After firing torpedoes Auriga sailed for an engine partial repair trial, during which a further engine defect developed, unfortunately causing a visit to New York to be cancelled.

At the beginning of the month, Aurochs was alongside finishing a maintenance period and meeting her future users. On 3rd August, she successfully fired four practice torpedoes in Bedford Basin and on the 7th she sailed with Auriga, and on completion of the pro submarine exercises, she started providing services for the first Weapons Officers' course. these exercises were, unfortunately interrupted by a Tracker incident, though restarted later after a long and thorough search of the area. Aurochs remained with the Weapons Officers course till the end of the week, then returned to the Gulf Stream to work with RCAF and naval Aircraft. On 27th August she left the e exercise area and proceeded to New York, where would remain till 3rd September.

John Speller's description of this part of Aurochs' activities follows ..... … …. ***"Our visit, in August, was to be with Auriga, and we planned an ambitious social programme, which included a two-boat cocktail party for 180 guests on arrival, which we thought would set the scene for an enjoyable and successful week. Sadly, however, two days before arrival, Auriga had a defect and returned to Halifax. We had all, of course, appreciated that our initial cocktail party plan was somewhat ambitious, even for two boats, but now***

The Man from Schweppes.....

aka Commander Peter Whitehead

Who contributed so much to the success of Aurochs' party in New York

the enormity of the situation began to strike home.

New York in the summer, with no air conditioning, only a couple of ice trays and 180 guests, was not going to be a doddle. Nothing daunted, however, we prepared ourselves as best we could, had a good scrub out, polished the gun and arrived at the Cunard pier in downtown Manhattan at 0800. Our salvation arrived on board almost as soon as the plank was over, in the form of the local " indeed national" Schweppes representative, Commander Peter Whitehead, who at the time was featuring in a series of very successful advertisements for the product in many of the big magazines of the day. "Life, Look" etc. Sizing up the scale of the problem, he quickly made us an offer: he would provide unlimited ice, ginger ale, tonic, young ladies, and so on, all for free, provided he could have just one photograph of him delivering his Schweppes case to one of Her Majesty's Submarines in New York harbour. It was at this stage that warning bells began to ring. A search of the Correspondence Officer's drawer was made so that we could consult Queen's Regulations and Admiralty Instructions on the matter. It was immediately clear that any such advertising initiative involving one of Her Majesty's submarines was quite out of the question; by its very nature, it would attract attention and we would be In Trouble. Nevertheless, there was this cocktail party looming in what was, by now, only five hours, and the tray of ice was melting even in the refrigerator!. What to do?

The moment of decision had arrived. Without another moment of hesitation, the go-ahead was given to Peter Whitehead. Within the hour, ice had arrived in huge quantities, Schweppes was everywhere, photographs were taken on the casing of the delivery (and were used for advertising for many years) and we never heard a word from anyone on the subject.

Oh, and yes, he did provide New York's finest and most elegant young ladies!

In sport, The Squadron lost the semi-final of the Nova Scotia Soccer Championship to Oland's Schooners, and as a result lost the Championship cup, which it had held for a year. Oland's schooners is a vastly improved team, and the Squadron has difficulty in fielding its strongest team when the boats spend so much time away.

The Squadron whaler was second in the Service Whaler race for the Georgie Trophy in the RCNSA Regatta, and the squadron continues to be well placed in the local gokart races. The club rotates ten drivers in turn so each person has a chance to compete in a race. This is primarily a recreational club, and any wins are regarded as a bonus! Able Seaman White was the squadron's sole representative in the Atlantic Command Athletic Championship, and unfortunately did not place. Leading Seaman Margerison, another of the squadron's hopefuls as he had won four events in the Fleet sports meet in July, was at sea in Aurochs

At the beginning of August, Auriga was in Halifax, finishing her engine repairs, and on the 6th she sailed for the local areas, mainly to finish off an RCAF sonobuoy trial. This was completed by the 16th, despite the passage of Hurricane "Donna" .During this time, ships of the Third Escort Squadron and naval aircraft worked with Auriga on Sea/Air co-operation exercises. Auriga returned to Halifax on the 16th, and the following day sailed for New York, where she remained till 25th September, throughout the opening days of the United Nations General Assembly. After leaving New York, she started working for NRE representatives aboard Fort Frances by day, and for the RCAF by night

Aurochs began her month at New York, and on 3rd September, sailed and returned to Halifax for routine maintenance, during which Naval Air and Aurochs each took one another for a ride in a mutual exchange of visits. On 18th September, Aurochs sailed for the Gulf Stream where she remained till the 29th. Continuous good weather enabled her services to be used by ships of the Third Escort Squadron and both naval and RCAF aircraft, separately and co-operatively. After leaving the exercise area, Aurochs went to Sydney for a stand off week

In Sport, The Squadron lost the Semi-final of the Tri-Service Soccer Championship 3-0 to HMCS Cornwallis, playing on their Home ground, and the interpart Team is playing the last competitive game of the season against "Weapons 'A' on 7th October. The Squadron has again joined the Mainland Rugger League, together with RCAF Greenwood, Stadacona, and a Halifax civilian team. The make up of the team was such that everyone who wanted to play was assured of at least two games

Chapter 10

1961

On 3rd January 1961, Auriga was taken in hand on the Dartmouth Slip for a periodical docking. Despite vigorous weather, and extremely unpleasant working conditions, she was undocked on 18th January, only one day behind schedule. A concentrated work period followed in which Auriga was prepared for sea, and during a propulsion trial on 21st January, a defect developed which was to delay sailing for 24 hours.

She sailed on 24th January for exercises in Local areas with naval and RCAF aircraft, and after two days in local areas the exercises moved south into the Gulf Stream, to continue the exercises, and at the end of the month Auriga was on her way south to the Bermuda areas to work with the Fleet during part of the Wintex period.

Aurochs sailed from Halifax to provide target services for a series of TAS training exercises in the Gulf Stream with Gatineau and Columbia. These finished on the 12th January and Aurochs transited south, working, on passage, with Bonaventure and the First and seventh Escort Squadrons. On reaching the Bermuda areas Aurochs spent four days with Restigouche and Huron, who were working up.

After a weekend in St. George's Aurochs sailed to exercise with ships of the First, Seventh and Ninth escort Squadrons. During this period, all ships found the water conditions excellent, and despite foul weather, a considerable amount of valuable exercise time was obtained. Towards the end of the period, Aurochs participated in several ASW Symposium rehearsals with RCAF aircraft and took part in a display for members of the Permanent Defence Board who were travelling to Bermuda in Bonaventure

On 30th January, Aurochs secured alongside in Hamilton, Bermuda, for a stand off week, after an early morning serial with scientists from the New London Sound Laboratory.

In the Atlantic Command Bowling Tournament, The division entered one team, which was soundly beaten, and in the Stadacona interpart series, both teams are very close to last. The interpart teams have changed completely, because of drafting and absence on duty, and there was hope that they would improve as the new teams gain experience. In [Ice] Hockey, the Division now fields its keen players with the Canadian Forces Hospital team. One man has been chosen to practise with the Stadacona swimming team.

On 2nd February, Auriga arrived in the Bermuda area, where her time was used for Symposium rehearsals by the RCAF and fleet units. She sailed from Bermuda and provided exercise facilities for the Fifth Escort Squadron during its passage to Norfolk. Unfortunately Bonaventure was delayed at Bermuda, and her aircraft could not take part in these passage exercises. Auriga remained at Norfolk during the weekend 10th to 13th, and sailed p.m. the 13th for the NATO Symposium, on completion of which she returned to Norfolk for a stand off period, during which she was warmly hosted by the Norfolk based submarines. On 20th February Auriga returned to the Bermuda areas, where she participated in Fleet exercise "Huckster One on the 23rd and 24th February. She was at Hamilton for the last weekend of the month and

sailed from there for exercises with the Joint Maritime Warfare School.

Aurochs sailed from Bermuda on 5th February, in company with Auriga and started towards Norfolk, for the first two days, Aurochs worked with the Seventh Escort Squadron, who then returned to Bermuda, joined up with the fifth Escort Squadron and proceeded to Norfolk. After spending the weekend in Norfolk, Aurochs sailed p.m. the 13th for the NATO Symposium, after which Aurochs returned to Bermuda and secured alongside Cape Scott at Ireland Island and spent the rest of the month self-maintaining.[1]

One day out from Charleston, USS Amberjack met Athabaskan and Lanark and provided work up training for these ships for five days. After the work up ships had departed, ships of the First Escort squadron joined Amberjack for JOLT

Training. This period of submarine time was very well used, water conditions were excellent and all ships were able to launch Mk 43 torpedoes at, and to hit, a real target. On completion, Amberjack joined Auriga and took part in Huckster One. Her last services were shared by the RCAF and Wintex Forces in the Bermuda areas. On 27th February, and after fourteen days' very valuable work, Amberjack reported back to her own Squadron in Charleston.

On 9th February Rear Admiral A.R. Hezlet DSO, DSC , Flag Officer (Submarines) arrived by air in Halifax. The following forenoon he inspected the Sixth Submarine Division, Spare Crew and Base Staff at Divisions. On 10th February he flew to Norfolk to attend The NATO Symposium and on 11th February he inspected the Ships' Companies of Auriga and Aurochs at Divisions in Norfolk, and afterwards walked through the boats. As Commander (SM), I accompanied him throughout his visit to Halifax and during his inspection of the submarines in Norfolk. and it was on this visit to Norfolk, that I broached the matter of doing ice edge exercises out of Halifax.

Accordingly, following the Wash up for the Symposium (a big joint exercise with the Americans) we arranged for the boats to berth in Norfolk, Virginia, for a post-exercise debriefing, which FOSM was going to attend as COMSUBEASTLANT. He would then have an opportunity to meet the submariners and look through the boats, and I would have an opportunity to broach the idea to him. Admiral Hezlet was, apparently quite pleased with the exercise, and the state of the boats, and we arranged that he, who was a bit of a fortifications buff, and I should take an afternoon off to visit some sites of battles with the Brits in the American War of Independence. It turned out to be, for me at any rate, a most congenial afternoon, and I got permission to do the ice exercise. The conversation, however was not confined to "shop" It ranged quite widely, and I remember asking him, *a propos* of what I'm not quite sure, whether he had a joint bank account with his wife, to which he replied "No, my dear fellow, what is the point of having a bucket with a hole in it?"

After FOSM's concurrence, there was little objection from the Canadian Navy to my proposal for an ice-edge exercise, and, indeed, considerable support from Maritime Air, who had really had no chance to dabble in this sort of war game, the Navy having spent little time in the vicinity of ice, once they had rid themselves of their ice breaker, HMCS Labrador, to The Coast Guard.

In Sport, The Division .22 rifle team finished eighth in a field of eleven in the Stadacona interpart League. and in boxing, one member of the Division was chosen to represent the RCN in the Light Heavyweight class of the RCN/Army boxing tournament at Camp Gagetown on

1 This is the first time, since the planned maintenance concept was initiated, that a submarine of the Sixth Division had carried out a planned period of maintenance away from Halifax, and a small party of maintainers from the Base Staff was lent to HMCS Cape Scott to assist

16th February.

Eleven men completed the Survival Course out of Shearwater - and learned that, if you are really hungry, porcupine meat is not at all bad !

Auriga started March, 1961 working out of Bermuda for the JMWS. On the 3rd a mid-exercise break was called to review the first half, and at this stage Auriga returned to Halifax for a routine maintenance period. On the 16th Auriga made a trim dive in Bedford Basin and fired three practice torpedoes, then sailed for Exercise "Beagle One". On the 20th, In the face of extremely bad weather, she managed to fulfil her diverse exercise jobs of Transiter, missile launcher and ship attacker. she returned to Halifax at the end of the exercise and started preparations for her pro submarine week, and on 30th March, sailed from Halifax for the Gulf of St. Lawrence.

Aurochs ended her maintenance period in Bermuda, and on the 2nd March, provided services for "Huckster Two" the terminal exercise of Wintex 61. Remaining in the Bermuda area, she took part in the second half of the JMWS Exercises which lasted until the 8th. She then steamed north to the Gulf Stream area to provide services for the second Weapons Officers' course, RCAF and naval aircraft. On 17th she returned to Halifax after an absence of 10 weeks. On the 20th, she sailed for Exercise "Beagle One", in which she played an identical role to that of Auriga. and on the 30th she sailed in company with Auriga.

From 8th to 17th March, Lieutenant Commanders Collis and Bacon went to sea in USS Becuna to observe Subicex 1/61. The experience gained by these Division Officers should greatly assist in the preparation for our pro submarine exercise.

What follows is Max Bacon's version of that trip:

"In 1960, as a new boy to SM6, I found it strange that in Canada the cold war was so vigorously being practised in warm waters: January to March in Bermuda, April to June well south of Halifax, and from July to November generally south of Cape Breton. I was told it was all to do with productive man-hours. They used to say, and probably still do, that in Nova Scotia it is not uncommon for storms force 8 gusting to 9 and 10 to go on for days at a time, and then all of a sudden, they would get worse. So the point about productive man-hours was a fair one. None-the-less, us kippers felt that all this going south was plain unpatriotic.

There came the day in March 1961 when a division of USN boats from New London (Cdr Roy Gallimore), went north to gain experience in fringe ice operations. Mike Collis (SEO) and I, as SOO, rode with them. As we could not persuade our Canadian hosts to think north, we felt we should try to shame them by arranging for our two boats to gain a little ice experience during the annual period allocated to pro submarine exercises. Our ride with the USN was to give us a little acquaintance in a fringe ice environment before finally shaping our operational order.

Neither of us had travelled USN before. Mike was pretty experienced at managing to keep our indifferently refitted 'A' boats in condition to fulfil a fairly unrelenting operating cycle, though never could he boast that everything was working all the time at sea. The vessel that took us north was a normal fleet diesel/electric boat 18 months out of refit, and everything internal worked all of the time. Our food was cooked by one of four chefs, served by immacu-

late stewards who offered to wash and iron our clothes. Enlisted men were encouraged to shower daily and never once did I hear any of them desire the quick passage of their chosen period of engagement. On this unbelievably comfortable ride it would have been easy to forget the purpose and the associated risks of a mission of this nature. We were soon to receive a salutary reminder.

Ice was sited and the excitement level would have risen to equal that onboard the Santa Marie in 1492. Slowly we nosed our way through the frazil into the brash and on finding a small polynia [sic], dived. It was the vessels first dive since New London and a static one as well. We lost depth quite fast but the deck officer was ready with the proscribed corrective action, and up we came. Unfortunately all the brash had drifted into the polynia as we left the surface, some quite big pieces too, so as we came up, there it was. Quite a bit of external damage and a number of good lessons. We stayed in the vicinity of the ice fringe for a further 8 days, where we SSX'd, fired - but did not attempt to recover - torpedoes, undertook coordinated under ice transits, took copious records, and tested a number of pieces of equipment installed especially for this exercise.
Our own pro-submarine exercise period started a few weeks later and it drew heavily on this experience. Aurochs and Auriga worked along the ice fringe, one transiting, the other listening, so as to generate a series of long running SSXs. They worked in close company beneath the fringe and then independently, within their capabilities. The important gain was that later in the summer a number of RCN ships did go north with Aurochs. The mission was to detect and prevent a missile firing submarine from entering Hudson Bay. Olly Sharp tells his own story elsewhere in these histories.

These were relatively simple, early attempts at gaining operational experience in an environment that was then thought likely to have been encountered had the cold war taken a turn for the worse. However having broken the ice, so to speak, I do not know whether the RCN undertook further exercises in the direction of the Arctic circle or if the Squadron continued to develop ideas for ice acquaintance. At the end of the summer I left the Squadron to continue the cold war struggle elsewhere. This time, I am rather ashamed to admit, in the warm waters around Malta."

The winter sports competitions had now drawn to a close, and the Division was now looking forward to the Soccer, Rugger and Sailing season. In Bowling, the "B" team finished 17th and the "A" team finished 29th in a field of 20. The Karting Club held some races on ice on the Northwest Arm, early in the month, and though there were certain difficulties with adhesion, those who took part thoroughly enjoyed the sport.

On All Fools' Day, Aurochs and Auriga started a four day pro submarine Exercise along the edge of the ice in the Cabot Strait.

Commander SM sailed in Aurochs from Halifax for this exercise, and later transferred at sea - or rather by ice hopping - to Auriga.

The exercise was planned to acquaint the submarines with some of the problems likely to be met when operating in the vicinity of sea ice - the designated War Station for submarines of this Division. Commander SM6's Report says that: " The exercise was rich in experience, and both submarines obtained considerable training value from it ".

The exercise ended on 5th April, and both submarines returned to Halifax. Auriga remained in harbour till the 10th, when she sailed for four day's local exercises with naval and RCAF aircraft. Ships of the Ninth Escort Squadron joined the exercises for the last two days. Rear Admiral KL Dyer DSC CD RCN was transferred at sea to Auriga, and was on board when Auriga made her last dive of the commission. On the 13th, she returned to Halifax and prepared for her return to UK. She sailed for Devonport on the 25th April, in a much better mechanical state than when she arrived, except for her thrust blocks, and fully up to date on her planned maintenance, and she took home Aurochs' ice bent radar mast. Her departure left only one submarine in the Division till a relief arrives in August.

Aurochs had started the month with a four day pro submarine exercise along the ice edge in company with Auriga, after which she returned to Halifax for a maintenance week. on the 27th, she sailed for the Gulf Stream to exercise with Terra Nova and Chaudiere, who had TAS Training classes embarked.

During Exercise "New Broom," Captain Whiting USN , and the staff of SUBDIV 6 came to Halifax from Norfolk, to act as Orange Force Commander. Submarine Operations were controlled from the Sixth Division's Offices. On completion of "New Broom" All participating submarines visited Halifax for the Exercise critique.

The Division's only entry in the Atlantic Command Boxing Championship was defeated in a closely fought bout. However, he was awarded two cups - one for being the best loser and one as runner up in the final bout in his class.

At the beginning of May, 1961, Aurochs was in the Gulf Stream working for the TAS Training class embarked in Terra Nova and Chaudiere, After returning to Halifax on the 5th, she spent two weeks alongside self maintaining, at the end of which she fired six practice torpedoes in Bedford Basin, one of which was not recovered, despite a thorough search of the area. It was hoped to carry out a bottom sweep of the area. On the 22nd May, Aurochs sailed to the local areas to work with naval and RCAF aircraft, A Mk 43 torpedo exercise was planned for this period, using Aurochs as the target, but a high sea state and spring fog caused the exercise to be cancelled, On the 24th she steamed south to continue air training exercises and remained in the Gulf Stream till the end of the month.

On the 10th May USS Becuna (Lieutenant Commander RB Flood USN) arrived in the Bermuda area to participate in Sea Training exercises run by the JMWS, a member of the JMWS Staff was on board Becuna throughout these exercises, and it is believed that this very close liaison added to their success. On the 22nd Becuna was used by St. Croix, Outremont and Lauzon for work up training, and on the 24th she returned to New London.

In Soccer, the Division played four trial games against League teams - lost 3 and drew 1

They lost the first League game against Stadacona 1-5, but won against Morse's Tea 3-2

A game of Rugger between Ambrose and Aurochs was won 9-3 by Aurochs.

At the invitation of HMCS Shearwater, Ten members of the Base Staff and Spare Crew

will be taking part in an Escape and Evasion Exercise "Westward Ho!"

Three Karts from the Division competed at the opening meet at a new track at Hortonville; one of them won its class, and several placings were obtained

From the 3rd to the 8th of June, and at the suggestion of Flag Officer, Atlantic Coast, Commander SM6 visited Esquimalt to discuss various aspects of operating HMCS Grilse with the Staff of FOPC, in the light of experience in Halifax.

Aurochs spent the first two days of June in the Gulf Stream, providing services for the basic training of air crew in "Julie" methods, but left the area at noon on the 3rd to visit Boston from 5th to 10th June. This was her first foreign visit of the year, and proved to be a very popular one. She was well looked after by her American hosts , and made to feel that Boston was an excellent run ashore. She returned to the Gulf Stream area on the 12th to exercise with Iroquois, who was working up, and with RCAF and naval aircraft. At 0200 on the 16th one rating was transferred at sea from Aurochs to Iroquois for passage to Halifax on urgent compassionate grounds. On the following day Aurochs returned to Halifax for self maintenance and remained there till the end of the month.

Seven soccer games were played in June - 2 won, 3 lost and 2 tied.

Nine Spare Crew took part in an Escape and Evasion exercise at Camp Gagetown. In the evasion part of the exercise, all evaders but one (who inadvertently thumbed a lift from the Provost Major) reached his destination undetected. Methods of interrogation, however, were quite a revelation, as was the ease with which confessions were obtained. Everyone agreed it was very worthwhile - once but not twice!

On 3rd July Aurochs left Halifax for exercises in the Gulf Stream until 14th July. The majority of this time was devoted to TAS Training for classes embarked in Chaudiere and Columbia. The remainder of the time was shared by naval and RCAF aircraft for basic Julie training. On 5th July Aurochs returned to Halifax to make final preparations for her annual Inspection.

From 18th to 20th July I carried out the Inspection of HMS Aurochs. After inspecting the Ship's Companies of Ambrose and Aurochs at Divisions, there followed a series of harbour exercises, involving the whole Division. On completion of this harbour phase, Aurochs sailed for the local areas for the sea inspection, which was satisfactory.

Aurochs secured from her Inspection on 20th July and stood down until the 24th, when she sailed for Exercise "Tartan". After an action early in the exercise, Aurochs spent the remaining time trying to locate an elusive foe. On completion of Tartan she returned to Halifax and helped to welcome two US submarines who had also taken part in the exercise.

The Go Karts of the Division continue to do well in the local racing results, and a Brief has been prepared, at the request of Commander Sea Training, about the possibility of Karting on Stadacona Parade Ground.

One Rating sailed in the Marblehead Race, and two are now permanent Crew in one of the 50 square Metres. The Beaver Trophy for the combined result of a whaler and dinghy race was won by the Division for the second successive year. Both Division boats won their race, and in Soccer, four league games were played - 2 won and 2 lost. The Division lost the only Cricket League game played.

Aurochs carried out her schedule until 7th August when she docked for her periodic docking and maintenance on the Dartmouth Slip.

On 19th August, Astute (Lieutenant Commander C.J. Ringrose Voase RN) transferred from the Second Submarine Division, and arrived in Halifax on 19th August, having carried out exercises with RCAF aircraft on passage. After a week's shake down she sailed for scheduled exercises on 28th August.

On the Soccer field, the Division still had one match to play at the end of August. But it seemed fairly certain that it would finish second from the bottom of the League as it has been very difficult to field the first team, with so many members away at sea so often. However the team has fulfilled all its fixtures.

The excuse that it was difficult to field a soccer team, because so many players were at sea, was a recurring theme in this story, but early in 2003, a letter from Alan Leslie sheds a rather different light on the problem:.....

"I do remember how difficult it was to get a football team for the league games we had every weekend in Halifax, and since I was at the torpedo shop, I had the job of getting a team together for the games, which was often a carefully timed operation. I had to get the old utility truck and go down to the boat at up spirits and make sure the lads had only their own tot and leave the sippers alone, a tradition that was hard to break, but we always managed to suit-up for the games".

Many more Division members had joined the RCNSA, resulting in very good representation at the local sailing Regattas. EA Keay won the whaler Trophy at the RCNSA regatta, Where the individual Dinghy race was won by EA Gale. Sailing enthusiasm had grown markedly, and a number of members were crewing in Goldcrest, Tuna, and in a number of civilian yachts. They were also playing a considerable part in the social activities of the RCNSA.

In September, 1961, Both Aurochs and Astute are reported as having carried out their assigned tasks in the submarine allocation programme, though no details appear to be available, and Aurochs undocked 8 days late.

On the Soccer field, the Division has had six games, winning only one. A disastrous 10-0 defeat at the hands of Keith's IPA in the semi final of the Nova Scotia League was only slightly offset by winning the final of the Stadacona interpart competition for the third year running. A visit of a Netherlands Squadron provided two more games, one against Zeeleeuw (lost 3-4) and one against the Squadron (lost 2-3). The Division has come fourth out of five teams in the Nova Scotia League. In Rugger, the Division has not played any matches yet, but has been invited to take part in an Army organized competition at Camp Gagetown on October, where it expects to be able to send a fairly strong team.

In October, 1961, both submarines carried out the SUBAL 10/61 programme and Aurochs gained a lot of valuable experience when operating in the Hudson Strait area.

SM6's Report of Proceedings notes:" Further exercises of this nature in similar geographic positions would be very welcome from the submarine point of view".

Such an exercise is described In Olly Sharp's own words,in Chapter 24 - Ice - and is therefore omitted here .....

In Soccer, The Division lost the first round of the Milne Trophy to RCAF Greenwood 3-0 and in Rugger, The Division lost 6-0 to Greenwood, and lost 15-3 to the University of New Brunswick. Four players were, however selected to play later for the Maritimes, in Montreal.

In November, both submarines carried out the programme laid out in SUBAL 11/61, which included five days valuable pro submarine exercises, for which Commander SM embarked initially in Astute, transferring subsequently to Aurochs and then to Lanark for return to Halifax.

Only two Rugger matches were played this month before the weather precluded the use of the grounds. Both were against Halifax Wanderers, and both were drawn - 6-6 and 3-3.

For Hockey, the Division combined its two players with the Canadian Forces Hospital team, which, in three matches, won one and lost two

On the Bowling front, of the three teams from the Division, two are in the first four places in the league.

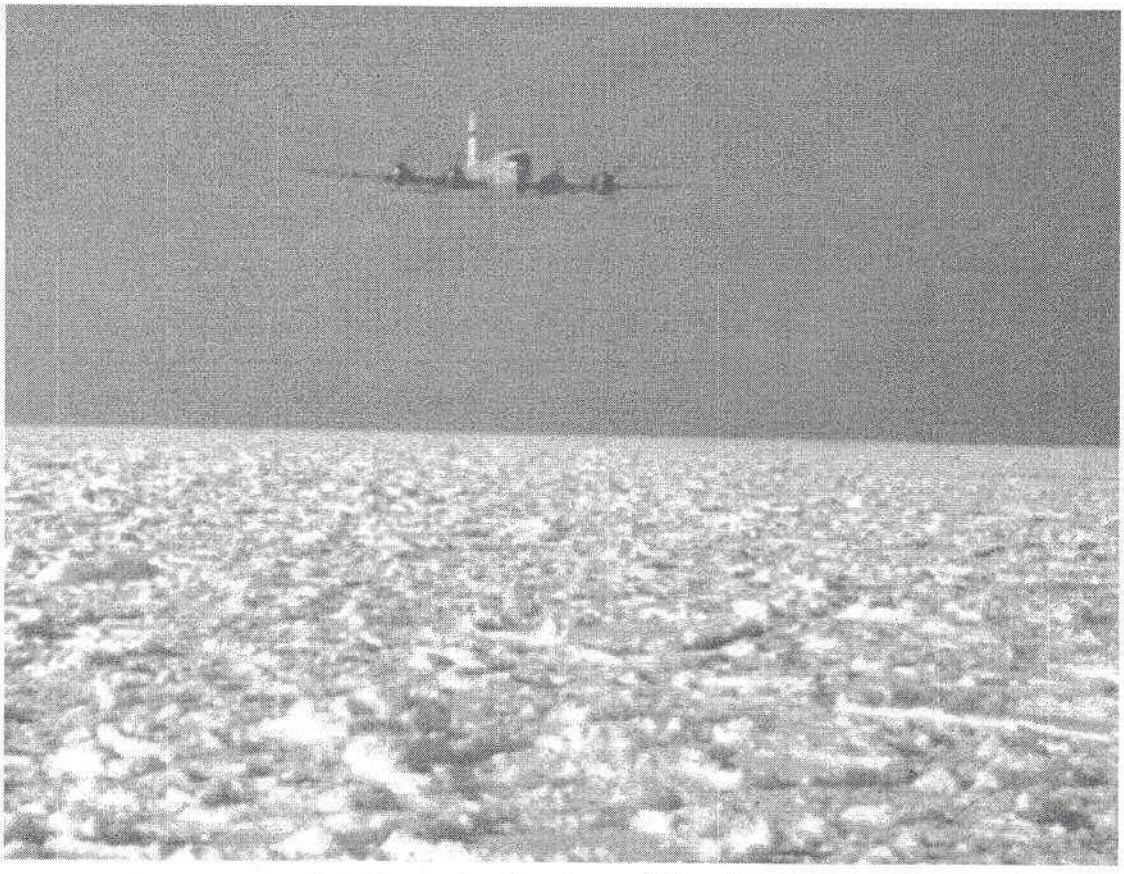
In December, Both submarines carried out the exercise programme in SUBAL 12/61. Regrettably Astute had to cancel her visit to New London on completion of Exercise SLAMEX, in order to make good a defect to #8 Fresh water tank.

On arrival in Halifax Aurochs prepared for her return to UK, after 18 months service in Halifax.

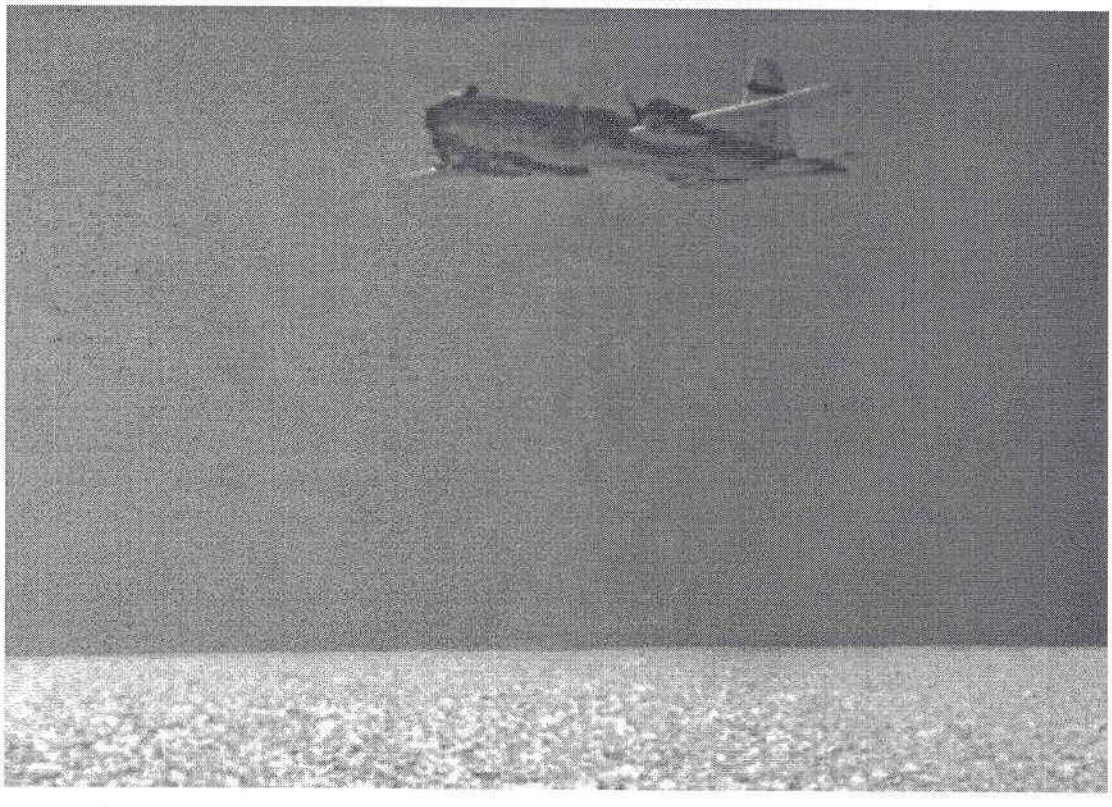
The three bowling teams are not doing quite as well as they were at the beginning of the season

Enough enthusiasm has been generated to raise two hockey teams, but the standard of skating is not yet high enough to play other teams, though it is hoped to be able to do this by the end of the season.

Aurochs departs for UK on January 5th, 1962



A submarine's view of the Argus



Chapter 11

1962

HMS Aurochs (Lieutenant Commander OB Sharp RN) sailed for UK on the 5th January, 1962, after completing 28 months' service in Canadian waters.

HMS Alderney (Lieutenant Commander R Cudworth RN) arrived in Halifax from UK on 22nd January, after an especially unpleasant passage.

The other Officers were First Lieutenant Alistair Bruce, RN
Engineer Lieutenant George Newton, RN
Third Hard and Torpedo Officer Lieutenant Richard Sharp, RN
Fourth Hand and Navigator Lieutenant Peter Haydon, RCN
Fifth Hand Lieutenant Michael Wilson, RN

Because of storm damage, she was not able to carry out the exercises on passage which had originally been scheduled. However five days basic exercises were carried out with naval and RCAF aircraft.

Of that arrival, Peter Haydon comments:
"By the time Alderney reached Halifax in late-January 1962 we had already had more than our fair share of adventures and minor disasters. In fact, we were beginning to look on ourselves as a bit of a "hard luck" ship. The failed work-up which resulted in replacing the Engineer and Third Hand, the midnight flood, and involuntary deep dive off the western coast of Ireland *en route* to the second work-up, and the attempt to snort across the Atlantic in the teeth of a force eight gale did not bode well for a happy commission. As we limped into Halifax without the 187 dome and with some other fairly serious storm damage, the spirits of the crew were hardly at their highest level."

and he adds:.....
"Three weeks later the repairs had been made, and the families were sort of integrated into the new and distinctly un-British lifestyle of Halifax as the submarine settled down to the new life of playing clockwork mouse for the RCN and RCAF. Much of our life was spent in the dreaded "Julie Hole" (41 degrees 30 minutes North and 62 degrees 20 minutes West became engraved on our hearts))where the ships did endless basic ASW training exercises (Casexes) from Monday to Friday turning us over to the RCA F's Argus Long Range Patrol Aircraft for the weekend as they headed for Bermuda or home. The monotony was unbelievable and the boredom was not relieved by the sequence of bad to indifferent movies we were given by the Canadian Navy. Requests for newer and more interesting movies went unanswered as some faceless bureaucrat determined what we should see. But it was not always that bad, as we had some pro-submarine time and a few good port visits".

Astute completed her periodic docking on the 16th and sailed for Exercises iaw SUBAL 1/62, but because of storm damage her exercises from 28th January on were cancelled to enable

her to go to Bermuda for repairs and, to assist with these, some base staff were flown to Bermuda.

SM6 notes in his Report for January that Aurochs general standard of maintenance remained high during hr time in Canada, that the total number of job cards were less than for any other submarine in recent years, and work requisitions on the Dockyard were only 40% of those for each of her three predecessors.

The three bowling teams are holding their own, despite a losing run at the start of the month, and enthusiasm appears to be the greatest asset for the Hockey team, though skill was said to be "not far behind."

It is not certain that this view was shared by Mike Albrow, who was the Pusser from 1961-64, or thereabouts. In early 2003, when asked to contribute to the story, he wrote:.....

"For me the period 1961 to 1964 was extremely happy - newly married, a good social life, a job I enjoyed, and sport. This leads into a little cameo: The Canadians, like all North Americans, do take sport very seriously but we were perhaps not fully aware of this when SM6 was challenged to play an RCN team at ice hockey - surely the most dangerous of games. Only one of our team, a Canadian, had ever played before and our base staff had to make up the rest (when we went to Dalhousie rink to get some practice with our wives we were told to stay in the corners until we could stand up). What followed was fairly chaotic with most of our team only able to stand up on the ice by holding onto the goal posts, and the spare crew First Lieutenant finished up with his ankle in plaster which was not exactly popular.

In February. 1962, both astute and Alderney carried out the tasks assigned in SUBAL 2/62. In Bermuda, Astute's emergency repairs were carried out by HMCS Cape Scott, assisted by submarine base staff flown in from Halifax. SM6 also comments:..... *"Divers from Canadian Operational Clearance Diving Unit One rendered very good service from 24th to 28th February in removing the keel side plate and repairing the rod gearing of the muzzle door of the garbage ejector. the muzzle door was also jammed with garbage and this was freed. In very cold water, the diving team worked long hours and are to be commended for their success in remedying this defect."*

A generous grant of 250 Pounds was received from the Nuffield Trust. Part of this sum was used to acquire six sets of skis and associated gear, because, as the Report states: *" The Division has had one enjoyable, albeit inverted session already, and hopes are running high for further opportunities this season. The rest of the money will be spent on bicycles and camping gear to enhance the opportunities of Expedition training in the summer.*

Both Astute and Alderney carried out the tasks assigned them in SUBAL 3/62 in March.

Astute completed a maintenance period in Bermuda alongside HMCS Cape Scott. A small party of Spare Crew, on Cape Scott for Wintex, assisted with the maintenance, as required by Astute, and were fully supported and appreciated by the repair ship. The Staff of

The Division's second Exped Training venture

The first Expedition Training effort was carried out by Astute after Tod Slaughter's wedding. Toby Frere was in charge, and the task was to navigate the Musquodoboit River. Toby is not in this picture.

Cape Scott undertook the complete coating of the type 187 Asdic dome with epoxy resin and glass cloth. This treatment, in addition to the repairs done in February, has proved successful so far, apparently with negligible loss of sonic performance. The Diving team undertook the difficult job of resecuring a large underwater fairing plate and Cape Scott assisted in many other jobs, both large and small.

Astute took the opportunity, whilst in Bermuda, to play several games of both Rugger and Soccer with both the RN ships and with the local police, and while Astute met with little success, the games were much enjoyed. Opportunity was also taken by Astute to take part in a Sports Tabloid in which Astute came third, competing against six RCN ships.

In Halifax, the bowling season came to a close with one of the Division teams coming third out of sixteen, and the other two placed evenly throughout the League.

One acting Petty Officer, and one Leading Seaman got the opportunity of doing some Leadership Training combined with some Outward Bounding, when they took a party of boys, aged 11-14, for a week's skiing in the Wentworth Valley, the boys doing the cooking (under supervision) and the chores of the camp. At the time, this was considered to be of great value to both sides - despite adverse weather conditions and the novelty of the situation. SM6's Comment. in his report of Proceedings to FOAC was: *"It was an enjoyable, if exhausting week!"*

In April, 1962, Alderney met all her commitments for SUBAL 4/62, but Astute was only managed to achieve 2 days with CANCOMFLT, because of main engine defects. This meant a loss of 8 submarine days.

The Soccer team had its first outing, and won a friendly game 3-2, and SM6 wrote:..... ... "There is plenty of enthusiasm, and there is hope of refilling the Trophy case this year.

Also during that month, a team of two officers and five ratings from Astute made a twenty four hour passage down the Musquodoboit River in a twenty-man inflatable life raft. the ratings were left to solve the problems of watermanship, rapids, watch keeping organization at night, mending punctures etc., and there appear to be plenty of volunteers for a repeat performance

It started at the reception after Tod Slaughter had married Janet Shears, and is best described **in Toby Frere's own words:**.....

"Tod's wedding to Jan was a great occasion and compared vividly with the bachelor parties from which the Best Man (the long suffering 5th Hand) had had to extract Tod. One finished in the Chief's Mess at Stadacona where Tod tried to get the Musac turned off. He had already destroyed a similar system recently installed in the Wardroom. When he was unsuccessful he **asked the Cox'n for a dance, saying "All Cox'ns dance backwards, it's part of their course." We were thrown out.** ***At the Wedding Reception, Commander SM broke the news to the 5th Hand that he had been chosen to lead an Expedition which would start that evening and float down the Musquodoboit River in a 20-man life raft, negotiating the shallows and rapids through the night. This would keep him out of mischief with the bridesmaids anyway. In the raft there was a grapnel to throw into the trees, or the bank, to arrest progress***

if necessary. This was soon necessary. However, the enthusiastic flinger punctured the life raft with a prong of the grapnel and the trip then went from crisis to crisis. Next morning, Sunday, in more peaceful waters, although there were some fierce Falls to negotiate to the sea, several fishermen were passed who looked amazed at the life raft. Smudge Smith was equal to this and called out such greetings as "Did you see our plane go down?" "Is World War II over?" "Ring CBC and tell them we are all right!" .

In May, 1962, and while both boats almost completed the assigned tasks in SUBAL 5/62, two submarine days were lost because Astute had to return to Halifax for a few hours to replace her Type 187 Asdic dome.

Alderney started a maintenance period on 14th May and went on the Slip on the 23rd, and this revealed an unusually large amount of supplementary work when the inspection of underwater fittings was complete

The Division played three soccer matches in the Nova Scotia Central soccer League, and lost all three by a narrow margin. While it has the talent to win, it lacks experience in playing as a team. Fortunately it has a reputation for good clean football!

Sailing in the Fraser Harris Trophy race for whalers, the Division placed third.

During the month, everyone in harbour took the SABIN oral vaccine against polio, in company with the majority of Haligonians, and on what we believed was prudent medical advice

In June, 1962, both boats completed the exercise programme scheduled in SUBAL 6/52, and Astute completed two week's maintenance on the 30th. Two Mk 20 practice Torpedoes were embarked and fired successfully in Bedford Basin before proceeding for exercises on 3rd July.

Alderney completed routine docking on 6th June, after a few day's delay because of the unusually large number of defective underwater fittings found on survey.

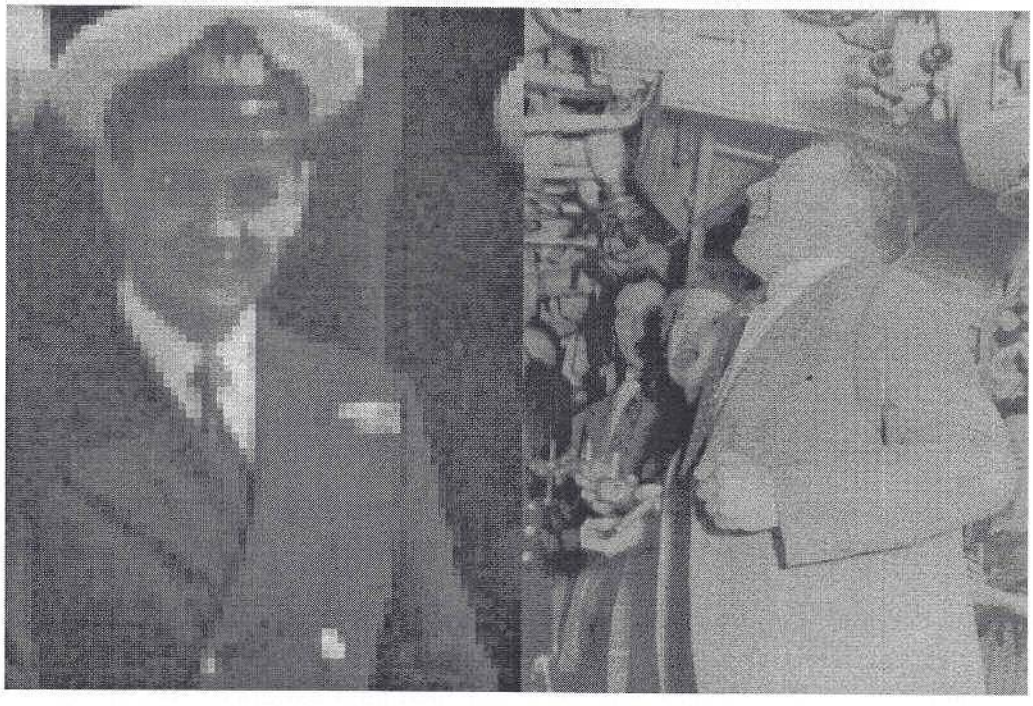
In the Beaver Trophy race (Combined result Service Whaler and RCNSA Dinghy) the Division dinghy finished first, and the whaler, second, but, with the imposed handicap. the Division was pipped for the combined first place, and lost the Trophy.

Soccer and Cricket teams have been active during the month, though not conspicuously successful!

In July, 1962, Astute and Alderney both carried out the tasks assigned them in SUBAL 6/62.

The only item of general interest occurred in Alderney, where the starboard transducer for the underwater telephone Type 185 was changed, with the submarine afloat. This was the

Vause relieves Jenner



On October 15th, 1962

first known case of this being done. Divers from the Operational Diving Unit assisted in the associated underwater work.

For Expedition Training, one officer and six men sailed a fibre glass whaler from Halifax to Summerside, Prince Edward Island. The trip took eight days, with four overnight stops. and included fog, a gale, and even a day's sunshine. In Summerside, two of the whaler's crew changed places with two of a team of cyclists who had made the 180 mile road trip in five days, which included one day of complete rest. The return sailing trip was accomplished in 6 ½ days, but the cycling party was forced to hitch hike back because - they said - of the inferior quality of Canadian manufactured bicycle tires

Several cricket matches have been played - enthusiasm far exceeding Skill. and soccer achievements do not compare with previous years, but the decrease in Division complement makes it particularly difficult to field winning teams when both submarines are at sea.

In August, 1962 Both Alderney and Astute completed their assigned tasks from SUBAL 8/62

Astute carried out a routine docking, and Alderney completed two weeks maintenance on 4th August.

In September. 1962, both Alderney and Astute carried out the SUBAL 9/62 programme.

Astute completed her docking and maintenance period on the 8th September and Alderney not until the 2nd October.

On 15th October, Ken Vause took over as Commander SM6 from Steve Jenner.

In September, 1962, Alderney and Astute fulfilled their assigned tasks in SUBAL 9/62.

In October, Both submarines carried out the requirements of SUBAL 10/62 until "interrupted by the international situation", which is code for the Cuban Missile Crisis, in which the part played by the Division is described in Chapter 21 - **Cold War**.

In the sporting world, both submarines were in harbour when the zone final for the Pearkes Trophy was played. This made it possible to win the match, and have the honour of going to HMCS Naden for the Pearkes Tournament. Since both submarines were to be at sea during the tournament week, drafting changes had to be made, and the Spare Crew temporarily reduced to two watches. The Division won its first match, but were eliminated 3-1 in the semi-final by HMCS Naden.

On return to Halifax, the team won the final of the Stadacona interpart Soccer tournament. This was a satisfactory end to an otherwise disappointing season.

Cdr S/M adds rather ruefully:" The reduction in complement of Spare Crew has made it almost impossible to field a team when both submarines are at sea.

In November, both Alderney and Astute carried out the exercise programme ordered by

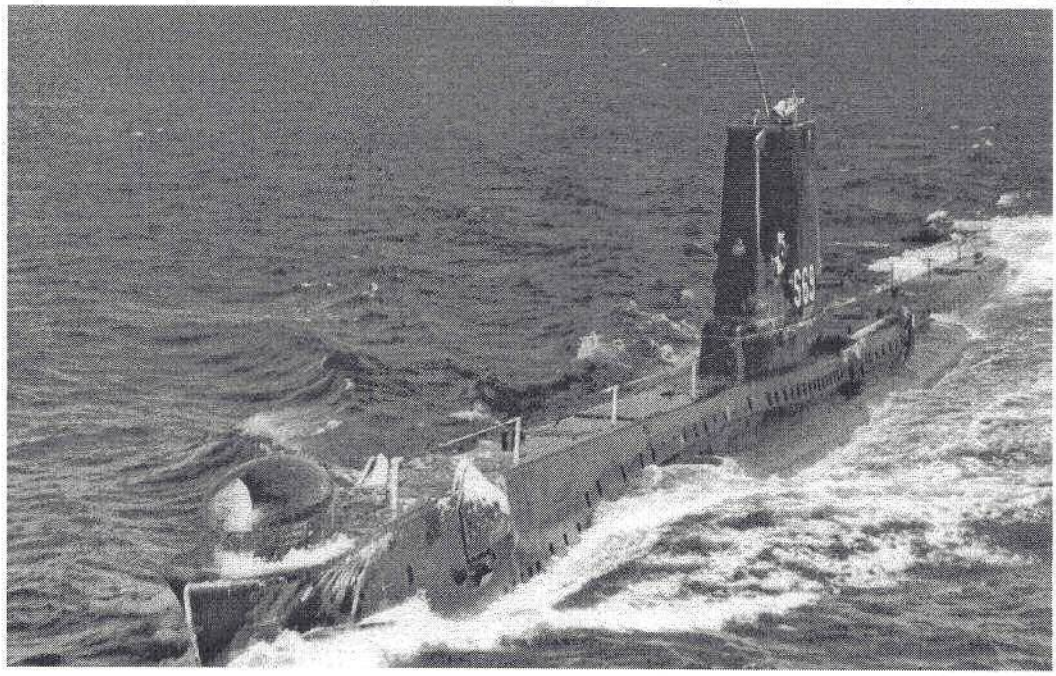
FOAC, both Astute and Alderney returning with a slung piston each, and Alderney with a bent snort mast, and defective main motor field regulators.

In sport, there was sufficient support for [Ice] hockey to obtain a weekly rink allocation, and while enthusiasm far exceeded skill, there were no broken bones, and the Canadians in the Division provided "suitable instruction", according to Commander SM.

In December, 1962, both Alderney and Astute completed their required exercise programme, but the replacement snort mast, sent from the UK for Alderney, required modification, and problems were again experienced with the lubricating oil being supplied for the main engines.

Auriga commissions at Devonport, May 1962 ...

>R Dockyard Padre', John Coward, Rob Forsyth, Nigel Frawley, Mike Wilson, Michael Casserly



. . . and is seen here entering Halifax in January, 1963

Chapter 12

1963

In January, 1963, Astute carried out the exercise programme in SUBAL 1/63, while Alderney remained in Halifax throughout the month, undergoing major repairs. Auriga (Lieutenant Commander MR Wilson RN) sailed from UK on 7th January, spent four days in St. John's Newfoundland, and exercised *en route* to Halifax as a start to her 18 month service with the Sixth Division.

The visit to St. John's was to repair defects to the ballast pump and to the sewage tank hull valve, which had become jammed, and the operating spindle fractured. This embarrassing defect caused considerable internal discomfort for the Ship's Company, which was not helped by the Chef serving prunes for lunch. There was also failure in the Radar and in the Main Radio Transmitter. With the assistance of the Division Electrical Officer, and praiseworthy co-operation and assistance from CANCOMNEW and his Staff, these defects were overcome.

The circumstances that led up to the visit to St, John's is described in the following paragraphs by Lieutenant Nigel Frawley RCN, who was the third Hand and casing Officer at the time:.....

"I think we were transferred to S/M 6 in January 1963. Our passage plan from Guz called for no stops *en route*. However, when we were South of Newfoundland and snorting in some pretty rough weather, the Outside Wrecker, with shit up to his elbows, came to the ward-room (we all instinctively edged away) and told the Captain that the outboard valve for the sewage tank had jammed shut and it was impossible to open !
We were due to blow that tank and it was full. It was just after breakfast and nature was making her usual call to the Heads The Captain made the most important decision of his tenure. We surfaced and rigged a Head inside the after end of the fin just above the top of the conning tower. We altered course for St. John's, which put the sea on our starboard after quarter and the OOW shouted down the voice pipe (with exquisite timing which was important!) for one man up to do his business. Our timing was sometimes off by a few crucial seconds and the man on the throne often had insufficient time to hoist his drawers before the next wave was upon us and half the North Atlantic entered the fin and engulfed our hapless sailor who was often heard to breach the QR & AI by letting loose a few choice expressions at the OOW and the Andrew generally !!
A day or two later we entered St John's Harbour and went alongside the CN jetty where with great pomp and ceremony we were met by the Mayor of St John's, The Senior Naval Reserve Officer with a bevy of WRNS drivers and the President of the CN repair facility that would, in due course, repair our faulty valve. The Captain had no sooner greeted them onboard than they were swept to one side by all hands who raced down the jetty to a Canadian Coast Guard ice-breaker which mercifully had several Heads, clean and in good working order! The details of the balance of our state visit are a little bit fuzzy but I do remember the morning after a particularly vicious party at the Naval Reserve base (with WRNS drivers aforesaid) when Rob Forsyth could barely make it to the Heads on his hands and knees down the hall from the bedroom we

shared! However he was Navigator and we had to sail that morning and we actually did in true RN fashion. I was casing officer that morning and actually managed to hang on as we passed through the narrow entrance to St John's Harbour and entered the broad Atlantic seconds later.. We were in significantly better shape when we entered Halifax Harbour to be greeted by Ken Vause and no WRNS drivers".

Frawley also describes the end of Auriga's Workup as follows:

"We had just finished our WUPS and were still under S/M 3 when we were off Oban in the deep trench, and got a signal to return to Faslane forthwith and store for war. We had no idea what this was all about. We surfaced, rounded the Mull of Kintyre and converged at the little Cumbraes with several other RN boats, an assortment of USN submarines and a Soviet "fishing vessel" with more aerials than the Queen Mary. After a few near collisions, we managed to sort ourselves out and proceed up the Clyde to Faslane. By then we managed to gather what the fuss was all about from the local radio news stations in Glasgow or Kirkcudbright or wherever. In a matter of hours we discharged a full outfit of dummy torpedoes, loaded a full outfit of warhead torpedoes (which kept our TI, A/P.O. Art Bodden, kind of busy, and amused the wardroom with a rich mixture of English, Scots ,Irish and Canadian expletives) and we took on so much food that we had sheets of plywood over cans of arrigonies,peas, etc... down the passage way in the accommodation space. We then raced down the Clyde (with Mike Wilson's sealed orders to be opened a few hours later), had several near collisions with other boats, waved merrily at the Soviet Fishing Vessel , dived and proceeded to our position along the Brit picket fence to the East of Iceland. We were rewarded with several Soviet contacts - their turbine whine could be heard more then 20 miles away - tracked them for awhile and passed on our info to CINCLANT and the Admiralty. This was our one and only brush with the real thing during our commission. It was great !

I think we were transferred to S/M 6 in January 1963.

On 4th February, 1963, Astute sailed from Halifax, arriving at Portsmouth on the 13th. On 7th February, Alderney sailed for exercises iaw SUBAL 2/63, but developed serious engine trouble and had to return to Halifax for major repairs and docking. Auriga remained in Halifax throughout February, preparing for her extensive exercise programme in March.

In March, 1963, Alderney remained in Halifax all the month, preparing for her return to UK. Auriga sailed on 4th March to carry out exercises detailed in SUBAL 3/63.

In April, 1963, Alderney sailed for UK on 11th , arriving at Portsmouth on the 22nd and Auriga carried out the content of SUBAL 3/63 until the 21st, when she returned to Halifax for a 14 day maintenance period.

But on 10th April, Almost Everyone in the submarine world went to panic Stations about USS Thresher, Sixth SubDiv included, and what follows is how Nigel Frawley remembers the chain of events, though it doesn't appear elsewhere, apparently, in SM6's Reports of Proceedings

"On April 10, 1963, USS THRESHER was doing deep diving trials off New London when she suddenly took on water when

a valve or some piping failed at 1300 feet. Apparently, the C.O. tried blowing all main ballast and going full ahead but the submarine kept going down stern first. The main propulsion likely failed , and she apparently passed her crushing depth and imploded . She sank with the loss of all hands. We were alongside Jetty 4 in Halifax and, before the public heard about the tragedy, we were ordered to sail with all despatch to assist in the search and rescue effort. A USN liaison officer from Stad (whose name escapes me) joined us. He was a two and a half, tall and bald. He was a lecturer at the Maritime Warfare School.. The cox`n started working the phones to reach crew members who were ashore. The Captain ordered us not to say a word to people ashore why we were going, as (US) next of kin had not yet been advised.

Rob Forsyth`s wife, Maureen, got the message and found Rob at the barber shop and told him to get down to the submarine chop chop. Rob told me later that she was really worried that the Soviets or the Yanks had started World War 3 - the same thought crossed his mind. After lots of kisses and "I'll-never-see-you-agains" he got onboard and shortly afterwards we sailed and he was told why. Maureen only found out many hours later why we had suddenly sailed. Such is the lot of the submariner's wife.....We went as fast as we could to the rescue area and tried to figure out how best we could help with all the conflicting signals coming in about whether she had actually sunk, where survivors might be found , what their condition might be etc.. etc.. Shortly after we arrived at the search site, the Thresher's whereabouts and condition was known and we were told we would not be needed after all. We returned to Halifax.

We were all extremely sad, of course, and really felt the loss deeply and personally.

Our USN Liaison Officer was a submariner and knew quite a few of the officers in the Thresher. He was devastated. From then on, I noticed all trimming officers being extra bloody careful whenever we were deep and manoeuvring to get away from some Canadian destroyer or frigate....."

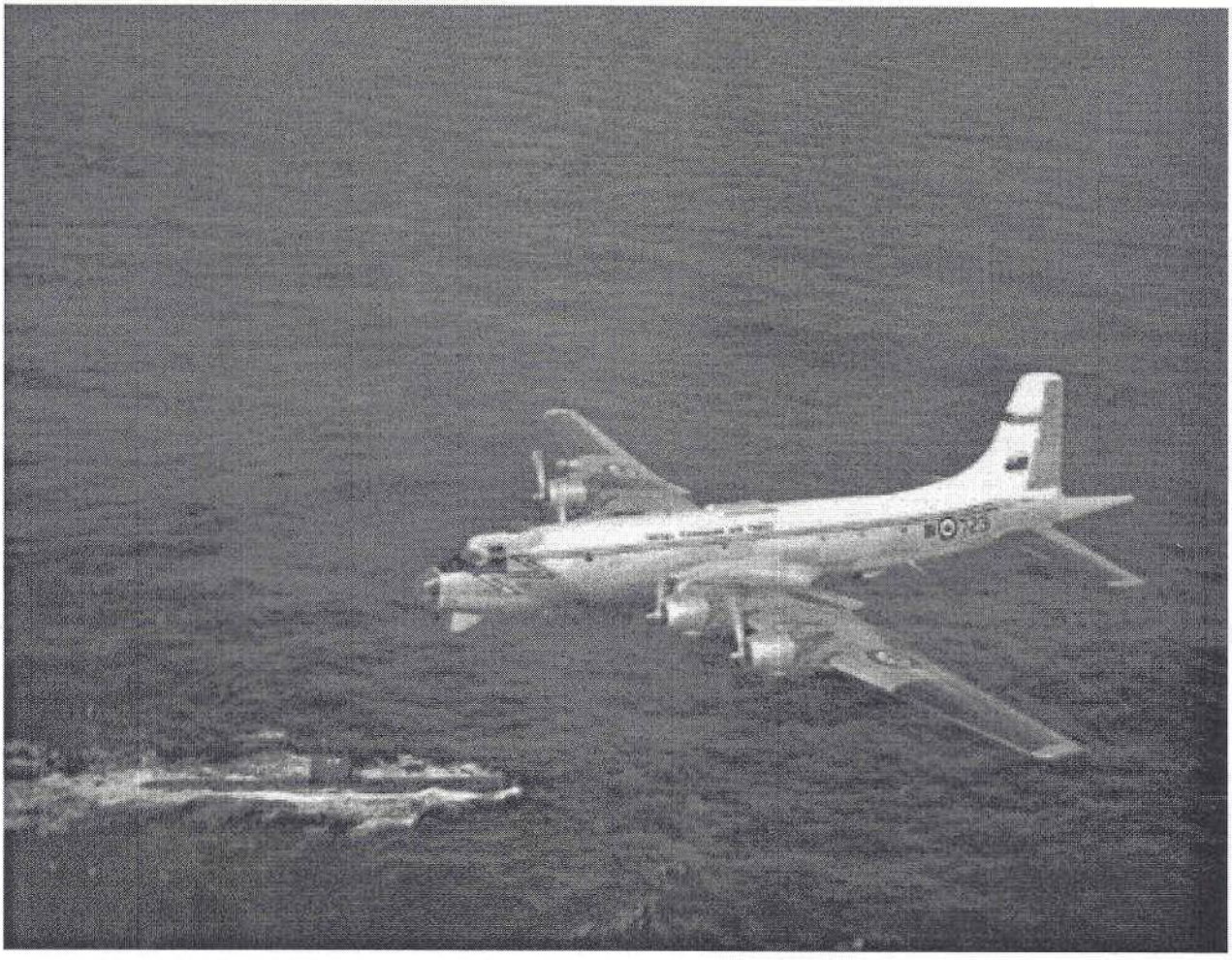
In relating this story, Nigel was reminded of a vignette of what young married life was like in his time in Halifax.....

"Talking about Rob Forsyth`s wife, I must tell you a story. She's a Scot and has a wonderful Scottish accent. She was only about 21 when they married and shortly afterwards came to Halifax to set up house in a strange and cold land and far, far from home and Mummy.

She hadn't paid too much attention to the domestic side of life before she married and it was all on the job training ! Rob was usually at sea so he was no bloody help. In any event, on one occasion when we returned to Halifax, they very kindly invited me to dinner .

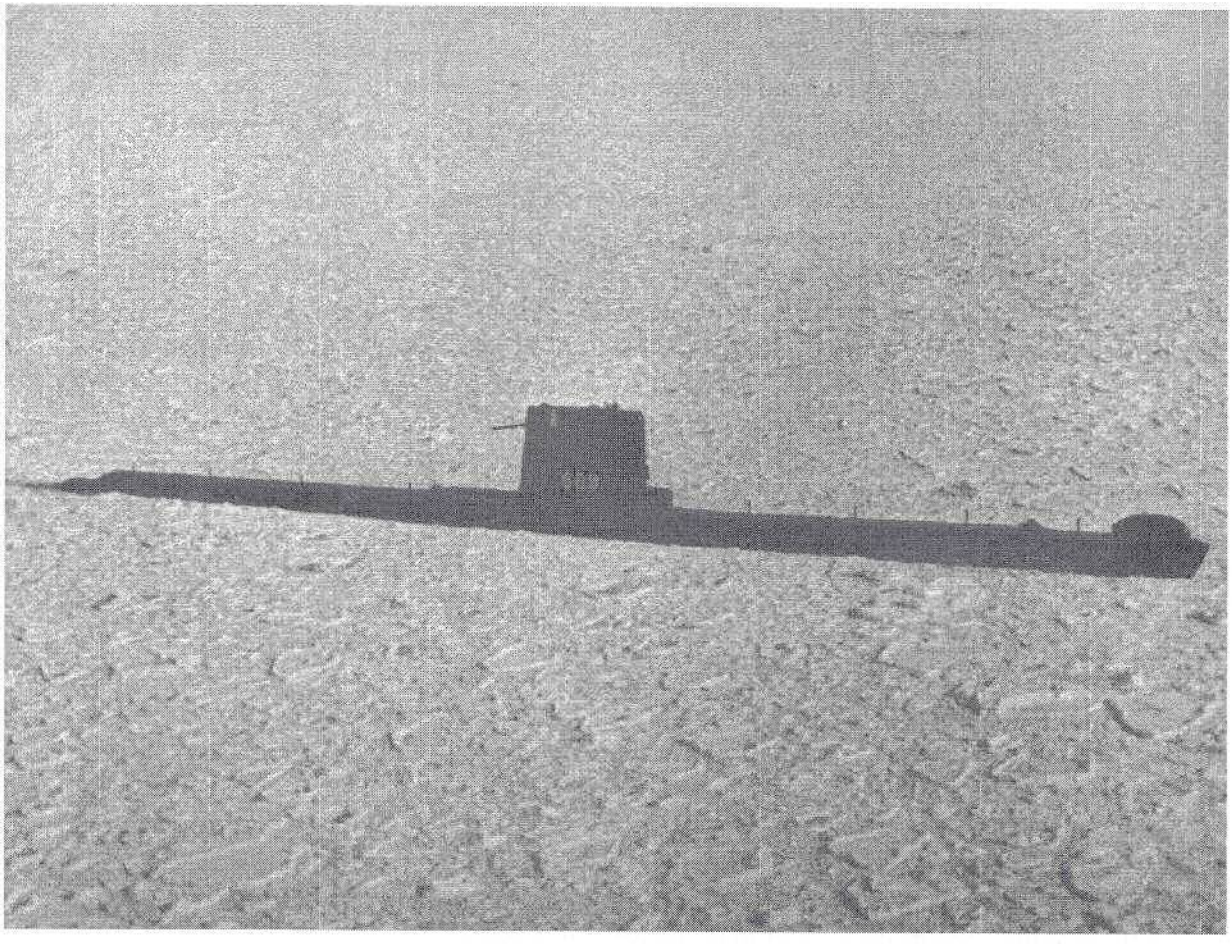
As Rob fussed about getting me my 3rd horses` neck and Maureen was in the bathroom, I wandered into the kitchen to literally see what was cooking. There were several pots bubbling away on the stove top with delicious smells emanating therefrom and I could not restrain myself from lifting the lid of one of them. There to my amazement were several pairs of Rob's underpants getting their post patrol stewing and washing!! Of course, at this point Maureen arrived and caught me in the act and I was ordered out of the kitchen in the most beautiful and colourful language, and it was only after the first glass of wine that I was forgiven.

I've seen the Forsyths from time to time over the years and that story always comes up !"



Argus aircraft exercising with Odin (LCdr JSF Burrage) on loan to SM6 for 3 weeks in May

Auriga in the Cabot Strait



In February, 1964

In May, 1963, Auriga carried out the exercises scheduled in SUBAL 5/63 and took part in SLAMEX 1/63 with Odin (Lieutenant Commander JSF Burrage RN)who had joined the Division temporarily from 7th to 26th May, 1963. HMS Artemis (Lieutenant Commander D. Wardle RN) arrived in Halifax on 30th May, for three weeks temporary service with the Division.

It was during May, 1963, that a German periscope that had been in a museum collection at the Halifax Citadel was transferred to the Crow's Nest Club in St. John's Newfoundland, under the following circumstances :.....

Mike Goble was the Division Engineer Officer, and wrote, in 2003.....

"During this time the most memorable incident was the removal of the German U-boat periscope from the Halifax Citadel. It was advertised for disposal and the only application was from the Crow's Nest Club in St John's, Newfoundland. The periscope ERA (ERA Tester) repaired and cleaned it, and made a wonderful job . A new submarine joining the 6th stopped in St John's for engine repairs and I went up there in her to make arrangements. I do not remember the name (It was Auriga - Ed ***) , but the Captain was Wilson, who was later sent home and replaced by Bromback, I believe. While there I measured up the roof of the club in order to make a bonnet to fit the roof and carry the bearings and seal for the periscope. When all was ready, we waited a few weeks for the first RCN destroyer*** (HMCS Terra Nova -Ed.) ***to take it to St John's and ERA Tester went along to fit the periscope into the club, using a construction crane . The club members were so happy to be the only club in North America with a periscope at the bar, Last heard of a few years ago it was still working."***

In June, 1963, Auriga, now under the Command of Lieutenant Commander JH Haigh-Lumby RN, fulfilled the requirements of SUBAL 6/63, Odin arrived in UK on the 4th, and Artemis left Halifax for UK on the 17th.

On 27th June, Auriga was put on the Dartmouth Slip to change the Port propeller, which was damaged during a change of berth on the 24th. Her damaged propeller was taken in hand for repair by base Staff, and although Nikalium had not, up to that time, been repaired in Halifax, the feeling was that the propeller would be fit for use shortly.

On the evening of 7th July - a Sunday - Auriga came in from sea with a defective telemotor pump armature, for which the spare was laid apart in a remote bay of the Gladstone Street Stores Depot, and Commander SM6 felt it was worth reporting to the Admiral that the prompt opening of the Store by the Duty Dockyard Officer - a Mr. Grant - was worthy of note.

Ken Bromback took command of Auriga in July 63, and says:

"The ice exercise, which followed, as far as I can remember, was just a fill in. There was a blank two weeks in the program and it was decided that Auriga and Alcide (Simon Conway) should venture north and operate on the fringe of the ice. We operated in separate areas and did not meet. Having just come from USS Nautilus, in which I spent 3 months operating near and under the ice I was keen to see what could be done by a diesel boat. We spent about 24 hours penetrating under the ice, but had to leave sufficient battery to get back out.. A successful five days was spent in New York in the middle of the month. . Artemis arrived in UK on 3rd July.

In August, 1963, Auriga carried out the schedule ordered by SUBAL 8/63, and Onslaught (Lieutenant Commander CAW Russell RN) sailed from UK, through Hurricane Beulah, to arrive in Halifax for two month's temporary duty with the Division.

Auriga completed self maintenance on the 17th, and this was followed by her annual Harbour and Sea Inspection.

In September, 1963, Auriga, sailed from Halifax on the 9th September, carried out the SUBAL 9/63 schedule, and returned on the 23rd, and, after a 16 day maintenance period, arrived in St. George's, Bermuda on the 1st October, having exercised *en route* with ships of the RCN.

In October, 1963, The Flag Officer (Submarines), Rear Admiral HR Law CB OBE DSC inspected the Division on the 10th and the 11th.

Auriga sailed from Halifax on the 17th to carry out the requirements of SUBAL 10/63, and Onslaught returned to UK on the 31st.
In November 1963, Auriga sailed from Halifax on the 8th and carried out the exercises scheduled in SUBAL 11/63, Spending two days in Bermuda.

Gerry Paul particularly remembers that November.....

....."I was in the CANFLAGLANT operations room at lunch time on 22nd, when a TV news flash reported the shooting of President Kennedy in Dallas. Everything stopped! Then the room filled, as Canadians, Americans and Brits watched in shock and disbelief as events unfolded."

And of the 1963/4 Winter He writes:

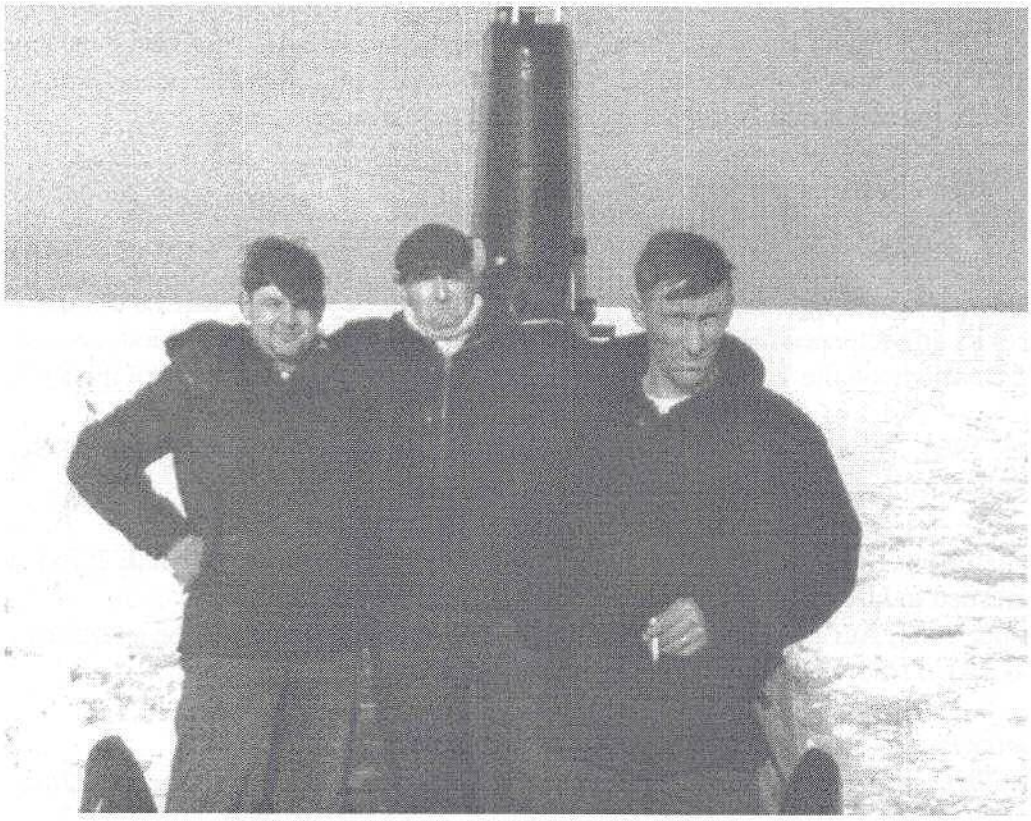
"....Heavy snow (144 inches) that year made travel to work interesting, even in a powerful 1956 Pontiac with split differential. Our Birch Cove house was a somewhat old fashioned property sited on top of a rock up a steep hill above the road along Bedford Basin, about 5 miles from the dockyard. Days started early, trying to dig out the drive way to access the car before the road clearing snow plough filled up the entrance! On several afternoons, severe weather delayed return home until quite late: while waiting for the weather to improve, further hazards were imbibed in the wardroom of HMCS Stadacona.

> *A particular problem of the Birch Cove house was water supply. There was an old and virtually useless drilled well, with an ancient pump that needed priming several times a day; and an 800 gallon dug well that had to be filled three times a month by the local fire brigade. In winter, before digging out the car, it was often necessary to fill saucepans with snow to be liquefied on the stove!*

The 1964 Winter continued into March. As I recall".

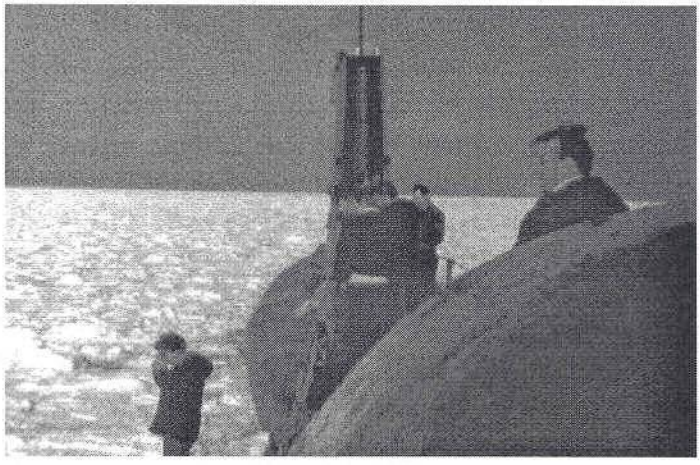
Auriga arrived in Halifax (No date stated) with the loop aerial box completely washed away, and the type 719 fin dome smashed by heavy seas. The aerial was renewed and boxed in.

Cabot Strait in February 64'



L>R Nigel Franklin, Ken Bromback, LSM Lynch

I claim this land (Ken Bromback)



Nigel Frawley on the right behind the dome

In the Winter of 1963/64

Alcide and Auriga alongside in Halifax

A replacement dome was aboard a Trans Canada Airlines (TCA) airliner which crashed into a cabbage patch near London. The jinx on sonar domes continued and, in his Report, Commander SM6 adds: ***"I strongly recommend that you do not travel in aircraft or ships carrying sonar domes to the Sixth Submarine Division."***

In December, 1963, Auriga was up on the Dartmouth Slip from 11th December, 1963, to 4th January, 1964. On docking, the port after hydroplane was found to be missing, and a replacement was flown out from UK (For details of this mishap, see Appendix L). The cause of the loss could not be established with any certainty as only the intact stub of shaft remained, but it was considered probable that the hydroplane had been pulled up hard on its sealing ring, but not hard upon the cone, and the hydroplane eventually became loose and broke the keep plate bolts, Keeps and fastenings had been checked at the previous docking. No defect was observed by divers during a routine examination on 7th October, although the nut cover plate was removed because it was rattling. The keyway in the shaft was damaged and repairs were effected by turning the shaft through 180° and new keyways cut. This repair is considered justified by the large saving of money and operational time. Fitting a new shaft would have delayed Auriga's undocking considerably.

Of under ice Exercises that winter, Nigel Frawley writes in July, 2003:.....

"We went under the ice in the Cabot Strait in the winter of `63/'64. Before leaving Halifax, we welded brackets, etc. to various locations on the fin and casing to try to prevent ice damage when we surfaced in the ice field. We read all we could about sonar under the ice and fitted an upward looking sonar on the top of the fin (suitably protected) which was very high definition and I think was type 776. For days now I have been trying to remember the model number and I keep coming up with 776 so hopefully that is correct. It was described to us as being similar definition to the type of sonar used by fishermen to detect schools of fish. In any event we were to use it to ascertain the distance between the top of the fin and the bottom of the ice. We studied different kinds of ice - old ice, new ice, pack ice etc., as well as polynyas where we were encouraged to surface. I was the Sonar Officer and took an extra special interest in this exercise as I have always taken a big interest in the North (and still do) as it is such a neglected area as far as Canada is concerned. As we proceeded to the diving area I was struck by the hundreds of seals and thousands of birds near the edge of the pack. Of course this meant lots of fish and it was clear our sonar would be affected by all of this noise.. We penetrated the loose ice until Ken Bromback felt we could dive and proceed under firm ice and do our thing. Our rule was that we would penetrate for 40% of our battery endurance so we would have 60% to get out. We had been warned that the ice pack always moves and it was

essential to have that margin of error covered. We dived to about 120 ft. and raised the search periscope. Instead of a flat or smooth underside of the ice, it was very jagged where pancake ice had been squeezed over on its side. We had to be careful of this as S/M 6 wouldn't have been pleased with periscope damage ! We searched for polynyas and practised positioning

ourselves under them and then surfacing. The 776 worked extremely well and one day I noticed a trace of a double echo when we were ascertaining the distance up to the bottom of the ice. It dawned on us that this was an indication of the thickness of the ice. I kept all our traces and put them in an school exercise book (!) with my comments. I still believe we were on to something that was important. Our findings were duly reported to S/M 6 and to S/M 1

on our return to Portsmouth later but we never heard anything again ! Maybe Ken Bromback did but I don't know. It was all a fascinating experience and I often think about it. I like to think that some Staff Officer or Boffin used it with all of their other data to ready the nukes
which began exploring the North around that time.

There had been a lot of dissatisfaction expressed for some time by various engineer Officers about the lubricating oil being supplied to the Navy in general, and, in his December Report, Commander SM6 states: ***"The main engine lubricating oil was condemned by NRE Dockyard Laboratory because of high proportion of carbonaceous sediment, after only 275 hours each engine. After investigation it was concluded that this resulted from a lack of dispersive additive in 3 .GP. 903a Grade 30 Oil. and supplies of Shell Rotella 30 are being obtained. It is expected to effect considerable improvement in engine cleanliness"***

Chapter 13

1964

In January, 1964, After docking and maintenance, Auriga sailed to fulfil the requirements of SUBAL 1/64.

On the 10th, Alcide (Lieutenant Commander SSR Conway RN) arrived for 18 month's service with the Division, and remained in harbour for the rest of the month, undergoing docking and repairs, as she had arrived, after exercises and passage, in which the after hydroplanes had failed at the screwed flange coupling immediately aft of the hull gland. Examination also revealed slack keys and opened keyways in the operating shaft. The type 187 dome had been irreparably smashed, and heavy seas working against the snort mast had caused failure of the hydraulic piston rings. Similarly, wave action, while running on the surface in heavy seas, had repeatedly flexed three of the main cable runs leading into the sonar chamber forward, causing failure of their cases. Fitting an upward looking echo sounder, prior to a Subicex, was started.

The Second Coxswain, Ben Rodgers, describes the crossing.....

"We sailed from England in early January, our orders were to proceed on the surface to a position near Bermuda.

The foul weather was the worst I had ever seen and lasted for days on end.

At one point during the crossing I had to crawl out onto the stern casing to cut free a line.

that had been stowed under the casing and had broken loose, as there was a danger it might foul the screws.

I don't think I was ever as cold in my whole life. For risking my life in the freezing water and icy deck, I was given an extra tot!

When we finally arrived off Bermuda and in better weather, we discovered we couldn't dive the boat because of damage to the planes

. We then sailed for Halifax, having to signal ahead for the berthing party to supply lines to secure us alongside , as we had lost ours.

Inside the boat, the situation was just as bad, there was hardly a plate or cup left, Most had been broken during the storms.

We were reduced to using any tins and cans the galley discarded.

Later in Halifax we were issued unbreakable dishes by the RCN.

I have often wondered why the Royal Navy never thought of doing this.

Its also hard to understand the Admiralty sending boats to Canada without properly educating and equipping the crews.

The first time I ventured ashore in Halifax I got no further than the dockyard gate. Wearing only shoes and a raincoat I nearly froze.

A week or so after arriving we were issued with heavy blue parka's stamped RCN in broad white letters on the back.

If we had been the first British boat to operate out of Halifax these shortcomings might have been excused.

But the fact we were the second to last ,to belong to the 6th Canadian Squadron, one would have thought we'd have been better prepared.

He also adds a note about Pay and Allowances:

....."The Alcide Canadian draft was accompanied, so quite a few members of the crew brought their wives out.

I don't have much in the way of details, but one married stoker found his wages barely covered the higher Canadian expenses of food and rent. He claimed successfully that he was living under the poverty line. There were no married quarters available for RN personnel. He

complained through channels with the end result , everyone (married accompanied) received an extra $100 per month overseas allowance."

In February, 1964, Auriga returned to Halifax on the 6th, and remained in harbour till the 24th, when she sailed again for SUBAL 2/64 exercises. Alcide sailed the 10th for SUBAL 2/64 exercises, returned on the 15th for a minor repair, sailed again on the 17th, and was away for the rest of the month.

In March, 1964, Auriga returned to Halifax on the 24th after spending three days in Norfolk, Va., and having exercised with ships of the US Navy. She sailed again on 19th March for Exercise "Wolfcub Four" (Subicex), returning to Halifax on the 28th. Alcide returned to Halifax on the 11th, having carried out SUBAL 3/63 from the beginning of the month. Alcide also sailed on the 19th for "Wolfcub Four" and other exercises, and Commander SM6 spent three days in each submarine during" Wolf cub four".

Alcide's Second Coxswain, Ben Rodgers, comments about his experience with Ice, which may have referred to this exercise

"We did surface through the ice on one occasion, damaged the conning tower breaking through. I believe we may have carried a live torpedo to use in the event the ice was too thick to break , but I'm not sure of that fact. I remember the dreadful condensation problem inside the boat, I had to sleep with an oilskin over me to keep dry. Only the conning tower showed on the surface, that's how we climbed out onto the ice. We played football for about half an hour, it was

really just for exercise and to keep warm. A sentry was posted in the conning tower as a polar bear watch. We never saw any bears, I expect the stench of smelly submariners would have been enough to keep them well away. It was quite an awesome experience to stand on the ice and look around. Nothing but pure white ice and snow as far as the eye could see, contrasted by a clear blue sky, quite an amazing sight, one that few people have had the privilege to enjoy.

Satisfactory reports were being received of the new lubricating oil (Rotella 30) now being used in Auriga.

In April, 1964, Auriga sailed for Exercise "Longlook" on the 11th, and returned on the

30th, and Alcide sailed on the 5th to carry out the exercises in SUBAL 4/64, returning on the 11th, but sailing again on the 13th for Exercise "Mohawk". This exercise ended on the 13th, and Alcide spent the rest of the month in harbour.

In May, 1964, Alcide sailed on the 5th for Exercise "Silex" and then carried out the SUBAL 5/64 schedule returning to Halifax on the 24th, and spending the rest of the month in harbour. Auriga sailed on the 5th for "Silex" and returned on the 14th, spending the rest of the month in harbour.

In June, 1964, Alcide sailed on the 11th for Exercise" ", and carried out the exercises scheduled in SUBAL 6/64, until the 20th, after which she visited Bermuda from the 20th to the 22nd, when she continued with the schedule. It was probably at this time that the following incident took place:

to quote Ben Rodgers, Second Coxswain

"In the summer of 1964, Alcide was exercising somewhere north of Bermuda, in an area near the Gulf Stream.

We were patrolling at a depth of 100 feet, and nearing the end of the morning watch. I was sitting at the fore-planes. It had been an easy watch, George was controlling depth and course, and working well, for a change.

During the four hour watch we had solved most of the worlds' problems, voted the best car of the year, touched on religion and probably politics.

Around 0745 a wonderful aroma of bacon frying in the galley drifted through the control room. I was hungry and anxious to see my relieve appear. He was late arriving, and I was the last one to leave the control room. Going aft to the galley, the chef gave me a plate of two eggs and four rashers of bacon, it looked great. Turning to go forward to the mess, I was stopped dead by a sudden loud noise from the machine space, just below where I stood.

Almost immediately the passageway filled with a fine mist. The Outside Tiffy dived through the hatch to find the problem. It later turned out to be nothing very serious and was quickly rectified. However at the time no one knew this, at almost the same moment the boat began losing depth. It wasn't George's fault, he'd been turned off at the watch change. In a matter of minutes and with no obvious reasons, we at two hundred feet. The two planesman were receiving a tongue lashing from the officer of the watch. It quickly became clear they were not to blame.

The First Lieutenant was in the control now and taking charge, pumps were running, Q was blown all to no avail. The order to shut off for going deep sounded through the boat. I dropped my breakfast into the washroom sink opposite the galley. Then began quickly shutting the engine room door and bulkhead valves.

Upon completion I moved forward and, standing by the radar shack door, reported engine room bulkhead shut off for going deep. In the urgency to secure the boat, the Captain was shut into his cabin, he'd been asleep. having worked the best part of the middle watch.

We were now passing four hundred feet, and nothing we'd tried had slowed the rapid descent. Everyone waited, hoping the Jimmy would do something quickly to avert disaster. Five hundred feet was our maximum depth, and not one we often tested. Finally I heard the order to blow all main ballast, surely this would bring us up.

With air screeching into the tanks we continued our downward spiral. When the noise

of the HP air stopped, the only sound remaining, was the frightening creaking of the hull.

We stood motionless and silent, everyone's eyes firmly fixed on the deep dive gauge. It was now closing on six hundred feet. I hadn't noticed, but the Jimmy took off his shirt and threw it over the gauge. It immediately broke the trance-like state we were in, but that was all it accomplished! I was aware of my right hand hurting, and realized I had a death grip on a stanchion. Nevertheless I continued holding on, reasoning that I was adding strength to the hull. Many thoughts were running through my head at that moment. Would I ever see a blue sky again? No one would ever know how we died or if we did it bravely? Regrets for having volunteered for the submarine service and so on. Through the mist of my fear came the voice of the fore-planesman: "Bubble is rising sir". As suddenly as we had dived we now began to rise just as fast. Either we had no control over our ascent, or no one wanted to slow it. Whatever the cause we hurtled to the surface and survived. When I finally sat down in the mess to eat my breakfast, I listened to all the bravado around me. On "..... we sank to.....", or on my last boat we hit bottom at this many feet and so it went! I was just glad to be alive, it had been a most terrifying moment in my life. I truly believe, that morning, I had walked through the valley of the shadow of death.

Later when we had recovered from this incident, we tried to understand what had happened. The best theory was, we hit a huge layer of fresh water, probably from a melted iceberg. We entered at the top, suddenly becoming heavy and dropped like a stone to the bottom of the layer. If it had been a few feet deeper? who knows. How deep we sank is also open to speculation the gauge was covered. Certainly more than six hundred feet, how much more I no longer care to know. It was only by the grace of God we survived.

Auriga returned to Halifax on the 19th, having exercised from the beginning of the month until the 11th of June, as scheduled by SUBAL 6/64. She visited Boston from the 11th to the 15th June and then remained in Halifax from the 19th until the end of the month.

In July, 1964, Auriga sailed from Halifax on the 6th, and visited New York from the 9th to the 15th, when she fulfilled commitments in SUBAL 7/64, and arrived at Bermuda on the 28th. From the 6th to the 14th Lieutenant Commander GAS Paul too k command of Auriga during the temporary absence of Ken Bromback on compassionate leave in UK. Alcide arrived at Bermuda on 4th July, having fulfilled SUBAL 7/64 commitments since the beginning of the month.

Gerry Paul's recollection of the New York visit, which was one of his two commands as Spare CO, follows in his own words

"The first was to take Auriga from Halifax on surface passage to New York for a five day visit (in company with Alcide) while Ken Bromback returned to UK for compassionate reasons.

We were berthed in Brooklyn and accommodated in Bachelor Officer's Quarters. Social activity included a long lunch at the New York Yacht Club (after which our hosts plied up with Scotch & Drambuie "rusty nails?"), an evening with the British Consul General and an official cocktail party onboard Alcide.

(After the party, I retired to my (bin) cabin to change: where I found the South Afri-

can secretary to the Bolivian UN Ambassador resting on my bunk. Under the circumstances, it seemed only proper to delegate responsibility for entertaining our visitor to the 5th Hand!)"

She sailed on the 5th July and arrived at New York for a visit in company with Auriga. She sailed on the 15th for further exercises, returning to Halifax on the 23rd July and began her intermediate docking on the 28th.

In August, 1964, Auriga returned to Halifax on the 7th, having carried out the commitments of SUBAL 8/64 in the Bermuda area since the beginning of the month. Alcide began the month in dock, undergoing her first periodic refit[?] This was extended from the 9th August until the 15th August because of further defects discovered on the hydroplanes, This extension was recovered in the maintenance period without loss to the operational schedule. Alcide sailed from Halifax on the 24th August to work up in company with HMCS Yukon and Nipigon, She returned on the 26th and spent the rest of the month in harbour, at the end of which, according to Alan Leslie [in 2003]:***"Moosehead Breweries sponsored a mammoth sports weekend Sept. 4/64 one of the sports was a football tournament which SM6 won after three grilling days of play, however, after the championship game the lads had to pack their grip and depart for sea at 1800 leaving just three of us to attend the presentation of medals and refreshments, a bit of a disappointment for the lads."***

In September, 1964, Alcide sailed from Halifax on the 2nd for her Annual Sea Inspection, returned on the 3rd and sailed again on the 7th to participate in NATO MASTERSTROKE until the 13th, followed by CAN/US Slamex 2/64. Alcide returned to harbour on 24th September, where she spent the remainder of the month.

And, at about this time she probably docked, which gave rise to the following tale from the one-time Second Coxswain, Ben Rodgers:

"In late September 1964, Alcide was repairing on the Dartmouth Slips, on a side note, a Russian trawler was berthed on the slip next to us.

The cold war being what it was our security was tightened for the period we were on the slips.

I recall a large old piece of dirty tarpaulin draped over the sonar dome!!. No periscopes or masts to be raised, and two trot sentries on duty instead

of the usual one. One had to be on the casing at all times, the other patrolled below, taking half hour turns each.

However the main story is about myself.

On the day we prepared to leave the slips I was in charge of

the casing party (2nd Cox`n).

It was a dreadful day weather wise, raining and blowing hard. Just the sort of weather not to be on the casing!

As we began to slip astern toward the water, the winds increased dramatically. The boat not yet afloat began to move sideways off the cradle.

We hauled in on the headline using the capstan, there was a lot of strain.

I could hear shouts from the bridge to hold on.

The strain increased , and the nylon rope stretched.

I should explain, that at the time nylon rope was considered a marvelous replacement for wire lines, they had been so dangerous.

No one realized that nylon was every bit as deadly. To make things worse we were operating with a small crew, many were on leave.

On the casing there was myself and the wardroom steward manning the line.

The strain became so taut I doubt we could have eased it off had we wanted to. I just hoped that before it got any worse the boat would be in the water.

That didn't happen, suddenly the strain was just to much, and the rope

jumped the capstan throwing me onto my back, and the steward down into the forward escape hatch well.

The boat survived and reached the water okay. The Steward and I didn't fare so well.

I looked down at my numb hands to see the middle finger of my right hand laying across the back of my hand held on just by skin. I had

broken fingers in both hands and the steward

wouldn't be serving gins in the wardroom for sometime with a broken leg. Somehow we were helped below to the seaman's mess,

and the Cox`n was sent forward to attend to the medical needs, Poor Neville Glover, he'd never been confronted with anything like this before.

Both my hands were badly swollen by this time and I was in shock.

Seeing my finger hanging there by the skin, must have been almost as bad a shock to Neville as it was to me.

What could he do? codeine certainly wasn't the answer , he couldn't bandage it, or dare to try moving it. It would take roughly 45 minutes

to cross to the Halifax berth, the hospital at Stadacona had been notified and an ambulance would be waiting for us to arrive.

In the meantime the Cox`n came up with the only thing he could think of to ease the pain, rum! Of course in a state of shock this was probably

the worse thing he could have done. He gave me a large glass of neaters.

I had difficulty lifting it to my mouth using only my left hand. At the time I didn't know I had broken bones in it too.

I drank the rum as a thirsty kid would swallow a coke, with in minutes I was feeling no pain!! Before the boat finally docked, I was talking up a

storm waving my hands around broken finger flapping about to everyone's

horror. The Stad guys gave everyone strange looks when they saw my

condition, before whisking me away to sick bay.

At the hospital doctors were unable to give me an aesthetic because of the rum, in fact I seem to recall one saying I probably wouldn't feel anything.

The next morning I awoke not only with two very painful hands but a lousy hangover to boot.

I would eventually recover with a couple of operations to return use of my right hand. I never fully got the use of my middle finger back,

but did go back to sea and function well, but always careful around nylon rope."

Auriga sailed from Halifax on the 7th to take part in MASTERSTROKE till the 13th,

Hervey relieves Vause

On September the 29th, 1964

followed by Slamex until the 19th, She then sailed to UK, arriving at Devonport on the 23rd September.

Commander JB Hervey Royal Navy, relieved Commander K Vause Royal Navy in Command of the Sixth Submarine Division on 29th September, 1964.

Of that turnover, John Hervey related: .....

....."Even in my earliest days in submarines, with such stalwarts as Jimmy Meakin and John Humphry-Baker, I had not seen drinking on this scale. And I will never forget my turnover from Ken. He believed in taking his successor to all his own farewell parties, at which prodigious amounts of booze seemed to be consumed by everyone. One day, towards the end, having had the equivalent of at least two tots of rum in the Chiefs' mess, we went up to the Wardroom in the shore base. Here, the officers presented Ken with a pint tankard, filled to the brim with a mixture of rum, whiskey, brandy, gin - and heaven knows what else - all mixed with jungle juice - and invited him to drink it down. Which he did, in one, and handed it back for a refill!"

By the time he left, I needed a couple of weeks leave just to recover from the turnover! And whilst he and Joan were still on the road, motoring up to Montreal, to catch the Cunarder back to UK, three things happened in quick succession. First, the spare crew Jimmy came to see me and said: "You know we told you all the CBs were ok" - ominous start - "Well, we've now found that there are twenty pages missing from the cryptographic operating instructions." - the only CB "they" get really upset about!

In October, 1964, Alcide was maintaining at Halifax from the beginning of the month until the 12th, when she sailed for Exercise "Marlex", returning to Halifax on the 17th to land her Commanding Officer, who was sick. The Spare CO, Lieutenant Commander GAS Paul RN relieved him , but it was also found necessary to undertake repairs to a major defect in the snort mast and she eventually sailed on the 20th October, and carried out exercises with the RCAF and trials with NRE's research vessel, New Liskeard, arriving in Bermuda on the 27th. She sailed again on the 29th and exercised with the RCAF till the end of the month, as scheduled in SUBAL 10/64

and of this short visit to Bermuda Gerry Paul recalls some details

"The brief visit to St George's included socializing with RCAF/RAF air crew and a return match when the duty officer (Harris) invited a few aviators and their friends onboard: on our return from shore we found Harris + 3 paralysed aviators + 3 charming young ladies: naturally, the party continued until our guests recovered.)

(Recollections of the second evening seemed to be dominated by dogs. Dining in a Hamilton restaurant, Jimmy Fergusson related a story about a wee Scottish lassie and her small dog called 'Porky' that reduced fellow diners to tears.

On return to St George's, we found the local police Sergeant and his Labrador at the gangway. Having invited the Sergeant onboard, one dog loving officer decided to persuade the Labrador to follow his master via the torpedo loading hatch. Amused onlookers watched as one pair of hands tried to persuade four independently operated legs to be placed simultaneously inside the hatch rim: eventually two pairs of hands succeeded. After a beer, and biscuits for the dog. Sergeant and canine escort

resumed their patrol of St George's.)"

Alcide had also had trouble with the bow shutter operating gear of #3 tube. This had been repaired while she was in dock on 28/29 September, and Alcide carried out a successful torpedo firing early in the month.

In November, 1964, Alcide, temporarily under the command of Lieutenant Commander Paul, exercised with Canadian Forces until 6th November. An eleven day's maintenance period in Halifax followed and Lieutenant Commander Conway resumed command on the 8th. Alcide sailed on the 17th November to carry our the SUBAL 11/64 schedule, and returned to Halifax for the weekend 28/29.

At the end of his November Report, Commander SM expresses some apprehension about the capacity of Alcide's main battery "....which does not appear to be holding its capacity very well and the density readings have a large spread. This may be cured by more vigorous use in the next three months, but it will need watching carefully as it is a second commission battery".

In December, 1964, Alcide sailed on 30th November, for exercises with Canadian Forces, and on Sunday, 6th December, Exercise SMASHEX was carried out [A separate report was forwarded but is not available].

After a further week of exercises - much of it aborted by bad weather - Serials were cancelled a d Alcide returned to Halifax. On her arrival, **"store for war"** was exercised and the submarine would have been operationally fit for sea within thirty six hours, which was considered acceptable. The only unsatisfactory aspect of the exercise was the poor state of serviceability of the Mk. 20 torpedoes, and steps were taken immediately to remedy that.

During the Store for war exercise, a genuine removal and replacement of a defective periscope took place.

Alcide was scheduled to remain in Halifax until 11th January, when she was scheduled to sail for twelve weeks detailed exercises with Cancomflt.

Chapter 14

1965

On the 11th January, 1965, Alcide sailed for "Exercise Maple Springboard", returning to Halifax on 2nd April, and , in forwarding Alcide's "interesting" Report (which is not available} to FOAC, Commander SM6 points out that Alcide managed to operate for eighty one days away from Halifax without losing any operational time because of defects - an achievement that, he points out, reflects well on the effort put in by the technical departments. He also points out that the Type 187 Sonar had been working correctly throughout her time away and that that had been the first period of sustained 197 availability in the present commission. Exercise "Maple Spring" had also provided very useful fringe benefits in the form of pro submarine training. and, "by any standard , must be considered a most successful exercise". The decision to send the Spare submarine CO sand SOO to SM6 (Lieutenant Commander GAS Paul, to San Juan was, in his opinion, amply rewarded by the very close liaison that resulted with the US N Staff.

Since returning to Halifax, Alcide has been in maintenance from the 2nd to the 20th April and carrying out exercises in the local area for the remainder of the month

It has been difficult, throughout the gathering of material for this story after forty years have passed, to get the various yarns in the correct chronological order, and, indeed we have not always been successful, but the following story from the one-time Second Coxswain of Alcide, Ben Rodgers fits in about here

"I recall around late February 1965 Alcide sailed for exercises along the Eastern seaboard. This was during the time Canada was adopting a new flag. It was a NATO exercise, and we were playing the role of a USSR missile boat with intentions of launching a strike at New York City. During this period two events occurred. The first very tragic. Often mail and other items were delivered by Argus Maritime Patrol aircraft of 404 squadron out of Greenwood. We'd surface to rendezvous with them at given times and locations and they dropped a canister which a volunteer had to swim out and retrieve.

Shortly after one such delivery, the plane disappeared over the horizon, and minutes later crashed with the loss of a crew of fourteen. I never heard what the cause actually was, but it was commonly believed the pilot used a false horizon and his wing dipped into the sea. It was a very sad incident, most of our crew knew these airmen, we had visited their base at Greenwood on weekends.

Now I'm not completely sure the next event happened on this same exercise but if not ,then very close to it. As we closed our attack position on New York, we had a failure in the boat, again I'm not sure but think the ballast pump seized, whatever it was, the skipper (Simon Conway) decided it was serious enough to surface, thus dropping out of the exercise.

Once on the surface we attempted to radio Halifax to inform them of the problem and ran into radio jamming from the Americans. A couple of their planes buzzed us continually while alerting surface ships that an unidentified submarine was on the surface. The skipper was pulling his hair out trying to communicate with these guys, they just ignored us. We hoisted the white ensign, still no recognition, in utter frustration Simon said bring up that damn Canadian flag, maybe they'll recognize it!! This was the popular Quebec flag entry! two blue bars and three maple leafs in the centre. Probably the first and only time it was ever flown on a British submarine, and needless to say didn't help. We finally established contact after a US destroyer arrived on the scene and we talked to him via signal lamp".

Alaric, from the Second Submarine Squadron, sailed from Devonport on the 14th January and entered "Exercise Maple Spring" on the 25th January, and remained in the exercise until 5th March, when she was detached for return to Devonport, where she arrived on 15th March.

Acheron sailed from UK on the 8th, and joined the Division in Halifax on the 19th March, having completed a timely crossing through persistent bad weather. She had a reinforced 187 sonar dome and periscope snort induction, and it was hoped that these improvements in design, which add to her flexibility, would greatly enhance her value to the Canadian Forces in the next two years. After a six day destoring period, she carried out three weeks of local running and

hen spent the rest of April in maintenance

The Story of her passage, and how it all started are best told in Al Kennedy's own words

"I was lucky to go to Canada. I went on my Perisher: the periscope school, which was a necessary precursor to commanding one of Her Majesty's submarines, during the summer of 1964. During the course, Captain Brian Baynham who was Chief of Staff to FOSM, asked each student, where they would like to go, in the unlikely event they passed the course.

Brian Baynham was a large man not noted for his attention to detail. I explained that for most of my submarine career I had served in the third submarine squadron based in Faslane, Scotland and that I would very much like to go to a submarine based overseas.

Chief of Staff said, "We don't let first time C. O. s go abroad as we like to have them on a short rein." I observed that the number of older submarines was rapidly decreasing in UK waters and said "It would appear that unless a first time C.O. was sent abroad, it would be necessary to appoint one to our most modern class of submarine in the UK - namely an Oberon class"

"Oh" said the Chief of Staff.

Some weeks later we trooped in one by one to learn if we had passed the Perisher. Chief of Staff said "Al, we have decided to send you to Acheron. The submarine is currently in refit and after work up will deploy to the sixth submarine division in Canada."

On 8th March 1965 we left Portsmouth bound for Halifax, Nova Scotia. My wife, who was expecting our first child in August, would follow some weeks later. Families travelled to Marville, France and were then flown by the Canadian Air Force to Trenton, Ontario. From there it was about 20 hours by train to Halifax. Because such a circuitous route involved a high risk of ones baggage not arriving at the same time, I suggested she pack a suitcase of essential items, which I would take with me.

The North Atlantic in winter is not on the recommended lists of cruise company's enjoyable trips. Although "A" boats had been designed with an ability to transit long distances on the surface the modern "A" boat was somewhat different. The fibreglass streamlined casing did not like being pounded by the sea and a number of "A" boats had arrived in Halifax with large parts of the casing missing, which had to be replaced before they could go to sea. I was determined we would not arrive in a similar condition. Because of time constraints we were not allowed to dive en route until we arrived to start exercising with the Canadian Air Force close to Canada. All went well until we arrived off the Grand Banks of Newfoundland.

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Commander SM reports on 12th May, that the "majority of the Acheron Families are now in Halifax , and apart from a few problems over arrival of baggage, have settled in well.

In May, 1965, Alcide conducted f local operations on the 3rd and 4th and fired six practice torpedoes. She remained in harbour for the rest of the month, carrying out maintenance and periodical docking.

Acheron sailed on the 3rd May for exercises with the RCAF, CANCOMFLT, and OTT 1/65 in the Bermuda areas until 15th May, during the last three days of the OTT, Commander SM6 was on board. After a short stay in Bermuda, Acheron sailed for trials with vessels from NRE Dartmouth, and for exercises with the RCAF, who expressed appreciation for the excellent training value afforded by Acheron in the Bermuda area during this period. Acheron continued in the vicinity until 30th May when she started s transit north.

On 1st June, 1965, Alcide sailed for exercises in the local areas, returning on the 3rd, Acheron also returned to Halifax on the same day after one month's exercises in the Bermuda areas. Both submarines sailed for exercise Pole Star and returned to Halifax on the 17th. Alcide sailed again on the 21st and spent the rest of the month in the local areas. Acheron remained in Halifax carrying out maintenance for the last two weeks of June.

In July, 1965. The majority of the operating time for both submarines was spent in the local areas exercising with RCAF and RCN Units. Both submarines also enjoyed two day's SSX, followed by an operational visit to Boston from the 8th to the 13th July.

Alcide's Second Coxswain remembers that visit thus..... ***"In late July 1965 we sailed into Boston for a weekend good will visit. For me, this was my last trip on Alcide, in September I shipped home, my twelve years up. Naturally I was in high spirits at this point in my life, HMS Ganges seemed along way behind me . On the Saturday at noon a US Admiral visited the boat. On his way to the wardroom he stopped in the seaman's mess to say hello. It was tot time, and he was offered a glass, this he graciously accepted. He then went on to say, he hoped we all enjoyed the city, and if there was anything he could do to help, just let him know. With that he headed to the wardroom, we finished our tots and five of us headed for the casing. There on the jetty stood a beautiful black 1963 Cadillac, complete with pennant and US Marine driver. I couldn't resist the temptation to act the smart arse with this young driver. Going up to his window I rapped to get his attention. He opened the window, and I said Hi. We have just been talking with your Admiral and he said it was okay for you to give us a lift to the dockyard gate. Now I really didn't think he'd believe me and would probably tell me where to go in true naval language.***

However this very young marine look puzzled for a moment, then said in a broad southern accent. "Gee I don't figure, but if the Admiral said so, then you all better get in".

I was hooked and couldn't possibly back down as my mates were watching. My smart mouth had put me in a corner, so what the hell,

"Okay guys get in".

We all climbed into the car and Tab Hunter, the trot sentry, stood on the casing, a

horrified look on his face.

"What if the Admiral comes up before his car gets back", he yelled!

We just laughed and waved as the car drove away.

Nothing ever came of it fortunately, and the car returned before the admiral reappeared.

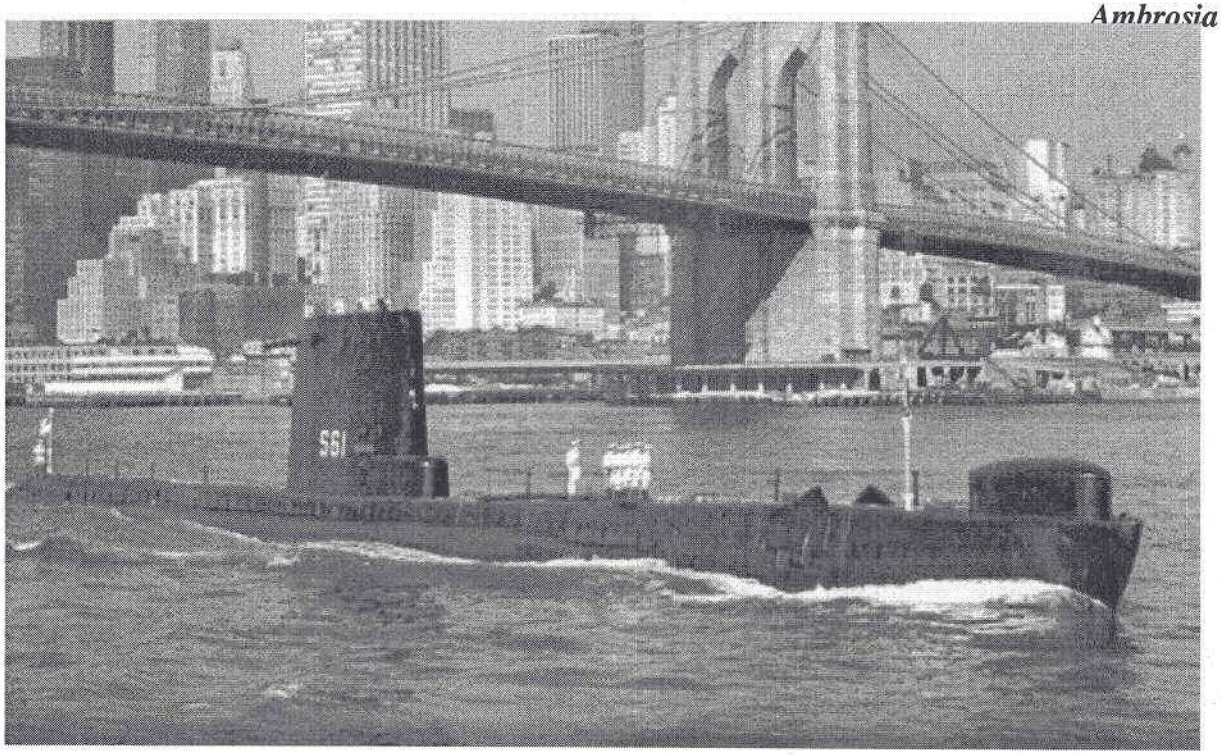
I was hailed by my ship mates as having pulled off the most daring stunt of the commission!

Still, I have often wondered if the driver ever said to the admiral, "Oh, Sir I drove your

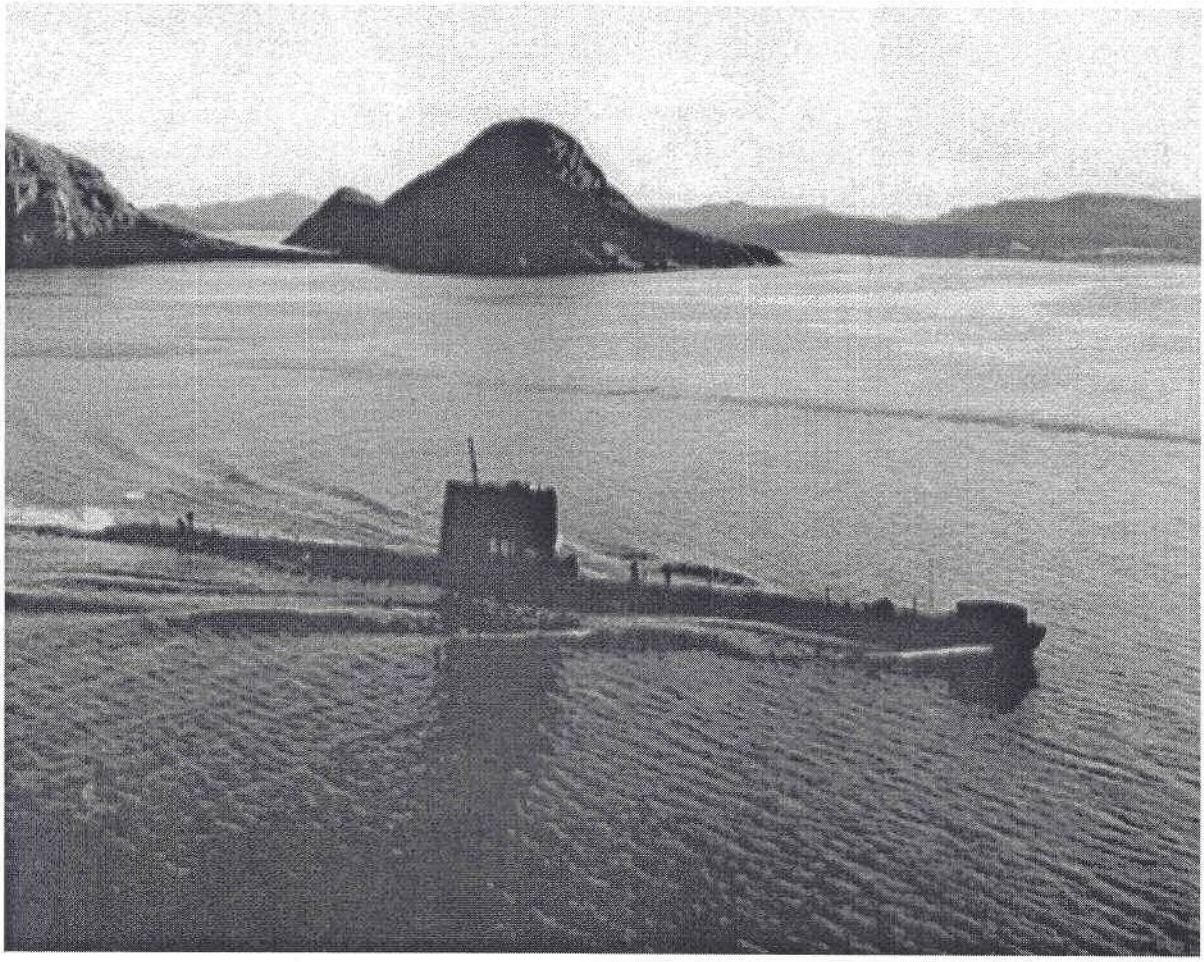
British friends to the gate for you".

They then made passage to Halifax, conducting SSX *en route*. Alcide was taken in hand for routine maintenance from 16-30 July. Preliminary trials for Ocean lV were carried out by Acheron 26-30 July.

I CAN FIND NO ROP FOR AUGUST 1965 AT PRESENT



Acheron enters The Big Apple



Acheron enters Argentia, Newfoundland

Acheron - the last A Boat in Halifax

Chapter 15

Alan Kennedy tells how he got to Halifax in Acheron.....

Any history of SM6 would not be complete without a description of life at sea. Sixth Submarine Division boats normally operated a long way from their base in Halifax. Halifax was close to deep water but suffered from two problems, which resulted in many operations being carried out off Bermuda. During the long winter, the weather in the North Atlantic was dreadful and devalued surface ship training. There was not much point in starting an exercise in detecting and attacking a submarine if the sonar dome was out of the water for much of the time. In the summer when the weather was better, the cold water and the hot sun created a dense fog.

I was lucky to go to Canada. I went on my Perisher: the periscope school, which was a necessary precursor to commanding one of Her Majesty's submarines, during the summer of 1964. During the course, Captain Brian Baynham who was Chief of Staff to FOSM, asked each student, where they would like to go, in the unlikely event they passed the course.

Brian Baynham was a large man not noted for his attention to detail. I explained that for most of my submarine career I had served in the third submarine squadron based in Faslane, Scotland and that I would very much like to go to a submarine based overseas.

Chief of Staff said, "We don't let first time C. O. s go abroad as we like to have them on a short rein." I observed that the number of older submarines was rapidly decreasing in UK waters and said "It would appear that unless a first time C.O. was sent abroad, it would be necessary to appoint one to our most modern class of submarine in the UK - namely an Oberon class"

"Oh" said the Chief of Staff.

Some weeks later we trooped in one by one to learn if we had passed the Perisher. Chief of Staff said "Al, we have decided to send you to Acheron. The submarine is currently in refit and after work up will deploy to the sixth submarine division in Canada."

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After a week settling in we began a typical pattern of operations. We would leave Halifax and start working with RCN ships or antisubmarine aircraft from Shearwater. We slowly advanced to the south fairly close to the meridian of longitude of 64 degrees west. As we got further away from Halifax we started to work with the Royal Canadian Air Force and their Argus antisubmarine aircraft. Once in the Gulf Stream the sea water temperature jumped, as did the temperature in the submarine. A surface passage out of Halifax was a very cold affair. The diesels sucked a huge quantity of damp cold air down the conning tower and everyone felt frozen. The contrast in the Gulf Stream could not have been more marked. Not only were we dived most of the time, but also the constant charging and discharging of the battery would quite often raise the battery temperature to 120 degrees F. It was like having a night storage heater weighing over 200 tons under one's feet. Off Bermuda, the ambient temperature quite often remained well over 100 degrees F. One wore as little as possible and most submarine crews in the tropics looked like a band of pirates.

Typically we would be away from Halifax for between one to three weeks. When we were off Bermuda we would go in for the weekend. The crew lived in unpleasant conditions and needed to let their hair down in harbour. St George's was the ideal place to tie up. It was very close to the open ocean and we didn't have to make the long passage in pilotage waters round to the US Naval Base or Ireland Island. Hamilton was not suitable as it was full of cruise ships. St. George's was well sheltered but with a big swell running the entrance looked somewhat daunting. Once inside the little bay it was a haven of tranquillity. The only problem was the place could be so quiet there would be nobody to take your lines. This meant putting the bow against the jetty so that a crew member could step ashore to tie us up.

The closer one gets to the West Indies the more often rum becomes a problem. I said to the crew that I understood both their and my need to let our hair down occasionally. However I laid down two rules. The first was that they should help their crew mates back on board if they had had too much. The second was that anyone who overindulged the previous night before going to sea and was not capable of doing his job when we set sail could expect a very tough time. Naturally, someone got into this state. After I had heard the case and judged him guilty he received the maximum stoppage of leave, the maximum fine and the maximum extra work and drill. Thereafter we didn't have many problems.

When we first arrived in Bermuda I went through the prescribed etiquette and called on the Senior Naval Officer West Indies. He expressed a desire to visit the submarine. This was fixed for Sunday lunch time at St. George's .He appeared with his wife and as the temperature on board was well over 90 degrees a fair amount of cool drinks were consumed. Just when I thought they would be departing, his wife announced that we would all go to a picnic on one of the nearby beaches. The only problem was there were too many to fit into his car. She decided to sit on the bonnet as he drove cautiously to the beach. Fortunately the police were conspicuous by their absence.

The Acheron wives were due to arrive at the beginning of May. On our rare appearances in Halifax we were preoccupied not only with the problems of getting the submarine ready to go back to sea, but domestic details of finding somewhere to live and buying a car. None of us were familiar with these vast machines and I remember trying out one monster. The salesman said in response to my query on what sort of gear change did it have? "Standard stick shift". I said, "It may be standard to you, but it certainly isn't to me."

Finally, I bought a Pontiac Sedan with a standard stick shift, i.e. manual gearbox. It was a great car but lacked power steering. The look on my wife's face when she first saw it as she left the railway station said it all. Our previous car in the UK had been a VW beetle.

Gerry Paul, the Division Operations Officer, solved my accommodation problem. He remembered that Dick Heaslip, who went on to become FOSM, had married a local girl and Gerry thought Dick's in-laws had a house in Halifax, but were not using all of it. I went to see them - Al and Lorna Grayston. Yes, they had a house and would be prepared to let the main part whilst they lived in the basement. The house was at 2820 Melton Avenue and was very distinctive as it was painted firehouse red. Melton Avenue was in a delightful part of the city near the Armdale shopping centre. It was only about half a mile along the Armdale drive to the bicentennial high-

way. Half a mile up this road and one was out of the City limits. From then on it was mainly fir trees all the way to Fredericton, New Brunswick. The distance to Vancouver was greater than that to the UK.

Al and Lorna were very kind. Al had been involved with a local stockbroker and liked to appear at about 6 p.m. for, in his words, a little slug. He introduced me to curling at his local club. After the birth of our Son, Scott, who suffered from colic, he would help by taking him and my wife for a drive to try and induce him to go to sleep. Lorna had the most wonderful soprano voice and I believe was known as the nightingale of Halifax. Occasionally, she could be heard singing and it was always a memorable occasion.

After my wife arrived and had recovered from being introduced to the Pontiac, she found that she would be required to take a written and practical driving test. As a member of NATO I was exempt!

The other advantage of being a member of NATO was duty free privileges. This extended to cars and drink. After I left Acheron and joined the staff of SM6 I took advantage of this concession to buy a car. I remember the Buick Skylark with great affection, especially as it only cost C$3,000! I never understood why it was assumed that NATO officers would need twelve bottles of duty free per month. However, it was too good an opportunity to pass up; so I went down to the Nova Scotia liquor commission. At about 5 p.m. I stood in line with some rather tough looking characters. They were mostly buying a small bottle of white rum and a six-pack of Olands beer. I placed my order: "three Gordon's gin, two bottles of Black Label, a Bacardi" and so on. I realized the bunch of men behind were now breathing down my neck. As I picked up my order the salesmen said, "I would choose a different time to come here buddy." A man behind said, "Have a great party!"

Life in Halifax was very pleasant and looking back on our stay in the Maritimes it was probably the best time of our early-married life. Shopping was easy. We would drive to the Armdale shopping centre and start with Sobeys - the supermarket. Purchases were put into strong brown paper bags, which were then loaded into plastic baskets and put on a conveyor belt. One was given a ticket and went round the rest of the shopping centre. When we returned to our car we drove up to the Sobeys collection point, handed in our ticket and received in return our shopping which was loaded into the trunk of the car. We really came to value this service in winter.

At the weekend in summer we would load a small barbecue into the back of the car and head off for one of the many small lakes. The government had provided barbecue areas in the woods complete with tables and benches. There were so many sites that one could spend a completely peaceful day. It was prohibited to have an opened bottle of an alcoholic beverage in ones car. However, a large bottle of coke into which Bacardi had been poured seemed to be a good solution.

The summer also meant fog at sea and in the channel leading out of Halifax. The value of all the practice we had put in became apparent. I would go astern to clear the jetty and within fifty yards the shore had disappeared. We normally turned under the bridge because one could see it vertically above us. Once lined up for departure the blind pilotage team took over. Generally,

we would leave on our electric motors so that I could both hear fog signals and because one could maintain a moderate speed. It was quite weird to pass a merchant ship entering Halifax, which was so close we could hear the crew talking on deck; and yet not to be able to see it.

During the summer we had our annual inspection in similar conditions. Fortunately we managed to recover the dummy in the man overboard exercise.

We exercised landing an agent. The planners had decided we would put our man ashore in St Margaret's Bay, located to the South West of Halifax. Fortunately it was not foggy and after a night spent evading aircraft I decided to enter the bay in the early morning. All went well until we came to a narrow channel. We were at periscope depth and in the middle of the channel was a fisherman in a fairly small boat. I was concerned that if he had nets over the side we might catch them and capsize him. So, as we approached I kept the periscope up ready to stop and surface if necessary. He saw the periscope and shook his fist at it. I had a feeling that he might well report seeing a submarine entering the bay. If that happened the air would shortly be full of aircraft and helicopters. We found some deep water very close to a cliff and gently bottomed the submarine. The water temperature was still below 40 degrees although it was nearly midsummer. We lay on the bottom during which time; we heard pings and the noise of surface ships in the distance. After 12 hours we came back to periscope depth to find a quiet night. The agent was duly landed and we proceeded back to sea. I discovered at the wash up that the fisherman had stopped fishing immediately and gone ashore to report us. He must have told his story many times about the big one that got away!

Summer passed all too rapidly and by mid-August my wife was desperate for the baby to arrive. Her Mother, Jane Marshall had arrived, to help in the first few weeks, as I would almost certainly be at sea. I arrived back in Halifax on 3rd August and Acheron was due to go to sea again on 23rd August. By 20th there were still no signs of an arrival. Jokingly, I said how about a ride over some bumpy ground. "Certainly" said my wife.

We set off out of Halifax and found some dirt roads. Alas, the Pontiac took my rally driver efforts easily and we floated from bump to bump. At one point, I had to almost stop to negotiate a rocky piece of track. As I slowed I could hear a hissing noise. I stopped and found we had a puncture! " Don't even think about babies," I said. "I'll just change the wheel". A search revealed we didn't have a jack. I looked around for some help and noticed a small timber framed house nearby. Fortunately the owner was in. "Do you have a jack that would fit a 1959 Pontiac sedan?" I asked. After some effort we managed to get the jack from his Oldsmobile to lift the Pontiac. About two hours later than expected we arrived back at Melton Avenue. Jane said, "I thought you had gone straight to the hospital."

On 23rd August we left Halifax to act as a target for some sonar training classes that was scheduled to go on until 27th August. That last day we were due to work with HMCS Columbia and Gatineau. The weather was vile and a gale meant the ships' sonar domes were more often out of the water than in it. At about 1100 I was told there was a personal message for me on the underwater telephone. It was the C.O. of the Gatineau. " I am pleased to tell you that you are the father of a baby ....." The rest of his message was drowned out by the whoosh of water as Gatineau rose out of the sea. "Say again," I said. Once more the vital part of the message was

drowned out by the sea. Finally at the third attempt I was overjoyed to hear that we had a son. Even better news followed. Because the weather was so bad the exercise would be terminated and Acheron was free to proceed to Halifax.

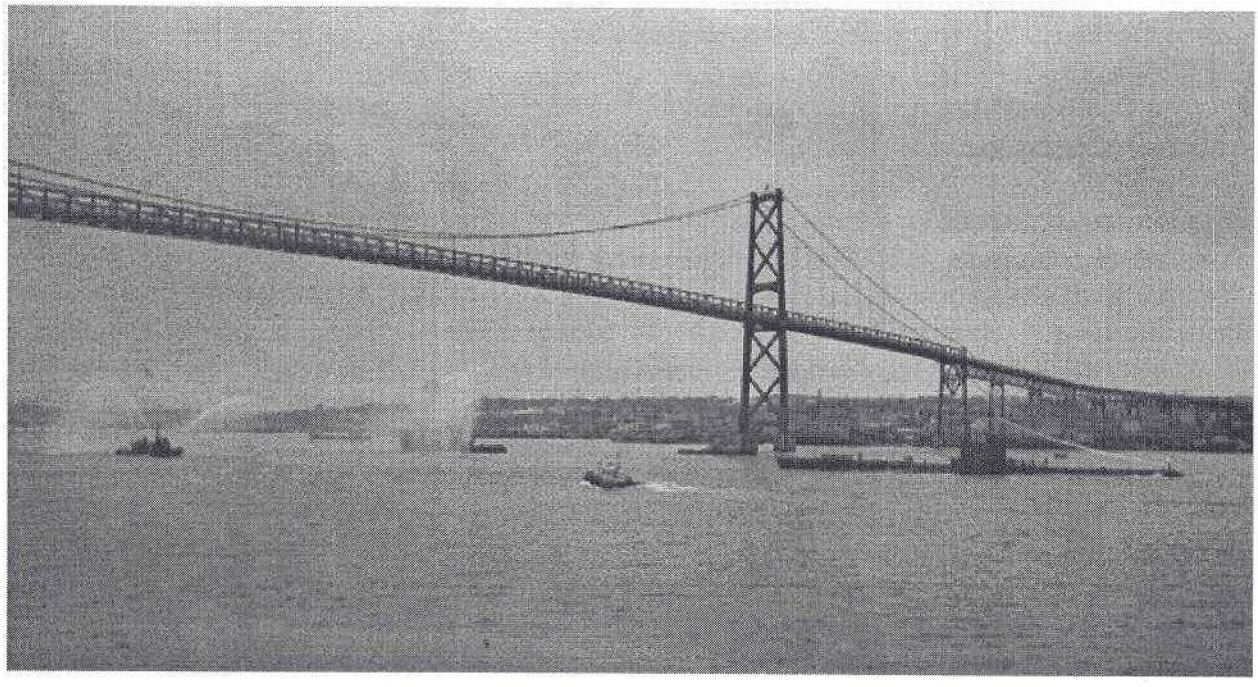
Three days later and it was back to sea. We would be away from Halifax until 22nd September, although not at sea all the time as Gerry Paul had arranged a visit to New York and New London.

Little Sub meets Big Apple. These were not the newspaper headlines. We slipped quietly under the Brooklyn Bridge and berthed in the Navy Yard. Although we didn't make the news, the warmth of the welcome was wonderful especially from some of the British Businessmen based in New York. In the Gaslight club I met the bouncer - Two Ton Tony Galento, who fought Joe Louis for the world heavyweight boxing championship, training on a diet of beer and frankfurters. He managed to knock Louis down but the champ got off the floor and flattened him for his effrontery. My host said, "He used to be punch drunk, now he's just drunk."

After leaving New York we worked off Narragansett with the USS Hugh Purvis, an antisubmarine destroyer. Prior to the start of the exercise I had to ask for their help as one of the sailors was ill. In fact he was so weak he couldn't get out of his bunk. The First Lieutenant - Chris Ward and I poured over a manual on how to diagnose patients. It was not very helpful as it started by asking, "Has the patient got a fever?" Since this applied to virtually every illness in the book we didn't get very far forward. Finally we decided he either had pneumonia or a virulent form of gastro-enteritis. The Hugh Purvis sent over a hospital corpsman - the equivalent of the Royal Navy's Sick Berth Attendant. After examining the patient the corpsman came to see me. "Gee Captain this mans real sick". "I know that", I said, "but what's wrong with him". "I dunno", he said. We transferred the sick man to the Hugh Purvis and had to use a Neil Robertson stretcher to get him up on deck. The Hugh Purvis took off at speed for New London leaving us to have a quiet afternoon. We learned the next day that he was suffering from a particularly violent form of gastro-enteritis.

Many people imagine life in a submarine is very tense, and it probably would be in any future conflict. In peacetime being the C.O. is like being in charge of many other things; aeroplanes, ships or even businesses. The crew are extremely well trained and one has a confidence they will take the right action, even if no order reaches them, say, if there is a sudden flood. Medical problems I always found difficult, as I had had virtually no training and certainly no experience. The other difficult task, was deciding if one should ask for a modification to the safety rules for exercises, or if necessary say no to a request that was not covered by the normal safety rules that governed our operations.

During one's Perisher, safety was of paramount importance. If a budding C.O. did not keep to the basic principles of safe handling he was failed. At the time we were operating off Canada the emphasis on detecting submarines had switched to the use of low frequency sonar, such as towed arrays. To operate this equipment, surface ships steamed slowly at night, so as not to make a noise. Previously submarines coming back to periscope depth or snorting to recharge their batteries at periscope depth had relied on their ability to hear destroyers and other surface vessels. Now, on occasions one couldn't hear them.



Auriga leaves for UK - September 19th, 1966

On one occasion John Hervey came to sea with us when we exercising in this manner. At about 0200 we were snorting to recharge our battery when I saw a darkened vessel at about 1,000 yards range. I stopped snorting and was asked by John why I had done so. I invited him to look through the periscope without telling him what he would see! We then trained our main attack sonar on the disappearing destroyer but could not hear it.

On a couple of occasions I had to ask for a proposed exercise to be modified so that the submarine was not put at risk. When I explained the problem our opponents agreed with the need. The difficult task was deciding how to invoke a safety feature, which did not ruin the exercise.

On 19th October we left Halifax to exercise with the RCAF and then visit the US Naval Base at Argentia, Newfoundland.

Prior to this, Lieutenant Ray Amor of the U S Navy had telephoned me. Ray was on the staff in Maritime Headquarters at Halifax. He had a very well developed sense of humour. He said, "Say Al. How would you like a case of Matoos Rose"? I thought what on earth is he talking about and then it struck me he was referring to Mateus Rose. We had found that Canada produced most things excellently but wine did not appear to be in this category. "Yes, I would be interested, but how do you propose to get it I said?"

"I propose to organize a "Navex" for one of our aircraft down to Lajes in the Azores. Whilst there it will pick up two cases of special stores and bring them back to Argentia for delivery to you. You bring them back to Halifax and we each have a case"

We arrived at Argentia to be met with full US Naval ceremonies. The Captain of the base greeted me. He said, "By the way, I have two cases of special stores for you."

When we got back to Halifax, I discovered the crew of the aircraft had realized the stores were consumable and we only had eleven bottles in one case.

Ray was an excellent mimic. A new US Navy Lieutenant (jg) arrived on CANMARCOM'S staff. Ray called him up and said, "This is the White House. Please stand by to receive a call from The President of The United States." By this time the new arrival was standing to attention by his desk. Ray starts by saying in the unmistakable voice of the President, "As your Commander-in-Chief I like to assure myself that Officers understand the importance of their contributions to the defence of our Country." There was a lot more in the same vein before he broke down laughing.

We arrived back in Halifax on 29th October and I turned over my command to David Eliot. I was very sad to leave Acheron after only eleven months at sea. However, my wife and I were enjoying Canada so much that we were looking forward to being together and to being able to see more of the Maritime Provinces.

I had been appointed to relieve Gerry Paul, as the division operations officer during the remaining period of SM 6's existence and during the initial start up period of the First Canadian Sub-

In celebration of the 10th Birthday of the Division in 1965, a small party was held on board HMS Acheron, and a cake was cut

L>R John Hervey (Cdr SM6), Bill Landymore (FOAC), and Al Kennedy (Acheron)

marine Squadron. In addition, I would be responsible for administering the run down and closure of HMS Ambrose and domestic matters pertaining to Acheron after John Hervey departed.

Chapter 16

Expedition Training

In their Lordships' wisdom - probably in some AFO which might be traceable - it was suggested that Ships' Companies should be encouraged to develop their skills and imaginations outside the normal Service routine, by taking part in Outward Bound Type Expeditions, when suitable opportunity offered. I believe this is common practice today, but, for us, it was innovative, or so we, who were miles from the centre of things, thought at the time.

One of the early Expeditions is described by Max Bacon, who was Spare CO and SOO, as follows:

"In April 1960, just before the end of winter, operation 'Sore Ass' took place. Snow was still around but roads were clear and weather report was generally favourable, so a "day only" expedition on bicycles was devised. Although the Squadron carried a useful outfit of torpedoes it was a bit light on bicycles, and Canflaglant's PR officer suggested using the local radio station to put out a call for assistance. After 25 bicycles had been received, another call was necessary to staunch the flow. Most of them needed maintenance, but this was not a problem.

A route was planned to take in a few fairly out of the way features i.e. a lighthouse, the W/T station, and also to record a bit of topographical information as well. A few days later on a rather gloomy morning, immediately after 'hands fall in', eleven men cycled off into the mist, under the charge of the spare crew PO Electrician. Six hours later a squadron vehicle set out to investigate the silence.

Apparently all went well initially, then disaster struck.. Pedals dropped off, chains broke, punctures developed, some of the lesser used roads did have snow and two of the cyclists slipped and injured their vanity. Most people can ride a bike but it appeared that the majority of our eleven did not seem to do so very often. However they had the wisdom to stay together while one defect free rider was sent back to seek assistance. Unfortunately he took a route different to the investigating vehicle and arrived back well after secure, to his and the Duty Officer's relief.

The participants seemed to enjoy the day out, though not the immediate after effects, but thereafter we kept these activities for the warmer months. All the bicycles were repaired and returned. A number of good friendships with the owners grew out of this activity and certainly quite a lot of goodwill. 15 months later a similar though more ambitious expedition took place, and there was no difficulties in obtaining bicycles"

With one expedition under our belts, EXPED TRAINING seemed a good Idea.

Accordingly, at Tod Slaughter's Wedding Reception, and to keep him from getting into trouble

with the bridesmaids, Commander SM broke the news to the 5th Hand (Toby Frere, who also happened to be Best Man) that he had been chosen to lead an Expedition, which would start that evening and navigate the Musquodoboit River in a 20-man life raft, from Middle Musquodoboit to the sea, negotiating the shallows and rapids through the night.

Toby continues:

" In the raft there was a grapnel to throw into the trees, or the bank, to arrest progress if necessary. This was soon necessary. However the enthusiastic flinger punctured the life raft with a prong of the grapnel and the trip, from there on, went from crisis to crisis. Next morning, Sunday, we were in more peaceful waters, although there were some fierce Falls to negotiate before reaching the sea. Several fishermen were passed who looked amazed at a large life raft floating past.

Smudge Smith, however, was equal to this and called out such greetings as "Did you see our plane go down?", "Is World War II over?, "Ring CBC and tell them we are all right!"

Commander SM picked up the Expedition on Sunday evening and the next Report of Proceedings to Flag Officer Atlantic Coast (8th May 1962) read:

"EXPEDITION TRAINING

13. A team of two officers and five ratings made a twenty four hour passage down the Musquodoboit River in a twenty man life raft. This proved to be a very successful expedition. The ratings were left to solve the problems of watermanship, rapids, watchkeeping organization at night etc., and there appear to be plenty of volunteers for a repeat performance"

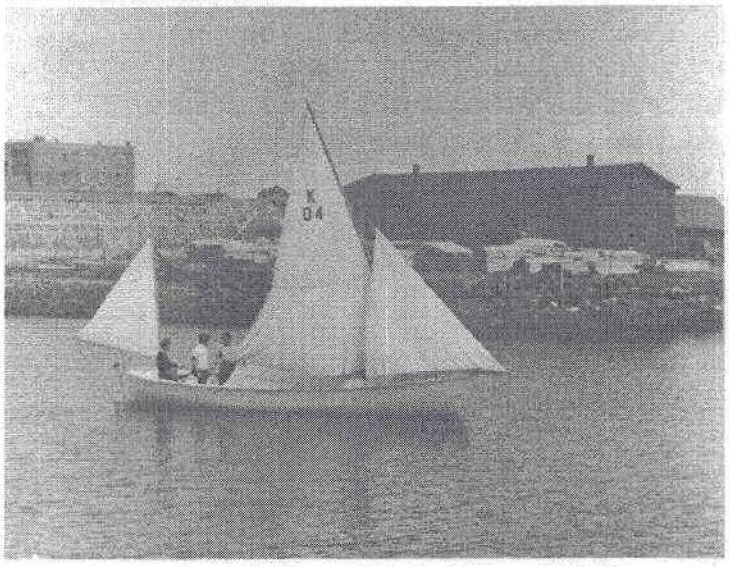
In July 1962, another expedition, somewhat farther away, took place

For Expedition Training, one officer and six men sailed a fibre glass whaler from Halifax to Summerside, Prince Edward Island. The trip took eight days, with four overnight stops. and included fog, a gale, and even a day's sunshine. In Summerside, two of the whaler's crew changed places with two of a team of cyclists who had made the 180 mile road trip in five days, which included one day of complete rest. The return sailing trip was accomplished in 6 ½ days, but the cycling party was forced to hitch hike back because - they said, at the time - of the inferior quality of Canadian manufactured bicycle tires. Tony Whitchurch, a spare crew RO2 at the time, however, in the spring of 2004, has a slightly different tale to tell:....

"One of the boats was to visit Summerside for the Lobster Festival (August '62), and two sets of volunteers were organized to a) row/sail a whaler up the Eastern Shore thence via Canso up the southern coast of the Island. It was led by Lt Dolly Gray, and the only name I can think of who was part of the crew was a Stoker by the name of Branson, who had an innate ability to get right up Dolly's nose!!!

The other half, (b) which was let by Pete Hatherley and involved myself, Soapy Watson, Colin Fairbrother, and an RCN Writer attached (Fergusson I believe) plus others I cannot recall - we were to cycle up. The deal was, we were to exchange modes of transportation at Summerside.

Whaler/Bike Expedition to PEI in July 1962



Standard Pusser's fibreglass whaler

They sailed to PEI and biked back

They biked to PEI and sailed back

Well, I suppose even then the entrepreneurial spirit lay smouldering within, because I had the audacity to write off to the Chambers of Trade/Tourist folk in Truro, Pictou, Charlottetown and Summerside in order that we might find comfortable surroundings without need of pitching tents, as was the plan for these so-called escapees from a POW camp. Indeed, we found it much more comfortable to organize Fergusson to meet us just beyond Waverley in his truck and relay us onward toward the outskirts of Truro, there to make a great entrance to our organized (and gratis) hostelry for the night!

Upon arrival in Summerside, the whalers' crew were billeted in a net loft on the waterfront - but the knackered cyclists were at rest in a very nice motel just at the entrance to the town.

The pity was, some of the crew 'sussed out' where we were, and proceeded not to be the best of Britain's little ambassadors - and we eventually were invited to leave. It might have had something to do with wrestling in very minimal attire on the lawn beside the rooms in the middle of the day!

As it was, the whalers' crew elected to do the return trip as well, and we cyclists saw no reason to object. Sadly, I somehow got lost on the morning of departure and ended up hitchhiking back to Halifax, my equipment having been borne by my colleagues. In effect, the return was seemingly made in record time, and I believe again with the assistance of a four-wheeled mode instead of pedalling. There was some explaining to do - but a jolly good time was had by all.

Max Bacon continues the Expedition Story:

"Another occasion when bicycles were used in support of an expedition was in June 1961, this time with the participation of the crew of Astute (Chris Ringrose-Voase was the skipper and Tod Slaughter the Jimmy.) The plan was that a small group of people would cycle to a small inlet about 20 miles northwards from Halifax, make camp and await the arrival of a whaler sailed up from the base manned by another small group. At this inlet (and I cannot remember the name of it) they would camp for the night, debrief to each other, swap their respective means of transportation and head towards home the next morning. There was also information for both groups to collect on the way.

The journey northward was smooth, pleasant and passed without hitch. During the return journey a brief but violent summer storm blew up. This made the going very hard for the cyclists, but it gave the returning whaler's crew a particularly uncomfortable, and at times hazardous trip. An ERA from the submarine was coxswain of this whaler and under duress proved to be a highly competent one.

This operation was perhaps the most successful one carried out in my (Max Ba-

con's))time. It certainly brought out the aims of expedition training i.e. awareness of need for independent action, confidence in adversity, attitude to survival. It was also an experience all the participants felt was worthwhile.

While the following episode was not official Exped training, it was related by Bill Hughes, who was the Spare Crew PO Tel (or Radio Supervisor) in the early sixties, and was clearly meant to serve roughly the same purpose

"At that time President Kennedy was urging everyone to walk, and this walking craze swept the world.

Dr. Barbara Moore from England was walking across the USA. The craze in Halifax was to walk from Dartmouth to Truro. and SM6 took up the challenge, but didn't do very well.

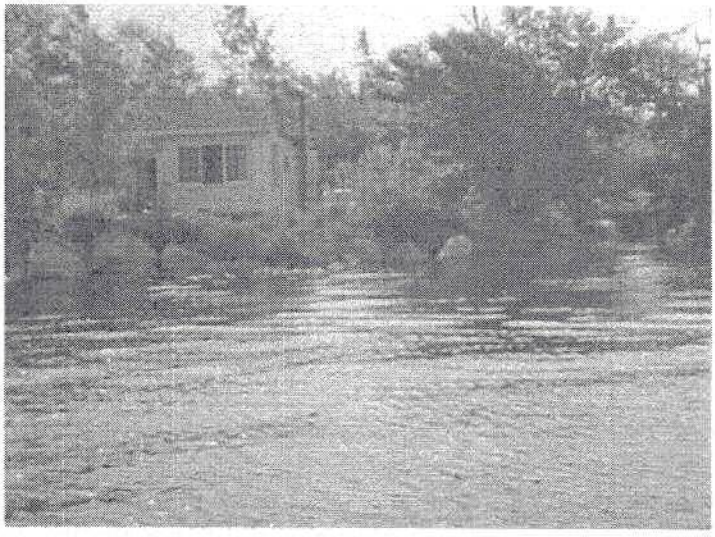
With only a mile left to go to Truro, our only survivor was knocked down by a hit and run driver. The poor bugger was left lying on the floor with his fibula (if that is your leg bone) actually sticking out of his skin.

We tried to get him to a nearby hospital but unbelievably, there were no doctors in attendance. When someone at the hospital contacted the duty doctor he told the staff to make him comfortable and he would be in the following morning. In the end we phoned Stad and a naval ambulance came for the poor victim. (I Think his name was Needham).He was lying on the floor , as I say, with this bone sticking two or three inches out of his skin, in a state of shock and swearing. The stupid policeman told him to stop swearing. We nearly lynched that stupid cop. One of our lads told him if he carried on like that we would shove his baton somewhere where it would hurt. He soon backed off!

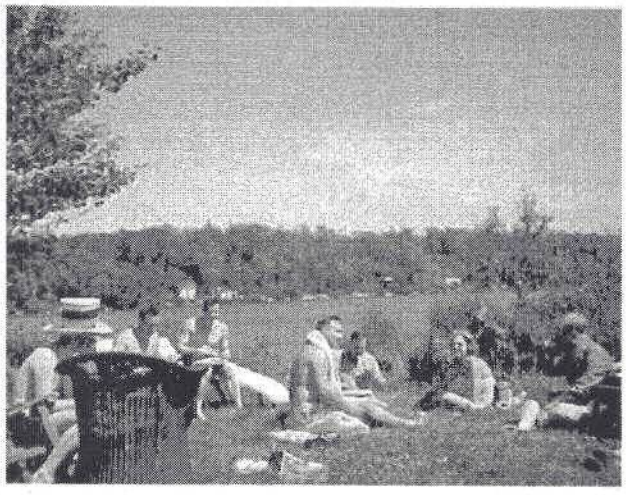
Cottage Life near Purcell's Cove - when you have a Yacht attached

Cottage Life

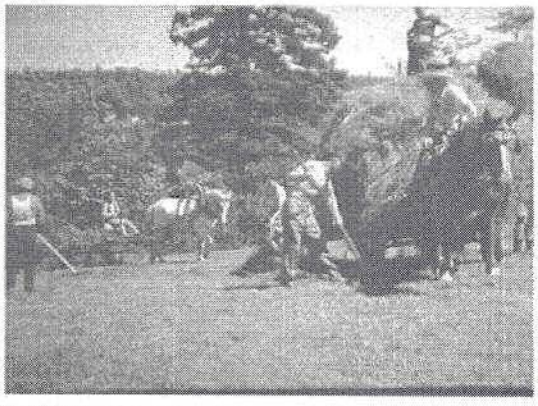
sia



Ye-all-come



Picnics



Making all sorts of Hay

or just snoozing

Chapter 17

Rest and Recreation

Rest and Recreation took many forms, but, as always, up-homers was always popular, and Halifax proved to be no exception. Halifax and Haligonians, together with the naval families with whose husbands we were about to work, demonstrated true Bluenose hospitality from our arrival. No one from, whom we have been gathering reminiscences, has had anything but enthusiastic reports of their time in Halifax - and lots of us got married there, or as a result of the posting, and most of us have never regretted it. There are, naturally, some funny stories about what might be called , the excessive advantage taken of some of this hospitality, from time to time, but we have tried to put these into proper perspective

For instance, No sooner had I put out the request for material for this venture than I got an e-mail, which read, in part: "At a house located on North Street, the young lady tenants used to refer to the many young children in the home as "Alderney" or "Ambush", "Auriga" or "Astute" etc.

In the home one Friday night some of the sailors were listening to the Ingamar Johannson/ Floyd Patterson World Heavyweight Championship on the radio. Others were watching the Tiger Jones/ Rory Calhoun fight on a popular programme called "Gillette Cavalcade of Sports" on T V whilst two other submariners were fighting in the kitchen over the favours of one of the ladies.

John Rodocanachi, who was the very first Spare Crew Officer, and very new to Submarines at the time, wrote....."the RN undertook to post all bachelors to the Squadron initially, including the crew of the first submarine (Astute) but it meant lively times in some Halifax social life, and it wasn't long before I got complaints from the Shannon Park chaplain that when the aircraft carrier (HMCS Magnificent) and the cruiser (HMCS Quebec) were at sea, a number of my sailors were moving into married quarters!".

I arrived in mid October, 1955, and was accommodated in the Wardroom of HMCS Stadacona, together with Jackie Fox, and all the other bachelors, and we carried on in very much the same way, except for the pubs, as we had ashore in Fort Blockhouse, However, Jeff Webb, the Squadron Engineer , and his Australian wife, Anne, lived ashore, as did The Squadron (L), Jim Percy and his wife Jummy, and between their generous hospitality and, for my part, the Canadian friends I had met on the Naval Staff course, and on Jacks part with the friends he had met down town, our circle of friends rapidly expanded.

We soon got our feet under a good many tables of Canadian Naval and other families, who were always delighted to accept, in return, an invitation to a drink on board one of the boats. And I have to add here that the individual submarines who had worked from Halifax before us, had, indeed left a good taste in the mouths of Nova Scotians, from which we certainly benefited.

But drinks on board in the Wardroom was not the only way in which hospitality was repaid, and I have it on unimpeachable authority that a certain Bootlegger, Mrs Brown, let her R.N. clients know that she would like the outside of her home painted. They obliged, but unfortunately used a drum of 'boot-topping' which took months to dry and did not enhance her property.

As time wore on we got a bit more ambitious, got cars, and began to appreciate the delights of "cottage country".

As everyone got used to the Nova Scotian way of doing things, the benefits of Cottage Country Life became more and more apparent. So, by mid 1956, we have Steve Jenner recording:... "In order to provide somewhere for the families of the submariners to relax with their friends, I found a cottage out at Goodwood owned by Charlie Yeadon, a civilian employee at Stadacona, which I rented. It had previously been rented to a Commodore of the Dockyard, who had then been appointed to

Ottawa, and was felicitously called ***"Ye All Come"***, and we proceeded to make the name a fact. There was electricity and a wood stove, and it was furnished in a primitive way, but only had a traditional outhouse, and the running water was in the stream that ran by the door into the adjoining lake, but we had lots of fun there, swimming in the summer, and skating in the winter, and, of course, always with enormous feasts at Thanksgiving and other Holidays, and we entertained American submariners and any others who came to visit. One of our less successful efforts was to build an ice yacht with the mast and sails of an Admiralty 14-foot dinghy, some two-by-sixes with skates screwed onto them, but it was much too heavy, and the only thrill and exercise we got was pushing the children around on it. But always a good time was had by all.

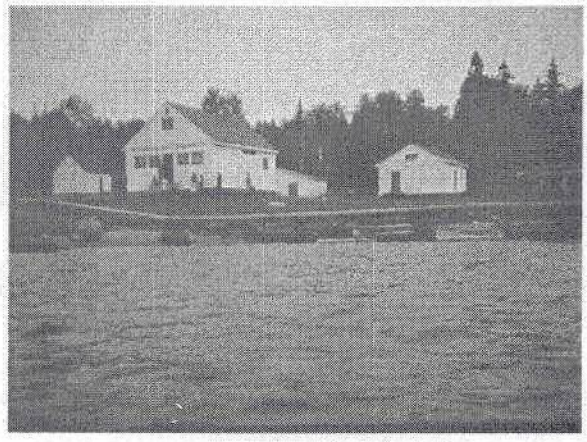
In the summer of 1958, Harry Hughes The Squadron (L) , Bo'sun Greig and Tim Simpson, who was the Pusser at the time, rented a cottage at Purcell's Cove and had the RCNSA Sloop Goldcrest more or less permanently anchored Off shore. This sloop was also used in a clandestine exercise by Paddy Gowan. This involved a rendezvous between the yacht with no engine and a submarine, passing two bottles of brandy - they broke on the ballast tank - and the yacht then had to get back to Halifax before being spotted by a maritime air patrol. Apart from the loss of the Brandy - the squadron was on Duty free by that time so the loss of one bottle was minimal - it was a very successful trip as the spare crew coxswain was an ex fisherman from Hull and had to be ordered to stop hauling in cod because the decks were awash with blood and guts.

And, later, Aurochs Wardroom also caught the cottage bug. Speaking of bachelor life in Stadacona, John Speller wrote:". The submariners would invariably sit down for dinner in Stadacona at the very latest possible moment - which was not very late - accompanied by a number of bottles of wine, to be served by waitresses rather than stewards (another foretaste of things to come at home) who invariably took our late arrival with cheerful good grace and never once looked at their watches. I think they thought we were slightly mad, usually drunk, but on the whole well meaning; and they were very kind to us. Stadacona was for us essentially only a passing phase, however, because on our return from Bermuda at the end of the Spring term, we, the four bachelors (only Bill Drew, the Engineer, was married))decided that the time had come to rent a cottage for the summer.

This was undoubtedly the best move we had made up to that time. We found a very modest wooden grot on the side of White's Lake, which provided us with our own private base for entertaining the world, assisted by a NATO duty-free allowance of spirits of such gargantuan generosity that even we were unable to consume all of it, except in truly exceptional months.

Suddenly, we saw Canada from a new perspective and our own attitude to life broadened, as we

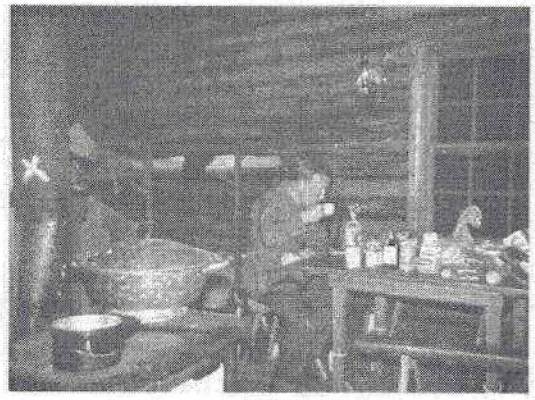
Jenner's vacation with the Hudson Bay Company



The Store at Manuan

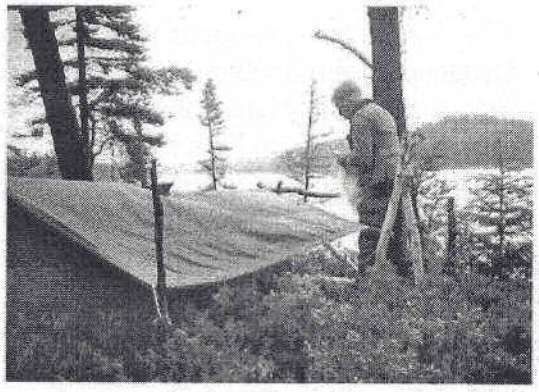
Local Cree Customers

Jeremy, my guide, cleaning a northern pike for supper



Breakfast at The Bay

Moose from the canoe



Bivouac

Bear from the canoe

became less introspectively British and instead, to some extent, went native. It was, in retrospect at least, a summer when the sun shone every day, when the lobsters ten minutes down the road (transported live in the trunk of my Chevrolet - subsequent passengers often remarked on the funny smell) were cheap, excellent and unlimited and when the parties never seemed to stop. I think it would be true to say that our cottage became well known in the local area, perhaps even a little notorious. Pre-lunch drinks would be accompanied by scallops, or perhaps eel caught in the lake, and would move on to lobster from down the road or perhaps meats from Astro's, which at that time was the only delicatessen in Halifax (how things have changed since then!)

Our guests comprised a surprisingly wide spectrum of nationalities, ages and occupations; we were very lucky. Amongst our friends were Professor and Mrs Bennett, whose daughters Caroline and Jane had both married Brit submariners; it was the Bennetts who had earlier whetted our appetites for Canadian country cottage life, lending us their own place in Tantallon before we had managed to get ourselves organized. Their kindness to all of us was quite exceptional. I, in fact, owe them a particular debt of gratitude, for it was through them, indirectly, that I met my future wife, Marilla Merritt.

Astute (Ringrose-Voase *et al*) were also great supporters of Cottage Country Life, and Frere wrote:....

"The bachelor officers, Tod Slaughter, Claude Charon, David Barraclough and Toby Frere rented a cottage at White's Lake to improve their chances of meeting friends], but one immediate problem was that the nurses from the hospital in Stadacona said they could not be so far away and not be on the phone. The Phone Company was called one Friday afternoon, and an antique wall-mounted device was installed next morning. The number was White's Lake 17.

After which party was it that the Landlord, called to look at the damage, muttered: "Holy Son of a Bitch" time after time as he shook his head?

The RCN Nursing sisters were very popular, as Jan Slaughter can testify. However perhaps the Spellers and the Haydons can embellish here. Peter Haydon certainly knows how to get to White's Lake. Astute's 4th Hand was driving there to show him the way in 1954 Dodge with very soft springing; Peter was following in his brand new MGA which he had imported.

Going through one of the villages a child ran in front of the Dodge and proved that Detroit makes better brakes than Coventry. Only a slight bump really but the Dodge rocked forward on its soft springs then sat back on the unfortunate sloping bonnet (hood) of the shiny new MGA causing considerable damage.

Ken Bromback (Auriga 1963) also mentions the Division having ***"access to a house on Porters Lake (*** some twenty miles east of Halifax) ***which we made use of during the maintenance periods, it was a really lovely spot, very isolated and clean".***

Then there was **"The Great Outdoors that is Canada**

The subject of leave was always cropping up as we moved around Halifax Society, especially before we knew how best to take full advantage of the many delights of Nova Scotia, and with this in mind, Steve Jenner wrote: "I hadn't been long in Canada before people started

asking where I was intending to go for leave. Little thinking that I was going, eventually, to see quite a lot of Canada, I said that I wanted to see bears, beavers and Indians. This brought shouts of derision, as everyone, in Halifax, seemed to think that the only place to go was Florida, especially in winter and with the Canadian dollar at at least three cents premium with the US dollar. I wrote to the Hudson Bay Company, which was the most British Canadian organization I could think of, explained my plight, and they came up with a delightful offer of accommodation in one of their stores on a Reserve at Manuan Island in Northern Quebec, with a Cree guide available as required. So I flew in from Gray Rocks in a bush plane and spent a very enjoyable fortnight, camping and canoeing with Jeremy, and, indeed, seeing bears, beavers, moose, and, of course, Indians, and living largely off northern pike, onions and bully beef. The store manager, whose day job was principal fur buyer for The Bay in Montreal, was relieving the permanent manager for the summer, but we got on well, and I took up his invitation to visit him in Montreal, when I later found myself travelling through that great city at Christmas time later in the year. Neil Strouts, an RNR submariner was living in Quebec City at the time, and had invited me to spend the New Year with his family there, and Joe McBrien, with whom I had spent time on the beach at St. Thomas in the spring (and worked for Cancomflt almost as an afterthought!), had invited me to his home in Ottawa for Christmas. The Bay Cold Storage for Furs was like an Aladin's Cave, with every conceivable pelt known to couturiers the world over represented.

"Trapper" Higgins, who relieved Steve Jenner as Spare CO, was, of course, one to take full advantage of the Great Outdoors, and he wrote: "Apart from endless rounds of parties in people's houses and aboard the boats, my main memories are of picnics up the coast in summer at Lawrencetown beach, Martinique beach , or at Clam Harbour beach, especially with people from visiting US submarines. They included Willie Knull driving Atule (April '57) and Jim Bellah of Hardhead (July "57) . There were also camping trips round the Cabot Trail (Cape Breton) . In winter there was skiing at Wentworth Valley, a two hour [steam] train ride away from Halifax, with a single rope tow that was usually out of order!.....

Skiing also appealed to John Coward (much later, as Navigator in Auriga, in the mid sixties) who wrote.....
"I skied for the RCN and we used to go up to Vermont in an RCN Tracker and park it behind sheds for the weekend... not exactly what you could get away with now...!

But Trapper continued:".... As far as I was concerned personally, the appointment to Canada was tremendous opportunity to climb the Rockies. I teamed up with Fred Crickard, a young Canadian gunnery officer, who had climbed a bit in the Alps, and we hired Hans Gmoser, an Austrian guide based in Banff, for a week and then went on for a second week without him, camping in the Kananaskis valley to the south of the Banff-Calgary highway. Amongst other things, we made the first ascent of the Tower (10.200 feet) with Hans, and a new route on Mt.. Foch without him; both were superb climbs. Fred and I also made two long weekend trips to Mt. Katahdin in Maine, one of which was largely spent on snow shoes."
Tom Dowling's plans for leave were different again.....

"We were not allowed to transfer any capital from UK to Canada but we did have a generous LOA of $4 a day (I think). I found that this allowance accumulated, as with our sea-time restraining our spending, RN pay sufficed. Most officers on station bought a car as soon as they could but I was determined to go tourist, as soon as I had enough to spare. I took a leave opportunity and went across Canada by Canadian Pacific. The train left Montreal on a

Saturday and I spent the first evening in the dome. Next day it was Ontario but on a Sunday the bar was closed. The next day or two were Prairie Provinces, and the bar was shut all the time. Then, in the evening of that third or fourth day we crossed the Kicking Horse Pass and the bar opened. I had noticed a great deal of unsteadiness among the passengers and then I learned that all that tonic water and ginger ale or coke was all laced. I was just unprepared. Some of the unfinished Trans Canada Highway blocked our track for a few hours.

At Vancouver I took the boat for Victoria. I had taken along the younger brother of an RCN submariner, and his people were there. His father was retired Bank Manager. I have an idea that Al Collins [an RCN Pusser] was somehow connected with them. The name might have be Mac or something. I stayed with them. The mother was making up a food parcel to send to England for her son, allegedly starving in the RN. I put her right and said that there was more choice available in England than in Victoria.

Then by air to Seattle, and on to San Francisco, air to LA and Las Vegas. by Train (with steam over the Rockies) to Chicago and then night train to Boston, then by air to Halifax. The whole trip took 2 weeks.

Olly Sharp was also a Tourist by nature

"Having a car was important in all sorts of ways. In particular, I was able to take a couple of weeks' leave and do some touring twice. It was planned for one of the boats to pay a visit to Gaspé, a small town near the mouth of the St. Lawrence. Nobody seemed to know anything about the place, but there was a Resident NO there and it made sense for someone to pay a visit. I volunteered and drove there. It was a pleasant little town, but not great. I then went on Québec, a fascinating place, and came back along the Saint John River. This was about a mile wide in places. It was the logging season and the river was completely packed with tree trunks floating down to the sawmills. An astonishing sight. I got some expenses for the trip to Gaspé, but the submarine visit never happened.

My second trip was a most enjoyable tour around New England. I had a minor problem at the border each way. I stopped at the US border at Bangor. Maine. The Immigration Officer asked me for my passport. I did not have one: none of us did at that time. But I had a NATO document which allowed me entry to any NATO country. Of course, the man had never seen one, or even heard of it, and would not let me in. I asked for his boss and a grey haired officer came who had never heard of it either. In despair, I said "If I promise not to take any action to bring down the Government of the United States by force, will you let me in?" The older man looked at me quizzically and said "Aw, leddim in". On return, the Canadian Customs Officer told me to open the trunk (boot to Brits). I had some camping gear in there including a gallon glass jar of water with a label saying "Saccone & Speed's Best London Gin". He asked what was in it, and I said "Water". He pointed out the gin label, so I offered him a taste. "You trying to bribe me?" he replied. I persuaded him to sniff it and he let me go.

There was one other wonderful car trip. We visited Sydney, Nova Scotia, which is on the north east end of Cape Breton, itself the far north east of the province. There was a small RCN store depot there and the official in charge kindly provided me with a car. One of the most spectacular drives in Canada was the Cabot Trail, a circular route around the peninsula. I packed all the officers except the duty officer into the car and we set off. The scenery was

lovely. But the bonus was that it was autumn and the colours of the trees and bushes was of incredible beauty. It was a long day's drive, but I am sure that it was one we shall all remember for ever. My first television interview was also in Sydney. At the end, I was asked if I had anything else to say. So I asked if anyone could raise a soccer team, as my men had not had a game for ages. They did, and we won."

Pleasure was sometimes able to be combined with business

Another memorable visit was to Corner Brook on the western side of Newfoundland. This remote place was at the end of a long, deep creek and was the site of an enormous Bowater's paper mill which produced newsprint for much of the northeastern USA. It was surrounded by the forests which produced the wood for it. The hospitality we received was quite exceptional. People invited the ship's company to stay in their homes and entertained them royally. Nothing was too much trouble. Ratings repeatedly told me that it was the best place they had ever visited. The mill manager, an Englishman, also saw that the officers were looked after. Bowater's had a fishing lodge some way up the river. Dignitaries such as the editor of the New York Times would be asked there for a few days in the fishing season. Fortunately, the season was over and some of us were invited to go there for a couple of nights. We were taken up the river in two canoes, paddled and poled by two huge men. Sometimes we had to get out and walk while they negotiated rapids. And all in wonderful weather! Finally, we reached the lodge, which was a very large log cabin on a bank about twenty feet above the river. Just downstream there was a weir which created a deep pool which was teeming with salmon just under the lodge. There was a balcony overlooking the pool from which the salmon could be fished with the minimum effort. The lodge was well appointed with comfortable bedrooms and plenty of supplies. The two big men proved to be more than skilled boatmen: they wined and dined us very well and were charming people. We had splendid stories about raids on the larder by bears. They also took us on a walk further up the river. The return voyage was even more fun. As we were going downstream, we stayed in the canoes for the rapids, which was quite exciting.

After all this I thought we should do something special. The creek was several miles long and deep. So, when we sailed, I invited the mill manager and all the dignitaries of the area to come with us. We dived about 200 yards from the jetty in view of all the population and snorted for several miles down the creek. They seemed genuinely grateful for the experience when they disembarked.

Hockey

Several attempts were made to partake in Canada's National Game without much success. Harry Hughes who, while an Officer in the Canadian Navy, only had to open his mouth to be recognized as a Brit, relates:" We, the Squadron, also rented ice time in the Forum, and played a sort of Hockey. I was tripped and slid into the Boards, dislocating an elbow.

and John Hervey writes under **Other Recreational Pursuits**

"Since it was so popular locally, we all tried our hands at ice skating and ice hockey. But it was rather depressing to see small boys come whizzing past at about 80 knots, going backwards, as one struggled to stay upright; which I found quite difficult even with the help of having an ice hockey stick as a third point of contact with the ice!"

Time around the Bar was, however, as staple a recreation in Halifax, as anywhere else that Submariners gather together, and I was not entirely surprised to get the following message out of the Blue, and from a complete stranger, in April, 2003.

It read:...."I was serving in slackers [a Canadian term of affection for Halifax] in 66 & 67. The only thing I remember about the RN squadron was the rip roaring time they had in the wet Canteen. I was an AB Met rate serving in HQ and shared many a small glass with them . I Especially enjoyed their singing. For me it was something out of the movies. Brits and their songs. Very good memories Say hello to Peter for me. I was the LSMM in St Laurent when he was there with he likes of Ted Kelly, Ray Kerr, Sir Charles, Howie Bayley etc.Cheers,
Terry Pinnell
Cdr
CF Leadership Institute
Kingston ON

Another Recreational pursuit, reports of which will be found, usually under Sport, in the main narrative,is Karting.
Mike Collis, who was Squadron (E) from Summer 1958 to Autumn 1961, was the leading light in this venture, and, in 2003, wrote:" Kart Racing started and we started a Squadron Club with a [borrowed] Kart, and, later, we bought one too. I was the Chairman of the local Association for the first year. The North West Arm froze solid in 1960? And we raced them on the ice one afternoon.

Chapter 18

The Final Turnover begins

Alan Kennedy tells how he was left to wind up The Sixth Submarine Division in Halifax...

AFTER THE LORD MAYOR'S SHOW COMES.....

I settled in as Staff Operations Officer and the run up to Christmas 1965 was very pleasant. For the first time in a year, I had some time to share with my family. Christmas in Halifax was a magical time. That year, the snow came early and every house in our locality had not only Christmas trees but many of the houses were outlined in lights.

The snow introduced me to the problems of snow clearance. To allow snow ploughs unimpeded access to the streets, we were not allowed to park in the street. Many houses had snow blowers, but Al Grayston's house did not run to this. I believe there was a legal requirement to keep the sidewalk free of snow. After the first heavy fall of the winter, I got up early and energetically shoveled the snow off the sidewalk and cleared out the drive, so that I could back the Pontiac out.

This took about forty minutes, by which time I had worked up a good sweat. I went indoors to have a bath and change into my uniform. Just as I was getting out of the bath I heard the snow plough passing yet again. This time it had shoveled the snow I had removed, back on to the sidewalk and into the drive! Now, the snow was wet and heavy and took a great deal of effort to move.

In the first week of the New Year, Acheron sailed for exercises en route to Barbados. Two weeks later, I turned over the snow shovel to my wife and flew from Halifax to Trinidad. I had been seconded to the staff of Commodore O'Brien who was in the carrier HMCS Bonaventure. He was in charge of a group of seven vessels that would exercise and visit Brazil and Uruguay. Acheron was to go with them and I was sent to provide the submarine expertise on his staff.

Commodore O'Brien, or "Scruffy", as he was known behind his back was a great character. His opening words to me were, "I would like you to be one of my staff watch keepers." Since I had been involved only in submarine operations for the last seven years, I suggested that I ought to sit down and read the Allied Naval Manoeuvring Instruction before I started moving seven warships about the ocean.

On the way south Bonaventure was asked to arrange for one of the sailors to be sent home as soon as possible, as his wife was in hospital. The nearest airfield was Belem, near the mouth of the Amazon River. Lieutenant Charlie Poirier, who flew a tracker aircraft, was told to fly the sailor ashore. Charlie was an engaging character and as far as I could judge, a good flyer. After he had set off, the Group continued in a South East direction away from Belem. We soon lost contact with Charlie as he flew out of wireless range. We did not expect him back for some time as he had quite a distance to cover.

When he landed at Belem he asked for his aircraft to be refueled. This was done and then to his consternation an armed guard was placed on it. He was told this would be removed when he had paid for the fuel. He handed in a Canadian Government Local Purchase Order, to be told they wanted cash. He didn't have any cash on him and so the argument about the validity of a promissory note from the Canadian Government continued. Meanwhile, Charlie was getting concerned that the group, with whom he could not communicate were getting ever further away. Finally, in desperation, he pulled out of his wallet his Esso credit card, which he used in Canada. "Would this be OK?" he asked. "Certainly" they said. There was just one other problem when he was asked to file a flight plan. Officialdom said, "You can't fly to the position you have given us as there is no land." Charlie gave up trying to explain he was flying to an aircraft carrier and selected an airport down the coast. When airborne he altered course as soon as he was out of sight of Belem and headed back to the carrier.

About six weeks later his wife was surprised to open her mail and find the Esso charge for the month was over $600!

The visit to Rio de Janeiro was a PR disaster. A number of sailors were robbed of items such as watches on leaving the dockyard gates. One even had all his clothes taken on Copacabana beach. Any resistance was met with assault, and on one occasion a stabbing. The Brazilian Press photographed some sailors who had had too much to drink, one of whom was wearing a blonde wig. The Canadian Press picked up the stories and this led to questions in Ottawa. I thought the press were very unfair, but the Commodore took it all in his stride. Some months later there was a big party in Halifax for all those who went with the Group to South America to give the wives and girlfriends something in return for their husband's absence. Scruffy's wife appeared in a blonde wig!

Personally, I did not like Rio. The contrast between the rich and poor was just too great and I was very pleased when we sailed for Montevideo.

Acheron's deployment went well and after visits to Recife on the way back, we docked at San Juan in late March. Acheron departed for further exercises on the way North and there was no further requirement for me to stay with the Group. I had had a most enjoyable time and been made very welcome by all the Commodore's staff.

It was arranged that I would return to Halifax via Antigua. About 10 ratings, who for various reasons had to return home, were to accompany me.

We flew down to Antigua in Bonaventure's Tracker aircraft. On arrival the Flight Commander of two Argus aircraft that would fly us back to Nova Scotia met me. He was wearing dark glasses and it quickly became apparent that this was as a result of the previous night's excesses and not because of the sun.

"I'm sorry to tell you that we are going to be delayed twenty four hours," he said. "One of the aircraft had a heavy landing and needs a wheel change. The other has duff navigation equipment." I looked at his face and came to the conclusion he just wanted to go and lie down.

The sailors with me had been away for nearly three months.

I said, "Why don't you put the navigation equipment from the aircraft that needs the wheel change into the other aircraft. I think you just want to say another day. Unless you get an aircraft into the air today, I can assure you the shit will hit the fan when I get back to Halifax." The atmosphere was electric. A foreign Naval Officer coming on strong with the Royal Canadian Air Force. "We'll see what's possible," he said. Two hours passed and he reappeared. "Subject to checks we hope to get an aircraft in the air at about 1800, he said."

An Argus is a long endurance antisubmarine aircraft. In those days I believe it was capable of flying for about twenty hours. On this occasion it had two crews. There were no seats for us passengers and we had to lie on mattresses at the back of the aircraft. At 150 knots it was going to take most of the night to fly to Nova Scotia.

After a few hours, I went forward. In the middle of the aircraft there was a small area where the off watch crew could feed and relax. The captain of the aircraft was having a coffee and he offered one to me. I said, "How are we getting on?" He replied, "At the moment we are circling because the US Navy are about to fire a missile from Wallops Island down range into the Atlantic. The weather in Canada is uncertain and if we have to divert it will be Montreal or the Azores!" We chatted a little and the atmosphere became a little less frosty. "How would you like to sit in the pilots seat?" he said. I didn't want to cause offence after the morning contretemps and said I would be delighted.

I finished my coffee and went forward. I sat in the right hand seat and the pilot lent across and said, "Would you like to take her?" I replied, "I would like to get the feel of things first." He unclutched the auto pilot and I put my hands on the stick and rudder bars. The controls were not unlike those of a nuclear submarine. After about five minutes he said, "OK". "Yes," I said. With that he got up and left. I shouted after him "Come back," but he was gone.

We were flying at 9,000 feet steering north. I thought someone would come soon. We were well out in the Atlantic so there was no problem in flying into anything. I attempted to keep the altimeter steady at the desired altitude and managed to do this within a few hundred feet. The course presented more problems as the aircraft started to drift to starboard. I was uncertain how much I could move the stick without having to touch the rudder bars, so I thought if I let it drift, it won't matter too much.

A few minutes passed and then the Captain of the aircraft appeared. "How are you getting on?" he said. "OK but I'm a bit off course," I replied. He pulled the stick hard over and we were soon back on track. "Thank you for the experience, I think I'll go and have another cup of coffee," I said, although I could have done with something a good deal stronger. Sitting back in the crew's quarters I came to the conclusion they had assumed I was a pilot and mistaken my submariners dolphins for wings. They probably knew there was a British Officer serving in Bonaventure as a helicopter pilot and in the sixties helicopter pilots had first to qualify as fixed wing aviators. I did not reveal my complete non-qualifications to fly some twenty persons through the sky on my own. If the captain of the aircraft should by chance read this, I can only say, "thanks for an interesting experience!"

Alan Kennedy took over the Administration of HMS Ambrose from John Hervey

. . . and became SOO to the First Canadian Submarine Squadron

Soon after my return to Halifax John Hervey departed and I became responsible for the administration of HMS Ambrose and SOO to the First Canadian Submarine Squadron.

John's wife Liz had already gone back to the UK and I arranged to pick him up at his apartment and he would come to our home for supper before driving him to Halifax International Airport for a red eye flight to England. I was surprised to find him dressed in a lightweight jacket wearing a panama hat and carrying a tennis racket. When I picked up his case it must have weighed 100 pounds. I asked him what he had got inside. "Mostly books," he said. John was an avid reader. "And what about the excess baggage charge," I asked. This had not occurred to him. However, a quick whip round between Tony Puttick and myself enabled us to pay his excess baggage charge. He subsequently wrote to us and said that on arrival at Gatwick he was surprised to find the press waiting for him. Dressed as he was I wouldn't have been, as he looked like "Our Man in Havana" returning home. In fact they were waiting for Julie Christie!

The Submarine Service is a very fine club with a membership that knew each other. When you were appointed to some job you immediately knew the good and bad points of your boss.

This did not apply to Commander Ed Gigg, as we knew very little about him. He had spent a good deal of time with the US Navy, and had the reputation of not being a great Anglophile. However, we quickly settled in to a good working relationship.

I had just over a year to organize the closing down of HMS Ambrose. I started out by making a list of the various subjects that needed to be addressed. Naval Stores, Permanent and Consumable, Submarine Special Stores, Armament Stores: the categories eventually came to about twenty items. I then had to decide what to do with them.

Fairly early on in the exercise, I found out that the Canadians were not accounting for armament stores so if a torpedo was lost, as occasionally happened, it had not been written off. Not only was it the torpedo, but there were also various other parts such as the gyroscopes, and blowing heads which were subject to accounting controls. I discovered that when SM6 had been set up, this should have been their responsibility. I then wrote to the Ministry of Defence asking if they could supply me with a record of the armament stores held by Ambrose. No response was forthcoming and by the time I had tried to get an answer from various bodies, I came to the conclusion that no one in the UK knew what was supposed to be returned.

I suggested to CANFLAGLANT's staff that they might face a hefty bill from the British MOD for missing items of armament stores. I did not tell them that, in my opinion, the MOD didn't have any idea of what should be in Halifax! Having gained their attention, we agreed the best way forward was for CANFLAGLANT to send a signal to all units in the Maritimes asking them to check whether they had any armaments that looked as if they belonged to a submarine. The result was surprising. From the depths of New Brunswick we received a reply saying they had what appeared to be about 800 "4 inch" shells, which they thought a submarine might fire. A great deal of other material was discovered in and around Halifax, which we duly listed.

At about the same time, HMCS Ojibwa ran into problems with her generators caused by the build up of carbon dust near the commutator. This was a fairly well known class defect with Oberon class submarines. The solution, although not permanent, was to grind the commutator faces so that they became circular again. Ed Gigg showed a reluctance to take this route and for a time Ojibwa sat alongside the jetty. It seemed to me that he was trying to make some political point because he started to make suggestions that the Royal Navy should provide a replacement submarine.

I found myself in the unenviable position of having to say to my boss that if he persisted with this idea, I would have to put on my other hat, as Commanding Officer of HMS Ambrose, and advise FOSM that in my opinion the First Canadian Squadron were being rather dilatory in taking the necessary measures to get Ojibwa ready for sea. Surprisingly, Ed did not fly off the handle and in a relatively short time, work started on the submarine.

At this stage we were still navigating through the armament stores problem and I thought that, in a short space of time, I had acquired two fairly large problems for a junior Lieutenant Commander.

John Hervey may have been the last Raj, but as in the Lord Mayor's Annual Show in London, after the show, came the clean up party to rid the streets of horse manure!

Some years later I relieved John Hervey as the Operations Officer to the Submarine Service, and within three hours of taking over from him HMS Artemis sank alongside the jetty in HMS Dolphin, the UK submarine headquarters, fortunately with no loss of life. When I next met John I said, "I have now taken over from you twice, both times with unpleasant consequences. If I have to relieve you a third time, lets make sure its nothing connected with the nuclear field, otherwise I can foresee a large mushroom cloud on the horizon!"

At weekends, when the weather was good, we would set off for a barbecue at one of the many lakes. When this was not possible, there were not many TV channels to choose from, but we became quite expert in North American sports viewing. For no good reason we supported the Chicago Black Hawks in the NHL. Possibly because of the Golden Jet, Bobby Hull. Baseball attracted us to the Minnesota Twins, but we didn't have an NFL favourite. We found out during Stanley Cup matches that on a Saturday night all the men would be in one room watching the hockey, whilst the ladies carried on with their cocktail party.

We met some very nice Canadians. The couple that really stood out were Elizabeth and Bob Manuge. At that stage he was running Industrial Estates Ltd. I remember his house was a treasure trove of paintings and I understand he later set up Robert Manuge Galleries and has done much to promote Canadian artists.

We listened to the radio. We can still remember The Statler Brothers with "Flowers on the Wall," that was a great favourite. The final line of the chorus was "Now don't tell me I've nothin' to do" Well we had plenty of things on the go.

In the early summer I joined the Oakfield Golf and Country Club, situated out at Grand Lake. On my pay, the cost of the share was high, but I enjoyed some very happy rounds. I was unable to sell the shares when we left and still own them to this day.

That summer my wife and I took three weeks holidays. We parked our son, with the very kind Sarah Reeve, who was the wife of my Torpedo Officer in Acheron and set off to explore the North Eastern part of the United States. In three weeks we travelled to Vermont and stayed halfway up a mountain with our friends, Prue and Barry Wallace, in a building known affectionately as "The Total Wreck". From there it was on to Niagara, Chicago, Washington, New York and then on home through New Brunswick.

In Chicago, we stayed at a motel close to the Loop called "Fiftieth on the Lake." That night prior to going out on the town we turned on the television to find there was a documentary called the "American way of Crime."

We did not know it but this was an exposé of all types of Crime, Loan Sharking, the Numbers Game, Prostitution, Gambling and so on. We were gripped by it, as in each section, which lasted about fifteen minutes; it detailed the route taken by couriers with money to be laundered. It always included Chicago. By the time it came to an end, it was too late to go out, so we decided to eat in the motel. The dining room seemed to contain the type of character we had seen on TV. When we arrived in New York we stayed with Eric Rippel, a New York stockbroker who I had met during Acheron's visit to the Big Apple. We told him about our Chicago experience. He said, "That motel is well known as a place where the mob hangs out!"

Eric took us to a jazz club. He brought a couple with him and apologized in advance saying "They are not great conversationalists." This turned out to be an understatement. The only subject they raised was how the baby-sitter was faring back home. The man proceeded to put away a vast quantity of alcohol. To my horror, Eric suggested our now very morose companion might like to sit in with the band. I asked him what instrument he played. "Drums," he replied. I could see the evening ending in disaster as we were ejected from the club. The band shared my view of his ability and was most reluctant to have him sit in when asked by Eric. Finally, the power of the dollar told and he sat down to play. He started with the brushes and slowly worked his way into the various numbers. Suddenly the band and we realized he could not only play, but he was terrific. He was given a solo spot and brought the house down. He came and sat down and immediately relapsed into his morose attitude. "Where did you learn to play like that," I said. He replied, "I was Artie Shaw's drummer for seven years!"

On arrival back in Halifax the fall had just started. John Gough had replaced Tony Puttick as the pusser on my staff. We started to think a little more seriously about how the base would be wound down. During the next three months, it became apparent that disposal of some of the armaments would be the major problem. To ship them home was very expensive as freight rates for this type of cargo was exorbitant. In some cases such as the "4 inch" ammunition for submarine guns, it was simply no longer needed, as modern warfare had made the gun superfluous. It seemed the best thing for many of the stores was to dump them in the Atlantic. This had the added attraction that any queries from either the UK or Canada could be answered by saying they were several thousand fathoms down in recognized dumping grounds. I didn't see how I could achieve this, so for the time being, I put the problem to one side.

As winter came I decided to ski at the weekends. I had my own kit as I had skied a lot as

a cadet and junior officer. John Gough was a skier also, and we would take off for the Wentworth Valley, about 90 miles from Halifax.

On one occasion we decided to stay overnight. John discovered there was a regional seat of government headquarters near the ski area. These regional seats of government were set up in case of a nuclear attack and were located underground. At the time we wanted accommodation, a maintenance team only occupied them. Somehow, he obtained permission for us to stay the Saturday night. We presented ourselves at the gate and after security checks we were escorted to our underground bedroom. All went well until the following morning when John spilt a bottle of after-shave lotion. The bunker had been designed to keep poison gases out. How long it took to decontaminate the underground shelter I never discovered.

On another occasion John and I were driving back from the Wentworth Valley when I caught up a long line of traffic. I decided I could overtake and swept by about twenty cars. One of them pulled out and followed me. Suddenly the flashing light revealed it was a "Mountie." I pulled over on to the hard shoulder and stopped. "Can I see your papers, sir," he said. I didn't have any papers as I had been skiing all day. I explained I was a member of NATO based in Halifax. "Didn't you see that I was a Mountie as you passed," he said. I replied, "You didn't have your hat on!" "What about my shoulder flashes?" he said. Without thinking I said, "I was going too fast to see your flashes!" "Look," he said, "Everyone here knows me and my grey Ford Sedan. Now you do too. Don't do it again!"

That winter I was not able to escape the snow shovelling, much to the relief of my wife. Activity in shutting down Ambrose picked up and we started to dispose of saleable goods such as copper sheeting. In the New Year, I was still preoccupied with the problems of armaments. I discovered that a British "O" boat would be visiting in the spring, and to try and force the issue sent FOSM a signal saying that unless I was instructed to dump warheads in the Atlantic, I was considering loading the fore ends of the "O" boat with warheads. This provoked a prompt response to the effect that I could dump any explosives in the Atlantic dumping grounds that I considered appropriate!

I then asked CANFLAGLANT if Ambrose could be audited. This was unusual as submariners fought shy of such events, even something as minor as the wardroom wine audit. My reasons for the request were that I felt it would be better if any awkward questions were asked when we were present and able to answer them, rather than arise after we had left Halifax.

Two persons arrived from the office of the Deputy Minister of Finance. We introduced them to all the different types of stores. I explained that the Canadians had not accounted for armament stores since the division was first set up. They looked pale. I said that in my opinion the British Navy did not know the amount of various items that should have been in the Sixth Submarine Division. They looked a little more relieved. John Gough and I then told them about how we had organized searches of various bases in Nova Scotia and that many of the items discovered had been dumped, owing to the exorbitant cost of sending them home.

The leader of their team said "I don't think we can tell the Finance Minister all that." I suggested it would be very helpful if they could write a report for both the MOD and his Fi-

nance Minister saying that they were satisfied with the control that had been exercised over the closing down of the British base and were not aware of any major differences of opinion over the assets being disposed of by HMS Ambrose. They agreed to do this and I was sent their brief report. When I got back to the UK I went to call on FOSM and gave his Chief Supply Officer this piece of paper. I hoped it would be of more use than the one Mr Chamberlain brought back from Germany.

We left Halifax in the middle of May 1967. We had a direct flight from Halifax to Prestwick. Some weeks later, I was unpacking our belongings and pulled out a painting of one of the coves in Nova Scotia. It was a watercolour by the well-known artist John Cook. We put it on our sitting room wall to remind us of the very happy times we had experienced in Nova Scotia. Today, we live in Southern Spain and that same painting is still on our sitting room wall. The colours are still vivid, as are our memories of a wonderful two and a half years.

Thank you Canada.

Bos'n Greig, Bill North, Tom Dowling, Steve Jenner, Jack Fox, Nancy Whitman, Lucy Whitman, Thayer Jones, Madeline Gabriel

Goble - Sawler

Chapter 19 Weddings and Baptisms

Fox - Whitman

Commander WTJ Fox was the first bachelor from the Sixth to get married, on 29th September, 1956, in Halifax to Nancy Whitman, after (according to Nancy) having cleared lower deck to warn the Squadron of the perils of getting hitched with no family allowances. Jeff Webb, who was the first Squadron Engineer Officer, already married to Anne and very hospitable to all the bachelors, claims that soon after Jack and Nancy got married Jack wrote a letter that not only got marriage allowance approved but got Jeff and Anne a lot of back pay. Jeff claims that they only managed financially before that by Anne working for Canadian Press, of which Jack Brayley was the Halifax bureau chief, and a great friend of the submariners for many years. Jeff and Anne had been on leave in New York and attended the fourth night of My Fair Lady, which was all the rage at the time. We hired a loud speaker van to play Stanley Holloway singing "Get me to the Church on time" from The Sword and Anchor to All Saints Cathedral via Stadacona.

Collis - Strong

Michael Collis married Shirley Ann Strong at Christ Church, Windsor NS on 26th May, 1956.

Goble - Sawler

Mike Goble And Betty Sawler were married in All Saints, Halifax, by Dean Davies, on 7th April, 1956. though not, unfortunately in time for the UK Income Tax deadline. Chick Carnegy, First Lieutenant of Ambush, was the Best Man, assisted by Andy Geddes (Flag Lieutenant) and Terry Hayes as Ushers, and the Bridesmaids were Betty's sister Joyce, Betty O'Toole and Kay Steele

Sharp - Jones

This was not strictly a Sixth Squadron/Division Romance, But Ollie drove a Division Boat and Thayer was a Haligonian - so it belongs here!

Sharp writes.....

It all started in 1950. I had just finished my submarine training class and joined the Astute as fourth hand. Peter Jackson-Sytner was CO. We sailed for six months operating from Halifax. Shortly after we arrived the local admiral (FOAC?) invited the three junior officers, myself, John Fieldhouse and Chris Russell, to drinks on Sunday at midday. He laid on three girls and we quickly paired off. I and Thayer Jones were the shy ones, so we got together.

Thayer was not, then, particularly attractive as she was suffering from puppy fat, but she was a very nice person. She was actually Gwendolene Thayer Jones but, as her mother was also Gwendolene, I imagine her father got fed up with calling for Gwen and getting two of them, so the younger one was known by her middle name. Their forebears were United Empire Loyalists who moved from New England to Nova Scotia when the USA declared independence! He had been a major in the Canadian army in the first war and was wounded at Vimy Ridge.

The six of us went around together a lot and particularly to the Saturday night dances at the Nova Scotian. Nova Scotia was dry then, but the tables had floor-length tablecloths which concealed any bottles. We only had to order soft drinks to get glasses. We had to drink all we had as it was hard to handle opened bottles and we did not want to leave any for the cleaners. I was popular as I had a boat cloak whose pockets could conceal several bottles.

About two years later Thayer wrote to me as Lieutenant Oliver Sharp, c/o Admiralty, London to say that she and John Fieldhouse's girl were coming over to England. Could we meet up. I received it four days later in Sydney, Australia where I was serving in Thorough. I had to reply saying that it was rather too far to come for a long weekend.

She then got a clerical job with the Canadian Department of External Affairs and was soon assigned to the High Commission in London for about four years. During this period I had six months in Malta, a year in the South Atlantic and quite a lot of time in the Clyde. When I sailed for Halifax in the **Aurochs** Thayer still had some months to do in London. Still, we managed to spend quite a lot of time together and she met my family. She usually took the initiative; I was not thinking of settling down then!

After I had been in the squadron for a while Thayer came home for a period of leave and I saw quite a lot of her and her family. Then she had to return to Ottawa.

After Aurochs I did the Staff Course. Jackie Fox was a member of the directing staff and, just before the end, he told me that Thayer was in the Canadian Embassy in Warsaw. I then took over from John Fieldhouse as the second CO of Walrus based on Faslane. I wrote to Thayer and quite a serious correspondence started up. Thayer then announced that she was due for some leave and planned to come to the UK. By good luck, this coincided with a maintenance period and I booked her into the Yacht Club at Rhu. I also started some serious thought. There was nothing to do in Faslane except to go on long walks and Helensburgh was unexciting. In the evenings in harbour the only people in the mess would be the young, the duty officers, and me. All my contemporaries would be at home with their wives. At 34 I felt I was the Senior Submarine Bachelor! Perhaps it was time for a change. I did not think I had ever met a nicer girl than Thayer so, shortly after she arrived, we got engaged and my officers on Walrus hosted a historical party.

Long afterwards, Thayer told me that, after she left Faslane, she went to stay with friends near London. The mother had been trying to persuade her son to marry Thayer for years. Thayer had decided that, if I did not do the right thing, she would accept second best, so she was really ready for marriage. I should have like to be a fly on the wall when she told them it was too late.

Haydon - Stuart Wedding on July 6th, 1953

On the left
Claude Charron
Mike Albrow
Ken Vause

On the right
Peter Roe
AN Other
John Haigh, and Lumby

Slaughter - Shears Wedding

Coward - Taylor

We were married in 1963, thirteen years after we first met. The wedding was at Penn, Buckinghamshire and arranged by my mother during my brief pause between the Walrus and the Ocelot. I do not think my mother-in-law ever forgave me. She would have expected to organize a grand wedding in Halifax Cathedral. But we did not have the time, or the money for the air tickets. More seriously, it was the custom in her stratum of Halifax society that a daughter was expected to stay in Halifax, telephone her mother every day, and go to lunch every Sunday. She had done it for her mother and Thayer, as an only daughter, was expected to conform. Thayer had no intention of doing so and I had provided her with the means.

We had 27 years of an ever increasingly happy marriage. We had no children and did not particularly want any. Sadly, Thayer suddenly died just a year after I finally retired.

I think that all the marriages between Naval Officers and Nova Scotian girls that I have been aware of, have been successful. The girls can put up with the weather and fit in perfectly. This is often not so with Australian girls. They soon miss the sun and sea and surf and drag their unwilling husbands to Australia, where the outcome is not always happy.

As a footnote, I took my second wife, Mary, to Halifax to meet Thayer's family. We had a car crash (my fault) and ended up in Halifax General Hospital in separate wards. The man I collided with was also in there and his beautiful wife visited me. His mother brought 'Get Well' balloons to both of us. A friend's wife visited Mary. They had never met before. After chatting for a while, my friend asked Mary where she was going to stay when she left hospital. Mary did not know. "We are still in our house by the sea", said my friend, "so you can have our town house". Where else could it happen? Mary was so impressed by the kindness she received. Nova Scotians are something else!

Haydon - Stuart

Lieutenant Peter Trevor Haydon RCN had been Navigator in Alderney from January 1962 to June 1963, but was 3rd Hand of Astute at the time he married Diana Wylie Stuart in St. Paul's Church on 6th July 1963. They went back to UK in July 1963 and lived in Alverstoke and Newton Ferrers, before returning to Halifax in July 1965.
Peter and Diana first met on the ski slopes at Wentworth - a favourite R & R venue at the time.

J.M. Slaughter - Janet L. Shears

Janet had originally met Tod at a Christmas party, in her words: "To cheer up the Submariners". and as I was Commander (SM) when this happy event took place, and as Tod's father, the redoubtable Captain Jackie had been a very good friend to me earlier in my career, and, indeed, had been responsible for me getting a permanent commission in 1944, and, as all Jan's relatives were in Newfoundland, I was asked to "give her away".

As a comment on the whole episode, Toby Frere writes:

"Bermuda was the place that Astute's wardroom wine caterer decided that we needed to take some real wine back to Halifax, and, accordingly, ordered 12 magnums of Veuve Cliquot champagne. They made it back to Halifax all right, but shortly after our arrival Tod Slaughter announced his engagement to Jan and after the subsequent party on board there was no champagne left. The wine caterer, who was Duty Officer, had to watch his lovely wine being swilled by those who, after a little while, might as well have been drinking Moose's Milk. He drowned his sorrows perhaps more than he should have done because he sent a signal, on completion of the RPC, to FOSM, info SM1, SM2, SM3, SM4, SM5, SM6 etc.. saying "1. Tod Slaughter engaged. 2. To a woman" .The next morning he had a feeling that perhaps he had overdone the signalling, and the champagne, and asked for the signal log. There was no sign of the signal but the PO Tel took the crumpled original out of his pocket and said he hadn't sent it. The 5th Hand was in POTS' debt for some time, until the favour was adequately repaid after the exuberant Petty Officer drove a new Cadillac out through the plate glass window of a showroom in New London, and needed a friend in Court.

Tod & Jan's wedding was a great occasion and compared vividly with the bachelor parties from which the Best Man (the long suffering 5th Hand) had had, at other times, to extract Tod.

One finished in the Chief's Mess at Stadacona where Tod tried to get the Musac turned off. He had already destroyed a similar system recently installed in the Wardroom. When he was unsuccessful he asked the Coxswain for a dance, saying "All Coxswains dance backwards, it's part of their course." We were thrown out.

And Marion McGillivray, who signed the Register after the wedding wrote, much later: ".I keep searching my memory for the snippets that went along with Jan finally saying "Yes" to the love besotted Tod… but it got lost in the wonderful fog
of time....."

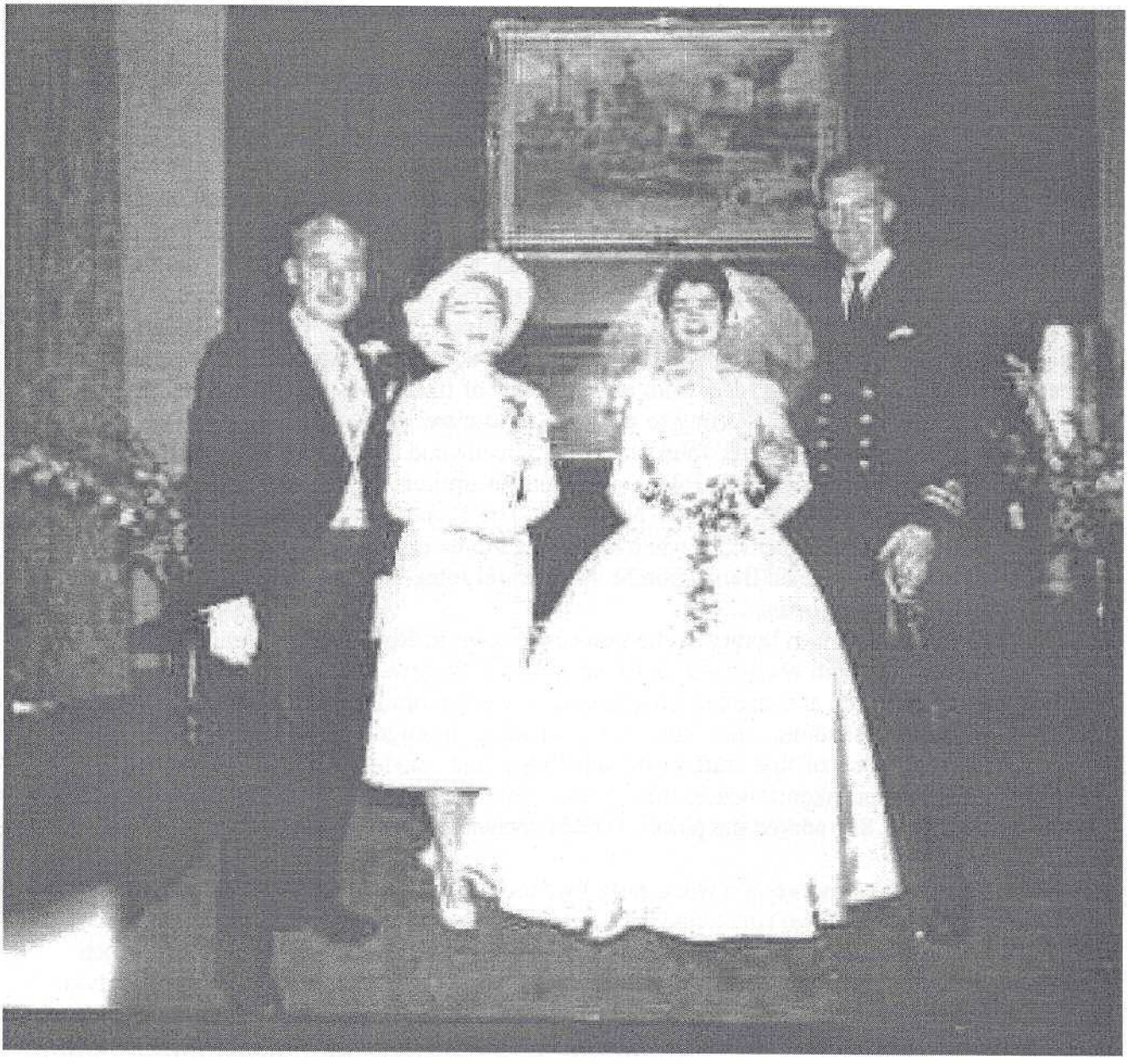
John Coward nearly missed his plane to England, but married Diana Taylor on July 20th, 1963 at Sheerness

Rob Forsyth wrote:" The only matrimonial dit I recall is this one.

Towards the end of our time in Halifax with SM6, John Coward decided he was going to get married. He was going to fly to the UK and honeymoon at sea on La France, coming back across the pond to New York. Being John, all details were checked out very carefully to make sure that the plan would work (he still remains the only officer I know who could take a gyro compass to pieces at sea, repair it and calibrate it by moon sites through a periscope sextant - a dit in itself! Most of us could not even attach the sextant to the periscope!). In the course of his checks he enquired of La France if his double bed reservation was OK. The reply told him that his reservation for a cabin was OK but regretted that only twin bedded ones were available.

We had to sail to do some clockwork mousing for the RCAF just after this bad news was received.

Using SM6 as a relay station (Jerry Paul was SOO I think) John signalled La France: (in fluent French of course) "Can it be possible that honeymooners on La France have to sleep in



Heaslip - Grayston

separate beds?" .

He got his double bed. But then he had to get to the wedding.

Nigel Frawley takes up the story again:...

"The next drama came in getting John off the submarine in the North Atlantic on the duly appointed day, when one of the Canadian frigates was scheduled to return to Halifax before the

exercise ended, taking John with them so that he could catch an RCAF Transport aircraft, which was going to take him and some cargo or other (probably one of our broken hydroplanes) from Greenwood to Lyneham in Wiltshire. All hinged on John getting off the submarine in rapidly

deteriorating weather. The whaler came alongside and rode up and down dangerously close to our starboard ballast tank and Ken Bromback and the Canadian frigate Captain were both getting more than a little edgy about the situation. Ken kept saying he was going to cancel as he watched the casing party and John taking green ones. I was OOW and I could see all of John's plans going down the tube, so to speak. I took it upon myself to save the situation and I bought some time for John by going on and on about who had been invited to the wedding etc. Ken was about to abort when John, with a great sense of timing, leaped off the casing into the whaler at the top of a rise and starting to go down. Fortunately they missed the ballast tank and rowed like fury back to their ship. John made it to Greenwood and the wedding (and, I assume, honeymoon) went off as planned! John and Diana set up home in a charming cottage on the Lieutenant Governor's property on the NW Arm. The Lieutenant Governor. was Harry Mac Keen, who took a shine to them and when repairs had to be done to the cottage had them move into the Official Residence on Barrington St. No flies on John, 4th hand, Auriga.

In John's own words.....

"After, our return in luxury in the France we went to New York. It was hotter than hell and we decided to climb aboard the night sleeper for Toronto. Overnight the train was ransacked and we ended up at Canadian Immigration the next morning without a thing to wear, and without passports, handbag etc., etc. The Canadian immigration officials were delightful..."Don't need none of that stuff in Canada" they said...and flew us off to Halifax...! My English wife had not taken much to Americans , but decided that, from there on, Canadians could do no wrong. She adored the place ...and is unchanged 40 years on.

On arrival in Halifax however, (a week early) we took Big Alice McKeen by surprise, . We were to rent one of two small wooden houses she owned (her son David had the other). As it was not ready she put us up in the Visiting Premiers, Suite at Government House which was a lot better than Auriga. When we woke up on the first morning in a huge four poster, two elegant pink-clad maids entered the room in formation and placed two large silver trays of breakfast on the bed for us....the bed promptly crashed to the floor. HP McKeen treated me like a complete equal and we had a marvellous time. When eventually our small wooden house was ready Alice McKeen had put orange blossom in every room and had had the maid light every candle in the house. It was enchanted. During the winter, we had our drive snow- blown by 0800 every morning...and I even went to the boat one day on skis. I skied for the RCN and we used to go up to Vermont in an RCN Tracker and park it behind sheds for the weekend...not exactly what you could get away with now...!

Elson - Greenough Wedding - August 24th, 1959

L>R Dick Heaslip, Jeremy McCall, Peter Roe, Ken Hubbard, Robin Whiteside, Bryan Elson, Maxine Elson, Larry Turtle, Ray Hedgcock, Tim Simpson, Eddy Endacott

**** The Best Man Derek Clue, is missing from the Group ****

McCall - Joseph Wedding - August 29th, 1959

Mike Broomfield, Tim Simpson, Derek Clue, Hugh Verry?, Dick Heaslip, Robin Whiteside, Mike Casserly, Jeremy and Audrey, Larry Turtle, Ray Hedgcock, Peter Broadbent, Peter? Roe, Ken Hubbard, Eddy Endacott

Hubbard - Bennet

Davies - Langille Wedding - April 25th, 1959

At the Davies -Langille Wedding

Maxine's sister, Linda, with Monty Wooley and Freddy Fox

L > R CERA Dickie Wyatt PO Ttel Monty Wooley CRE Freddie Fox Sig Hurndal

Heaslip-Grayston

In Heaslip's own words: "My CO let me ashore to get married to Lorna Jean in June 59. The boat went up the St Lawrence to Montreal; Lorna Jean and I went to Cambridge Beaches, Bermuda.

and of their courtship he writes :...."In September [1958] I was on duty in the Dockyard Building, and, being a quiet afternoon, thought I might go up to Stad, where a wedding reception - Lieutenant David Douglas and Jane Bennett, daughter of a Dalhousie professor - was taking place. Later, her sister Caroline was to marry Ken Hubbard. That marriage is still going, and they live at Tantallon, Nova Scotia, and are good friends of ours.

Regrettably, David and Jane's marriage was dissolved after a year.

Anyway, arriving when the reception was well under way, I took a look round the room with the practised eye of a 26 year old submarine bachelor, spent the afternoon getting to know Lorna Jean, and left with her phone number. The rest, as they say, is history.

Roe-Vissinga

Peter Roe married Audrey Vissinga in Bermuda on 20th April 1959

According to one of his junior officers, The Captain met her "quite early on [in the commission] and thereafter, whenever the boat surfaced within 1000 miles of the Island, the bow automatically swung towards the entrance to St. George's.

They met when she was employed at the Hotel in St. George's, and Ambush visited Bermuda to work.

Audrey was born in Montreal, and died in February 1978.

McCall - Joseph

Jeremy McCall was one of the four Ambush Officers who married in 1959. He met Audrey Rhofie Joseph of Bridgewater, earlier in the year, and says, of their courtship, that he didn't "think we did anything out of the ordinary - just went to a lot of Squadron barbecues down the South Shore in places like Tantallon/French Village".

They were married "with full ceremony at Stadacona on August 29,1959, just a few weeks before Ambush was due to sail back to UK. Robin Whiteside was the Best Man

Audrey died on December 24th, 1967

Elson - Greenough

There are not many records of this courtship, except that it followed an accepted pattern

for the Ambush Wardroom - all the bachelors got married whilst stationed in Halifax except the original First Lieutenant, Robin Morris, who left for a Perisher before getting snared. Bryan Elson, however, actually proposed to Maxine, and was accepted, in the Control Room of Ambush.

They were married on 24th August, 1959. Derek Clue (EO of Ambush) was the Best Man.

Davies - Langille

David Davies, who was Signalman in Ambush, was married to Maxine Langille of Tancook Island, in St. Nicholas Chapel, HMCS Stadacona on 29th April 1959 by J. .E. Williams, Chaplain RCN.

Wyss - Roberts

Terence Herbert Wyss to Carrie Adessa Roberts
St, Nicholas Chapel, HMCS Stadacona 29th April 1959
J.E Williams, Chaplain RCN

Hubbard - Bennet

Ken Hubbard arrived in Halifax on HMS Alderney in September, 1958, and met Caroline his first night ashore, at a combined welcoming party for the boat and an engagement party, for David Douglas, of Alcide, and Caroline's sister Jane. He continues: "Very shortly thereafter, I conveniently managed to tear the cartilage in my knee during a rugby game, and was left behind when the boat headed south. This gave me the opportunity to get better acquainted with Caroline. We continued to be "just good friends" and in October, '59, Caroline headed to the UK to stay with her sister and work in England for a year. It was a case of "absence makes the heart grow fonder", and we became engaged shortly after my return to the UK on March 17th, 1960. With my draft to Sea Scout , in refit at Rosyth, and Caroline living and working in London, there were a lot of miles put on my second hand van!! Wedding details were worked out long distance with her family, and the date set for July 3rd, 1960, at St. Ambrose Church, HMS Dolphin. Caroline's Mum and Dad made it over for the wedding, and of course Jane was already here. The Honour Guard was composed primarily of fellow officers from the 6th Submarine Squadron, with Richard Woods being Best Man. As Richard got a pier head jump to Copenhagen half way through the reception, Mike Broomfield was promoted from usher to Best Man, to handle telegrams, etc. The one that sticks in my mind was "Glad you lived to see the day", signed Halifax Road Safety Committee. Though he has never admitted it, we suspect it was sent by Caroline's brother, Jim Bennet - well known by many SM6 personnel.

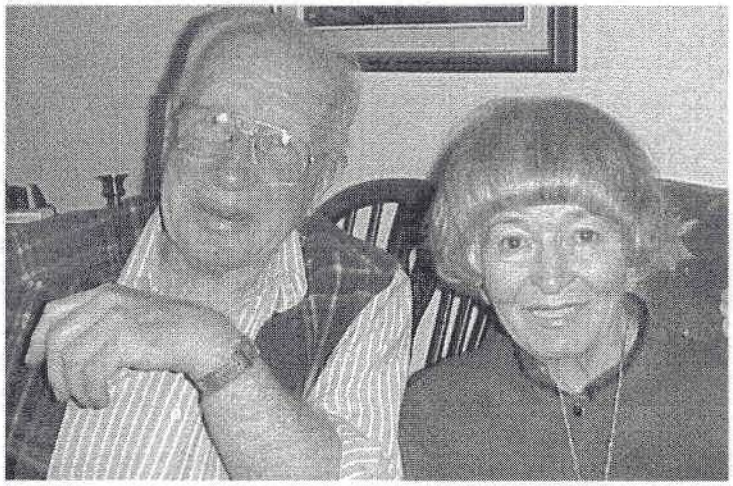
Halifax and Nova Scotia exerted a very strong pull, and following my decision to leave the Navy, there was no hesitation in heading back to Canada, a decision that we have never re-

Jenner - Jenson Marriage

Met in 1955

Married in 1967

No Photo



Still together in their eighties!

2004

gretted".

Jenner - Jenson

It was at a cocktail Party in Alderney that I first met Anna. She was living, at the time, in a flat in a house owned by Gordon Black, on Tower Road, and had arranged for David and Penny Teare to have a flat in the same house, as she and Penny were old West Coast friends, and modelled clothes together for pin money at Woods on Barrington Street. David was driving Alderney and Penny had asked Anna along, as Yogi was away with his ship and Anna was at a loose end for the evening. The party was packed, and I was helping out as a host, but I obviously caught Anna's eye as she told Penny that she intended to marry me on the strength of that one meeting. Much water was to flow under many bridges before that happened, but the declaration started a relationship that continued till 1962 before anyone other than Penny, and Gordon and Natalie Black, realized that anything was going on between us! Anna eventually bolted from Ottawa to the UK in time to hear, on the Farm in West Sussex of President Kennedy's assassination. We Couldn't get married till May 1967, in the registry Office in Midhurst, by our neighbour, John Trimmer, who was a lawyer and the local Registrar of Marriages, Births and Deaths.

When Anna asked him what the difference was between a Notary Public and a Commissioner for Oaths, he replied :"Five guineas"!

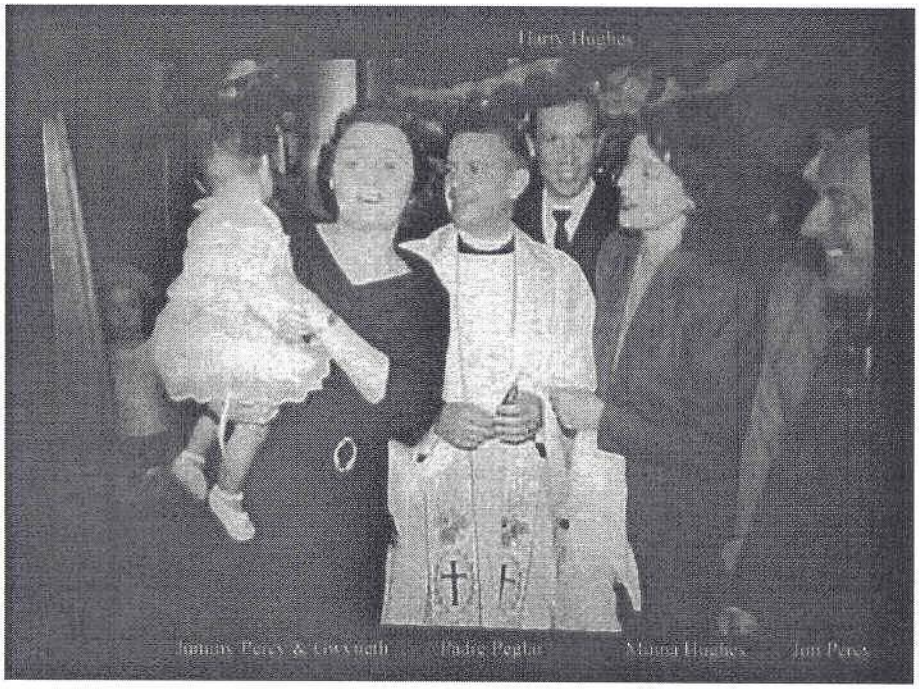
Higgins - Meyer

Trapper's brother was able to be Best Man as HMS Maidstone was visiting flying FOF's Flag at the time, and Trapper's brother was the Admiral's or Captain's Secretary. According to Trapper, there was a lot of opposition from Stadacona about staging the reception in the Mess, as there was a Ball there in the evening for the visiting ships, but the reception was eventually allowed, and all went well. It snowed most of the day, and blew a gale. One submarine, possibly Anchorite,*(RN Submarine Museum records confirm Anchorite was there and say that Tiptoe (Peter Gawn?) was there also; see photo, which also shows Amphion, which would be confirmed by Joan Vause signing the Register)* was with the RN Squadron, and the Wardroom had been invited to the wedding, but they had to shift berth that afternoon, because of the gale, and as a consequence, the Officers, led by Peter Gawn, arrived late for the reception. Ginger Blacklock gave Helga away . They honeymooned in the Laurentians, but not until after a week of joint exercises with the RN Visitors

Turtle - Turtle

Larry Turtle, who was well known to his generation of submariners, appeared in many of the wedding photographs taken during Paddy Gowan's watch, and his own wedding was recorded in Paddy Gowan's memories. as having occurred at that time. Brian Elson remembered

Baptisms



of Gwyneth Hughes - by Padre' Peglar

of HMS Ursula - by Diana Coward

it because Larry had married a Wren Officer in FOAC's Ops Room, who was also named Turtle, and Marilyn Peers, Who was the Wrens' Quarters Officer at the time, and subsequently retired as a Social worker in Halifax, managed to trace an "L" and an "M" Turtle to the same address inPikangikum, Ontario, but a letter to that address yielded no response. After a telephone call,

The person who replied said :"He's probably at work at the hospital", so, sensing a generation gap, I did not wish to intrude further into the Family's privacy.

However in October 2003, **Mike Collis wrote of his time as Division (E):**... ."The Spare Crew First Lieutenant was Larry Turtle - a splendid character who had owned a pilot cutter which became a sail training ship. Larry married a very bright Canadian Wren - Marilyn. He had much trouble persuading the RCN to let her go as she had signed on. They went to the UK but she persuaded him to go back to Canada. He left the Navy and became a manager for Canadian Tire and died quite young.

Gwyneth Jaqueline Hughes - Baptism

The younger daughter of Harry and Minna Hughes was baptized Gwyneth Jaqueline by Padre Peglar in the Control Room of HMS Alliance on 22nd December 1957.

HMS Ursula - later to become HMCS Corner Brook - Launching

While this is not strictly a Sixth Submarine Division story, This "Baptism" serves to form a firm link between "Our Heroes" of the Sixth Division, and the modern (2003) Canadian Submarine Service, in the following circumstances:

The Torpedo Officer of HMS Auriga (1963), who subsequently became Flag Officer Submarines, married Diana Taylor on 20th July, and Diana launched and named HMS Ursula, which was subsequently transferred to the Canadian Naval Service and renamed HMCS Corner Brook.

Chapter 20

Miscellaneous and extracurricular

School for Deaf Children

In July 1959, There was a certain Surgeon Commander Roberts on the Admiral's staff, whose wife was also a Physician, and initiated the idea of founding a school for children of pre-school age who had been deaf from birth. She approached the Command, through the Chief of Staff, Commodore Landymore at the time, for funding. The ships of the Command raised enough to get the school; started, but then arose the problem of annual funding. Admiral Landymore, now, of course, retired, reminds me that the submariners decided to "adopt" the school, which consisted of only a handful of children, and soon raised enough to keep the school running and had the children on board various boats for parties and other fun, and the children became very attached to the sailors. I have not been able to find any trace of the school, or of the Roberts, husband or wife.

Slops from the UK.

The Spare crew Coxswain ran a small slop room, and we used to get a certain amount of "slops" from the UK, but the Victualling Yard persisted in printing the contents and sizes on the outside of the cardboard cartons, with the predictable result that desirable contents, I remember particularly, that Pussers black leather shoes were pilfered at the docks, on a regular basis. I wrote to "The Admiralty" time and again, with written support from Canflaglant, asking that the Victualling yard refrain from listing desirable goods on the Outside of packages, but to no avail, and the stealing continued.

Chapter 21

Cold War Activities

Strangely enough, While the Squadron was present in Halifax when HMCS Magnificent and a large Canadian contingent sailed for the Canal at the time the British and the French "created" the Suez Crisis, SM6 does not appear to take any note of it in his Report of Proceedings to Flag Officer, Atlantic Coast.

And while the Canadian Maritime Forces were trained, theoretically, as an anti submarine force, none of the training was carried out in what we, as submariners, considered to be the most likely waters to be frequented by submarines of the Soviet navy, either exercising or on passage. Training was carried out in the benign, and almost isothermal waters of the Gulf Stream, and around Bermuda.

The ships liked to be where they could detect the submarines (or paint ship) so as not to "waste exercise time" searching for a submarine under a thermal layer or sneaking along the ice edge.

The submariners' main preoccupation was also antisubmarine, and the Division stationed in Halifax had war Stations designed to stop Soviet submarines transiting from their northern ports to attack America. Their Cold War Activities could therefore reasonably be said to include familiarization with the ice edge, and the simulation of Soviet submarines attempting to attack North America with missiles. Pro submarine exercises were carried out with this in mind, at least from 1961 onward, the Ship's companies having had little or no previous experience of operating in the vicinity of ice.

The Canadian Government were also somewhat wary of being dragged into embarrassing situations by Perfidious Albion, in the shape of the Division, as will be evident to anyone reading the Heads of Agreement, under which the Division operated. But the Cuban missile crisis rather forced the hand of Admiral Dyer, and gave rise to the circumstances, described in the following Article which appeared in THE ALL ROUND LOOK, in the Submarine Centennial Year, and is reproduced here by kind permission of The Friends of The Royal Navy Submarine Museum.

PASS THE MARMALADE - WHAT MISSILE CRISIS?

by Toby Frere

In the days when the Sixth Submarine Division was based at Halifax, Nova Scotia, one of the "A"s had the privilege of taking part in a famous Operation. *Astute* (Ringrose-Voase, Slaughter, Charron, Barraclough, Frere and Clark) was spending a rare spell alongside when some of the Wardroom, who were in the French Restaurant as I recall, heard a broadcast by President Kennedy telling the world that the US was going to blockade Cuba.

The next morning US and Canadian signals started flying but our Commander S/M, Steve Jenner, seemed the only relaxed senior officer in the Dockyard. After feverishly loading

stores for two days the Canadian Atlantic Fleet sailed, leaving us alongside and feeling very left out of it. Indeed we provided the slipping parties as they sailed outside working hours. Anglo-Canadian relations on the dockside were somewhat strained, and were not improved when the submariners - all unaccompanied and known to be randy - offered to look after the Canadian wives. Chivalrous to a fault.

However, the boot was soon on the other foot. The Canadian Prime Minister decided that Canada was not going to take part, and Commander SM6 having consulted SUBLANT in Norfolk Virginia. Decided we were. He always said that this was the most independent command he had ever enjoyed, and claimed he used to correspond with Blockhouse by sea mail. I do not know on whose authority we sailed, only that we were integrated into the USN submarine picture waiting for Whiskey and Foxtrot class submarines. Luckily we sailed before the Canadians returned and we set up a Patrol to the east of Newfoundland. I had just taken over from David Barraclough as Navigator and remember being dismayed to discover that we were outside Decca coverage and our Loran set, which had fallen off the back of a DC3 in 1945, lived in a world of its own. Perusal of an atlas will show that we were on the great circle track from the Kola Inlet to Cuba, or that was the plan but it depended on Vasco knowing where we were.

We settled into the boring routine of a 186 search with occasional US air cover. Tried to persuade Officers of the Watch, when surfaced, to take sights, but our exchange officer, Claude Guy Alfonse Victor Joseph Charon - he was a French Canadian - pretended not to know which way up to hold the sextant. David said it was not now his job, so I was forced to get myself up to speed to such an extent I even taught Astro at BRNC in later years. However there were two requirements that took priority during a working day. The first was to be on the surface at the right moment so we could get the best signal from the BBC World Service. Not for the News, but so that Chris Ringrose-Voase could listen to the business reports and keep track of his shares. Second to this, but only just, was to get the First Lieutenant, Tod Slaughter, out of his pit before breakfast. Anyone who served with Tod will know they did not want to be present if he emerged during the meal, standing in the butter, kneeling in the marmalade, knocking over the coffee, and all to an accompaniment from both ends before he sat in "his" seat and called the steward with an abusive shout. If the Chef - who was a Red Indian - was within earshot it would get very noisy because he did not accept any criticism and Tod only spoke criticism before breakfast. The only one who seemed impervious to this performance was the Engineer who said behind a cloud of cigarette smoke with a resigned grin. Nobby Clark had his own battle with Tod who used to borrow any cigarettes that were handy. To combat this the Engineer used to open a packet and write "Nobby" on each one.

One day, tuned in early for the stock market report, we heard a piece about a debate in the House of Commons in Westminster. The Prime Minster was trying to give the US moral support while seeking to distance the US from the blockade. He said that no UK forces were taking part. This came as a surprise to all in *Astute*. We could only assume that Commander SM's letter had not yet reached FOSM so we kept quiet and continued searching. Eventually the Soviet ships turned back from Cuba and the crisis was over, but the submarines were left on patrol to see if the Soviet Navy was still intent on deploying. We started to make plans to nip into St Johns to replenish, and wondered if Commander SM would remember Christmas. At last

we were allowed off the hook.

Did we find anything? I suppose that is still classified, but if it had been significant I am sure more people would have heard about our Patrol.

So, in the years since then, mention of the Cuban Missile Crises and how close the US and USSR were to war, reminds some of us about astro navigation, some of us about table manners and some of us of how Squadrons and submarines used to be run.

On the 2003 anniversary of the Cuban Missile Crisis, Press questions were revived in London, and in late October, 2002, The following exchange by e mail took place:

From: Toby Frere
To: Stephen Jenner
Copies to: David Barraclough, Peter Haydon
Subject: **Sixth Submarine Division - Halifax**
Date sent: Wed, 23 Oct 2002 12:40:52 +0100

Dear Stephen,

As the BBC are running a series of programs this week about the 40th anniversary of the Cuban Missile Crisis, the "fact" was repeated that no British forces took part. This brought me off my chair to write to the Times saying that the S/Ms of SM6 were in fact deployed on a Barrier patrol. By coincidence, the same evening, I met Jock Gardner, an historian from the Naval Historical Branch of the Ministry of Defense who said they had received a query from a paper asking if any Brits were involved. He said that there was no record!

I mentioned to him that you were putting together some of the history of the 6th S/M Division in Halifax, and he said he would be very keen to have a copy of whatever you produced, even it were the sort of "dits" I sent you.

Incidentally, we always believed that as we were under US OpCon on that barrier patrol you must have informed FOSM later, by Sea Mail!

Best regards,
Toby Frere

Subject: Re: **Sixth Submarine Division - Halifax**
Date: Sun, 27 Oct 2002 12:44:32 -0400
From: Peter Haydon
Reply-To: Toby Frere
Copies to: Steve Jenner and David Barraclough

Toby,
This is interesting. You are quite correct in recalling that Astute and Alderney formed an ASW barrier at the northern end of the Grand Banks. However they did so under RCN OpCon. There were problems with the "legality" of the action under the "Heads of Agreement" governing the employment of the RN submarines in SM6. Because it was deemed a surveillance operation rather than the prelude to hostilities, RAdm Ken Dyer (FOAC) and Cdr Ken Vause (SM6) determined that it was acceptable for the two submarines to remain under Canadian operational command. There was more concern over the presence of RCN personnel onboard during the

operation than on the nature of the patrol. Had things changed for the worse the understanding was that the submarines would be chopped back to RN OpCon immediately. I only worked all this out when I was doing the research for my thesis in 1990-91 when I began the transition from naval person to academic. I was given access to all the naval and national HQ documents and interviewed the main actors including Dyer.

My thesis was accepted, and was published later as a book on the overall Canadian involvement on the Cuban Crisis. Although the book is more about politics and civil-military relations than naval operations, the activities of the fleet and the two RN submarines are discussed.

This is probably too late for the media but I thought you might like confirmation of your version of the events.

Cheers,
Peter"

The reticence of the MoD, as recently as the fortieth Anniversary of the Cuban Missile Crisis, about whether British Forces were engaged or not, not only caused Toby Frere to write a letter to **THE TIMES**, but is not easy to understand, at this distance, in light of the following accounts of activity in Auriga by Nigel Frawley and John Coward.

At about the same time as Toby's story of Astute's activity was being played out, Auriga was preparing to join the Division in Halifax, but had only got as far as Working up in Scotland, so this is not strictly a Sixth Division story, but it is included because there were at least two Canadians on board, which was politically sensitive, Nigel Frawley, The Third Hand and Art Bodden, who was the TI.

Nigel Frawley tells the tale:

"We (Auriga) had just finished our WUPS and were still under S/M 3 when we were off Oban in the deep trench. We got a signal to return to Faslane forthwith and store for war. We had no idea what this was all about. We surfaced, rounded the Mull of Kintyre and converged at the little Cumbraes with several other RN boats, an assortment of USN submarines and a Soviet "fishing vessel" with more aerials than the Queen Mary. After a few near collisions, we managed to sort ourselves out and proceed up the Clyde to Faslane. By then we managed to gather what the fuss was all about from the local radio news stations in Glasgow or Kirkcudbright or wherever. In a matter of hours we discharged a full outfit of dummy torpedoes, loaded a full outfit of warhead torpedoes (which kept our TI, A/P.O. Art Bodden[1], kind of busy, and amused the wardroom with a rich mixture of English, Scots ,Irish and Canadian expletives) and we took on so much food we had sheets of plywood over cans of arrigonies, peas, etc.. down the passageway in the accommodation space. We then raced down the Clyde (with Mike Wilson's sealed orders to be opened a few hours later) , had several near collisions with other boats, waved merrily at the Soviet Fishing Vessel , dived and proceeded to our position along the Brit picket fence to the East of Iceland. We were rewarded with several Soviet contacts - their turbine whine could be heard more then 20 miles away - tracked them for awhile and passed on our info to CINCLANT and the Admiralty. This was our one and only brush with the real thing during our commission. ...!"

In July 2003, John Coward also contributed the following:

"Auriga played an interesting role in the Cuban Missile crisis. We were minding our own business rolling around at 45 West one day, rather further South than usual, so it was hot, when we started getting signals about all the Soviet Submarines in the area.

A Canadian boffin had the bright idea (and it was indeed truly brilliant) that the way to keep an eye on them was to shower them with tiny floppy magnets which would cling to the hull and rattle. Passive sonar would do the rest. We were promptly detailed off as the trials submarine , and an Orion turned up and showered us with these things. They worked a treat but when we surfaced to get rid of them they slid down under the tanks and continued to make a row like the Royal Marines Massed Drums. It took a docking in Halifax to find the last one. However, I gather that they drove the poor Russians equally spare and sent a number of Foxtrots home early.....we were very pleased with ourselves.

Note: some doubt was cast on the truth of this story, but Rob Forsyth, who was on board Auriga at the time, contributed this e mail, when the matter was raised, in 2004, at the time of writing:

"Date: Thu, 15 Jan 2004 21:07:52 +0000 (GMT)
From: ROBERT FORSYTH <rfandco@btopenworld.com>
To: Stephen Jenner <steve.jenner@ns.sympatico.ca>
The story is absolutely true re the magnets."

In 1962, Alderney was also involved in "Cold War Activities", **as Peter Haydon describes**:

....."Advanced (Strategic) ASW

Fortunately, life was not a constant stream of basic ASW exercises. From time to time we got to attack the fleet and we also took part in some of the SLAMEX series of exercises. These were slightly more complex in that we had to play the role of a Soviet submarine entering North American coastal waters to conduct a missile firing. Our main adversaries were the RCAF Argus and the Navy's Trackers operating from both the carrier and the shore base, HMCS Shearwater. On one such exercise we went back into the Gulf of St. Lawrence to simulate the missile launch, and after an undetected transit the aircraft failed to find us in time to prevent the simulated missile firing. The collective inability to locate and track a pretty basic diesel-electric submarine caused some angst ashore and brought home the message that ASW was more than just convoy protection. However, this exercise took place before the SOSUS system really got going and anyway the threat was somewhat unrealistic as the Russians didn't have the capability to deploy a missile-firing submarine that far from home in those days. Nevertheless, the point was made that strategic ASW, as it would later be called, needed a lot of improvement. Not surprisingly, Alderney spent quite a lot of time acting as a controlled target for the SOSUS array at Shelburne and also spent many hours working with the scientists on testing various types of hydrophones.

In 1962, most aspects of Canadian ASW needed improvement. Both the Navy and the Air Force were in a technology gap where many of the ships were still fitted with old equipment with only limited detection capability. New systems were coming into service but at a painfully slow rate. We would do some work with the new Variable Depth Sonar at the end of the year but for the most part the training exercises were very basic. The aircraft had slightly better

equipment as a result of deployable hydrophone technology but as the Cuban Missile Crisis was to show, strategic ASW was in its infancy in the early 1960s.

The Cuban Missile Crisis

The roles played by Alderney and Astute in the Cuban Missile Crisis of October and November 1962 needs a bit of background to make sense. In Canada, the Crisis was a political fiasco in which the Prime Minister, John Diefenbaker, refused to follow the American lead in increasing military readiness in the face of a Soviet arms build-up in Cuba because he did not trust or respect John F. Kennedy and wanted a one-on-one consultation over the whole Cuban situation. As a result, the Defence Minister, Douglas Harkness, felt honour bound to approve the initial stages of heightened alert without Diefenbaker's approval because the bilateral defence agreement with the United States required this to be done. However, nothing happened officially until 24 October, two days after Kennedy's public denouncement of Soviet actions in Cuba. But some Canadian actions began much earlier.

As the warning signs of an impending crisis started to emerge on 17 October, the Flag Officer Atlantic Coast, Rear-Admiral Ken Dyer, was essentially caught between a rock and a hard place; he was being pressured by his US Navy counterpart to deploy the fleet and join the search for the Soviet submarines but lacked the political authority to do this.

As a result, RCN and RCAF units took part in a wide-ranging surveillance operation from the northern tip of the Grand Banks to the southern end of George's Bank. The two SM6 submarines were regarded as "Canadian" units, and because there was no formal alert declared, the need to put them under RN control was not deemed necessary. This could be done later if necessary. The biggest problem was whether the handful of RCN officers and men in each submarine should stay aboard. Because there were no replacements available, they stayed - with the admonition from Dyer that if we were captured or died we were to cut the "Canada" flashes off our uniforms.

The week before the crisis, Alderney had been exercising with one of the frigate squadrons, probably the 9th, in an area to the south-east of Halifax. For once, the ships stayed out over the weekend rather than head for home port and warm beds. At some time on Monday 22 October the exercise was cancelled, the ships recalled, and Alderney told to remain at sea in the Halifax approaches. We were not told the reason for the change. That evening we were ordered to refuel in Halifax and await further orders. On arrival at the Imperial Oil fuelling jetty, Commander Ken Vause, SM6, came aboard and told us what was happening. Alderney was to store for war overnight and sail before dawn for a surveillance patrol to the north-east of the Grand Banks to intercept and/or track Soviet submarines. All this duly happened and the RCN Navigator was allowed to stay for the patrol. By the 27th we were on patrol with only scant instructions and no RCAF aircraft to help localize any contacts made. It was a huge anticlimax and only when it was all over did we find out that the Soviet submarines had passed through those waters long before and were already on their own patrols off Halifax, New York, and Cuba. Astute sailed on the 27th and took up a patrol to the north-east of the approaches to the Strait of Belle Isle where there was a concentration of Soviet fishing vessels. It was well known that Soviet submarines replenished at sea from fishing vessels and that electronic intelligence vessels (looking more like trawlers than anything else) provided communications relay services as well

as stores. As the crisis wound down, Alderney was recalled on 8 November and arrived back in Halifax on the 10th. Astute stayed on patrol until 12 November. Alderney had been at sea for almost two months and was in dire need of maintenance. On arrival in Halifax Alderney was met by Vause and the Spare Crew took over the submarine. The officers went up to Stadacona Wardroom and straight into the bar. The RCN Navigator, who was no less unkempt that his RN colleagues was singled out by the RCN Base Commander and informed that he could not enter the bar with first getting a bath and a haircut. Vause exploded and informed the Base Commander that the Alderney officers had just got back from two months at sea, almost three weeks of which was on a war patrol and that they were going to get drunk, laid, and have a bath (not necessarily in that order) and if the Base Commander wanted to object then he, Vause, would promptly call the Admiral. Common sense returned quickly and the Alderney officers relaxed appropriately but got haircuts a soon as they could.

Chapter 22

Life away from Halifax in 1955

Reports of Proceedings from HMS Ambush while detached from Halifax in the first Year of operations

While the Main Story about the Sixth Submarine Division has been told from the Halifax, or from a Headquarters, point of view, we thought that a close up look at what happened when the boats were running from, or visiting other places, Bermuda, for example, would give the reader a better perspective.
We have, therefore, included the Reports of Proceedings of HMS Ambush, for June, through to December, 1955, as an example, and consolidated them in this Chapter.

H.M.S. AMBUSH
At Halifax, Nova Scotia
26th May 1955.

Sir,

I have the honour to submit the following report of proceedings of Her Majesty's Submarine AMBUSH, under my command, from 16th May to 23rd May, 1955.

2. H.M.S. AMBUSH slipped from H.M.S. DOLPHIN at 1100A Monday 16th May, and after an uneventful passage, in good weather throughout, arrived in Halifax, Nova Scotia at 1900Q Monday 23rd May - 19 hours ahead of the expected time of arrival.

3. Exercises with naval aircraft on the evening of the first days passage were cancelled due to bad visibility, but further surface non delaying exercises with aircraft from 19 Group R.A.F. were successfully carried out during 17th and 18th May. The last aircraft, a Shackleton, to make contact with the submarine, shadowed as far as 21degs. West.

4. Weather was good in the Atlantic with visibility excellent and wind never more than Force Four, generally from the South-east. Fog patches were encountered during the night 19th/20th May in the vicinity of 32degs. West on route FOX.

5. On the forenoon of 21st May, thick fog was encountered in the vicinity of 48degs.45min. North, 45degs. West, which luckily only persisted until just after sunset, enabling evening stars to be taken. This was fortunate as a landfall was expected to be made on the Newfoundland coast the following morning.

6. Newfoundland was sighted at 0500(+3) on 22nd May at extreme range. AMBUSH was slightly to the North of her intended track.

7. A total of three small icebergs were sighted, probably grounded close inshore on the Newfoundland east shoreline, otherwise no ice or bergs were seen during the entire passage.

8. The Gulf of Saint Lawrence was crossed in good visibility, and CAPE CANSO was sighted at 0700Q, Monday 23rd May. Thick fog then came down and persisted until AMBUSH was within 5 miles of the entrance to Halifax harbour.

9. Although the Nova Scotian eastern coastline is dangerous due to many outlying rocks, little difficulty was experienced in navigation as there is a very marked lane between the 40 and 60 fathom lines, running approximately 5 miles off the coast, from Cape Canso down to the SAMBRO Light Vessel off Halifax.

10. AMBUSH entered harbour and secured to No. 1 Jetty in H.M.C. Dockyard at 1900Q, 23rd May. On arrival it was discovered that Halifax was keeping Peter (+3)Time.
11. Main and auxiliary machinery behaved satisfactorily throughout the crossing. The port circulating water pump developed an earth in the field coils on 21st May. No repairs were carried out at the time as both main engines were running satisfactorily at 420 revs. with the remaining circulators in use. On Thursday 19th May, it was suspected that the Starboard after external fuel group was common with No. 4 Main Ballast. This has since been confirmed by test, and a leak from this group to sea was also noticed during the test.
12. The performance of both seaguard and echo sounder were outstanding throughout the passage. Soundings were obtained on the echo sounder trace at 1280 fathoms.
13. Type TCS was successfully used for passing signals as far as longitude 30degs. West*. LORAN, Type AN/APN4 functioned satisfactorily.
The aluminium ensign and jack staffs were struck below for the passage. They were erected with the minimum of trouble before entering harbour. In future it is intended to have these staffs shipped only when proceeding in coastal waters.

I have the honour to be,
Sir,
Your Obedient Servant,

AJ BOYALL

Lieutenant - Commander.

* In forwarding this letter to FOSM, SM6 drew attention to the performance of the TCS transmitter, and added that the external appearance of Ambush, on arrival, was very commendable

Her Majesty's Ship Ambush,
At Sea,
28th June, 1955.

Sir,

I have the honour to submit the following report of proceedings of Her Majesty's Submarine Ambush under my command for the period 10th June, to 28th June, 1955.

Operational

2. H.M.S. Ambush sailed from Halifax at 1615 P, 10th June, and joined company with H.M.C.S. Prestoninan (O.T.C. with CANCORCORTRON ONE embarked), Lauzon and Toronto in vicinity of the SAMBRO Light vessel later that evening. Course was set for Bermuda, and the ships were formed in line abreast 500 yards apart with Ambush as guide of the Fleet. Unfortunately Ambush suffered a gyro failure during the first night, which caused the privilege of being guide to be withdrawn. Except for brief periods when the ships exercised evening quarters each day, the squadron remained in this close formation. After an uneventful passage in fine weather the squadron arrived in the Bermuda Exercise Areas in the early hours of Mon-

day morning 13th June.

3. The programme of exercises started at 0730 Q, 13th June, the squadron anchoring in the Five Fathom Hole in company at 1700 Q for the debriefing at Kindley Air Force Base. Ambush was represented by one officer at this meeting as she was thereafter at the subsequent debriefings.

4. The squadron got under way at 1930 Q to carry out a Casex 6 anchoring again in Five Fathom Hole at about midnight. It was just before diving for this night Casex that the loss of A.C.P. 175 occurred. (Reported in my letter dated 14th June, 1955).

5. The full programme as detailed in MWX 3/55 was carried out with the exception of one Casex 53 which was cancelled due to bad visibility. When the squadron was anchored overnight, Ambush got under way at 0445 each morning. One the night of 15th/16th June the squadron remained at sea and Ambush was ordered to act independently. The programme completed when the squadron anchored in Five Fathom Hole at 1730 Thursday 16th June. That night Captain R.L. Hennessy, D.S.C., C.D., R.C.N., (CANCOMCORTRON ONE) gave a very enjoyable dinner party for the Commanding Officers of the frigates and the submarine on board Prestonian. Captain P.F.X. Russell, C.D., R.C.N., (Director of the Joint Maritime Warfare School, Halifax) was also present.

In the four days, the following exercises were carried out :-

5 Casex 43's giving a total of 17 ½ hours.
3 Casex 72's " " " " 15 ".
1 Casex 6 " " " " 2 ".
Total time dived 34 ½ hours.

A very kind signal on completion of the exercises was received from the Director J.M.W.S.

7. At 0800 Q Friday 17th June, Ambush weighed anchor and proceeded to Ireland Island where she arrived at 1000 Q. H.M.S. Superb (Commodore D.H. Connell - Fuller, R.N.) was already berthed in the now disused Dockyard. For activities whilst at Bermuda, see section "Social and Recreations".

8. Ambush sailed from Ireland Island at 1000 Q Monday 20th June and made a rendezvous with H.M.C.S. Penetang in Area Easy at 1300 Q. One Casex 43 and one Casex 6 was carried out before surfacing for the night at 2100 Q.

9. The exercises for the remainder of the week were generally carried out from 0400 to 2100, surfacing three times daily for a breath of fresh air.

10. On surfacing Wednesday night, 22nd June, the temperature of No.2 Battery Section was 120 degrees Fahrenheit.

To enable the section to cool and also to carry out an adequate charge the Casex 6 from 0400 to 0930 the following day had to be cancelled. On diving at 1000 Q Thursday 23rd June, the temperature of No.2 Section had been reduced to 115 degrees and to 111 degrees by the end of the day. (See Electrical Section). Battery temperatures remained reasonably low (114 degrees approx.) for the remainder of the week though severe limitations on the use of the galley had to be enforced.

11. From 20th to 25th June inclusive the following exercises were carried out :-

8 Casex 43's giving a total of 40 hours.
10 Casex 6 or 7's " " " 50 ½ hours.
Total time dived 90 ½ hours.

During this period 4 Casex 51's were also carried out.

12. Ambush surfaced at 1800 Q Saturday 25th June proceeding in company with H.M.C.S.

Penetang and after an uneventful passage arrived Halifax, Monday 27th June, at 2200.

I have the honour to be,
Sir,
Your obedient Servant,
AJ BOYALL.
Lieutenant Commander.

The Commander, Submarines,
The Sixth Submarine Squadron,
H.M.C. Dockyard, Halifax, NS.

The following appendices are attached :-
Appendix Able : Social and Recreational.
Appendix Baker : Health
Appendix Charlie : Radar and Electrical.
Appendix Dog : Engineering.
Appendix Fox : Torpedo and A/S.
Appendix George : Victualling

APPENDIX ABLE.

The Commanding Officer, H.M.S. Ambush's letter dated 28th June, 1955)

Social and Recreational.

The Commanding Officer called informally on Commodore DH. Connell - Fuller R.N. in H.M.S. Superb at 1100 Q the forenoon the submarine arrived at Ireland Island. Ambush was berthed in the old dockyard just ahead of H.M.S. Superb. The Commanding Officer and Officers of Ambush were entertained to drinks in the wardroom of Superb the same forenoon. The usual facilities such as use of bathrooms etc., were generously offered by Superb, and also the free use of their boats to Hamilton which saved expensive taxi fares.

2. The ship's company of Ambush lived on board the submarine during the visit to Bermuda, but made light of this slight discomfort, in view of the attractions ashore. H.M.S. Superb lent Ambush one of her whalers for pulling practice for the forthcoming regatta at Halifax. One game of soccer was played against Superb - result Ambush lost 4 -0. Calls were made by the Commanding Officer on the Commander - in - Chief, America and West Indies Station, Vice Admiral Sir J. F. Stevens KBE CB, and the Governor, where the Commanding Officer wrote his name in the visitors book. The Governor was absent from Bermuda at the time.

3. Calls also made by the Commanding Officer and all the Officers (with the exception of the duty officer) on Major Cookson and his charming wife, who were "At Home" in "The Bloody Sailor". Our host and hostess, who must be known to every naval officer now serving whose ship has ever visited Bermuda, gave us an evening which few of us will ever forget.

4. Although both officers and ratings took full advantage of the amenities which the night life of Hamilton had to offer, swimming from Ireland Island was universally popular in spite of a reluctance on the part of the sun to put in an appearance. However on Sunday 19th June, which was the kind of day one sees on the post cards of Bermuda, the duty officer of Ambush was

somewhat startled when asked by the trot sentry in the middle of the afternoon for permission to train the gun on the beam so that he could stand in some shade.

5. A most enjoyable visit came to an end when Ambush sailed at 1000 Q Monday 20th June.

6. It reflects great credit upon the behaviour of the ship's company ashore, that there was only one defaulter during the period of the visit. It is understood that this rating found the walk from Hamilton to Ireland Island a long one, and he was subsequently charged with being absent over leave four hours.

7. The Commanding Officer is most grateful to the Resident Naval Officer Bermuda, Commander & Mrs. LWB Cotching for the accommodation which was placed at his disposal in the Residence during the visit.

APPENDIX BAKER

(The Commanding Officer, H.M.S. Ambush's letter dated 28th June, 1955)

Health.

The general state of health of the ship's company has been good.

2. Several cases of sunburn were treated including two cases of third degree burns sustained while sunbathing at Bermuda. One case was transferred at sea to H.M.C.S. Penetang for treatment under easier conditions. One rating suffered severe abrasions of the left hand and lost a thumbnail as a result of a motor bicycle accident.

APPENDIX CHARLIE

(The Commanding Officer, H.M.S. Ambush's letter dated 28th June, 1955)

Radar and Electrical.

Seaguard. During the passage south seaguard was used continuously at night for station keeping. In the Bermuda area, radar was switched off during the day and brought to immediate notice every night to keep it dried out.

2. When switching on, on the evening of Wednesday 22nd June, both transformers 58418 blew out. No defects were found in the associated circuits and it is thought that the temperature and high humidity caused the insulation to break down. This left the A scan only serviceable.

3. After the ballast pump had become defective the condensate from the air conditioning unit flooded the base of the mast, which could not be raised at the time as Ambush was at 200 ft. Neither the trim pump nor the oily bilge pump could get a suction and a small semi-rotary hand pump was used to keep the well dry. Before this pump could be rigged however, the water level had risen six inches up the mast making it necessary for the base plate to be removed for drying out.

Airguard.

4. Results have been very poor. The serial system has been thoroughly checked and at the moment it is suspected that the transmit/receive switch is the cause of the trouble.

Electrical.

5. The usual crop of minor defects arose and were dealt with by the ships staff.

Main Battery.

6. The battery behaved well. As was to be expected due to warmer air temperature and daily charging and discharging, the battery temperatures rose sharply during each running week. No.2 section was by far the warmer due to the proximity of the ventilation intakes to the galley. It

was not possible to carry out the monthly equalizing charge due on June 17th when the temperature of No.2 section rose from 116 to 121 degrees during 1 ½ hours after reaching 280 V. on the last reduction.

7. On surfacing at 2100 on Wednesday 22nd June the temperature of No.2 section was found to be 120 degrees. It was decided to cancel the early exercise the following morning, and restrict the use of the galley, allowing the battery to cool down overnight and starting a charge at 0500. This had the desired effect, and on diving at 1000 on the morning of the 23rd June, with the battery charged to 90% capacity the temperatures of No.1 and 2 sections were 97 and 115 degrees respectively.

8. The following table shows the battery temperatures for the period of exercises in the Bermuda area.

DATE (June)	No.1	No.2	REMARKS
13	80	84	
14	91	97	
15	98	105	
16	102	112	
17	100	113	In harbour. Attempted 7 hour equalizing charge, broke after 1½ hours at 1520 with No.2 battery at 121°
18	105	116	In harbour.
19	89	101	In harbour.
20	96	106	
21	96	112	
22	101	118	
23	98	117	
24	100	116	
25	100	115	

Note: The weather for the week beginning Monday 20th June was much warmer than it had been the previous week but is considered normal for this time of year in Bermuda.

APPENDIX DOG.

(The Commanding Officer, H.M.S. Ambush's letter dated 28th June, 1955).

Engineering.

Both Main Engines have worked satisfactorily. On Tuesday 14th June the tail clutch on the port shaft became disengaged while propelling at 420 R.P.M. with a running charge.

The engine oversped and is estimated to have reached nearly 700 revs, before being stopped. After a careful examination the engine was run on a charge and behaved satisfactorily. Disengagement was caused by the drop head pin securing the engaging lever in place, vibrating out allowing the lever to fail.

2. On Monday 20th June the ballast pump was found seized. After examination, it is thought that the locking nut (Part 31, Drg. No. A7354) has slacked back. As no dismantling gear could be found on board and repairs necessitated the removal of several oil and circulating water pipes, it was decided to continue the exercises using the trim pump and oily bilge pump as substitutes. This arrangement proved adequate, but it was not considered advisable to snort under these conditions.

3. On Sunday June 12th it was discovered that the port after external fuel group was common with No.4 main ballast tank. The starboard side has already been reported as defective in the same way. For operating purposes, and to avoid air locks in the fuel groups, No.4 main ballast tank was connected to the after fuel groups and maintained in a fully compensated state. These defects reduce the normal fuel capacity by 33% and the normal surface buoyancy by 26%.

APPENDIX FOX.

(The Commanding Officer, H.M.S. Ambush's letter dated 28th June, 1955)

Torpedo and A/S.

While preparing to fire water shots during a Casex 72, No. 2 bow cap failed to open. Further trials were carried out while at ireland Island for the week end of the 18th June, and the shutter was inspected externally. No damage was apparent and the roller path was sighted clear. Further examination will be carried out at Halifax.

2. The R.C.N. Benaudi headset 3MS/510 supplied to Ambush for trial was used on a number of occasions. Good results were obtained although the detection ranges were not greater than those of the R.N. pattern headset normally in use : APW 621 /4035 B. A separate report will be rendered when more experience has been gained with the Benaudi headset.

Under Water Telephone, ANUQC - 1A, was of tremendous assistance. It was switched on almost continuously while dived. It broke down on two occasions, on neither of which were the spares carried on board adequate for making the necessary repairs. On the first occasion the transformer T205 in the power Amplifier was burned out, probably due to the speaker switch on the microphone having been left in the "On" position. The spare was fitted. Valves V 201 V 202, V 206 and V 205 had then to be replaced, and were obtained from H.M.C.S. Prestonian. (2 in No. 3B28 and 2 in No. 5R4WGY). At the same time the twin condensers 206A and 206B broke down. These act as a Power Supply filter and resulted in an increasing mains hum. On Saturday 25th June they were replaced from H.M.C.S. Penetang. The spare parts carried in accordance with the manufacturer's list are considered to be inadequate, particularly in valves and condensers. It is recommended that a more comprehensive outfit of spares be carried on board.

APPENDIX GEORGE.

(The Commanding Officer, H.M.S. AMBUSH'S letter dated 28th June, 1955)

Victualling.

Victualling stores supplied to H.M.S. Ambush from the Central Victualling Depot, Halifax were adequate, of good quality and varied. It was found however that the amount of pickles allowed by the ration factor was quite inadequate by normal R.N. standards. The pickle shortage was aggravated by the fact that the proportion of cold tinned meat meals rises sharply in subtropical conditions, when, apart from individual preference, in the interests of habitability galley hours are cut down to keep the temperature of the submarine down.

2. Stores were replenished in Bermuda from the Somerset Meat Store who gave prompt and courteous service, and all supplies were of high quality. It was found however that the bread which was supplied sliced and wrapped, of good tasting qualities, went mildewy after six days. The bread taken on board at Halifax on June 10th was still good and fresh when the week old Bermuda bread was unfit for consumption.

H.M.S. AMBUSH
at Sea,
1st August, 1955.

Sir,

I have the honour to submit the following report of proceedings of H.M.S. AMBUSH, under my command, from 20th July to 1st August, 1955.

OPERATIONAL

2. On Wednesday 20th July, at 0830P, AMBUSH sailed from Halifax to carry out film sequences with a helicopter, as required by the National Film Board of Canada, in the local areas. The submarine was required to carry out simple manoeuvres on the surface and dived, and these were successfully accomplished between 1030 and 1130, when AMBUSH surfaced to carry on with her passage to Bermuda.

3. After an uneventful passage in god weather, AMBUSH secured alongside Ireland Island, Bermuda at 1115Q, Friday 22nd July. Unfortunately permission could not be given to visit the US Naval Operating Base, where USS COBBLER was to be berthed for the weekend. As a result, the liaison so recently struck up at Halifax could not be continued as closely as had previously been hoped.

4. Final arrangements for the forthcoming trials were made over the weekend with Mr. R. L. Baglow of the ORT Joint Maritime Warfare School, Halifax, and officers of the R.C.A.F. At 0800Q Monday 25th July, AMBUSH sailed from Ireland Island and made a rendezvous with the R.C.A.F. Lancaster at 1030 in Area Easy. Two trials were carried out that day, and AMBUSH secured to FOX buoy in Saint George's harbour at 1630. A further two trials were carried out - the following day Tuesday, but only one on Wednesday, 27th July, as low cloud and rain prevented flying during the forenoon. The submarine returned to Saint George's each evening, where records were collected by the Trials Officers, and the future programme discussed.

5. The morning of Thursday 28th July broke cloudy with frequent rain squalls, so the submarines departure from Saint George's was postponed. At 1100 however, R.C.A.F. officers came on board to say the brakes on the aircraft were burnt out, and that as local repair was impossible, further trials would have to be abandoned. Accordingly, AMBUSH sailed from Saint George's at 1245, arriving ireland Island 1400 the same day.

6. It is not intended to comment on the Explosive Echo Ranging Trials carried out, as no doubt, the competent officers concerned will be making the necessary full report. As far as is known in AMBUSH, the trials were moderately successful, in spite of rather poor water conditions.

7. I would however like to stress the understanding and friendly co-operation that was received from Mr. Baglow and officers and men of the R.C.A.F. connected with the trials.

8. From p.m. 20th July to a.m. 1st August, AMBUSH remained alongside Ireland Bermuda. During this period, the Resident Naval Officer Bermuda very kindly lent AMBUSH his boat for running routine trips to Hamilton, the submarine of course, supplying the crews. After a little practice, the two coxswains, both Leading Seamen, found no difficulty in handling a kitchen ruddered boat.

9. During period in harbour, opportunity was taken to call on the Officer Commanding British Troops, Brigadier J. Rice-Evans, the Officers' Mess and Hospital Prospect Camp, and the Harbour Master, Saint George's, Commander Landman R.N. (Retd).

COMMUNICATIONS

10. At Sea. In the absence of C-in-C AWI, and when operating with aircraft only, diving and surfacing signals had to be passed on two frequencies to avoid unnecessary delay. These signals were addressed to CANFLAGLANT on Ship-Shore, and passed for information to RNO Bermuda and US Naval Operating Base on Coastal Common Net, (2716 Kcs). This necessitated keeping three lines, as Broadcast Love Fox was also being copies. This was done after some trial and error, and it is felt some guidance on this subject should be given in CANFLAGLANT Memo ACC 8375-1, dated 13th July, 1954. It is, of course, also necessary for the submarine to ask if she has missed any signals that concern her made on the Broadcast whilst dived.

11. In Harbour. When there is no surface ship present in Bermuda, it is recommended that submarines copy single operator periods on Broadcast Love Fox. AMBUSH set watch at 0600Z and 2200Z daily. It is recommended that Atlantic Command Temporary Memorandum 162/55 date 7th June, 1955 is amended accordingly.

MEDICAL

12. On Friday 22nd July, one Mechanical Engineer returned on board with a full penetration of the lower lip, and all lower incisors pushed back at an angle of 45 degrees., apparently the symptoms of an ill-chosen comment delivered before superior forces. The following day, he became the first patient at the newly opened army hospital at Prospect Barracks, to the mock dismay of the military who had hoped that this honour would fall to one of the Regiment. During the following week, further hazards, such as mobilettes and an open casing grating took their toll, with the result that the Commanding Officer, on the following Friday, was able to visit four of his Ship's Company, being very well looked after in the most pleasant and comfortable surroundings as guests of the RAMC Cases comprised one cracked rib, two lacerations of the face, and one belonitis, all of whom are expected to return to Halifax in AMBUSH.

WELFARE

13. During the first three days of the weeks running from Saint George's Bay, an exchange service was run with the Duke of Cornwall's Light Infantry, resulting in one watch staying overnight in the care of the army, while an average of twelve other ranks each day came to sea to witness trials in AMBUSH. The army also very kindly made beds available in the barracks for libertymen who wished to spend the night ashore in Hamilton, though, in the event, the Sailors' Home in Hamilton appeared to be more popular owing to its central position.

DISCIPLINE

14. Although a few cases of returning on board drunk have arisen, no incidents involving the Ship's Company ashore have occurred. A patrol of one Petty Officer and one was landed nightly to the Canteen on Ireland Island. With H.M.C.S. PENETANG in company, one Petty Officer and one were detailed to join their patrols in Hamilton and/or the Fleet Canteen.

ELECTRICAL

15. Twice since leaving Halifax, the gyro compass has become unsettled, and on each occasion within a few hours of getting under way. On July 20th, the first occasion, the magnet holder was found to have fouled the mercury contractor arm holder. The spare was fitted, and the compass settled normally a few hours later. AMBUSH proceeded to sea at 1100, 1st August, and the compass behaved satisfactorily until 0500 2nd August, when it was found to have a 20 degree Wander. The azimuth motor, transmitter, magnetic contractor and trolley were all removed, but no fault could be found. Within twelve hours, the compass had settled, and remained reliable thereafter. A similar incident occurred on 10th June, and was reported on Form S1177a. (Gyro compass Report).

As no obvious defect can be found, it is thought that the reason may be uneven expansion of the different metal parts, as mentioned in page 160 of the Manual of the Admiralty Gyro Compass.

LORAN

16. The 10 microsecond markers have been intermittent ever since AMBUSH joined this squadron. Switching the set off and on again served to being them back until July 22nd. Since that date they have not reappeared. The relevant valves have been changed, and the relevant circuits checked with an avometer, and no faults have been discovered.

I have the honour to be,
Sir,
Your obedient servant.
Signed A.J. BOYALL (LIEUTENANT-COMMANDER)

H.M.S. AMBUSH
At Sea.
10th August, 1955.

Sir,

I have the honour to submit the following report of proceedings of her Majesty's Ship AMBUSH, under my command from 1st to 11th August, 1955.

OPERATIONAL
(All times Queen)

.2. At 1100 1st August, H.M.S. AMBUSH sailed from Ireland Island Bermuda, and proceeded northward to rendezvous with H.M.C.S. PENETANG in position 39 degrees, 00 min. North, 63 degrees. 00 min West, at 1200 the following day. PENETANG was sighted at 1204 2nd August and a Casex 6 was commenced at 1230.

3. The ships proceeded southwards towards Bermuda between 2000 2nd August and 0600 3rd August when another five hour Casex was carried out. When on the surface at noon on 3rd August, Mechanician D. DAVIES D/KX 745 044, slipped outside the galley, and severely cut his leg, near the shin bone, on an opened and empty meat tin. A tourniquet was applied and a Chief Petty Officer Sick Berth Attendant was sent over from PENETANG. It is perhaps worth mentioning the Sick Berth Attendant was in attendance within twenty minutes although the ships were about six miles apart at the time of the accident. Morphia was administered and the patient transferred by boat on a stretcher to PENETANG, who proceeded with dispatch to land him at Bermuda. This was done at 0100 4th August, and DAVIES was taken to the hospital at Kindley Air Force Base. The Resident Naval Officer Bermuda is arranging air transportation for this rating back to Halifax in due course. (My 091524Z refers).

4. In the meantime AMBUSH had been proceeding to the Bermuda areas, and exercises were recommenced with PENETANG at 0800 4th August. From then until 1200 5th August the following exercises were carried out:-

One 5 hours Casex 6
One 6 hour Casex 6 and 7
One 8 hour Casex 6 and 7
Two Casex 51's
Total 19 hours dived
Total for week 31 1/2 hours dived

During this period opportunity was taken to dive to 500 ft. Compressibility readings were taken in accordance with SGM 105. All major hull connections were found to be watertight, and there were very few minor leaks.

5. Both ships arrived Ireland Island 400 5th August for the weekend. Except for the incidents already reported separately on the night 7th/8th August, the weekend was most enjoyable and uneventful.

6. AMBUSH and PENETANG proceeded from Ireland Island 1000 8th August and started working to the northward. AMBUSH dived at 1500 and between then and 1100 10th August, when the ships proceeded direct to Halifax, the following exercises were carried out:-

Two 6 hour Casex 6 and 7.
Two 5 hour Casex 6 and 7
One Casex 51.
Total 22 hours dived.

7. Because of the somewhat menacing proximity of Hurricane CONNIE, which had been tracked since Friday 5th August, AMBUSH experienced rather variable weather on the return trip to Halifax. However, the submarine arrived without incident at 1130P Thursday 11th August.

ENGINEERING

8. Submerged Signal Ejectors. On Tuesday 9th August some Submarine bubble decoys were fired. The first pair were discharged satisfactorily by air. The third ejection was attempted with rammer gear, and, as anticipated, was a complete failure. The decoy was loaded and the pin extracted when the decoy had about 1 1/2 " to go up the breech. The hinged arming

lever released itself and the decoy jammed itself in the gun. It was extracted and the spring loaded valve and hinged arming lever reset. The second attempt at loading succeeded. Two rods were connected and the decoy pushed upwards after opening the sluice valve. At about one rods length it jammed but did not fire. A third rod was connected and the decoy forced up a further half length of rod. It started burning and the gun became hot. An air shot was fired and the rammer gear forced fully up. The gun was now heating up in the vicinity of the breech and despite a further air shot and an attempt to drain down, (the drain blocked almost instantly) it continued to get hotter. When it was safe to do so the sluice valve was shut, and the breech opened. The breech would only open part of the way as, found subsequently, the supporting disc, the rubber disc, the aluminium disc and the tin plate cap remained behind in a heap of iron filings. This necessitated stripping the breech, the drain valve and the vent valve: also blowing through the firing pipe and flushing through the equalizing pipe.

9. Radar Mast. When operating seaguard on Tuesday 9th August, the ANK Radar mast seized on Several occasions. After cleaning down and oiling down, it became freer, but judging by marks on the tube, it is considered that there must be some dirt jammed in both the bottom and intermediate bearings. Later the Selsyn drive coupling to the mast broke. The small key in the mast end of the coupling fell out. It was noticed that the drive is almost 1/2" out of line. Later, after repair and after half an hours running the key in the Selsyn motor end of the coupling fell out. This was repaired and after an hours running the key on the mast side of the coupling dropped out again. The key way was so badly damaged that this end of the coupling has now been secured with a taper pin. This drive is considered t have always been taken up in the past, on the universal coupling.

10. Main Engines. Both Main Engines have behaved satisfactorily. At present there is a water leak from No. 5 unit of the Starboard engine. This leak may possibly be caused by a cracked cylinder head. The leak however takes up when the engine is hot. It is intended to lift this unit at the first opportunity.

MAIL

11. Air Mail was received at regular intervals from Halifax. This included United Kingdom mail. No mail was received direct from the United Kingdom. Three systems of despatching Air Mail were used: The R.N. concession rate was used at Ireland Island by courtesy of the Resident Naval Officer, the Canadian rate was used to Canada when an R.C.N. ship was present, and the Bermuda rate was used while at Saint George's with no other ship in company.

TAS

12; During a Casex 51, blowing up and firing drill was carried out on 1, 2, 3, and 4 tubes. Water shots were fired with H.E.C.s open. Quarterly routines were carried out on all tubes on the 6th August. A.I.V. opening times were satisfactory. There were minor leaks on 1, 7 and 8 Water Non Return Valves.

GUNNERY

13. Two single Vickers and the Sten carbine were tested on the 28th July, and 29th July. While exercising Gun Action on the 27th July, there was a failure in the firing mechanism. This was traced to the use of non floating grease Pattern No. X6310, on the breech block, which had formed hard deposits, preventing the pusher rod which actuates the striker from moving

through its full travel.

DISCIPLINE

14. Patrols were again satisfactorily combined with PENETANG and there were no incidents other than those reported under separate cover.

I have the honour to be,
Sir,
Your obedient servant,

AJ BOYALL

(LIEUTENANT - COMMANDER)
Commanding Officer.

Ambush and Alderney also visited New York in company with the Canadian Ships stationed at Halifax at the time.....

H.M.S. AMBUSH,
At Halifax,
29th August 1955

Sir,

I have the honour to submit the following report of proceedings of H.M.S. AMBUSH, under my command from 15th to 26th August, 1955.

2. AMBUSH sailed, in company with ALDERNEY, from Halifax at 1600P 15th August to carry out submarine versus submarine exercises in the Gulf Stream Area before proceeding to New York. Shortly after slipping, however, it became apparent that something was fouling the port screw, because of excessive vibration and overloading on the engine.

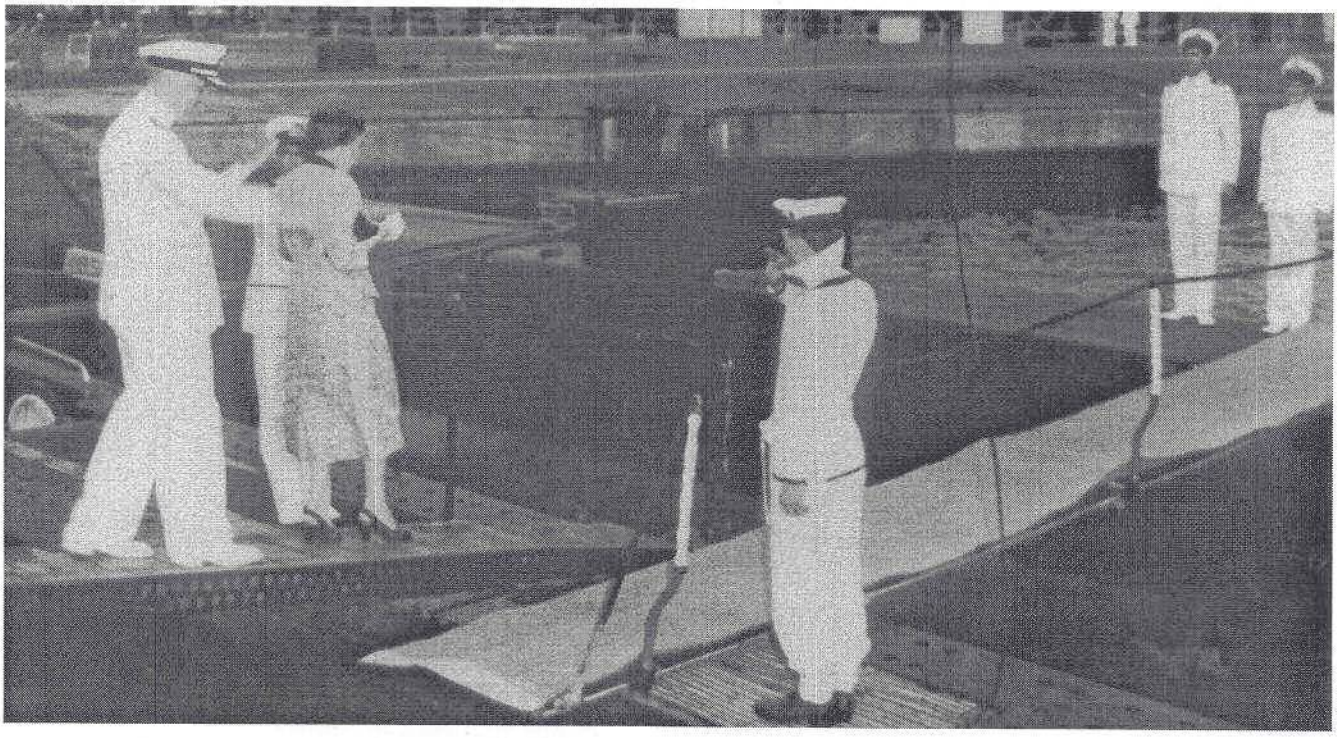
3. AMBUSH, accordingly, returned to Halifax for examination by divers of the screw, and ordered ALDERNEY to confirm. Both submarines resecured in H.M.C. Dockyard at 1800P, and divers found evidence that a wire, or some such obstruction, had been round the screw, but had now cleared itself. Several nicks on the blades of the port screw were filed down in quick time, and both submarines were able to proceed again at 2000P.

4. Thick fog was encountered at 2230P which unfortunately persisted until 1100P the following morning, 16th August. As the seaguard radar in AMBUSH was not working efficiently, ALDERNEY was ordered to take station one mile ahead, and assume duties of OTC, AMBUSH remaining guide. Speed was reduced to nine knots.

5. When the fog cleared, AMBUSH took over as OTC and speed was increased to sixteen knots, but much time has been lost. It was therefore decided to make for position 39 deg. 00mins. North, 69 deg. 00 mins. West, which was within a night's steaming of New York.

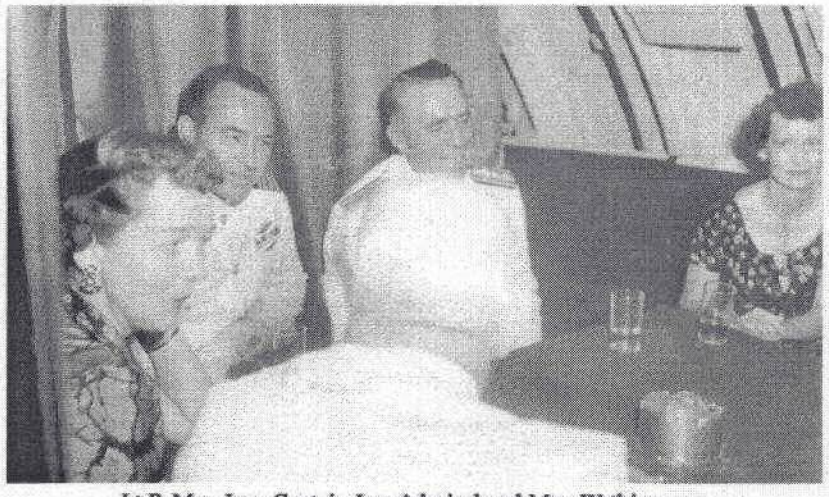
6. However, at 1455P. ill luck again overtook the submarines, when ALDERNEY reported

FOSM entertains in Ambush and Alderney at New London in 1955



Tony Boyall meets Guests, David Teare on Alderney's casing

FOSM arives with Mrs. Watkins



L>R Mrs. Lee, Captain Lee Admiral and Mrs. Watkins

FOSM with back to camera

FOSM entertains in Ambush at New London

September, 1955

FOSM with Mrs. Lee

overheating of her starboard engine, due to a blockage in the cooling water system, and speed had to be reduced to twelve knots. At 1820Q, ALDERNEY reported all was well with her starboard engine, and speed was therefore increased to fifteen knots. The clocks had been retarded one hour, to Queen time, at 1830P.

7. By 0830Q Wednesday 17th August, the submarines were in position ready to carry out SSX Four SUBTRACK 6 runs were carried out. Alderney's first attack was frustrated by a merchant ship passing through the area, and Ambush's second attack had to be broken off because she got too close off track. Detection ranges were average to good AMBUSH picking up a snorting target at the start of a run at just inside 8000 yards. ALDERNEY, when attacking, was detected by asdics on one occasion several minutes before firing at a range of approximately 3000 yards.

8. In order to arrive at New York at 1030Q Thursday 18th August, it was considered necessary to complete the exercises by 1400Q Wednesday 17th August. By this time, therefore, AMBUSH and ALDERNEY had surfaced, and were proceeding to NEW YORK at a speed of thirteen knots. At 1630Q, the submarines stopped for thirty minutes for hands to bathe. During the afternoon and evening of Wednesday 17th August, conflicting signals began to arrive concerning the postponement or otherwise of the Task Group's arrival in New York by twenty-four hours. However, eventually, CTG 3011.1. decided to arrive, as originally planned, at 0830Q at the AMBROSE LIGHT VESSEL. AMBUSH was ordered by CANFLAGLANT to conform. Luckily speed had not been reduced in the meantime, and the submarines were able to comply.

9. H.MCS MAGNIFICENT, AMBUSH and ALDERNEY arrived AMBROSE LIGHT VESSEL at 0830Q 18th August. Visibility was about five miles. The submarines proceeded in close order up harbour about two miles astern of MAGNIFICENT. H.M.C.S. QUEBEC followed about four miles astern of the submarines. AMBUSH picked up a pilot off the Battery, and proceeded ahead of ALDERNEY to BROOKLYN NAVY YARD, where both submarines were secured by 1115Q.

10. After an enjoyable weekend, described elsewhere in this report, ALDERNEY proceeded from the Navy Yard at 1100Q and AMBUSH at 1600Q Monday 22nd August, the former to rendezvous with CANCOMCORTRON ONE, and the latter with TG 3011.1., comprising H.M.C. Ships MAGNIFICENT, HAIDA, HURON and MICMAC. The Task Group proceeded in company from the Ambrose Light Vessel on a course 135° to start exercises in the Gulf Stream Area the following morning Tuesday 23rd August.

11. Low cloud and poor visibility somewhat hampered air operations during the week en route to Halifax, causing many exercises to be cancelled. The following table shows however, what was achieved:-

Tuesday 23rd August	Casex 35	0730-1000
	Casex 35	1200-1400
	Casex 6	1430-1730
Wednesday 24th.	Casex 35	0830-0900
	(Curtailed by weather)	
	Casex 43 & 6	1630-1900
Thursday 25th.	Am exercises cancelled.	
	Casex 35	1200-1430
	Casex 43	1630-2100
Friday 26th	Casex 6	1100-1300

12. On surfacing at 1315P Friday 26th August, visibility was reduced to approximately two

thousand yards in rain and drizzle. MICMAC, who was the only ship exercising with AMBUSH at the time was ordered to take AMBUSH under her orders and to return to Halifax. The ships secured alongside H.M.C. Dockyard at 1730P Friday 26th August.

SOCIAL AND RECREATIONAL

13. On arrival on Thursday 18th August, the Commanding Officer attended luncheon at the United Nations Building given by the Permanent Representative of Canada to the United Nations, the Canadian Consul and the Senior Trade Commissioner to the Canadian Flag Officer Afloat. (Commodore EP TISDALL, CD, ADC, RCN), and all Commanding Officers of H.M.C. and H.M. Ships. That evening six officers from AMBUSH and ALDERNEY were invited to cocktails and supper at the private residence of the Deputy British Consul, Miss KH Graham.

14. The Submarine Commanding Officers called informally the following morning, Friday 19th August, on the Captain of the Brooklyn Navy Yard, Captain ES Scharze USN He later that morning returned this call in AMBUSH. The Commanding Officers then attended a luncheon party given by Commodore Tisdall on board MAGNIFICENT, and later that evening a Reception for approximately five hundred guests in the same ship. Earlier a Reception for all Commanding Officers had been given by the New York Festival Committee at the Commodore Hotel. Thus by Saturday 20th August all official entertainment was at an end.

WELFARE

15. AMBUSH was berthed with ALDERNEY in the more remote corner of the sizeable Navy Yard, with the result that libertymen returning on board after midnight had a fifteen minute walk from the Dockyard Gate, as taxis are not allowed in the Yard unless escorted out again. This small inconvenience however was not sufficient to spoil what was generally acknowledged as the best port all on board had visited to date.

16. The US Naval Receiving Station - equivalent to our Barracks - very kindly made available a dormitory containing fifty bunks for Junior Rates and another with twenty-five bunks for Chief and Petty Officers for both submarines. As a result, libertymen were assured of a free bed for the night should they require one. In the event, it turned out that the vast majority of the two ship's companies found that the attractions ashore, occupied all the time allowed, and very few took advantage of this facility. However a similar arrangement in the future for visiting submarines should prove very useful, particularly if a nearer berth were available, the Receiving Station being just outside Flushing Avenue Gate. Besides dormitories and excellent washing facilities, the building contains also, Recreation rooms, a dry canteen and a 'Post Exchange'. The possibility of victualling submarine crews was discussed but ruled out because of distance, and the need for a cash transaction for meals.

17. The Commanding Officer was accommodated at the Bachelor Officers' Quarters, situated about half a mile from the submarine, but unfortunately there was no room for the remaining officers. They, however, enjoyed washing and bathing facilities offered by US Ships berthed nearby.

RADIO

18. When no ship is guarding the Area Broadcast for a Submarine it has been found necessary at times to ask for rebroadcasts of messages sent while the Submarine was dived. Delay is also often caused waiting for the next broadcast.

CRYPTOGRAPHY

19. During the last trip two messages were received in Stencil Subtractor System which should only be used when machine ciphers are out of action and when One Time Pads are not available or not held by all Addressees (SP 02604(1) refers, Para 4106).

20. L 945 (DTG 181440 z) was found to be indecipherable after the first twenty groups.

In Canflaglants 162155 Z, the 28th group was sent twice and the 49th group was missed out. It was found to be indecipherable after the 103rd group.

Magnificent was guarding Broadcast Love Fox for Ambush during this period so it is not known whether the rebroadcast or the original broadcast was at fault.

TASK GROUP COMMON

21. With the exception of Magnificent it was sometimes found necessary to call ships on 2300 Kcs (Task Group Common) which were in company more than once before receiving a reply.

RADAR

22. The HT switch on the 3BJ unit broke off prior to departure and as a spare was not available in the base, the Submarine's spare was fitted. This unit however developed an earth which could not immediately be traced and so the HT switch on the first unit was modified so that it could be used for Seaguard only. This arrangement worked satisfactorily for the remainder of the trip.

LORAN

23. The Loran set was unserviceable on going to sea and was not used during the trip. This had been reported previously but no spare was available in Halifax.

ENGINEERING

Blank.

ELECTRICAL

Blank.

I have the honour to be,
Sir,
Your obedient Servant
(AJ BOYALL)
Lieutenant Commander, Royal Navy.

Ambush and Alderney also accompanied Flag Officer Submarines on an Official Visit to Commander Submarine Force, US Atlantic Fleet, at the Submarine Base, New London, Connecticut, where he flew his Flag in Ambush.

H.M.S. AMBUSH
At Sea.
10th September, 1955

Sir,

I have the honour to submit the following report of proceedings of H.M.S. AMBUSH under my command, from Thursday 1st to Thursday 8th September, covering the submarines visit to NEW LONDON, CONNECTICUT, U. S. A.

2. AMBUSH sailed from HALIFAX in company with ALDERNEY at 1800P 1st September for NEW LONDON. As AMBUSH intended carrying out a main battery quarterly discharge, ALDERNEY was ordered to proceed independently. Fog patches were encountered from time to time on 2nd September but were not of great depth or intensity. AMBUSH made a rendezvous with ALDERNEY off THE RACE early in the morning of 3rd September and proceeded in company to NEW LONDON.

3. The Commanding Officers of USS SEA ROBIN and JALLACO boarded AMBUSH and ALDERNEY respectively at 0800Q off the LEDGE LIGHTHOUSE and the submarines berthed punctually at the US Submarine Base at 0900Q. The Commanding Officer, US Submarine Base, Captain J. E. LEE USN personally welcomed the submarines, and the Coast Guard Academy Band provided suitable music.

4. During the forenoon, the two Commanding officers, accompanied by the Commanding Officer SEA ROBIN, (Lieutenant Commander Roy STANDARD USN made the following calls:-

Commander Submarine Force US Atlantic Fleet, (Rear Admiral F. T . WATKINS
Commanding Officer US Submarine Base, (Captain J E LEE USN
The Mayor of NEW LONDON, (Mr. DUGGAN

All but the Mayor returned calls in both submarines.

5. USS SEA ROBIN and JALLAO acted as host submarines to AMBUSH and ALDERNEY respectively, an each were provided with a staff car for use by the British Officers, as required. This duty was taken over later in the visit by SEA OWL and TORO when the former two submarines proceeded on Exercise New Broom IV. Much entertainment was offered by our hosts to both Officers and men which was found to be most generous and almost overwhelming. However, it was stressed that, as guests, we were under no obligation to fulfil all the many engagements if we had previously made other arrangements. This was a most understanding attitude.

6. Visits to the Mystic Seaport, the Waterford Speed Bowl, the Ocean Beach, tours of the Submarine Base, dances, beer parties, cocktail and supper parties were amongst the many entertainments attended by officers and men.

7. The Flag of Flag Officer, Submarines. (Rear Admiral GBH FAWKES, CB, CVO, CBE, was hoisted in AMBUSH at colours on Monday 5th September. Perhaps the highlight of the visit was the cocktail party for nearly one hundred and forty guests given by Admiral FAWKES in AMBUSH and ALDERNEY on Monday evening. At sunset both submarines illuminated ship which, together with a floodlit Admiral's Flag, made an impressive sight. Many high ranking American Naval Officers and their wives, including Rear Admiral and Mrs. Watkins attended, and the party was considered to be a great success.

8. Flag Officer Submarines walked through AMBUSH and ALDERNEY the following morning, Tuesday 6th September at 0900Q, and addressed both ships' companies. He gave us news of the other squadron which he had visited on his present world tour, and the lat-

est news from home.

9. The Flag of Rear Admiral CB FAWKES, CB, CVO, CBE was struck in AMBUSH at sunset on Wednesday 7th September, and on Thursday 8th September, our most enjoyable visit came to an end, when both submarines sailed at 1100Q for Exercise NEW BROOM IV.

I have the honour to be
Sir,
Your obedient servant,

AJ BOYALL

(LIEUTENANT - COMMANDER)
COMMANDING OFFICER.

H. M. S. AMBUSH
At Halifax, NS
7th October, 1955

Sir,

I have the honour to submit the following report of proceedings of Her Majesty's Ship Newspaper cutting on CD Mus022 AMBUSH under my command from 28th September to 6th October, 1955. AMBUSH sailed, to pay an operational visit to ST. JOHN'S, Newfoundland, at 1500 28th September. The passage from HALIFAX was initially rough and latterly foggy. However the weather cleared in the early hours of 30th September, as the submarine was rounding CAPE RACE. AMBUSH entered ST. JOHN'S harbour in fine weather and secured alongside H.M.C.S. Dockyard at 0800 Newfoundland Standard Time, (Zone -3 1/2), Friday 30th September.

The Officer of the Guard, (Lieutenant-Commander C. E. SHAVER R.C.N.) came on board after the ship was secured, and all details of the visit were discussed. This Officer continued to give invaluable assistance to the submarine for the remainder of our stay. Representatives of the press and television then arrived and interviewed both officers and men. The submarines entry into harbour had already been televised from a small boat.

At 1000, the Canadian Naval Commander Newfoundland, Captain A. F. PICKARD R.C.N., called on the Commanding Officer, and shortly afterwards the Commanding Officer set off on his round of official calls accompanied by Captain Pickard, which occupied the remainder of the forenoon.

Calls were made on the following personages:-

His Honour the Lieutenant-Governor of Newfoundland - Sir Leonard Outerbridge.
The Deputy Mayor - Mr. James Higgins - the Mayor being away from ST. JOHN'S.
The Commander, Newfoundland Area, Canadian Army - Brigadier J. A. W. Bennett.

A card was left at the residence of the Premier - the Hon. Joseph Smallwood. All calls were returned on board AMBUSH during the afternoon, the Lieutenant Governor being represented by his aide-de-camp, Commander F. A. O'DEA R.C.N.

All calls having been dispensed with, the visit began to assume a more informal atmosphere. Both officers and ship's company were entertained most hospitably by both the services and ci-

vilians alike. The following diary of events give an indication of the entertainment received.

Friday 30th September.

"Cod-jigging" from a harbour craft off ST. JOHN'S p.m.

Visit to Bavarian Brewery attended by 20 junior ratings at 1800.

Bingo party and dance for Chief and Petty Officers at the Sergeant's Mess Buckmasters' Field.

Officers attended a cocktail party given by the Commanding Officers and officers of H.M.C.S. AVALON and CABOT. Most officers later paid their first visit to the famous CROW'S NEST Officers Club in ST. JOHN'S, founded by Vice Admiral E. R. MAINGUY, then Captain 'D' Newfoundland in January 1942.

Saturday 1st October

Party of 18 junior ratings visited the Newfoundland Brewery p.m.

Dance for the ship's company given by the YWCA

25 free tickets offered to officers and men for the "Water Follies" - a world touring Aqua Show.

Sunday 2nd October

Luncheon party for the officers given by His Hon. The Lieutenant Governor and lady Outerbridge.

In spite of a rainy afternoon, it is estimated nearly 2000 people visited AMBUSH.

Monday 3rd October

A party of junior ratings visited Newfoundland brewery at 1800 and the Chiefs and Petty Officers visited the Bavarian Brewery. It is understood that both these parties broke up very much later that night and were considered to be highly successful.

A cocktail party on board AMBUSH for approximately 50 people. Among those who attended were the Lieutenant Governor and lady Outerbridge, and the US, French and Portuguese consuls. The submarine was suitably illuminated with outline circuits along the jumping wire.

Officers later attended a formal dance given by IODE (Imperial Order of the Daughters of the Empire), to raise funds for charity. In spite of this somewhat forbidding title, the dance was extremely enjoyable, and, as sit turned out, informal.

Rugger and soccer matches were arranged but bad weather prevented play.

It was unfortunately not possible to accommodate or victual the ship's company ashore because the system of private contract victualling employed presented too many problems at short notice. The Canadian Naval Commander, Newfoundland however stated that in future, if given sufficient warning, this could be arranged at Buckmasters Field, a mile or so away and about 500 feet above the dockyard. Transport could be arranged. Showers and washing facilities were however available at the Naval Fire Station at the head of the jetty. Officers were all given cabins at Buckmasters Field and meals could be taken at the Combined Officers' Mess. Prices for casual meals however were high. (1 dollar 25 cents for supper and 72 cents for breakfast). A staff car was put at the disposal of the Commanding Officer and Officers, and appeared to be always available both day and night. This was a very generous and much appreciated gesture. During working hours the submarine was open to service visitors and large numbers of Naval Army and R.C.A.F. personnel came on board, as well as organized parties of Sea Cadets.

At 1500 Tuesday 4th October, AMBUSH sailed from ST. JOHN'S. The local inhabitants turned up in force, and gave the submarine a good send off - a fitting conclusion to a most en-

joyable visit, the first by a British submarine for many years.
Letters of appreciation have been written to Lady Outerbridge, the Canadian Naval Commander, Newfoundland and the managers of both breweries previously referred to.
After an uneventful passage, AMBUSH made a rendezvous with H.M.C.S. CRUSADER in Halifax area LOVE where both ships fired torpedoes. AMBUSH then proceeded to take part in Exercise CORDEX IV which is reported elsewhere.

I have the honour to be,
Sir,
Your obedient Servant.
J. BOYALL
(LIEUTENANT COMMANDER)
COMMANDING OFFICER

H.M.S. AMBUSH,
At Sea,
23rd November, 1955.

Sir,

I have the honour to submit the following report of proceedings of H.M.S. AMBUSH under my command from Tuesday 1st November to Friday 25th November.

All Times Queen. (Zone +4).

2. H.M.S. AMBUSH sailed from HALIFAX at 0600, Carrying out a trim dive in Halifax area Dog before proceeding to BERMUDAN waters. Bad weather on the first day, coupled with two defective main engine spray valves caused certain delays, and AMBUSH arrived Bermuda Exercise Area Easy at 1115 Thursday 3rd November.

3. The following exercises with VS 881 were carried out during the week ending Saturday 5th November.

Thursday	1400 - 1600 Casex 40
3rd Nov..	2000 - 2300 Casex 40 followed by Casex 38.
Friday	0900 - 1100 Casex 41
4th Nov.	1400 - 1600 Casex 41

4. The night of 3rd/4th November was spent at anchor in the Five Fathom Hole.
It was a calm night On weighing anchor at 0730 the following morning, the cable parted between the second and third joining shackles. My message D.T.G. 042130Z refers. Because of the excellent weather conditions, and the fact that the cable had only been surveyed the previous week, the anchor was not buoyed. Requests to H.M.S. Kenya and RNO Bermuda to recover the anchor have not to date borne fruit.

5. On completion of exercise at 1300 Saturday 5th November, AMBUSH proceeded to Ireland Island for the weekend, where she was the only ship present.

6. At 0800 Monday 7th November, AMBUSH sailed for further exercises, in area Easy with VS881. During the day H.M.C.S NOOTKA and OUTREMONT arrived from Halifax to exercise with the United States Submarine REQUIN. The Submarines went alongside the surface ships anchored in the Five Fathom Hole at 1730 for a conference to discuss the forthcoming week's exercises. AMBUSH got under way at 2000 for night exercises with VS 881.

7. The following exercises were carried out during the week ending Thursday 10th November,

Monday	1100 - 1300 Casex 41
7th November	2130 - 2330 Casex 41 and 38
Tuesday	0900 - 1100 Casex 35
8th November	1400 - 1530 Casex 35
	2030 - 2315 Casex 41 and 35
Wednesday	0900 - 1100 Casex 35
9th November	1400 - 1600 Casex 35
	2000 - 2200 Casex 41 and 38
Thursday	0900 - 1100 Casex 33
10th November	1400 - 1600 Casex 33
	2000 - 2200 Casex 41 and 38

8. AMBUSH remained at sea overnight 10th/11th November and joined NOOTKA and OUTREMONT at Ireland Island at 0845, going alongside H.M.S. KENYA (Commodore NS Henderson OBE) who had arrived from England the day before. KENYA did everything to assist, and were most helpful and hospitable, though naturally it was not possible to place a mess deck at our disposal. However, offers of baths, canteen facilities, and accommodation for the Officers, were gratefully accepted.

9. On Friday 11th November, Armistice Day, a short memorial service, conducted by the Chaplain of KENYA was held which all hands which could be spared, attended, during which time the two minute silence was observed.

10. On Sunday 13th November, H.M.S. ASTUTE arrived from HALIFAX and secured alongside AMBUSH. One anchor and three shackles of cable were transferred from ASTUTE.

11. AMBUSH and ASTUTE sailed at 0800 Monday 14th November to carry out submarine versus submarine exercises in area Fox. Between Monday and Thursday 16th November, the following attacks were carried out:-

	SUBTRACK 4	SUBTRACK 2	SUBTRACK 1
By AMBUSH	5	2	1
By ASTUTE	7	1	1

The standard and skill of the Commanding Officer and attack team in AMBUSH improved as the week progressed, but it is clear many more such exercises are required. The attack team in AMBUSH had changed three weeks before, when the previous Armaments Officer had left to take up his new appointment in the Second Squadron. Out of a total of seven attacks carried out, the average errors for course and speed were 11 degrees and 2 knots.

12. Except for the night of 16th/17th, which was spent at sea, the submarines went into St. George's each evening, and it was there where Commander (S/M), Sixth Submarine Squadron joined AMBUSH at 0745 on Wednesday 16th to witness the exercises. He was transferred to ASTUTE at sea early on the morning of Thursday 17th November. Luckily only a slight swell was running, and he was able to make the hazardous jump from bow to bow in comparative safety.

13. Both submarines arrived back in Ireland Island half an hour after sunset on Thursday 17th November, just before it became too dark to navigate in safety in the narrow and twisty channel.

14. The Commanding Officers of both submarines called formally on the new Commander-in-Chief, Vice Admiral J. W. M. Eaton CB, DSO, DSC, at Admiralty House at 1215 Friday 18th November.

15. During the weekend 19th/20th, a severe North-westerly gale blew up, which caused the "Panamanian" vessel "IFORAS" to get into difficulties short of fuel, 30 miles to the north-east of Bermuda. KENYA came to immediate notice for sea and was ready to go to her assistance at 0645 Monday 21st. "KENYA" , who was lying alongside was ordered to lie off if necessary. However HMCS PRESTONIAN who was en route from HALIFAX in company with CANCOMCORTRON ONE stood by, and KENYA remained in harbour.

16. Meanwhile no news had been received concerning the Neptune aircraft with whom AMBUSH was due to exercise during the week commencing Monday 21st November. In reply to a message DTG 161810Z, addressed to CANFLAGLANT information CANAIRFAX , asking for details of the trials, CANAIRFAX had stated that programme would be arranged when the trials party arrived in Bermuda on Sunday 20th November. On Monday morning further information was requested from CANAIRFAX (my 211330Z refers), and in view of a possible early start on Tuesday 22nd it was decided to move to St George's on Monday afternoon. CANCOMCORTRON ONE had already cancelled his programme for Monday due to the weather.

17. At about 2000 (Q) Monday 21st the trials party arrived on board AMBUSH, and the week's exercises were discussed and planned. At 0120 Tuesday 22nd November, CANAIRFAX's message DTG 211950Z, giving the time of arrival of the aircraft, was received.

18. AMBUSH sailed from St George's at 0915 Tuesday 22nd November, having received news that the aircraft was serviceable, and started exercises in area Fox at 1200. A three hour snort run was carried out. A Casex 7 from 2045 to 2245 was later carried out with H.M.C. Ships ALGONQUIN and TORONTO.

19. Trials with the R.C.A.F. were continued during the day on Wednesday, Thursday, and Friday from 0900 to 1500, one Casex 6 and one Casex 7 were also carried out from 1900 to 2200 on Wednesday and Thursday 23rd and 24th November respectively, with ships of the First Canadian Escort Squadron.

20. Unfortunately at 1030 Thursday 24th November, the supercharger clutch driving wheel and clutch shaft stripped on the starboard engine whilst carrying out a standing charge on that side, My 241752Z refers. This put the starboard engine out of action, and repairs are expected to take between 3 and 4 days working day and night.

21. At 1030 Friday 25th November, the R.C.A.F. Neptune reported that her trials equipment was unserviceable and that she was returning to base. AMBUSH therefore returned to harbour, arriving Ireland Island 1515 Friday 25th November.

I have the honour to be,

Sir,

Your obedient Servant
AJ BOYALL
Lieutenant Commander

The Commander (S/M),
Sixth Submarine Squadron,
H.M.C. Dockyard,
Halifax, Nova Scotia

APPENDIX ABLE

The Commanding Officer, H.M.S. Ambush's letter dated 25th November, 1955.

ELECTRICAL

During the period between November 11th and 21st, the main battery, now in its third commission, began to show distinct signs of old age. This took the forms of a pronounced reduction in its ability to hold its charge, particularly in harbour with an auxiliary load of between 150 and 200 amps. Over the two weekends concerned, density drops of thirty points overnight were experienced, and from 0830 on the 19th to 0830 on the 20th an average drop of 63 points was noted. Corresponding signs of 'softness' occurred while at sea for exercises during the week.

2. All round readings on Monday, 21st November, showed the following state of affairs:-

	Average Density	Range	Average Temp	Range
No. 1	1212	38	96	14

Readings were taken A.M. Two suspected sick cells have not been allowed for in the density range.

No. 2	1205	27	110	5

Readings taken P.M.

The maximum spread on either section experienced in the nine months previous to this set of readings was 20 points. Individual cell voltages were all within .05 volts of two volts.

3. The last 7 hour equalizing charge was carried out on 5th October, 1955, since when two 5 hour 'Normal' charges were carried out on 25th October and 10th November. No further overcharges have been possible since the last date due to high temperatures. It is intended to work the battery through the cycles: Normal Charge : Conditioning Discharge : Equalizing Charge ; on return to cooler waters at the beginning of December, which should bring about a great improvement in the state of the battery.

APPENDIX BAKER

(The Commanding Officer, H.M.S. Ambush's letter 11/30X dated 25th November, 1955

ENGINEERING

Tuesday 1st November. No:8[? Srot] spray valve failed at the cap to body joint, and was replaced by a spare. The spare failed at the same place shortly afterwards and was replaced by a new spare.

Monday 7th November. No:3 large end bearing of the Port engine failed due to bad metalling of the bearing. The crank pin is undersize (11.391 inches) and an undersize bearing was carried. This bearing was unsatisfactory at first trial due to a small blow hole failing out and the metal cracking away at the butts of the bearing. Fortunately the standard bearing was slightly undersize, and was fitted, giving a satisfactory result.

Thursday 10th November. The Lubricating oil in the drain tank was checked and found to contain a small amount of water. The water was found entering the D.O.T. through loose bolts securing the spectacle plate and side plates to the engine columns. Also water was entering through the drain tank lid. The water originally leaking from the top water joints of the liner and jacket assembly of No:4 Starboard and Nos: 3, 6 and 8 Port. Cutting back of cylinder head nut landings and tightening of the through and sleeve bolts successfully cured these leaks. The separator continued to throw out water a small amount of water and the carbon deposit inside the bowl appearing salty. Signs of rust appeared on the splash guards and small salt deposits on the underside of the spectacle plate.

On Friday 11th November a salinity test of the oil was taken, using HMS Kenya's boiler test set. The result was in excess of 100 grains of chlorine per gallon. This was thought to be excessive and it was not considered advisable to experiment with distilled water washing in view of the unknown qualities of the oil and the very heavy salt contamination. The drain oil tank was cleaned, coolers drained, and strainers cleaned. The crankpits were thoroughly wiped out. During the following week salt still appeared in the separator deposit, and a salinity test on the 18th November gave a result of 5 grains of chlorine per gallon. On this occasion 50 gallons of distilled water (0.39 grains/gallon) were added to the drain oil tank, and circulated through the

system for about 6 hours. The separator was then run for approximately 48 hours. The salinity of the lubricating oil after this treatment was 0.03 grains/gallon. A separator temperature of 165°F was found necessary and the oil in use is 3.GT.352.

Thursday 24th November. While charging with the Starboard engine the keyways and keys of the clutch shaft and clutch drive wheel (Item D (Drg. 903/730) sheared. A thorough examination is in progress and a separate report will be made. Meanwhile the gear train is being disconnected by removing the crankshaft gear wheel.

Sunday 13th November. It was discovered that the after periscope type CK 14 had badly blurred vision. Desiccation improved but did not cure this. The top casting securing nut was found slack and required over half a turn to make tight. The face piece and the bottom plug were removed and a wet and salty deposit could be seen on the bottom prisms, converging lens, and the lower objective lens. Spraying distilled water and gin up the tube failed to remove this. After replacing the face piece and bottom plug, the dessicator was connected. Vision was improved slightly. but is still not satisfactory.

H.M.S. Ambush
At Halifax
9th December 1955

Sir,

I have the honour to submit the following report of proceedings for Her Majesty's Submarine AMBUSH, under my command, from 25th November to 9th December, 1955.

All times Queen (Zone +4)

2. The weekend 25th/27th November was spent at Ireland Island, Bermuda in company with H.MCS St. LAURENT (Commander R. W. Timbrell C.D. R.C.N.) and HMS ASTUTE. These two ships sailed for exercises on Monday 28th November leaving AMBUSH in harbour effecting repairs to the starboard supercharger clutch drive wheel. My 241752Z/Nov refers. These were completed by Tuesday 29th November after 3 $^{1}/_{2}$ days continuous work by the engine room staff, and AMBUSH sailed at 0830 Wednesday 30th November, with the starboard engine running unsupercharged.
Exercises were carried out on Wednesday with aircraft of VS 881 Squadron only, since HMCS NOOTKA (Lieutenant Commander E. M. Chadwick CD RCN) had been delayed by bad weather arriving from Halifax.

AMBUSH made a rendezvous with NOOTKA at 0800 Thursday 1st December, and commenced the weeks' ASW training. What with Ambush's engine defect and the late arrival of NOOTKA a disappointing amount of training was achieved during the week.

The following exercises were carried out :-

Wednesday 30th November	1100 - 1215 Casex 35
	1400 - 1615 Casex 39
	2015 - 2130 Casex 41
	2140 - 2245 Casex 38
Thursday 1st December	0800 - 1100 Casex 7
	1130 - 1800 Casex 43
	2000 - 2230 Casex 43
Friday 2nd December	0700 - 0745 Casex 51
	0745 - 1100 Casex 7

Casex 43 (1100 - 1400) had to be cancelled due to the non arrival of the aircraft.

NOOTKA and AMBUSH arrived Ireland Island 1530 Friday 2nd December. Other ships in harbour included H.M.C.S. St. LAURENT and H.M. Submarines ALDERNEY and ASTUTE. This was the first time all the submarines of the Sixth Squadron had been together at Bermuda.
HMCS NEW LISKEARD (Lieutenant Commander M A TurnerRCN) arrived from Halifax on Saturday 3rd December, bringing the total number of ships in harbour to six.

It had been hoped to fire torpedoes during Casex 51s with NOOTKA during the week, but unfortunately conditions proved unsuitable for torpedo recovery. Owing to the exposed nature of the areas both off Halifax and Bermuda, it is considered that opportunities for torpedo firing during the winter months will be very few and far between.

Just before sailing, at 0735 Monday 5th December word was received that NOOTKA's main feed pump and evaporator were defective, and that she was postponing sailing until repairs had been effected. In order to clear the harbour for other ships which were about to depart, it was decided to sail and await NOOTKA's arrival in the exercise area. However shortly afterwards, NOOTKA cancelled the week's programme and ordered AMBUSH to proceed independently in accordance with CANFLAGLANT message DTG 311414Z Oct Accordingly AMBUSH set course for Halifax reporting her intentions to CANFLAGLANT. (My 051445Z/Dec refers).

At 2315 Monday 5th December CANFLAGLANT's secret message
D.T.G. 052155Z was received ordering AMBUSH to carry out a series of trials for HMCS SHELBURNE en route to Halifax in an area bounded by 40 - 41°N and 63 - 65° W. A quarterly discharge followed by an 'operational' charge was carried out on passage to the trials area. The following trials were proposed by AMBUSH and carried out :-

<u>Wednesday 7th December.</u>

RUN ABLE 0700 - 1200 Periscope depth on motors above

		cavitation speed.
BAKER	1300 - 1800	Snorting at varying speeds
CHARLIE	1800 - 2359	Deep on motors at varying speeds

Thursday 8th December

RUN DOG	0001 - 0700	Hove to on the surface charging
EASY	0700 - 1030	As for Run Able
FOX	1100 - 1400	As for Run Baker

At 1400 Thursday 8th December, AMBUSH proceeded to Halifax, arriving 0900 Friday 9th December.

I have the honour to be,

Sir,

Your obedient Servant

AJ Boyall
Lieutenant Commander
COMMANDING OFFICER

The Commander (S/M)
Sixth Submarine Squadron,
H.M.C. Dockyard
Halifax, Nova Scotia

The following appendices are attached :-
Appendix Able ... Electrical
Appendix Baker ... Health
Appendix Charlie ... Sport

APPENDIX ABLE

The Commanding Officer H.M.S. Ambush's letter dated 9th December

ELECTRICAL

Since the last report of proceedings, there has been no further falling off in capacity of the battery, and an improvement in the density range of the two suspect cells in No 1 section has dispensed with the necessity for sick-cell treatment. In spite of what was at first suspected about the condition of the battery, the voltage overall and of individual cells has remained at a satisfactory level consistent with the state of the charge. This fully bears out what the Staff Electrical Officer had already diagnosed as the basic trouble, namely a temporary falling off of capacity caused by an inability to carry out the full prescribed overcharges owing to operational requirements over the previous six months.

2. It is hoped to complete the remedial treatment of two to three full cycles of charge, discharge and overcharge by December 15th, and this process was started on December 6th as the ship moved North into colder latitudes.

APPENDIX BAKER
The Commanding Officer H.M.S. Ambush's letter dated 9th December

HEALTH

Two Petty Officers and one leading hand were the guests of the army at the Garrison Hospital at Prospect during Ambush's time at Bermuda. Of these, the POSM and LM (E) NESS were discharged fit after bronchial trouble and a bruised knee respectively, and the Second Coxswain was treated for a suspected peptic ulcer, and discharged to AMBUSH for further survey on arrival in Halifax.

2. No further 'Mobilette casualties were sustained, though it is not known whether this was due to increased prowess or a falling off in interest as to the whereabouts of the 'sound barrier'.

APPENDIX CHARLIE
The Commanding Officer H.M.S. Ambush's letter dated 9th December 1955

SPORT

Since 5th November, when AMBUSH arrived down in Bermuda, the main emphasis has been on soccer and the ship's team has had quite a successful time. Two matches were played against teams from HMS KENYA both of which were won. H.M. Ships BURGHEAD BAY and ASTUTE were held to draws, and the only defeat was suffered at the hands of the Army.

A combined hockey team from AMBUSH and ASTUTE played twice,
losing to a very much fitter Army team, but beating the local 'Sandy's Boat Club' from Somerset, the latter being all the more creditable since it was played off on a Sunday afternoon.

The Canadian ratings, joined with their fellows from R.C.N. Ships
and enjoyed many games of softball; a few R.N. personnel also participated.

4. Opportunities were taken to exercise the boarding party and rifle team on the Ireland Island rifle range which is in good working order. Fourteen ratings practised snap, deliberate, and rapid fire from the 200 yard firing point and some very good scores were made. They were also given a chance to try the close range weapons. The First Lieutenant has, to date, shot four sharks from the bridge of H.M.S. AMBUSH whilst waiting on the surface between exercises; one of these was hauled on board.

Chapter 23

C Block

John Hervey has written, fairly extensively, in Appendix D, "Thoughts from the Last Raj", on C Block, as seen from behind SM6''s desk, and a number of references have been made to the Sailors' accommodation in Stadacona, throughout the story. I therefore asked some of the people who had known the place a bit more intimately, as Petty Officer in Charge, or as an ordinary denizen to record what they remembered of the experience, and, here for a start, and in his own words, are those of "Dodger" Long.:...

"Little did I realize that shortly after my promotion to Radio Supervisor (PO Telegraphist) and an impending draft to HMS Ambrose for 6th Submarine Squadron (way back in 1962!) that I would soon be involved in the lore of "C" Block!

That infamous, historic wooden artefact, and fire marshal's nightmare, "C" Block, supplied courtesy of the (then) RCN, was located in an "isolated" part of the complex forming HMCS Stadacona, in Halifax, Nova Scotia. It was the domicile for those transient (mostly) underwater creatures who made up the non-RA ratings of a boat's crew, Ambrose Squadron staff, and for those who were part of that other motley bunch, known as "Spare Crew".

The antics of some of the inhabitants of "C" Block were known far and wide. Beware all those who had grandiose ideas of bringing a sense of normality to that remote and untamed temporary part of UK located in Canada. Those lost, unpretentious souls would soon become either the unsuspecting and unwitting victims of all sorts of devious tricks, or they were placed in impossible and embarrassing situations! I know, because I was the PO in charge of that notorious "C" Block! It was, however, only for a brief period like my draft to Halifax, for in the midst of the Cuban crises I was drafted to HMS Alderney, to sail that partially crippled boat back to UK. But that's another story.

Commodore's Rounds

It was a well-accepted practice to conduct these rounds frequently, and they were designed not so much to guarantee that the roguish elements kept their quarters in an hygienic and pristine state, but to ensure that "Prohibition" and fire regulations were being strictly observed. (Quantities of clandestine booze as well as fire trucks were, reputedly and habitually associated with "C" Block's unique lifestyle!) As I had been briefed to ensure that any and all signs of illicit alcoholic consumption and use were removed and destroyed prior to the arrival of the Commodore and his entourage, I felt confident, after personally inspecting the empty, spotlessly clean individual quarters, that nought was amiss. However, on one occasion, nearing the end of the Commodore's rounds, on entering one of the final enclosed messes to be inspected, and in full sight of the Commodore and his party, was an empty beer bottle together with a glass partially filled with that alcoholic beverage which had been carefully (?) placed on the mess table! There were, however, no fire regulation infractions!

"C" Block Duty PO

This duty, full of anxiety and trepidation, required the poor hapless individual to "sleep over" in Block's Regulating Office. Albeit taking every precaution to prevent untoward incidents from happening, many a tale is told of the times that these duty personnel awoke, lashed to their bed, outside the building! Concerned about being the next sacrificial lamb, the night I was duty, I decided that prior to each occasion of retiring after 'fire rounds', I would ensure that the Regulating Office shutters were tightly fastened and that the office door was securely locked, from the inside! Imagine my surprise when after being roused to conduct rounds, finding this black, part-Labrador dog, very much in need of a bath and a mouthwash, asleep at the foot of my bed!

The Wedding Reception

Along with other invitees, which included an assortment of "C" block guests, after attending the church ceremony, we all made our various ways to the reception locale at the Royal Nova Scotia Yacht Squadron Clubhouse, then located adjacent to Point Pleasant Park. By now, it was well past lunch time and we were all experiencing pangs of hunger. Surprised to discover that this motley bunch were neither going to be seated at the reception dinner table nor be provided with some form of sustenance, certain persons of our "adopted" cortège decided to remedy this lack of anticipated provision of suitable nourishment. Subsequently, unbeknownst to others, the wedding cake was surreptitiously removed from its location, hacked into large chunks, then distributed with aplomb to those "starving" guests!

Ambrose/Squadron Christmas Party

As the luckless novice, I won the "privilege" of being the PO in charge of the Shore Patrol for this auspicious occasion. Resplendent in white belt, gaiters and armband, I tried to ensure that the patrol remained inconspicuous in the foyer of the (former) Jubilee Boat Club. There was also a representative of the local constabulary in attendance. Determined to maintain at least some semblance of sobriety amongst my patrol, I had no inkling that their sudden and frequent desires to visit the urinals would produce so rapidly an intoxicated and incoherent bunch of patrol members! Some of them had also made it to the dance floor "Limboing" and "Twisting" in their full regalia! A visit to the bathroom produced an array of evidence that would have astounded the most inept prohibitionists in Halifax! The washroom's vanity tops were awash with an unbelievable array of glasses, some still partially containing illicit booze! By now, the only course open was preventive action but it was obviously too late even for that. Everyone was having a good time! As the evening drew to a close and the local constabulary eager to depart, I was able to convince him that I could handle the situation in compliance with Nova Scotia's (then, still?) strict liquor laws. The building would be secured and there would be no influx of "inebriated" patrol members in the fair City of Halifax. Once the city's policeman had departed and the Club locked, I loaded (pardon the pun!) the Shore Patrol into a waiting RCN paddy wagon and had them driven back to their quarters. What a night!

The (Almost) Pier Head Jump

On this particular day, "C" Block was unusually quiet and remarkably devoid of any and all traces of inhabitants. I should have realized that this remarkable phenomenon was an indica-

tor that a boat was about to sail for a lengthy period. Answering the phone to an obviously harried and extremely agitated superior's query about the whereabouts of cooks, I calmly replied that there definitely wasn't a chef in "C" Block, and that in fact other than myself, the building was completely empty. This was evidently not the response wanted! A torrent of expletives directed me to "search the block from stem to stern for a chef, any chef" who was needed to sail with the boat whose departure was imminent. Albeit the "directive" was observed, my negative report was not well received. I was informed, in no uncertain and very descriptive terms, that the next chef, a body, any body, on this hapless boat was to be yours truly! My senior was neither impressed nor in the least placated when I pointed out that I was a Radio Supervisor, not a chef, and that I couldn't cook anyway. By now, probably suffering from the early stages of dementia, he described, with the use of many doubtful adjectives, what he thought about Sparkers and novice POs in general! The boat sailed, I didn't, but it was a close call!

"A" Galley Hand Inspections

In response to complaints about the cleanliness of "C" Block's residents' hands, an "unusual" dinnertime ritual was introduced for "A" galley that was particularly enforced during the noon meal break. As a "C" Block Duty PO, I was obliged to inspect both mitts of all RN personnel before allowing them to partake in the noon day meal. It was a hopeless task, for no sooner had the afternoon watchmen's and subsequent individuals' hands been inspected, an oily rag appeared. A few personnel used this to soil their hands! It was also equally very obvious that, even though some individuals had soiled their mitts after they had been inspected, a cleaning rag miraculously appeared before any subsequent complaints about submariners' unsanitary hands could be rechecked! I understand this type of review was soon quickly abolished."

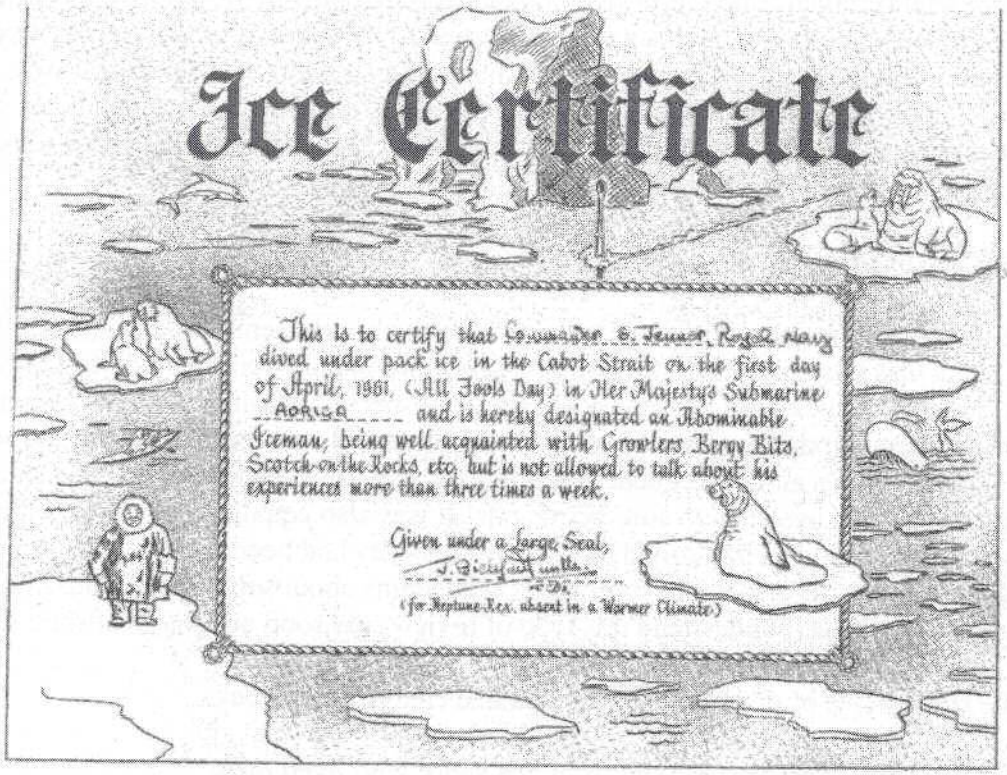
That was the perspective of one of those who had had charge of C Block.

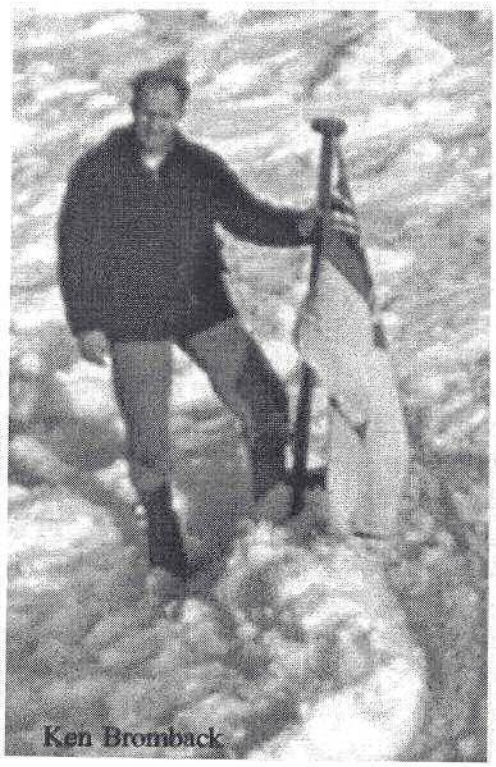
Now follows An unsolicited Testimonial from one sailor who lived there

While browsing through the Submariners Association Canada East Web site Visitor's book I came across an entry by a Norman Hart, who had been in the Sixth Division in Astute. It would be wrong to say that the following comments were entirely unsolicited, but when I e mailed him I didn't seek the favourable comments which ***follow:..... "I was LRO(G) on H.M s/m Astute and also served on the Alderney for a short time before her return to the U.K. the Astute was one of the boats sent up to patrol off Newfoundland during the Cuban crisis, with an all U.K. crew.***

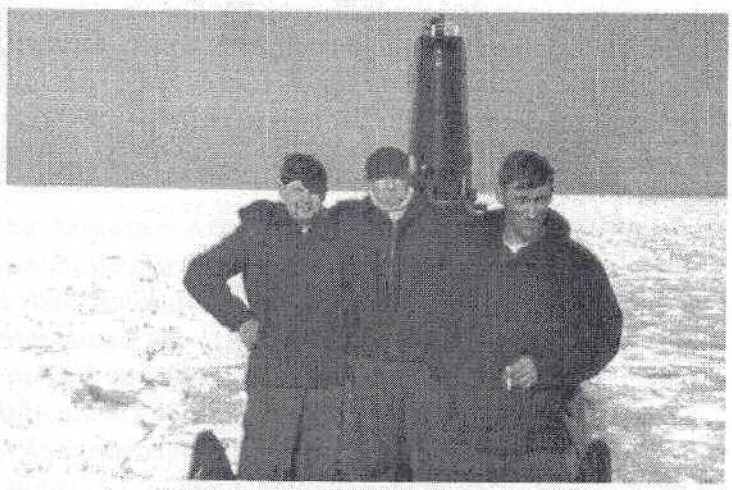
I remember the loss of the USS Thresher around the same time.
Many a good run ashore was had in Halifax and the surrounding areas, also a run ashore on Prince Edward Island and with our American hosts in New London.
I have also good memories of going to the liquor store to get our supplies of Whisky etc.
As far as I can remember you could only buy beer in the pubs.
My memory of Stad C Block was of having some of the best accommodation anywhere for the Submarine Service, and serving with a great bunch of lads both U.K. and Canadians.
The local population were very friendly and made us feel welcome, a couple of the crew were also married to local girls.

A copy of the Ice Certificate pesented to psrticipants in the first subice exercise undertaken by the 6th Division (HM Ships Auriga and Aurochs

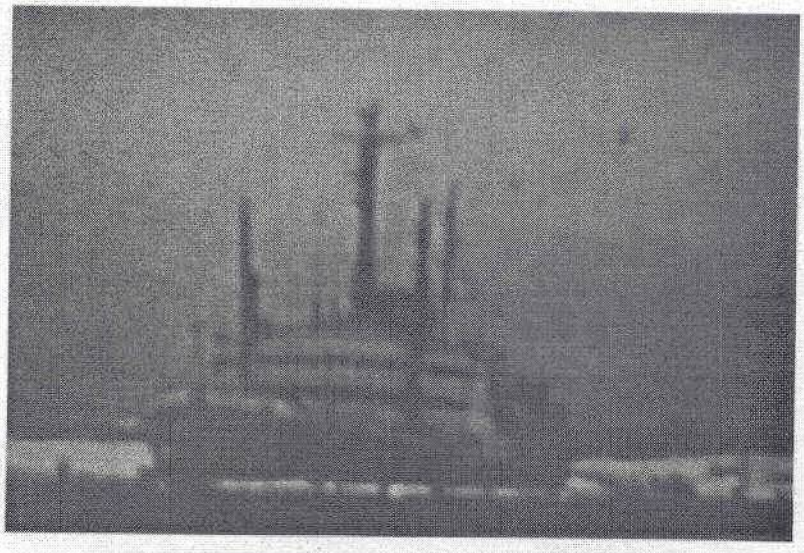



Ken Bromback

Auriga was stull at it in 1965


L > R Nigel Franklin, Ken Bromback, LSM Lynch

Preliminary Reconnaisance for Ice in 196



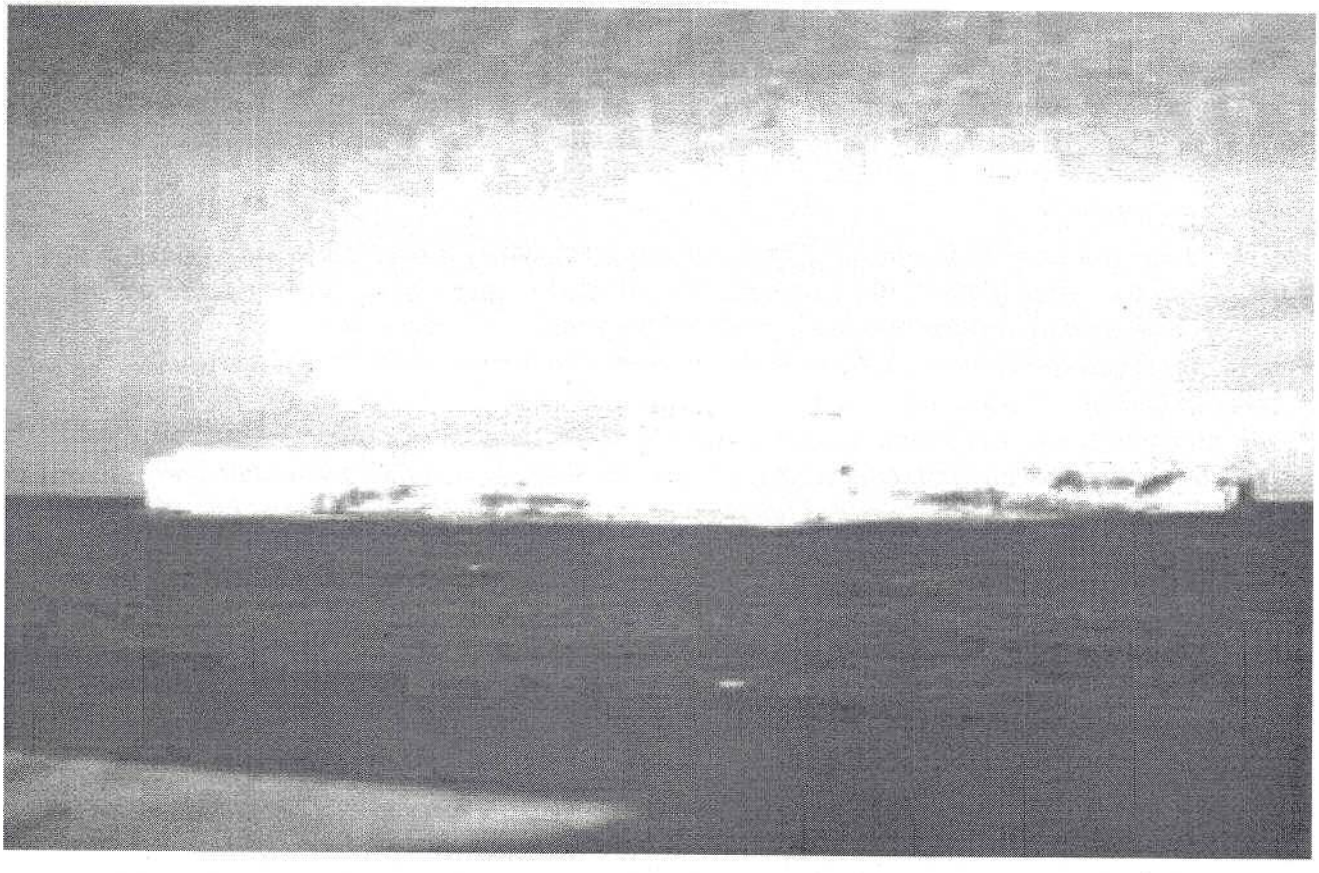
CGS Sir John A Macdonald Alongside at Sidney

Captain Cuthbert on the Bridge of CGS Sir John A Macdonald

The Convoy - A Pulp carrier to Corner Brook

Pictures are from an 8mm movie and taken by Cdr S/M

This Certificate was issued to participants in the first Ice Exercise



Ice Photos from Aurochs

All in all I had a great time in Canada in fact one of the best times in the Submarine Service. Hope this is of some use to you.
Regards Norman (Nobby) Hart

And Tony Whitchurch, who was an RO2, both in Astute and in Spare Crew, between 1961 and 1963, wrote, in the Spring of 2004:....
"In today's parlance, 'C' Block rocked!! Particularly when all three boats were in at the same time - this placed fairly jumped off of its moorings..... .We received two pays - our RN pay every second week, and a Canadian pay that 'topped us up" every 15th and 30th of the month. In addition, duty free liquor at the rate of three 26 ouncers for junior rates, and six for senior rates and officers was available each month, along with a thousand duty free cigarettes for each crew member and another thousand for your wife! .....it isn't hard to figure why the Canadians doing the Nightly Rounds probably did so with some trepidation.

He goes on to say:.....
"There was a spot of bother in 'C' Block that was particularly nasty. It became obvious that there was the worst of all crimes one could commit in the Navy - some thievery going on. Lockers were being broken into, money was going missing, all that sort of stuff. Very uncommon, but it was happening. To try to bring the matter to justice, SM6 - our Commander - decided to have the Halifax City Police bring in their fingerprinting gear, and fingerprint all volunteers. Nobody was forced to go through the procedure, but of course if you were innocent, it would make no difference, correct? With the three boats in, this would actually take some time, and the Sergeant arrived fairly early one morning. He went on one boat first then another, sat in the sailors mess and proceeded to fingerprint all those that came before him. No problem - provided that he could put up with the humour and jibes traditional on messdecks of boats and ships! And he did. He was a decent chap, actually. Unfortunately, the whole procedure seemed to stretch well into tot time. And tot time is a time to greet your visitors, yes? While refusing the initial attempts to have a sip, eventually he succumbed - and of course, Jack took advantage of this, offering all manner of sippers.

A lunch was provided as is good protocol, but it somehow did not soak up the considerable amount of rum that our visitor had consumed. It became obvious that he should get his head down, and a bunk was so provided. That was all right, because this was an off-watch duty that he had been performing. However, when he did not turn up for his scheduled evening shift, the local constabulary sent down a vehicle to retrieve their comrade.

The next day, a telephone call was received by the Commander, asking if they could have their fingerprinting gear back! It would appear that someone had nicked it!

Needless to say, there were many runs ashore from C Block, and Tony also provides a flavour of what they were like:.....

"On the corner of Barrington Street and Morris Street in Halifax, there was an older, three-storeyed structure that was known as Morris Lodge. It contained a small restaurant on the ground floor, and rooms to rent on the second floor, with the owner - Ada - overseeing the lot

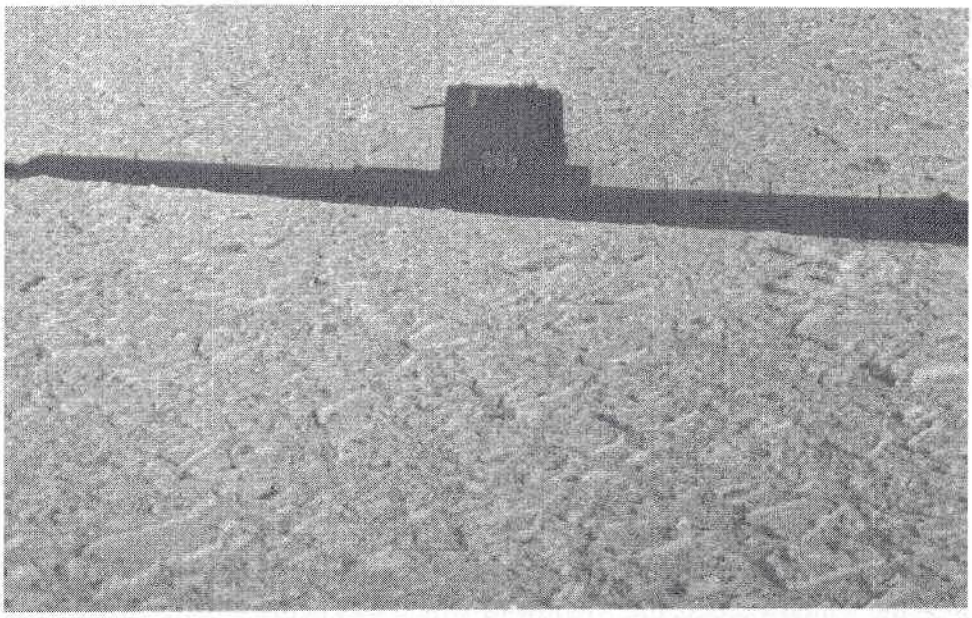
from her third floor quarters. Ada was rather attractive for her age, given that she was probably in her late fifties or early sixties. And no doubt, she had accumulated some of her ability and wealth to own such a place from earlier forays into the oldest profession, and more to the point, her management of a stable of young women who seemed to be on a circuit of Montreal, Halifax and Toronto! They, too, worked in shifts and were rotated to the different venues on a fairly regular basis! And it was at Morris Lodge that the four of us - Soapy, Pony, Scouse and myself - would rent a room while we were in harbour, in order that we might headquarter ourselves in the style and comfort befitting four submariners needing to consume their booze and exercise their loins in order to remain young and vibrant!

I suppose that on one such occasion, we must have been noisier than normal - lots of laughter always pervaded the place as you can well imagine - and Ada seemed unable to convince us to calm down. But what really brought the local gendarmes to our room was that one of us had been sitting on the window ledge, the window of which was being propped open by a rather large empty wine bottle - a jug to be precise. The heat in the room becoming too much, someone suggested opening the windows wider - and without further ado, the request was granted. Empty wine jugs do not seem to have a sense of equilibrium. And neither did this one, as it careened toward the parking lot beneath the opened window - and through the windshield of someone's car!

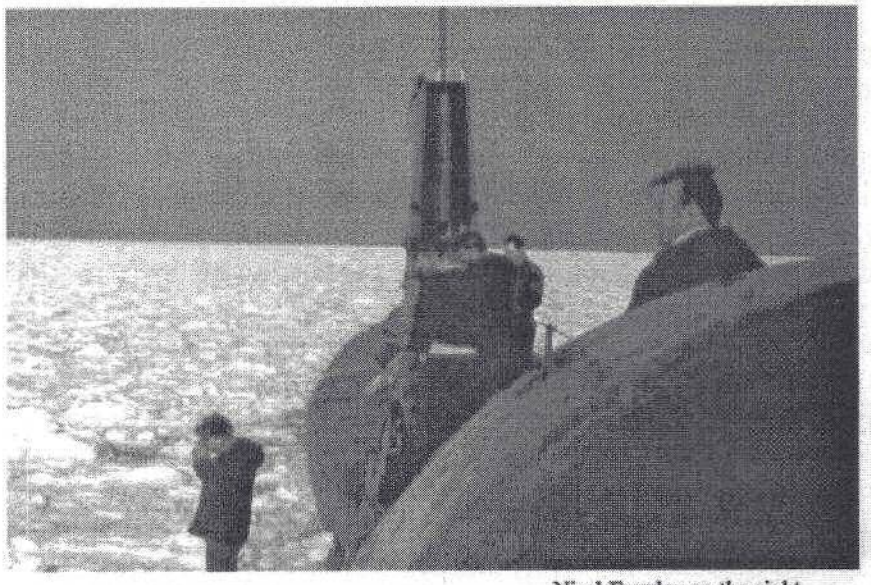
Upon the arrival of these two huge, uniformed and unimpressed policemen, they were duly greeted with offers of a drink, and: "why don't you have a sandwich too?" Hearing our various accents, they made some comment about crazy Englishmen, the trouble we were making and so on. After asking each of us for our names, Pony decided to really lay one on them. You see, characters always tend to have a gimmick or a trademark or something that is peculiar to them, and is what they become known for. In his case, Soapy enjoyed having an old-fashioned fob watch - the kind that used to reside in one's waistcoat pocket. And when asked the time, he would be happy to oblige you. But the schtick for Soapy was that his watch was tethered to an old piece of binder twine that was itself secured to the belt loop of his trousers and then down the inside of a trouser leg, the watch ending up somewhere between calf and knee!

"Hey Soapy, what's the time then" Pony asked.

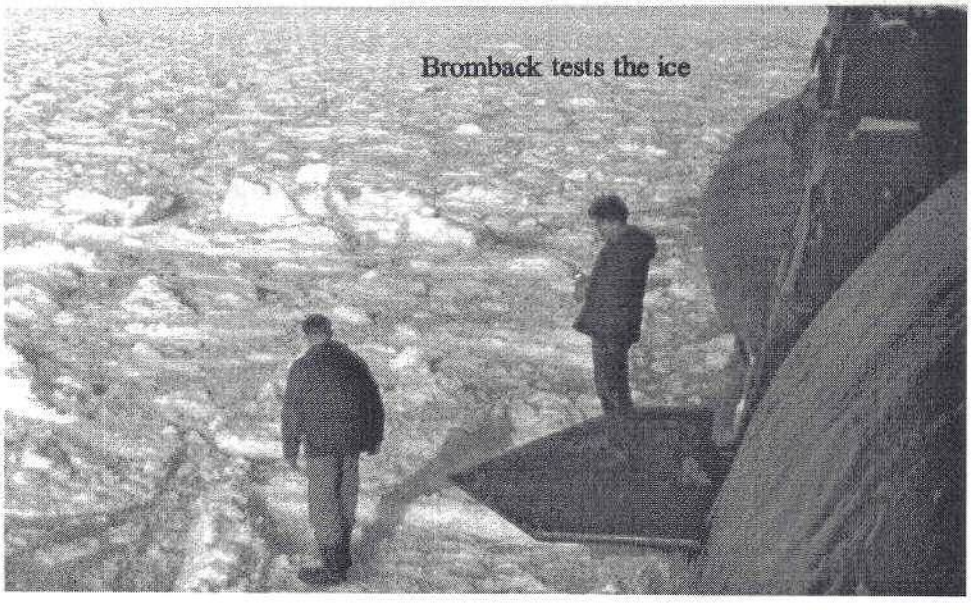
"Er, hang about, I'll just check me chronometer then" and with that, lifted up his booted foot onto a chair, pulled up his trouser leg and checked his watch. "It's just gone nine thirty". The look on the coppers' faces was priceless. We were all bent double laughing, and these two poor souls sent to calm us down could only look and shake their heads in disbelief! As it was, the order was given to get quietened down - 'NOW"- and I believe there was a lack of proof as to where the projectile through the windshield actually came from. A good suspicion.... but one needed more than that to make a case stick!



Auriga in the Cabot Strait in FDeb 1964



Nigel Frawley on the right



Chapter 24

Ice

On the Squadron's arrival in 1955, The RCN had an icebreaker, HMCS Labrador, working out of Halifax, but as soon as she was transferred to the Canadian Coastguard Service, the surface navy appeared to lose all interest in operating anywhere near ice, and it was left to the submarines of the 6th Squadron, whose War Station was on the Greenland end of a barrier against Russian submarines coming west, to maintain an interest and skill in Ice operations

Mike Broomfield, Navigator of Alderney (1958) wrote:.....

" On Sunday June 22, 1958 we were under 30 feet of ice, heading for the North Pole. We were the [Royal] Navy's answer to USS Nautilus. That year she was the first submarine to complete the Polar crossing submerged. We never did make it to the North Pole. At 0220 on Sunday we surfaced through a break in the ice to take a sun sight, only to find that both the chronometer and the deck watch had stopped, We were lost. My diary records that, Sunday being a day of rest, I had exactly one hour's sleep and was physically sick twice from cold and tiredness. Altogether we spent a week under the ice, unaware of the terrible danger to our submarine, which manifested itself later on November 10th, deep in Canadian waters.

Steve Jenner wrote of his appointment, in the early sixties, as Commander SM6.....

"Before coming to Canada I had come to an amicable agreement with Flag Officer (Submarines) that I would stay as long as he needed me in this appointment (S/M6}, but then retire. This gave me the opportunity to be a trifle more innovative in my approach to the job, and I was able to introduce what I considered to be somewhat greater realism into the operations. For the submarines annual Inspection, for instance, the main evolution was "Store for War", and in light of the fact that none of the Ships' Companies had ever seen ice, and their war station was destined to be on the Greenland Ice Edge in an antisubmarine role, I felt that a submarine versus submarine exercise under the ice in the Cabot Strait would be a profitable way of spending their two weeks of pro submarine time.

Accordingly, following a big joint exercise with the Americans, we arranged for the boats to berth in Norfolk, Virginia, for a post-exercise debriefing, which FOSM (Admiral Hezlet) was going to attend as COMSUBEASTLANT. He would then have an opportunity to meet the submariners and look through the boats, and I would have an opportunity to broach the idea of ice exercises to him. Admiral Hezlet was, apparently quite pleased with the exercise, and the state of the boats, and we arranged that he, who was a bit of a fortifications expert, and I should take an afternoon off to visit some sites of battles with the Brits in the American War of Independence. It turned out to be, for me at any rate, a most congenial afternoon, and I got permission to do the ice exercise, on the condition that, if we bent a periscope, the cost would come off my pension.

With FOSM's concurrence, there was little objection from the Canadian Navy to my proposal and, indeed, considerable support from Maritime Air, who had really had no chance to dabble in this sort of war game, the Navy having spent little time - one could safely say none - in the vicinity of ice since they no longer had an ice breaker. The Coast Guard, on the other hand, had just commissioned a new, large Ice breaker, the Sir John A. Macdonald, and at an open house party on board, Captain Cuthbert offered to introduce me to the ice in the Cabot Strait. So I later took him up on this offer, and joined him at Sydney. From there we took a bulk pulp carrier into Cornerbrook and out again through the ice - a memorable voyage for me as it took three days to travel one hundred miles. The Air Force were also kind enough to fly Oliver Sharp and me all along the coastal ice to Frobisher Bay (from where we were able to bring back to Halifax some very welcome presents of Arctic char for friends in Halifax).

In 1961 the Division did two exercises on the fringe of the ice.....

For the first, our base Staff fitted Auriga (John Bickford-Smith) and Aurochs (Oliver Sharpe) with the Division's spare echo sounding machines looking upwards from the tops of their periscope standards, and that was about all the adaptation for under ice warfare we could do. Submarine versus submarine exercises were pretty much in their infancy at that time, as far as we knew anyway, so there was very little other gadgetry to take, and we sailed for the ice towards the end of March, 1961. We certainly learned something about operating in coastal ice, though I doubt if we advanced the art of antisubmarine warfare very much. But it was good fun, and a valuable morale booster, and several of those who participated still have the Ice Certificate, dated, probably aptly, 1st April, 1961. Unfortunately, I have been unable to trace the Reports of Proceedings, which the boats must have written, and which many of us would dearly like to look over almost forty years later.

Much later (in 2002) Oliver Sharp wrote:....." Although many of our exercises with the Canadians were conducted off Bermuda, both Steve [Jenner] and I felt that the Russians were unlikely to attack Canada from so far south. Those in authority were eventually convinced, and it was agreed that we should attempt a submarine penetration of the Hudson Strait. So far as we knew, this had not been done since a rather fruitless exploit by a German U-boat during the war. Now, however, it would be an excellent area for a simulated submarine launch of nuclear missiles.

I was told to write the Operation Order. It was very simple. I was to start anywhere on a north/south line drawn 200 miles east of the entrance to the Strait. I had to get to an island called Akpatok about 120 miles west of the entrance in Ungava Bay. I was to take a fix on the island, then surface and send a message that I had fired missiles at Montreal. The other side had to stop me.

Next, I looked at the charts. There were not a lot of soundings in the region, but they were mostly over 100 fathoms, which was comfortable enough. It would be sensible to keep close to the lines of soundings on the charts in case there were uncharted shoals in between. The entrance was about 60 miles wide but restricted to about 40 miles by some rocks and islets on the southern edge. It should be quite easy for the opposition to patrol.

I then noticed that the southern edge of the entrance was the tip of quite large island. Between it and the mainland was a narrow channel about a mile wide with a line of reassuring soundings down the middle and another line of soundings to Akpatok Island. Someone had been there before. This seemed to me to be the way to go. The other side would not expect it and it was rather shorter. A snag was that there was a strong tide there. If I caught the ebb tide we would shoot into Ungava Bay like a cork out of a bottle. The flood tide would have us snorting backwards. I told Steve that I would like to try it. He was not enthusiastic, but left it to me. Anyhow, we decided to go and have a look.

So we hitched a lift to Frobisher Bay on Baffin Island on an RCAF Argus. We had to spend a night at Goose Bay, Labrador, perhaps the most boring place in the world. I knew that the Canadians ate early, but was annoyed to turn up for supper at 6 p.m. to find that it was already over. I sat alone sipping a mug of coffee in a room with a huge map of the world on the wall and noticed something I had not realized before. The world is skewed. Halifax is on the same latitude as Marseilles and New York the same as Naples. This is why they are so warm in summer. The lack of the Gulf Stream gives them their awful winters.

Next day we set off North and passed over the Hudson Strait. We could see nothing of my favoured passage due to fog. There was also some fog over the main entrance but we saw some large icebergs. Not much help. However, the flight from there to Frobisher Bay was worth the journey for the view of the wonderful glaciers. At Frobisher Bay, Steve and I went for a walk. We met a [much painted] Eskimo girl who may have been the local professional. She seemed more interested in Steve; after all, he had a brass hat.....

So I set off for the exercise and arrived at my start point. After a while, we detected radar transmissions from surface ships to the south. They were further north than they should have been and it was not yet start time. So, as they were cheating, I did so too. I dived and set off for my objective. The passage was reasonably uneventful and the weather quite good. We saw the occasional aircraft. We also had an encounter with a growler. These are lumps of ice weighing ten to twenty tons. They float very low in the water and are difficult to see from the surface let alone through the periscope. We saw this one in time to avoid it.

Eventually we reached the entrance to our channel and started to snort through. We had got there at a reasonable state of the tide. The scenery was very fine with rocky mountains on both sides. I allowed the ship's company to take spells on the forward periscope so that they could have the chance to see something few people had ever seen. The Officer of the Watch was on the after periscope. I told the ratings that they should put us deep is they saw an aircraft and the officer who had failed to see it would forfeit a can of beer to them. The officers felt that this was most unfair, as the forward periscope threw spray on theirs. I think we went deep for a few seagulls and several cans of beer were forfeited, one by me.

In fact, there was a steady flow of aircraft passing through the channel. They were returning from patrol and it was a short cut back to the Bonaventure. I felt they were not likely to spot us. They were 'off watch' and also watching the cliffs on either side so as not to collide with them rather than watching the sea. But we still went deep in case.

We emerged from the channel to find the RCN refuelling tanker hovering around, having been sent there, no doubt, because it was 'safe'. This was very tempting. In a real situation I could have sunk her and all the frigates would have had to go home. But I forbore and set off for Akpatok. It was here that the small downward-looking echo sounder that I had had fitted before the under-ice exercise came into its own. We ran it continuously, confident that it would not be heard. We snorted straight along the line of soundings to Akpatok. I just told the Officer of the Watch to call me if the bottom started to come up at us in a menacing way.

We still had to make 'check' reports. We surfaced in the middle of the night to make one, which we had to pass to the Bonaventure. We were greeted by a spectacular display of the Aurora Borealis. I have never seen anything like it before or since and it was worth coming all the way for. But it seriously disrupted radio communications and we had great difficulty getting our message through. I took the opportunity to close Akpatok at higher speed on the surface but was worried about being caught on the surface. It took about three hours to pass our signal and we dived again.

Next day we sighted Akpatok. We took a fix, surfaced and sent our signal saying "Bang, bang, Montreal, you're dead". I thought that, after bringing the RCN so far, it was only fair to let them have some sport. So I circled Akpatok on the surface and allowed myself to be caught by a pair of frigates.

I then set off for the main entrance. There I found a large iceberg. I could hear sonar transmissions on the other side of it coming towards me. My plan was to hide close behind the iceberg and take pot shots at the frigates as the appeared from behind it. Unfortunately, dense fog came down. I did not want to lurk near an iceberg I could not see, so I moved away and was caught.

And so back to Halifax. Some of the Canadians thought I had cheated by going in by the back door. Others called me the Arctic Fox.

Alderney had, in fact, actually made some preparation for working on the ice fringe before she arrived, in 1962, **of which Peter Haydon says**

"When we left UK we knew that we would take part in an under-ice exercise and had done some additional training in Dryad on navigating and ship-handling in the ice. So, in March 1962, we duly set off with Astutefor a SUBICEX in the Gulf of St. Lawrence. A few modifications such as fairing plates over the Main Vents and an upward-looking echo sounder prepared the submarine physically, but there was absolutely nothing we could do to prepare the crew for what was to come. In company with Astute, the other SM6 submarine, we sailed north and ran into some brash (light ice) which was a novelty and created a minor panic as the Navigator, an RCN officer who had been in the ice before and had the watch, merely steamed through the narrow ice field without thinking about the noise the small chunks of ice would make as they brushed by the hull. Tempers calmed and as the realities of operating in the ice were understood a little better, we continued north for the Cabot Strait. We dived under the ice for the first time with some trepidation. Even though the ice wasn't really very thick and was quite soft because the Spring break-up was not far away, we wisely treated it with great respect. The first

day was a learning experience as we carefully discovered that we could move around and that the combination of the periscope (by day), the upward-looking echo sounder, and the 187 sonar provided adequate warning of ice keels and gave some indication of the type of ice above us. In fairness, the ice keels only hung down about ten or twelve feet and were not really a threat. The concern, rightly as it turned out, was for knowing how thick the ice above us was and how much we could break through. The other revelation was that the Decca (the navigational system) didn't work under the ice nor did LORAN and so blind navigation (aka dead reckoning) became a major factor in our lives. After a couple of days, we were joined by the USS Nautilus andUSS Sea Wolf who were doing a basic under-ice familiarization beforeheading for the North Pole and the real ice. Our function was to provide target services for the Americans.

Snorting in ice-infested waters is an interesting exercise, especially when the ice is moving at about the same speed as the submarine but in a different direction. We knew about the holes that developed naturally in the ice (polynyas) but we had a great deal of difficulty figuring out the rate at which the ice was moving. Simply, the polynya we had used a few hours ago wasn't there when we needed it next time. Even though we got some information about the extent of the ice field, there was still a great deal of guesswork. Surfacing through the ice was a little harrowing the first time, as we had almost no idea of the actual thickness of the ice – all the upward looking echo sounder told us was that the surface above was relatively flat but this could be open water as easily as ice. Once, with a low battery, we absolutely had to find an open space in which to snort and charge the battery. Alderney had a hinged snort mast and the idea of trying to raise the mast through the ice was not considered an option. The plan was to find a clear patch of water and then raise the mast, and if in doubt, surface to put on the charge. The first time we tried this, we found that the ice was far thicker than expected and we had to use the top of the fin to push through the ice, but a block of ice over the upper hatch foiled our efforts and we had to go back and try again. It took a while, but in the end we made it. I don't think we had any idea of the inherent danger in doing this. There was a little damage and nothing that could not be fixed. Concern for the 187 dome led us to surfacing with a slight bow-down angle. Naively, we thought the process of pushing the fin through the ice would weaken the surrounding ice and no damage would be done. Not so; the effects of ice were not overcome so easily and we again smashed the 187 dome.

The exercise was over very quickly because we were never bored. We were never warm either and that was one of the big lessons of that trip – a submarine under the ice gets very cold and the small strip heaters in the messes were not able to provide enough heat. There was even a contest to see who could grow the longest icicle. I think the afterends crew won.

The other great lesson was that although a diesel-electric submarine can operate in light ice, it is relatively ineffective operationally as the greater part of one's time is spent in self-preservation. Navigation, especially when done without the benefit of such technologies as inertial navigation systems and GPS, was a constant concern. Dead reckoning without being sure of the current in an area like the Gulf of St. Lawrence called for some innovation in producing estimated positions.

Richard Sharpe (Alderney (1962) wrote:.....

" We learned that approaching the ice edge on the surface, the sea could be oily calm even though a gale was blowing, and we had no idea how dangerous surfacing through the ice was, e.g.. one US SSN tried to 'blow' through ice which did not break and finished up rolling to 90 degrees.

In 2003, Ken Bromback (Auriga) wrote.....

"I took command of Auriga in July 63. The ice exercise, as far as I can remember, was just a fill in. There was a blank two weeks in the program during Jan/Feb 64 and it was decided that Auriga and Alcide (Simon Conway) should venture north and operate on the fringe of the ice .We operated in separate areas and did not meet. Having just come from USS Nautilus, in which we spent 3 months operating near and under the ice, I was keen to see what could be done by a diesel boat. In Auriga, on this trip, we spent about 24 hours penetrating under the ice, but had to leave sufficient battery to get back out".

and of the same exercise, Nigel Frawley wrote(also in 2003).....

"We went under the ice in the Cabot Strait in the winter of `63/ `64. Before leaving Halifax, we welded brackets, etc. to various locations on the fin and casing to try to prevent ice damage when we surfaced in the ice field. We read all we could about sonar under the ice and fitted an upward looking sonar on the top of the fin (suitably protected) which was very high definition, and, I think, was type 776. For days now I have been trying to remember the model number and I keep coming up with 776 so hopefully that is correct .It was described to us as being similar definition to the type of sonar used by fishermen to detect schools of fish. In any event we were to use it to ascertain the distance between the top of the fin and the bottom of the ice. We studied different kinds of ice - old ice, new ice, pack ice etc., etc. as well as polynyas where we were encouraged to surface. I was the Sonar Officer and took an extra special interest in this exercise as I have always taken a big interest in the North (and still do) as it is such a neglected area as far as Canada is concerned. As we proceeded to the diving area I was struck by the hundreds of seals and thousands of birds near the edge of the pack. Of course this meant lots of fish and it was clear our sonar would be affected by all of this noise.. We penetrated the loose ice until Ken Bromback felt we could dive and proceed under firm ice and do our thing.

Our rule was that we would penetrate for 40% of our battery endurance so we would have 60% to get out. We had been warned that the ice pack always moves and it was essential to have that margin of error covered. We dived to about 120 ft. and raised the search periscope. Instead of a flat or smooth underside of the ice, it was very jagged where pancake ice had been squeezed over on its side. We had to be careful of this as S/M 6 wouldn't have been pleased with periscope damage! We searched for polynyas and practised positioning ourselves under them and then surfacing. The 776 worked extremely well and one day I noticed a trace of a double echo when we were ascertaining the distance up to the bottom of the ice. It dawned on us that this was an indication of the thickness of the ice. I kept all our traces and put them in an school exercise book with my comments! I still believe we were on to something that was important. Our findings were duly reported to S/M 6 and to S/M 1 on our return to Portsmouth later. but we never heard anything again ! Maybe Ken Bromback did, but I don't know. It was all a fascinating experience and I often think about it. I like to think that some Staff Officer or Boffin used it with all of their other data to ready the nukes which began exploring the North around that time.

Appendix A

Heads of Agreement -1955

THE FORMATION OF A. R. N. SUBMARINE SQUADRON IN CANADA

General

The Royal Navy have been providing a submarine to be used by the Royal Canadian Navy for Submarine Training for approximately eight months in each year. There is a requirement in the Royal Canadian Navy for additional anti-submarine training and it is therefore proposed to form a R.N. Submarine Squadron to be based permanently in Canada; the initial strength of the Squadron to be three submarines.

Organization of the Squadron

2. The Squadron will be called the Sixth Submarine Squadron, the general organization of which will be similar to the Fourth Submarine Squadron based in Australia.

3. Details of the proposed organization are given in Appendix A but, in brief, the Squadron, which is to be commanded by a R.N. Officer, will act under the Operational and Administrative Command of the Canadian Flag Officer Atlantic Coast. General Submarine and Technical Administration is to remain with the Flag Officer Submarine who will advise the Canadian Flag Officer Atlantic Coast as necessary.

4. Flag Officer Submarines will, from time to time, visit and inspect the Squadron by arrangement with the Royal Canadian Navy.

Strength of the Squadron

5. Three submarines can be made available to the Squadron, but, for reasons which are explained in Appendix B, the availability of submarines in Canada will only average 2 ½ submarines continuously.

Composition of the Squadron

6. If the Sixth Submarine Squadron is formed about 1 February 1955, the following submarines would be used for reasons in Appendix C: -

H.M.S. AMPHION due to refit September 1955,
H.M.S. ALDERNEY due to refit December 1955,
H.M.S. ASTUTE due to refit May 1956.

Operating Costs

7. A fair basis for agreement on allocation of operating costs would be as follows:-

- To be borne by the Royal Canadian Navy:

  Normal operating costs including fuel, running repairs, repairs of normal defects and six monthly dockings from departure of R.N. submarines from home port in U.K. until their return thence.

- To be borne by the Royal Navy:

  Operating costs while in U.K. including working up, cost of refit and spare gear to make good defects.

Manning

8. The formation of the Squadron involves the commissioning of two additional submarines in the R.N. Submarine Service. This imposes a requirement for additional men in the R.N. Submarine Service and it is therefore proposed that the Royal Canadian Navy should provide personnel in numbers equal to the additional number required to form the new Squadron. The Royal Canadian Navy personnel on loan would be employed by the R.N. Submarine Service as required, and would not necessarily all be part complement of the Sixth Squadron.

9. Numbers of Royal Canadian Navy personnel required are given in Appendix D.

10. The necessary personnel can be made available for commissioning the extra craft approximately five months after RCN personnel arrive for training.

Personnel Conditions of Service, Welfare and Training

11. In order to reduce an expensive training overhead in manpower and training resources, it is recommended as highly desirable that the period of "loan" service of RCN personnel with the R.N. Submarine Service be for a period in excess of 3 years, preferably 5 years.

12. The following points, details of which are given in Appendix E, have been discussed:-

- Royal Navy personnel serving in the Squadron should be on Local Foreign Sea Service, it being recognized that this involves transportation of the families of R.N. personnel who will be absent only 18 months.
- Personnel serving in the Squadron should receive the same pay as Canadian equivalent service rates, this difference to be made good by the Royal Canadian Navy.
- R.C.N. personnel on loan to the Submarine Service should be subject to R.N. discipline and leave.
- R.C.N. personnel should be made fully aware that Food and Accommodation will be at R.N. Standards which may in some cases be below those to which they have been accustomed in Canada.

Base and Repair Facilities Required

13. Base facilities to be provided by the Royal Canadian Navy are listed in Appendix F.

Additional Conditions of Loan

14. The following additional conditions of loan should be agreed:-

- In an emergency the submarines may be withdrawn by the United Kingdom for service elsewhere. The submarines should not be employed on any service in emergency while Canadians remain members of the crew, without prior Canadian Government agreement.
- In any event of submarines being withdrawn by United Kingdom for operations elsewhere, that every endeavour should be made to replace them with non-operational types for anti-submarine training in Canada.

- That RCN Authorities should make the Squadron available for anti-submarine training with the R.N. American and West Indies Squadron whenever this is possible.

Recommendations

15. It is therefore recommended that:

- The R.N. Sixth Submarine Squadron, consisting of three "A" Class Submarines with Vickers engines, should be formed about 1 February 1955.
- The Squadron should be commanded by a R.N. officer; and should be based on HALIFAX, and subject to the Operational and Administrative Command of the Flag Officer Atlantic Coast; the General and Technical Administration to remain with the Flag Officer Submarines.
- The Operational costs should be borne on the basis of paragraph 7.
- The Royal Canadian Navy should provide personnel, in accordance with Appendix D, for loan to the Royal Navy for duty in H.M. Submarines where required, and that the Base Staff listed should be provided by the Royal Canadian Navy.
- The Royal Canadian Navy Personnel should be required to volunteer for Submarine Service fully understanding that they will be subject to Royal Navy Discipline and Accommodation and Messing Standards.
- That difference of Pay to R.C.N. Rates for Royal Navy Personnel serving in the Sixth Squadron in Canada should be made good by the Royal Canadian Navy.
- That transportation at public expense for foreign service leave should be approved for those R.C.N. personnel entitled.
- That transportation at public expense for dependents of R.N. personnel should be approved.
- That transportation at public expense for dependents of RCN personnel should only be approved when a permanent draft has been promulgated.
- That additional conditions of loan in paragraph 14. should be approved.

LIST OF APPENDICES

Appendix A	-	Organization
Appendix B	-	Strength of the Squadron
Appendix C	-	Composition of the Squadron
Appendix D	-	Personnel Requirements
Appendix E	-	Conditions of Service, Welfare and Training
Appendix F	-	Base Requirements

APPENDIX A.

ORGANIZATION

1. The Squadron will be commanded by a Commander R.N. who will be responsible to the Royal Canadian Navy for the operation of the Squadron, but to the Flag Officer Submarines for detailed Submarine Administration.

2. The Flag Officer Submarines exercises general control over all matters affecting service in submarines. In order to ensure co-ordination, uniformity and continuity of policy, he now advises Commanders-in-Chief on questions concerning submarine development, material, personnel, training and in matters affecting the sea-going efficiency of submarines. It is proposed that he will preserve the same relationship with the Flag Officer Atlantic Coast for the Sixth Submarine Squadron.

3. Flag Officer Submarines will arrange to visit the Sixth Submarine Squadron as opportunity offers and will carry out such exercises and inspections as may be desirable.

4. The Flag Officer Submarines, in consultation with the Flag Officer Atlantic Coast, will arrange for the submarines' refit, for their defect lists and for replacement submarines. The Flag Officer Submarines will remain the Administrative Authority for all matters relating to alterations and additions affecting submarines of the Sixth Submarine Squadron.

5. The Flag Officer Submarines is responsible for the efficient training of officers and men of the Submarine Service and will continue to be so for the Sixth Submarine Squadron.

6. The Flag Officer Submarines is responsible, in consultation with the Admiralty, for the entry and discharge of personnel for service in submarines. He is also responsible for the nomination of submarine officers for appointments within the submarine command and for the drafting of men of the submarine branch. He will continue these responsibilities in respect of R.N. personnel in the Sixth Submarine Squadron. It is proposed that Flag Officer Submarines, in consultation with the Royal Canadian Navy, will be responsible for acceptance into the R.N. Submarine Service of Royal Canadian Navy personnel on loan, and for their release from loan. He will be responsible for the training and employment of Royal Canadian Navy personnel while on loan to the R.N. Submarine Service.

APPENDIX B

STRENGTH OF THE SQUADRON

1. At present, the Flag Officer Submarines sends one submarine to Canada for two periods each year, making a total period of eight months exclusive of passage time (which averages a total of two months - 2 weeks each way for each submarine). The remaining two months are taken up with leave periods. In addition, a submarine is lost to its proper Squadron for an additional eight months required for refit and working up and the two six-monthly dockings (2 weeks each) per annum.

2. By forming a Submarine Squadron in Canada, some of the overheads will disappear. It is considered that passage time and six-monthly dockings, which will now be carried out in Canada, should be a part of an eighteen month loan period in Canada. Additional time is required for leave, refit and working up in the United Kingdom. The following cycle, therefore, emerges:-

Commence refit	
Complete refit, ex trials	7 months
Work Up	1 month
Loan in Canada (includes passage and six-monthly dockings)	18 months
Foreign Service Leave for Crew ..	1 ½ months
TOTAL	27 1/22 months

3. Therefore, with three submarines, if the Royal Canadian Navy were to bear the whole loss of availability, they would never have more than two submarines in Canada. (There is a loss of availability of 9 ½ months plus passage, and six-monthly docking for each submarine).

4. However, as the Flag Officer Submarines has borne the whole overhead of one submarine in the past, it is proposed that he should continue to do so, as this incurs no greater loss in submarine strength and it does mean that 2 ½ submarines would be available continuously to the Royal Canadian Navy assuming availability to be reckoned from time of sailing from the United Kingdom until return there.

APPENDIX C.

COMPOSITION OF THE SQUADRON

1. The submarines for the Squadron can be provided:

- By reducing the strength of the Third Submarine Squadron by one submarine which will not affect the availability of submarines in the United Kingdom for this submarine is already providing training in Canada.

- Commission two "A" Class submarines which will otherwise be in Class I Reserve at Fort Blockhouse.

2. The submarines required by Canada are for training purposes, but, in view of the long distances steamed (Trans-Atlantic and Halifax/Bermuda) and the time the crew will be required to live in the submarines, it is undesirable to use small non-operational submarines. In addition, the nature of the Joint training requires operational types capable of Snorkel operation. Small non-operational submarines, in any event, cannot really be made available without depriving the Royal Navy of their Submarine Commanding Officer first commands in Home Waters. Although smaller numbers of men would be required to man the smaller submarines if used, larger submarines would have to be commissioned and therefore the added personnel requirement on formation of the Sixth Squadron would be that for the commissioning of the larger submarines.

3. As far as the logistic support of three submarines is concerned, considerable advantages follow if the submarines are all of the same type. This consideration limits the choice to submarines of the "A" Class fitted with Vickers engines or of the "S" Class fitted with Admiralty engines. However, the "S" Class are smaller and less suitable in every way.

4. Since it is desirable to select submarines which will be due for refit at varying periods and assuming the Squadron will form about 1 February 1955, the following submarines are suggested:

H.M.S. AMPHION due to refit September 1955,

H.M.S. ALDERNEY due to refit December 1955,

H.M.S. ASTUTE due to refit May 1956.

APPENDIX D
PERSONNEL REQUIREMENTS

1 Rank or Rating	2 Existing RN pers. for 1 S/M already provided and 2x1/to 3 full crews refitting Crews	3 Addition req'd to bring pers.		4 Addition Spare Crew for 3 S/M of Sq. immed. replacement	5 Base Staff S/M (RN)	6 Total Column 3, 4 & 5	7 Drafting Margnec. Leave, Work Up, Travel, etc.	8 RN Allow. for advancement cours	9 Total Additional pers. req'd to be provided by RCN exc. as indic. & no RCN trg margin	10 Total Complement
Commander					1	1			1	1
Lt. Cdr./Lieut.	1	2		1 (SOO)		3			3	4
1st Lieut.	3			1		1			1	4
Lieut./S-Lieut.	2	4		1		5			5	7
Lt. Cdr./Lt. (E)	3				1	1			1 (x)	4
Sen. Cd. Eng.				1		1			1 (x)	1
Coxswain	2	1		1	1 (DSEA)	3	1		4	6
GL.2	2	1		1		2	1		3	5
GL.3	2	1		1		2	1	1	3	5
UW.1	2	1		1		2	1		3	5
Uw.2	4	2		2		4	2	1	6	10
UW.3	10	5		5		10	4	2	14	24
UC.2	2	1		1		2	1		3	5
UC.3	8	4		4		8	3	2	11	19
RP.2	2	1		1		2	1		3	5
RP.3	4	2		2		4	2	2	6	10
L.Sig.	2	1		1		2	1		4	5
PO.Tel.	1	2		1		3	1		4	5
L.Tel	3			1		1	1	1	2	5
Tel.	4	2		2		4	1	2	5	9
CERA	2	1		1		2	1		3	5
ERA	8	4		4	1 (Prscope)	9	3	1	12	20
Mech.	2	1		1		2	1		3	5
CPO.SM	2	1		1		2	1		3	5
PO.SM.	2	1		1	1 (Sp.Gr.)	3	1		4	6
L.SM	8	4		4		8	3	1	11	19
SM	26	13		13		26	10	3	36	33
EA	2	1		1		2	1		3	5
Elcet.	2	1		1		2	1		3	5
L.EM	2	1		1		2	1	1	3	5
EM	4	2		2		4	1	2	5	9
RE	2	1		1		2	1		3	5
L.Cook	2	1		1		2	1		3	5
L.Stwd.	2	1		1		2	1		3	5
2nd Cox.	1	2		1		3	1	1	3	5
TOTAL	124		65	62	5	132	48	20	180	304

NOTE:

(i) The total in Column 9. indicates the number of additional personnel required for the operation of the Squadron. These personnel should be provided by the RCN with the exception of those marked (x).

(ii) It will be noted that a Commander is listed although this Commander would not be employed in the appointment created, it being a RN requirement that the Squadron should be commanded by a RN Officer.

(iii) The total in Column 9. does not include an allowance of personnel for advancement courses among RCN personnel although it does include an allowance for RN personnel (Column 8). The column should therefore be increased by the number of personnel (RCN) it is proposed should be made available for courses.

(iv) Depending on the length of service intended for RCN personnel an additional allowance of RCN personnel will be required to allow for Submarine Training. In view of the fact that the Training facilities are already strained by the turnover of RN personnel the turnover of RCN personnel should be kept to the minimum acceptable.

(v) The following officers and men for Base Staff are required and are not included in the Submarine Squadron Personnel Requirement:

1 Lieutenant (L)
1 Commissioned Writer Officer
1 Radio Electrical Artificer
1 Electrical Artificer
1 L.E.M.
2 E.M.'s
1 C.E.R.A.
4 E.R.A.'s (2 F & T, 1 Coppersmith, 1 Boilermaker)
2 Shipwright Artificers
1 P.O.S.M. (E.O.'s Writer)
1 Chief P.O.S.M. or P.O.S.M. and 5 S.M.'s for General Duties as Mates, etc. of which 2 are for spare gear.
1 Ordnance Artificer)for Torpedo Tube and
??U.W. rates) Torpedo Maintenance
1 P.O. Writer
1 Writer

APPENDIX E.

CONDITIONS OF SERVICE, WELFARE AND TRAINING

Training

1. R.C.N. personnel can be accepted for training in the R.N. Submarine Service at any time. The length of training required for the various personnel varies considerably, but approximately five months after commencement of training of the main body of personnel, commissioning of the additional submarines should be possible.

2. It is understood that the Royal Canadian Navy are considering limiting the length of service in submarines to approximately 2 ½ years. Such a decision would mean that about every 2 years, 180 (approx.) personnel would have to be made available for training to be ready to relieve the personnel completing their loan period. Not only is this wasteful in personnel, but it imposes an unacceptable training burden, limits drafting availability and means that few really experienced personnel would ever become available.

Conditions of Service of Royal Navy Crews in Canada

3. Conditions of Service abroad have just been revised in the Royal Navy and must now be one of the following:

- General Service Commission
- Fixed Foreign Commission
- Local Foreign Sea Service

4. The General Service Commission does not apply to submarines.

5. The Fixed Foreign Commission of 18 months abroad would meet the case, but would not be popular as families would not be transported to Canada. This type of commission is not used in the Submarine Service at present, and it is therefore undesirable as it would introduce another type of service in submarines which would complicate submarine drafting.

6. The Local Foreign Sea Service is at present employed by all British Submarines abroad. Families are transported and personnel may be required to stay abroad for as long as 2 ½ years. As submarines in the Mediterranean and in Australia are refitted on the station, the system works well as drafting is possible during refit on the station. In the case of submarines of the Sixth Squadron, station drafting will be extremely complicated as refits will be carried out in the United Kingdom. However, if the R.N. personnel are to be absent for 18 months, it is felt that service in the Squadron might be unpopular unless transportation of families was optional.

7. The difference in pay, as shown in the following scale, is considerable. Whilst serving in Canada in the Sixth Submarine Squadron, Royal Navy personnel should receive pay equivalent to that received by their R.C.N. equivalent service rates, this difference of pay to be made good by the Royal Canadian Navy.

8. For purposes of calculation, service in Canada would commence on departure of the submarine for Canada and end on return to the United Kingdom.

	SCALE				
	RN (Including Allowances)	RCN		SUBS. A	MA
Commander	$360.00	460.00 + progressives	126.00	40.00	
Lieut. Commander	285.00	370.00 + progressives	113.00	40.00	
Lieutenant	215.00	290.00 + progressives	110.00	40.00	
S/Lieutenant	180.00	230.00 + progressives		110.00	40.00
C.P.O. 1st Class	130.00	224.00 to 284.00	102.00	30.00	
C.P.O. 2nd Class	-	195.00 to 255.00	91.00	30.00	
P.O. 1st Class	105.00	165.00 to 225.00	91.00	30.00	
L.S.	87.00	127.00 to 187.00	91.00	30.00	
A.B.	72.00	107.00 to 167.00	91.00	30.00	
O.S.	-	96.00			

Note (i) Basic Pay of Chief Petty Officers 1st Class and below is dependent on Trade Group and will be within limits shown.

Note (ii) Separated Family Allowance is paid to personnel who are in receipt of Marriage Allowance but who are separated from their family, and is the same as Subsistance Allowance except when there are no children when it is $15.00 less.

Conditions of Service of Royal Canadian Navy Personnel in the RoyalNavy

9. A.F.O. 760/52 may be used as a general guide.
10. All RCN personnel on loan to the Royal Navy for Submarine Service including those who may be drafted to the Sixth Submarine Squadron in Canada will be subject to the Royal Navy Discipline Act and R.N. Conditions of Service, accommodation and messing. They will receive RCN rates of pay and allowance.

11. Pay records of RCN personnel on loan would be borne in NIOBE except for those personnel drafted to the Sixth Squadron whose pay records would be borne in STADACONA.

12. RCN personnel on loan would be subject to Royal Navy leave regulations including Foreign Service leave.

13. Because of the difficulty of forecasting drafts of RCN personnel on loan to the Royal Navy Submarine Service until completion of training, and because a number of personnel will be drafted to the Sixth Submarine Squadron, all drafts should, for the purpose of the transportation

of dependents, be considered temporary until otherwise certified by the Flag Officer Submarines, at which time RN personnel may apply to have their dependents moved at public expense in accordance with existing regulations.

14. For RCN personnel drafted to the Sixth Squadron, no transportation of dependents is required. However, although serving in Canada, these personnel would be treated as Royal Navy personnel for leave and would not be entitled to Annual Leave in Canada. On return to the United Kingdom, the Crews would be granted Foreign Service Leave and RCN personnel would receive this leave. Transportation to Canada at public expense for these RCN personnel to proceed on Foreign Service Leave would be necessary together with additional leave to cover travelling time. Foreign Service Leave would be granted every 2-2 ½ years.

APPENDIX F.

BASE REQUIREMENTS

1. To base three submarines in Canada, the facilities according to Category, as follows, are listed:

CATEGORY A	-	Essential for commencement of the operation of the Flotilla.
CATEGORY B	-	Necessary in due course unless possible reduced availability is acceptable.
CATEGORY C	-	Not needed for normal operations, but required for War Reserve.

Facilities required, but need not be exclusive to the Squadron.

CATEGORY A

2.(a) Alongside berths for three submarines. The submarines can lie outside each other. (Dimensions of "A" Class submarine: Length 282 ft., Beam 22 ft. 3 in., Draught 18 ft. 1 ½ in.).
(b) Facilities are required to embark:

- Fuel (total requirements about 1500 tons of Diesel per Year for the three submarines).
- Lubricating oil (OMD 111 and OM 65)
- Fresh water.
- Distilled water for topping up batteries (total requirements will not exceed 10,000 gallons a year).

(c) The following facilities are required at some berth in the Port, preferably at the normal submarine berths:

- Crane with which to change periscopes, one and a quarter tons of vertical free lift of 70 ft. Both crane and submarine must be absolutely still, a floating crane or berth where there is a swell is not acceptable.
- Crane for embarking torpedoes, changing pistons, battery cells, etc. (A two ton lift plumbing any part of the submarine using either a travelling crane, or by warping a submarine).
- Portable oxy-acetylene cutting and electrical welding facilities.

(d) Shore accommodation for 21 officers, 76 petty officers and 207 ratings.

(e) Office accommodation for:

- Commander (S/M)
- Submarine Staff Officer (150 sq. ft.)
- Submarine Regulating Office (150 sq. ft.)
- Squadron Engineer Officer
- Engineer's Office (150 sq. ft.)

(f) Use of dock to take "A" Class submarines (1370 tons surface displacement).

The dock may be required at short notice in an emergency to change the propellors, examine bow caps, etc., and in any case for each submarine for an intermediate docking for 14 days. This dock requires a crane to plumb any part of the submarine and lift 5 tons.

(g) DSEA Workshop 6 ft. 6 in. x 12 ft. with water laid on.

*(h) Engineer's ready use store and receipt and issue room for defects. 900 sq. ft. with racks and bins and desk.

*(i) Submarine clothing store 350 sq. ft.

*(j) Submarine special store 400 sq. ft.

*(k) (i) Fitting and machine shops which will be in daily us to contain:

bench and vices,
power driven saw,
4" lathe,
8" lathe,
6" turret lathe,
3" precision tool grinding machine lathe,
No. 1. Parkinson milling machine,
large horizontal boring machine with grinding attachments,
radial drill,
high speed sensitive drill,
electric tempering oven (for tools and small components),
fuel equipment testing space with necessary equipment,
oil and water equipment to test up to 300 lbs./sq. in. water test and 2250 lbs./sq. in. oil test, and

6000 lbs./sq. in. test for H.P. air fittings.

(ii) Coppersmith's show, equipment scaled for one coppersmith to carry out pipe work, remetalling of bearings, brazing; aluminium and copper sheet metal work.

(iii) Boilermaker's shop, equipment scaled for one boilermaker to carry out medium plate work, exhaust system's repairs etc.

(iv) Shipwrights' shop - scaled for two shipwrights and fitted with portable welding plant and universal woodworking machine or planing machine, band saw, wood turning lathe and drill.

* (l) Base torpedo workshop and store to include stowage for a maximum of fifteen 21 inch Mk. 8xx outfit torpedoes and ten 21 inch Mk. 8xx SFP torpedoes and stowage for up to fifteen Blowing, Collision or Warheads is required. H.P. air supply at 4000 lbs./sq. in. is also required.

*(m) Magazine stowage required for the following ammunition for 4" Mk. 23 guns:

One year's practice allowance for three submarines:

Starshel	30 rounds	
HEDA	72 rounds	
Practice		720 rounds

13,000 rounds .303 for Vickers 60 machine guns (2 years' allowance)

+3. For Administrative Arrangements

*(a) Pay

The accounts of the Base Staff and Submarine Crews to be carried in H.M.C.S. STADACONA.

*(b) Victualling

The victualling to be carried out by the Royal Canadian Navy. Submarines to be on the G.M. system. Any special items of provisions and mess gear not available in Canada to be supplied from the United Kingdom.

*(c) Clothing

(i) Slops - Canadian

(ii) Submarine clothing - stock of submarine clothing to be supplied from United Kingdom.

*(d) Naval Stores

(i) Common Naval Stores to be supplied from Royal Canadian Navy stocks, any items of authorized descriptions not available locally being demanded from United Kingdom.

(ii) Stocks of special items of Naval Stores, e.g. radio and asdic spares, chain cable, etc. which would not be available from R.C.N. stocks to be supplied from U.K. to SNSO (?) Halifax.

(iii) Special Stores Submarines to complete with "carried on board" stock and Depot Ship stock before sailing. These stocks should suffice for 15 - 18 months.

(v) Engineer's Spare Gear

- Each submarine to be complete with "carried on board" spares.
- List B spares for each submarine to be stored ashore.
- List C and D spares to be supplied from United Kingdom:

(a) For H.P. air compressors.
Reavells.

1 - 3rd stage coil,
2 - 4th stage coil,
12 - 2 No. stage valve plates.

(b) For Hull and Engineering purposes
1 - set of non A.P. Ball and Roller bearings.

(c) 1 pair "A" Class propellers.

(d) 1 Tail Shaft and 1 pair of hydroplanes - provided by Director of Dockyards, if available.

(e) 1 A/S Dome.

(f) 1 ANF Mast.

(g) 1 CH 66 Periscope

(h) 1 CK 14 Periscope

Storage space required 400 sq. ft. x 10 ft. with facilities to lift 1 ton.

*(e) Electrical Spare Gear. To be sent to Canada.

- 1 set D/S Electrical Spare gear.
- 1 set D/S W/T, Radar, A/S Gyro and magnetic compass stores.
- 1 set D/S test equipment for W/T and Radar.
- 1 set D/S allowance S/M battery sealing equipment.
- 2 spare cells to be kept in the dry condition.

CATEGORY B

4. (a) Shore charging for batteries at 320 volts, 500 amps, (1500 amps desirable, if available) may be required in an emergency, but can be provided by a second submarine.

(b) Battery Shed to house two spare sections of submarine battery. Approximately 3200 sq. ft. lift over whole area ¾ tons for 10 ft. in height. Charging facilities 320 volts, 500 amps (1500 amps, if available) and distilled water of approved quality for topping up. Good ventilation.

(c) Periscope Shop 70 ft. long x 12 ft. approximately. Shop to be clean and dust proof, fitted with standard tools, periscope trollies, dessication, clear spaces for sighting certain optical spares and stowage for two spare periscopes and an ANF mast.

(d) Fitted in the Electrical Maintenance Room:

One set of radar and wireless units as for "A" Class submarines in racks for testing units.

Motor alternators for power supplies - total of 10 kws.

CATEGORY C

5. *(a) Torpedoes - The balance of 45 outfit, 21 inch Mk. 8xx torpedoes as a War Reserve should be stored and maintained in the local Torpedo Depot.

*(b) Ammunition - Fixed for 4" Mk. 23 guns. To complete to War outfit - 36 rounds. HEDA fuse 230.

Appendix B

Appointment of a Command Social Worker

Whereas nowadays, the existence of a Family Support Organisation in a Port like Halifax is taken for granted, In the nineteen fifties and sixties, no such organisation existed until Commodore Landymore, who was Chief of Staff to Canflaglant had Miss Jessy Casey appointed as Command Social Worker, or Social Service Worker, as she was then called.

This is not a strictly Sixth Submarine Division Story, but through circumstances not entirely within their control, the submariners of the day certainly contributed to the need for action.

The parsimonious nature of the British and Canadian governments of the day had suffered an Agreement to be concluded that allowed for no Family allowances to be paid to submarine or spare crew members, or base staff. The Drafting Office solution to this was to draft bachelors whereever possible. With the result that, for the longest time, was that there were a lot of lovelorn sailors ashore in Halifax, and when the Canadian Fleet went to sea, a lot of lonely wives - with a result. that was readily predictable.

Its not that the Authorities didn't know about the problem (see spontaneous comment by Commodore O'Brien to John Hervey below), but until Commodore Landymore appointed Jessy Casey as Command Social Worker, no one **did** anything about it.

Like the failure to provide for a battery shed and spare battery.in Halifax it was a disaster waiting to happen! and it didn't take long before problems arose.

Of his appointment as the first Spare Crew Officer in 1955, John Rodoconachi (at that time, a newly minted submariner and a fairly junior Lieutenant RN, wrote, in part.....

."the RN undertook to post all bachelors to the Squadron initially, including the crew of the first submarine (Astute) but it meant lively times in some Halifax social life, and it wasn't long before I got complaints from the Shannon Park chaplain that when the aircraft carrier (HMCS Magnificent) and the cruiser (HMCS Quebec) were at sea, a number of my sailors were moving into married quarters!".....

.....and of his time as fourth hand in Astute in 1961 Toby Frere wrote....."On entering Harbour, it was the signalman's first job to tell the Control Room whether the Carrier was in harbour or at sea. If the former, you could hear the groan throughout the boat on the bridge; if the latter, everyone knew their love life was OK for the next week at least!

.....and in his reflections on his appointment as SM6 in the middle sixties, John Hervey wrote....."Scruffy O'Brien was quite a character and when I flew down to San Juan and travelled back with him in Bonaventure, on the last leg, he treated me as a sort of court jester - making every meal a contest in swapping more and more improbable stories! He had obviously enjoyed being let off the leash in South America and seemed almost depressed the night before we got back to Halifax. But then he sudddenly brightened up and said:

"Still, there is one thing one can say for Halifax. It's the only place in the world I know, where you can get it for a bag of dirty dhobi!"

From these facts, and it cannot be said from which fact in particular, the following letter from Flag Officer Atlantic Coast was sent to the Fleet.....

AC: 3100-102/1

OFFICE OF FLAG OFFICER ATLANTIC COAST, H.M.C. DOCKYARD, HALIFAX, NOVA SCOTIA.

21 February, 1961

COMMAND SOCIAL SERVICE WORKER

A Command Social Service Worker has recently been appointed to the staff of the Flag Officer Atlantic Coast for the assistance of Naval personnel and their families in this area„

2. The Command Social Service Worker, (Miss J.R. Casey) is located in Room 05, Command Headquarters, telephone number 2374. The terms of reference for the Command Social Service Worker are as follows;

(a) to act as consultant and advisor to the Command on all social problems of naval personnel and their families. Such problems would include housing, marital conflict, financial difficulties, behaviour problems of children, etc;

(b) to serve as a direct liaison and a central coordinating point of contact between the Navy and community social agencies;

(c) to take an active part in policy planning related to the social aspects of welfare, and to work towards securing improvement in social services for naval personnel and their families;

(d) to provide individual social work counselling to naval personnel and their families in cases referred to her through normal channels when economic and social problems arise which the individual cannot solve through his own efforts;

(e) to act as liaison with Royal Canadian Naval Benevolent Fund and be authorized to accept an appointment to the Eastern Claims Committee;

Commanding Officers,
All HMC Ships and Establishments,
Atlantic Command.

3. At the present time a man in difficulty discusses his problem with one of several persons; his divisional officer;, chaplain and in some cases the medical officer, 1t is intended that this procedure still be followed and that these authorities still deal with the problems presented if it is within their power to do so. It is intended that the Social Worker complement the existing organization and assist in especially difficult cases requiring close liaison with community social agencies,

4. Commanding Officers are, to acquaint all officers and divisional Chief Petty Officers under their command that the Command Social Service Office is now in operation, Commanding Officers are also to ensure that divisional officers realize that the existence of the Social Service, Worker does not in any way relieve them of their responsibility for the welfare of their men and personnel should only be referred to the Social Service Worker when their own resources have been exhausted,

5. The Command Social Service Worker will also act as liaison with the Royal Canadian Naval Benevolent Fund and will be a member of the Eastern Claims Committee.

REAR ADMIRAL

(Signature didn't come through on scan but it looks like
W Landymore)

The following is an undated document, which my informant thinks dates from the late fifties and set the stage for hiring Miss Casey.

WELFARE SERVICES IN THE RCN

"A study of the existing procedures and resources for preventing and alleviating personal problems of naval personnel and their dependents"

SYNOPSIS

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A STUDY OF THE EXISTING PROCEDURE AND RESOURCES
FOR PREVENTING AND ALLEVIATING PERSONAL PROBLEMS OF NAVAL PERSONNEL AND THEIR DEPENDENTS

SYNOPSIS

1. INTRODUCTION

"The happy sailor is a competent sailor"
"High morale means high efficiency"

With recognition of these facts, the RCN has endeavoured to emphasize the importance of the well-being and welfare of her men.

One indication of this interest in her manpower and human resources was the study undertaken in 1955 which is reviewed briefly in the following pages.

For purposes of this study personal problems were defined as personal "off-the-job" problems that affect "on-the-job" performance.
Included were:-

(1) Housing;

(2) Financial Problems;

(3) Marital Difficulties;

(4) Illness,- of man, wife, children or parents;

(5) Behaviour of Children;

(6) Substitute Care of Children;

(7) Neglect of Children;

(8) Unmarried Parentage;

(9) Adoption;

(10) Business and Farming Obligations.

Information was obtained through analysis of Naval regulations and interviews and group discussions with a wide cross-section of individuals who are involved in personal problems of sailors and their families. Included were RCN officers and met in the Naval Headquarters and the commands, representatives of the RCAF and the Canadian Army, as well as staff members of civilian social agencies.

2. FINDINGS

A. PERSONAL PROBLEMS OF NAVAL PERSONNEL AND DEPENDENTS

(1) Personal "off-the-job" problems affect the "on-the-job" morale and efficiency of many men in all ships and establishments in all Commands.

(2) The personal "off-the-job" problems of Naval personnel and their dependents are fundamentally the
same as these experienced by people everywhere in the present day world and must be examined against the whole background of modern developments and current social organization.

(3) Inherent within service life are many idiosyncrasies of social organization which tend to intensify personal "off-the-job" problems and complicate family life -- fox example, uprooting of men and their families from home communities, separation between husbands and wives, constant mobility, and increased responsibilities of wives, while husbands are away at sea.

B. EXISTING RESOURCE: AND PROCEDURES FOR PREVENTING AND ALLEVIATING PERSONAL PROBLEMS

WITHIN THE RCN

1. The RCN has devoted considerable attention to personal problems of Naval personnel. and their dependents. However, this attention has been somewhat spasmodic and disorganized. The structure that was set up in the early days of the RCN has never been re-evaluated in keeping with developments and changes within the RCN and civilian communities.

2. Since the inception of the RCN, an excellent system has been in effect for handling personal "'off-.the-job" problems -- the Divisional System. This is still the main backbone of the structure for preventing and alleviating individual problems. However, it is not working as it was originally designed, and, as constituted, is not able to cope with all personal problems.

3. Over the years a multiplicity of other resources have grown up. A s a result, the sailor and his family now have a total of nine options with whom to discuss personal problems: the Divisional Officer, Chaplain, Medical Officer, Personnel Selection Officer, Legal Officer, Chaplain in Married Quarters, Public Health Nurse, Housing Administrator, or the RCN Benevolent Fund.

4. In addition, two group structures have been devised -- Welfare Committees in ships and establishments and Town Councils in Married Quarters. Although both these structures are sound in principle they are not serving their intended purposes or meeting the required needs of Naval personnel and their dependents.

5. No structure has ever existed in Naval Headquarters or in the Command for leadership, co-ordination and overall planning in the area of personal "off-the-job" problems.

6. Because of this lack of an integrated approach to personal problems, many difficulties have arisen.

(a) Insufficient attention has been given to the fundamental causes and the prevention of personal problems.
(b) Policies, procedures and resources for handling personal problems have been developed to meet individual problems as they have occurred rather than as part of specific clear-cut goals and objectives.

(c) These policies and procedures have been geared mainly to problems requiring administrative action -- requests necessitating compassionate leave, draft or release -- rather than to all personal problems that have detrimental effects upon family life and hence lower morale and efficiency.

(d) Policies and regulations have grown up that create and complicate personal problems.

(e) Information on established policies and procedures has never been consolidated and has received limited promulgation.

(f) Practices concerning the security of confidential information differ greatly throughout the Fleet.

(g) The quality and quantity of assistance provided on personal problems varies greatly and is dependent upon the interest, training and attitude of each individual officer.

(h) Specialized officers - such as Chaplains, Medical Officers, Legal Officers and Public Health Nurses - have become increasingly involved in personal problems that are not within their terms of reference -
thus diluting their own specified duties and responsibilities.

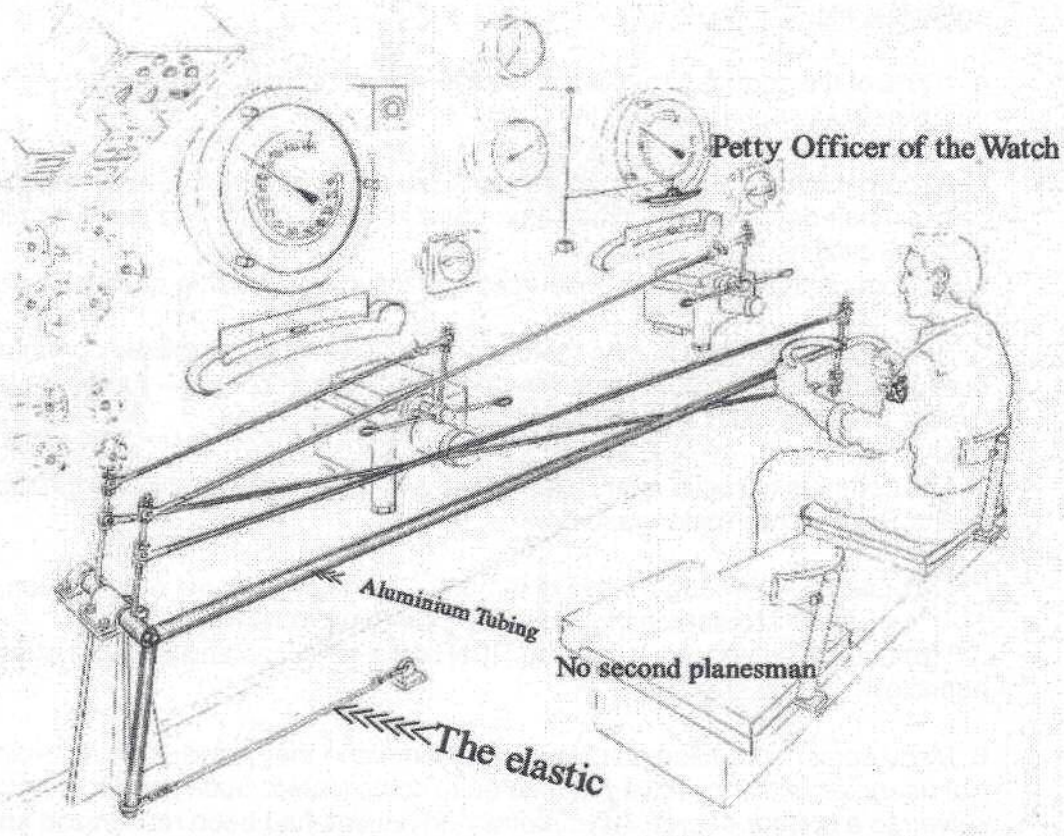
WITHIN THE COMMUNITY

1. The only community resource with which the RCN has established an official link is the Department of Veterans" Affairs. (G.O.1.4.38/3)

2. The .Department of Veterans' Affairs expressed their interest in extending to the utmost their services under G.O.4.38/3. However, several, factors require attention in order that this co-operation
might be utilized to the fullest extent.

(a) Increased awareness throughout the Fleet of the contents of G.O.4.38/3.

(b) Classification of the urgency of referrals and reports.



Artist"s Impression of Tom Dowling's one man hydroplane control by Chief ERA Paul Connolly.

Tom's original drawing and letter clearly indicates that the joystick, and hence, the operator,was in the foreplanesman's position, as the drawing shows; However, Don Hardy, who built and maintained the gear, says that the operator worked from the after planesman's position (shown in the drawing as vacant)

(c) The development of a system whereby DVA is informed of the administrative action taken on their reports.

3. Many other community resources in most cities throughout the country, but especially in **HALIFAX** and **VICTORIA**, prevent and alleviate personal problems of sailors and their families. These resources include: community clergy, lawyers, doctors, psychiatrists, nurses, social agencies, etc.

4. 100% of the community social agencies visited commented favourably on the cooperation that exists between them and the RCN.

5. All community social agencies emphasized that their services are available to Naval personnel and their dependents on the same basis as for civilians. The only limitations that exist apply to all citizens and
stem from restricted financial resources and insufficient staff to provide services.

6. Because of these limitations there is a definite lack of specialized community social services outside urban areas where large Married Quarters are located -- for example, SHANNON PARK, DARTMOUTH and BELMONT PARK.

7. The community social agencies that are available in urban areas are not being fully utilized by the RCN for two main reasons:

(a) Lack of knowledge within community agencies of Naval organization, policies, procedures and resources for handling personal problems.
(b) Lack of knowledge within the RCN of the functions and services of community social agencies.

8. Many personal problems of Naval personnel and their families do not reach community social agencies until they have become quite complicated. Such problems might have been solved to a greater degree if symptoms and causes had been recognized earlier within the RCN.

9. No clear-cut liaison exists between the community social agencies and the RCN -- on overall policy planning related to personal problems, or on individual problems. Such an RCN-community-liaison exists in other professions -- the clergy., the medical, legal and nursing professions -- and could have valuable results if established in the social work profession.

3. BASIC ASSUMPTIONS 1.N DETERMINING RECOMMENDATIONS

All recommendations were based on the following basic assumptions:

(a) Every officer and man in the RCN should have the opportunity to use the utmost of his potentialities and capabilities.

(b) Every officer and man in the RCN has personal "off-the-job" problems in varying degrees as well as varying capacities for overcoming such problems.

(c) "On-the-job" morale and efficiency and the degree to which individual potentialities are used are directly related to "off-the-job" personal problems.

(d) The prevention of personal "off-the-job" problems is more constructive for the individual and for the RCN than treatment of such problems.

(e) Without adequate help, personal "'off-the-job" problems can lead to a crippling of initiative, to embittered attitudes and eventually perhaps to a loss of ability to overcome the problem.

(f) Officers and men in the RCN are primarily citizens and they and their families are entitled to the same quality and quantity of help with personal "off-the-job" problems as civilians.

(g) Complicated personal "off-the-job" problems require the utilization of the best knowledge and skills yet developed --professional care and counselling. Such counselling includes medical and nursing care, spiritual counselling, legal counselling, psychiatric counselling, social work counselling. Each of these in its own way is a delicate operation, calling for its own professional tools and skills, that the layman, even though he may be a professional in another area, does not possess and is not equipped to handle.

(h) For many years the RCN has recognized the importance of utilizing the best professional knowledge and skills available to solve personal problems -- for example, in medicine, in law, in the clergy, in nursing In recent years new professional knowledge and skills have also been developed to help people to solve their social problems.

(i) Adequate help with personal "off-the-job" problems includes:-

(i) Teamwork. amongst all professions working with people.
(ii) The development of individual initiative
(iii) The cultivation of self-reliance, self-dependence and self-direction.
(iv)The preservation of individual rights.
(v) The strengthening of family life.

(j) Personal "off-the-job" problems 'have a tendency to create a chain-reaction. The low morale and efficiency resulting from one problem can decrease the morale and efficiency of a whole group.

(k) An effective organizational structure for preventing and alleviating personal "off -the-job" problems involves:

(i) A recognition and acceptance by the RCN at all levels that personal welfare is an essential and component part of a programme for flee development of an efficient and successful fighting force.
(ii) A clearly conceived and efficiently implemented long-term programme based on specific goals and objectives and capable of expansion in time of emergency.
(iii) Effective leadership and adequate personnel at all levels of responsibility in order that welfare policies may continually flow between Headquarters, the Commands, ships and establishments; and skilled resources for referral, consultation and advice on individual problems may be readily available
(iv)The utmost co-operation and co-ordination between the RCN and civilian communities.

4. RECOMMENDATIONS

If the RCN firmly believes that these basic assumptions are justified, increased attention should be devoted throughout the fleet to personal "off-the-job" problems.

Such attention should. be focused upon the development of plans, policies and resources for:

(a) The prevention of problems.

(b) Alleviation, treatment and rehabilitation when problems do arise.

:

The following specific steps are recommended

(1) FURTHER STUDIES

(a) Research on the fundamental causes of personal "off the-job" problems that are peculiar to the RCN.

For example.
(i) A study of some of the intangibles, such as motivations and personality factors of individuals -- Why do men join the Navy? What personal qualities make the most adjusted sailor?
(ii) A study of the effect of service conditions upon family life -- e.g. constant mobility, separation between husbands and wives.
(iii) A study of the housing situation in all Commands and the social and economic effects upon Naval personnel and their families.

(b) The formulation of specific co-coordinated and integrated goals and objectives of. the overall welfare programme of the RCN. (The welfare study completed by the Defence Research Board in 1951 might serve as a valuable guide and starting point)
(c) A thorough analysis of the existing Naval regulations and policies that tend to create and complicate personal problems.

(d) Consideration of a clear-cut plan whereby new Naval regulations can be studied from the social standpoint prior to promulgation, in order that personal social problems arising from future regulations may be cut to a minimum,

(e) A complete re-examination of the Divisional System with a view to bringing it up to date in keeping with changes and developments within the RCN and within civilian communities. (The applicability to the RCN of industrial research in personnel relations and man-management should be fully explored).

(f) A review of recruiting policies related to financial and family circumstances,

(g) Consideration of plans to enable Naval wives to develop a greater feeling of esprit de corps and pride in the Service.

(h) Further exploration, at both the national and local levels, of ways and means of developing within Married Quarters Areas resources equivalent to those in urban areas - e.g. resources for

social work counselling for marital difficulties, homemaker services for substitute care of children, recreational programmes for mothers, etc.

(i) A study of the recreational resources for Naval personnel and their dependents in all Commands
--resources within the RCN and within civilian communities.

(j) A study of medical and hospitalization insurance plans for dependents of Naval personnel.

(k) Further analysis of the role of Welfare Committees and Town Councils with a view to making them more effective,

(l) The completion of this current study on the existing procedures and resources for preventing and
alleviating personal problems of naval personnel and their families with further exploration in all Commands -- namely, in Supplementary Radio Stations, the remainder of Naval Divisions, HMCS "BYTOWN",
HMCS "NIAGARA", HMCS "NIOBE",

(2) PUBLICATIONS

(a) Increased dissemination of information on the existing procedures and resources for handling personal
"off-the-job" problems. e .g. A Welfare Manual correlating all regulations anal information on matters
affecting the well being of Naval personnel and their families. This should be circulated throughout the
Fleet as well as to community ministers, doctors, lawyers and social workers when necessary.

(b) A pamphlet on the available resources for handling personal "off-the-job" problems in each Command.
This should be circulated to all Naval personnel and their wives.

(c) A pamphlet on budgeting -- for circulation through Divisional Officers, Chaplains, RCN Benevolent Fund,
Public Health Nurses, etc., to all Naval families who are interested.

(3) COURSES

(a) Increased emphasis on human resources and the importance of personal welfare in all RCN training
programmes for officers and men -- especially in leadership courses for Divisional Officers.

(b) Voluntary courses for Naval wives on the role and purpose of the RCN.

(4) PERSONNEL

(a) Divisional Officers should continue to assume the major responsibility for personal. "off-the-job" problems

of Naval personnel.

(b) Chaplains, Medical Officers, Psychiatrists, Public Health Nurses, Personnel Selection Officers, Legal
Officers should continue to assist with such problems and provide professional consultation and advice
when applicable.,

(c) The existing community resources for handling personal problems -- that is community clergy,
doctors, lawyers, public health nurses and social workers ----should be utilized to the greatest extent.

(d) Because of the Canadian wide net-work of DVA Offices as well as the quality of service that DVA
has provided since 1952, all ships and establishments should be strongly encouraged to use the services of this agency to a much greater degree, particularly when reports on home circumstances are required.

(e) A new specialized branch of personnel should be established as an integral part of the RCN
-- professional social work.

The aim of this new branch should be to provide within the RCN a professional consultative and advisory
social work service as well as to ensure clear-cut liaison between the RCN and the community on, social
problems.

(f) As a beginning of this plan a minimum of four professionally trained social workers should be
appointed to the RCN as follows:

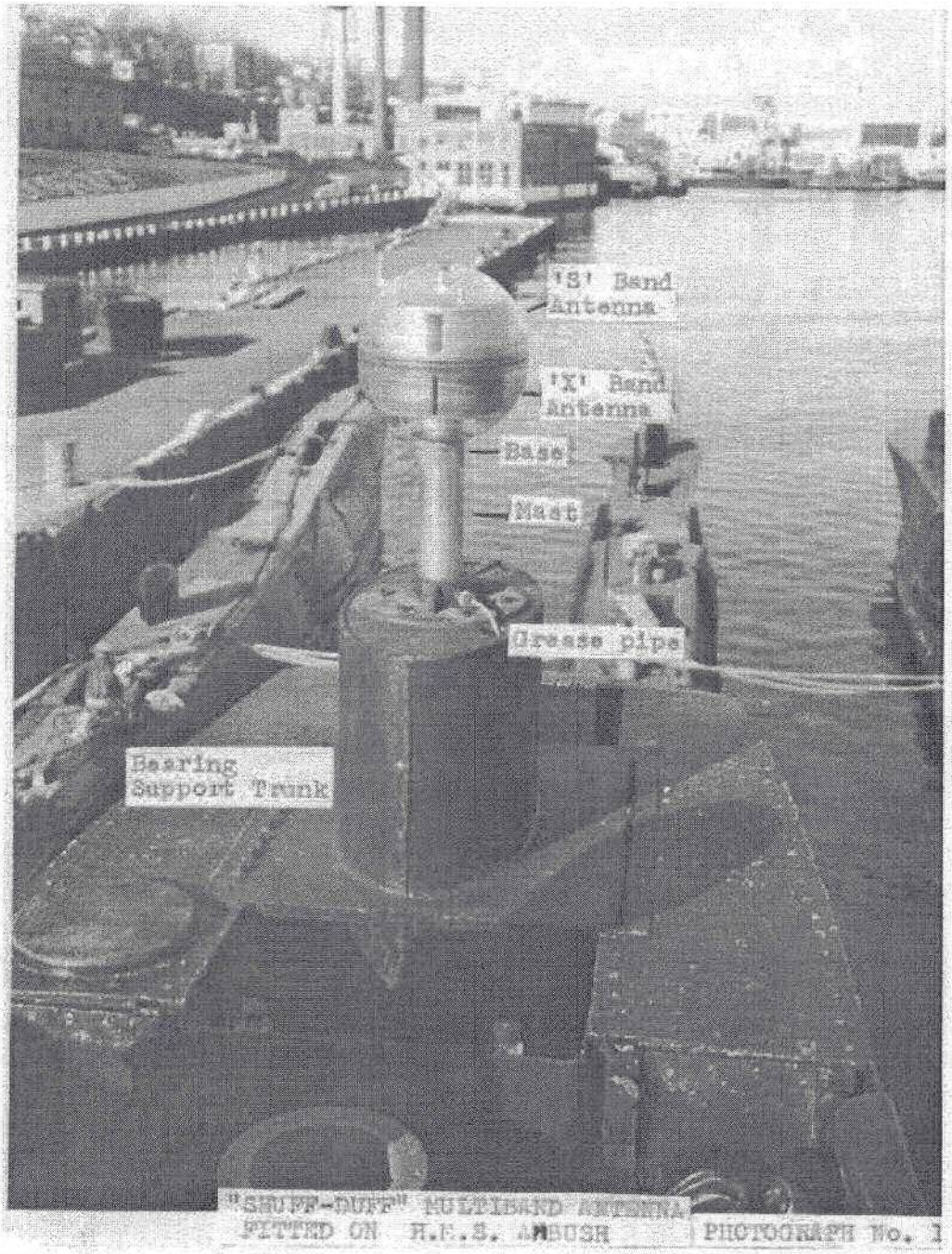
Naval Headquarters - 1 Senior Social Worker on the Staff of Naval Personnel.

Atlantic Command - 2 On the Staff of Flag Officer Atlantic Coast.

Pacific Command -1 On the Staff of Flag Officer Pacific Coast.

(g) On the administrative level, the Tri-Service Social Welfare Committee, composed of representatives of
the three Services and consultants from the Canadian Welfare Council and Department of Veterans' Affairs, should meet on a regular basis.

(h) On the advisory level, a technical Advisory Board, composed of representatives of Department of National Health and Welfare, the Department of Veterans' Affairs, the Canadian Welfare Council, the Defence Research Board, and representatives of the three Services should be set up to continually explore ways and means of improving welfare services of members of the Armed Services and their families and advise the Ministers or Deputy Ministers, as appropriate.



SHFDF Antenna, designed by Harry Hughes, which won an award from the Lott Inventions fund

Appendix C

Tom Dowling's one-man Hydroplane control and other Technical activity

As his Electrical Artificer (Don Hardy) mentions in an earlier Chapter, that Tom Dowling was "a bit of an inventor",. But his *tour de force* was almost certainly his one-man hydroplane control, developed and tested largely, I believe, while snorting in foul weather, and while doing trial runs for the SOSUS array at Shellburne.. After EA. Hardy had recorded the story of how "the elastic broke". Tom was asked if he could re create his invention for posterity, to include in this story - just in case it gets overlooked elsewhere. He replied within the month, and here is the story. A former submarine Chief ERA, Paul Connolly, has produced an Artist's impression from Tom's description, and one dimensional drawing.

In Tom's words:

"I have tried drawing out the one man control system but am finding it very difficult as it is in 3 dimensions. I might try doing, say, the fore-planes only and indicating that the after planes are the same but opposite.

Anyway to the text: certainly the elastic broke, once I remember, but possibly twice. The elastic counterbalanced the weight of the system which mechanism and therefore weight was wholly forward of the aft anchor (and pivot) for the whole system. A counterbalance weight or spring could have been used but elastic was perfect for a prototype so long as it did not fail. It was the same elastic as that was used for the aerials above deck.

It did not matter if the elastic broke as by the release of two butterfly nuts the whole system dropped to the deck and the planes were now in 2 man control as before. We used to practice this and my recollection is that we had to go into 2 man snorting, from time to time, and I don't think the Engine Room knew anything about it. I do not recall us ever surfacing unintentionally. It only took about 5 seconds to revert to 2-man.

I used initially to ask and record about six to ten identical questions to each planesman as they came off watch and I do not recall any of them (except the same T.1.) who did not prefer it to 2-man, especially with time. The thing was there was no conflict. Although you could move the planes together i.e. \ / both to rise or dive or \ \ fore planes dive aft rise to take her down level (the system was biased to give greater movement to the fore-planes when the joystick was moved up or down without tipping, in practice virtually all movements were what I called ding-dong. In other words if the fore planes were put to rise the inevitable compensating after plane movement to keep her level followed a few seconds later. Actually what happened was that the fore-planes became increasingly less used; more as a trim tab. The effect was that whilst the normal error in depth keeping was the same as ever - one foot either side of ordered - the wave length of the hunt round this ordered

Another great benefit was the extra silence. It is quite extraordinary how much difference the removal of one man (and his occasional gabble to the other planesman) makes. And the feeling of space round the periscope. Sight lines for the passing of orders and hopefully silent signalled replies are clearly better with one man removed but the effect seemed more than

one would expect.

One measure of the confidence of the planesmen was seen in the depth changing. As a rule depth changes with 2 planesmen were at 3° or 4°. Without specifying, our changes took place at 6° to 8°. We used to depth was far greater perhaps four times. The task of the officer of the watch was much simplified as there was altogether less movement of the planes and the trim could be easily seen.

Do zig zags in depth and course for Athabascan working up. No! Algonquin - anyway the NEW one). 60° course and 300' to 500'. With our system the time or wave length was so much shorter in depth terms. Another thing was the gradual pull-out to depth or ascent became much sharper with the depth attacked at 6° or 7° until the last minute and then a precise pull out bang on the ordered depth, rather like a classic come - alongside.

Of course we were facing sideways as the system was a modification of the existing and also capable of reversion to, but no way would one choose to face sideways. However one still had the problem of presentation. With one-man one must be able to see the position of both planes, the depth and the angle in one eyeful - (head up display on a fighter). With the standard arrangement these displays were not close enough to each other to see even through the corner of the eye. I realized that with one man he must be able to see everything (at least at periscope depth) without moving his eyes i.e. head up display. So instead of the bubble, but additional to, I had a perspex submarine edge bit which tipped controlled by a pendulum weight with the bow on a scale. The movement was geared about 2 ½ to one I think so that one degree was easy to see - it might have been more.

The plane indicators were also in perspex edge-bit with scales at the inside ends. These were fed from the Admiralty indicators the only real difference being that they were edge-bit and close to the needle showing periscope depth. The thing was the tipping submarine (for angle) and the plane indicators were all in perspex and were directly in front of the needle of the depth gauge at periscope depth, so all were in one eyeful and only a slight change of focus required to read off any of the three. Of course, once the depth changed the depth element i.e. needle went away but at depth accuracy in depth keeping was both easier and less important.

I know that the tipping S/M to show angle has been used in nuclear boats but I do not know the modern usage. I know they face forward (obvious) but the presentation is not known to me. I went round one of our Polaris boats in Rosyth (only because I was involved with the radioactive clean out business in a very small way) and although most things were in place the presentation of depth, angle and planes (and steering) was removed. Everything flammable had gone. The same applied to modern diesel boats lying in a scrap yard here in Portsmouth. When they were newly laid up and still suitable for a civilian party which I went to I looked for the same presentation - but no, same thing.

When we paid off at 'Dolphin' FOSM's Staff Officer Material took me in (Chimp Clayden) to his office for 3 hours! Debriefing on one man control. We had done 7 or 8000 miles on it like 2 normal commissions and the fact was it was easier both for the planesman and the trim officer. Quoting E. A. Hardy snorting was hard on the planesmen, period, never mind the sys-

Survivors of the Fire in the chief's Mess

tem.

On the subject of battery problems the thing was we were working much harder than UK or USN submarines and so it was like being into a third commission after the first year. I was on a little committee at FOSM before sailing looking for omissions in Baldy Hezlett: plans for SM6. We only spotted one and that was a projector for each boat as they would seldom be together. This way we got 3 times as many films. The normal ration of one for every three boats would have been hopeless. One thing though was in the specification and that was a spare battery and battery shed in Halifax was a requirement. The Canadians chose to economize on this and our second commission battery failed. After that they asked to be sent only boats with new batteries. I suppose we suffered the cost.

Although USN Submarine Albacore the one-off fast new shape boat was one-man control she could only move the planes differentially really just to control the angle. The boat really flew and if heavy at slow speed she would have to swim bow up. Ours was the first system where all 8 possible movements could be used i.e. fore planes up and down, aft up and down, fore up aft down (both to rise), and fore down and aft up, both up and both down. I don't know whether the ordinary modern boat nuclear or not is one-man but I suspect it is.

One or two bits of history. It all started with my fury at the way "they" kept on adding bits to submarines. Each bit meant 3 more watchkeepers (one for each watch) but they never made any changes to compensate. For a snorting 'S' boat, and the extra numbers made the boat very uncomfortable to I wrote a letter proposing 4 changes (12 men) of which 2 were one-man planes and automatic steering. The other modifications were in the Engine Room department. Of course the thing was pooh-poohed. Anyway that is how it began - how to make an 'S' boat more habitable. So I made a crude system for 'Selene', my boat, and it worked but it was a bit illegal as I swapped the rise and dive hydraulic pipes t the after planes. The depth was shown by water rising in a tube. Crude but it worked and the users like it. Hugo Newton, First C.O. of Selene saw it (He always sat in his own place as far as he was concerned Selene was HIS), and sent me straight up to the Admiralty. There the Time & Motion Unit (3 boffins were free to attack any time and motion madness in the navy and one of three only they had targeted was one-man control. They had a set-up with people following pointers for simulation but the basic idea was the same as mine. I confirmed their aim.

Then I did my gens and had plenty of time to think it out properly. The actual design was done at the H.Q. at Londonderry when I was a controller 1 in 3 and at night v. quiet. It was done there.

Having got the system worked out, but impossible to design in detail I awaited my arrival at Devonport to find 'Astute'. The thing was you could not design in detail until you had an ACTUAL to get the dimensions to fit. There was also the small matter of the siting and welding in place the bracket for the pivot which was the system's fixed point and also anchorage to the hull. The whole point was that I could not ask anyone to produce the system *in toto*. First it was too much for a rabbit and also no-one would have liked the responsibility. So I divided the job up MCD this but MED that, then working up I got Cdr. E. in the depot ship (St. John) on my side and he farmed out various bit behind his senior engineer's back to different Tiffies, and

even the shipwrights did some I think. So no-one did v. much but when all the bits came together (Not v. much really) I was able to put it together and try it (myself initially). Captain S/M (I forget who) warned me - it must work or curtains! Anyway passed us out and Bertie Pizey at Dolphin roared with laughter but did not actually disapprove. The point was I had not altered the Admiralty design (apart from the welded bracket). Everything was added and with the release of two butterfly nuts back to normal.

I used to make the same point in Norfolk or New London. They (USN) would not have dreamt of such modifications but I pointed out I had only added and at risk. Our people were a bit more flexible than they were.

It was permitted to be fitted to other boats as a depot ship A & A but the only one I actually saw was not to my drawings. The rods were thinner and so the whole thing felt floppy & tinny and I belief they omitted the presentation or at least part of it. They had a helicopter watching the periscope, fixed, at periscope depth to see how the one man system worked in practice. What an absurd way to assess an inferior flawed copy of a system.

Because we always had 3 men out of the watch bill we used to give them stand offs so every few watches you stayed forward. In Bermuda we used to land 6 and take 6 soldiers for the week. The soldiers did Control Room Messenger and helmsman and the sailors shooting and swimming. I suppose, all made easier by our one man system.

When you think that this mod. Could have been made years before and you think of all those sailors not required with their families and others in spare crews, etc. and you think of all the extra comfort that fewer men make it is sad. The cost was really minimal.

I believe Smith's Industries were given a development contract and the display side of it would have been easy for them.

There we are. I am off to get copies done so that if you have a query I will know what you are referring to.

SOME OTHER TECHNICAL DEVELOPMENTS

In addition to Tom Dowling's fertile and imaginative approach to hydroplane control, Others were encouraged to approach technical problems in a new light.

ECM gear had been developed, to some extent, by Jim Percy, who had a strong association with Cossors' Chief Engineer, Arthur Levin, and Nick Carter, their general Manager. This association was passed on to Harry Hughes, who relieved Jim as Squadron(L) in the spring of 1956. Harry developed an antenna which gained him a Herbert Lott Award for Inventions

He also fitted the first Cathodic protection to a submarine, , with the assistance of a Dr.. Barnard (?NRE), though it was fairly commonly found in the RCN ships at the time.

Other less successful efforts included a whip aerial for the snort mast and an all round sonar display adapted from a piece of aircraft gear.
According to Richard Harvey, who was (Squadron (E) with Harry :....
....."Harry Hughes and I made successful applications to the Lott Trust for "inventions" .His was for a SHFDF antenna in a plastic sphere which fitted on the seaguard (I think) radar mast, mine was for a through bolt tube extracting device for speedy repairs to the cylinder heads of Admiralty Engines. I got 20 pounds. I don't know what Harry got...."
Harry has forgotten, and efforts by the Editors to find any official recognition or announcement of the Awards has yielded nothing.

Mike Collis also developed an antenna buoy, that would allow a submarine at periscope depth to communicate with aircraft - but, though tested (and illustrated here), it was developed no further.

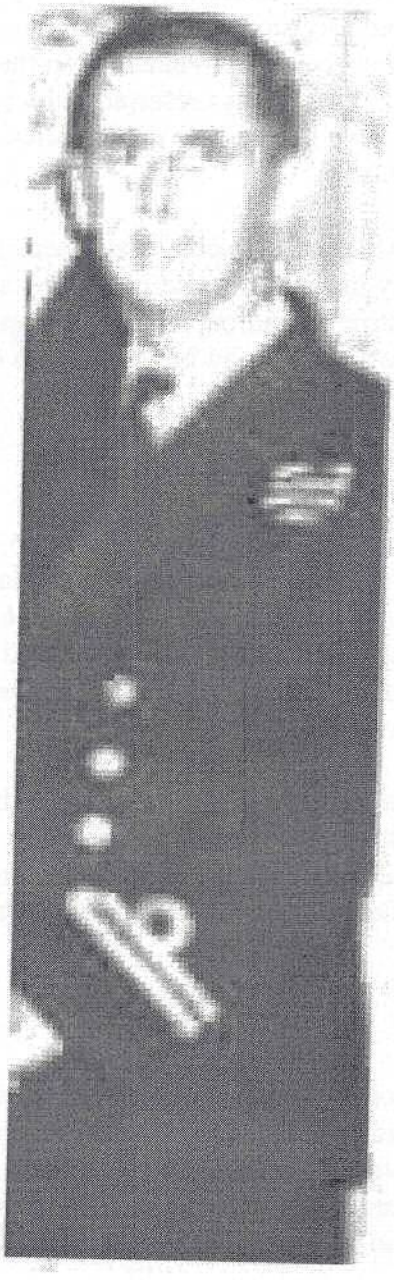
Appendix D

Thoughts from the last Raj

When it was decided to set down the story of the Sixth Submarine Squadron/Division, as many of the people who had been involved, and whose addresses could be found, were asked to contribute. Some were reluctant, but most were enthusiastic, as Halifax had, for the most part, been a happy experience.

John Hervey was the last Commander SM6, and one of the most enthusiastic supporters of the project. His contribution, I think, deserves an Appendix of its own, and is reprinted here *in toto.*

The redoubtable Eddy Endacott



Not only was he responsible for much of the submariners' success on the Soccer field, but he was largely responsible for getting Alaric's propeller airborne!

THOUGHTS FROM THE LAST RAJ

By Rear Admiral John B. Hervey CB OBE
Commander (S/M) Sixth Submarine Division
(1964 to 1966)

Coverage of SM6 in the RN Submarine Museum Gosport is certainly not good. I fear much the same could be said for most of our overseas based Divisions and Squadrons - in so called Peacetime. For example, there is nothing about the boats based in Weihaiwei in the inter war years nor their depot ship - also HMS Ambrose I believe - but always referred to by my father as the Tosspot Maru! - which suggests that there must have been a few good stories about social life there - just as there are about submariners in Halifax.

SM1 in Malta in the 50s and 60s, under Captains (S/M) like Jackie Slaughter, is also very poorly represented, but not without some social history interest to those of us who served there. Even the very real operations of our Seventh Submarine Squadron, based in Singapore, during confrontation with Indonesia, are not covered. However, this may be due to MD reluctance to declassify the patrol reports, rather than lack of material.

Background to my SM6 time

As SM6, I relieved Commander Ken Vause in the Fall of 1964 and handed over to Commander Ed Gigg RCN, in the spring of 1966, when he arrived to form the new Canadian First Squadron. I had had HMCS Ojibwa under my command for the last few months as SM6. And HMS Acheron stayed on in Halifax, providing services for the RCN/RCAF after I had gone pending arrival of the second "O" boat. Acheron was administered by Al Kennedy, who had been my SOO, from the time he handed Acheron over to David Eliot.

My departure was the official end of SM6 - hence the presentation of the model - but Al had a lot of clearing up to do after I had gone. The main problem was not finding things missing; but to get authorities in UK to take back a large number of torpedoes and a wide range of other Imperial Stock, which we had in Halifax - but which nobody in UK wanted to hear about, let alone collect!

The Canadian Naval Scene

When I reached Halifax, the Canadian Navy was going through an awkward period of adjustment, which called for them to embrace three new disciplines simultaneously, any one of which would have been quite challenging. Firstly, they were switching to the USN system, where all officers were expected to be able to do all jobs, and go from engineer officer of one ship to command of another - or vice versa. This relies to a degree on having very deeply trained senior enlisted men - the so-called sergeant johnnies - to back up the officers, who obviously cannot be deeply expert in everything.

But, simultaneously, the RCN was moving towards the user-maintainer concept, which often means that the senior enlisted men servicing the equipment, are less deeply trained than

the old fashioned artificers and mechanicians. This is fine if the design of all the kit has been altered to make the maintenance much simpler. It is not good news if you are still running some fairly old ships, which they were. The result was that some of the old engineer officers who had been deeply trained were having to cover a lot of ground, going from ship to ship, to make up for the relative lack of in depth knowledge in some of these vessels.

However, the most serious pending innovation was the third. This called for much closer integration of the three Canadian Armed Forces - Army, Navy and Air Force. Senior naval officers, in particular my first Canadian Rear Admiral boss, were deeply suspicious of this move, believing, rightly as it turned out, that the Minister of Defence's real intention was to force through unification, not just closer integration of the three services - and to do it without any formal mandate from Parliament to amend the Defence Act, which then still called for the establishment of Three services.

None of this impinged much on the people of my division. But it was an undercurrent to everything else going on. And sometimes it seemed to produce attitudes in the RCN officer corps very close to outright rebellion. I well recall the night when the Admiral was dined out in Stadacona. He made his views plain in his farewell speech. And after the formal dinner, several commanding officers of the frigate squadron went aboard one of their ships, to which I also was invited, for a night-cap. The Squadron Commander, Captain "Toughie" McKnight was also there.

Much booze was drunk and the talk became immoderate. Indeed, our host, normally quite a genial French Canadian commander, was so angry - and full of scotch! - that he drew his sword and started slashing at the furnishings of his cabin - to make some point. The cabin being quite small, the rest of us were forced to duck as the blade went whistling past! Eventually, as it was getting light outside, and everyone but Captain McKnight and myself seemed to have either gone to sleep, or passed out, including our host, sword still in hand, I said to Captain Toughie that I hoped he would excuse me if I slipped away in search of some breakfast, because I had to tackle a full days work!

The First Days

Even in my earliest days in submarines, with such stalwarts as Jimmy Meakin and John Humphry-Baker, I had not seen drinking on this scale. And I will never forget my turnover from Ken. He believed in taking his successor to all his own farewell parties, at which prodigious amounts of booze seemed to be consumed by everyone. One day, towards the end, having had the equivalent of at least two tots of rum in the Chiefs' mess, we went up to the Wardroom in the shore base. Here, the officers presented Ken with a pint tankard, filled to the brim with a mixture of rum, whiskey, brandy, gin - and heaven knows what else - all mixed with jungle juice - and invited him to drink it down. Which he did, in one, and handed it back for a refill!

By the time he left, I needed a couple of weeks leave just to recover from the turnover! And whilst he and Joan were still on the road, motoring up to Montreal, to catch the Cunarder back to UK, three things happened in quick succession. First, the spare crew Jimmy came to see me and said: "You know we told you all the CBs were OK" - ominous start - "Well, we've now

found that there are twenty pages missing from the cryptographic operating instructions." - the only CB "they" get really upset about!

Then, it was reported to me that a sailor, who had elected to stay on in Canada after completing his engagement, had been allowed to go off back to UK at government expense just before his first year as a civilian was up. This was in order. But nobody had spotted that he had left, owing fourteen thousand dollars to various firms in the Halifax area. And an irate business-man wanted to see *me* about it!

Finally, I was presented with a defaulter on Day 2, who had been found completely paralytic in "C" Block, our Stadacona sailors accommodation, slumped in a chair, with an empty bottle of spirits in one hand and a cigarette between the fingers of the other hand, which had gone out when it reached the flesh - but without bringing him to! "C" block was entirely made of wood and the old Canadian Chiefs' Mess, a similar block, on catching fire, had been reduced to ashes in eight minutes!

When the accused was taxed with all this and invited to give some explanation, he began: "Well Sir, the *last* Commander SM said he preferred us to get drunk in "Stadacona", rather than in some bar down town!" To which the reply was: "I *am* the last Commander SM and I prefer you to stay sober. Ten days No 11s." The Coxswain and the accused then left my office and shortly afterwards I heard the Coxswain say to someone outside. "Well, the party's over!"

I remember saying to my secretary, Tony Puttick, that I rather wished I could get my predecessor back to give him a piece of my mind. Tony, a splendidly unflappable person, who had coped with sailors going completely crazy in Christmas Island, said:

"Cheer up Sir. If this is the worst that happens during your two years here, I won' be too bad!" Of course, he was right. All this was piddling stuff. And I was just feeling the weight of my first commander level job. Nevertheless, I decided to have a very thorough look at absolutely everything, starting with "C" Block.

The First Rounds

I normally did rounds in "C" block once a month, tackling the workshops or our offices in the other weeks. The first time I went to "C" block I had a good think about fire precautions. The upper storey windows had ropes by them, anchored at the inboard end, which could be thrown out and used to shin down. We tied sacks of spuds to each one and threw them out. To be fair, only one broke. But it was enough to make my point that fire precautions were not to be treated casually.

Whilst in "C" block, I was also a bit taken aback by the - for those days - startling pin ups in the bunk spaces. Some of the girls featured had such prominent chests that they almost defied gravity - as if the picture had been taken with the model standing on her head - and then inverted! I murmured to the Coxswain that it seemed a pity, when many of us were so far from home, that we did not have a few less pinups and more pictures of our own families.

When I went round "C" block a month later, I was pleased to see that all the lurid pictures had gone under cover. But prominently displayed at one end of the mess deck was a large, very official picture, clearly half-inched from outside a military establishment. It was of Air Commodore F. Carpenter, the local RCAF Maritime Air Group Commander. I regret to say that whilst discussing exercises with the CO of HMS Alcide, Simon Conway, and my SOO, Gerry Paul, in the privacy of my office, I had rather slipped into the habit of saying that we must give Uncle Fred's aircraft a good run for their money etc. Such things do not go unnoticed! And under the picture in "C" Block, sure enough, some wag had put a plaque saying "Uncle Fred".

Relations with Stadacona

In general, relations with Stadacona were pretty good, and Ken was certainly right that it was better for our sailors to let off steam there, rather than in the bars down town, some of which in those days were very rough. The only trouble with this theory - apart from the fire hazard - was that the direct route back to "C" block, from the canteen, went right past the Captain of Stadacona's house, and in particular passed under their bedroom windows.

Captain Padmore was fairly tolerant of normal high spirits but one Saturday night, when we were just about to get into bed out at Rockingham, he had clearly had a sense of humour failure, when he rang up to say:

"Your sailors are singing outside my house *again.*"

Up to his point I had not known that this was a fairly regular occurrence. So I was unwise enough to say:

"But how do you know that they are *my* sailors, Sir?"

"Because my daughter recognizes the songs they are singing!" was the succinct reply.

As Miss Padmore was still some way short of her sixth birthday, I thought it wise not to ask what she had actually heard! Instead, I said I would give my duty officer a ring. It turned out later that Miss Padmore had the sort of firmly retentive memory that any prosecuting counsel would give an arm to find in one of his witnesses. She distinctly recalled that the chorus line of the song was:

"Any place on earth will do - Just so long as I'm spare crew." Pretty hopeless to challenge that sort of testimony!

This was such a good story that it prompted me, in March 2003, to try to find Miss Padmore, and ask her to relate, as far as she could remember, her version of the incident. A coast-to-coast-to-coast search ensued, which found her, much as her incisive mind at the age of six would lead one to expect, with an MD and PhD., working as a Research Pathologist in a large hospital. The search had started in PEI, whither her father had retired, and after the searchers

had been called off, Ben Rodgers, who was one of them in PEI, wrote...."I'll be interested to hear her story, as it reminded me that the Alcide crew were regularly barred from the lower canteen on weekends. The routine was to fall in outside C block and march to the canteen at noon on Sunday and march back to the block when the canteen closed. The march was accompanied by a variety of songs. Usually, on Monday morning the boat was informed that the crew was banned [from the canteen] for three weeks. This always worked out well, as we went to sea usually returning three weeks later"

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Our Bosses

For all but the first few weeks, my Canadian Boss was Rear Admiral Bill Landymore, whose national and NATO titles were CANFLAGLANT and CANMARCOM. He could not have been more helpful, supportive and understanding. This was good news because, in addition to commanding the Sixth Division, I also had a dual appointment as Staff Officer Submarines on his staff. As such, he made me privy to a great deal of quite sensitive Canadian business - a show of confidence and trust much appreciated.

Bill and his wife Judy were very kind hosts and always went out of their way to introduce us to their friends and make sure that we were made to feel welcome in the local community. Bill was also a marvellous raconteur at any party. I remember him telling what I am sure was an entirely apocryphal tale about the first time in their married life when Judy tried to get out the rust stains put into his tropical white shorts by some ship's laundry. Nothing seemed able to shift them, as she used stronger and stronger bleach. Eventually, she pulled out the plug of the basin and everything whirled round and round and disappeared with a gurgle - leaving two buckles and a handful of brass trouser buttons!

He also told a very good, true, story of the day when he was doing the RN Staff Course at RNC Greenwich and the visiting lecturer was Field Marshal Bill Slim. During his talk, Slim had made quite a point of saying that he thought the then current talk about poor officers pay was much overdone - and that really it was quite adequate. When it came to question time, a somewhat mutinous assembly of lieutenant commanders at the back persuaded one of their number to tackle this point. He said: "Well Sir, we hear what you say about pay. But up here, in Row "M", we are not at all sure it *is* adequate. Would you care to elaborate on that point?"

Bill Slim was too old a campaigner to be caught out by this and said:

"Well I think perhaps the best thing I can do here is ask my aide, Captain ffoulks, to say what he thinks." At this point, a chinless cavalry wonder, with a uniform neck so tight that he had considerable difficulty getting his head round to address row "M", then said:

"Well, act-u-ally, I give it all to my batman - and he seems to manage on it al-right." - a reply Bill had never forgotten.

Smashex and Store for War

Early in his time in Halifax, I asked Bill Landymore if he would allow me to carry out two tests of the Base's ability to support our Division, SMASHEX TWO and Store for War. He agreed and backed me up, even when I called them on two successive Sunday afternoons! We were fairly unpopular with Commander (Support) Atlantic; but we learned a great deal from both drills. For example, when the Smashex was underway, the first thing we discovered was that the oil-seals on the pumps bringing the recompression chamber up to pressure was so slack that we were compressing a misty oil-air mixture inside the Pot, which could eventually have caused a diesel explosion! It was certainly pretty unhealthy for the occupants!

The most important lesson from Store for War was that we had considerably underestimated the time it would take to haul the boats up an inclined ramp on a cradle and the time needed to marry up the torpedo shells in the weapon store with the warheads which were stored miles away at the top end of Bedford Basin. Nothing could be done about the second point because the shattering explosion of 1917 had made the RCN and the civil authorities very wary of having ammunition stored any closer to the Halifax/Dartmouth conurbation. But, when the new Canadian Squadron was formed up, they very sensibly got a synchrolift fitted to speed up the operation of checking underwater fittings before going to war. It also allows the boats to be trundled into a transfer bay for maintenance under cover, in bad weather, which is not unknown in Halifax.

The Battery Spares

The other lesson from the SM6 days, which we learnt the hard way, was that it was quite inadequate to have only a handful of spare battery cells - as we did - especially when the Division was based such a long way from the source of supply. Topping up in Halifax, HMS Alcide put in just a bit too much distilled water in some cells. Normally, this would not have mattered but shortly afterwards she deployed to San Juan in Puerto Rico, for the Spring exercises. The much hotter Caribbean temperatures caused an expansion, which made some of the cells spill electrolyte - and we did not have enough spares to change them all. The new squadron very sensibly built a shed big enough to take a full 112 cell section.

Operating Tempo

Very soon after coming to Halifax Bill Landymore asked to be briefed on which he, as the Maritime Commander, could expect from the Division. Gerry Paul and I said that we would guarantee that at least 50% of the submarine time in SM6 would be spent exercising at sea for the benefit of the RCN and RCAF Maritime aircraft. And that we would accept up to 65% of their time being spent away from Halifax. This was needed because sonar operating conditions off Halifax, in those days, were so poor that much time had to be spent getting to somewhere more profitable - say off Bermuda or San Juan - if one was not to waste exercise time.

In return, we asked for three things:

- 21 days per year for pro submarine training - 14 if it was made near our war areas.
- **Complete freedom to plan our own visits programme.**
- **Prior consultation, before any submarine was committed to a very distant deployment from Halifax - i.e. Bermuda or San Juan were routine, but South America was out of routine.**

Bill agreed unconditionally and as Gerry was a very good staff officer, the boats always had splendid programmes, and their visits were mouth watering: Fort Lauderdale, Montreal, New York, Baltimore - all absolutely splendid. It was hard work but also great fun. And I am sure that thought would be echoed by anyone who served in the Division.

The longest deployment we did was to send Acheron with a Canadian Group Deployment let by HMCS Bonaventure - a light fleet carrier - all the say south to Rio de Janeiro. Although the "A" boats were designed for long surface passages, when this deployment was suggested, I did warn Bill Landymore that sending Acheron quite so far afield was risking having her break down badly a long way from our support facilities. He said: "Right. I have completely accepted responsibility for taking that risk. Now, tell me, what can we do to minimize it!?"

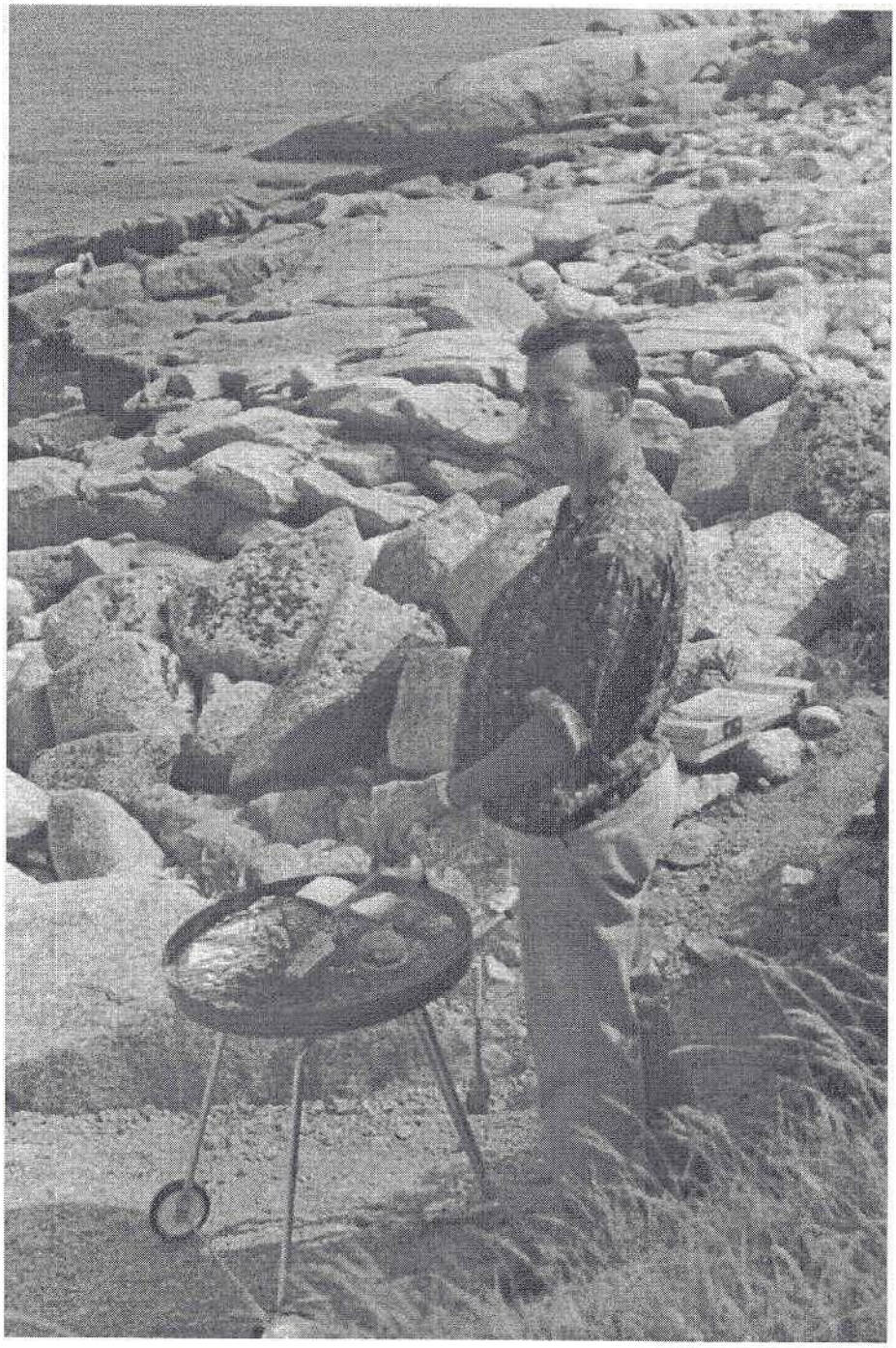
I suggested that he invite Commodore O'Brien in Bonaventure to limit his daily advance to a speed which would allow Acheron to run on one engine only, whilst heading for the next exercise rendezvous, and meantime carry out maintenance on the other one. This made for a fairly stately progress, but they got a lot of exercising done en route and we got our boat back in one piece.

Scruffy O'Brien was quite a character and when I flew down to San Juan and travelled back with him in Bonaventure, on the last leg, he treated me as a sort of court jester - making every meal a contest in swapping more and more improbably stores! He had obviously enjoyed being let off the leash in South America and seemed almost depressed the night before we got back to Halifax. But then he suddenly brightened up and said:

"Still, there is one thing one can say for Halifax. It's the only place in the world I know, where you can get it for a bag of dirty dhobi!"

The HMS Alaric saga

Until HMS Acheron Arrived we only had Alcide and I asked FOSM if he could send us out a temporary gap filler to help with the Spring Exercises off San Juan. He sent us HMS Alaric. But this was to prove more of a challenge than a help. Having completed an Atlantic crossing and had a maintenance period in Puerto Rico, it was some time since Alaric had caught a trim. So, once in the exercise area, they took way off the boat and dived fairly gingerly. However, far from being heavy, the First Lieutenant, Tony Harris, found that no matter how much water he flooded in, he did not seem to be able to get the boat down.



Gerry Paul relaxing on a beach in Nova Scotia

Eventually, as they were scratching their heads, the POEM came into the control room and said:

"I don't want to say something silly Sir, but we are doing 250 revs on the port shaft but we are not using any current. I suppose the port screw is still there?!"

Alas, it was not. It had been put on in very cold water, somewhere in UK, and had not been fully flogged home on the shaft. In the much warmer water of the Caribbean, expansion had taken place. And the act of going astern on the port shaft on arrival in the exercise area had caused the loosened propeller to unwind itself off the shaft. Murphy's Law then, of course dictated that it drop into thousands of fathoms of water. Moreover, whilst trying to get back alongside in Roosevelt Roads, using only a single shaft, they had taken the catamaran rather heavily and split one of their starboard ballast tanks. It was a very crestfallen CO, Neil Shacklock, who greeted me when I finally got there to carry out what was now two inquiries!

We had a spare propeller in Halifax - somewhere under the snow - but the real problem was how to get it to San Juan in a hurry. Eventually, we persuaded Uncle Fred, who like many RCAF officers was very can-do, to agree to it being flown down in the bomb bay of a Neptune aircraft. I have to say that the pilot was less keen! But my Division Marine Engineer, dear old Eddy Endacott, pointed out that the weight of the propeller was a good deal less than a full load of bombs. So we got it up into the bomb-bay, using three fork lift trucks and it was secured in place with four heavy wire strops and bottle-screw slips.

It was a relief to Eddy to see the aircraft climb off the runway but almost at once the pilot reported that he was not able to trim his aircraft for level flight! The propeller was too far aft in the bomb-bay and the pilot was keen to land on again. But before he could do that he would have to use up a lot of the fuel in his after tanks. Ground control sportingly pointed out that if he was going to have to lose fuel anyway, he might as well use it up, flying down to Roosey Roads! So that was how it got there.

However, we were not out of the woods yet. Because, although the US Navy divers reckoned that they could clean up the shaft and fit the propeller, there were no fork lift trucks at the airfield for unloading it. Luckily there was an old disused nissen-gothic hut, in which we found a mass of very verminous and malodorous mattresses. With some ingenuity, Alaric piled these high, up under the bomb bay, and with a four-three-two-one- SLIP, the bottle screws were knocked off and the propeller thudded to the ground. It was slightly battered as a result - but good enough to get them home.

Liaison with the USN

In addition to working together off San Juan, we encouraged the US submariners to come and visit us in Halifax. To our surprise they accepted like a shot and sent four Fleet boats of the 22nd Division up from New London. We thought we were giving them a pretty poor swap for Fort Lauderdale. But to our surprise they thought it a splendid visit, which just goes to show that the other chap's grass is always greener etc.

Their DivCom came too, a very nice chap called "Swede" Tollefson, and one of the COs was Pete Fullenwinder, who I met again many years later when I was in Washington, and he was with General Dynamics. At the time, the USN was working extremely hard and they seemed to have a philosophy whereby top management frowned - or was thought likely to frown - an any officer who took all his due leave. I recall that when the FOSM, Bertram Taylor, returned from a visit to the US in 1959, he reported that he had asked a senior officers wife, at a cocktail party, where she and her husband were going for their holiday. She said: "My husband has not taken a holiday for twelve years." Bertram's comment was: "I would not put any faith in the judgement of such an officer."

Perhaps as a result of such attitudes, there had been a number of rather tragically young US Navy officers suffering from heart attacks and strokes. I had heard this but had forgotten it when, one day during the visit, I said to Swede: "You know it came as a bit of a surprise to me to get rated up to commander; but now I am there I have started to think about this promotion business quite seriously. What does one have to do to get to be an admiral in your navy?" "Gee Jarn" he said "I guess you just have to live that larng!"

As a result of this visit, I was asked to pay a personal return visit to New London, where I was very well looked after by their Commodore. They all seemed to start work incredibly early in the morning, but having got to the staff office then just stood around drinking coffee and chatting, because until the overnight signals traffic and mail had been processed there was nothing to look at anyway. One could not escape the feeling that they had only come in so early just to be seen to be there. I am afraid that I said I would be working Imperial Hours - and coming in from the BOQ at about 0900, having had a civilized breakfast. I did not seem to have missed anything.

One of the days I was in New London, the Commodore kindly took me as his guest to a special lunch given in the Senior Enlisted Men's Club. The club had asked as their Principal Guest a particularly well known US Baseball player of yesteryear. It was not Babe Ruth but someone of that calibre. It was a very convivial lunch. The USN may be dry at sea but it more than makes up for it ashore. Everyone was plying the great man with booze. When the time came for speeches, the poor chap had a job getting to his feet and the Commodore said to me in an aside:

"You're just about to hear one very extinguished hero!"

Cold War Experience

There were no occasions, during my time as SM6 when we had to send the submarines to their war patrol areas for real. But the Maritimes HQ was constantly on the alert for visiting Soviet AGIs and submarines. At one stage they invited private citizens to be on the alert for seeing submarine periscopes and offered a small prize for reportings. This, predictably, resulted in a huge rash of unconfirmed sightings! Keeping track of the Soviet AGIs with also anything but easy in the 1960s. Now there may have been serious over fishing on the Grand Banks but in those days there were still trillions of fish everywhere. And hundreds of trawlers catching them. The AGI had excellent cover. An idea of how rich the fish stocks were in those days can be

judged by one conventional submarine report of using the Type 186 Line Array in the area. In just one circle he recorded 15 Grade 3 Broad band crossing contacts - normally only produced by very noisy ships - yet in this instance every one was just a huge shoal of fish on that bearing.

Keeping the Troops Occupied

When the submarines were at sea, the Base Support team and Spare Crew had a good deal of time on their hands, hence the high jinx in "C" Block and the drinking. So we tried to interest some of them in using the time to get extra educational qualifications. Our most ambitious attempt was an "O" level in English Literature for an AB. One of the prescribed books that year was *My Family and Other Animals* by Gerald Durrell. And for some months we used to have extracts from the book being quoted at us in the staff office. Eventually the time came for the exam, which we had to invigilate. Before sending off the completed paper to the UK examining board, I had a glance through it to see how the candidate had tackled the questions. One of these was: "What was your impression of Hercules?" The answer given was "Hercules, the parrot, was always good for a giggle!" I do not know what the examiners made of this. At least it was succinct - and accurate, if one made allowance for the naval vernacular. But anyway the candidate passed with flying colours.

Other Recreational Pursuits

Since it was so popular locally, we all tried our hands at ice skating and ice hockey. But it was rather depressing to see small boys come whizzing past at about 80 knots, going backwards, as one struggled to stay upright; which I found quite difficult even with the help of having an ice hockey stick as a third point of contact with the ice!

More successful was our venture into ice yachting, a very exciting and tremendously fast sport, since there is virtually no frictional resistance to show down the yacht. I did question whether it was not perhaps a little too hazardous on one occasion. But the every imperturbable Puttick pointed out that it took such a huge effort to clear the snow off the ice before anyone could start, that natural laziness normally dictated that only a quite small operating area would be cleared - thus limiting the terminal velocity and disaster potential. And so it proved.

We did not only learn new games. We also taught soccer to the locals, thanks to some excellent work by Eddy Endacott. Eddy's best achievement was the setting up of a soccer league in Nova Scotia for which he did a huge amount of refereeing and committee work. I dwelt on this a good deal when putting in his nomination for an award. He thoroughly deserved his MBE for all sorts of other reasons. But it did occur to me that his great and successful efforts at building good relations with our Canadian hosts down in the Maritimes might just have caught the eye of those who decide these things - in a year when HM was received in Montreal rather less than enthusiastically.

Dealing with the Media

Generally, we got a reasonably sympathetic press and our submarine crews were particularly popular when they went down to Bermuda. Of course, these things are seasonal. In my

time in SM6, some visiting RCN surface ship sailors had recently rather overdone their run ashore in Bermuda and were in the poo with the locals. So, unlike when I took HMS Oracle to Dartmouth UK, when everyone said: "I do hope you wont be like the last lot of submariners we had here!" - and it took three days to find out what they had actually done - namely take the College Gates off their hinges and deposit them in the river Dart! - here in Bermuda they were saying "Thank goodness your chaps aren't like that rough lot of Canadians we had here recently." It could so easily have been the other way round - but it was not.

The only media event of which I was rather nervous was an invitation by the local radio station to do an interview with their anchor man Joe King. At the time, the Canadian Parliament were debating at some length what the new Canadian national flag should look like. And Joe had an item in each of his morning broadcasts in which he was soliciting the views of imaginary Canadians around the world, regarding the latest proposal. Some of them were very sharp, but witty. One day, he was allegedly talking to a backwoodsman in some very Brit part of Canada, who said: "Gee, I don't mind what the colours on the flag are - so long as there is room on it for a picture." And Joe says: "A picture Stan? A picture of what?" And Stan says: "A picture of a beaver peeing on a frog!"

Then at one stage, the flag was going to be an all white flag with just a single red maple leaf in the middle. The next morning, Joe was allegedly in Cyprus, talking to the Canadian contingent of the UN peacekeeping force, who were having a fairly tough time as pig-in-the-middle, between the very excitable Greek Cypriot and Turkish Cypriot enclaves. There was a sound of small arms fire in the background and then a voice says:

"What's that you said? An all white flag? Yeah, we sure could use that around here!"

In the event Joe gave me a very east time and just asked how my people were enjoying themselves in Canada. To which I was able to say, without having to think, that they were enjoying themselves enormously.

The Final Kindness

One of the couples who went out of their way to be kind to us in Halifax were the Pratts. Commodore Jim was Bill Landymore's Chief of Staff. Not long before I was due to leave, he sent for me and said:

"I shall be drafting your S.206 for the Admiral fairly soon. What do you want him to say?!"

This seemed too good to be true but I replied:

"Well, I don't think there is any point in talking about my submarine capabilities. Because you are not experts on that. But what would be useful - if Admiral Bill can bring himself to say it - is to mention that I got on OK with you guys."

Some five years later, when I was on FOSM's staff, the Chief of Staff, Gordon Tait, one

day suddenly said to me:

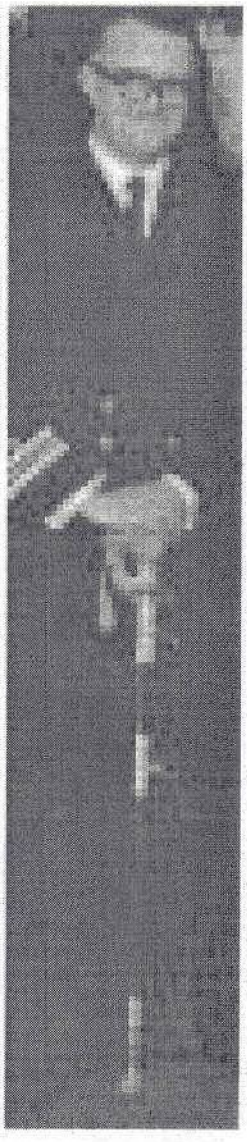
"What did you do when you were out in Canada?"

"Nothing much" I answered carefully, meanwhile wondering what misdemeanour of mine might belatedly have come to light.

"Well" said Gordon, "I have looked through a very large number of S.206s since I took over as Chief of Staff, but yours is the only one I have ever seen, where someone got a 9 for tact!" I thought to myself: Good on you Jim Pratt. You were listening. Because it is not just a question of living that long. You also need a friend or two along the way!

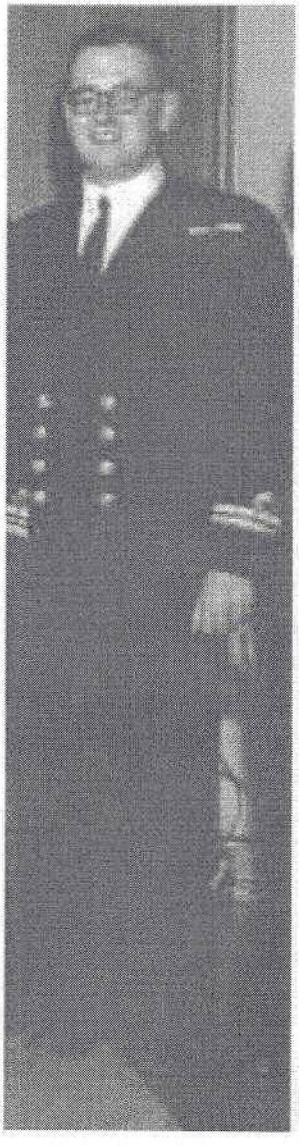
Two of the Pussers

Bill North



Who was the first

Tim Simpson



Who expressed the Pusser's view

Appendix E

Gerry Paul's Halifax

Gerry Paul was the last Spare CO and SOO of the Squadron/Division and his own description will give the reader a pretty good idea of how much life in Halifax had changed between 1955 and 1966

PAUL FAMILY IN CANADA 1963-1965

1963

Summer After serving in HMS RALEIGH (post first command ARTFUL/ ALARIC) for one year of a two year appointment, I was offered transfer to Halifax as SOO & Spare CO of 6th SM Division at request of Cdr SM (Ken Vause) who had been my CO (1958-60) when 1st Lt of NARWHAL.

October Gerry & Sue Paul plus daughters Michelle (5) and Lucy (3) took passage in RMS CARMANIA Southampton-Quebec: foul weather throughout crossing, with strong westerlies for most of trip, culminating in a Force 11 after entering "sheltered waters" west of Belle Isle Strait. (As I recall, a longshoreman's strike caused us to berth at Quebec instead of Montreal). We took the very comfortable (and much more stable) overnight CN train to Halifax, where we were greeted by Ken & Joan Vause and taken to a temporary home (in Seaforth Street?). After one month there, we moved out to a larger property with garden in Birch Cove.

I started work as SOO/Spare Crew CO, taking over from Mike Wilson. At that time there were two boats in the 6th SM Division: AURIGA (Ken Bromback) and ALCIDE (Simon Conway).

November I was in the CANFLAGLANT operations room at lunch time on 22nd, when a TV news flash reported the shooting of President Kennedy in Dallas. Everything stopped! Then the room filled, as Canadians, Americans and Brits watched in shock and disbelief as events unfolded.

1963/4

Winter Heavy snow (144") that year made travel to work interesting, even in a powerful 1956 Pontiac with split differential. The Birch Cove house was a somewhat old fashioned property sited on top of a rock up a steep hill above the road along Bedford Basin, about 5 miles from the dockyard. Days started early, trying to dig out the drive way to access the car before the road clearing snow plough filled up the entrance! On several afternoons, severe weather delayed return home until quite late: while waiting for the weather to improve, further hazards were imbibed in the wardroom of HMCS STADACONA.

A particular problem of the Birch Cove house was water supply. There was an old and virtually useless drilled well, with an ancient pump that needed priming several times a

day; and an 800 gallon dug well that had to be filled three times a month by the local fire brigade. In winter, before digging out the car, it was often necessary to fill saucepans with snow to be liquefied on the stove!

Winter continued into March. As I recall, AURIGA & ALCIDE deployed either to the Bermuda are or to points further south in company with RCN surface forces. Much of my time was taken up with air/submarine exercises such as one with the USN and RCAF off Jacksonville, and in making preparations for the major annual Submarine Exercise LONGLOOK to be held that summer in CANLANT waters and, for the first time, conducted from CANFLAGLANT/CANCOMARLANT HQ in Halifax.

In April we bought a second car, mainly with a view to some long distance travel. A pristine 1959 Meteor, with only 14000 summer miles on the clock: it had been carefully polished and garaged every winter by an elderly couple. So, later in the year we were able to take family trips around Nova Scotia, up to Cape Breton and also to New London (via the White Mountains) to stay with USN friends (Cdr Jim Bellah, who took part in LONGLOOK).

Spare CO in Command

During 1964, I had two short periods in Command.

HMS AURIGA

The first was to take AURIGA from Halifax on surface passage to New York for a five day visit (in company with ALCIDE) while Ken Bromback returned to UK for compassionate reasons.

We were berthed in Brooklyn and accommodated in BOQ. Social activity included a long lunch at the New York Yacht Club (after which our hosts plied up with Scotch & Drambuie "rusty nails?"), an evening with the British Consul General and an official cocktail party onboard ALCIDE.

(After the party, I retired to my (bin) cabin to change: where I found the South African secretary to the Bolivian UN Ambassador resting on my bunk. Under the circumstances, it seemed only proper to delegate responsibility for entertaining our visitor to the 5th Hand!)

HMS ALCIDE

Simon Conway was taken ill shortly before a three week deployment, so I took ALCIDE from Halifax to Bermuda, exercising en route with RCAF aircraft and spending two days at St George's before making the return passage. The team in ALCIDE included Terry Woods (lst Lt), Mike Harris (3rd/4th? Hand), Mike Davison (EO) and an ex-Royal Marine Scottish born RCN doctor (Surgeon Lieutenant Jimmy Fergusson).

(The brief visit to St George's included socializing with RCAF/RAF air crew and a return match when the duty officer (Harris) invited a few aviators and their friends onboard: on our return from shore we found Harris + 3 paralysed aviators + 3 charming young ladies: naturally, the party continued until our guests recovered.)

(Recollections of the second evening seemed to be dominated by dogs. Dining in a Hamilton restaurant, Jimmy Fergusson related a story about a wee Scottish lassie and her small

dog called 'Porky' that reduced fellow diners to tears.

On return to St George's, we found the local police Sergeant and his Labrador at the gangway. Having invited the Sergeant onboard, one dog loving officer decided to persuade the Labrador to follow his master via the torpedo loading hatch. Amused onlookers watched as one pair of hands tried to persuade four independently operated legs to be placed simultaneously inside the hatch rim: eventually two pairs of hands succeeded. After a beer, and biscuits for the dog. Sergeant and canine escort resumed their patrol of St George's).

Exercise LONGLOOK

Several RN submarines, including PORPOISE and OBERON class (OTUS?) took part in this major exercise together with USS DARTER and a number of older US diesel boats (and one or two SSNs?). Aircraft taking part included US ORION, RAF SHACKLETON, RCAF ARGUS and RCN TRACKER?. Throughout LONGLOOK, I worked as a Submarine Controller alongside UK, US & Canadian watchkeepers seeking to optimize tracing information from sundry sources: by introducing "bearings only" techniques we enjoyed considerable success vectoring BLUE forces on to ORANGE boats.

The LONGLOOK wash-up was held at COMSUBLANT HQ in Norfolk Va.. (This was at about the same time as argument in Canada was raging over a new national flag. An early front runner, the red/while/blue "Pearson Pennant" eventually gave way to the red/white Maple Leaf, but many RCN officers supported retaining the White Ensign.)

Unfortunately, my recollection of the LONGLOOK wash-up is clouded by memory of an emotional speech by CANFLAGLANT (R Adm Brock?) which mainly addressed the case for not changing the RCN flag.

Commander SM6

In summer 1964 Ken Vause was relieved by John Hervey. Ken was given a rousing send off from STADACONA wardroom that included presentation of a half pint silver tankard: since it was filled with a variety of neat spirits, Ken displayed considerable courage in sinking the contents!

John Hervey acquired a magnificent gold coloured Cadillac. I seem to recall that when wife Liz (not so tall as John) joined him, she had some difficulty seeing over the bonnet.

Sailing

During the summer and fall we formed an SM6 sailing crew to take part in races organized by the RCNSA. We sailed the RCN version of the old 27 ft Montague Whaler that had a fibre glass hull and Dacron sails which made for some interesting races. Having tuned up the boat, we had considerable success - winning the Neptune Cup, Single Handed Whaler and Fall Series in 1964 (and the Frostbite Series, Tune Up Series and Crash Whaler in 1965).

My 1964 Fall Series tankard records that I was "Crewed and Advised by CPO Miller, PO Richmond, Mechanician Hodges and CPO Mead".

Moving house

Also, by the fall we were finding more problems with the Birch Cove house: intermina-

ble concern over the water supply eventually persuaded our somewhat strange landlord to drill a new well but then objects (such as Sue's underwear) started disappearing from the house: this gave Sue an excuse to call in "the Mounties", but we still decided to move. Fortunately, in October a magnificent house in Bloomingdale Avenue became available for eight months while the owner (a pharmacist) wintered in Florida. It was a joy to live in such spacious and well appointed accommodation, with a fully furnished basement and a part time housekeeper who took a great liking to our two girls.

1965

Winter The year started with my secondment to the USN as Submarine Operations Officer for all three months of SPRINGTRAIN '65 .The family stayed in Halifax for most of the time and were fortunate in having a relatively mild winter. (However, toward the end of the exercise, Sue was able to join me for 10 days in San Juan.)

SPRINGTRAIN

We were billeted in BOQ at San Juan, close to the Operations Room from which exercises were planned and conducted.

Each month a different USN Submarine Division Commander was assigned as Commander Submarine Operations (Carvel Blair; Swede Tollefson and Howie Blum).

Surface, air and submarine forces were primarily USN, but also included RCN and H Neth M ships, RCAF and RCN aircraft and twoRN boats - ALCIDE from Halifax and, from United Kingdom, ALARIC (Neil Shacklock)..

A very busy time, with a dozen or more submarines (including TRITON and other SSNs) frenetically rushing about exercise areas either firing torpedoes or providing services to the friendly opposition.

During this deployment, ALARIC suffered the embarrassment of losing a propeller while trying to dive in about 2000 fathoms. On diving, the boat appeared very light aft but, after flooding to compensate, the 1st Lt (Tony Harris) found it impossible to keep trim on the port shaft!

ALARIC surfaced, reported the problem and returned to San Juan where it was confirmed that the port propeller was missing. John Hervey flew down from Halifax to conduct a Board of Inquiry (onboard a USN Depot Ship) which unsurprisingly concluded that the propeller had dropped off. In due course, a spare propeller was dug out of a snowdrift in Halifax and flown down to San Juan slung beneath the bomb bay of a US Neptune.[*See The Alaric Saga in Appendix D*]

SPRINGTRAIN was hard work, with operations round the clock from 0700 Monday to 1800 Friday and post exercise or planning meetings over the weekend, but a few non-operational moments are worthy of record.

(The BOQ in San Juan was a fairly basic but typical two storey building with cabins opening off a long balcony. For some reason the beds were on wheels, and on one occasion a US Naval aviator was applying himself so assiduously to entertaining his lady friend that he

failed to notice that his bed had been propelled on to the balcony: he only realized his predicament when loud cheering erupted from assembled colleagues).

(After a long day in the Ops Room, late one evening a small group of us including ALARIC officers went to see Eartha Kitt perform in cabaret at the Americana Hotel. Surprisingly, we were the only audience! After the show it seemed a good idea to invite Ms. Kitt and entourage down to ALARIC for a drink the following evening, not least because our previous Cdr SM (Ken Vause) was a great fan. Neil and I went to the Americana to escort the group: Neil went off in No.1 car (a Cadillac) with Ms Kitt and two others, while I followed in No, 4 (a Volkswagen). The submarine was berthed on a jetty with USN and Dutch frigates who gave Eartha a great welcome. After a couple of hours down the boat with Eartha, two young dancers, her manager and her secretary/dresser, we tried to telephone Ken Vause in UK so that Eartha could sing to him but since it was by then well past midnight in UK, I recall our attempts were neither successful nor much appreciated.)

(When John Hervey arrived for the ALARIC enquiry we thought it prudent to call on the British Consul General who, somewhat reluctantly, agreed to a call at his residence one evening at 1730.

On arrival we were ushered into a large room set out for some social event. In due course the Consul General entered and, after introductions had been completed, said he was "sorry that he was not able to offer us a drink or cigarette, as his guests were due to arrive shortly".

We withdrew, silently noting how the Dutch Consul General was treating officers of the Netherlands West Indies Squadron, providing them with both accommodation and entertainment at the Caribe Hilton!)

Spring

Back in Halifax, Auriga had returned to UK and had been relieved by Acheron (CO Alan Kennedy, 1st Lt Chris Ward), and I resumed normal work as SOO. During Acheron's absences at sea, Sue and I did our best to soothe the heavily pregnant BJ Kennedy who, in due course, gave birth to Scott. (Some 35 years later we were guests at Scott's wedding).

Summer

Our landlord returned from Florida, and we were obliged to move into a two bedroom apartment for the remaining months of our stay in Halifax. Since the girls did not really enjoy lengthy drives, Sue and I left them in the care of Terry & Margaret Woods while we took a 3500 mile tour via Ontario, Niagara, New York State and Pennsylvania to Washington DC and Virginia before returning up the coast via New London and the Maritimes.

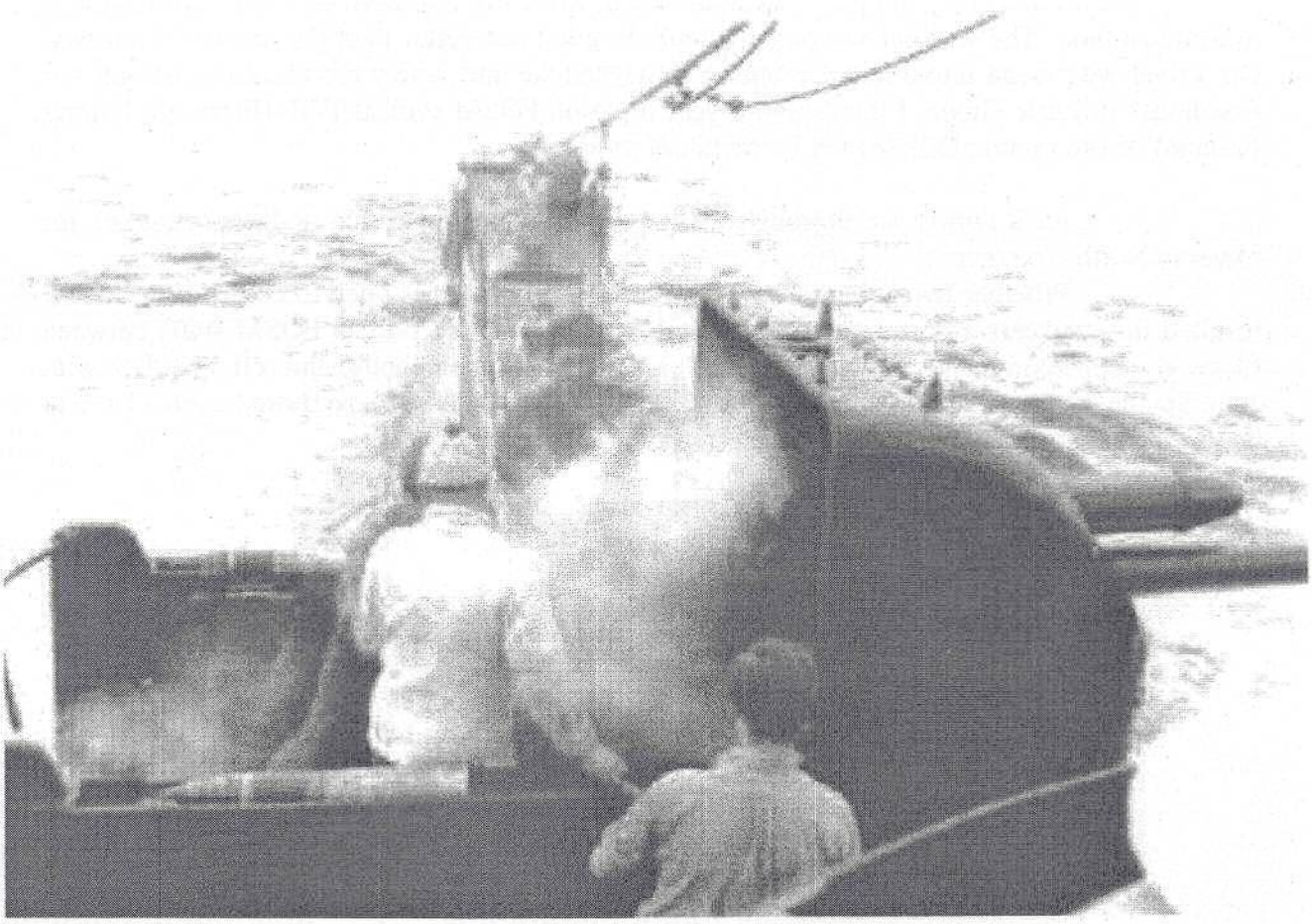
October

Eventually, after a much enjoyed two years, the time came to leave Halifax. Shortly before leaving, I seriously contemplated seeking transfer to the RCN but, noting how many capable ex-RN officers were not making much progress against their native colleagues, decided not to proceed.

We left Halifax by train for Montreal to join RMS FRANCONIA for the return passage to Southampton. The weather was not particularly good but better than the outbound journey. On arrival we moved into a rental property in Alverstoke and, a few months later, bought our first house in Little Green. I then spent a year or so on FOSM staff as FOF (Furniture Officer Faslane) before joining OLYMPUS in the fall of 1966.

As a family we thoroughly enjoyed our time in Canada and opportunities for travel in North America.

Whether two years there was a good career move is open to conjecture, since it resulted in four years ashore (one in RALEIGH, two in Halifax, one on FOSM staff) between first and second commands. However, it did lead to a great second command (OLYMPUS, with John Speller as 1st Lt) and in due course to RESOLUTION (1969-72): so those benefits have to be weighed against any possible adverse effects in the longer term.



Picture taken during a practice shoot in HMS Aurochs

Appendix F

The Pusser's View of it all

Submariners have always been a bit cliquy, but, From the beginning, The Squadron Supply Officer in Halifax played a very active and important Social and Operational role in the life of the Squadron.

Bill North, who was the first, is unfortunately not available to tell what starting up the Department and Office in Halifax was like, but the esteem in which he was held is illustrated by the fact that Mike Goble invited Bill to his wedding, in the hope that Bill could fiddle the Internal Revenue's Regulations about marriages and Income Tax exemptions!

Bill's successors have been able to tell what life was like later, and what they have had to say is included in this separate Appendix.

Tim Simpson wrote in 2003

Pussering in SM6 1958-59

Having travelled to Montreal in first-class luxury in the Canadian Pacific liner 'Empress of France' and onwards by train to Halifax, Nova Scotia, I joined the Sixth Submarine Squadron as Squadron Supply Officer in May 1958.

SM6 was almost entirely manned by RN personnel with only a few RCN officers and ratings. The squadron came under Canflaglant's opcon primarily to provide ASW training for RCN ships. Costs were met by the Canadian Government.

During most of my time, SM6 consisted of *Ambush* (Chin Roe), *Alcide* (Ginger Blacklock) and *Alderney* (Ray Hedgcock). We also hosted occasional visits to Halifax by other RN and USN submarines. The total number of officers and ratings in SM6 was just over 200. Very few were accompanied in Canada by their wives.

SM6 had been allocated the ground floor of Canflaglant's headquarters in Halifax naval Dockyard. These offices accommodated Commander SM (Paddy Gowan), SOO (Bos'n Greig), Spare Crew First Lieutenant (Dick Heaslip), myself, the secretarial office manned by two RCN writers, the Pay Office consisting of a PO writer and a Writer, and the Spare Crew Coxswain who also ran a small clothing store.

The Squadron Engineer Officer (Mike Collis), Spare Crew EO (Frank Chiddle), and the Squadron Electrical Officer (Harry Hughes who was an ex-RN RCN officer) were in a nearby building with workshops and the Naval Stores, the latter being staffed by a Stores Chief and

three junior ratings. About twenty maintenance and spare crew ratings supported the submarines and looked after the living accommodation ashore, transport and provided a motor cutter's crew and berthing parties. We were more or less self-sufficient except for victualling which was provided by the RCN, and shore living accommodation in the RCN Barracks (HMCS *Stadacona*). However, due to a shortage of cabins in *Stadacona's* wardroom, SM6 staff officers had the option of living out, though we retained one cabin for the Duty Submarine Staff Officer.

Regarding uniform, the Canadian summer being generally much warmer than UK, officers' No 5's were hot to wear. Therefore SM6 officers were allowed to wear RCN Khaki uniform. On the other hand ratings were reasonably comfortable in negative jumpers and jackets.

I joined Bos'n Greig and Harry Hughes, whose wife was on an extended holiday in England, in a rented timber cottage on the western side of the entrance to North Arm. This was an ideal spot for the summer. We held barbecues in the garden and swam and fished off a small private jetty.

There was also *Grilse*. This was an ex-German Navy yacht which had been allocated to the RCN as "war reparations" .The RCN officer in charge of her had been sent on a lengthy course in the USA and, surprisingly, could not find anyone in the RCN to be responsible for her. So Bos'n Greig volunteered to be skipper. Thus we acquired a 50 sq. metre yacht and laid out a mooring off the cottage. A stipulation in the terms of the loan was that we should race under an RCNSA burgee - so we hoisted an RCNSA burgee on the port stay and an RNSA on the other. Every weekend we loaded up with alcohol, food and friends, mainly female, and raced *Grilse* in Halifax Harbour, Bedford Basin and the North West Arm. We also enjoyed a great deal of hospitality from the local yacht clubs.

Unfortunately the cottage was not 'winterized' and by November the Canadian winter forced us to move into a house in the town.

SM6 also entered whaler crews in the RCN pulling regatta in Halifax Harbour. Paddy Gowan insisted on coxing the Squadron Staff Officers crew and we were not last!

Of particular note in the sporting field was the SM6 soccer team which had a number of very good players and entered the provincial cup competition. SM6 became champions of both Nova Scotia and the Maritimes and then proceeded to Montreal for the national championships. There the SM6 XI reached the Cup Final only to be defeated by a bunch of Ukrainians from the prairies. Admittedly soccer was not a major sport in Canada and was played largely by recent immigrants and expatriates. Nevertheless SM6 team's performance was exceptional for a bunch of seafaring amateurs.

In the winter we went ice skating on nearby lakes and on the North Arm. The latter froze solid at the northern end near the Rotary. Our incompetence was a source of great amusement to the local children who had been skating since they learnt to walk.!

In the summer of 1959 we no longer had *Grilse* for recreation so rented a 'shack' close to the shore on the road to Musquodoboit. This was the scene of many barbecues and weekend

parties, and enabled us to cement relations with, and return the hospitality of many Canadians. Several more permanent liaisons were established as members of the squadron acquired Canadian wives. I was best man for both Larry Turtle (who replaced Bos'n Greig as SOO) and Dick Heaslip.

One of the submarines attended the 1959 bicentenary celebrations to commemorate the capture of Louis burg from the French. Several of us took the opportunity to visit Cape Breton and drive round the exceptionally picturesque Cabot Trail.

Two SM6 submarines made a visit to the USN submarine base in New London and to New York where they berthed in Brooklyn Navy Yard. These visits provided an excuse for the Squadron Engineer Officer and myself to fly down to New London in an RCN aircraft to join the submarines. I took passage back in *Alcide*. I also managed to visit my relations in Bermuda.

There were a few British pleasures which we missed in Canada. One was Lea and Perrins Worcester Sauce - Libby's product is an appalling substitute - The other was pork sausages and not to forget the Pusser's Worcester Sauce. When boats arrived from UK or Bermuda, On arrival in Halifax, the British bangers were distributed round the squadron and I collected my Lea and Perrins!

One of the advantages of service in SM6 was financial. In fact it was alleged that SM6 was the highest paid fighting force in the world. At that time RN pay scales were substantially lower than the RCN. However, in addition to our normal RN pay, submarine pay and 'hardliers', we were also paid the 'RCN Bonus' .This was intended to bring us up into line with the RCN. Fortunately for us, neither the Canadian authorities nor the UK Revenue taxed this substantial addition to our pockets.

Furthermore, as well as duty free being available in the 'boats', each SM6 staff officer was entitled under NATO regulations to twelve bottles of duty free spirits every month. We had to collect this individually from a scruffy building near the docks known as the Liquor Commission. This resembled a Labour Exchange in a depressed area and the staff, dressed in khaki overall coats like old time iron mongers, served the customers from behind metal grills. The place was also frequented by 'rummies' seeking a handout who gaped in awed amazement as we each paid only about 20 dollars and collected 12 bottles.

In December 1959 having spent 18 months in SM6, I sold by trusty Chevrolet to my successor and, hung over from a series of farewell thrashes, took the train to Ottawa. From there I flew by RCAF Comet IV to Marville, France and then by Dakota to Langar, Notts. Looking back, over forty years later, SM6 was certainly one of the most enjoyable appointments in my naval career and certainly the best as a bachelor. It was also unique in that my bank balance on departure was somewhat healthier than when I arrived[1].

Some Loose Minutes

Splicing the Mainbrace

Friction between SM6 and the RCN was unusual. However, HM The Queen having pre-

sented new colours to the RN Submarine Command issued the order to FOSM to 'Splice the Mainbrace' .The Spare Crew Coxswain duly indented the RCN, who supplied our rum, for an extra tot for all the ratings and a tot for each officer. But I then received a message from the RCN Base Supply Officer that since SM6 came under the Canflaglant's administration for victuals and not FOSM, we were not entitled.

I knew the Base Supply Officer to be a nit-picker so decided to report the situation to Paddy Gowan who said: "Come on Tim. We are going to see the Admiral!"

We were duly ushered in Canflaglant's presence and Paddy announced: "Sir .My officers and men are in a state of mutiny. My Supply Officer will explain!"

The Admiral looked slightly horrified whilst I acquainted him of the situation. Then he grabbed a pen, scribbled on a signal pad and passed it to Paddy and myself.

"OK?", he enquired.

We read:

"From Canflaglant
To SM6

SM6 are to comply with Her Majesty's instructions to Splice the Mainbrace".
We duly received our tots.

Ginger Beer

Ginger Blacklock had arranged to take leave over Christmas in England and paid some £200 for his air ticket. For weeks he had been anticipating this leave and telling everyone that his first action on arrival at Heathrow would be to sink a pint of decent British beer. I saw him a few weeks later and asked him if he had drunk his pint as promised. "Yes", he replied "bloody awful it was too! Flat and warm".

Even Ginger had become acclimatized to Molson's ice cold Canadian lager type beer

"Furthermore", he added "that trip cost me much more than 200 quid. It must be nearer twenty thousand as my wife says she's pregnant".

Hedgcock's Underpants

An alarming amount of sea water had flooded into *Alderney* whilst she was submerged. She struggled to the surface and Ray Hedgcock sent a signal to SM6 reporting details of the incident. Evidently *Alderney's* ships company was somewhat shaken by the event since the last paragraph of the signal read:

"Request free issue of replacement underpants!"

Timber Troubles

At that time quite a few stores 'irregularities' were prevalent in the RCN. One day I had two visitors from the RCMP. No, they did not appear in scarlet jackets, riding breeches and boy scout hats. In fact they were two sober suited plain clothes men.

I was somewhat surprised when they asked me how much timber was used by the submarines. I replied none except perhaps the occasional bit of plywood.

They then produced a bunch of receipts for quantities of timber all apparently signed by my Stores Chief. Closer inspection however revealed that the signatures were forgeries.

At that time timber was delivered directly to RCN ships and dockyard departments from a contractor' timber yard. The contractor then submitted his invoices to the RCN authorities for payment. The invoices were accompanied by receipts from the alleged recipients of the wood. In fact although the RCN was paying for it, much of the wood never left the contractor's premises. I gathered that thousands of dollars worth of timber was involved in the fraud which also implicated most Halifax based ships. Police investigations were still continuing when I left Canada.

Admiral Randy Roxburgh was serving in a NATO appointment in Washington DC when one of the SM6 submarines visited Norfolk, Virginia.

Paddy Gowan received a letter from the Admiral's Secretary stating that the Admiral was highly displeased because SM6 had not informed him of the visit.

Paddy showed me the letter and said that he did not consider the Admiral should have been notified since SM6 had nothing to do with him; the fact that the Admiral was a submariner was in Paddy's view irrelevant.

I drafted a fairly grovelling apologetic reply. I do not know anything about Paddy's previous relations with Roxburgh but he insisted on adding that "perhaps the Admiral's staff should read the Pink List which clearly forecast the submarine's visit to Norfolk, Va.".

I know Paddy was highly regarded by Canflaglant, but he was not promoted.

and at about the same time as the letter on Pussering from Tim Simpson, this came from Mike Albrow, who was Pusser from 1961-1964:....."For me the period 1961 to 1964 was extremely happy - newly married, a good social life, a job I enjoyed and sport. This leads into a little cameo: The Canadians, like all North Americans, do take sport very seriously but we were perhaps not fully aware of this when SM6 was challenged to play an RCN team at ice hockey - surely the most dangerous of games. Only one of our team, a Canadian, had ever played before and our base staff had to make up the rest (when we went to Dalhousie rink to get some practice with our wives we were told to stay in the corners until we could stand up). What followed was fairly chaotic with most of our team only able to stand up on the ice by holding onto the goal posts and the spare crew First Lieutenant finished up with

his ankle in plaster which was not exactly popular.

The weather did play a large part in our lives. Remembered are those Sundays skating on icy lakes followed by clam chowder. We had a bad winter in 1963 when cars were completely covered by snow in the dockyard and some of us had to walk three miles to Birch Cove in a blizzard. Another wintry story - Richard Sharpe bought his wife (the gorgeous Joanna) a Cadillac for 150 dollars to use while he was at sea. This ancient automobile had windows which did not close properly. At the end of one party, with a heavy snowfall the inside of the car was completely full of snow which gave us all some amusement. The winters were certainly interesting, and as far as I can remember, Ambrose was a happy outfit. The fact that we were a long way away from "HQ" had something to do with it.

While he was not a Pusser, **Peter Haydon** has contributed, in 2003, some very appropriate thoughts about:

Stores and Stuff

Integrating an RN submarine into the Canadian stores and administrative system caused no end of problems and Alderney was no exception. The RCN ration scale simply did not take account of the difficulties inherent in feeding a submarine crew and the relative lack of storerooms and stowage space. Canadian packaging was intended for destroyers and frigates and there seemed to be a reluctance to acknowledge the need for special orders for the submarines. Stocking up on "British" essentials, such as Walls' sausages, when in Bermuda caused a few accounting and Customs problems, and from time to time the Coxswain's victualling concepts were challenged by those ashore. On the other hand, some things were much easier to manage under the RCN system than under the UK system. For instance, tools could be exchanged on a one-for-one basis without question and so it was logical that all submarine technicians left Halifax with superb tool kits. The cheapest of "Canadian Tire Company" wrenches (spanners) and other tools could be exchanged for high quality tools with ease.

Another problem, and one that hit Alderney, was the RCN requirement that the submarines carry a full outfit of charts – some 20 folios – even though most of them would never be used and each folio had the accompanying set of sailing instructions, lists of lights, and so on. The chart table could hold about four of the folios and the rest went under wardroom bunks and it any spare space that could be found and were generally forgotten. When Alderney had its annual inspection in the summer of 1962 the Staff Navigator was outraged that we had not kept all the folios and publications up to date with the thousands of corrections. The reality of submarine space and time limitations did not matter, all charts had to be up-to-date! We had a Navigator's Yeoman, usually an RP, but he had other duties and anyway there was simply not enough space to correct many charts. However, as in so many such cases, a compromise was struck whereby in return for a promise to keep the working charts up-to-date, the Chart Depot agreed to look after the contingency folios and publications. Joe May was the head of the Halifax Chart Depot and it was he who intervened and instilled common sense to the situation. Thanks to him, we were able to set up a simple system whereby used charts could be exchanged for new, corrected ones.

Appendix G

Gun Action

For those readers who are too young to have lived in an age when a submarine's armament included a four inch gun, we felt it necessary to include a description of an evolution which at least would give a flavour of the excitement - and attendant disruption of the calm below decks, that was involved in a Gun Action. Such a reader may rest assured that things were much more hectic when the target, or its escort was able to retaliate! The gun had been able to destroy many a target in WW1 and WW2 that would not have merited the expenditure of a torpedo, and a gun action often gave a number of the Ship's company the opportunity to feel that they, personally, had "engaged the enemy".
John Speller was the Captain of HMS Ambush, the Last British Submarine to sport a gun. In the Sixth Division, He had also been the Gunnery Officer of HMS Aurochs, and has written this recollection from the depths of a fading memory.

"Aurochs was an "unconverted" boat, with all that that implied in terms of lack of virtually any additions or amendments to her original construction at the end of WW2. Not for her the streamlined fin and smoothed casing. She had the original low bridge, periscope standards, jumping wire and - marvel of marvels - a 4" gun complete with gun shield and lots of agricultural heavy metal, polished brass dials and handrails - an object of curiosity and admiration (particularly to USN submariners, the modern generation of whom had never before seen anything of such antiquity). Not only was our gun an object of desire when "at rest", but it provided the ship's company with their ultimate challenge and amusement when brought to the Action State for Gun Action, an evolution that involved not only the stripping down of the wardroom of numerous fittings such as bookcases and lockers, but usually culminated in the whole area becoming, if not flooded, at least semi awash, which was huge fun for the ship's company. It often occurred to me that the hatch could have been sited slightly further forward, say, above the ERAs' mess - but I don't think they would ever have put up with such an invasion of their living space!

The preparations for "Gun Action" began with clearing the route from the magazine, which was under the Auxiliary Machinery Space deck, some fifteen feet forward of the wardroom, and through one bulkhead, to the gun tower, and closing up the gun crew and loading numbers so as to form a chain of handlers for the rounds, which were some three feet in length, quite heavy and not really designed for manhandling up a narrow circular tower to the gun platform. This was gunnery from the Nelson age, with no power assistance, other than sailors.

When all was ready for surfacing for gun action, with the gun crew and surfacing Officer of theWatch and lookouts standing by, the gunlayer (Sam Bass, in our case) would be summoned for a quick look at the target through the periscope before returning to his place at the top of the gun tower, both lower lids having been opened. A large pressure would be put in the boat, planes would be reversed to hold the boat down as long as possible and main ballast would be blown. Whilst the gun tower upper lid was still several feet under water, The First Lieutenant

would blow a whistle, both upper hatches would be opened, and the crew would ascend to the casing in a theoretical bubble; in practice, the bubble was never quite as well formed as would have been ideal and as a result a considerable amount of water would cascade into the ward-room and thence out into the Control Room. The supply of ammunition to the gun would begin and simultaneously the first crack of a round would be heard. By this time, the Officer of the Watch was firmly ensconced on the bridge, barely ten feet behind the gun and its crew and spotting corrections would be being applied in rough chunks of "Up 400" or whatever.

Thus, the gun action continued, until terminated in slow time when the gun would be trained fore and aft again and locked and shell cases would be heaved over the side (or brought below to make ash trays) or alternatively by the cry of "Down Below", in which case the gun crew and Officer of the Watch would make their way down, shutting the lids as they went as the boat dived again.

No matter which way the drill ended, the Wardroom ended up somewhat less pristine than previously, with gun crew boot marks all over the place and water still swilling around, but the crew certainly felt they had had a satisfying exercise".

Appendix H

British Currency in 1955

For those readers unaccustomed to British currency, as it was in 1955, the following explanation is offered, though, after reading it, they may end up even more confused:

The Currency centered on the pound sterling, the symbol for which does not appear on North American keyboards today. It was, and still is, more or less, an upper case, and usually italic, letter "L" struck through, e.g. "***L*** ". It is **definitely not** what North Americans, today, refer to as "the pound sign".

The currency, in general, was referred to by its users as as *L* s d, or Pounds, shillings and pence.

The "*L*" stands for *Livre*, which is the French for pound, because the pound was originally equal in value to 1 pound of silver, measured in Troy weight, which was the measure for precious metals, and everyone spoke French.
This pound could be divided into twenty shillings, the symbol for which was an "s" or a slash /, with the number of shillings to the left of it, and the pence to the right.
The shilling consisted of twelve pennies, or pence, and the penny could, in turn, be subdivided into 2 ha'pennies, or 4 farthings.

"d" stood for pence, because a pennyweight, the abbreviation for which was "*dwt*", for some reason that I have been unable to fathom so far, was one two hundred and fortieth of a pound Troy.

Thus, 1 and one third pounds would be shown as ***L1 6/8,*** or one pound six shillings and eight pence.

Another subtlety, fortunately not encountered in this story, was the Guinea, which added one shilling to the bill, for every pound charged, e.g. one Guinea = 20 shillings+1, 2 guineas = 42 shillings.

In reality, this was a simple surcharge device for extracting a bit more money when doctors and lawyers submitted bills for services rendered, or Auctioneers wanted to ratchet up the bidding at a sale!

Appendix I

Frere's Halifax

These are some recollections from the time that HMS Astute spent with the Sixth Submarine Division (SM6) in Halifax in 1961/63. The reader will find that some of the stories get repeated occasionally.
The cast of characters in the boat included:

Captain - Lt Cdr C. .J. (Chris) Ringrose-Voase RN
First Lieutenant - Lt M. J. (Tod) Slaughter RN
Engineer – Lt (SD) D .R. (Nobby) Clark RN
3rd Hand – Lt C. G. A. V. J. (Claude) Charron RCN
4th Hand – Lt D. H. (David) Barraclough RN
5th Hand – Lt R. T. (Toby) Frere RN

UC1 – PO. E .C. (Eric) Hunter
U.C2 – LS (Smudge) Smith

Three of the officers were married, CO, EO & 3rd Hand, but Nobby's wife didn't accompany him for this 18 month deployment.
The remainder lived in the Wardroom of the Barracks at HMCS Stadacona. During the previous commission, the boat had been in Halifax for a short deployment, filling in for a broken submarine.
The majority of the ship's company had volunteered to stay on board and do a full commission on the station and therefore adapted very quickly on their return to the social life of Halifax.
.
One of the important tasks that the signalman had at harbour stations when entering harbour was
to get the message down below whether HMCS Bonaventure was in harbour. If she was the groan could be heard on the bridge, but if she was away the ship's company knew that their love lives for the next week or fortnight were looking good. The officers, who obviously had scruples,
found it more difficult to get themselves organized and to meet local girls. The anti-naval stigma of the explosion and the mutiny after VE day still rankled, and the locals were not too inclined to allow their daughters to meet the navy even if we were the RN! The squadron staff, the master chef Steve Jenner excepted, was all married and was no help. For the summer of 1962 the SM bachelor officers rented a cottage at White's Lake to improve their chances, but one immediate problem was that the nurses from the hospital in Stadacona said they could not be so far away and not be on the phone. The Phone Company was called one Friday afternoon, and an antique wall-mounted device was installed next morning. The number was White's Lake 17. After which party was it that the Landlord called to look at the damage and then muttered "Holy Son of a Bitch" time after time as he shook his head?
The RCN Nursing sisters were very popular, as Jan Slaughter can testify. However perhaps the

Spellers and the Haydons can embellish here. Peter H certainly knows how to get to White's Lake.

Astute's 4th Hand was driving there to show him the way in 1954 Dodge, very soft springing; Peter was following in his brand new MGA which he had imported. Going through one of the villages a child ran in front of the Dodge and proved that Detroit makes better brakes than Coventry. Only a slight bump really but the Dodge rocked forward on its soft springs then sat back on the unfortunate sloping bonnet (hood) of the shiny new MGA causing considerable damage.

Astute arrived after a fourteen day great circle surface passage from Plymouth (UK), passing through the usual fog off the Grand Banks.

The CO's faith in radar, and his desire to arrive on time were touching, but his policy that the faster you went in fog the sooner you were out of it was not entirely convincing. We arrived one Saturday afternoon in August and if historians want to date it, the first cocktail bar in Halifax, the Flamingo, had opened the day before. The other boat at that time in SM6 was HMS Aurochs (Lt Cdr O.B.(Ollie) Sharp) but we did not meet up with them until about Christmas time.

Ollie Sharp, incidentally, had a narrow escape during one surfaced passage in very heavy weather. The boat was pooped and the OOW was hurt when he was thrown forward against the front of the bridge. The CO (O. B. Sharp) was already dressed so went up and relieved him, but shortly afterwards they were pooped again. The lookout took a deep breath and ducked down but when he could come up for air he found that he was alone on the bridge. He shouted down the voice pipe that the Skipper had gone overboard and the relief OOW went up as quickly as he could. He found that the CO was indeed overboard but was clinging to the outside of the bridge, and was helped back in by the OOW and the signalman. His first words were: "That proves these life belts work" .

Our first thought, mulled over with the liaison officer who met us that first day, was how to buy a car. The famed riches enjoyed by all Canadians had not yet started to flow and it was decided, probably by the First Lieutenant, to pool our resources and buy a Wardroom Car. This had the hallmark of a disaster from the start, especially when seen from the pecking order of the 4th or 5th Hand who soon bought their own. However as we were picking the Liaison Officer's brains about whether car salesmen in Halifax were smart, a messenger arrived at the Wardroom door to report that "The Commodore's Handyman was on the casing" .Commander SM had said that, as we had arrived on Saturday afternoon, the Commodore had not met us as he was on a social engagement but might come down to the boat later. The 5th Hand, as Duty Officer briefed the trot sentry accordingly and as we sat in the wardroom drinking, (why did submariners always insist on boozing as soon as they got alongside?) the pipe from the trot sentry came down that "the Commodore's Handyman was on the casing" .The Duty Officer went topsides to find a small man in pork pie hat, a shirt that we would not have been seen dead in, Bermuda shorts, ankle socks and sneakers bouncing up and down with rage. Steve Jenner must take some of the blame for failing to advise us that the Commodore's name was "Landymore", which of course the trot sentry had anglicized to "handyman" !The stories about the Commodore were many, like the time that he was woken – he lived in a Residence in the Dockyard – by loud music being played over a Destroyer's upper deck tannoy at Call-the-Hands. "This is the Chief of Staff. Turn that damned music off", he is reported to have said. To which the Quartermaster replied "Sorry Chief, can't hear a word you say. Tell me when you come onboard." So he did.

After a short self maintenance period to get established, we set off on what was to become a set pattern for about six months. Our running cycle was usually 3 weeks at sea, a weekend in Halifax, 2 weeks at sea, and then a weeks maintenance. In 1962 we did 273 days at sea in the year. Our normal operating area was on the edge of the continental shelf, just as we lost Decca cover.

A course of 164 took us to 41 30N 62 20W, a position engraved on some hearts after 40 years. (To get back one had to remember that the cliffs to the south of Halifax were a different colour to those to the north.) The RCAF, flying the Argus, that could stay in the air for inordinate lengths of time, were trying to improve their skills with MAD, Autolycus, and especially EER or explosive echo ranging, which they called Julie. The Navy's Trackers from Shearwater often took some serials. Our operating area was therefore the Julie Hole. We had unexploded ordnance in our casing from time to time, which we complained about.

The Captain always asked for the name of the Captain of the Aircraft, and then kept a white, a grey and a black list of their expertise.

Once when we were rolling around in the swell of an approaching hurricane, his signal to the RCAF who had cancelled the serial, was full of such remarks as "I suppose you can't get the hanger doors open", which did not endear him to the aviators. As the serial was cancelled so was our area, and we had no "water" in which to dive to miss the approaching storm. Requests for water went unanswered until the Boss took the decision to dive anyway. The OOW (5th Hand) was told to choose his moment, turn beam on and dive. We had shipped so much water down the tower by that time, the Elephant's Trunk and Bird Bath weren't coping, so when we dived we were very heavy. Full Group Up only gave about 8 knots which thankfully was just enough to allow us to catch a trim at 200 feet.

We sometimes went with the Fleet down to Bermuda for exercises or trials. The first time there we had weekend in St George's and later in the year we went to Fort Lauderdale. A quick look at a chart will show that the track from Bermuda to Fort Lauderdale crosses the Gulf Stream almost at right angles and the Admiralty Sailing directions state that it can run at up to 4 knots. The only navigation aid was LORAN a set which had been fitted when we arrived in Halifax. The handbook was not very encouraging as it started, "At least 40 ft of the aerial should be streamed below the aircraft..." !

It was of dubious accuracy and so the navigator was very busy with his sextant. (Luckily he had been well trained as a Sub Lieutenant in the South Atlantic and was very confident in his ability to find the target if the sun and stars obliged.) The Admiralty chart showed a radio mast a few miles south of the harbour entrance with a fixed red light and the plan was to allow for the current, find the mast and then steer to the North of it. The Navigator arranged that he would take over the watch when it was sighted. This the OOW did, and as the NO sought to get his bottom in gear the cry came down from the bridge, "there's another red light, and another and another." What we had not realized was that the mangrove swamps marked on the Admiralty chart were now high rise buildings, all carrying red lights to keep helicopters and aircraft away. A quick sun/run/sun established our position and we made our ETA!

The 5th Hand had managed to ring his sister who lived in New York before we left to find out

the name of her girlfriend who lived in Miami. When we arrived there was nobody on the huge commercial wharf, nobody to take a line, no liaison officer, nobody. We were just about touching the wall when a large American car slowly approached. An elderly gent got out and, ignoring the heaving lines that pattered round his feet, and the injunctions to put various ropes on various bollards, he looked up at the bridge and said, "Which one of you is Toby Frere?" His name is forgotten now, and tactfully that of his daughter, but he was fabulously wealthy and persuaded a bank to open for us to change money, and entertained us on his private beach.

We were not long out of Halifax where the first big "shovelling" snow had fallen. Bermuda was warmer but was still in blues as it was February, so we were not prepared for Florida, and living on board was hot.

Back in Halifax we couldn't see our cars under the snow in Stadacona car park. Not only were they covered, but ploughs and individuals had piled snow on the unmoving bangers. The next winter ('63) was colder – as it was in UK – and we had some real problems in Halifax before we went home.

We had to take one battery section out and stand it on the jetty where it was covered with a tarpaulin and steam fed underneath to stop the battery cell cases cracking. Lt. Cdr. Al Kastner RCN was the Squadron Electrical Officer who took this risk, with great success. We then had to go south into warm water (!) to equalize the temperatures, when it had been shipped again.We also went up into Bedford Basin and fired torpedoes there. There was a moment of concern when one Mk 20 didn't surface, until we realized that it was trapped under ice. We hadn't realized that most of the Basin was frozen over. We pushed through and recovered it, better than admitting we didn't notice the ice. After that it was a docking, and being up on the slip in Dartmouth, with Bow caps and Stern caps open was hard on the Duty Watch in such weather.

In Bermuda, for some reason we usually tried to go where the rest of the Fleet wasn't .Ireland Island when they were in St George's and anywhere when they wanted us to berth on HMCS Cape Scott. The Waterlot Inn was the favourite run ashore of submarine Wardrooms, before going on to other spots.

On one memorable "run" some submarine officers were refused a drink at the American Officer's club because they only had Canadian money. Disgruntled, to say the least, they headed for the door but one officer (Peter H was it?) put a Canadian quarter in a one-armed-bandit as he was passing, and won the jackpot Scooping it up he carried it back to the bar where he slammed it down with a shout of "Drinks for Canadians". They were asked to leave.

It was Claude Charron , in a one of the best hotels in Hamilton, who left the table to make a phone call. When he came back he said he had called the Patrol because there was going to be a disturbance, and he was going to start it because he had just seen the bill. I think they got him out of there before the Patrol arrived.

Was Bermuda also the place where the pet monkey of one submarine destroyed the TV studio and the weather forecast?

It was definitely where a car was borrowed – I can't remember whose – because hire cars were not available, but we couldn't get everyone in and were stopped and given a ticket for "carrying livestock on the roof" .

Bermuda was also the place where it was demonstrated that if the First Lieutenant drinks Tequila all evening until he has to be assisted to his bunk, when he wakes up, his usual charming demeanour is instantly changed the moment he drinks a glass of water and is pissed again, at Harbour Stations.

Bermuda certainly was the place that Astute's wardroom wine caterer decided that we needed to take some real wine back to Halifax, and ordered 12 magnums of Veuve Cliquot champagne. They made it back to Halifax all right, but shortly after our arrival Tod Slaughter announced his engagement to Jan and after the subsequent party on board there was no champagne left. The wine caterer, who was Duty Officer, had to watch his lovely wine being swilled by those who, after a little while, might as well have been drinking Moose's Milk. He drowned his sorrows perhaps more than he should have done because he sent a signal on completion of the RPC to FOSM info SM1, SM2, SM3, SM4, SM5, SM6 etc.. saying:.....
"1 .Tod Slaughter engaged. 2. To a woman" .The next morning he had a feeling that perhaps he had overdone the signalling, and the champagne, and asked for the signal log. There was no sign of the signal but the PO Tel took the crumpled original out of his pocket and said he hadn't sent it.

The 5th Hand was in POTS' debt for some time, until the favour was adequately repaid after the exuberant PO drove a new Cadillac out through the plate glass window of a showroom in New London, and needed a friend in Court.

We also went up under the ice to exercise with a US SSK. This was planned for Ungava Bay, at the entrance to Hudson Bay, but the US didn't want to deploy a diesel boat that far, and as it was our first foray as well, they were probably right. We found all the ice we needed in the mouth of the St Lawrence River. The water conditions were a strange mixture of salt and fresh water, and sound propagation was therefore almost non-existent. We rarely heard Entemador(?) and were lucky not to bump into her. The Guppy had painted her sail grey/white and was also difficult to see when she surfaced.

For us the exercise came to an end when we were still in the ice, after we ran a big end bearing and contaminated the drain oil tank (DOT). Neither engine could be used, until the DOT had been cleaned out which was hard work as the sludge was very cold. The battery was down to 4% before the engines were ready, and that was a really uncomfortable feeling, even the POLTO wondered if the polarity would reverse when we put a charge on. The masts that had been raised while we waited on the surface, couldn't be lowered until the ice that had built up on them was broken off.

One pitfall of life in the Sixth Submarine Division was paying the troops. This was done once a fortnight, with the Squadron providing the "RN pay" in cash, and the Canadians providing a separate suitcase full of readies as a bonus. This was meant to bring us up to Canadian rates of pay, which it didn't, but it was nonetheless so generous that nobody complained. Except the

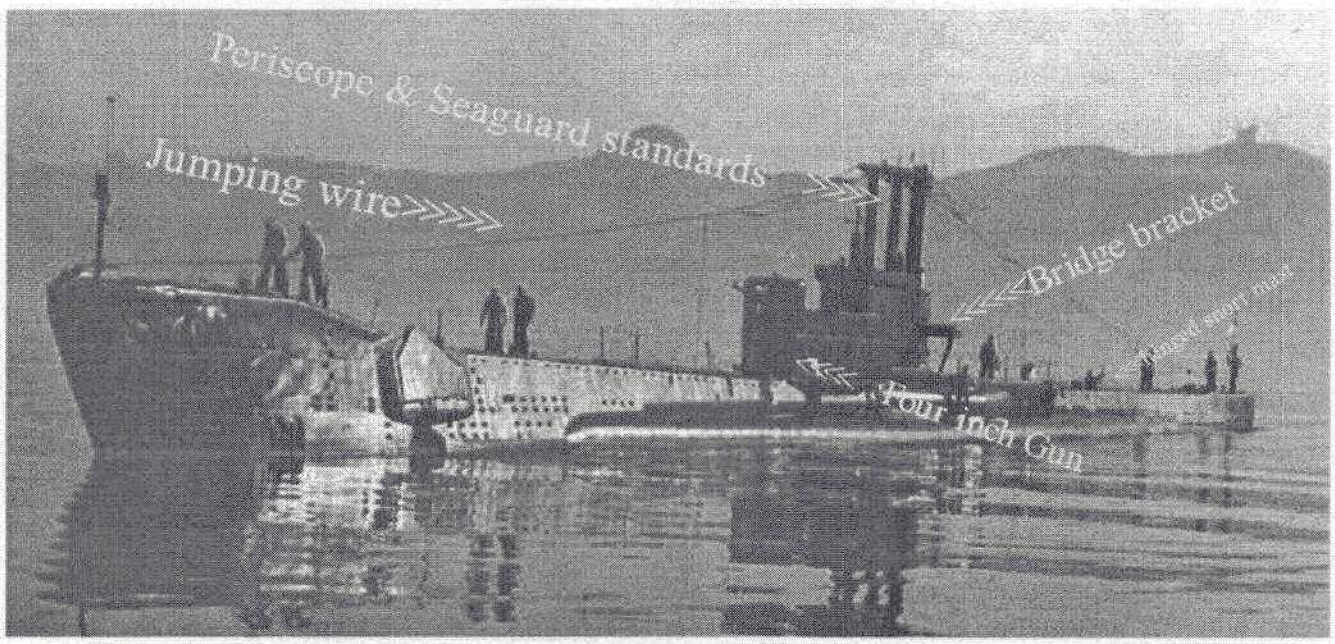
Correspondence Officer who had to "put up" each pay packet from ten different piles of cash.

The next snag was our duty-free allowance of booze. However much we were allowed, nobody seemed to drink it all, not even Tod with the wind behind him, but where to keep it? It couldn't be brought onboard, where Gin anyway was only 6/- a bottle and Whisky 8/6d, and we were not meant to have it in our cabins "inboard" in Stadacona. Transferring it from place to place was a crime under Nova Scotia law where anything bought at a bottle store had to be driven in a car straight line home, and remained unopened. Of course we didn't really need it, but that was not the point because it was an allowance and therefore needed to be had; but it was not until the summer of '62 when the "livers-in" took the cottage for the summer that this, and other problems started to be solved.
Hunter and his sidekick LS Smith were a memorable act in Astute. Hunter was such a know-all that everyone pulled his leg, especially Smith, who was a quick-witted cockney. There was a move one Christmas to put on a Pantomime but it never got past casting, with the Forward Mess suggesting who should play various villains and freaks, and Smith suggesting that the UC1 should play all three of the Wise Men. Their very cramped Sound Room with the "new" sonars 186, 187 and 719 was below the Control room, and when we were pooped they used to remind us that it wasn't "R" Starboard. One day, when Smith was up before the Captain, the Petty Officer of the Patrol, a material witness in the case, said that Smith had verbally abused him.
"How?" asked the Captain.
"I would rather not say", said the PO, leaving us to guess that the language had been pretty strong.
"Can you remember what you said, Smith" ?said the Captain.
"Well Sir, I don't remember abusing him. When he threw me in the back of the patrol wagon I said, "I suppose that as a young boy you used to pull the wings off flies. He didn't seem to like that".

Tod & Jan's wedding was a great occasion and compared vividly with the bachelor parties from which the Best Man (the long suffering 5th Hand) had to extract Tod. One finished in the Chief's Mess at Stadacona where Tod tried to get the Musac turned off. He had already destroyed a similar system recently installed in the Wardroom. When he was unsuccessful he asked the Cox'n for a dance, saying "All Cox'ns dance backwards, it's part of their course." We were thrown out.

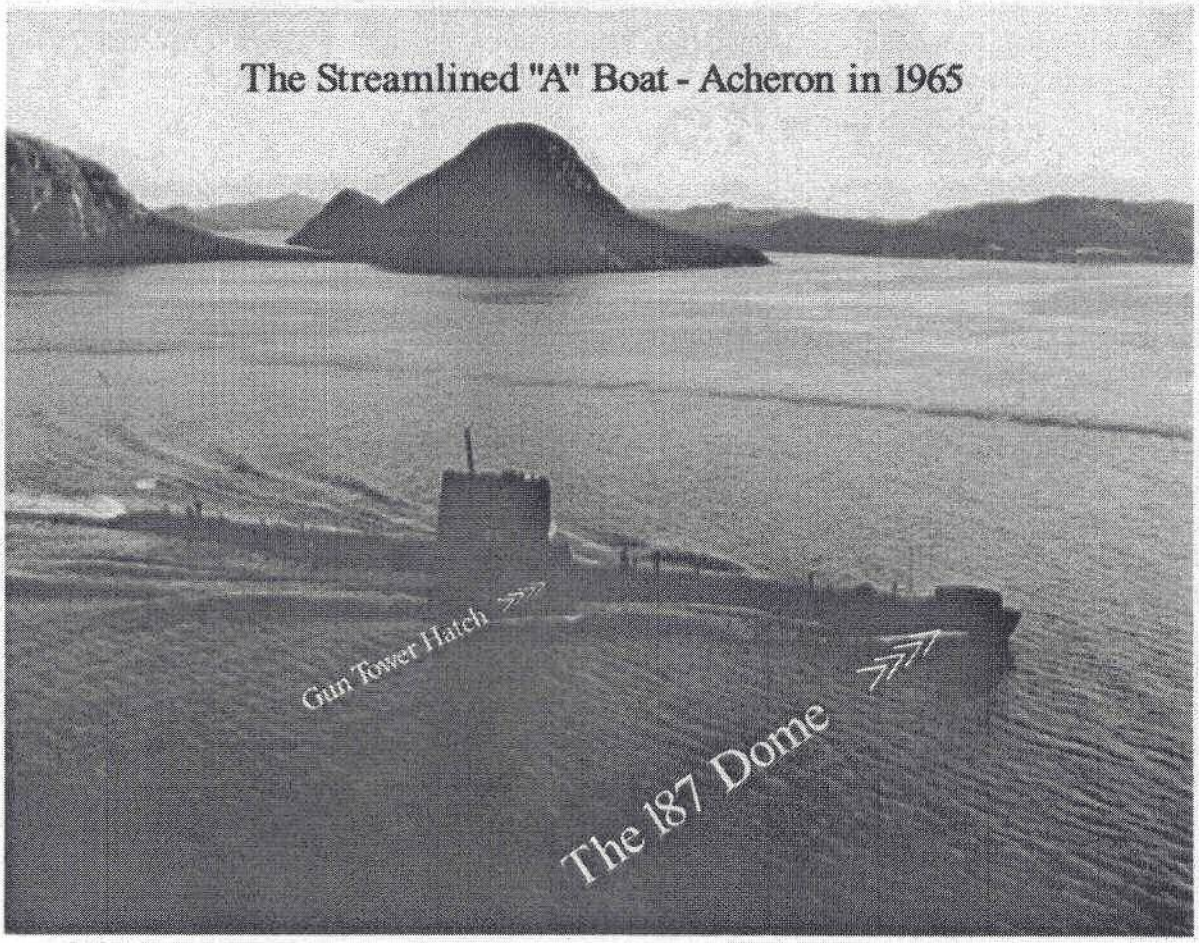
At the Wedding Reception, Commander SM broke to the 5th Hand the news that he had been chosen to lead an Exped which would start that evening and float down the Musquodoboit River in a 20-man life raft, negotiating the shallows and rapids through the night. Kept him out of mischief with the bridesmaids anyway. In the raft there was a grapnel to throw into the trees, or the bank, to arrest progress if necessary. This was soon necessary. However the enthusiastic flinger punctured the life raft with a prong of the grapnel and the trip went from crisis to crisis. Next morning, Sunday, in more peaceful waters, although there were some fierce Falls to negotiate to the sea, several fishermen were passed who looked amazed at the life raft. Smudge Smith was equal to this and called out such greetings as "Did you see our plane godown?" "Is World War II over?" "Ring CBC and tell them we are all right!"

The classic "A" Boat - Ambush in 1955



The Evolution of the "A" Boat

The Streamlined "A" Boat - Acheron in 1965



Which "A" boat was it that lost a propeller off San Juan? The propeller nut hadn't been tightened by all accounts, the shaft sped up but the boat slowed down, and "pump forward to aft" was heard in loud tones. Struggling back to Periscope Depth the aircraft was told that the serial would have to be cancelled

. "Will it effect your performance?" they asked.

"Wouldn't it yours?" was the reply.

When they got into dock and a spare prop had been airlifted from Blockhouse they realized that they hadn't ordered a spare nut.

Happy days.

Appendix J

Significant Dates

1955

19 February First draft of Squadron Staff including Commander WTJ Fox, Squadron Commander designate, arrived in Halifax

18 March Second draft of Squadron Staff arrived and RCN personnel report

4 April HMS Astute (LCdr TB Dowling) arrived in Halifax

17 May Final draft of Squadron Staff/Spare Crew arrived making a total of 37 men in the Spare Crew of whom 7 were RCN

23 May HMS Ambush (LCdr AJ Boyall, DSC) arrived in Halifax

28/29 June Astute conducted harbour penetration exercise in Halifax

18 July HMS Alderney (LCdr DE Teare) arrived in Halifax

8-16 Sept Astute, Ambush, and Alderney participate in NATO exercise New Broom off Norfolk. Virginia., with Cdr SM acting as Deputy Commander Orange forces

27 Sept First Lord of the Admiralty, Rt. Hon. JPL Thomas, inspected the three submarines of SM6 in Halifax.

16 December VAdm ER Mainguy RCN (departing CNS) visited SM6

1956

16 March Astute in USN Base at Guantanamo, Cuba, prior to taking part in joint Canada-US Explosive Echo Ranging (EER) trials.

28 May Ambush sailed for UK by way of St.John's after exchanging 21 battery cells with Alderney to replace defective ones.

17 June Astute's battery condemned after a fire.

6-9 July HMS Andrew (LCdr AJ D'A Burdett) visited Halifax en route to Bermuda.

12-17 July Flag Officer Submarines (FOSM), RAdm WJW Woods, visited Halifax.

24-31 August New battery installed in Astute.

11 September HMS Alliance (LCdr H.R. Clutterbuck) arrived at Halifax.

8 November Alderney sailed for UK.
9 December Astute sailed for UK.

Seen here at Auriga's Commissioning at Devoport in May, 1962

1957

15 January HMS Amphion (LCdr K. Vause) arrived in Halifax after a particularly rough transit of the Atlantic requiring fairly extensive repairs.

Mid-April Amphion exchanged training tasks with USS Quillback operating out of Key West.

3-8 May Alliance participated in NATO Exercise New Broom VII in Eastern Seaboard.

22-26 June Alliance and Amphion visited Quebec City after exercising in the Gulf of St. Lawrence.

19 June Commander JS Stevens relieved Commander WJT Fox as SM6.

27 June Amphion visited Montreal, sailing on 3 July.

25 July HMS Alcide (LCdr JH Blacklock) arrived in Halifax.

17 August FOSM, RAdm WJW Woods, inspect SM6 and Alliance and Amphion.

3 Sept Alcide sailed for UK waters to participate in NATO and US Strike Fleet exercises and did a maintenance period in Portland.

Sept Squadron Staff, Spare Crew, and submarines suffered during flu epidemic.

14 October Alliance does a battery change.

19 October Alcide returned to Halifax after a rough crossing.

1958

14 January Commander H.C. Gowan relieved Commander J.S. Stevens as SM6.

22 February Alliance sailed for UK.

March HMS Tiptoe and HMS Anchorite temporarily under SM6 control for Exercise Maple Royal.

14 March Tiptoe and RN Home Fleet ships in Halifax.

1-7 May Amphion took part in NATO exercise New Broom VIII.

10-13 May FOSM, RAdm B.W. Taylor, visited and inspected SM6.

24 June Amphion sailed for UK calling at St. John's en route.

19 June HMS Ambush (LCdr P.F.B. Roe) arrived in Halifax.

26 Sept HMS Alderney (LCdr R.A. Hedgecock) arrived in Halifax after a rough transatlantic crossing during which some damage was sustained.

16 October All three submarines visited New York. Alcide sailed on the 19th, Ambush and Alderney on the 23rd.

1 December Alcide sailed for UK.

1959

19-21 June Both submarines, with SM6 embarked, took part in the Royal opening of the St. Lawrence Seaway, associated Fleet Review, and visit to Montreal.

27 June HMS Astute (Lt R.H. Mann) arrived in Halifax for a brief detachment with SM6.

11 Sept. Ambush sailed for UK.

22 Sept. HMS Thermopylae joined SM6 for Exercise Fishplay IV (Sub-Air Barrier) from which both Alderney and Astute were withdrawn due to mechanical defects.

23-25 Oct S/M Depot Ship HMS Adamant in Halifax and was able to assist solving technical problems.

25-26 Oct HMS Artful (LCdr A.J. Whetstone) in Halifax to land sick crewmen at RCN Hospital.

10 November Astute returned to UK (Faslane)

12 November HMS Auriga (LCdr H.J. Bickford-Smith). She was the first modernized "A" class submarine to serve in Canadian waters.

1960

7 March Alderney sailed for UK, leaving Auriga as the only submarine in SM6.

1 July Commander S. Jenner relieved Commander H.C. Gowan as SM6.

9-14 July HMS Cachalot (LCdr P. Holloway) augmented SM6.

23 July HMS Aurochs (LCdr O. Sharp) arrived in Halifax.

27 August Aurochs visited New York, sailing on 3 September.

18-25 Sept Auriga visited New York.

10 November Admiral Sir Wilfred Woods, CinC Home Fleet, visited Halifax and inspected SM6.

10 November Auriga sailed for Exercise Guardian simulating missile-firing submarine. USS Trumpetfish also assisting RCN in major fleet exercises until 20 November.

1961

14-20 February Auriga in Norfolk, Virginia., for NATO ASW Symposium followed by fleet exercises.

9-10 February RAdm A.R. Hezlet, FOSM, visited Halifax en route to the NATO symposium and inspected The Division.

20-30 Mar Auriga and Aurochs in major fleet exercise, Beagle One, acting as missile-firing submarines and as opposing forces generally.

1-5 April Auriga and Aurochs conduct Exercise Ice Fringe, with Commander SM embarked, in the Cabot Strait.

25 April Auriga sailed for UK.

5-10 April Aurochs in Boston.

19 August HMS Astute (LCdr C.J. Ringrose-Voase) arrived in Halifax.

Mid-October Aurochs operated in Hudson Strait area.

1962

5 Jan Aurochs sailed for UK

22 Jan HMS Alderney (LCdr R. Cudworth) arrived in Halifax after a particularly rough crossing in which much external and some internal damage was sustained.

March Alderney and Astute conducted under ice exercises in Gulf of St. Lawrence.

22 October Alderney sailed for patrol off NE Grand Banks during Cuban Missile Crisis returning 10 November.

28 October Astute sailed for patrol off entrance to Strait of Belle Isle during Cuban Missile Crisis returning 18 November.

December Alderney's main engines broke down and could not be repaired which led to her early return to UK in April 1963.

1963

1 February HMS Auriga (LCdr M.R. Wilson) arrived in Halifax by way of St. John's.

4 February Astute sailed for UK.

11 April Alderney sailed for UK, escorted by a Royal Fleet Auxiliary tug.

7-26 May HMS Odin (LCdr JSF Burrage) on loan to SM6.

30 May HMS Artemis (LCdr D. Wardle) on loan to SM6 for three weeks.

June LCdr J.M. Haigh-Lumby assumed temporary command of Auriga.

1 July LCdr K.A. Bromback assumed command of Auriga.

30 August HMS Onslaught (LCdr C.A.W. Russell) on loan to SM6 for two months, returning to UK on 31 October.

10-11 October FOSM, RAdm H.R. Law, inspected SM6.

11 December Auriga docked at Dartmouth Slip to replace port after hydroplane lost at sea with new item shipped by air from UK.

1964

25 January HMS Alcide (LCdr S.S.R. Conway) arrived in Halifax with fairly extensive storm damage.

19-28 March Alcide and Auriga take part in Exercise Wolfcub Four (SUBICEX).

5-24 May Alcide and Auriga take part in Exercise SILEX.

13-19 Sept Alcide and Auriga take part in CANUS Exercise SLAMEX II.

19 September Auriga sailed for UK.

29 September Commander JB Hervey relieved Commander K. Vause as Commander SM6.

1965

19 January HMS Acheron (LCdr A. Kennedy) arrived in Halifax, she was the last submarine to join SM6.

14 January HMS Alaric (LCdr N. Shacklock) seconded to RCN for exercises in the Caribbean, returning to Devonport on 15 March.

23 September HMCS Ojibwa (LCdr S.G. Tomlinson, RCN) commissioned at Chatham, UK.

1 October Alcide sailed for UK.

December LCdr Kennedy replaced as CO of Acheron by LCdr D. Eliot and becomes SOO

1966

January Commander E.G. Gigg, RCN arrives in Halifax to begin process of transferring submarine organization to RCN. HMCS Ojibwa arrives in Halifax after a submerged transit from UK.

22 April First Canadian Submarine Squadron formed in Halifax under the command of Commander E.G. Gigg, RCN. Cdr J.B. Hervey, RN, relinquishes command of the Sixth Submarine Division. LCdr Kennedy becomes CO of HMS Ambrose (the RN support staff) and begins the paying-off process.

HMS Acheron loaned to CANSUBRON ONE and continues to operate under the existing Heads of Agreement.

22 October HMS Osiris (LCdr J.M. Slaughter RN) arrived in Halifax for a two-month loan to offset technical problems being experienced by both Ojibwa and Acheron.

1967

3 May Acheron returns to UK.

May HMS Ambrose closed and LCdr Kennedy returns to UK

Appendix K

The Evolving Silhouette of the A Boat

While the Squadron's/Division's three original Boats in 1955, Astute, Ambush and Alderney, were conventionally shaped A Boats, with 4 inch guns, periscope standards and hinged snort masts. They also had jumping wires with main aerials attached. But by the time the Division was closed down in 1966, a considerable change in silhouette had taken place.

Gone was the gun, though the gun tower hatch remained, gone was the jumping wire with its attendant main aerial, and a fin covered the periscope standards and a telescopic snort mast. The names were the same, but the appearance was quite different.

Appendix L

HMS Auriga -The real Hydroplane Story
As remembered by Max Kholer, The Engineer Officer, in April, 2004

HMS Auriga ---The real Hydroplane Story!

It all started in Bermuda. We were having a welcome weekend away from the Halifax winter. It was also the time for the First Lieutenant to be relieved by Nigel Franklin fresh from the UK. So we had a party or two before setting off on Monday morning for yet another week of clock-work mousing for the RCAF.

The tanks were dipped and the trim and draft marks looked OK. So we dived not long after leaving the harbour – plenty of water available in those parts! However we very quickly proceeded to a depth very considerably deeper than the Captain had ordered. Main ballast was blown to recover the situation. After surfacing it took quite a long time to recharge the HP air system. Nigel and I had a discussion and I assured him "A" boats were often a little difficult to trim. He was new to the class and not exactly convinced!

Two more attempts to get a trim were made before we were ready to welcome the arrival of the RCAF maritime patrol aircraft in mid afternoon. The rest of the week was uneventful, with the opportunity for hands to bathe but only forward of the fin, finally getting back to Halifax at the end of the week to prepare for going up on the marine railway slip at Dartmouth at the beginning of the next week.

We were hauled out with no problem and the Squadron Engineer Officer, Mike Goble, was on the slip to greet us with the remark "Have you been having any trouble with the trim?" I replied with a suitable peeved response to which he said "I just wondered as the Starboard after Hydroplane is missing!" On reflection I am sure our hydroplane is probably somewhere in the depths of the Bermuda Triangle. But if anybody finds it I am sure that it doesn't have Auriga's name on it!

After a discussion with the Squadron MEO it looked like we would have to have a new one made in the shipyard in the Gulf of St Lawrence probably taking about six weeks. This cheered up the ships company no end. Do not forget that we were the only 'A' boat on station so the Canadians were working us pretty hard. However a signal to HMS Dolphin, as a long shot, on the lines 'please send Hydroplane' resulted, to our surprise, in a swift reply ' have Hydroplane please send Aeroplane'.

The RCAF swung into action and a brand new hydroplane which had been destined for an 'A' boat that was cancelled at the end of the war was quickly delivered to the shipyard. The impressed Ship Fitter Foreman and his team quickly set to work and were soon asking for the nut with which to attach the said hydroplane. I have to admit that it had not crossed my mind that the hydroplane would not have been supplied complete with a nut. After all the hydroplane

would not have parted company from the submarine if the nut had not fallen off first - would it! However I was not going to own up to the Captain that I, like the stores people in UK, had overlooked the small matter of a nut weighing at least 200 pounds. That afternoon, after the Captain had gone home (no need for Captain's to know too much detail!), I discussed the situation with the Ship Fitter Foreman who eventually accepted that the RN just did not keep stocks of these rather special hydroplane nuts in this rather large size and one would have to be made. A litre of duty free malt whisky changed hands and the job was on.

The weather then closed down the shipyard for 48 hours and by the time everybody came back a shiny new special nut had been made. I have never understood why, in those days, submarines carried a hydroplane spanner bolted down under the casing but, all of a sudden, it seemed quite a good idea. I should add that this spanner is about six feet long and weighs in at about a quarter of a ton. The spanner was craned onto the new nut and a couple of stalwart ship fitters set about tightening the nut with a pair of very large sledge hammers. A few seconds later, with a loud crash, the spanner shattered into a number of quite small pieces! I was told that it was an unusually cold February in Nova Scotia that year.

As soon the Ship Fitter Foreman stopped laughing I pointed out that my duty free allowance for the month had now run out. He took it in surprisingly good heart with some remarks about the quality of British steel these days and another night was spent in the factory making bits for the Brits. The new spanner spent a night being gently barbecued over a couple of 40 gallon oil drums full of old engine oil. It then did an excellent job for which it was designed.

So ended the embarrassing saga of the Auriga Starboard after Hydroplane and, by this time, there didn't seem much point in revealing to the Captain little details about special nuts

Appendix M

One Haligonian view of the Submariners

As the site of a Royal Navy dockyard and a British Army garrison for over 150 years, Halifax, Nova Scotia grew used to the presence of the military of the Empire in the city's midst. And throughout that time the attendant benefits to the city's society were well recognized. The presence of the officer class in particular was considered an adornment to any civic function from a grand cotillion to a Sunday church service. It was distinctly a reciprocal appreciation, the hospitality of Haligonians being repaid by the military establishment in ways that contributed handsomely to the culture of what was until recently an otherwise somewhat lacklustre city: band concerts, fancy-dress balls, Admiralty House teas and amateur theatricals mounted by army and navy were real highlights every social season.

Even with the advent of Canada's own, autonomous military forces, the affinity for British military visitors remained strong.

In fact, Beckles Willson, a writer from the United Kingdom, went so far as to suggest in a 1911 travel book that Halifax society favoured the gallants of the "Old Country" over the newly-minted members of the Canadian forces. He wrote: "I found Halifax with its citadel crowned slopes, its wooden houses, its tree-lined avenues bathed in glowing summer sunshine, but Haligonian society with no sunshine in its heart

. 'Where are the tars of yesteryear?' the belles of Halifax seemed to be saying. 'Where are the gallant captains, commanders, lieutenants, sub-lieutenants and middies with whom we waltzed, and flirted, and played tennis and acted and boated within the North West Arm?'"

The writer goes on to say that though on parade, at church, at the Halifax Club, the regulation uniforms were as much in evidence as ever, the bodies within them were indigenous, not exotic. He quotes one fair damsel lying back in a canoe on the shores of Bedford Basin: "Oh, those!" he reports the young lady as saying. "They don't count. They're Canadians."

There was a steady improvement in the attitude toward their own military during the half-century that included two World Wars and the Korean conflict, but for Halifax citizens, the cachet of a British uniform never dimmed. And strong it remained when the diesel-tinged attire of the Sixth Submarine Squadron appeared in their midst in 1955, with the arrival of HMS Astute: strong enough that during the tenure of the Sixth in Halifax both my younger sisters married submariners, and my wife Laura and I were drawn into the company of Squadron members in an hospitable way we shall never forget. The hospitality was, I suppose, reciprocated in the time-honoured Halifax fashion although in our case we had little to offer except a cosy parlour, a home-cooked meal and a circle of Halifax friends able, at the drop of a hint, to throw any kind of a party from a hootenanny to a barbecue (as long as no great expense to our perennially pinched finances was involved).

There was a certain symbiotic character to the society that existed between the men of the Sixth and the "townies" of my circle. The homely comforts alluded to above were quite obviously appreciated by the young men whose working environment was so uncomfortable,

cramped and probably stressful.

I have a warm memory of Ken Hubbard, the Lieutenant in Alderney who eventually married my sister Caroline and who today lives with her a stone's throw from our own home on St. Margaret's Bay. In those days Laura and I, with the two little girls who formed our young family at the time, lived in a very ordinary and quite typical Halifax home on South Street. Ken's ability, as a young bachelor, to entertain a small bevy of toddlers fighting for a place in his lap delighted us as did his penchant for careering around our town, at speed, in a superannuated black Ford. Ken was an able hand at a jury rig, and when the driver's door latch of his car went kaput, he cheerfully substituted a neat retaining strop made from manila line passed around the window frame and the door post. But, having lived both school life at Dartmouth and most of his service career away from his own family in England, Ken obviously enjoyed the ease of a battered sofa and the solace of a cup of home-brewed tea. It was good, to use his own phrase, "to get his feet under the table".

Other members of the Squadron were, like most of our own circle, young marrieds like Derek Clew, one of the few of our acquaintance to have brought out his own small family, wife Iris and their delightfully precocious young daughter, to live in a rented house in the South End of the city. As hosts, they introduced more than a few Halifax couples, ourselves included, to both the term and the observance of "elevenses" during weekends.

One got the impression that some other married officers, who had not been able to bring their families out, had mixed feelings when visiting Halifax homes such as Laura's and mine. On the one hand, they enjoyed a vicarious taste of the domestic life they had had to forego when on the Halifax posting, but on the other it reminded them of their own households and what they were missing. Lieutenant "Mighty" Joe Young, still remembered as one of nature's real gentlemen, was one such. He obviously enjoyed swapping family stories and passing around well-thumbed photographs, but the exercise also brought out a certain wistfulness in him, as he spoke fondly of those left behind in on Britain's shore.

At any rate, single, married or engaged in courting, the submariners we knew were congenial, companionable and, to us, somewhat exotic. The town/boat parties had a gusto probably born in part of the novelty each group found in the other. Music there was, in plenty. I was an enthusiastic (if not expert) guitar player, and my friend and fellow television performer Bill Langstroth strummed a long-necked banjo. To that orchestration, songs were sung and exchanged. The Halifax crew led such refrains as "Farewell to Nova Scotia" and "Rowin' in a Dory". The Brits provided such delicious ditties as "The Daily Mirror Debs", "Lillian Jean" and "The Hermit", which Bill and I quickly appropriated into our concert (though not TV) repertoire. Robin Whiteside, then a robust Lieutenant, was chief purveyor of these saucy numbers, which remain in my otherwise inexact memory to this day.

One notable get-together, billed as a barbecue, was held at a house in suburban Halifax on the far side of the body of water known as the North West Arm. The weather proved quite un-barbecuelike, but that was no obstacle. The door of the two-car garage was rolled up, the charcoal burner rolled in, and a wonderfully spirited party went on into the small hours amid spare tires and garden tools. It was at occasions such as these that the Halifax crowd was intrigued by such mixtures as the "horse's neck" and the "pink gin", much favoured by the submariners but well outside the experience of the Canadians. Here it must be said that if many of the Haligonians stood in awe of the capacity for ardent spirits displayed by the members of the Sixth, we were even more impressed by the fact that, once at sea, these hearty drinkers were

said to go into almost total abstinence mode. The parties hosted by the submariners, of course, were held in quarters that made a two-car garage seem spacious. Yet they remain, in my experience, among the best times I've ever had. Once the participants were crammed into the tiny wardroom of a dockside A-Class, standoffishness was impossible. Bottled goods so abundant and of such high quality were rare in the experience of most of the Halifax guests, and the way that the sense of an elegant London club could be compressed into so few square feet was a marvel.

In time, more and more of the social action took place ashore. Laura and I were family custodians (and in time became owners) of an old Cape Cod house on the shore of Frostfish Cove off French Village Harbour. Bought and used as a summer place, it retained the homespun character of the fishing family's home it had been for a century. We made the house available to members of the Squadron, and were often taken up on the offer. The Brits always left the generous remainder of their duty-free spirits behind for us and our friends to enjoy, and as a result our own popularity as hosts went sky-high with our summer neighbours.

Eventually, three men of the Sixth availed themselves of rented quarters, beginning with an old house across the cove from the Bennet place. Ken Hubbard, Mike Broomfield and Richard Wood leased the property for some time, not merely as a party-place, but as an off-duty residence becoming, in the process, entrenched members of the St. Margaret's Bay community.

Another dry-land domicile of the Squadron was a cottage called Ye-all-Come at Goodwood, a bit closer to Halifax than Frostfish Cove. It was there, at a day-long gathering, that Laura and I, along with some other Haligonians, got our first appreciation of how marvellous a curry can be in the hands of a master. Host of the party was the gracious Steve Jenner – then Commander SM, and now an Honorary Nova Scotian. We locals, to whom real (I mean real) curry was a curiosity beyond words, stood by and watched as the spices were mixed, roasted, blended and ultimately added to a simmering concoction, producing an intoxicating aroma. When ready, the dish was served with an array of condiments that included banana slices, shredded coconut, roasted peanuts, chutney and several other accompaniments. It was a meal to remember, and we of the Bennet family, as Steve's faithful curry-converts, try to this day to replicate it.

Laura and I cannot claim to have socialized with more than a dozen or two of the people attached to the Sixth during those far-off years – mostly from Alderney, Alcide and Ambush. But many other squadron members certainly made many other Halifax friends, and the Royal Navy-Halifax City connection burgeoned just as in the days of wooden ships and the Citadel garrison.

In the fullness of time some, including Messrs. Hubbard, Broomfield and Jenner came back to our seaside province on retirement from the RN to establish families and pursue new careers. Others, such as David Douglas, Mike Casserly and Dick Heaslip played turn about by taking Nova Scotian brides to new homes in the Mother Country. Though David's union with my late sister Jane was not to last, their fine son Peter maintains close contacts with his father. And it is my observation that communication among the widely-dispersed submariners of that day are maintained through a complex of godparents, transatlantic visits and sacks of Christmas, anniversary and birthday correspondence.

The White's Lake cottage and Goodwood is now in the midst of suburban sprawl as the city expands relentlessly, but it is said that a faint fragrance of simmering curry may sometimes be detected on pleasant summer afternoons. The once-humble home on the Bay that served as Bachelor's Hall to young Lieutenants, now sits, much gentrified, in the midst of an upscale de-

velopment for far wealthier residents. And the Cape Cod cottage, expanded somewhat, is a year-round home to Laura and me. I rather suspect that somewhere under the eaves, undiscovered, may sit the heel of a bottle of duty-free Chivas left behind by the Sixth. Should such an item turn up, it will be pressed immediately into service to toast the submarine service friends we still remember and hold in such high regard.