



**Canadian Naval Task Group 301.0**

**VISIT TO**

**NEW ORLEANS, LOUISIANA**

**CANADA WEEK**

**March 1-7, 1968**





On behalf of all officers and men of the visiting ships of the Royal Canadian Navy, I extend to the people of New Orleans, our congratulations and best wishes on the 250th anniversary of the founding of your historic city. We are honoured to be here to help you celebrate this happy event.

This booklet is a souvenir of your visit to our ships. It describes the ships and aircraft of the Canadian Maritime Command which, in close association and co-operation with the United States Navy, is dedicated to the defence of North America and to the preservation of freedom of the seas. I hope you find the booklet interesting and that you have enjoyed your visit to our ships.

A handwritten signature in cursive script, reading "R. J. Pickford".

R.J. PICKFORD  
Commodore, RCN  
Commander, Task Group 301.0

## SHIPS VISITING NEW ORLEANS

HMCS Bonaventure (Captain R.H. Falls, CD, RCN) CVL 22  
Commodore R.J. Pickford, CD, RCN  
Commander, Task Group 301.0 embarked.

HMCS Provider (Captain W.J. Stuart, CD, RCN) AOR 508

Fifth Canadian Escort Squadron – Captain T.E. Connors, CD, RCN

HMCS Fraser (Cdr. J.F. Watson, CD, RCN) DDH 233

HMCS Gatineau (Cdr. W.A. Hughes, CD, RCN) DDE 236

HMCS St. Laurent (Cdr. M. Barrow, CD, RCN) DDH 205

Seventh Canadian Escort Squadron – Captain P.H. Cayley, CD, RCN

HMCS Margaree (Cdr. P.M. Birch-Jones, CD, RCN) DDH 230

HMCS Ottawa (Cdr. C. Cotaras, CD, RCN) DDH 229

### Air Squadrons Established in Bonaventure

VS 880 – Cdr. R.L. Hughes

HS 50 – Cdr. J.D. Hewer





## MARITIME COMMAND

Canada's Maritime Command, with its headquarters in Halifax, embraces the anti-submarine warfare forces of the Royal Canadian Navy and Royal Canadian Air Force. It is an outgrowth of two integrated RCN-RCAF component headquarters, one at Halifax and the other at Esquimalt, B.C.

The Command directs all RCN and RCAF Maritime forces on the Atlantic and Pacific coasts together with their logistics and administrative support facilities.

The Commander Maritime Command, Rear-Admiral John C. O'Brien, has the additional appointment of Commander of the Canadian Atlantic Sub-Area under NATO's Supreme Allied Commander Atlantic.

The Deputy Commander Maritime Command with the title of Maritime Commander Pacific is Rear-Admiral J.A. Charles. In order to facilitate direction and control of ships and aircraft based on Canada's west coast, his headquarters is at Esquimalt, B.C.

Maritime Command's role is to provide Canada with combat-ready sea and air forces required to meet defence commitments, primarily in the anti-submarine field. In addition, the command is responsible for the provision of sea and air-lift in support of



Mobile Command and for operational training of its own forces and the immediate support services attached to the Command.

The Command is also responsible for the co-ordination of search and rescue operations in the Atlantic and Pacific regions.

Forces allocated to the Maritime Commander are: the RCN's warships, including the aircraft carrier Bonaventure, destroyer escorts, helicopter destroyers, submarines, and fleet replenishment ships; two squadrons of RCN anti-submarine aircraft (one Tracker and one CHSS-2 helicopter), two utility squadrons and an experimental squadron based at Canadian Forces Base Shearwater; and an RCN utility squadron at Patricia Bay, B.C.

RCAF forces are based at CFB Greenwood (N.S.); CFB Summerside (P.E.I.), and CFB Comox (B.C.).

Greenwood provides two squadrons of Argus anti-submarine aircraft, a rescue squadron and an Argus Conversion Unit.

Summerside is equipped with a squadron of Argus, a Neptune Operational Training Squadron and an experimental unit.

Comox provides a squadron of Neptune anti-submarine aircraft.

The naval dockyards at Halifax and Esquimalt provide direct support to the fleet, including repairs and stores.

With the exception of personnel attached to CFB Shearwater, the three services in the Halifax-Dartmouth area are provided with personnel facilities, i.e. pay, service documentation, welfare services, by CFB Halifax. This base also provides civil engineering services to shore establishments in the surrounding area as well as logistic and administrative support to local militia units. The Commander, CFB Halifax, also administers a large complex of married quarters in the two cities.

CFB Esquimalt, B.C. provides similar services as CFB Halifax on the west coast.

Stadacona, the hub of the CFB Halifax wheel, houses the Fleet School, which carries out operational and formal trades training for the fleet, and the Maritime Warfare School which provides specialized anti-submarine warfare training for RCN and RCAF officers.



## CANADIAN FORCES BASE HALIFAX

Canadian Forces Base Halifax came into being on April 1, 1966. The formation of this base was one of the organizational changes included in the programme to integrate the Canadian Forces. The base was created by amalgamating administrative and support activities serving units in the Halifax/Dartmouth area, Camp Aldershot, Camp Debert and St. John's, Nfld.

ROLE — The primary role of CFB Halifax is to provide accommodation, messing, administrative, technical and controller services to support units and formations located in the Base Area. The scale of support services is especially tailored to meet the needs of each individual unit. In order to fulfill this role, CFB Halifax is staffed by over 2,000 military and civilian personnel.

The Headquarters of CFB Halifax is located in Stadacona. Other local military establishments included in the base complex are Windsor Park, Willow Park, Royal Artillery and Royal Engineer Park and Gorsebrook. The base also includes Fort Pepperrel in St. John's, Nfld.

The history of the land, works and buildings which make up the base, reaches back into the British Colonial period. Construction of the four original buildings in RA Park was begun in 1797. Stadacona includes a number of historic buildings which are still in use. Admiralty House (which was formerly the residence of the Admiral commanding the station, and is now the Naval library) was finished in 1814. Wellington House, now occupied by the Wrens, was built in 1850 as Wellington Barracks and occupied by British Army personnel. In contrast to these old structures are the many new and very modern buildings added since World War Two.

## FLEET SCHOOL

Most of the training of officers, men and Wrens of the Navy, is carried out in one or more of the fleet schools. The largest of these is the Fleet School at CFB Halifax. Located in Stadacona, this school is primarily responsible for the professional training for the deck, weapons, operations, communications and engineering departments of ships and for professional training of Wrens for certain shore establishments.



A NBCD school located at Osborne Head provides training in nuclear, biological and chemical warfare and ship's damage control to officers and men of all trades.

### MARITIME WARFARE SCHOOL

The Maritime Warfare School was formed in Halifax in 1950 to teach, formulate and investigate doctrines of maritime warfare and the tactics and broad strategy of anti-submarine warfare, and, moreover, to co-ordinate all this between surface and air aspects. Courses are given to Maritime aircraft crews, ships' officers and officers of other NATO countries involved in anti-submarine warfare.





## HMC DOCKYARD

HMC Dockyard at Halifax is the oldest in North America, having been in continuous operation since its establishment in 1759 when it was used as a base of operations in Nova Scotia against the French.

Today HMC Dockyard, as part of Materiel Command, comprises a strip of waterfront on the western side of Halifax harbour more than one mile in length and approximately one-quarter mile in width at its widest point. It is augmented by the Armament Depot and the Bedford Magazine on the Dartmouth side of the harbour. In the Dockyard, there are more than forty major buildings comprising offices, shops, stores, canteen and a fire hall.

The task of Materiel Command, with its headquarters in Rockcliffe, Ontario, is to provide the logistic back-up for Canada's Armed Forces (sea, land and air), and to be responsible for material procurement, warehousing, distribution and major repair and overhaul.

Thus, while the role of HMC Dockyard is still predominately service to the fleet, it now serves also, as required, other units of the Armed Forces.



Under the Commander HMC Dockyard, it is organized in four branches — Ship Repair, Material Services, Queen's Harbour Master, Comptroller and Administration. The Dockyard is under naval control but is predominately staffed and operated by civilian employees.

### SHIP REPAIR

The Ship Repair branch is responsible for the planning and execution of all repairs, maintenance and manufacturing work required by HMC ships, auxiliary vessels and assigned vessels of other government agencies and for repair and dockyard level maintenance of ship-borne type equipment installed at assigned Canadian Forces Bases.

### MATERIAL SERVICES BRANCH

The Material Services Branch has responsibility for all material supply matters within its jurisdiction. Within the Dockyard, the principle supply unit is the Naval Supply Depot whose mission is: to support the Fleet and share activities with supply of material; to receive, store and issue, to dispose of material declared surplus and to stock material for strategic and emergency use.

### QUEEN'S HARBOUR MASTER

Queen's Harbour Master is responsible for naval ship control in Halifax Harbour, operation of auxiliary vessels and yardcraft, berthing of HMC ships, operations of cranes, traffic control and security. More than fifty naval auxiliary vessels are operated by QHM, ranging from ocean-going research vessels to small tugs and harbour craft.



## THE FLEET (EAST COAST)

|                         |                          |
|-------------------------|--------------------------|
| CVL22 HMCS Bonaventure  | Aircraft Carrier         |
| ARE 101 HMCS Cape Scott | Escort Maintenance Ship  |
| AOR 508 HMCS Provider   | Fleet Replenishment Ship |

### FIRST CANADIAN ESCORT SQUADRON

|                       |                      |
|-----------------------|----------------------|
| DDH 206 HMCS Saguenay | Helicopter-Destroyer |
| DDH 266 HMCS Nipigon  | Helicopter-Destroyer |
| DDE 258 HMCS Kootenay | Destroyer-Escort     |

### THIRD CANADIAN ESCORT SQUADRON

|                          |                      |
|--------------------------|----------------------|
| DDH 265 HMCS Annapolis   | Helicopter-Destroyer |
| DDH 207 HMCS Skeena      | Helicopter-Destroyer |
| DDE 259 HMCS Terra Nova  | Destroyer-Escort     |
| DDE 257 HMCS Restigouche | Destroyer-Escort     |

### FIFTH CANADIAN ESCORT SQUADRON

|                          |                      |
|--------------------------|----------------------|
| DDH 205 HMCS St. Laurent | Helicopter-Destroyer |
| DDE 236 HMCS Gatineau    | Destroyer-Escort     |
| DDH 233 HMCS Fraser      | Helicopter-Destroyer |

### SEVENTH CANADIAN ESCORT SQUADRON

|                          |                      |
|--------------------------|----------------------|
| DDH 229 HMCS Ottawa      | Helicopter-Destroyer |
| DDH 230 HMCS Margaree    | Helicopter-Destroyer |
| DDH 234 HMCS Assiniboine | Helicopter-Destroyer |

### FIRST CANADIAN SUBMARINE SQUADRON

|                   |           |
|-------------------|-----------|
| S72 HMCS Ojibwa   | Submarine |
| S73 HMCS Onondaga | Submarine |

### BAY CLASS MINESWEEPERS

|                        |             |
|------------------------|-------------|
| MSC 159 HMCS Fundy     | Minesweeper |
| MSC 160 HMCS Chignecto | Minesweeper |
| MSC 161 HMCS Thunder   | Minesweeper |
| MSC 164 HMCS Chaleur   | Minesweeper |

### BIRD CLASS

|                        |              |
|------------------------|--------------|
| PCF 780 HMCS Loon      | Patrol Craft |
| PCF 781 HMCS Cormorant | Patrol Craft |
| PCF 783 HMCS Mallard   | Patrol Craft |

### SHIP IN RESERVE

|                         |                  |
|-------------------------|------------------|
| DDE 219 HMCS Athabaskan | Destroyer-Escort |
|-------------------------|------------------|





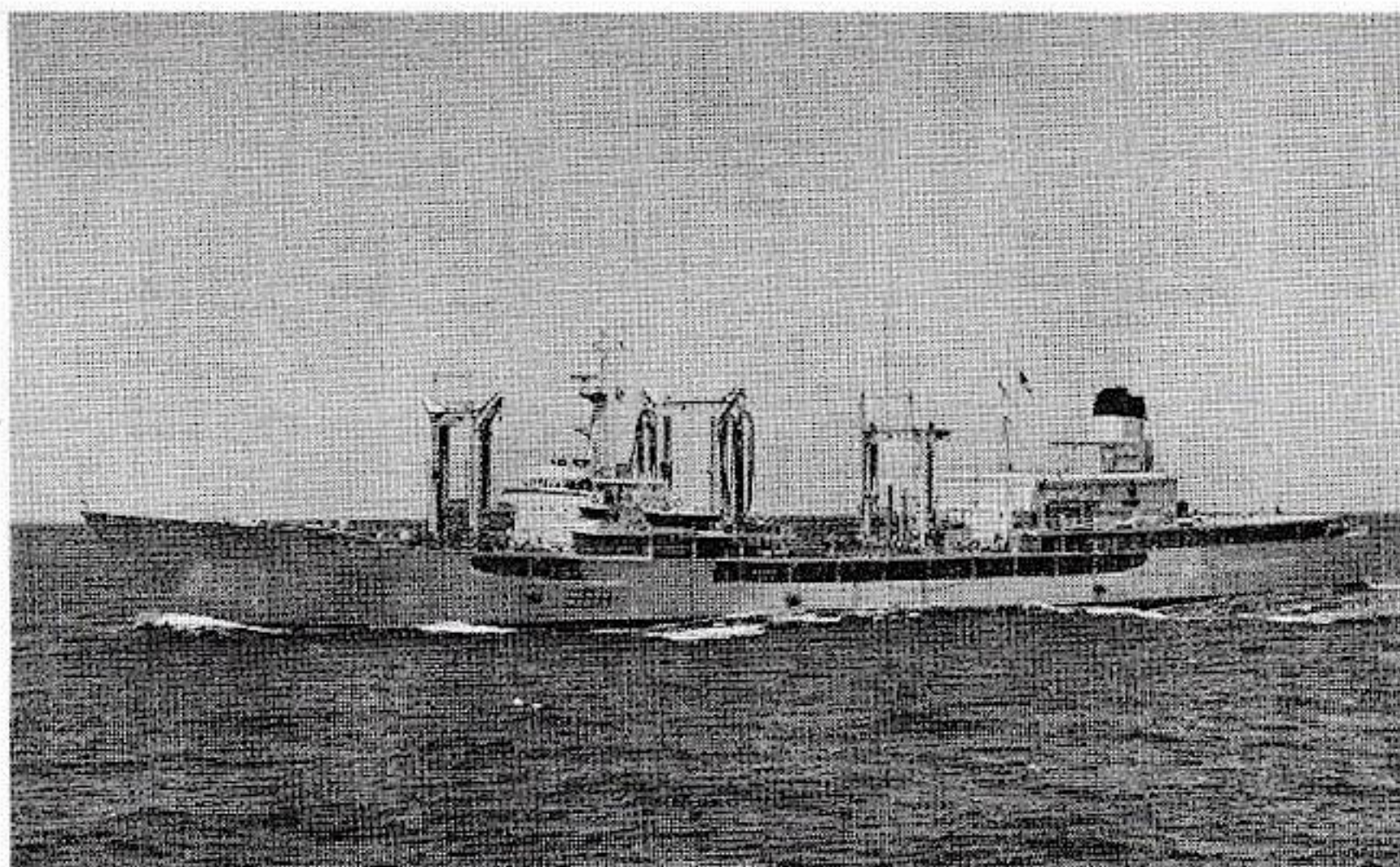
## HMCS BONAVENTURE

The first aircraft carrier owned by the RCN, HMCS Bonaventure was built in Belfast, Ireland, and completed in 1957.

She is fitted with the latest navigation and aircraft handling equipment, including angled flight deck, steam catapults and mirror landing aids. The air component includes twin-engine CS2F Tracker anti-submarine aircraft and Sea King anti-submarine helicopters.

|               |   |
|---------------|---|
| Displacement: | 16,000 tons standard (20,000 tons full load)                    |
| Dimensions:   | Length 704', beam (hull) 80', width 125' (overall), draught 25' |
| Machinery:    | Parsons single-reduction geared turbines, two shafts            |
| Speed:        | 25 knots  |
| Complement:   | 70 officers and 682 men   |
| Guns:         | Four twin 3-inch 50 calibre guns<br>Four 6 pdr. saluting guns   |





## FLEET REPLENISHMENT SHIP

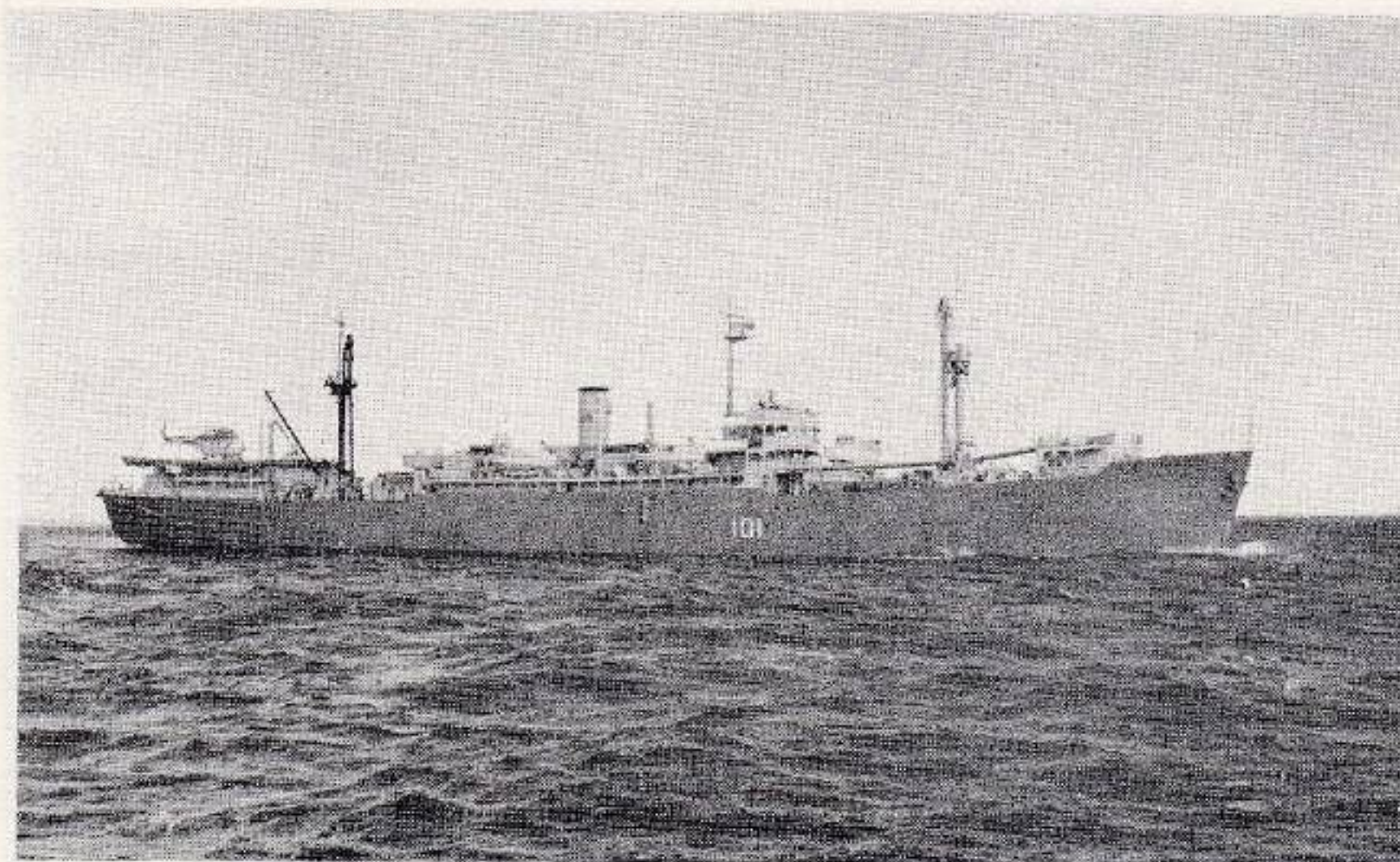
HMCS Provider was built at Lauzon, Quebec, and commissioned for service on 28 September 1963.

The Provider, with her facilities for furnishing mobile support, enables units of the fleet to operate for extended periods at sea. She can pump fuel oil to other ships at a rate of 1,500 tons per hour while steaming at speeds in excess of 18 knots.

She is equipped with the latest sonar, radio and navigational equipment; with electro-hydraulic deck winches; a helicopter landing platform hangar and repair facilities and modern upper deck fuelling arrangements. She has 26 cargo tanks which hold 12,000 tons of fuel oil, 1,200 tons of diesel fuel and 1,000 tons of aviation gasoline plus storage for spare parts, ammunition and 250 tons of food.

|               |                                      |
|---------------|--------------------------------------|
| Displacement: | 22,000 tons (full load)              |
| Dimensions:   | Length 551', beam 76', draught 30'   |
| Machinery:    | Single screw, steam turbine          |
| Boilers:      | Water tube, automatically-controlled |
| Range:        | 5,000 miles at 20 knots              |
| Crew:         | 15 officers and 156 men              |





## ESCORT MAINTENANCE SHIP

One "Cape" class escort maintenance ship, HMCS Cape Scott, is in commission on the Atlantic Coast. She was built in Vancouver in 1944 for the Royal Navy and subsequently turned over to the RCN. This ship has been converted and equipped to carry out maintenance and repairs to support the fleet at sea.

|               |                                    |
|---------------|------------------------------------|
| Displacement: | 8,580 tons (11,270 tons full load) |
| Dimensions:   | Length 441', beam 57', draught 20' |
| Machinery:    | Triple expansion, 1 shaft          |
| Speed:        | 11 knots                           |
| Boilers:      | 2 Foster Wheeler                   |
| Complement:   | 24 officers and 251 men            |





## RESTIGOUCHE CLASS DESTROYER ESCORTS

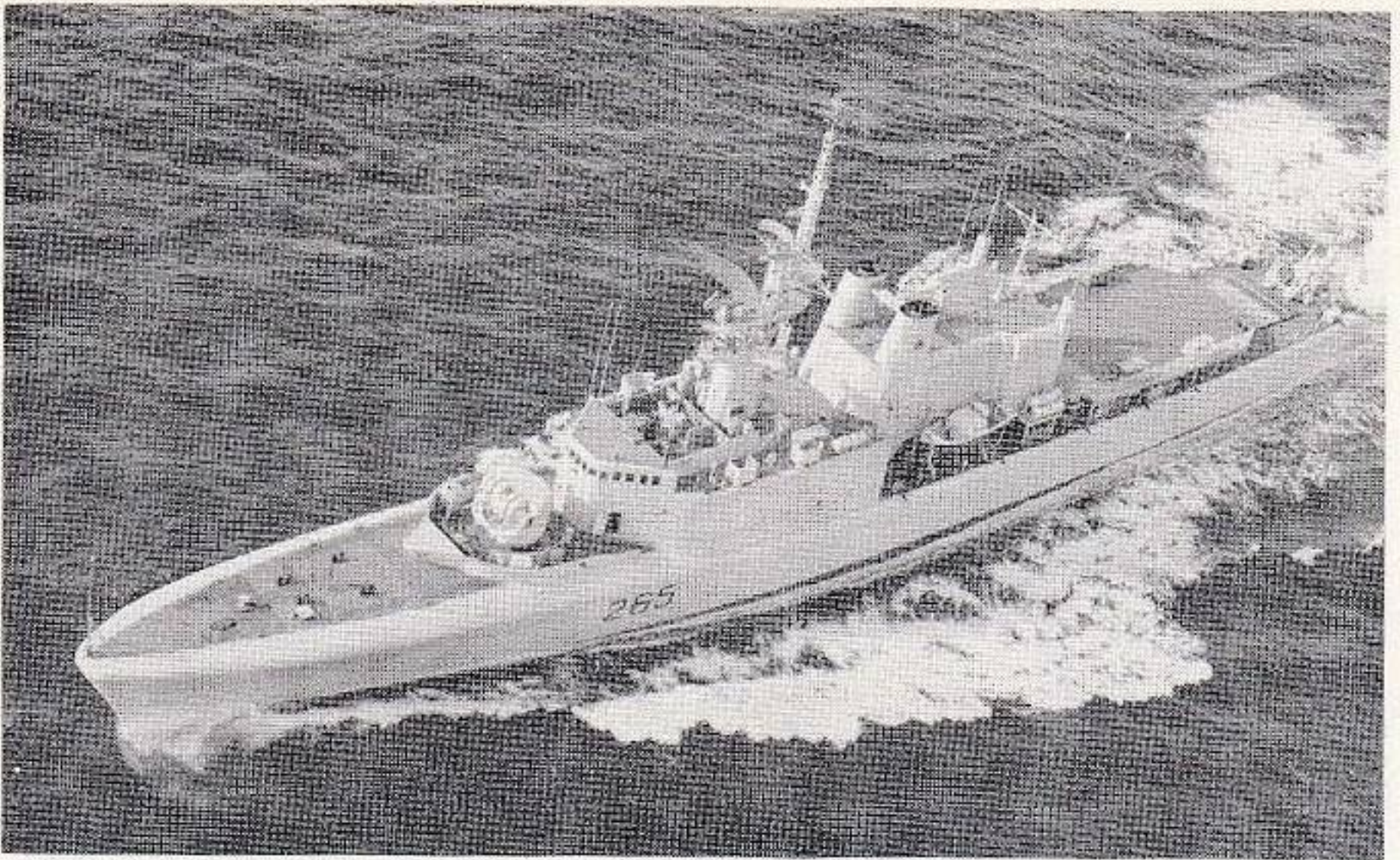
The ships of this class are Canadian designed and constructed and are considered among the most modern anti-submarine vessels in the world.

There are Restigouche class destroyer escorts in all Canadian Escort Squadrons which are based at Halifax, N.S.

| <u>No.</u> | <u>Name</u> | <u>No.</u> | <u>Name</u> |
|------------|-------------|------------|-------------|
| DDE 235    | Chaudiere   | DDE 258    | Kootenay    |
| DDE 236    | Gatineau    | DDE 259    | Terra Nova  |
| DDE 257    | Restigouche |            |             |

|               |   |
|---------------|---|
| Displacement: | 2,366 tons (2,900 full load)  |
| Dimensions:   | Length 366', Beam 42', Mean draught 13.5'   |
| Machinery:    | Geared turbines, 2 shafts   |
| Speed:        | 28 knots  |
| Complement:   | 11 officers and 198 men   |
| Armament:     | One twin 3-inch 70 calibre mounting<br>One twin 3-inch 50 calibre mounting<br>Two triple-barrel anti-submarine mortars and homing torpedoes |





## ANNAPOLIS CLASS DESTROYER ESCORTS

This class consists of HMC Ships Nipigon (DDE 266) and Annapolis (DDE 265). Possessing the same general hull configuration as the preceding 18 destroyer escorts in the post-war construction program of the Royal Canadian Navy, these warships also have a hangar and flight deck for operation of anti-submarine helicopters, and are fitted with the Canadian variable depth sonar.

|               |  |
|---------------|--|
| Dimensions:   | Length 366', beam 42', mean draught 13'8''                           |
| Displacement: | 2,925 tons (full load)   |
| Speed:        | 28 knots approximately   |
| Machinery:    | Geared turbines; 30,000 S.H.P.                                       |
| Boilers:      | 2 water tube   |
| Crew:         | 11 officers 194 men  |
| Armament:     | Twin 3-inch gun mounting, triple-barrel ASW mortar, homing torpedoes |





## ST. LAURENT CLASS DESTROYER ESCORTS CONVERTED)

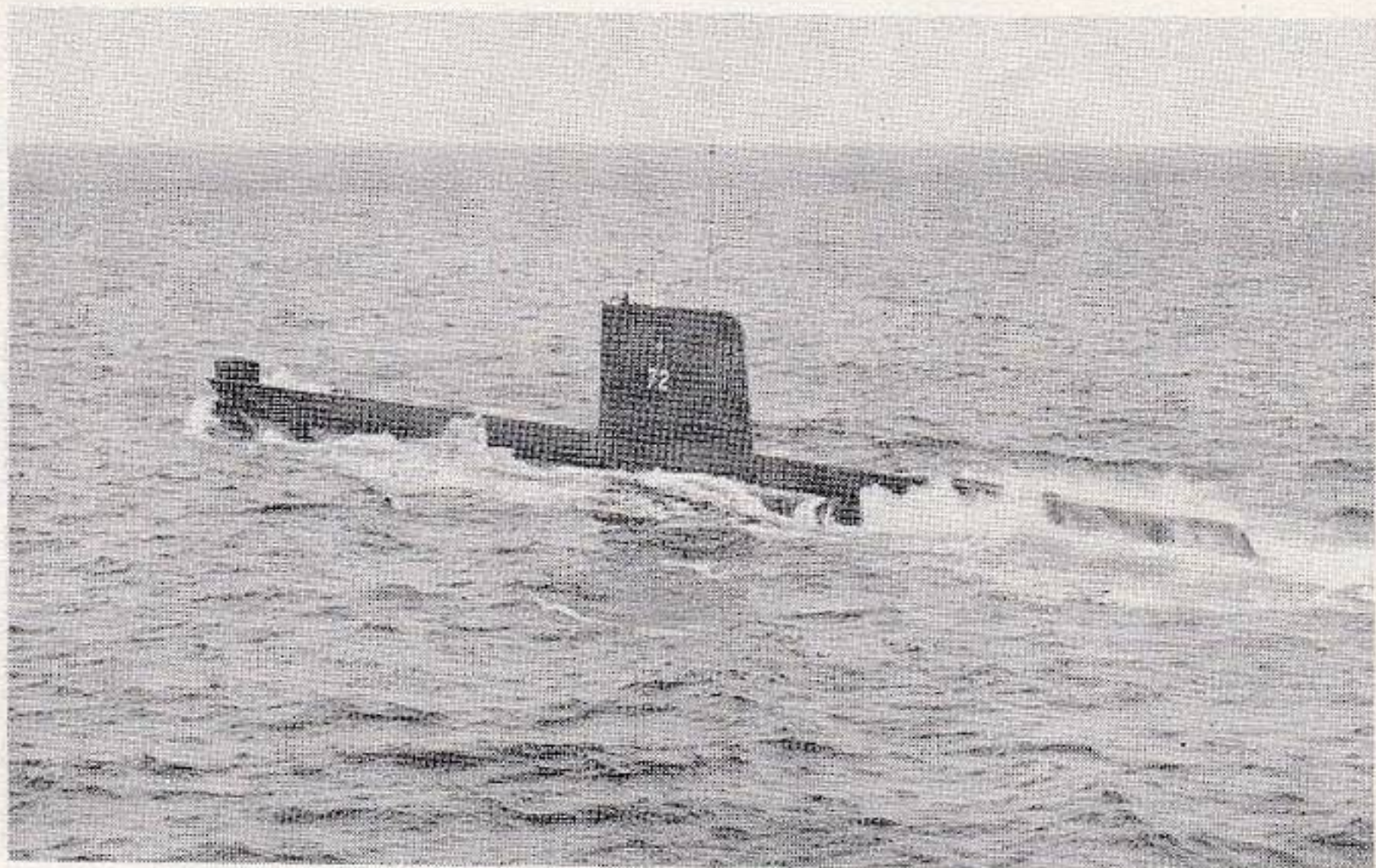
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The St. Laurent class conversion program entailed fitting the seven ships of the class with variable depth sonar and helicopter landing decks and hangars along with a number of other improvements.

HMCS Assiniboine, (DDE 234) and HMCS St. Laurent, (DDE 205) were the first to be converted. The others are: Saguenay, (DDE 206), Ottawa, (DDE 229), Skeena, (DDE 207), Margaree, (DDE 230), and Fraser (DDE 233).

|               |   |
|---------------|---|
| Displacement: | 2,263 tons (2,800 full load)  |
| Dimensions:   | Length 366', beam 42', mean draught 13'2"                                 |
| Machinery:    | Geared turbines. Two shafts.  |
| Speed:        | 28.5 knots  |
| Boilers:      | 2 water tube  |
| Complement:   | 11 officers, 198 men  |
| Armament:     | Twin 3-inch guns, triple-barrel anti-submarine mortars, homing torpedoes. |





## OJIBWA

The Ojibwa, launched February 29, 1964 at Chatham, England, is an Oberon class submarine, the latest conventional type being built in Britain. The Oberon class submarines are fitted with modern detection equipment, armed with homing torpedoes, capable of high underwater speeds and are able to maintain continuous submerged patrols in any part of the world.

Displacement:      1,610 tons standard;  
                         2,410 submerged;  
                         2,030 surfaced

Dimensions:      Length 295 $\frac{1}{4}$ ',  
                         beam 26 $\frac{1}{2}$ ',  
                         draught 18'

Armament:      Eight 21-inch tubes for homing torpedoes

Machinery:      Admiralty standard range electric drive  
                         diesels

Crew:      68 (six officers, 62 men)



## CANADIAN FORCES BASE SHEARWATER

CFB Shearwater is the prime shore establishment supporting Canadian Naval Aviation. It provides a home and operating base for first line squadrons and a training establishment for air and ground crews. CFB Shearwater, commissioned into the Navy in December 1948, is located some five miles south of the centre of the City of Dartmouth and in the area of Eastern Passage.

The history of Eastern Passage has been linked with aviation since 1918, when the United States Navy established a seaplane base there. The base provided the nucleus upon which the RCAF, RN and RCN have successively built to produce the present station.

Primarily CFB Shearwater provides a base of support to first line air squadrons, ashore or afloat, to enable them to fulfill their missions. Secondly, the base is responsible for providing the Fleet with utility, air development, technical and aviation logistic services as well as flying and aviation trades training.

### AIR SQUADRONS:

#### Anti-Submarine Squadron 880

VS 880 is an anti-submarine squadron equipped with CS2F Tracker aircraft. The squadron, based at Shearwater, normally maintains a detachment of aircraft on board HMCS Bonaventure. Its prime role is the detection and destruction of submarines.

#### UTILITY SQUADRON 32

VU 32 is a utility or general purpose squadron. The primary commitments of the squadron are: advanced training for ASW pilots; air training for naval air crewmen; the provision of piston and jet target-towing aircraft for the Fleet and Fleet School and instrument checkout and refresher training. The squadron is equipped with Tracker and T-33 jet aircraft.

#### HELICOPTER ANTI-SUBMARINE SQUADRON 50

HS 50 was formed at Shearwater in 1955 as an experimental unit to assess the practicability of airborne dunking sonar in the RCN. It is equipped with CHSS-2 Sea King helicopters. The



squadron, in its anti-submarine role, operates from aircraft carriers, helicopter destroyers and land bases.

### HELICOPTER UTILITY SQUADRON 21

HU 21 Squadron's tasks range from effecting torpedo recoveries at sea to search and rescue duties. In addition, the squadron carries out a full programme of fleet commitments including the provision of a rescue helicopter to the carrier Bonaventure whenever she is at sea. The squadron also provides for the training of service helicopter pilots. It is equipped with Sikorsky and Sea King helicopters.

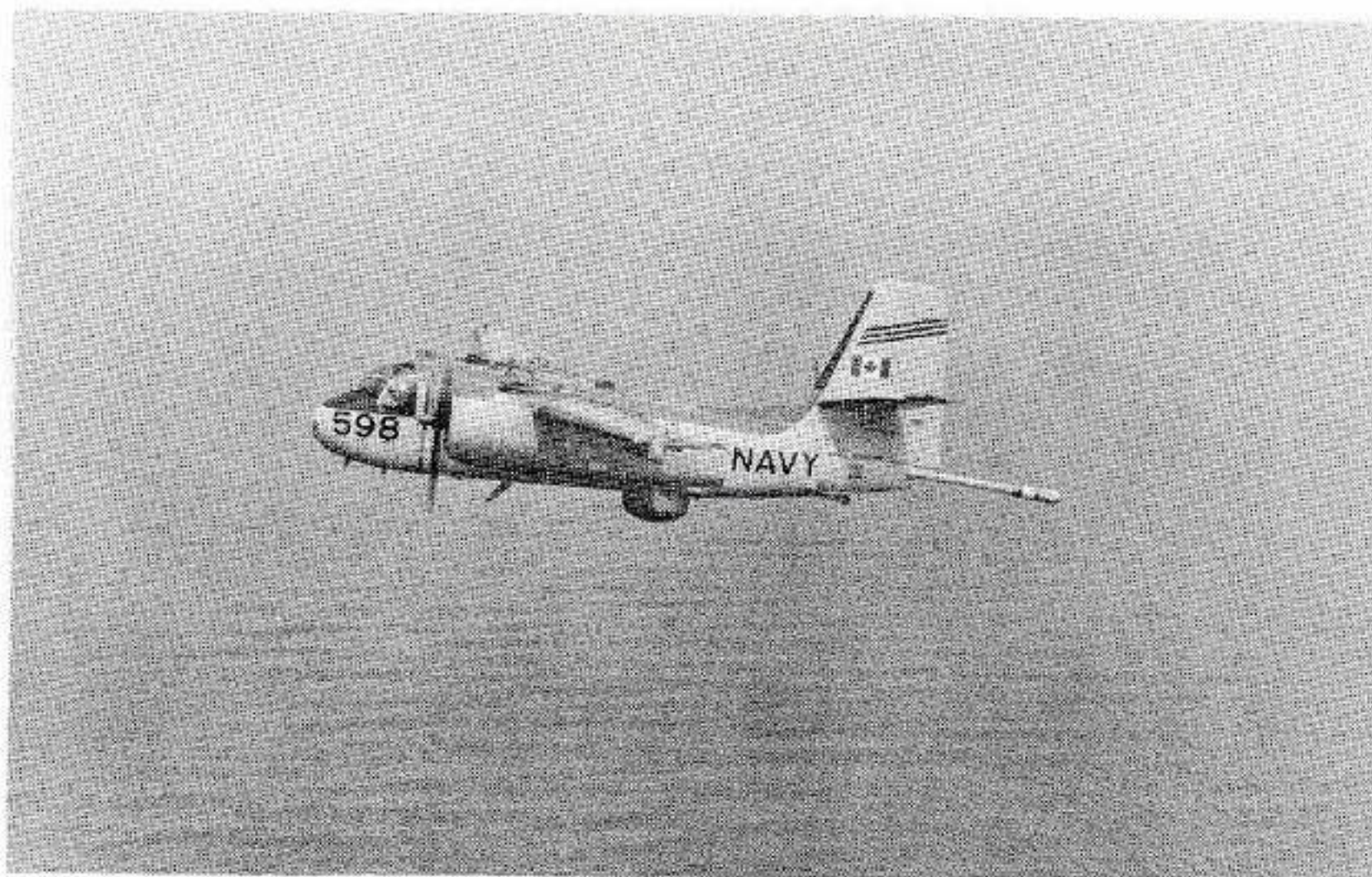
### EXPERIMENTAL SQUADRON 10

VX 10 is responsible for the test and development of all aircraft and associated equipment peculiar to the requirements of the RCN. A lodger unit at CFB Shearwater, the squadron is directly responsible to Canadian Forces Headquarters.



HMCS Assiniboine (DDH) with Sea King (CHSS-2) helicopter on her flight deck during Bear Trap trials.





## CS2F TRACKER ANTI-SUBMARINE AIRCRAFT

Built by DeHavilland Aircraft (Toronto), the Tracker is an all-weather, twin-engine aircraft equipped with latest electronic devices for navigation and detection of submarines. The aircraft carries depth bombs and torpedoes.

|                |   |
|----------------|---|
| Crew:          | Four  |
| Endurance:     | 7.5 hours or 1,000 miles  |
| Speed:         | Search speed 140 knots, maximum 224 knots   |
| All-Up Weight: | 24,500 lbs  |
| Dimensions:    | 69' wing span, 42' length   |
| Engines:       | 2 Wright 983C9HE1 nine cylinder air cooled radial, single speed supercharge   |
| Equipment:     | Radar, sonobuoys, magnetic anomaly detector (MAD), Explosive Echo Ranging, searchlight, electronic counter measures equipment |





## CHSS-2 (SEA KING) ANTI-SUBMARINE HELICOPTER

An outstanding feature of the Sea King helicopter is its all-weather, day-and-night capability. Other characteristics include an automatic tail-folding device, winch-down equipment, hull-shaped fuselage, high speed and an automatic hovering capacity. It is equipped with detection, navigation and weapons systems which enable it to search for, locate and destroy any modern submarine.

|                      |   |
|----------------------|---|
| Crew:                | 4 (two pilots, two sonarmen)                                |
| ASW Endurance:       | 4 hours or 500 miles  |
| Speed:               | 120 knots (cruising)  |
| Gross Weight:        | 19,000 lbs. max   |
| Dimensions:          | Fuselage length 54'9", width 7'1",<br>height over-all 16'8" |
| Engines:             | 2 General Electric T-58-GE-8B twin<br>turbines              |
| Detection Equipment: | Sonar-ranging set and self-contained<br>navigation system.  |
| Armament:            | Homing torpedoes and depth bombs                            |

With the anti-submarine warfare equipment removed, the CHSS-2 can transport up to 25 troops internally or up to 4,000 lbs. externally.



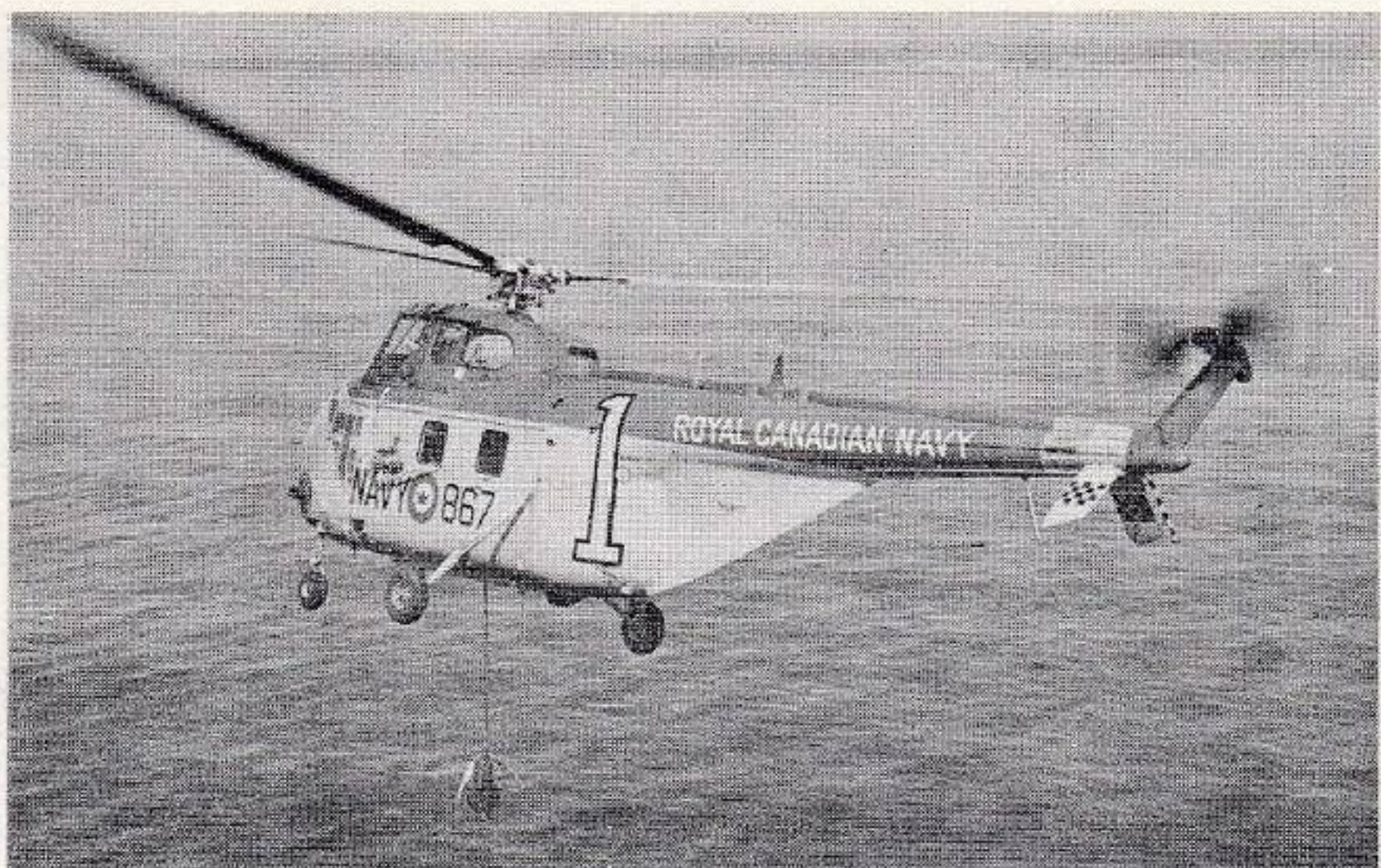


### T-33 SILVER STAR

The T-33 Silver Star is a two-place jet aircraft used by the RCN primarily for the towing of radar reflecting targets. These targets are used by the gunnery range at Osborne Head and ships at sea for gunnery practice. The aircraft is also used for radar tracking for ships' work ups and calibration of radar and fleet utility work.

|                    |                                       |
|--------------------|---------------------------------------|
| Crew:              | 1 pilot and 1 crewman                 |
| Endurance:         | 3½ hours or 1,400 miles               |
| Speed:             | 400 knots (cruising)                  |
| Max. Gross Weight: | 16,000 lbs.                           |
| Dimensions:        | Length 36', Wing Span 38', Height 14' |
| Engine:            | Rolls Royce "Nene" 5,100 lbs. thrust. |





### SIKORSKY (HO4S-3) HELICOPTER

This versatile aircraft is used by the RCN primarily for helicopter advanced training. The helicopter is also used for search and rescue and fleet requirements including communications flights, torpedo spotting, photography and radar calibration. Hundreds of rescue and mercy missions have been flown by this type of helicopter since its introduction into the RCN in 1952.

Crew: 4 (2 pilots and 2 crewmen)

Endurance: 3½ hours or 300 miles

Speed: 85 knots (cruising)

Max. Gross Weight: 7,750 lbs.

Dimensions (blades folded): Length 42', height 13'4'', width 11'6''

Engine: Wright R-1300 9 cylinder



## CANADIAN FORCES BASE GREENWOOD:

Canadian Forces Base Greenwood, originally opened in May 1942 as a Royal Air Force Station, today claims the title of "largest unit in the RCAF".

Located in the heart of Nova Scotia's Annapolis Valley, the station is the home of 404 (Buffalo) Squadron, 405 (Eagle) Squadron and 103 Rescue Unit.

The major effort of the station is directed toward the operation of the two squadrons. These squadrons along with 415 Squadron at Summerside, P.E.I. are charged with the responsibility of protecting Eastern Canada and USA from possible attack by missile firing submarines.

To carry out this role, the squadrons are equipped with Argus aircraft, recognized as one of the most formidable search, strike and kill weapons in maritime warfare. The operation continues around the clock seven days a week. In addition to maintaining 24-hour fully-armed patrols in their area of responsibility, both squadrons annually participate in a number of NATO exercises both from Greenwood and from bases in other NATO countries.

### 404 SQUADRON

404 "Buffalo" Squadron, formed in 1941, was the second Canadian squadron to be formed overseas and the first Canadian squadron in the RCAF's Coastal Command. It was disbanded at Banff, Scotland on May 25, 1945.

In 1951 the squadron was re-activated at Greenwood and equipped with modified Lancasters. The Lancasters were phased out in favour of the P2V7 Neptune in 1955 and these were replaced by Argus in 1959.

### 405 SQUADRON

405 "Eagle" Squadron formed in 1941 was the RCAF's first bomber squadron overseas. The squadron operated for a short time with Coastal Command and was later selected for Bomber Command's elite "Pathfinders". The squadron was disbanded in September 1945.

The Squadron was reformed as a Maritime patrol squadron at Greenwood in 1950 and equipped with modified Lancasters.



Aircraft changes took place similar to those of 404 Squadron.

### ARGUS CONVERSION UNIT

Aircraft crews are trained for anti-submarine warfare on the P2V7 Neptune aircraft at the Operational Training Unit, Summerside. The Argus Conversion Unit at Greenwood, formed in August 1960, gives a four to eight week course to O.T.U. graduates for conversion to Argus aircraft. The length of the course depends on the specific aircrew trade.

### 9 FIELD TECHNICAL TRAINING UNIT

At 9 Field Technical Training Unit, opened in June 1958, groundcrew receive special instruction in Telecom, Aero Engine Air Frame, Electrical, Instrument and Weapons peculiar to the Argus. The technical facilities of the unit are also used by the ACU for air crew training.

### OPERATIONAL FLIGHT AND TACTICAL TRAINER

In 1960, Greenwood acquired an Argus simulator. Known as the Operational Flight and Tactical Trainer, this simulator allows an Argus aircrew to run through any operational or tactical situation on the ground that they might encounter in the air.

### 103 RESCUE UNIT

103 Rescue Unit operates in the Atlantic Search and Rescue Area with a responsibility area of approximately 1,600,000 square miles.

Since its formation in 1947, the unit has carried out thousands of search and rescue missions in support of international, national and provincial commitments.

These missions range from searches for missing ships to dramatic open-sea rescues of ship-wrecked sailors; from the airlifting to hospital of critically injured people to the searching for lost or downed aircraft in dense bush country.

Search and Rescue standby aircraft and crews maintain a state of readiness at all times. The unit is equipped with triphibian Albatross aircraft and Labrador helicopters.



## CANADIAN FORCES BASE, SUMMERSIDE, P.E.I.

Officially opened in January 1941, CFB Summerside began its history as a Flying Training School. The base, deactivated from early 1946 until late 1947, remained primarily as a training station until 1961 when 415 Maritime Patrol Squadron was re-activated.

Summerside is the home of No. 2 (Maritime) Operational Training Unit, the Maritime Proving and Evaluation Unit and 415 (MP) Squadron. Equipped with these three units, Summerside's role is one of training, testing, evaluating and operations.

### No. 2 (M) OPERATIONAL TRAINING UNIT

2 (M) Operational Training Unit was established at Summerside in 1953.

The role of the unit is to train graduate aircrew to the basic standard of anti-submarine warfare operational efficiency required by Maritime Squadrons.

The aircrew is trained on the Neptune, a plane with two reciprocating engines and two jet engines. Those going on Argus squadrons take a further Argus Conversion Course at Greenwood.

### MARITIME PROVING AND EVALUATION UNIT

This unit, formed in 1955 at Greenwood and moved to Summerside in 1959, was formed to evaluate new equipment and tactics used in Maritime Command. It consists of two crews, two Neptunes and one Argus to evaluate ASW detection equipment, armament, weapons and tactics.

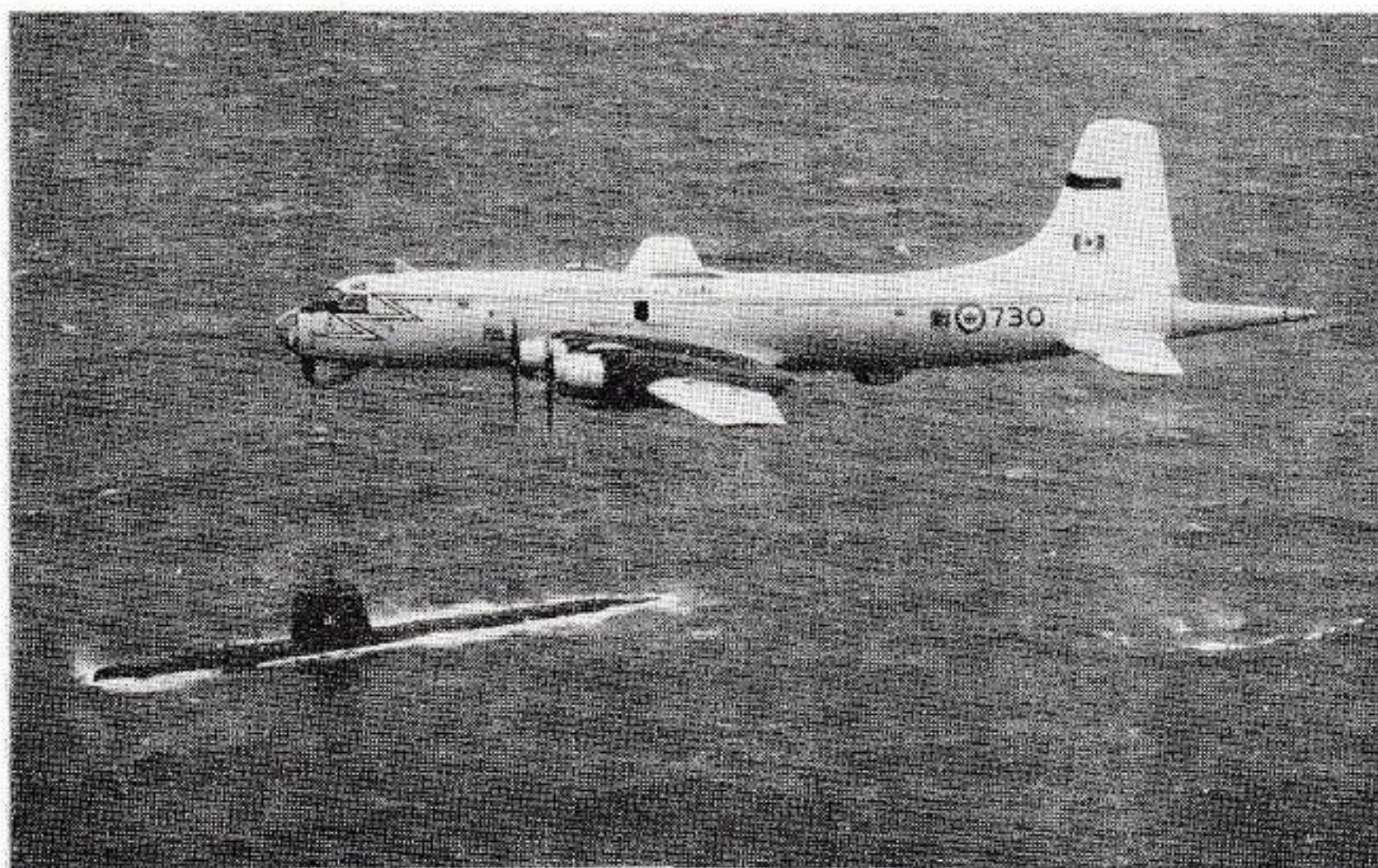
### 415 (MP) SQUADRON

415 (MP) Squadron was formed as a torpedo-bomber squadron in England, August 1941. The squadron's war record includes the bombing of shipping, ports, V.I. sites, etc., as well as assisting in D-Day operations. The squadron was disbanded May 15, 1945.

In June, 1961, the "Swordfish" squadron was reactivated at Summerside.

Shortly after its formation, 415 Squadron established an endurance record with an Argus. The aircraft, equipped for normal flying duties, remained airborne for 30 hours, 20 minutes covering a distance in excess of 5,000 miles.





## CL28 ARGUS

Built by Canadair, the "Argus" is the best land based anti-submarine aircraft in operation in the world today. Specifically designed to fulfill the ASW role, the aircraft is capable of long periods of ocean patrol duty — accommodating the latest Maritime surface and subsurface detection equipment — tactical co-ordination with Naval surface craft on defensive and offensive maneuvers — convoying and search-rescue operations.

|               |  |
|---------------|--|
| Crew:         | 15 (3 pilots, 3 navigators, 2 flight engineers, 7 radio operators)   |
| Endurance:    | 20 hours (normal operation) — Record time airborne — 30 hours.   |
| Speed:        | 200 knots (cruising)   |
| Gross Weight: | 157,000 lbs.   |
| Dimensions:   | Fuselage length 128'9½", wing span 142'3½", height 38'8"   |
| Engines:      | Four 3,700 h.p. Wright Cyclone R3350EAI turbo compound engines   |
| Armament:     | Approximately 8,000 lbs. in two bomb bays. Missiles, rockets, depth charges, mines, bombs, photo flashbombs and practice bombs can be carried. |





## NEPTUNE

Built by Lockheed Aircraft Corp., the Neptune is used primarily in anti-submarine warfare, although it is readily adaptable to search and rescue, minelaying and torpedo bombing. One of its more unique features is the combination of two jet and two piston engines. The jet engines provide additional thrust when needed and gives the Neptune speeds in excess of 300 mph.

|                 |   |
|-----------------|---|
| Crew:           | 9-11  |
| ASW Range:      | 3,400 miles   |
| Speed (cruise): | 200 knots (without jets)  |
| Max. Weight:    | 80,000 lbs.   |
| Dimensions:     | Length 91'8", Wing Span 103', Height 29'4"  |
| Engines:        | 2- 3,500 h.p. Wright turbo-compound and 2 Westinghouse J34 turbo jets developing 3,400 lbs. static thrust each. |
| Armament:       | Depth charges, torpedoes and rockets  |





## LABRADOR HELICOPTER

The Labrador (CH113) is a twin turbine powered, tandem rotor helicopter capable of performing passenger, cargo or rescue missions. For sea rescue operations, the helicopter is amphibious. It can accommodate 26 passengers or 15 stretchers. The aircraft, which has an endurance of five hours, is equipped with a cargo sling beam and hook, towing capability and rescue hoist. An all-weather operation feature is rotor blade de-icing.

|                    |  |
|--------------------|--|
| Crew:              | Three plus 26 passengers.                              |
| Endurance:         | Five hours or 750 miles.                               |
| Speed:             | 130 knots (cruising).                                  |
| Max. Gross Weight: | 21,400 lbs.  |
| Fuselage Length:   | Length 44'7".  |
| Rotor Diameter:    | 50'.   |
| Power Plants:      | 2 T-58-GE-8B turbine engines producing 1250 h.p. each. |





## ALBATROSS

The Grumman Albatross is a high wing, twin engine, search and rescue triphibian, capable of being operated from land, sea, ice and snow. The aircraft carries land and sea survival kits that can be dropped to survivors in a situation when landing is impossible. Para-Rescue jump teams are carried on all rescue missions.

|               |  |
|---------------|--|
| Crew:         | Six — 14   |
| Endurance:    | (Operational) 14 hours or 1,750 miles                  |
| Speed:        | 150 knots (cruising)                                   |
| Gross Weight: | 36,500 lbs.  |
| Dimensions:   | Fuselage length 62'10", height 25'10", wing span 96'8" |
| Engines:      | 2 Wright R-1820-82 engines.                            |