

# WELCOME ABOARD

An aerial photograph of a large naval ship, likely a helicopter carrier, sailing on the ocean. The ship's deck is visible, featuring two large helicopters parked side-by-side. A group of crew members is standing in formation on the deck between the helicopters. The ship's superstructure, including various masts and antennas, is visible on the left side. The ocean surface is textured with small waves.

ROYAL CANADIAN NAVY

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## THE ROYAL CANADIAN NAVY

*"It has been startlingly apparent this past year that the margin between peace and war can become dangerously narrow in a very brief time. That the ultimate catastrophe did not occur can be credited to calm statesmanship, firm resolve and, in a large measure, to the deployment of adequate seapower at the moment of crisis."*

Vice-Admiral H. S. Rayner, Chief of the Naval Staff, in his 1962 message to the fleet, focused attention on the importance of maritime preparedness. The operative words are "the deployment of adequate seapower at the moment of crisis".

Seapower is only deployable when it is in existence; trained and available today. Furthermore, it must be mobile, self-sufficient and possess extended "on station" endurance.

Although it is a relatively small force—21,500\* officers, men and women supporting a fleet of approximately 60 combat ships—the Royal Canadian Navy is assigned a defence task which fits into the intricate structure of seapower in the free world.

The purpose of the Royal Canadian Navy is to ensure that Canada, in co-operation with allied and friendly nations, will have unrestricted use of the seas. The Navy's role, in support of Canada's defence policy is: to maintain sea communications; to defend Canada against attack from the sea; to contribute to the collective defence of the NATO area and to contribute naval forces to the United Nations as may be required.

The RCN, in carrying out this role, specializes in anti-submarine warfare (ASW) to meet the formidable threat poised below the surface. The USSR, her allies and satellites, have a total of 515 submarines ("Jane's Fighting Ships")—a staggering underseas fleet, many times the size of Germany's at the beginning of the Second World War.

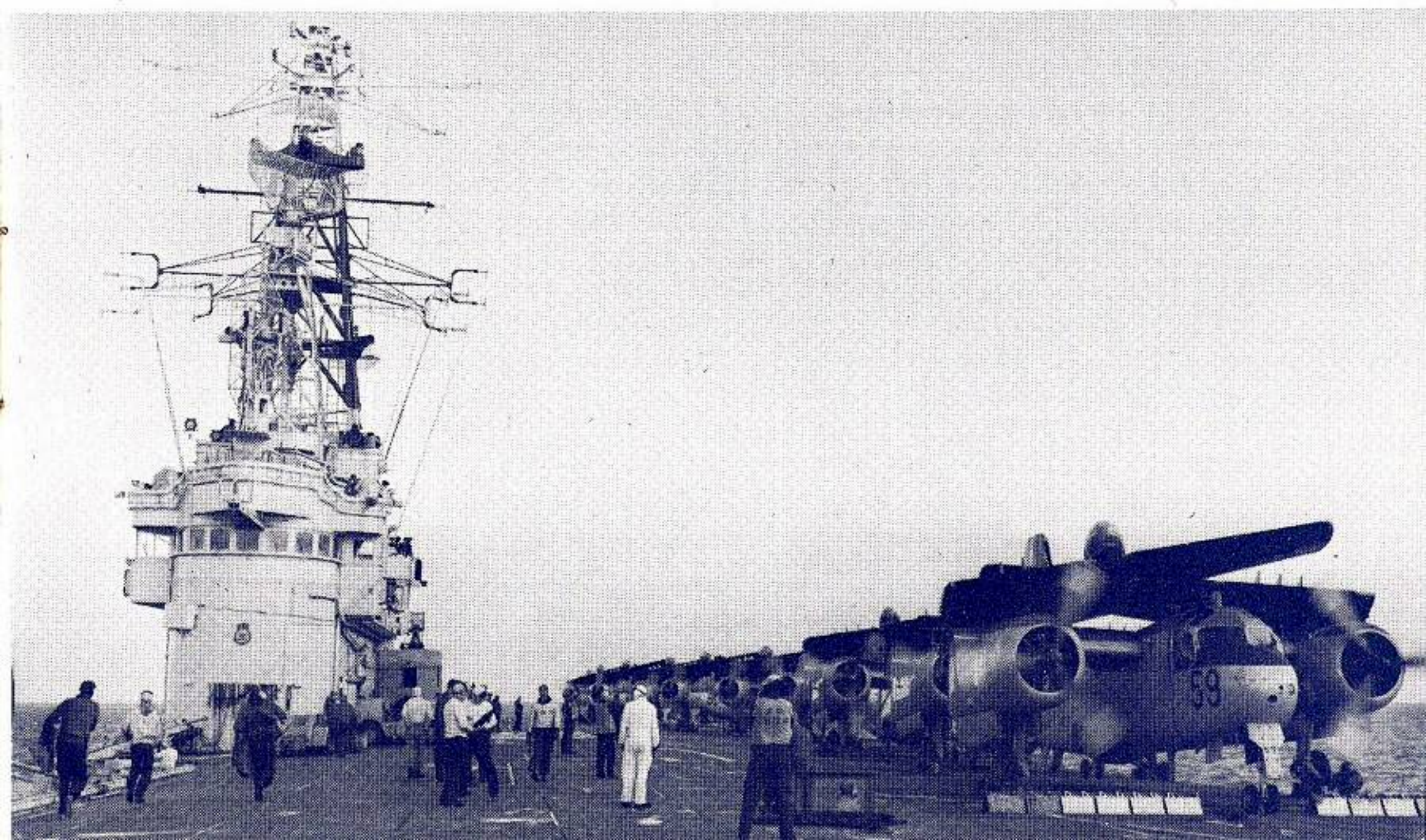
All but about a score of these submarines are conventionally powered and it is they that constitute the principal current threat at sea. RCN ASW forces are well equipped to do their part in meeting this threat. At the same time, the RCN is planning and building to meet the threat of the future—nuclear-powered submarines possessing high speed, unlimited endurance and devastating firepower.

The forces available and deployable today are described below. New ships, equipment and associated tactics are coming into service in 1963, and the years that follow will see many more changes as today's plans are transformed into tomorrow's reality.

A conversion programme has begun to extensively re-arm destroyer escorts with two separate but related improvements which will do much to restore the speed advantage to the surface weapons system. The variable depth sonar, developed by Defence Research Board scientists working closely with naval technical officers, is one of the innovations. The VDS, as it is called, is a sonar whose transducer can be lowered hundreds of feet into the water, scanning at different depths. One serious limitation of a hull-mounted sonar is that its transmissions can be distorted or completely deflected by the different temperature gradients in sea water. Now the Variable Depth Sonar operates below the gradients which formed a protective barrier for submarines. For some years the RCN has experimented in operating a helicopter from a temporary flight deck installed on an escort vessel's quarterdeck. The tests were successful and permanent helicopter operating and stowage facilities are being built into destroyer escorts. The VDS and an embarked all-weather helicopter will provide destroyer escort types with an adequate response to the modern fast submarine.

A new helicopter has been purchased by the government for the RCN. The Sikorsky CHSS-2 twin-turbine powered, all weather, ASW helicopter is a large and powerful machine representing a great advance in combat effectiveness over helicopters now in service. Deliveries began in May, 1963 and, after crews are trained, fully equipped CHSS-2 helicopters will begin operations from the aircraft carrier *Bonaventure* and converted destroyer escorts.

The *Assiniboine* and the *St. Laurent* will complete their conversions in late 1963; the *Nipigon* and *Annapolis*, new ships of the *Mackenzie* class still under construction will commission into the fleet in 1964, fully equipped with VDS and helicopter facilities in addition to their normal fighting equipment. Five more ships of the *St-Laurent* class will be converted by 1966.





The keel is scheduled to be laid in 1964 of the first of eight new construction ships, called General Purpose Frigates. Armed with two guided missile systems, fully equipped for ASW, with a general purpose helicopter and the capacity to transport, land and support a company of troops with equipment, these ships will add new versatility to the fleet.

Another result of continued and concentrated studies to cope with the submarine threat will possibly be the adoption of a revolutionary anti-submarine vehicle, the hydrofoil. The hydrofoil craft has been under study by several navies in recent years to determine its adaptability as an ASW systems carrier. The Defence Research Board and de Havilland Aircraft of Canada recently completed an intensive feasibility study. Based on technical and design study and models testing, their report recommended that a design for a prototype vessel be undertaken, that the vessel be built, given sea trials and serve as a vehicle for detection and weapons systems testing. Funds have been allocated to carry the project forward and, in the next decade, the hydrofoil may become a combat ship in the RCN's anti-submarine team.

## Composition of the Fleet

The aircraft carrier *Bonaventure* leads the anti-submarine team. A modern ASW carrier, she has the angle-deck, mirror landing-aid and steam catapult. She carries twin-engine Tracker anti-submarine aircraft and HO4S3 anti-submarine helicopters (these will be replaced by the formidable, all-weather Sikorsky CHSS-2). There are 25 destroyer escorts in the fleet, 18 of them having been delivered from 1955 onwards. The others will be replaced by new ships in the next few years. Making up the "second line" of anti-submarine escorts are 17 wartime-built frigates which were re-built and re-armed a few years ago. One Second World War submarine provides training for the fleet on the west coast and two Royal Navy submarines, based at Halifax, perform the same task in the Atlantic Command.

A minesweeping squadron is maintained on each coast to provide mine protection in coastal waters and harbour approaches.

Backing up the ASW forces are two escort maintenance vessels, designed to provide a mobile repair facility. A new fleet replenishment ship, the *Provider*, will join the fleet this summer. Her role will be to supply

fuel, stores, provisions and other services to ships at sea, thus extending their operational endurance. She will be the biggest ship ever built in Canada for the RCN.

Under construction are three destroyer-escorts. One will commission in late summer, 1963 and the two others, being built to the VDS-Helicopter configuration, will be completed in 1964.

The authorized manpower of the RCN is 21,720; present strength is approximately 21,500.

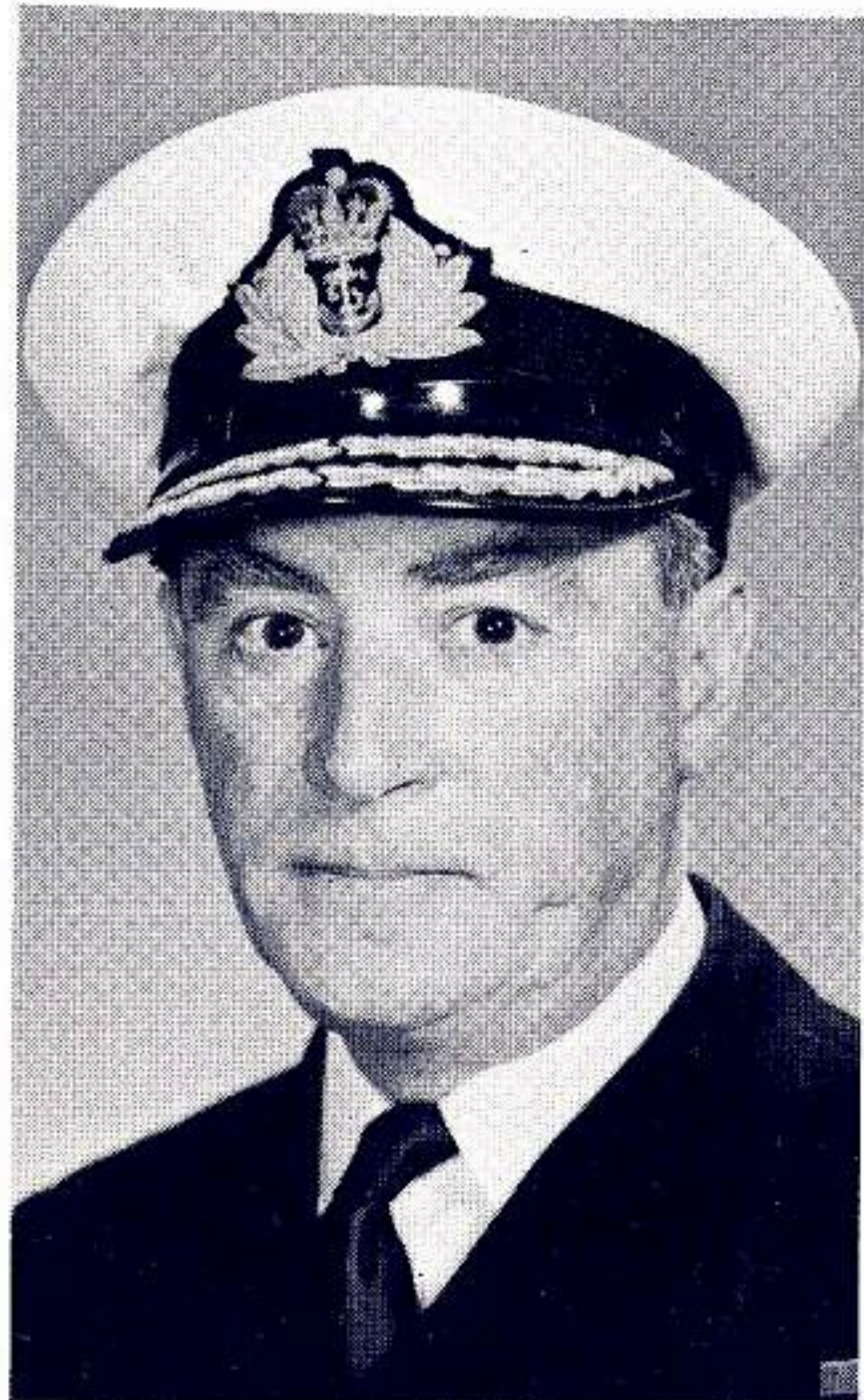
## **The Royal Canadian Naval Reserve**

The recruiting and training of the Royal Canadian Naval Reserve is conducted mainly through 21 Naval Divisions across Canada, under the overall command of the Commanding Officer Naval Divisions with Headquarters at Hamilton, Ont. Naval reservists are Canada's "citizen sailors" devoting their free time to naval training. The strength of the RCNR as of January, 1963, was 3,635 officers, men and wrens. In addition more than 400 University Naval Training Division cadets, attending universities across Canada, were on the strength of the naval reserve.

Two or three ships of the Atlantic Command are normally placed under the operational control of the Commanding Officer Naval Divisions, Hamilton, for summer training of RCNR personnel. In addition, a cargo supply vessel, HMCS *Scatari*, and one or two craft based at Hamilton, are commissioned each summer for training duties.

There are two RCNR air squadrons, VC 922, attached to HMCS *Malahat*, Victoria naval division and VC 920, attached to HMCS *York*, Toronto. Both are equipped with C-45 Expeditors aircraft for training.





## THE ATLANTIC COMMAND

Rear Admiral Jeffrey V. Brock, DSO, DSC, CD, is Flag Officer Atlantic Coast, Canadian Maritime Commander Atlantic and Commander, Canadian Atlantic Sub-Area of SACLANT (NATO's Supreme Allied Commander Atlantic) with Headquarters in Halifax.

Admiral Brock's command embraces approximately two-thirds of the RCN strength in ships, aircraft (all except one utility squadron operate in the Atlantic Command) and personnel.

Leading the Atlantic Command fleet is the ASW carrier HMCS *Bona-venture*. One squadron of ASW Trackers and a squadron of helicopters are normally embarked in the carrier. Three squadrons of destroyer escorts and two squadrons of modernized wartime frigates round out the ASW forces. Supporting them are three squadrons of shore-based Argus maritime patrol aircraft of the RCAF.

Two Royal Navy submarines, based on Halifax, provide advanced ASW training for ships and aircraft of the Maritime Commander's forces. Based on Halifax as well are a squadron of coastal minesweepers, a fleet maintenance vessel and several smaller craft. A fleet replenishment ship, due to commission into the fleet in late summer will also be part of the Atlantic Command.

Supporting and manning the fleet and the naval aviation components are several large shore establishments in Nova Scotia. HMCS *Stadacona*, the naval barracks and fleet school in Halifax, adjoins the naval dockyard and the Maritime Headquarters. HMCS *Shearwater*, training and operational base for naval aviation components is at Dartmouth, across the harbour from Halifax. HMCS *Cornwallis*, near Digby, N.S. is the largest naval training establishment in the British Commonwealth. It is here that all new entry seamen are trained for the RCN and advanced courses for men of certain branches are conducted. A number of other bases, radio stations, depots and branches of the Fleet School, some as far away as Montreal, are also part of the Atlantic Command.

## SENIOR CANADIAN OFFICER AFLOAT (ATLANTIC)

Commodore Robert P. Welland, DSC and Bar, CD, was born in Oxbow, Sask., in March, 1918 and entered the Royal Canadian Navy as a cadet in August, 1936 from McCreary, Man.

After training with the Royal Navy, he returned to Canada early in 1940, and was appointed to the destroyer *St. Laurent*. He was awarded the Distinguished Service Cross for "courage and enterprise" in action against an enemy submarine in December, 1940, while in charge of the destroyer's anti-submarine weapons.

After a specialist anti-submarine course in the United Kingdom, he was later appointed executive officer of the destroyer *Assiniboine* in January, 1943 and in October of that year took command of the ship. In December, 1944, he took command of the destroyer *Haida*. He subsequently joined the staff of HMCS Royal Roads, then an RCN College for naval cadets, near Victoria, B.C.

Commodore Welland commanded the destroyer *Athabaskan* when that ship served in Korean waters as part of the first Canadian naval contribution to the United Nations Force. He was awarded a Bar to his DSC for "courage and initiative" while in command of the *Athabaskan* in the Korean theatre, and was also mentioned-in-despatches and received from the United States Government the Legion of Merit, Degree of Officer.

In June, 1953, he commanded the naval component of the Canadian Armed Forces Contingent that attended the Coronation of Her Majesty, Queen Elizabeth II.

After serving at Naval Headquarters as Director of Naval Training, Commodore Welland took command of HMCS *Venture*, junior officer training establishment at Esquimalt, B.C., when the establishment commissioned in August, 1954.

Commodore Welland became commanding officer of the cruiser *Ontario* in August, 1956, and in September, 1957, he was appointed to command HMCS *Shearwater*, naval air station near Dartmouth, N.S. In August, 1960, he became Director of Naval Operational Requirements at Naval Headquarters, Ottawa.

Commodore Welland was promoted to his present rank and appointed Assistant Chief of Naval Staff (Air and Warfare) at Naval Headquarters in April, 1961.

He took up his present appointment, flying his broad pennant in the aircraft carrier *Bonaventure*, in October, 1962.



# HMCS BONAVENTURE

HMCS *Bonaventure*, major fighting ship in the RCN's anti-submarine fleet, is an ASW (anti-submarine warfare) carrier commissioned at Belfast, Northern Ireland, in January, 1957.

Thoroughly modern in all respects, the *Bonaventure* includes such features as the angled flight deck, a steam catapult and stabilized mirror landing aid. She has a closed-circuit television system in the ship which facilitates communications and control of aircraft.

The ship displaces 16,000 tons standard (20,000 tons full load), her overall length is 704 feet, beam 128 feet and draught 25 feet. Single reduction geared turbines driving twin shafts produce 42,000 Shaft Horsepower, giving the ship a speed of 25 knots. Her ship's company numbers approximately 1,200 officers and men.

The *Bonaventure's* "main armament" consists of one squadron of CS2F Tracker anti-submarine aircraft and a squadron of HO4S3 anti-submarine helicopters—both types are armed with homing torpedoes. The helicopter squadron is in process of re-equipping with the CHSS2 Sikorsky all-weather, twin-turbine powered anti-submarine helicopter. Twice the size of the helicopter now in service, this formidable machine will also operate from converted destroyer escorts fitted with helicopter handling and operating facilities.

The *Bonaventure* is named for a small island off the Gaspé Peninsula in the Gulf of St. Lawrence. The eighth warship of the name (first in the RCN), her forbears in British naval history date back to 1475. She wears battle honours won through three centuries:

Lowestoft	1665	Four Days' Battle	1666
Orfordness	1666	Sole Bay	1672
Schooneveld	1673	Texel	1673
Barfleur	1692	Malta Convoys	1941.



## HMCS SASKATCHEWAN

HMCS *Saskatchewan*, a Mackenzie-class destroyer escort, commissioned at Esquimalt, B.C. February 16, 1963. Displacing 2,900 tons, the ship has an overall length of 366 feet, a beam of 42 feet and a mean draught of 13.5 feet.

The *Saskatchewan* is an anti-submarine ship, a refinement of the Canadian-designed *St. Laurent* class. Her sonar sets, the two three barrel Limbo mortars backed up with homing type torpedoes constitute the ship's "main armament". She also has one twin 3-inch 70 calibre gun mounting forward and a twin 3-inch 50 calibre mounting aft. These are primarily anti-aircraft weapons with a "lock-on" radar control and an extremely high rate of fire.

The *Saskatchewan* is named for the great river of Canada's western plains. She wears the battle honours: "Atlantic—1943-44, Normandy—1944, Biscay—1944" which were won by the first HMCS *Saskatchewan*. The first ship of the name began her career as HMS *Fortune*, a Fearless-class destroyer commissioned into the Royal Navy in May, 1935. In the first three-and-one-half years of the Second World War, the *Fortune* steamed more than 200,000 miles, was credited with a U-boat kill and fought in the North Sea and the Mediterranean.

The *Fortune* was paid off, transferred to the RCN and re-commissioned as HMCS *Saskatchewan* in May, 1943. She served nine months with Canadian Escort Group C-3 and in May 1944 began training, with other RCN destroyers, for action in the Normandy landings. Shortly after the successful completion of the landings, the *Saskatchewan* and her group made an offensive strike off Brest in the Bay of Biscay in the course of which three enemy ships were destroyed. The ship refitted in Canada and resumed operations in British waters in January 1945, carrying out escort and patrol duties until she returned to Canada in June. The ship was paid off in January 1946, later sold and broken up for scrap.





**CAPTAIN  
ROBERT W. TIMBRELL,  
DSC, CD, RCN**

**Commanding Officer HMCS Bonaventure**

Captain Robert W. Timbrell, 44, was born in Tavistock, Devonshire, England, and was living in Vancouver when he entered the Royal Canadian Navy as a cadet in August, 1937.

He received his early training with the Royal Navy and took part in the evacuation of Dunkirk for which he was awarded the Distinguished Service Cross.

He subsequently served in four Canadian destroyers, among them the *Margaree*, which was sunk in a collision at sea, and the *Ottawa*, in which he was mentioned in despatches for "services in the destruction of a submarine".

An anti-submarine specialist, he also served in and subsequently commanded the anti-submarine school at HMCS *Cornwallis*, RCN training establishment near Digby, N.S.

Following the war Captain Timbrell served as executive officer of the destroyer escort *Micmac*, commanding officer of the frigate *Swansea*, training officer in the cruiser *Ontario*, and Vice-Commandant and officer-in-charge of the Cadet Wing at the Canadian Services College, Royal Roads, near Victoria.

Following a course at the Royal Naval Staff College, Greenwich, England, Captain Timbrell commissioned HMCS *St. Laurent*, the first of Canada's new destroyer escorts, as commanding officer, in October 1955.

After promotion to Captain and an appointment as Director of Under-sea Warfare at Naval Headquarters, Captain Timbrell was appointed to the staff of the Supreme Allied Commander Atlantic, Norfolk, Va., in August, 1960.

He took command of HMCS *Bonaventure* in August, 1963.

**COMMANDER  
MARK W. MAYO, CD**



**Commanding Officer—HMCS Saskatchewan**

Commander Mark W. Mayo was born in Saint John, N.B., on September 7, 1923, and joined the RCN as a cadet in August, 1941. He attended the Royal Naval College in Dartmouth, England and later served with the RN as a midshipman. He saw service in the battleship *Nelson* during the invasion of Africa and in HMS *Tumult* during the period that the destroyer carried out shipping raids in the Adriatic.

After courses in Britain, he returned for service in the RCN, joining the destroyer *Iroquois* in November, 1944. He served in this ship while she was engaged in Russian convoy duty. In May, 1945, he was appointed to the cruiser *Ontario* which took part in the Relief of Hong Kong in September of that year.

A navigation-direction specialist, he was appointed to the aircraft carrier HMCS *Magnificent* in October 1949.

Cdr. Mayo joined the destroyer escort *Haida* in October 1953, as executive officer, and served with the ship during her third tour of Korean duty. He commanded the ship during her return voyage to Canada.

Cdr. Mayo was promoted to his present rank in January, 1959, and was appointed officer-in-charge of the Operations Division of the Fleet School at HMCS Stadacona, in April, 1960.

He became commanding officer of the *Saskatchewan* when she commissioned at Yarrows Limited, Esquimalt, B.C., on February 16, 1963.



ROGER DUHAMEL, F.R.S.C.  
QUEEN'S PRINTER AND CONTROLLER OF STATIONERY  
OTTAWA, 1963

