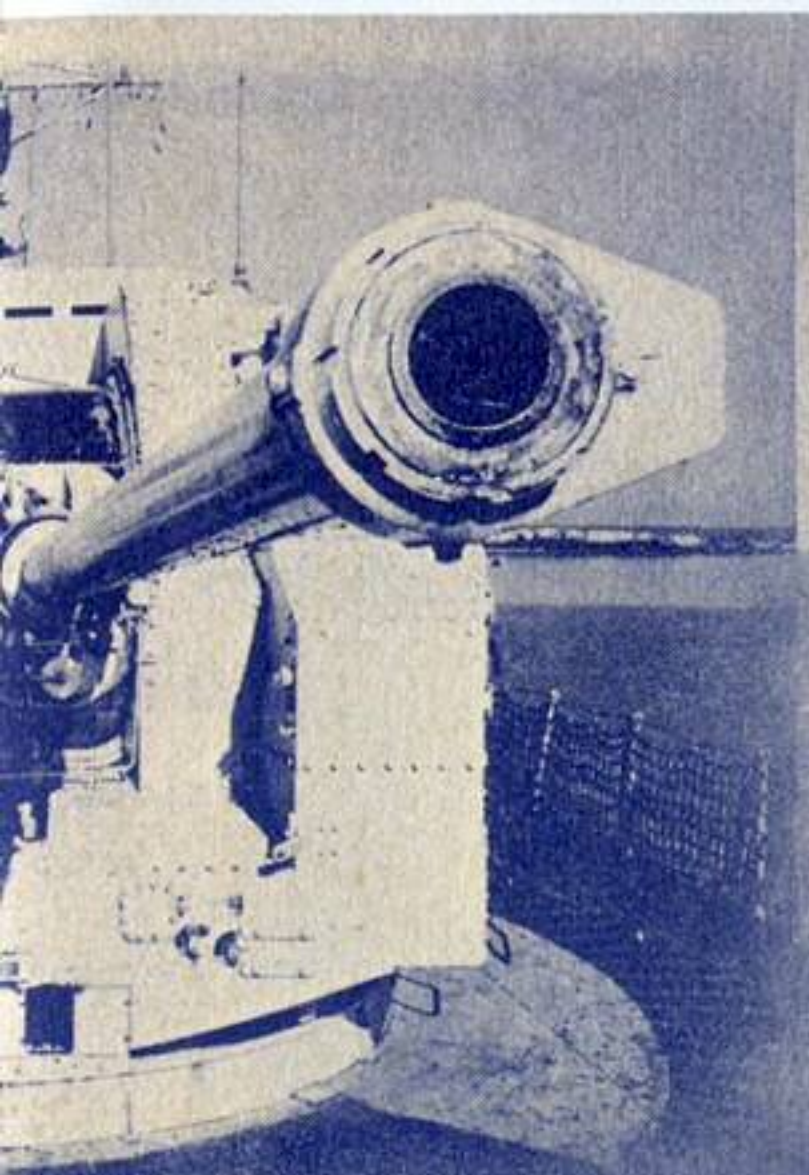
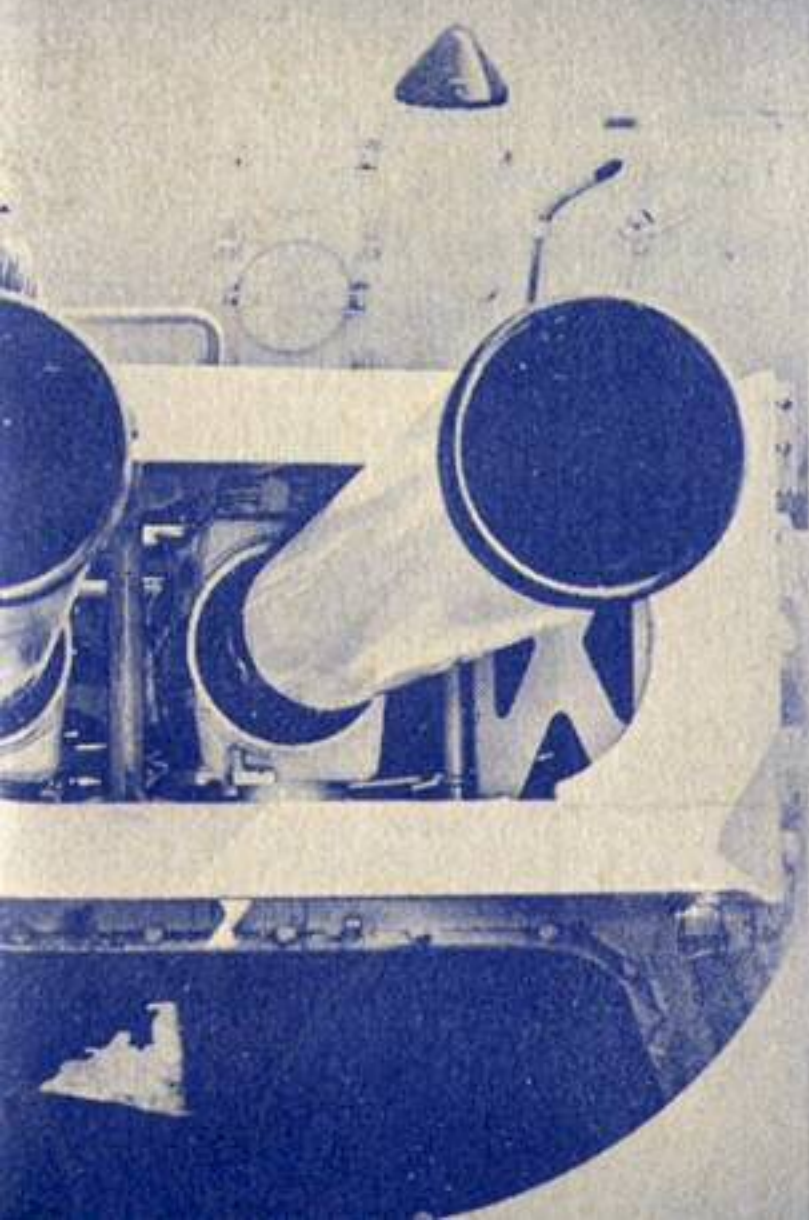
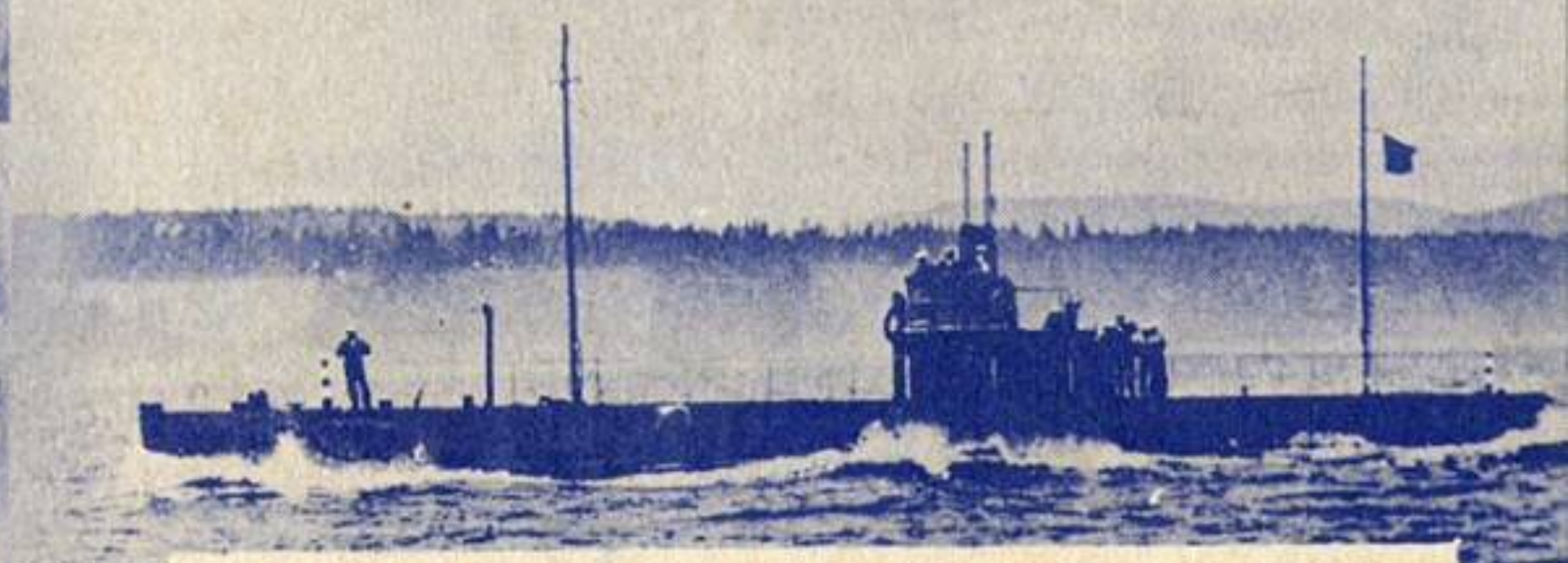
Royal Canadian Navy



FIFTIETH ANNIVERSARY

ATLANTIC COMMAND





Halifax, Nova Scotia

A MESSAGE FROM THE FLAG OFFICER ATLANTIC COAST

Rear-Admiral H.F. Pullen
OBE, CD, RCN

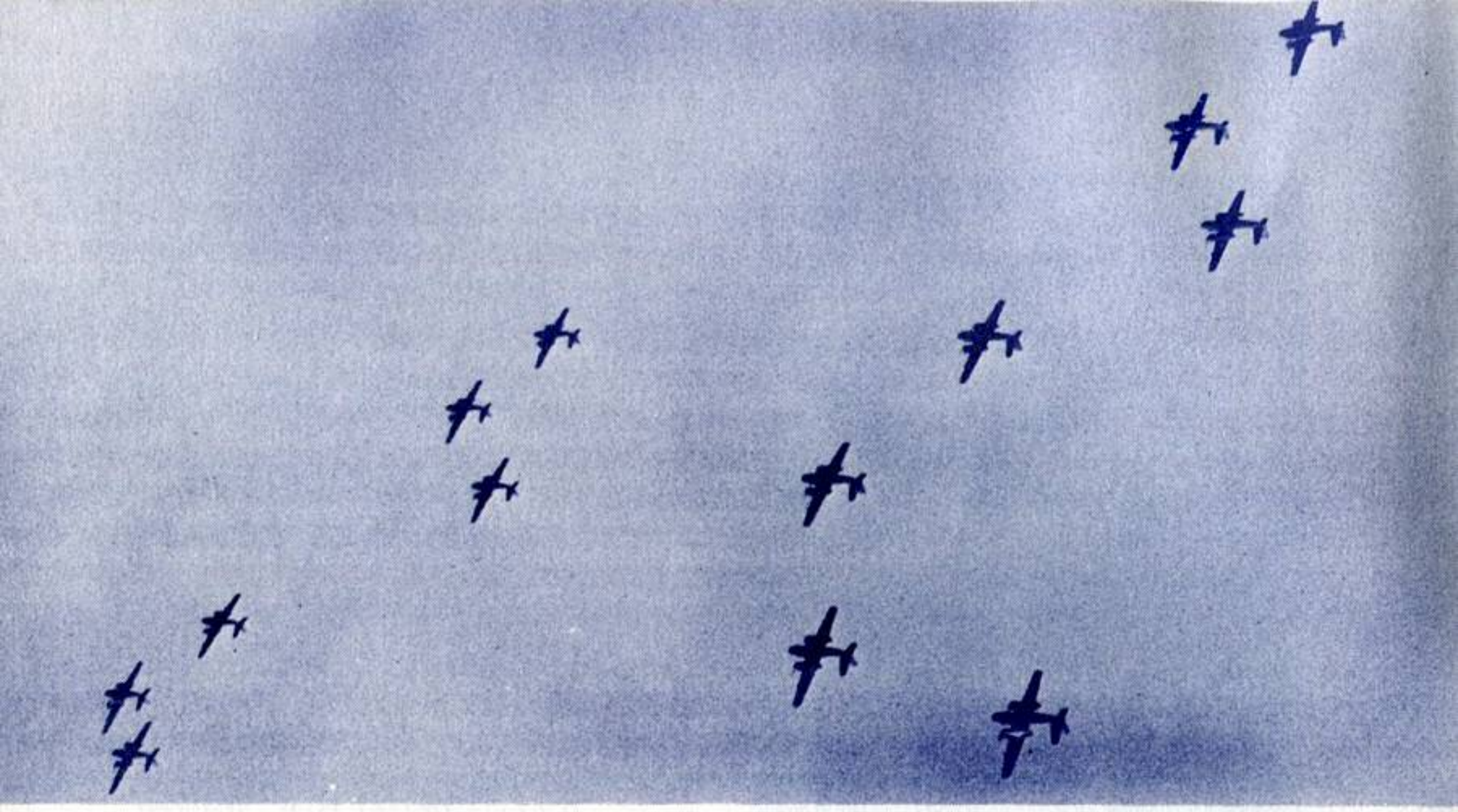
I take great pleasure in again extending a cordial invitation to the citizens of the Halifax-Dartmouth area to visit their Navy on Navy Day.

This year, even greater significance will have been added to our annual "Open House" by the fact that this is the Golden Jubilee Year of the Royal Canadian Navy. For fifty years the Navy and Halifax have grown and prospered together. It was to this port that the RCN's first warship, HMCS Niobe, was welcomed when she arrived, newly-commissioned as a Canadian ship from Great Britain on 21 October, 1910.

Since that day, Canadian naval vessels, in peace and war, have been a familiar part of this historic harbour. It is to be hoped that this happy association, which began half a century ago, will continue for the next 50 years and more, and that the Navy and Halifax will move forward together, sharing their traditional roles as "Wardens of the North".

H F Pullen.

REAR-ADMIRAL



SAIL PAST AND FLY PAST IN REVIEW

Thursday Afternoon, May 19

Forty-eight warships and auxiliary vessels of the Atlantic Command and 50 naval aircraft will sail past and fly past Vice-Admiral Harry G. DeWolf, CBE, DSO, DSC, CD, RCN, Chief of the Naval Staff.

Led by minesweepers of the First Canadian Minesweeping Squadron, 29 warships and 19 auxiliary vessels will sail up the Halifax harbour towards Bedford Basin, with the first ships timed to be abreast of the saluting balcony at the Command Headquarters by 2 p.m. The warships will "man and cheer ship".

Following the leading minesweepers will be the aircraft carrier Bonaventure, destroyer escorts of the Fifth, First and Third Squadrons, frigates of the Seventh and Ninth Squadrons, H M C S Cape Scott (repair ship), three Bird class patrol vessels, and civilian-manned auxiliary vessels.

The naval aircraft will include twin engine CS2F Tracker anti-submarine aircraft, Banshee jet fighters, and Sikorsky helicopters. The first formation will pass from south to north over the line of ships abeam of the reviewing base at 2:45 p.m.

JUBILEE FLEET REGATTA
Friday Morning, May 20

The 50th Anniversary Fleet Regatta, involving 60 teams in whaler pulling and war canoe races, will begin at 9:30 a.m. in the harbour off the Dockyard. The half-mile course will extend from jetties 0 to 5.

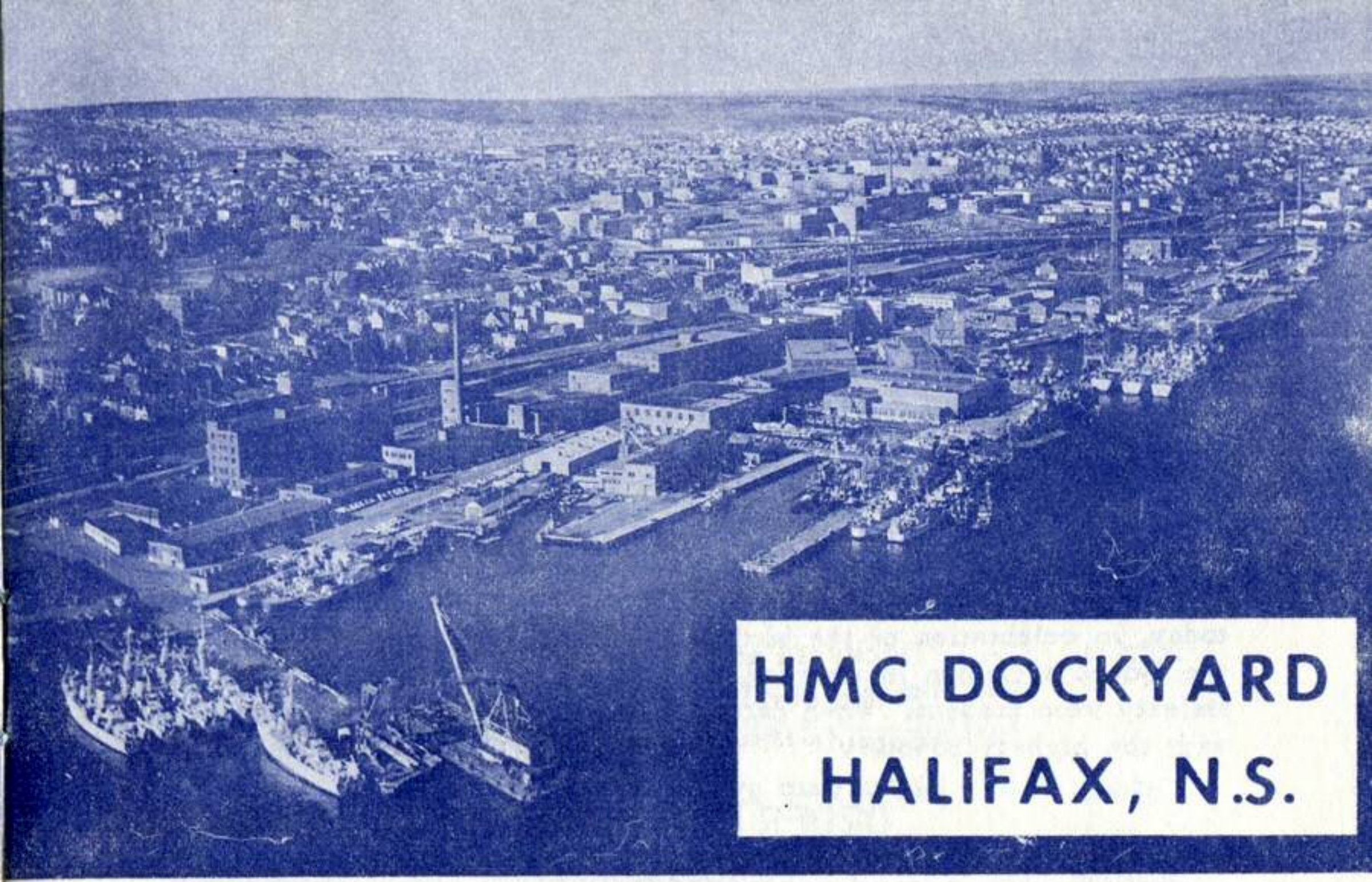
Eight trophies will be at stake. The Cock of the Fleet (donated by the RCN Pacific Command) goes to the ship amassing the greatest number of points. The Aggregate Trophy (from Col. S.C. Oland) goes to the squadron with the greatest point total. Whaler events and awards include: Young Seamen -- Halifax Herald Ltd. Trophy; Seamen -- Lt. Carey Cup; Chief and Petty Officers -- HMCS Stadacona Trophy; Veterans -- White Ensign Association Trophy, and War Canoe -- HMCS Shearwater Trophy.

Members of winning crews will get pewter mugs and a cash award will go to the best war canoe crew.

NAVY DAY PROGRAMME

Saturday, May 21

9:a.m. to 11:30 a.m.	-	Cruise for school students.
2:00 p.m.	-	Dockyard and ships open to visitors. Static displays open on Tennis Court, outside Naval Supply Depot and inside Dockyard gymnasium.
2:15 p.m.	-	Frogman and helicopter rescue display in south camber of jetty 5.
2:30 p.m. and 3:30 p.m.	-	"Crossing The Line" Ceremony in north camber of jetty 4.
2:30 p.m.	-	Massed rhythmic P.T. display on Dockyard parade square.
2:45 p.m. and 3:45 p.m.	-	Submarine demonstration in harbour off jetty 5.
3:00 p.m.	-	Flypast and aerobatic display by naval aircraft over harbour.
4:15 p.m.	-	Special gymnastic display on Dockyard parade square.
5:00 p.m.	-	Sunset ceremony on Dockyard parade square.
	-	Ships closed to visitors.
5:30 p.m.	-	Dockyard closed to visitors.



HMC DOCKYARD HALIFAX, N.S.

SUNSET CEREMONY

One of the oldest ceremonies in British military tradition, it dates to the 16th Century, and may even go back to the Crusades.

The ceremony carried out today closely follows that of the 16th Century. The towns and villages of those days were fortified with walls and moats. At sunset a call was sounded on the trumpet or bugle, the "Retreat Call", which summoned the guard to be paraded for the night and also served as a warning to those outside the walls to return to the safety of the fortress.

In a garrison town, it was the custom to beat the drums through the streets to tell the soldiers to return to their quarters. Publicans turned off their taps as well and were not permitted to sell any more beer or liquor. This ritual became known as "Tattoo" which is a corruption of the Dutch "Tap-Toe", meaning "Turn the Taps".

Thus, "Retreat" was sounded at dusk or sunset and "Tattoo" was beaten a few hours later. The garrison was then mustered and the day guard relieved by the night guard. The muskets of the night guard were fired to ensure that they were in good condition, and sentries were posted.

The present day ceremonial is an elaborate presentation in which are combined the Retreat Call, Tattoo and proving of weapons, with sunset the climax. A military band has been added for effect, as a result of which some very moving musical arrangements have developed. The performance requires a high degree of timing and precision and thus becomes a yardstick to measure the smartness and efficiency of the unit involved.

TROOPING THE QUEEN'S COLOUR

Monday Morning, May 23

The Queen's Colour is a special White Ensign of silk with a Crown and the Royal Cypher embodied and with a red, white and blue silk cord and gold tassels. Two Colours are held at present by the Royal Canadian Navy -- one in the Atlantic Command at Halifax and one in the Pacific Command at Esquimalt, B.C. The Colour held in Halifax was presented by Her Majesty the Queen on August 1, 1959, at the Garrison Ground.

The Queen's Colour is never paraded on board ship, or on foreign territory. It is paraded on shore only, on rare ceremonial occasions; today, in celebration of the birthday of the Sovereign. When paraded, the Queen's Colour is awarded the same marks of respect as if Her Majesty were present. When carried uncased, it is at all times saluted with the highest honours.

ORDER OF CEREMONY

The Parade forms up on the Review Ground

Arrival of the Flag Officer Atlantic Coast

Receiving the Queen's Colour

Showing the Queen's Colour

Arrival of His Honour the Lieutenant-Governor

Inspection of Parade

Massed Band Troops

March Past

Parade Reforms

Break out the Royal Standard

Royal Salute of 21 Guns

Parade Advance in Review Order

Royal Salute

Three Cheers for Her Majesty the Queen

Royal Salute

Haul down the Royal Standard

Departure of the Lieutenant-Governor

The Colour, escorted by the Royal Guard, leads the Parade from the Review Ground

Departure of the Flag Officer Atlantic Coast

PARADE OFFICERS

Parade Commander -- Commander A.B. German, CD.
Parade Second-in-Command -- Lieutenant-Commander P.G. Bissell, CD.
In Command of Royal Guard -- Lieutenant-Commander J.H. Wilkes, CD.
Second-in-Command Royal Guard -- Lieutenant C.A. Stewart.
Colour Officer -- Lieutenant W.A. Schroeder.
Training Officer -- Lieutenant D.S. Taylor, DSM, CD.

MUSIC

(By the massed bands of HMCS Stadacona HMCS Shearwater and HMCS Cornwallis)

Marching on	--	Viscount Nelson, Wellington	--	Zehle
Slow March	--	Fame and Glory	--	Mott
Inspection	--	Coronation Motives	--	Walton
Trooping	--	Scipio	--	Handel
March Past	--	Heart of Oak, Vive La Canadienne, National Airs	--	Trad.
Advance in Review Order	--	The Maple Leaf	--	Muir
Marching off	--	On the Quarterdeck, Middy	--	Alford

CEREMONIAL INFORMATION FOR SPECTATORS

Spectators are requested to stand, gentlemen to uncover and personnel in uniform to salute on the following occasions:

RECEIVING OF THE COLOUR -- During the playing of six bars of the National Anthem.

ARRIVAL OF THE LIEUTENANT GOVERNOR -- During the playing of six bars of the National Anthem.

MARCHING PAST -- When the Colour is actually passing.

BREAKING OUT THE ROYAL STANDARD -- During the playing of the National Anthem.

ADVANCE IN REVIEW ORDER -- During the playing of the National Anthem.

HAULING DOWN THE ROYAL STANDARD -- During the playing of the National Anthem.

DEPARTURE OF THE LIEUTENANT-GOVERNOR -- During the playing of six bars of the National Anthem.

CONCLUSION -- When the Colour is actually passing.

HMCS CHAUDIERE
(Destroyer Escort)

HISTORY OF THE ROYAL CANADIAN NAVY

The Royal Canadian Navy came into being only 50 years ago. Two elderly cruisers were obtained from the British Admiralty for use as training ships. On the outbreak of the First World War there were just the two cruisers and 400 officers and men. The naval strength rose to 100 vessels, engaged mostly in minesweeping, coastal patrol and support of the all-important North Atlantic convoy system, for which Halifax was the western anchor. About 9,600 Canadians served in the Navy between 1914 and 1918.

The fortunes of the young service fell to a remarkably low ebb in the subsequent peace, by 1922 there being just two destroyers and 366 personnel. There was some expansion in the '30s and, when the Second World War was declared, the RCN had six destroyers, another almost ready, and six minesweepers. The regular force was 1,819 officers and men and the reserves totalled about the same.

The next five years produced a most remarkable national naval effort: the RCN mushroomed to 392 armed ships and 95,000 officers, men and wrens. From 1943 onward, the RCN was responsible for nearly half the North Atlantic convoy work and in mid-1944 assumed close escort of ALL North Atlantic convoys and at the same time threw 110 ships and 10,000 personnel into the Normandy invasion. Canadian ships fought in the Mediterranean, the English Channel and other narrow seas, and in the Pacific. HMC Ships were wholly or partly responsible for the sinking of 29 enemy submarines, and sank, captured or destroyed 42 enemy surface vessels.

With the peace, the Navy dwindled again, in 1947 having 10 ships in commission and 9,796 personnel. From then on, however, the Navy began to build for the defence of Canada and to fulfill the nation's commitments to the North Atlantic Treaty Organization, and the United Nations. In NATO, the RCN is a specialist anti-submarine force. For the UN, the RCN maintained three destroyers in the Korean War theatre from 1950 to the cease-fire in 1953. Another UN commitment was met in 1957 when sorely-needed men and material were transported to the newly-created UN Emergency Force in the Middle East.

Today, the RCN keeps more than 60 ships in commission, ranging from a modern light fleet aircraft carrier to coastal minesweepers. The manpower ceiling is 20,000. There are 150 naval aircraft from guided-missile jet fighters to anti-submarine helicopters. There are 14 modern destroyer escorts and another six of even more advanced design under construction, as well as a 22,000-ton tanker.

Administration, material and manpower support for the fleet are provided by a complex of shore establishments mainly situated on the east and west coasts. Naval Headquarters is in Ottawa. The RCN takes pride in having 49 per cent of its personnel serving at sea, the highest proportion in its history and one of the very best for any of the world's navies.

THE ATLANTIC COMMAND
ITS PRESENT, ITS PAST

The Atlantic Command of the RCN in its Golden Jubilee year has approximately 12,000 uniformed personnel serving afloat and ashore with about 6,000 civilian employees. Forty-four of the Royal Canadian Navy's 62 commissioned ships and six squadrons of aircraft are based on the East Coast, with Halifax the focal point for the various forces. Although the Royal Canadian Navy is observing its 50th Anniversary it stems from the British Navy in one sense, and in another, has roots which took hold at the founding of this famous port.

And so, for the sake of perspective, the story of Halifax itself must be told in order to appreciate fully the RCN Atlantic Command of today.

Halifax was founded in 1749 as a base of operations in Nova Scotia against the French, the powerful rival to England for colonial possessions in North America. In 1758, a fleet destroyed the French bastion of Louisburg and in the same year negotiations were begun for the establishment of a proper dockyard in Halifax. Last year the 200th anniversary of the dockyard was celebrated. After two centuries of continuous operation, it has become the oldest naval dockyard in North America. From the original seven acres, it has expanded to 37 and occupies almost a mile of harbour waterfront.

Halifax played a useful role in the course of the Seven Years War, during which Canada became British, being host to many British squadrons. In 1769, the dockyard was expanded and, five years later, the port fortified. During the American Revolution the harbour bustled and, afterwards, became the principal British naval base of continental North America.

Halifax was also base for ships operating against the French in the western Atlantic during the Revolution in France.

The War of 1812 provided a sea story told and retold. HMS Shannon brought to Halifax the American frigate Chesapeake whose colours had been struck off Boston after a brilliant engagement lasting only 11 minutes! Bringing the ships in was a junior lieutenant who, through casualties among his superior officers, had succeeded to command -- native born Provo William Wallis, who later became Admiral of the Fleet.

Halifax was reduced to being a summer station in 1819 when the RN squadron headquarters were moved to Bermuda. The decline of the dockyard was arrested in later years by new construction, since Halifax was recognized as an important communications link with other parts of the growing Empire.

In 1905, the Royal Navy withdrew. The dockyard passed into the hands of the Royal Canadian Navy, established in 1910. The First World War caused rapid expansion, since the RCN fleet was growing apace and the Royal Navy made Halifax its American headquarters.

After the Armistice, disarmament dwindled the dockyard to a point where only a skeleton staff maintained it. In 1928 it picked up with addition of the destroyers Champlain and Vancouver to the tiny Canadian fleet.

In 1939, with another war engulfing Europe, many old structures were razed and, almost overnight, the phoenix of a new, bigger yard arose from the rubble of the old. Boundaries were extended north and south 'til they would stretch no more. Shore activities overflowed to the other side of the harbour. More property, on the hill behind, downtown, on the outskirts of Halifax and Dartmouth, in the province and elsewhere in the Maritimes was acquired to give shore support to a mushrooming fleet.

More than 30,000 vessels sailed to or from Halifax in convoy during the war years. At any one time there were scores of warships in port from the greatest battleships to the smallest minesweepers and belonging to the navies of Canada, the United Kingdom, the USA and other allies.

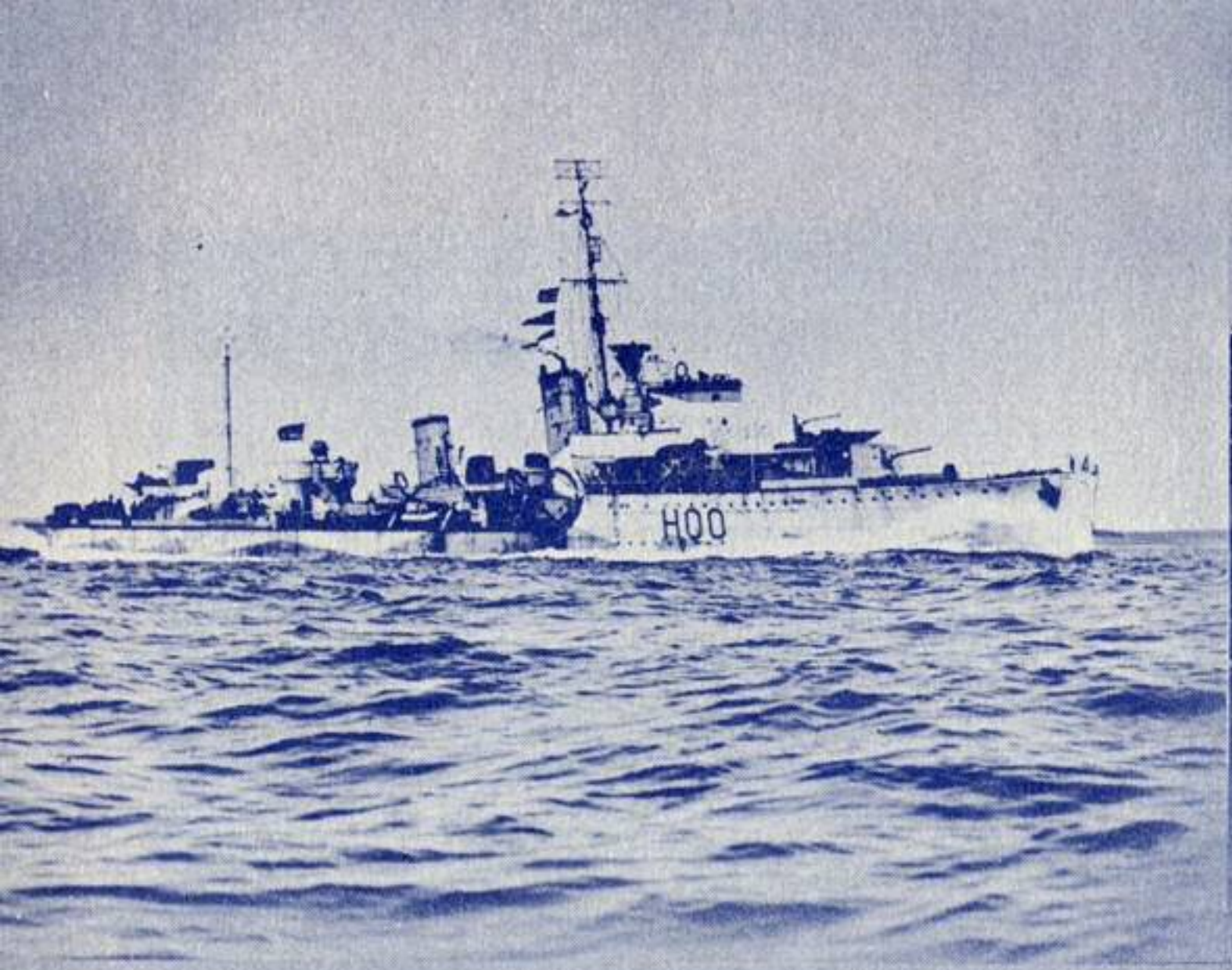
There was little respite following the Second World War. The Korean conflict, Suez crisis and new dangers from the sea soon came, especially now the threat of the missile launching submarine.

The dockyard has been revitalized to support a highly specialized anti-submarine fleet and with other forces of the North Atlantic Treaty Organization. The Maritime Command Headquarters, staffed by naval and air force personnel, exercises operational control from a building in the north end of the yard.

The storied naval port is ringed by other installations. At Eastern Passage lies the Royal Canadian Naval Air Station, Shearwater, N.S., largest shore establishment in the RCN with more than 2,000 naval personnel training and working to maintain the home base of naval air. From the harbour's eastern headland project the modern weapons of the naval gunnery range. On the Dartmouth shore are an armament depot, a research establishment, a naval married quarters, a powerful radio station, and an ammunition magazine. HMCS Stadacona, training and administrative establishment, overlooks the dockyard; further south lies the Seaward Defence Base and a complex of buildings wherein sailors learn how to combat nuclear, bacteriological and chemical attacks as well as the older arts of damage control and fire-fighting.

In Nova Scotia's lovely Annapolis Valley is the "cradle of the RCN", HMCS Cornwallis, where new entries are given 15 weeks of basic training. There is also a communication school here and leadership courses are given officers and senior men. At Sydney, N.S., and St. John's, Newfoundland, are sub-bases of the Command. A sub-command at Montreal administers a supply activity in the metropolis and there is a basic training school in Quebec City for French-speaking recruits. New Brunswick has the largest ammunition depot in Canada at Renous and there are a number of smaller installations scattered throughout the Atlantic Provinces.

Naval Aviation in Canada is observing its 15th anniversary as well as joining in the 50th Anniversary celebrations of the Royal Canadian Navy. Top left: All-weather Banshee jet fighter with Sidewinder guided missiles provides fighter defence for ships and has continental defence role as well. To right: Bell helicopter on "recce" mission represents utility and training roles of many naval aircraft. Centre: Aircraft carrier Bonaventure has latest aids for carrier-flying operations. Bottom left: Sikorsky helicopter drops homing torpedo, an underwater kind of guided missile. Bottom right: Twin-engined Tracker aircraft form principal anti-submarine hunter-killer punch of naval air. They also carry homing torpedoes.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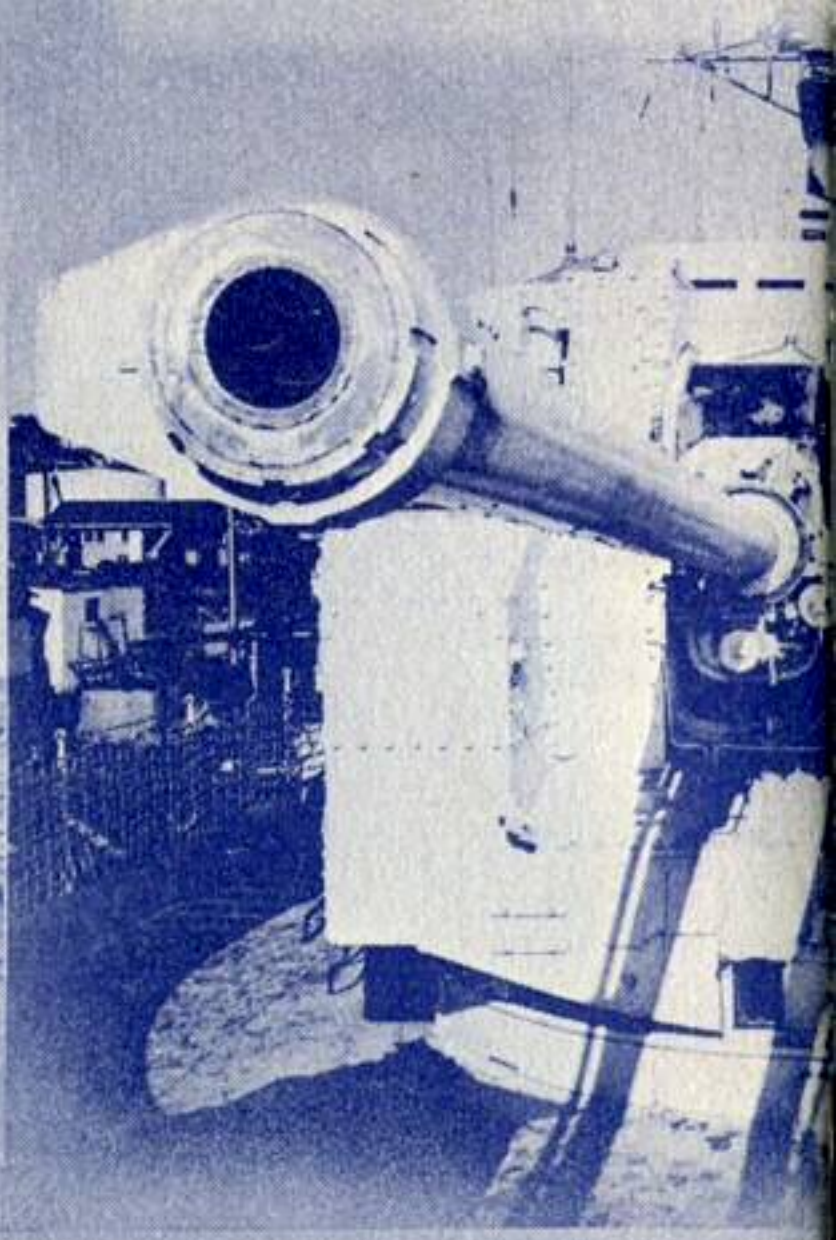


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