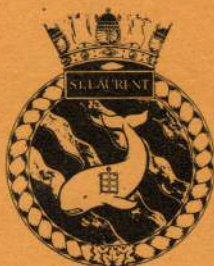


FIFTH CANADIAN ESCORT SQUADRON



THE BARBER POLE SQUADRON

MARITIME COMMAND
OF THE
CANADIAN ARMED FORCES

THE FIFTH CANADIAN ESCORT SQUADRON
a history of
"THE BARBER POLE GROUP"

During World War II, when all ships were painted the same, bleak, camouflage grey, imaginative efforts were made to produce distinguishing marks and symbols for ships, both individually and in groups. At that time a favourite rendezvous for Atlantic warriors was the "Crow's Nest" in St. John's, Newfoundland. It was there that the First Lieutenants of two ships of the Fifth Escort Group, HMC Ships SAGUENAY and SKEENA, decided on a band of red and white oblique stripes around their funnels to distinguish the ships of their group. Thus, inevitably, the ships of the Fifth Escort Group, the destroyers SAGUENAY and SKEENA and the corvettes GALT, SACKVILLE, AGASSIZ and WETASKIWIN, became known almost immediately as the "BARBER POLE GROUP".

The tradition was revived in 1958, when, on commissioning the RESTIGOUCHE Class Destroyer Escorts, they were formed into the Fifth Canadian Escort Squadron. Then when the Fleet was re-organized in 1965 to conform to the Cyclic System, the destroyers GATINEAU, COLUMBIA and ST. LAURENT, and the frigate SWANSEA, the new Fifth Escort Squadron, continued the "Barber Pole" tradition.

Since then, SWANSEA has retired from the Fleet, COLUMBIA has been transferred to the West Coast and FRASER, having been transferred from the West Coast, joined the Squadron after her conversion.



HMCS ST. LAURENT

The ST. LAURENT badge consists of a background of blue and gold diagonal stripes, representing the St. Lawrence River, after which the ship is named. These were also the colours of the King of France, in whose name Jacques Cartier discovered the river.

The white whale is derived from an Indian legend which claimed that a white whale is the protective spirit of the St. Lawrence. The red grid depicts the grid on which the Deacon of the Roman Catholic Church was put to death by fire on the orders of the Emperor Valerian on 10 August, 258. It was on the same date in the year 1535 that Cartier sailed into and named the great river.

SHIP'S COLOURS: Blue and White



HMCS ST. LAURENT

HMCS ST. LAURENT, the first of 20 Canadian designed and built anti-submarine escort destroyers, is the second ship to bear the name.

The first ST. LAURENT, originally the Royal Naval Destroyer CYGNET, was commissioned into the RCN in 1937. She served on convoy duty in the North Atlantic in the Second World War, and took part in both the evacuation and the invasion of France. After the war she was paid off and eventually scrapped.

The present ST. LAURENT was the prototype for all the destroyers which now make up the Canadian Navy. She was laid down at Canadian Vickers Ltd., Montreal, in 1950, and was commissioned into the RCN in 1955. In 1962-63 she underwent a major conversion, being fitted with Variable Depth Sonar and a helicopter platform and hangar.

ST. LAURENT is armed with anti-submarine mortars, homing torpedoes and 3 inch guns. Her rounded hull lines are designed to counter the formation of ice and to facilitate her pre-wetting (remote controlled water wash-down over all exterior surfaces) in washing off radio-active contamination. She is insulated and air-conditioned for service in all climates, both for fighting efficiency and crew comfort.



HMCS GATINEAU

The GATINEAU badge consists of a background of green with three wavy white and blue stripes superimposed diagonally across it. The wavy stripes refer to the Gatineau River, and the green to the forests and recreational areas of the river valley. The sun, the source of life and health, is depicted in the badge "with the sun in splendour" in reference to the fact that thousands of city dwellers hie off to the hills, lakes and streams of the Gatineau River Valley every year to enjoy the sunshine and outdoor life. Finally, the little black beaver is in tribute to M. Nicola Gatineau and his fur trading activities.

SHIP'S COLOURS: Gold and Green



HMCS GATINEAU

HMCS GATINEAU is the third of seven RESTIGOUCHE Class escort destroyers. This class was developed from the earlier ST. LAURENT Class and incorporates certain advances in design, armament and submarine detection capabilities.

GATINEAU is the second of her name. The first, the former British destroyer HMS EXPRESS, was commissioned into the RCN on 3 June, 1943. She was employed on North Atlantic convoy duties, and was later assigned to "support" duties, when she was required to reinforce convoy escorts and take offensive action against enemy submarines. In 1944 she served with the fleet supporting the allied landings in France. At the end of the war GATINEAU was transferred to Canada's West Coast; she was paid off on 10 January, 1946, and was finally declared surplus and sold in March 1947.

Our modern HMCS GATINEAU was laid down at Davie Shipbuilding Ltd., Lauzon, Quebec, on 30 April, 1953, and was launched on 4 June 1957. She was moved under tow from Lauzon to Halifax in December 1958 to avoid the freeze-up in the St. Lawrence River, and was commissioned on 17 February, 1959.

GATINEAU has a twin 3-inch 70 calibre gun mounting forward, and a twin 3-inch 50 calibre mounting aft. The 3-inch 70 is not only a more advanced weapon, but has a greater rate of fire than the 3-inch 50. She also has two triple anti-submarine mortars, carries homing torpedoes, and is equipped with a sophisticated array of sonar sets.



HMCS FRASER

HMCS FRASER derives her name from the Fraser River in British Columbia. Although this river was discovered by Alexander MacKenzie in 1793, it was named after Simon Fraser who explored it to its mouth in 1808. Simon Fraser's father was an American who was killed fighting for the loyalists during the American Revolution; shortly after that his mother moved to Canada. The ship's badge bears the buck's head in gold with white antlers from the Fraser Coat of Arms; it is differentiated from the rest of the Fraser family, however, by being charged with a red Maple Leaf to show that this Simon Fraser was associated with Canada.

SHIP'S COLOURS: Gold and Blue



HMCS FRASER

HMCS FRASER is a ST. LAURENT Class helicopter-destroyer, the second Canadian destroyer to carry the name.

The first FRASER, a former British destroyer, was commissioned into the RCN in 1937. For the first few months of the war she was engaged in convoy escort duty out of Halifax, and was then attached to Britain's Jamaica Force in the Caribbean. Then in May 1940 she was transferred to the British Channel, where she picked up diplomatic officials escaping from the German invasion of France. Included amongst these were the British Ambassador and the Canadian Minister to France, the late General Vanier, who later became Governor General of Canada. After transferring the diplomats to a larger ship, FRASER, in company with the destroyer RESTIGOUCHE and the British cruiser CALCUTTA, set course for Britain. However, in the early hours of 26 June, FRASER and CALCUTTA were in collision; FRASER thus became Canada's first Naval loss of the Second World War.

The present FRASER was laid down at Burrard Dry Dock Company Ltd., Vancouver, and was completed at Yarrows Ltd., Esquimalt, B.C., in June 1957, the second of seven ST. LAURENT Class destroyer escorts. She was originally stationed in Esquimalt. In 1965 she took part, and fared remarkably well, in a series of U.S. Naval shock tests in the Pacific.

Later in 1965 she sailed for the East Coast, and was paid off at Montreal in July for conversion to a helicopter carrying capability. She was the last of the seven ST. LAURENT Class to undergo modernization, commissioning on 22 October, 1966, for service in the Atlantic Fleet, and the Barber Pole Squadron.



CHSS-2 "SEA KING" ANTI-SUBMARINE HELICOPTER



CHSS-2 "SEA KING" IN OPERATION WITH
BEARTRAP HAULDOWN SYSTEM

Four models of the CHSS-2 Sea King were built for the RCN by the Sikorsky Aircraft Helicopter Division in Stratford, Connecticut, and 42 others are being assembled by United Aircraft of Canada Limited, Longueuil, Quebec.

The Sea King, in addition to its outstanding all-weather, day-and-night performance, is equipped with an automatic tail-folding device, winchdown equipment, hull-shaped fuselage, high speed and an automatic hovering capability. It is fitted with the most modern detection, navigation and weapons systems, which enable the Sea King to search for, locate and destroy the modern submarine.

These helicopters are flown by HS-50, the Maritime Command's anti-submarine helicopter squadron, for operations from the aircraft carrier BONAVENTURE and from helicopter destroyers such as ST. LAURENT and FRASER.

VITAL STATISTICS

CREW:	4 (two pilots, two crewmen)
ASW ENDURANCE:	4 hours or 500 miles
SPEED:	120 knots (cruising)
GROSS WEIGHT:	19,000 lbs. maximum
DIMENSIONS:	Fuselage length 54'9" width 7'1"
	HEIGHT over-all 16'8"
ENGINES:	2 General Electric T-58GE-8B twin-turbines
DETECTION EQUIPMENT:	Sonar-ranging set and self-contained navigation system
ARMAMENT:	Homing torpedoes and depth bombs.

With the anti-submarine warfare equipment removed, the CHSS-2 can transport up to 25 troops or up to 4,000 pounds of stores.



MARITIME COMMAND

Canada's Maritime Command, with its headquarters in Halifax, embraces the anti-submarine warfare forces of the Canadian Armed Forces. It is an amalgamation of the two integrated RCN-RCAF commands, one of which used to be based in Halifax, the other in Esquimalt, B.C.

The Command directs all of the Canadian Maritime Forces based on the Atlantic and Pacific Coasts, together with their logistic and administrative support facilities.

The Commander of the Maritime Command has the additional appointment of Commander of the Canadian Atlantic sub-area, under NATO's Supreme Allied Commander Atlantic. The Deputy Commander Maritime Command has the title of Maritime Commander Pacific. In order to facilitate direction and control of ships and aircraft based on Canada's West Coast his headquarters is in Esquimalt, B.C.

Forces allocated to the Maritime Commander comprise all the ships in the Canadian Atlantic and Pacific Fleets, which includes the aircraft carrier BONAVENTURE, the escort and helicopter destroyers, submarines and Fleet Replenishment Ships, and a multitude of auxiliaries, and also the squadrons of anti-submarine aircraft (Trackers and Sea King Helicopters) based at Shearwater (together with two utility and an experimental squadron, and another utility squadron based at Patricia Bay, in B.C.), and four squadrons of Argus anti-submarine aircraft, two based at Greenwood in the Annapolis Valley in Nova Scotia, one at Summerside in P.E.I., and the fourth at Comox in B.C.

The Naval Dockyards in Halifax and Esquimalt provide direct support for the Fleets, including major and minor repairs to all the ships' machinery and equipment, and logistic support.

With the exception of those attached to Shearwater and the ships, all personnel of the Forces in the Halifax-Dartmouth area are provided with Pay, Documentation, Welfare, and the many other services that they require 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 of the base also administers a large complex of married quarters in the two cities. Similar services are provided by CFB Esquimalt 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 sea and air units of the Maritime Forces.

A BRIEF HISTORY OF THE ROYAL CANADIAN NAVY

The Royal Canadian Navy officially came into being with the signing of the Naval Service Act of 4 May, 1910.

The Naval Service Act provided for a permanent force, a Reserve and Volunteer Reserve. In the same year, two old cruisers, the NIOBE and RAINBOW, were purchased from Britain.

In January, 1911, the Royal Naval College of Canada was opened at Halifax for the training of Naval Officers.

With the outbreak of war, the NIOBE and RAINBOW were assigned to patrols on both coasts. Converted yachts, motor launches, tugs and fishing craft were pressed into service. On the West Coast, two submarines were purchased by the Government of B.C. and were manned largely by men of the RCNVR.

More than 1,700 volunteer reservists went to serve with the Royal Navy, including 43 Surgeon-Lieutenants. Another 580 Canadians joined the Royal Naval Air Service. The strength of the RCN and Reserve reached a total of nearly 9,000 officers and men, most of them attached to the Royal Navy.

In line with post-war economy measures, however, all but the PATRICIAN and PATRIOT were disposed of. By 1922, the RCN had been cut to 366 officers and men, the Naval College closed and the Fleet reduced to two destroyers and four trawler-type mine-sweepers.

In 1928, the destroyers CHAMPLAIN and VANCOUVER replaced the PATRICIAN and PATRIOT. In 1931 the SAGUENAY and SKEENA were commissioned. They were the first warships, other than auxiliary vessels, to be built for the RCN.

In 1937, the FRASER and ST. LAURENT replaced the VANCOUVER and CHAMPLAIN. In 1938, the Navy numbered 1,770 officers and men, while the Reserves totalled 1,800. Six destroyers, five minesweepers and two training vessels made up the Fleet.

Six days after Canada went to war, the first convoy sailed from Halifax for the United Kingdom. A mobilization plan formulated earlier was thrown into gear and worked with remarkable smoothness.

The Royal Canadian Navy grew from 11 to almost 400 ships, and from a handful of officers and men to 95,705 officers, men and wrens – the third largest allied Navy.

Under Canadian escort, 25,343 Merchant Ship voyages carried 181,643,180 tons of cargo from North American ports to the United Kingdom. From the Spring of 1944, North Atlantic Convoys (excepting troop convoys) were escorted mainly by Canadian ships. Canadian warships fought in the Caribbean, the Mediterranean, on the perilous Northern Route to Murmansk, in the English Channel, the North and Irish Seas, and the Pacific Ocean. Canadian ships, by themselves or in company with other allied ships or planes, sank 27 U-Boats, and sank, destroyed or captured 42 enemy surface ships.

A total of 1,797 officers and men of the RCN lost their lives, 319 were wounded and 95 taken prisoner. Twenty-four ships and seven motor torpedo boats were lost. Decorations and mentions in despatches were awarded to 1,748 officers and men.

When the Second World War ended, demobilization brought about a reduction in strength. In February, 1947, the RCN consisted of ten ships in service and by the end of the year the personnel strength had dropped to 6,776. However, the 10 ships included an aircraft carrier and two light cruisers.

In the years that followed, the RCN was again built up for the Defence of Canada and to meet the country's international commitments.

During the United Nations operations in Korea, from 1950 to 1953, the RCN provided a squadron of three destroyers to serve under U.N. Command. All told, eight ships and more than 3,500 officers and men saw service in Korean waters.

On the basis of experience, the Royal Canadian Navy decided after the Second World War to produce a force that

would be primarily anti-submarine in composition and capability. This conviction was sustained when, with the formation of NATO's Allied Command Atlantic in 1952, the RCN was asked to assume a specialized anti-submarine role. This was in keeping with the principle that there should be a balanced international force to which member Nations would contribute the kind of forces they were best able to produce and equip.

Early in 1957, the new aircraft carrier BONAVENTURE joined the RCN's growing anti-submarine Fleet. The angle-deck carrier is equipped with Canadian-built tracker anti-submarine aircraft and sonar equipped anti-submarine helicopters.

From 1949 to 1964 Canadian shipyards constructed Canadian designed anti-submarine destroyer escorts for the RCN. The first of the seven ST. LAURENT class was commissioned in 1955 and these were followed by seven of the improved RESTIGOUCHE class, the last of which was commissioned in late 1959. In October, 1962, the first of six MacKENZIE class anti-submarine destroyer escorts was commissioned. The last two were commissioned in 1964 and were equipped with variable depth sonar and facilities for operation of anti-submarine helicopters. These were later classed as ANNAPOLIS class destroyer escorts and later became known as helicopter destroyers.

Following this, the ST. LAURENT class destroyer escorts completed a conversion program in which the seven ships of that class were fitted with variable depth sonar, helicopter landing decks and hangars. The last of the seven was recommissioned in late 1966.

In 1963, a 22,000 ton fleet replenishment ship joined the Fleet and in 1965, the RCN took delivery and commissioned HMCS OJIBWA, Oberon class submarine. She was the first of three ordered for the Fleet, the second, ONONDAGA, joined the Fleet in 1967 and the last OKANAGAN, in 1968.

HMCS BRASD'OR the Navy's first Hydrofoil joined the Fleet in July, 1968.

Projected ships for the future, include four destroyer helicopter carriers (DDH-280 class) equipped with two Sea King helicopters, one 5 inch gun and powered by gas turbines. In addition, two Operational Support Ships (AOR) are being built.

would be a flexible and responsive force, capable of responding to any situation. This conviction was reinforced when, with the formation of NATO's Allied Command Atlantic in 1962, the RCAF was asked to assume a specialized anti-submarine role. This was in keeping with the principle that there should be a balanced international force to which Canada's contribution would contribute the kind of forces they were best able to produce and equip.

Early in 1967, the new aircraft carrier SCORPION joined the RCAF's growing anti-submarine Fleet. The single deck carrier is equipped with Canadian-built transport and submarine chasers and seven equipped anti-submarine helicopters.

From 1949 to 1954, Canadian shipyards constructed Canadian designed destroyers, the destroyer escorts for the RCAF. The first of the seven ST. LAURENT class was commissioned in 1953 and these were followed by seven of the improved BETHUNE class, the last of which was commissioned in late 1958. In October, 1962, the first of six MECKINZIE class anti-submarine destroyer escorts was commissioned. The last two were commissioned in 1964 and were equipped with variable depth search and facilities for operation of anti-submarine helicopters. These were later renamed as ANNAPOLIS class destroyer escorts and later became known as helicopter destroyers.

Following this, the ST. LAURENT class destroyers escorted a conversion program in which the seven ships of that class were fitted with variable depth search, helicopter landing decks and hangars. The last of the seven was recommissioned in July 1965.

In 1961, a \$2,000 fleet replacement vote joined the Fleet and in 1963 the RCAF took delivery and recommissioned HMS OJIBWA, Ojibwa class submarine. She was the first of three ordered for the Fleet, the second, OJIBWA, joined the Fleet in 1967 and the last, OKANAGAN, in 1968.

HMS OJIBWA, the RCAF's first (Hull) joined the Fleet in July 1962.

Protected ships for the future, include four destroyers, helicopter carriers (DDH-280 class) equipped with two Sea King helicopters, one 5 inch gun and covered by gun turret. In addition, two Operational Support Ships (OSR) are being built.

ROGER DUHAMEL, F.R.S.C.
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OTTAWA, 1968