

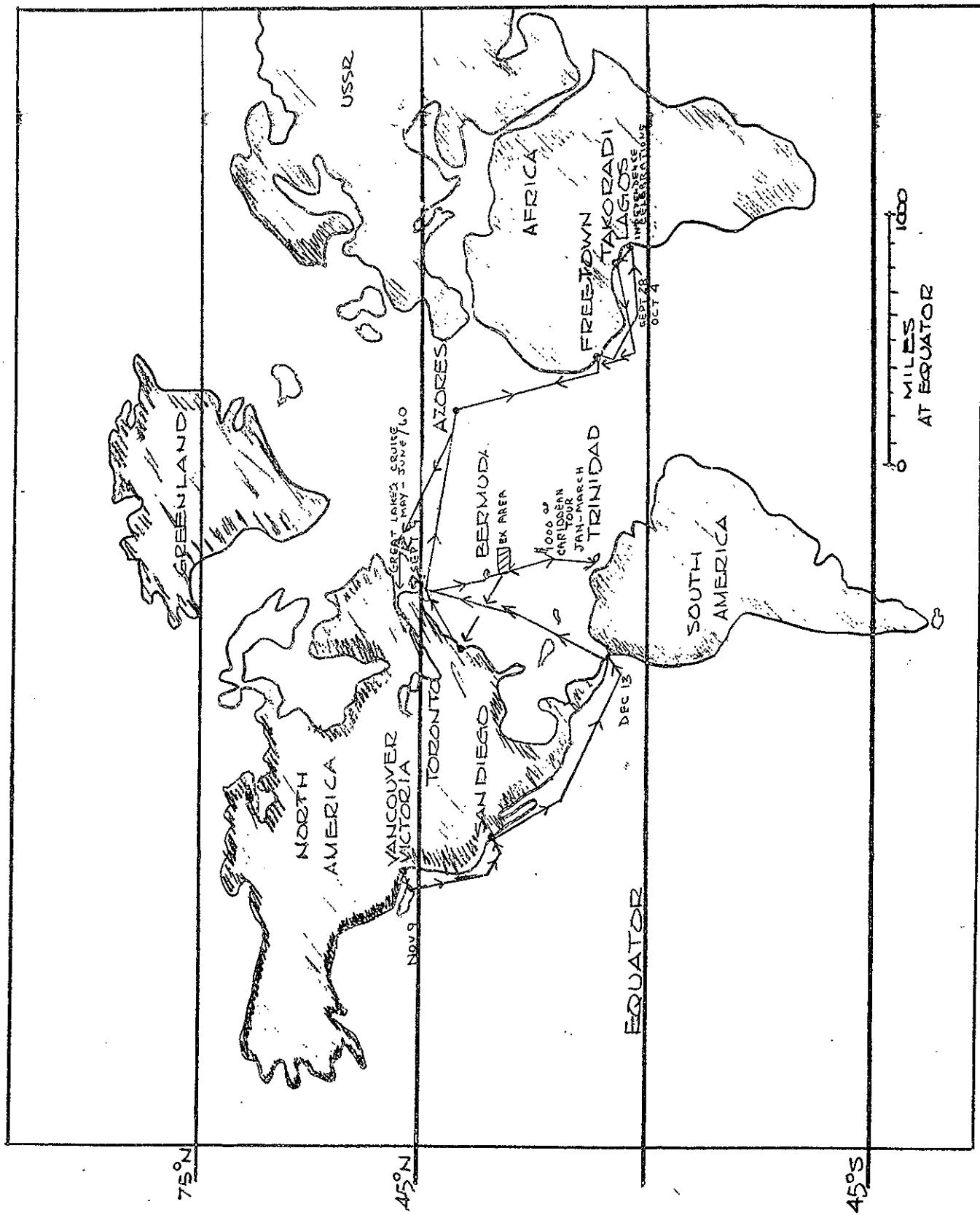
COLUMBIA'S FIRST DAILY ROUTINE

7 November, 1959.

0630 Call the Hands
0645 Hands to breakfast
0740 Out pipes
0745 Hands fall in. Cleaning stations
0925 Return gear - Out pipes
0930 Hands fall in
1010 Guard secure - clean into No 1's
1030 Stand easy
1040 Guard draw rifles. Lower decks will be cleared in 5 minutes time.
1045 Clear lower decks to the jetty. Guard fall in on the jetty. Commence commissioning ceremony rehearsal.
1130 Up Spirits
1150 Secure. Guard return rifles
1200 Hands to dinner - Issue rum
Ship's company clean into No 1's. Pipe leave.
1340 Out pipes
1345 Clear lower decks to the jetty.

COMMISSIONING CEREMONY

NOV 7TH /59 - NOV 7TH /60



COLUMBIA THE "GEM" OF THE OCEAN

This is COLUMBIA's theme song, and you may hear it by simply contacting the Coxswain, who will, no doubt, depending on the mood he's in, sing it to you.

NOTE: Sensitive hearing aids must be switched to OFF

Composer - Coxswain
Vocal artist - Coxswain

COLUMBIA THE "GEM" OF THE OCEAN

O'Columbia the gem of the ocean
The home of the matelots brave and free
The pride of the fifth escort squadron
The barberpole is honoured by thee.
Thy trim decks and smart looking paintwork
Are a credit to the Queen's navee,
So sail her and fight her with wisdom
Show the dogwood where ere you may be.

Chorus Oh we'll always play it by ear
 Oh we'll always play it by ear
 For Columbia the gem of the ocean
 And we'll always play it by ear.

CO/LUMB/IAN spells Columbian
Proud of all our men around us
Never a man to confound us
CO/LUMB/IAN you see
It's a name built for fame and we'll keep her in the game
Columbians, that's we.

Chorus

COLUMBIA AND HER FIRST BIRTHDAY
NOVEMBER 7TH, 1959 TO NOVEMBER 7TH, 1960

The story of COLUMBIA (DDE 260) was brought to life on June 11, 1953 when she was laid down at Burrard Drydock in North Vancouver, B.C. Little was heard of her by the average individual until YOU received your draft to her. Then, and only then, did you start to think "what will it be like to commission a new, sleek and ultramodern destroyer"? Your next thought was, no doubt, "who else is going to sail in COLUMBIA"? and from then on anxiety grows until the day she was presented to us at the Commissioning Ceremony.

On a clear day in November a new world was created for all of us. There was some doubt in our minds as to whether we could give COLUMBIA what she really deserved but in no time at all every man felt that it was his ship and so the journey from COLUMBIA's birth place to her new home commenced.

On Monday 9th of November at exactly 0800 COLUMBIA slipped from Burrards and proceeded to Victoria. This was considered an excellent time to find out if we really knew our ship and to our surprise we found that everything that we asked her to do was immediately responded to. After arriving in Victoria, the time from November 10th until the 27th was utilized in gaining more knowledge of the ship and at the same time post commissioning trials were carried out.

Finally November 27th arrived and at 1000 we "set sail" for our first stop on the way to Halifax. Leaving the West Coast was not all joy and jubilation as a number of the East Coast men had found warmth and friendship from the natives of the west.

On Monday 30th of November we sail into San Diego. Although the atmosphere was pleasant, each and every man was looking, to what seemed a long way ahead, the time when we would enter Halifax harbour. As the month of November passes it would be well to mention that the ship had steamed 2800 miles and had spent 14 days at sea with 10 in harbour.

Finally the ship is ready for another lap of her journey and this one is directly to the Canal Zone. Between San Diego and Balboa COLUMBIA was given her first test as to "just what she could take" by encountering heavy seas and gale force winds in the famous Gulf of Tehuantepec. A point of interest lies in this famous gulf. Here the valley across the narrow isthmus funnels heavy winds into the gulf almost continuously. The Captain, at this point, apparently decided to spare COLUMBIA or at least give her a fighting chance by staying outside 200 miles. The alternate course would have been to stay in close to shore to avoid rough weather. Arriving in Balboa the ship secured at Rodman Base sharing it with other ships. Two of these were Venezuela's Destroyers, the "GENERAL FLORES" and the "GENERAL MORAN". Also in harbour at this time was the Spanish "MS GENIL".

Sunday the 13th arrived and it was our turn to transit the well known Panama Canal. This was accomplished in twelve hours and during these twelve hours it is needless to say that every man onboard delighted in the sights regardless of whether or not this was his first occasion. Arriving on the opposite side and passing Colon, COLUMBIA was given her first taste of good Atlantic water. At this point our thoughts are still of Halifax and a chance to show off this new, sleek ship to the Haligonians and above all our wives and sweethearts.

The Captain, Commander Hayes, no doubt was the proudest of all in COLUMBIA and being so it is felt he trusted himself in guiding her on her way. It is understood that in transiting the canal he felt the pilot did an excellent job but nevertheless he still had that feeling he gets when being driven by his wife in his own car.

Now the last lap of our journey was started and we were under the command of the Flag Officer Atlantic Coast. We sail through the Windward and Caicos passages and early Monday morning ~~November~~ ^{DECEMBER} 21st, land is sighted, it being no other than the bleak and barren Chebucto Head. At this point every minute seemed like a day until COLUMBIA slipped alongside jetty 5 under the watchful guidance of our Captain.

Relatives and friends streamed on board to welcome ~~all~~, and then a day's rest until after the festive season when our skill and knowledge would be tested. There was no doubt at this point that WE "Columbians" would be as good if not better than our competitors, of the 5th Escort Squadron.

With Christmas and New Years just a memory, now the time has come for the first real workout in our own waters and around the Bermuda area. On January the 4th, "COLUMBIA" sailed, leaving Halifax behind and bound for the balmy south. In the midst of our workups time was taken to spent a brief visit in Norfolk, and then back to Halifax where we looked forward to a few days at home before commencing an operational training course. It so happened that during the month of January COLUMBIA and CHAUDIERE joined the remainder of CORTRON FIVE. This auspicious occasion marked the first time that the "Barber Pole" squadron had been together at sea.

After travelling 4000 miles in 18 days the month of January came to a close.

COLUMBIA was now an integral part of the fleet and in each and every phase of work or play our skill and training could be matched with the best.

The operational training course was on its last week and the blistering month of February had just begun. Snow seemed to be the order of the day for the Haligonians and at this point it seemed a good time to leave all this behind and head out to sea. The storm was recorded to be the worst on record, but as usual the Bermuda area produced slightly better working conditions.

To run away may seem like defeat but the weather man decided to let us know that he was still boss by stirring up the Atlantic with gale force winds. This was accepted with little damage to the ship. The major damage was strictly the harrassing type. About January 12th our sister ship CHAUDIERE and ourselves departed Bermuda for San Juan, Puerto Rico and met GATINEAU, KOOTENAY, TERRA NOVA and RESTIGOUCHE who had arrived there on the 10th. Four days alongside proved interesting with an equal amount of work and entertainment being carried out.

This so called \$1000.00 "Carribean tour" was far from being over as our next port of call was Port of Spain, Trinidad. For some this was the first occasion while for others it meant simply a chance to renew old acquaintances. Various forms of entertainment were carried out including parties for the orphans and the blind and deaf children. At the same time the ship's company were entertained by a group of blind children who had organized their own steel band.

COLUMBIA sailed Trinidad and proceeded to Bermuda, carrying out Wintex 60 and this continued with a brief stop in Hamilton, Bermuda in mid-March. On Sunday March 27th the much familiar harbour of Halifax was again viewed by many and behind us was over 12,000 miles of travelled water for the trip with approximately 48 days of 92 at sea.

On arrival in Halifax COLUMBIA was destined to have a "medical" and this caused us to stay in harbour for the entire month of April thus spoiling our steaming average. However as the month commenced COLUMBIA had steamed 20,000 miles during 81 days at sea since commissioning and of the 65 days in harbour only 29 were spent in Halifax. This has been in keeping with our motto "FLORIAT COLUMBIA UBIQUE" (FLOURISH COLUMBIA EVERYWHERE).

With winter finally over and the month of May becoming slightly warmer, human nature as it is, appears to bring out the beauty of life and it is at this stage that COLUMBIA decides it is time to get back in the fight and stand up to her motto.

First of all, of course, comes three weeks of trials, preparing the guns, sonar and radar and carrying out evolutions. During these three weeks there were other commitments, one being the Battle of Atlantic parade on the 8th of May and the regatta on Friday May 20th where the 5th Escort placed 4th.

On May 21st COLUMBIA was called upon to go on patrol for five days in the Halifax area. Arriving back in Halifax with only hours to spare the ship's company were ready to sail COLUMBIA to the Great Lakes. This cruise was, no doubt, vastly different than what was expected of a warship but it had a purpose which was apparently successful.

COLUMBIA, now, after travelling through waters of the Pacific, and Atlantic was subjected to the fresh waters of the St. Lawrence. How much of a shock this was to the ship's hull is unknown but it is known that the "Buffet" delighted in knowing that ALL this water was his and free to use for washing and hosing down. During this lake cruise our sister ship CHAUDIERE was in company and on completion of the cruise figures showed that for both ships a total of 2,149 people were taken on cruises and were visited by approximately 5,540 in harbour.

During

On arrival back in our home port of Halifax on June 24th annual leave was commenced. During the months of May and June the ship steamed 4056 miles with 30 days at sea.

June has finally passed on and July is progressing quickly and a majority of the ship's company are still on leave but on July 25th the ship is ordered to proceed to Sydney, N.S. with the CHAUDIERE in company. This special occasion was to join the city in the celebration of her 175th anniversary. On arrival in Sydney harbour COLUMBIA and CHAUDIERE were met by Her Majesties Canadian Ships FORT ERIE and NEW WATERFORD.

While in Sydney the ship was opened to visitors daily except Friday, when the orphans were given a treat on the quarterdeck. It is estimated that between 2 and 4 thousand people visited the ship daily. Sydney showed her usual Cape Breton hospitality and there is no doubt that all onboard had a joyous time.

On Sunday morning, July 31st, we departed Sydney and proceeded to Halifax exercising enroute. As the month of August began the ship was due for a two week planned maintenance period which was interrupted by a day at sea on the 9th to film sequences for the National Film Board.

Throughout the first three weeks of August COLUMBIA was used as the "Main prop" in work done during the filming of this movie entitled "Joining The Fleet". A number of the ship's company were used in the filming, but as yet there have been no contracts received from Hollywood.

During the period from the 14th to the 20th the ship was at sea with the CHAUDIERE exercising with the submarine AUROCHS. This period was marked by a series of accidents. First of all a planned AA firing was thwarted by a failure in the system, then our friends of the Film board found difficulty in capitalizing on an opportunity to shoot COLUMBIA and CHAUDIERE from a helicopter due to lowering visibility. The same night the ship had to make a swift return to harbour with a hot appendix case.

On the evening of Monday the 15th of August a "CS2F Tracker" from VS 880 Squadron joined to carry out exercises with the submarine AUROCHS. COLUMBIA directed the aircraft on a search which finally proved fatal. The aircraft crashed into the sea while turning to simulate an attack. It was then that our skill and alertness was again tested. The Captain manouvered the ship so that the co-pilot and observers mate could be rescued from a life raft but unfortunately the other two men of the four men crew could not be found. Subsequent search by other ships and aircraft proved fruitless. For the period of the search COLUMBIA was designated as "on the scene commander" for the forces participating. As the cruise progressed, hurricane "Cleo" was plotted on a course headed directly for Nova Scotia. Saturday morning the ship entered Halifax harbour in zero visibility and secured at jetty four at 1030.

As it can be seen the events which took place were far from making a perfect cruise. During the exercise period the Weapons Officers and the National Film Board were squeezing each other for space, however it appears that both received their fair share.

COLUMBIA remained alongside the remainder of the month and then the engine room branch were taxed, undergoing boiler cleaning and preparing for the forthcoming cruise which would take us to West Africa. The month of August saw the ship at sea for only 8 days while steaming 1647 miles.

The ship was cleaned inside and out, maintenance was progressing well and the day arrived to once again leave Halifax astern and this time travel through waters unknown to a great percentage of the ship's company. On Friday, the 9th of September, COLUMBIA slipped from Halifax. The main purpose of this cruise was to help represent Canada in Nigerian Independence celebrations between the 28th of September and the 4th of October. On the way to Lagos Nigeria the ship stopped at Ponta Delgada in the Azores for fuel. Leaving there, the ship started the first of her good will visits by calling in at Freetown, Sierra Leone for a two day stay.

Our next stop was the port of Lagos and it was here that the ship and her officers and men were presented to the Nigerians. Enroute to Lagos two unidentified radar contacts were being plotted and upon closing to five miles and receiving no answer to our challenge we were suddenly illuminated by starshell which continued quite effectively for several minutes. The Captain had the message "nicely done" flashed and after a long pause came the reply "so sorry, we thought you were Bermuda". The ships were later identified as H.M.S. PUMA and H.M.S. LYNX.

September was coming to a close and on the 28th COLUMBIA arrived in Lagos. The only other ships in harbour were the Nigerian Algerine Minesweepers NIGERIA, two Motor Minesweepers from the Ghana Navy, FADZATO and YOGAGA and the RN cruiser BERMUDA.

Various functions were carried out and one of special interest was the searchlight tatoo on September 30th which was the eve of Independance. At midnight, the Union Jack was replaced by the Nigerian flag. Canada was represented by a 30 man guard from COLUMBIA and following this was a fireworks display. It was estimated that a crowd of 22,000 were in the stands to witness the programme.

As September passes and Nigeria now independant we find that the "gem of the ocean" has been at sea for 19 days and steamed 5239 miles. Our visit at the main port of call is almost over and on October 4th we slip and sail for Takoradi for a short visit. Arriving there the ship's company was surprised at the overwhelming reception by the residents. There were numerous invitations handed out to groups and individuals and when the day arrived to leave there were memories to take with us which will never be forgotten.

On Saturday morning, October 8th, we slipped and proceeded to sea with a send off by the many friends gathered on the jetty. At this point our bow was heading west but in a few hours our course was altered to north to revisit Freetown again for a few days. The weatherman decided to treat us well enroute Freetown and with his help and a great number onboard, it was decided to hold a Bar-B-Q on the quarterdeck. At the critical hour when the steaks were being readied, old Saul disappeared and a dark, gloomy cloud appeared, but this did not stop the festivities. The pipe was made that the rig for the occasion would be "Zulu Rig" and the entire function was recorded as another great success.

On arrival in Freetown, invitations were accepted to local parties and private homes. On Thursday the 13th, the west coast of Africa was left behind and NOW once again, COLUMBIA was heading on a North westerly course to her home port.

Only one port was scheduled prior to Halifax and that was Penta Delgada where fuel was embarked, October 18th, and the small port in the Azores was left astern and the ship was readied for rough weather. It doesn't take a gale warning to warn an experienced captain that rough weather is ahead. The name "North Atlantic" alone warrants precautions to be taken.

The weather chart showed a series of "Lows" and one small "High" in the entire Atlantic and COLUMBIA sailed on even though the turbulent waters tried hard to discourage this aim.

COLUMBIA was then again called upon to perform and this time it was an urgent rush to St John's Newfoundland to land a sick seaman. After a day and a half steaming the ship arrived in St John's harbour under the cover of darkness and secured to the fuelling jetty where leave was granted. Sunday morning in Newfoundland and the temperature was a long way from what we were used to for the past six weeks. This was expected of course and early in the afternoon the ship sailed and this time again on its last lap of the cruise.

Time 0630 and Wakey Wakey. The cruise has been exciting but Halifax still proves popular with all. The radar has painted a clear picture of land on our starboard bow and then, the well known Ambro Lightship is detected and finally the OOW verifies this with a visual sighting. The next navigational mark is Chebucto Head and as usual it is a welcomed sight but still bleak and barren.

Finally the Captain guides COLUMBIA to her berth in the Dockyard where once again relatives and friends greet their loved ones.

October 25th is the date and now the ship seems quiet and deserted as only the duty personnel are on board. The days pass, as normal naval routine in home port continues, until November 7th, which is a day we will remember quite well.

This is COLUMBIA's first birthday and her sleek lines have not altered. The feeling now is "we know our ship well" and we also know that she will be true to us whereever we go. THIS HAS BEEN PROVEN.

To review the past year has been interesting and now history, but the next year is still in the future so let us live up to our motto.

"FLORIAT COLUMBIA UBIQUE"

DO YOU KNOW ?

On November 7th, 1959 COLUMBIA sailed Vancouver and on board there were 184 men and 10 officers. Over a period of one year, numerous changes have taken place in the ship's complement. These changes were due to, drafts for courses, medical reasons and normal service committments. At present there are 233 men and 16 officers.

* Indicates original ship's company to date 7 November, 1959.

OFFICERS

Commander	Hayes, W.P. CD, RCN	Commanding Officer
Lt. Commander	Cockeram, A.M. CD, RCN	Executive Officer
Lt. Commander	Lyons, R.A. CD, RCN	First Lieutenant
Lt. Commander	Dear, E.V. CD, RCN	Engineer Officer
Lt. Commander	Hutchinson, W.D. CD	Electrical Officer
Lt. Commander	McNicol, D.S. CD RCN	Supply Officer
Lieutenant	Bidwell, R.E.G. RCN	Operations Officer
Lieutenant	Thomson, D.J. CD RCN	
Lieutenant	Mathieson, D.F. RCN	Navigating Officer
Cmd Officer	Caught, R.A. RCN	Ordnance Officer
Lieutenant	Allen, R.C.	Weapons Officer
Lieutenant	Andrews, A.V.	
Lieutenant	Brady, E.G.	
Cmd Officer	Bell, A.B.	
Sub Lieutenant	Wood, W.J.	
Sub Lieutenant	Bowkett, E.G.A.	
Sub Lieutenant	Marquis, L.D.	

M E N

OPERATIONS BRANCH (RADAR PLOT)

★ C2 McDonald, M.A.	★ AB Dresser, F.
★ P2 Estabrooks, T.	★ AB Dubuc, H.
★ P2 Milne, J.	★ AB Giles, G.
★ P2 Gill, K.	★ AB Johnson, J.
★ LS Haley, T.	AB Kraushar, H.
★ LS Lindstrom, L.	AB Sullivan, W.
★ LS O'Neil, D.	AB Phillips, E.
★ AB Park, R.	OS Farquharson, C.
★ AB Baker, D.	OS Hewlett, R.
★ AB Baskerville, W.	OS Weldrick, K.
AB Collyer, R.	OS MacLean, R.
	OS Vader, D.

OPERATIONS BRANCH (COMMUNICATIONS)

P1 Lonar, G.	AB Francey, G.
P1 Exley, E	★ AB Lambier, R.
P2 Carter, L.	AB Lowe, C.
★ P2 Whittle, G.	AB Lother, D.
LS Evans, F.	★ AB McGuffie, B.
LS Huff, D.	★ AB Vanek, O.
LS MacDonald, W.	★ AB Villeneuve, D.
LS Everett, R.	OS Crowell, M.
AB Bain, R.	OS Kaugman, J.
★ AB Biro, R.	OS Lusk, E.
AB Blenkhorn, W.	OS Mayville, E.
★ AB Femia	OS Royer, J.
OS Sawyer, R.	OS Schlighting, R.
	OS Williams, N.

BOSUNS

★ C1 Sears, G.	AB Ayres, J., R.
★ C2 O'Reilly, H.	AB Barrie, W.
P2 Stokke, J.	★ AB Patterson, R.
LS Lepage, G.	★ AB Puskas, J.
LS Long, R.	★ AB Seppala, J.
★ LS Paden, G.	OS Tully, C.
★ LS Smith, J.	OS Nordin, W.

WEAPONS DEPARTMENT (UNDERWATER)

★ C2 Kirk, J.	★ AB Faught, E.
★ P1 Wilkins, P.	★ AB Highfield, C.
★ P1 Rose, P.	AB Landega, E.
P2 Simpson, J.	AB MacDonald, R.
P2 Willis, L.	AB Peavy, W.
★ LS Ambrose, P.	AB Sinclair, H.
★ LS Hicks, R.	★ AB Viney, J.
★ LS McBride, W.	OS Dorman, R.
★ AB Blakney, M.	OS Fournier, P.
AB Brookbank, W.	OS Glover, F.
AB Clark, B.	OS Morrice, J.
AB Colban, D.	OS Morton, A.
★ AB Dunfield, H.	OS Schafer, S.
	OS Stewart, M.

WEAPONS DEPARTMENT (SURFACE)

★ C2 Guise, J.	AB Lavigne, G.
★ C2 Burry, T.	AB Sharpe, W.
Pl Boucher, A.	AB Smith, C.
★ Pl Norris, R.	AB Stewart, K.
★ Pl Salsman, W.	AB Wilson, M.
★ P2 Black, A.	OS Anderson, G.
★ P2 Hodgson, C.	OS Curtiss, R.
★ P2 Simpson, W.	OS Koiter, J.
LS Burns, C.	OS Keenan, P.
★ LS McTear, R.	OS Hunter, M.
LS Lawrence, R.	OS Ludlow, R.
★ AB Anderson, J.	OS Miller, G.
★ AB Holyoke, G.	OS Nunn, C.
★ AB Hill, E.	OS Wain, G.
★ AB Gallaher, W.	OS Watson, J.
★ AB Labonte, M.	OS Wilcox, J.

ELECTRICAL BRANCH

★ C1 Palmer, J.	★ AB Beaton, A.
★ C2 Bruce, J.	AB Devitt, P.
★ Pl Dixon, J.	AB Murray, T.
★ Pl Muir, J.	AB Pollack, G.
★ Pl O'Very, H.	AB Ziemer, W.
★ Pl Rioux, E.	OS Aucoin, M.
★ P2 Hassal, R.	OS Belanger, H.
★ P2 McClelland, C.	OS Lickers, K.
★ LS McGlone, R.	OS Russell, D.
LS Scofield, G.	

ENGINEERING BRANCH

★ C1 Hutchings, R.
★ C2 Marengere, B.
★ C2 McDonald, K.
C2 Parkyn, H.
C2 Studley, D.
★ C2 Tinline, F.
★ Pl Foster, R.
★ Pl Gravelle, R.
★ Pl Hawkins, C.
★ Pl Lampshire, G.
★ Pl MacKintosh, K.
★ Pl McKendry, K.
★ Pl Wood, F.
★ P2 Arthur, C.
P2 Chrysler, E.
P2 Henderson, S.
★ P2 Jackson, R.
★ P2 Kennedy, D.
★ P2 McPhadeh, G.
★ P2 Nethery, W.
★ P2 Sovie, M.
★ LS Cummings, J.
★ LS Hardwick, G.
★ LS Ingraham, G.
★ LS Smaggs, T.

★ C1 Spencer } Hull Technicians
★ Pl McGraw }
★ LS Tomsett, D.
★ LS Turley, D.
★ LS Zelazny, R.
★ AB Bush, D.
★ AB Calder, N.
★ AB Callaghan, N.
AB Crewe, B.
AB Deyine, J.
AB Douglas, R.
AB Eddisford, E.
AB Gauthier, P.
AB Graham, A.
AB Halbert, D.
AB Lyons, C.
AB Miller, E.
AB O'Donnell, T.
AB Pead, E.
AB Saulnier, P.
AB Spicer, P.
AB Young, K.
OS Cox, D.
OS Herbert, J.
OS Jackson, J.
OS Labelle, N.
OS McAllister, A.

SUPPLY BRANCH

C2 Foster, W.	AB MacDonald, P.
★ C2 Manuge, R.	AB Martin, R.
★ P1 D'Orsay, A. (medical)	AB Murphy, R.
★ P1 Gagnon, M.	★ AB Newman, R.
★ P1 Walsh, W.	★ AB Sheridan, W.
★ P2 Holmes, W.	★ AB Smith, J.
★ P2 Lacroix, P.	AB Thivierge, E.
★ P2 Presse, L.	OS Cassidy, E.
★ P2 Siple, J.	OS Gosley, W.
LS Christian, C.	OS Griffith, R.
★ LS Ingham, J.	OS Hinchberger, W.
★ LS Phair, O.	OS MacLellan, D.
★ LS Scott, J.	OS Martin, H.
AB Cright, J.	OS McGuire, T.B.
★ AB Deforge, D.	OS Parent, A.
AB Demers, D.	OS Rioux, G.
AB Elliott, R.	

ARE YOU AWARE OF THE FACT?

There are 110 married men on board with 244 dependents (excluding wives):

43.6 % live in Dartmouth area,

45.5 % live in Halifax area,

5.4 % live outside port limits,

5.5 % live outside the province.

There have been 125 IN drafts and only 69 OUT drafts.

This does NOT include officers or reserves drafted on board for temporary duties.

Since commissioning COLUMBIA has come a long way and in doing so has spent many hours, both at sea and in harbour.

A few small points of interest to all are listed so that the individual may stop for a moment and note that in only a twelve month period, so much has been accomplished and at the same time a continuous change has been taking place in the ship's company.

Month	Miles travelled	Time in Halifax (days)	Time in other ports (days)	Time at sea (days)
<u>1959</u>				
November	2508.7	0	10	14
December	5369.5	9	3	19
<u>1960</u>				
January	4077.8	7	6	18
February	4454.2	4	7	18
March	3748.7	4	15	12
April	0000.	30	0	0
May	2156.8	22	0	9
June	1902.9	6	16	8
July	468.4	24	6	1
August	1644.7	23	1	7
September	5239.	8	6	16
October	5378.1	7	9	15
November	0000.	6	0	0
T O T A L	46958.8	150	79	137

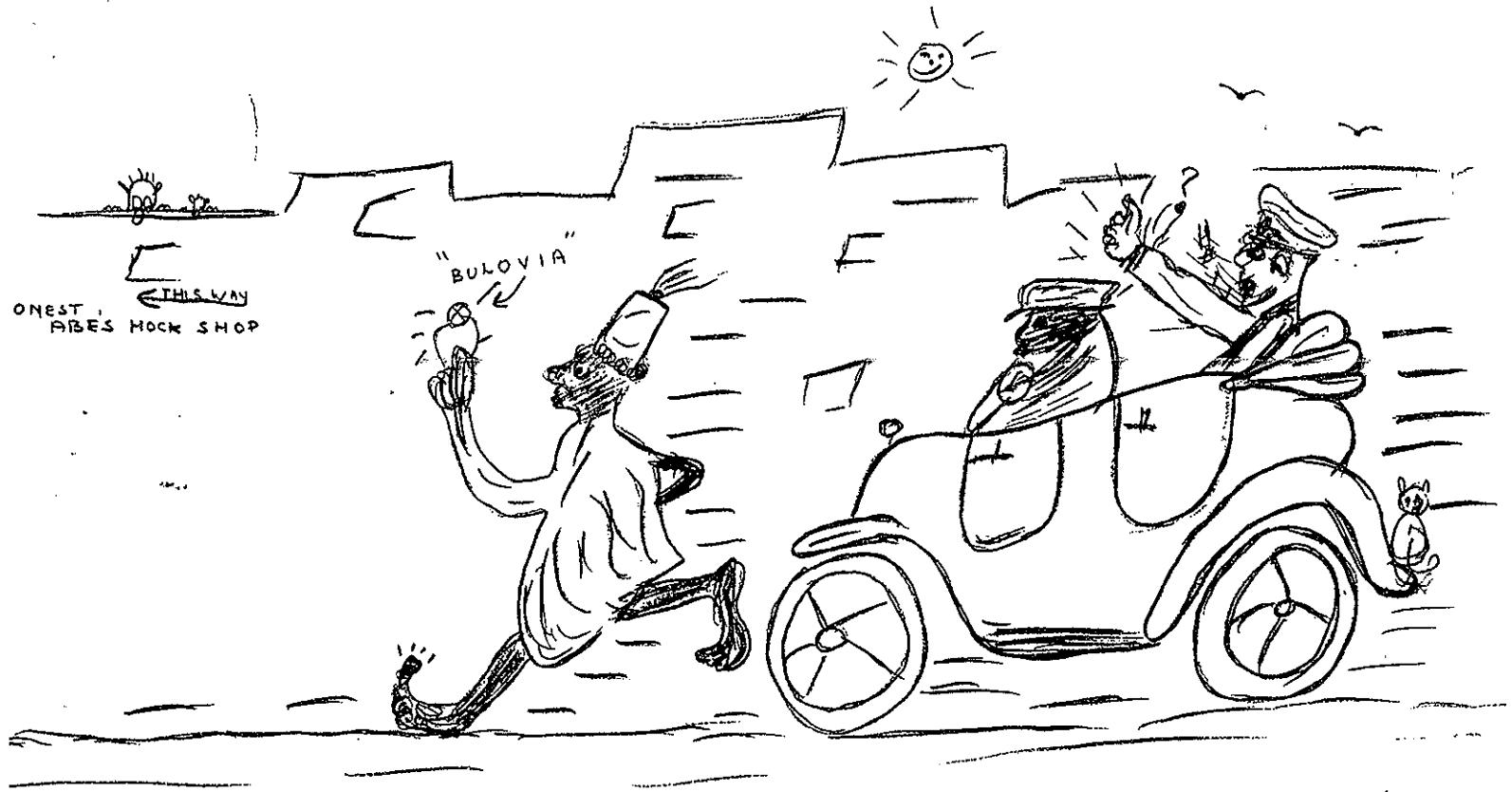
A total of 35,011 BBLS of furnace fuel oil was burned to date. This is equal to 5,103 tons or 10,206,000 pounds.



WEATHER MAY BE PURCHASED IN "TAKORADI"
PROVIDING BARTERING IS IN RIGHT "SPIRIT"
TERMS — PAY PROMPTLY



ARTIST'S CONCEPTION OF THE FISH
ONE OF OUR SPORTSMEN LANDED.



PASSING THE TIME OF DAY WITH NATIVES IN FREETOWN



"(O.J.T) "ON THE JOB TRAINING"