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OFFICIAL  
SOUVENIR PROGRAMME

**BRITISH COLUMBIA CENTENARY  
NAVAL REVIEW**

*and*

**Associated Naval Activities**

VICTORIA  
JULY 9-16



**1958**



VANCOUVER  
JULY 16-AUG. 8

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SOUVENIR PROGRAMME  
OF THE  
**BRITISH COLUMBIA CENTENARY**  
**NAVAL REVIEW**  
BY  
**HER ROYAL HIGHNESS**  
**THE PRINCESS MARGARET**  
AND  
**Associated Naval Activities**

★ VICTORIA, B.C. 9 JULY-16 JULY ★

★ VANCOUVER, B.C. 16 JULY-8 AUGUST ★

**1958**



PUBLISHED UNDER THE  
AUTHORITY OF  
THE FLAG OFFICER PACIFIC COAST AND THE  
BRITISH COLUMBIA CENTENNIAL COMMITTEE  
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1958

THE STANDARD OIL COMPANY OF  
BRITISH COLUMBIA LIMITED

SALUTES

THE ROYAL  
CANADIAN NAVY

ON THE OCCASION OF THE  
CENTENNIAL NAVAL REVIEW  
TO CELEBRATE THE VISIT OF

HER ROYAL HIGHNESS  
PRINCESS MARGARET





Model of HMS CHATHAM in the Maritime Museum of B.C. CHATHAM was a 135-ton armed tender which accompanied Captain Vancouver (in HMS DISCOVERY) on his voyage in 1792.

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HMCS SKEENA—St. Laurent Class Destroyer Escort.





Frank M. Ross, Lieutenant Governor of British Columbia.

## FOREWORD

Naval ships and Naval personnel have been from earliest days very much a part of the history of British Columbia, and it is fitting that on this auspicious occasion, such a large fleet of ships should visit Esquimalt, Victoria and Vancouver to take part in what will be an historical Naval Review.

We are greatly honoured that Her Royal Highness Princess Margaret has seen fit to be present and to review the ships assembled for this occasion.

Frank M. Ross  
Lieutenant Governor of  
British Columbia



W. A. C. Bennett, Premier of British Columbia.

British Columbia's inspiring history is steeped in the tradition of the sea.

Captain James Cook and Captain George Vancouver, to mention only two of the intrepid discoverers of our great province, were commanding ships of the Royal Navy when they came upon the awe-inspiring sight of our long, mountain-fringed coastline, with its sheltered passage, its deep fjords and fine harbours.

The wealth of our natural resources is attributable in large measure to ocean vapours caught by the mountains in the form of snow and turned into the rivers and streams that power our factories and nourish our forests, plains and valleys as they find their way back to the Mother Sea. Much of our trade is borne on the ocean routes.

We are a young province in terms of years but we are also an old salt of the sea. I am sure everyone among us will thrill with pride as we see our ships and the visiting ships of other nations taking part in this Naval Review, a nautical salute to British Columbia on its One Hundredth Anniversary.

W. A. C. Bennett,  
Premier of British Columbia.



Rear-Admiral H. S. Rayner, DSC, CD, RCN. Flag Officer Pacific Coast.

The British Columbia Centenary Naval Review is the first occasion on which a member of the Royal Family has reviewed an assembly of naval ships in Canada. It is a conspicuous honour for us all that Her Royal Highness The Princess Margaret has consented to carry out the Review. We in the Royal Canadian Navy are particularly appreciative that Royal Navy and United States Navy ships and senior officers are joining with us on this great occasion. We are also very pleased that other Canadian ships will participate.

It is my pleasure and privilege to extend the Navy's thanks to members of the British Columbia Government, the B.C. Centennial Committee, the City of Victoria, the City of Vancouver and the visiting ships, for all they are doing towards making the Review and its associated activities a memorable occasion.

Rear-Admiral H. S. Rayner,  
DSC, CD, RCN  
Flag Officer Pacific Coast

# THE SEA AND BRITISH COLUMBIA

It is particularly appropriate that in this year, the centenary of the birth of this great province, British Columbians are honouring great sailors of the past. For seamen discovered this land, seamen explored it and charted it, seamen of four nations claimed it on behalf of their respective governments, and through the agency of a seaman, Great Britain finally established her own inviolable ownership.

Tradition has it that the earliest explorations of this area were made, at the behest of the Spanish Viceroy of Mexico, by the Greek pilot Juan de Fuca. At the end of the 16th century he was supposed to have discovered the straits between Vancouver Island and the State of Washington which now bear his name. Some authorities contend that de Fuca was merely a mythical figure invented by an Englishman named Michael Lok; others believe that he did indeed exist and that he successfully completed the explorations which have been credited to him.

Be this as it may, it is quite certain that Spain made no other efforts in this direction for nearly two hundred years and then only because Russian activity in what is now Alaska and northern British Columbia appeared to be extending southward and endangering Spanish interests in California. It was because of this incipient Russian competition that Juan Perez was dispatched from Spanish Mexico early in 1774 to explore this coast and thus establish Spanish claims. Material accomplishments of this mission were small and little more was achieved the next year by Quadra. However, it was

on the basis of these three voyages that Spain claimed her exclusive rights to the coastal areas of British Columbia and Washington.

It was not until 1776 that British discovery and exploration began. In that year, the great navigator, Captain James Cook, Royal Navy, visited Nootka and charted parts of the coastline. Unfortunately, he missed the straits of Juan de Fuca, failed to realize the insularity of Vancouver Island, and altogether made a most cursory survey of the region. This was not at all in accord with the very high standard of navigation and survey which Cook almost always achieved. However, Cook had with him on this voyage a boatswain called John Meares who saw the commercial possibilities of Nootka. Meares was a rogue, but he was a clever and determined fellow and a capable seaman. Ten years after Cook's voyage, and now in a private capacity, he returned to Nootka and established a fur trading colony. He was not the first English seaman to engage in the Nootka fur trade but he was the first to establish a trading post and this was soon to form the basis of British claims.

Meanwhile, the Spaniards were becoming increasingly alarmed at British activity on what they considered their property. Further, it appeared too as if the Americans were becoming interested, for a company of Boston merchants had sponsored a voyage by Captain Gray of the COLUMBIA. Gray, incidentally, named the great river which he discovered after his ship. Spain, therefore, sent north an expedition under

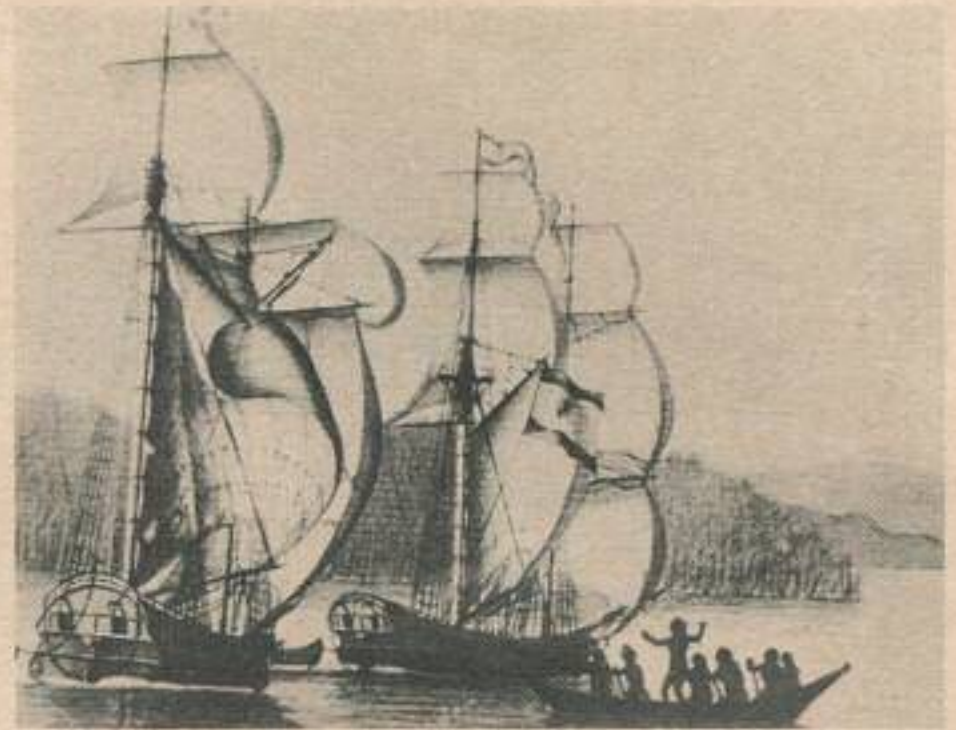
## THE SEA AND B.C. . . . CONTINUED

Don Estevan Jose Martinez to claim the area in the name of the Spanish king. Meares, jealous of his trading interests, appealed to the British government and an international crisis ensued. From this Britain emerged as the rightful owner of Nootka and the surrounding area.

In 1792, Captain George Vancouver, Royal Navy, was sent from England to effect the official transfer from the Spanish representative, Bodega Y. Quadra. The two men became firm friends and pooled the results of their surveys of the coast. These were shown on charts which, even by modern standards, must be considered very fine work. The island, where insularity was at last discovered, was named Quadra and Vancouver's Island, and one presumes this is still its official name, for there is no record of it ever having been changed, by act or other legal formula to Vancouver Island.

Many more international disputes and settlements were to ensue before the boundaries of what is now British Columbia were finally established, but no country successfully challenged the claims that Britain put forward on the basis of the discoveries of her seamen.

As maritime activity made the northwest coast internationally prominent, so, when its ownership had been established, did the work of seamen play an important part in the development of the new land. The ships of the Hudson's Bay Company—among them the VANCOUVER, the CADBORO and the BEAVER—all played their important parts. Paddle steamers from California, too, became increasingly frequent



SUTIL and MEXICANA, Spanish men-of-war under Commanders Galiano and Valdes, who explored the Straits of Georgia in 1792.

visitors; and, on April 26 of this year, many of you will have witnessed the re-enactment of the arrival of the COMMODORE which carried gold-hungry prospectors to the gold rush of 1858.

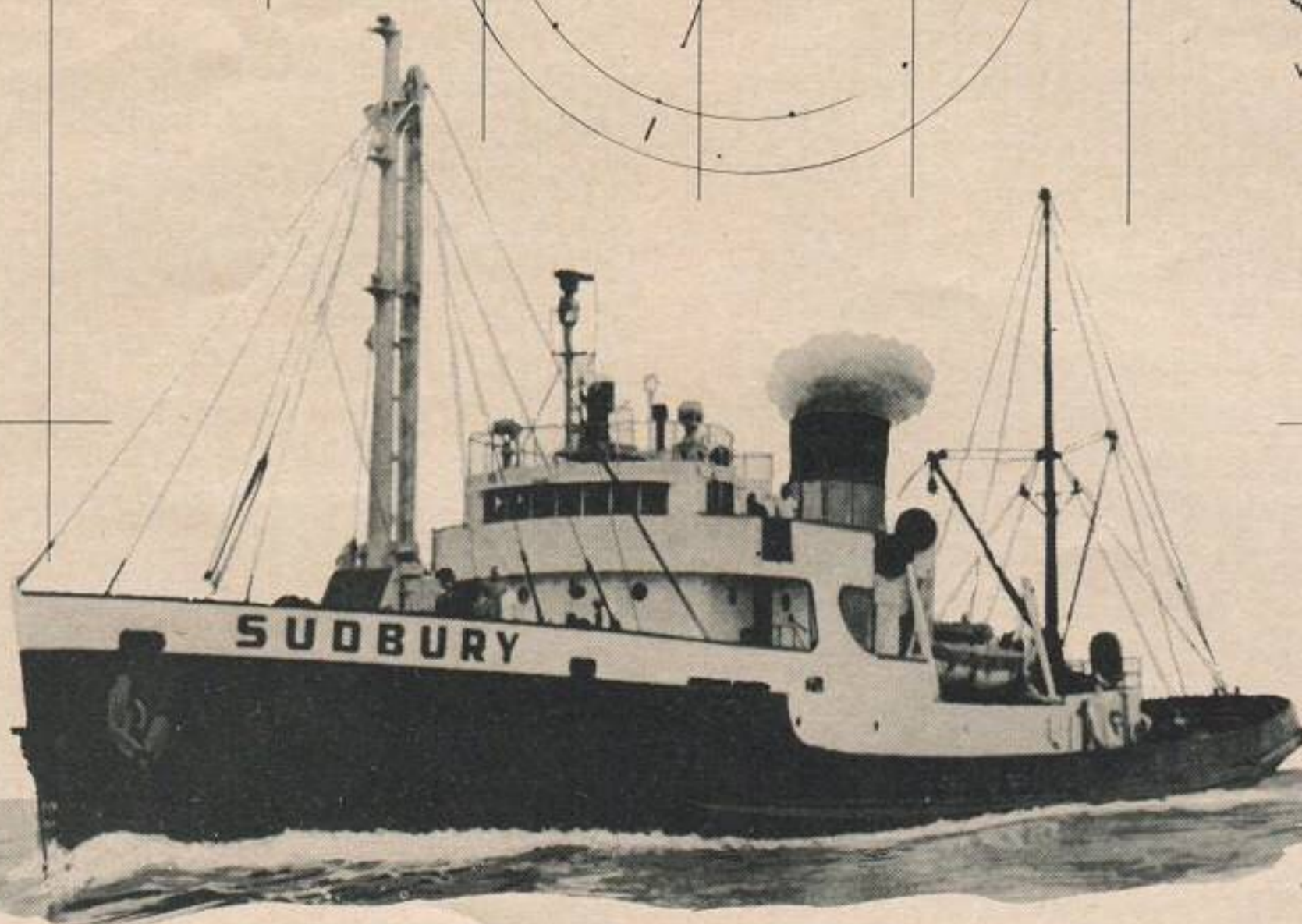
It was not long before the Royal Navy realized the strategic importance of Vancouver Island and the necessity of protecting British interests. From the 1860's, ships of the Pacific Squadron were based on Esquimalt and established a local naval tradition which has continued to grow. Since the newly-formed Royal Canadian Navy took over from the Royal Navy in 1910, Canadian warships from Esquimalt have sailed to battle in three wars, and Victorians have come to accept the naval community as part and parcel of their own city. British Columbia's sons have given a lifetime of service to the navy, achieving high rank and great honour.

Truly the maritime tradition is strong. The sea has served British Columbia well. Fisherman, merchantman and navyman have made and will continue to make their contribution to the development of this "Gem of the North Pacific".

# MARINE TOWING and SALVAGE



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# PROGRAMME OF EVENTS IN VICTORIA

## Wednesday, 9 July

All HMC Ships take up their Navy Week berths.  
(See diagrams on pages 14 and 15)  
HMS NEWCASTLE arrives in Esquimalt.

## Thursday, 10 July

United States Ships BENNINGTON, WILKIE, HAMNER  
and United States Submarine ASPRO arrive.

1:30 -

4:30 p.m. Ships in Victoria Harbour and at Ogden Point Wharves  
open to visitors.

8:30 p.m. Welcome rally in the Memorial Arena. This event is being  
arranged by the Armed Services Leave Centre Committee and  
local service clubs. Attendance by invitation only.

## Friday, 11 July

10:30 a.m. International Naval Parade. The parade will form up in the  
Beacon Hill Park football field, march down Douglas Street to  
Superior, along Superior to Government, down Government to  
Yates, up Yates to Quadra, along Quadra to Pandora, up  
Pandora to Cook, along Cook to the Royal Athletic Park,  
where it will disperse.

It will be comprised of marching units of the Royal Navy,  
United States Navy, and Royal Canadian Navy. The Lieutenant  
Governor has consented to take the salute at a stand in  
front of the Empress Hotel.

1:30 -

4:30 p.m. Ships in Victoria Harbour and at Ogden Point Wharves  
open to visitors.

9:00 p.m. Dance in the Memorial Arena for visiting men. The ships  
assembled for the Review will provide entertainment acts during  
the dance.

## Saturday, 12 July

1:30 - USS ESTES arrives and berths at Ogden Point.

4:30 p.m. All ships open to visitors.

9:00 p.m. Street dance in the 700 block Yates Street.

## Sunday, 13 July

9:30 a.m. An open air mass for Roman Catholics will be held in HMCS  
NADEN. His Excellency Bishop Hill will preach the sermon, and  
massed choirs will be present.

11:00 a.m. Visiting Officers and men will attend local Protestant  
church services.

1:30 -

4:30 p.m. All ships open to visitors.

★

**A hundred years,  
a hornpipe,  
and a RA! RA! RA!**

★

In British Columbia's great Centennial Year,  
Shell Oil Company of Canada, Limited would  
like to raise three rousing cheers to the Royal  
Canadian Navy.

Gentlemen, we give you . . . the Navy!

**Shell Oil Company of Canada, Limited**



## PROGRAMME OF EVENTS IN VICTORIA . . . CONTINUED

### Monday, 14 July

Throughout the day the ships will move out of harbours to take up their review anchorage berths (see page 22).

Small boats are requested to keep clear of ships which are approaching their anchorages.

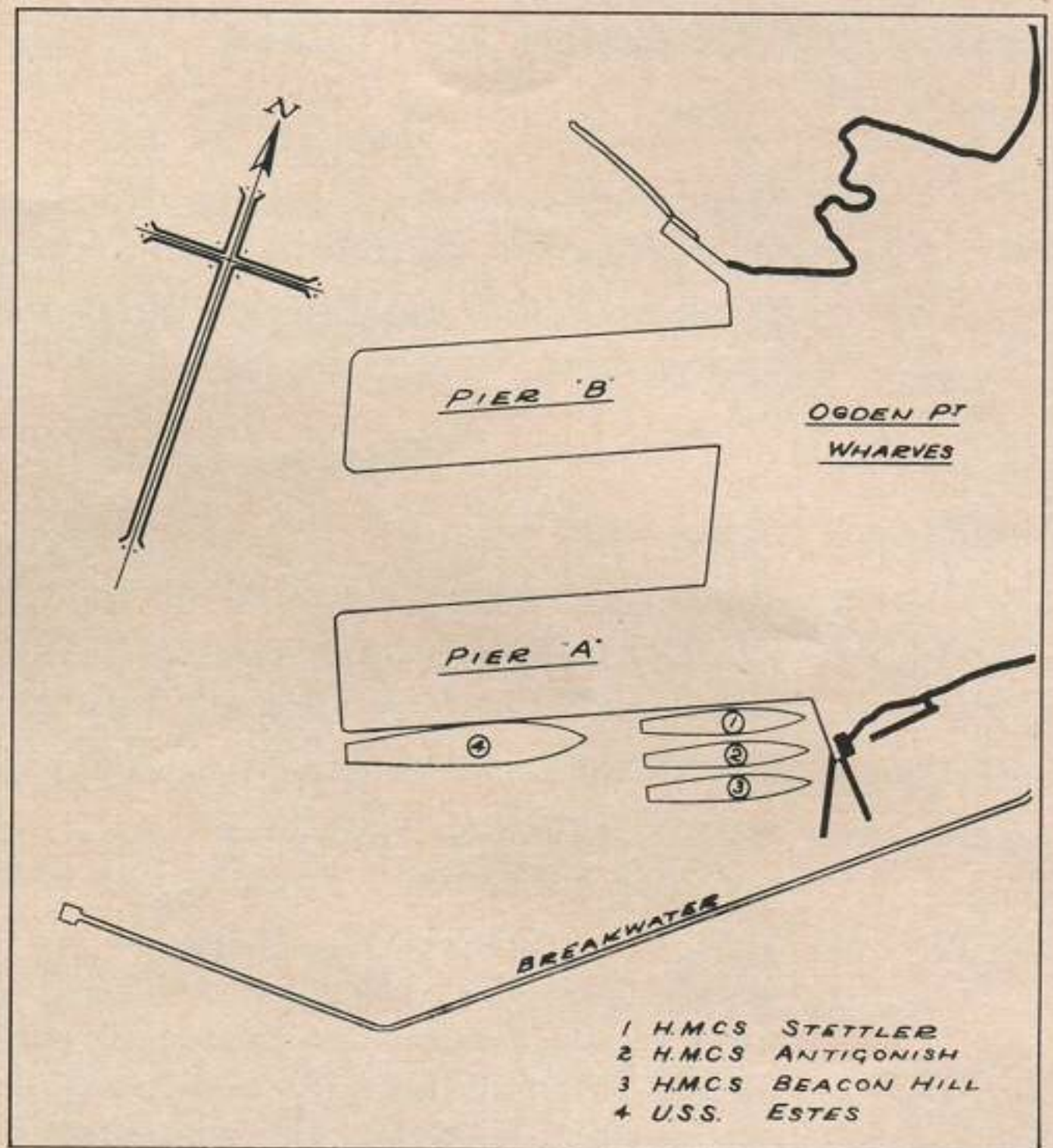
### Tuesday, 15 July

- 8:00 a.m. Ships dress overall.
- 1:30 p.m. The review area is closed to all boat traffic.
- 2:35 p.m. Her Royal Highness The Princess Margaret embarks in HMCS CRESCENT at the Black Ball Ferry wharf in Victoria.
- 2:38 p.m. HMCS CRESCENT leaves Victoria Harbour.
- 2:58 p.m. HMCS ONTARIO, HMS NEWCASTLE, USS BENNINGTON and USS ESTES fire a Royal Salute of 21 guns.
- 3:00 p.m. The B.C. Centenary Naval Review by Her Royal Highness begins. HMCS CRESCENT steams down between the first two lines, turns in the entrance to Esquimalt Harbour and continues the review between the third and fourth lines. As Her Royal Highness passes each ship the men who are lining the rail take off their caps and give three cheers.
- 3:40 p.m. The review is completed and HMCS CRESCENT anchors at the head of the first line.
- 4:30 p.m. HMCS CRESCENT weighs anchor and moves into Esquimalt Harbour.
- 4:40 p.m. HMCS ONTARIO, HMS NEWCASTLE, USS BENNINGTON and USS ESTES fire a Royal Salute of 21 guns in honour of Her Royal Highness.
- 5:45 p.m. The review area is opened to boat traffic.
- 5:50 p.m. Her Royal Highness leaves HMC DOCKYARD to return to Victoria.
- 9:45 p.m. Some of the ships in the anchorage will illuminate with outline circuits or floodlighting.
- 10:00 -
- 10:12 p.m. Thirteen ships in the review anchorage will carry out a fireworks display. On completion ships will again illuminate.
- 11:59 p.m. Illumination circuits will be switched off.

### Wednesday, 16 July

- 12:01 p.m. Ships in the review anchorage will weigh anchor and move past Beacon Hill Park in groups. A public address system will be set up in the Park to give information on the ships as they steam past.

Ogden Point Wharves  
in the Outer Harbour, Victoria



*We too are proud . . .*



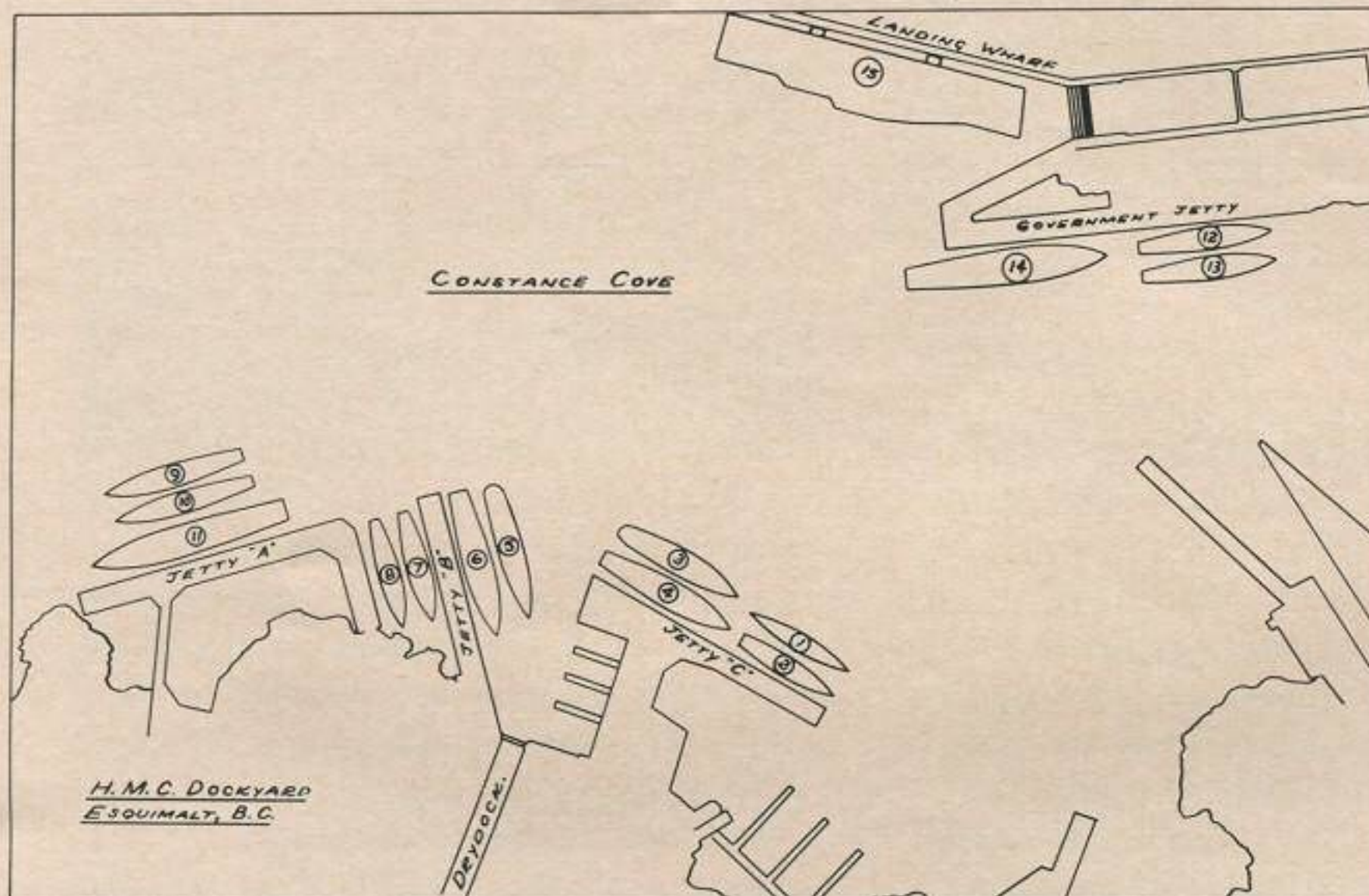
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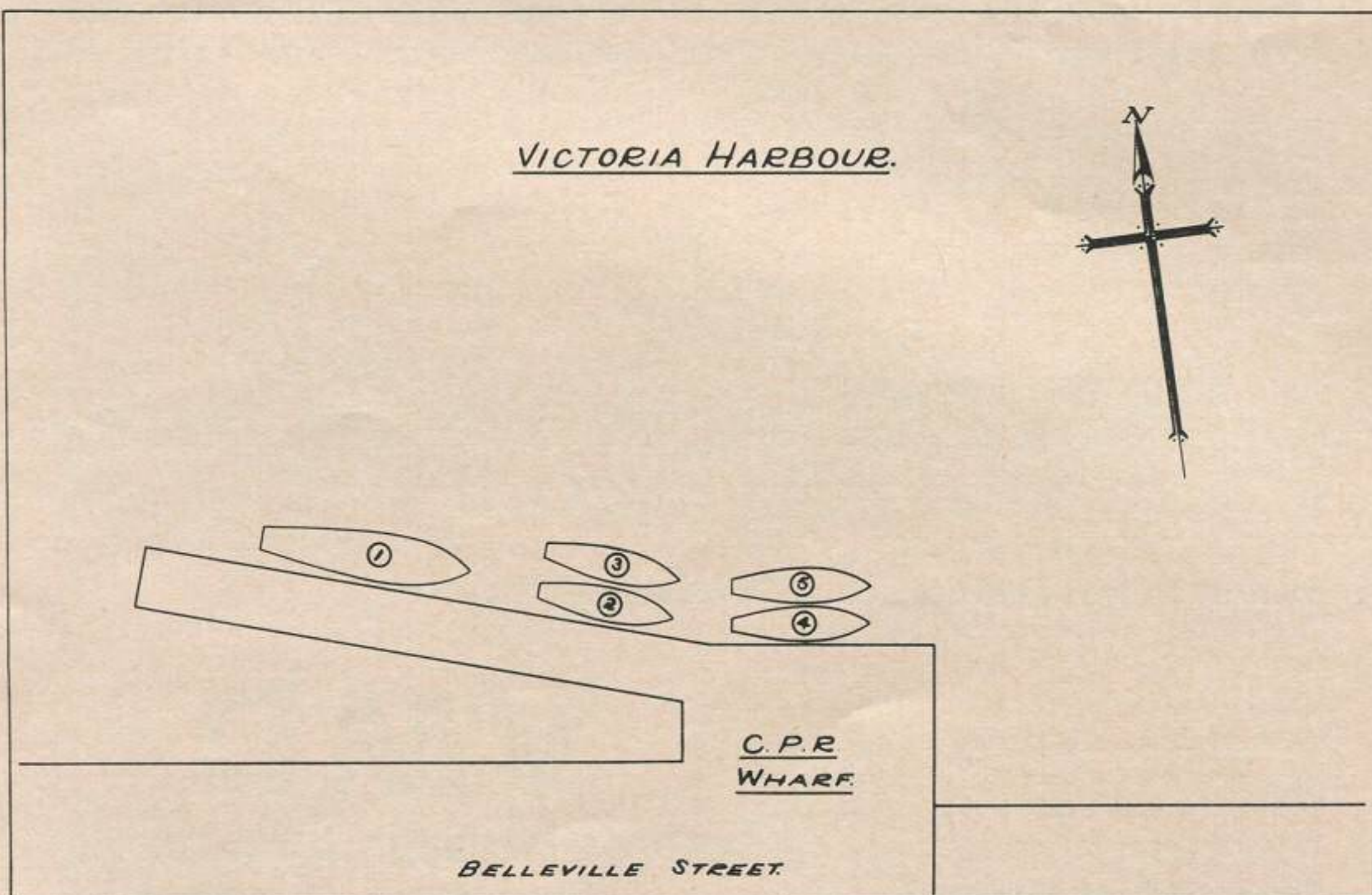
VICTORIA, B.C.

# NAVY WEEK BERTHS OF REVIEW SHIPS IN VICTORIA



1. U.S.S. ASPRO.
2. H.M.C.S. NEW WATERFORD.
3. H.M.C.S. ATHABASKAN.
4. U.S.S. WILTSIE.
5. H.M.C.S. CAYUGA.
6. U.S.S. HAMNER.
7. H.M.C.S. JONQUIERE.
- 8.
9. H.M.C.S. SKEENA.
10. H.M.C.S. CRESCENT.
11. H.M.S. NEWCASTLE.
12. H.M.C.S. FRASER.
13. H.M.C.S. MARGAREE.
14. H.M.C.S. ONTARIO.
15. U.S.S. BENNINGTON.

## VICTORIA HARBOUR.



- |                         |                       |
|-------------------------|-----------------------|
| 1 H.M.C.S. NEW GLASGOW. | 4 H.M.C.S. COWICHAN.  |
| 2 H.M.C.S. FORTUNE.     | 5 H.M.C.S. JAMES BAY. |
| 3 H.M.C.S. MIRAMICHI.   |                       |

## NAVAL REVIEWS . . .

Happy events in a nation's history may be celebrated in a variety of ways. One of the most colorful is the naval review. In 1958, as part of celebrations in honour of the 100th anniversary of the Province of British Columbia, the Royal Canadian Navy is holding such a review. Ships from Canada, Great Britain and the United States will take part, and the reviewing officer will be H.R.H. The Princess Margaret.

The traditional naval review ceremony is most impressive. The ships taking part anchor in two or more lines, leaving an open passage between the lines. Each ship is "dressed overall", or in other words, gaily decorated with colourful flags and pennants. As the ship carrying the reviewing officer steams between the

lines, each ship in turn salutes, then cheers ship.

The inspecting officer for Commonwealth Naval Reviews is usually a member of the Royal family. The British Fleet was first reviewed in 1773, by King George III, when he inspected those ships which had fought the French in the Seven Years War. Included in the review were ships which had participated in Louisbourg and Quebec operations. Many of the traditions associated with reviews were started at this time. The last British Naval Review, honouring the Coronation of Her Majesty Queen Elizabeth, took place in Spithead, off Portsmouth, England, in 1953. Ships from many nations, including Canada, took part, and Queen Elizabeth reviewed



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Royal Navy Flying Squadron in Esquimalt Harbour, May 1870  
Photo: B.C. Provincial Archives

the biggest collection of fighting ships ever assembled.

This Centenary Naval Review will be the first held in Canadian waters. However, some of our forefathers may have witnessed a wonderful sight in May, 1870, when the Royal Navy Flying Squadron paid a visit to Esquimalt during its trip around the world. On this occasion, the six ships of the squadron, together with four local naval vessels, presented an unforgettable show of men-of-war under sail. As has British Columbia, fighting ships and their equipment have changed greatly over the last one hundred years, but the spirit and devotion to duty of their sailors has remained high.

The United States Navy has held many reviews too, with the President usually the reviewing officer. The International Naval Review held at Hampton Roads, Virginia, in June 1957, is the most recent. The Royal Canadian Navy participated in this, as she has in many other reviews in the past.

### The B.C. Centenary Naval Review

The British Columbia Centenary Naval Review will be held on 15th July, in Royal Roads. On the 14th of July, a total of 32 ships will leave their Navy Week berths in Esqui-



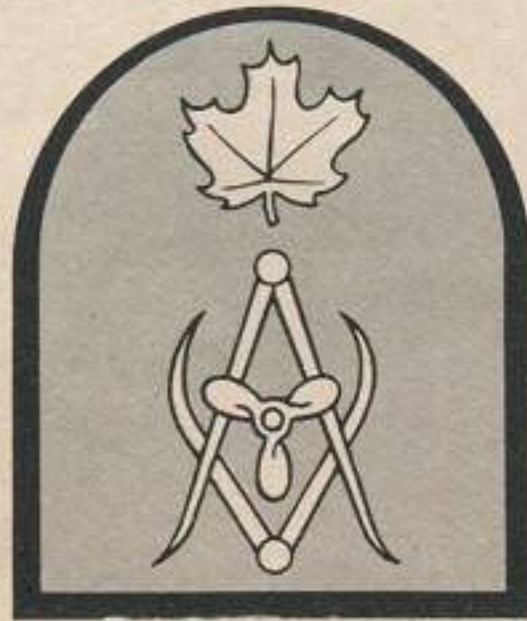
Naval Fireworks by a Destroyer-Escort Navy Day, 1956  
R.C.N. Photo

malt and Victoria Harbours, and take up review anchorages in Royal Roads. They will anchor in four lines, parallel to the Esquimalt Lagoon foreshore. The first and outboard line will contain the heavy types; the second line the destroyer types; the third line the frigate types and the fourth line (nearest the shore) the minesweepers and the ships of other government departments.

On Tuesday the 15th of July, at about 2:30 p.m., HMCS CRESCENT, carrying Her Royal Highness The Princess Margaret, will leave Victoria Harbour and steam towards the review area. At 2:58 p.m., a royal salute will be fired by HMCS ONTARIO, HMS NEWCASTLE, USS BENNINGTON and USS ESTES. Then at 3:00 p.m., the review ship will steam between the lines of ships, and the fleet will be reviewed. At about 3:40, when the review is completed, the review ship will anchor at the head of the line of large ships, and remain there until 4:30 when HMCS CRESCENT will weigh anchor and return to Esquimalt Harbour. As HMCS CRESCENT leaves the review area, about 4:40, another Royal Salute will be fired. That evening at 9:45, the ships will illuminate and at 10 o'clock there will be a fireworks display.



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• *Engineering Artificer*



• *Air Fitter*

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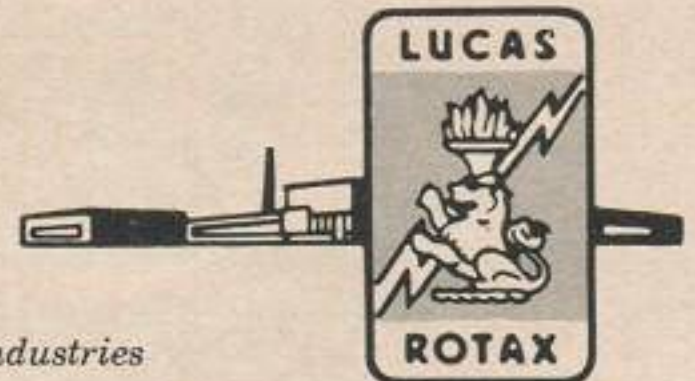
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# SHIPS TAKING PART IN THE NAVAL REVIEW

## ROYAL NAVY

### Cruisers

HMS NEWCASTLE (CCL)

Captain A. H. C. Gordon-Lennox,  
D.S.O., RCN.

## UNITED STATES NAVY

### Attack Aircraft Carrier

USS BENNINGTON (CVA 20)

Captain James R. Compton, USN.

Flagship of Rear Admiral

Ralph S. Clarke, USN

Commander, Carrier Division Five.

### Destroyers

USS WILTSIE (DD 716)

Commander Winfield Scott Slocum  
III, USN.

Captain James G. Franklin, USN

Commander Destroyer Squadron

Eleven Embarked.

USS HAMNER (DD 718)

Commander Robert R. Dupzyk, USN.

### Submarine

USS ASPRO (SS 309)

Lieutenant-Commander S. G.  
Anders, Jr., USN.

### Amphibious Force H.Q. Ships

USS ESTES (AGC 12)

Flagship of Rear-Admiral Henry S.  
Persons, Commander Amphibious  
Group Three.

## ROYAL CANADIAN NAVY

### Cruiser

HMCS ONTARIO (CCL 32)

Captain J. C. Littler, C.D., RCN.

Flagship of Rear-Admiral

H. S. Rayner, D.S.C., C.D., RCN.,

Flag Officer Pacific Coast.

### Algonquin Class Destroyer Escort

HMCS CRESCENT (DDE 226)

Captain J. C. Pratt, C.D., RCN.,

Commander, Second Canadian

Escort Squadron.

### St. Laurent Class Destroyer Escort

HMCS SKEENA (DDE 207)

Commander J. P. T. Dawson,

C.D., RCN.

HMCS FRASER (DDE 233)

Commander R. Phillips, C.D., RCN.

HMCS MARGAREE (DDE 230)

Commander J. E. Korning,

C.D., RCN.

### Tribal Class Destroyer Escort

HMCS ATHABASCAN (DDE 219)

Commander D. S. Boyle,

C.D., RCN.

HMCS CAYUGA (DDE 218)

Commander M. H. E. Page,

C.D., RCN.

### Prestonian Class Frigate

HMCS STETTLER (FFE 311)

Lieutenant-Commander M. H. Cooke,

C.D., RCN.,

Commander, Fourth Canadian

Escort Squadron.



YOU CAN BE SURE...IF IT'S  
**Westinghouse**

**SHIPS TAKING PART IN THE NAVAL REVIEW . . . CONTINUED**

HMCS NEW WATERFORD (FFE 304)

Lieutenant-Commander  
W. S. Blandy, C.D., RCN.

HMCS JONQUIERE (FFE 318)

Lieutenant-Commander  
E. V. P. Sunderland, C.D., RCN.

HMCS BEACON HILL (FFE 303)

Lieutenant-Commander  
P. F. Wilson, C.D., RCN.

HMCS ANTIGONISH (FFE 301)

Lieutenant-Commander  
R. W. J. Cocks, C.D., RCN.

HMCS NEW GLASGOW (FFE 315)

Lieutenant-Commander  
A. R. Pickels, C.D., RCN.

**Bay Class Minesweepers**

HMCS FORTUNE (MCB 151)

Lieutenant-Commander  
S. G. Moore, C.D., RCN.,  
Commander, Second Canadian  
Minesweeping Squadron.

HMCS JAMES BAY (MCB 152)

Lieutenant-Commander  
J. J. Coates, C.D., RCN.

HMCS MIRAMICHI (MCB 163)

Lieutenant-Commander  
M. A. Considine, C.D., RCN.

HMCS COWICHAN (MCB 162)

Lieutenant-Commander  
G. W. S. Brooks, C.D., RCN.

**Algerine Class Research Ship**

HMCS OSHAWA (FSE 174)

Lieutenant-Commander  
G. H. Barrick, C.D., RCN.

**Yacht**

ORIOLE (QW 3)

Lieutenant-Commander  
C. A. Prosser, RCN.

**Naval Auxiliary Vessel**

CNAV LAYMORE

Lieutenant-Commander  
J. E. Francois, RCN(R).

**ROYAL CANADIAN  
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M/L VICTORIA (MP 31)

Staff Sergeant F. H. Brookbank,  
RCMP.

P/B MASSETT (MP 93)

Corporal E. W. Ball, RCMP.

**DEPARTMENT  
OF TRANSPORT**

CGS ST. CATHERINES

Captain James A. Sleight.

CGS ESTEVAN

Captain J. Peterson.

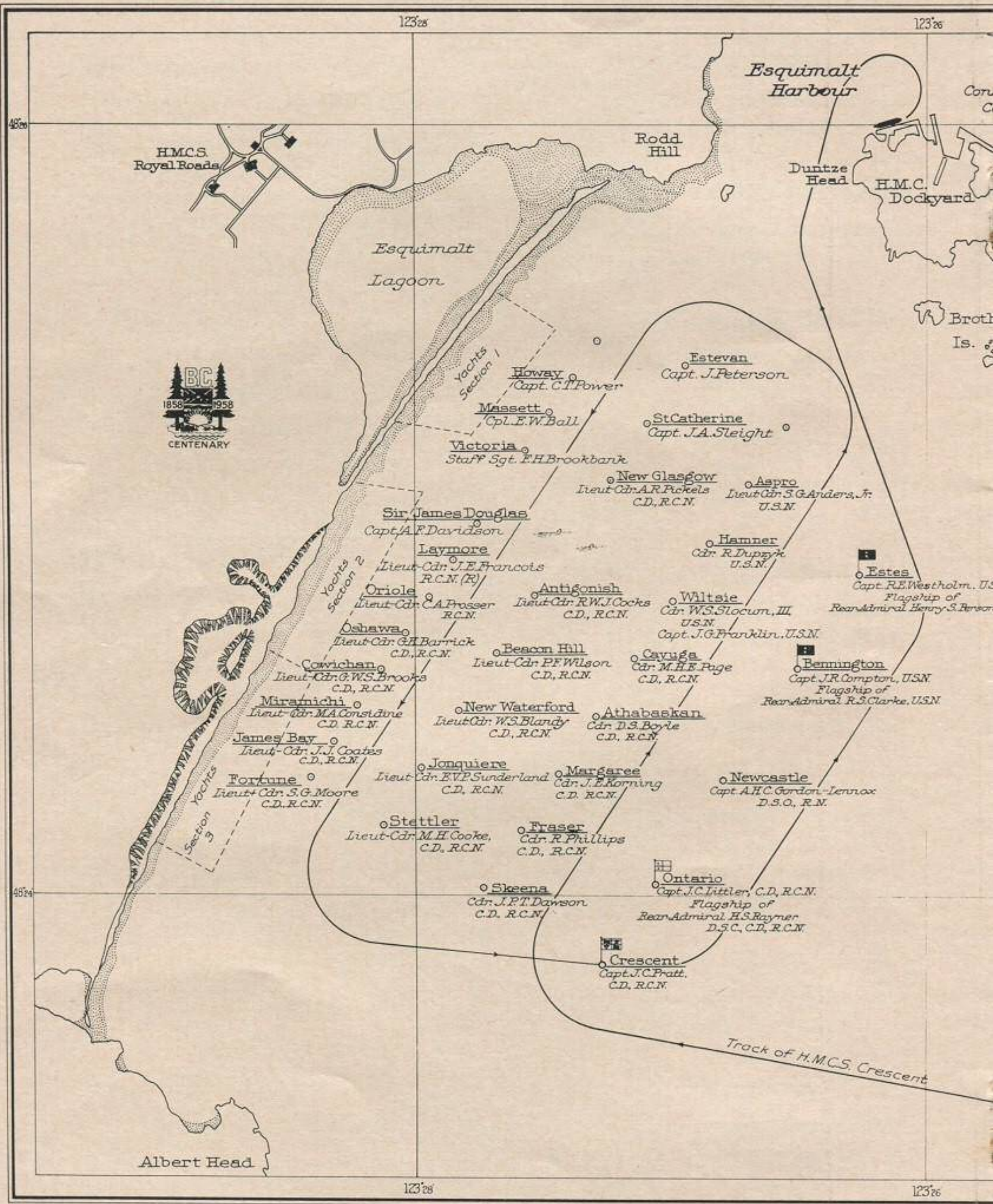
CGS SIR JAMES DOUGLAS

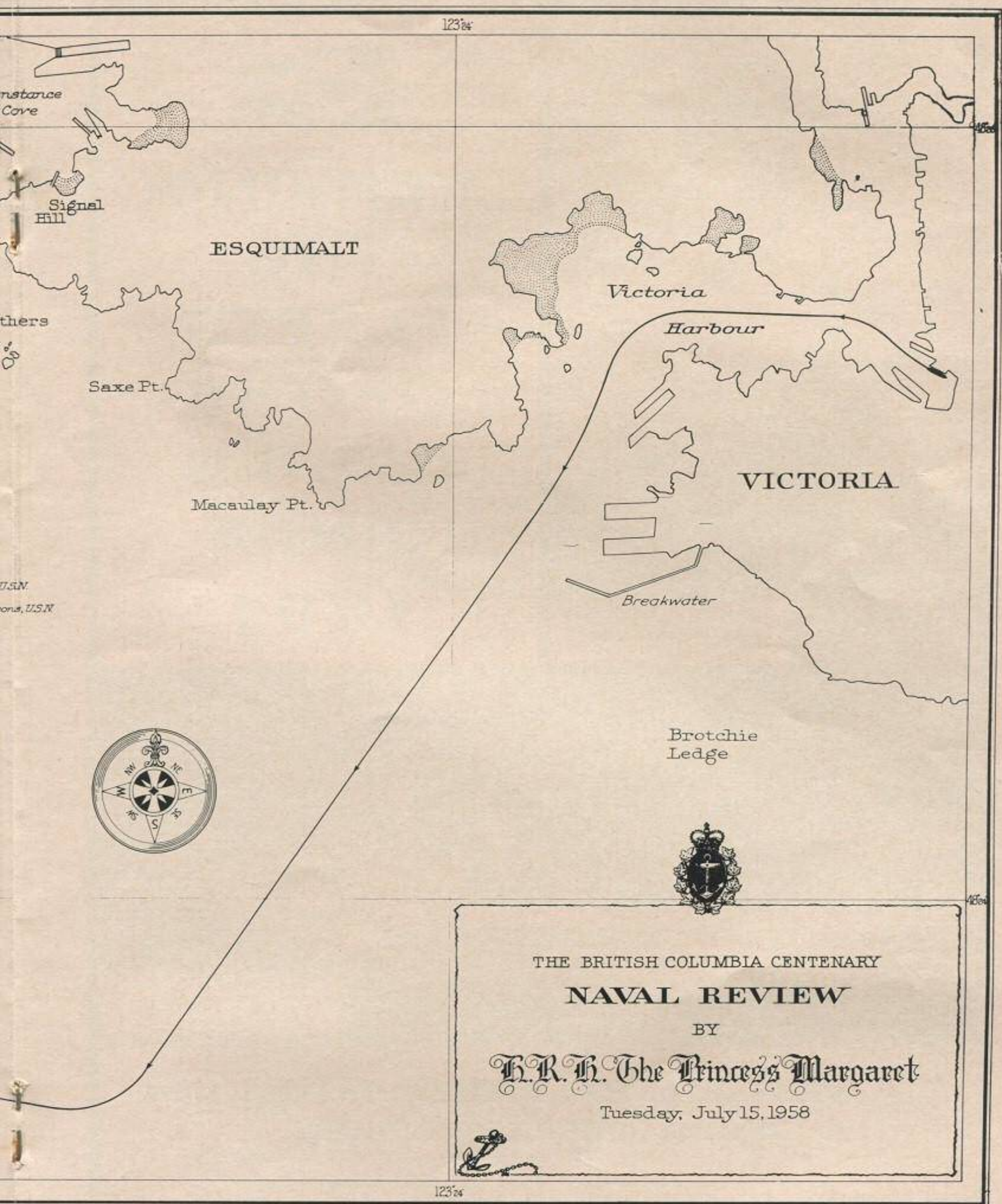
Captain A. F. Davidson.

**DEPARTMENT OF FISHERIES**

FPS HOWAY

Captain C. T. Power.





123°4'

ESQUIMALT

Victoria

Harbour

VICTORIA

Breakwater

Brotchie Ledge



THE BRITISH COLUMBIA CENTENARY  
**NAVAL REVIEW**  
BY  
*H.R.H. The Princess Margaret*  
Tuesday, July 15, 1958



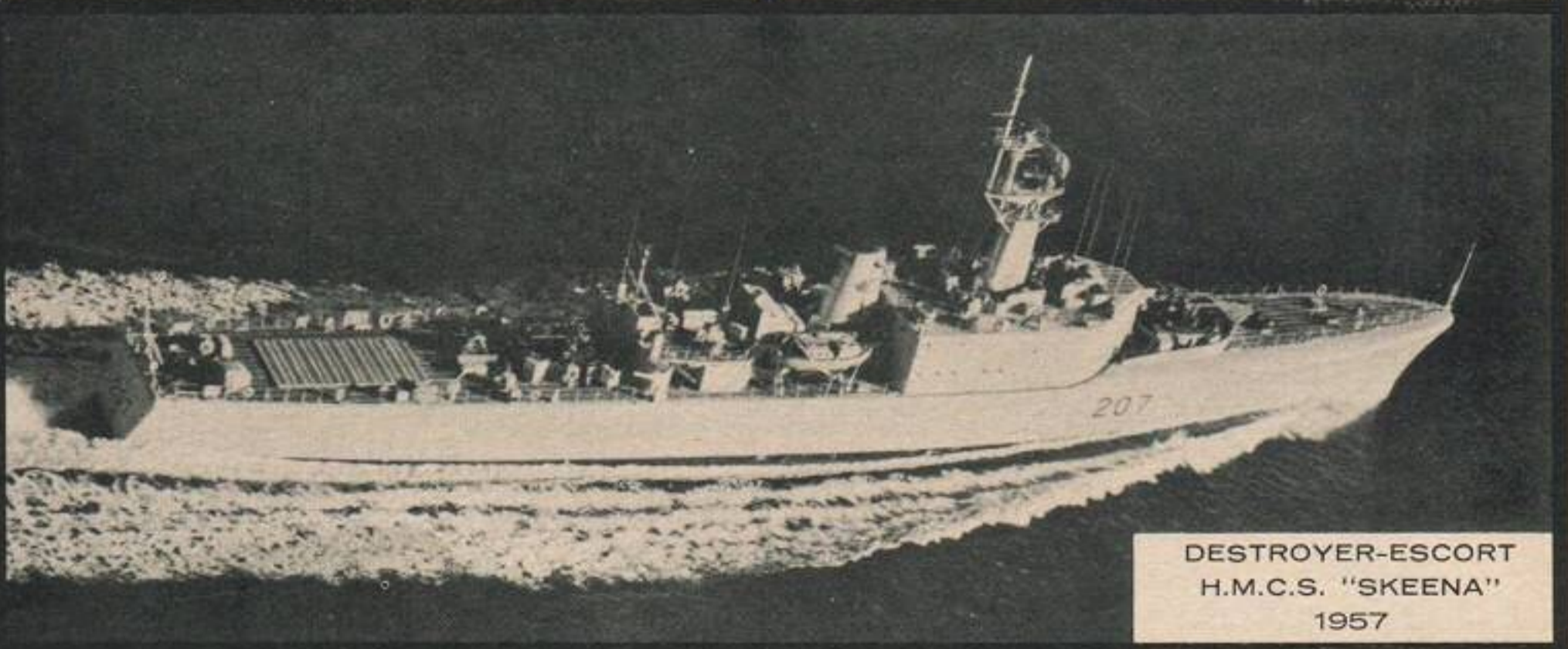
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# PROGRAMME OF EVENTS IN VANCOUVER

## Wednesday, 16 July

- 6:50 p.m. HMCS ONTARIO arrives beneath Lion's Gate Bridge in Vancouver. Fourteen naval ships will arrive in a single column in the order:  
HMCS ONTARIO, HMS NEWCASTLE, USS ESTES, HMC SHIPS CRESCENT, FRASER, MARGAREE, SKEENA, ATHABASKAN, STETTLER, NEW GLASGOW, ANTIGONISH, JONQUIERE, BEACON HILL, NEW WATERFORD, and will berth in Vancouver Harbour.

## Thursday, 17 July

- 10:00 a.m. INTERNATIONAL NAVAL PARADE. The parade will form up in the 1000-block Alberni Street, proceed along Alberni to Burrard Street, go left on Burrard to Hastings Street, right on Hastings to Abbott, wheel right along Abbott to West Pender Street, up Pender to Beatty Street, left on Beatty to Georgia Street, up Georgia Street to Thurlow Street, left on Thurlow to Alberni Street. The parade will dismiss in the 1000-block Alberni Street. The Mayor of Vancouver will take the salute on Hastings Street at the intersection of Granville.

1:30 -

- 4:30 p.m. Ships open to visitors.

## Friday, 18 July

- 1:30 - USS ASPRO arrives.  
4:30 p.m. Ships open to visitors

## Saturday, 19 July

- 1:30 - USS ESTES departs.  
4:00 p.m. Ships open to visitors.

## Sunday, 20 July

- 1:30 -  
4:30 p.m. Ships open to visitors.  
9:00 p.m. Ceremonial Drill and Beat Retreat by Royal Marines of HMS NEWCASTLE in Sunset Park.

## Monday, 21 July

- 1:30 - USS ASPRO departs.  
4:30 p.m. Sea Cadets and other Youth Organizations visit the ships.

## Tuesday, 22 July

- HMS NEWCASTLE departs.

## Wednesday, 23 July

HMCS Ships leave Vancouver Harbour and anchor in English Bay (12 ships).

10:00 p.m. Ships illuminate with outline circuits.

10:14 p.m. Illumination switched off.

10:15 -

10:28 p.m. Fireworks display. Illumination switched on on completion.

11:59 p.m. Illumination switched off.

## Thursday, 24 July

HMC Ships weigh anchor and leave English Bay.

# fly Canadian Pacific's NEW JET-PROP BRITANNIA



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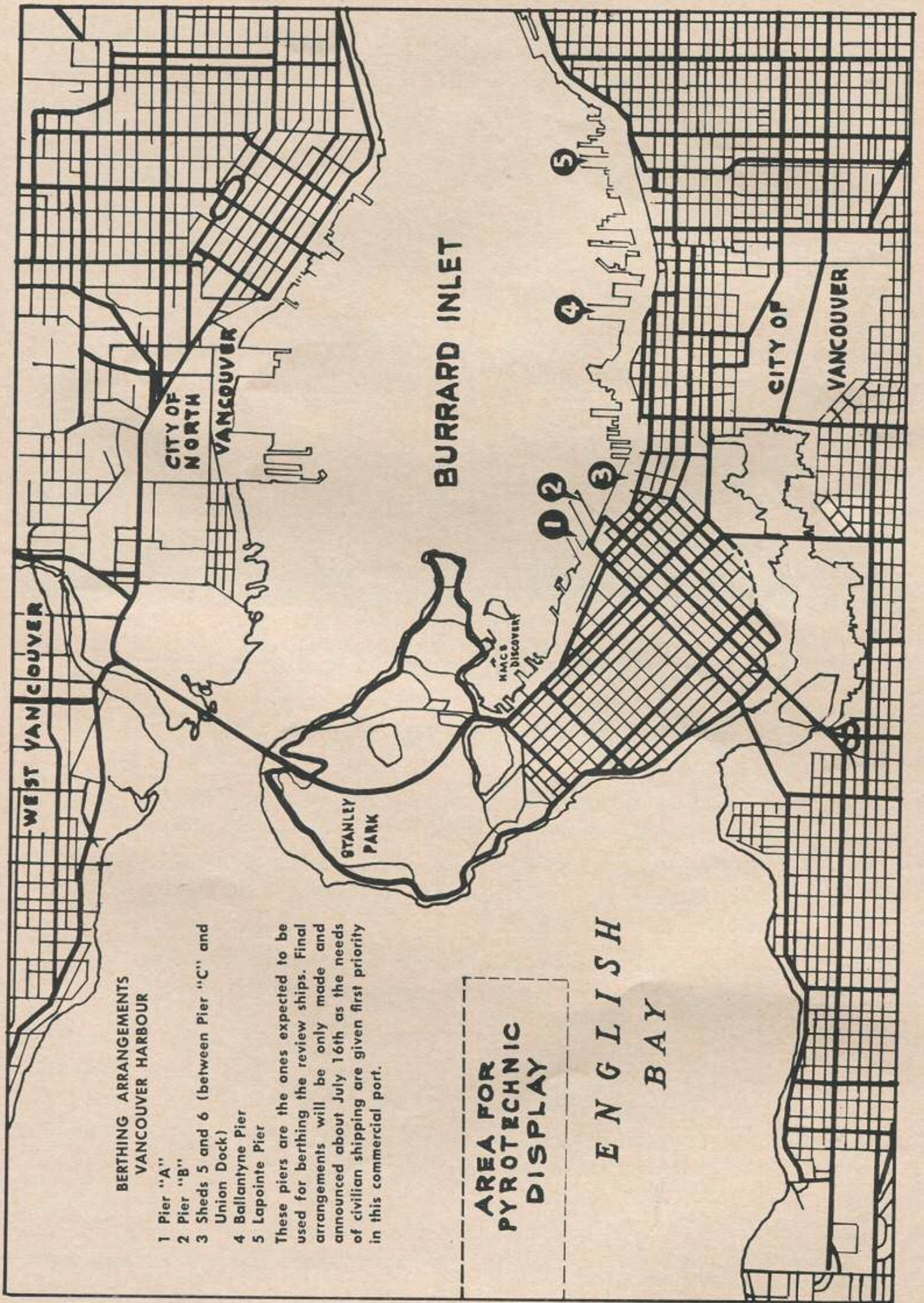
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- 2 Pier "B"
- 3 Sheds 5 and 6 (between Pier "C" and Union Dock)
- 4 Ballantyne Pier
- 5 Lapointe Pier

These piers are the ones expected to be used for berthing the review ships. Final arrangements will be only made and announced about July 16th as the needs of civilian shipping are given first priority in this commercial port.

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# A HISTORY OF THE ROYAL CANADIAN NAVY

The Royal Canadian Navy, whose ships you will be seeing during the Naval Review, is less than half the age of British Columbia. Like the province, it grew from humble beginnings, suffered adversity in its early years, and finally emerged as one of the finest (though by no means the biggest) fighting forces in the world.

The R.C.N. was born on 4th of May 1910, when the Naval Service Bill was passed. As with British Columbia, this act of creation was not spontaneous. As early as the 1870's the inadequacies of Canada's naval defences had been recognized, and in 1881 the British Admiralty gave Canada HMS CHARYBDIS, a well-worn steam corvette, to assist in the training of naval seamen. Unfortunately, this experiment was marred by accidents, and the pursuit of a Canadian navy was ended quickly. When, at the turn of the century, German naval power seriously challenged British naval superiority, Canada's naval policy was reviewed, and it was decided that Canada would create her own navy rather than contribute to expansion of the Royal Navy.

The Naval Service Bill, which was vigorously opposed by the opposition party, empowered the government to establish and maintain a naval service. So that these objectives could be achieved, the Bill provided for a separate Naval Service Department, a Naval Board, a Naval Reserve Force, a Naval Volunteer Force, and a Naval College. The government announced an ambitious shipbuilding programme which was to provide the R.C.N. with five cruisers and six destroyers. This fleet

was to be divided between the naval bases at Halifax and Esquimalt, which had just been obtained from the Admiralty. Two Royal Navy cruisers, NIOBE and RAINBOW, were purchased as training ships for the prospective crews of the cruisers and destroyers. HMCS RAINBOW entered Esquimalt Harbour on 7th November, 1910.

In 1911 the Liberal Government was defeated by the Conservative Party. Parliament and the nation were divided, and not entirely along party lines, over the form our defence should take. Deep problems of Dominion-Imperial relations were stirred up by the proposal of a powerful body of opinion which favoured contributions to the Imperial Navy for the building of three dreadnoughts, rather than a Canadian building programme. The result of much debate and many negotiations was no ships. The tenders for building the five cruisers and six destroyers came to nought, NIOBE and RAINBOW became inactive, and the personnel of the Navy never exceeded 336 officers and men.

When war broke out in 1914, NIOBE and RAINBOW went back into service as patrol vessels. Mine-sweeping and anti-submarine operations were carried out by a fleet of trawlers and small craft. In the



HMCS NIOBE



H.M.C.S. "RESTIGOUCHE"

Appointed by the Government of Canada to be the "Lead Yard" for the building of this class of vessel, Canadian Vickers, on this auspicious occasion, are proud to announce that they have built many of Her Majesty's Royal Canadian Navy's finest fighting ships.

H.M.C.S. "RESTIGOUCHE", recognized as the world's most modern Destroyer Escort, is a typical example of the superb ships produced in the Canadian Vickers yard.

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## A HISTORY OF THE ROYAL CANADIAN NAVY . . . CONTINUED

Pacific, two German cruisers were operating within striking distance of B.C. The province, concerned that the old and inadequate RAINBOW could not protect her shores, bought two submarines which were being built for the Chilean Government in Seattle. For nearly three years they patrolled the west coast, and although they never engaged the enemy, they created an atmosphere of security which justified their cost of one and one-half million dollars.

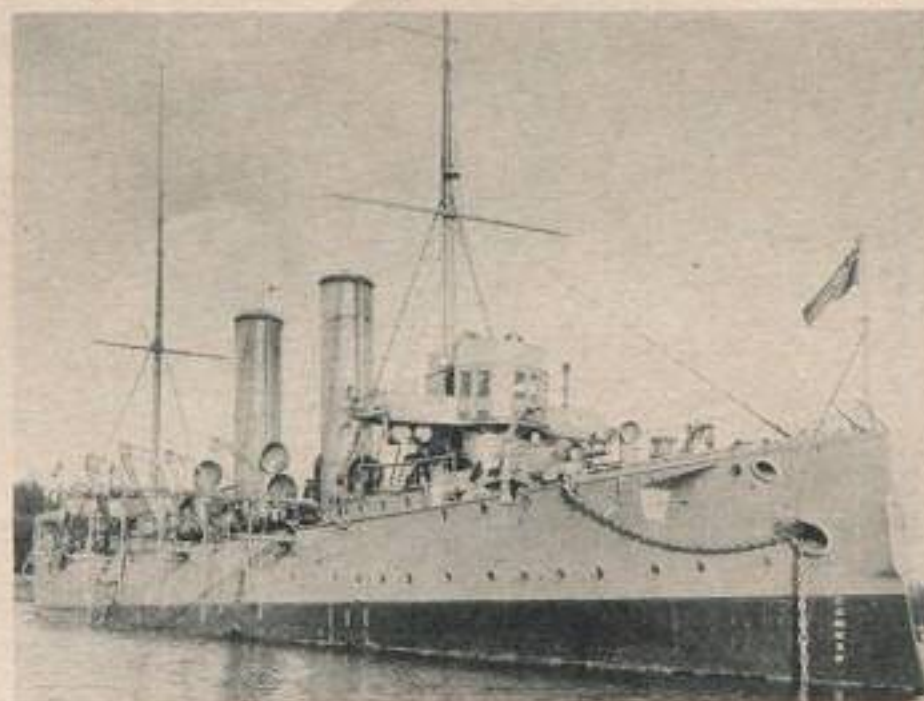
The personnel of the Navy reached a total of 6000 officers and men during the war. In addition, 1700 reservists served in the Royal Navy, 600 Flight Officers enrolled in the Royal Naval Air Service, and 43 Surgeon-Lieutenants went from Canada to British ships.

Rapid demobilization took place after the war, and by 1922 the R.C.N. was back to 366 officers and men. However, the idea that Canada should have a Navy was fairly well accepted. The cruiser AURORA, two destroyers, PATRIOT and PATRICIAN, and two submarines, were given to Canada by the Royal Navy between 1920 and 1922. AURORA and the two submarines were sold in 1922, but PATRICIAN and PATRIOT performed useful service until they were replaced by CHAMPLAIN and VANCOUVER in 1928. Two more destroyers, SAGUENAY and SKEENA, which were the first two men-of-war built specifically for the R.C.N., were acquired from the United Kingdom in 1931. VANCOUVER, CHAMPLAIN and four minesweepers, on service since 1922, were paid off and replaced by four new minesweepers and a small training ship. OTTAWA and RESTIGOUCHE were acquired in 1938.

By August 1939, the naval force consisted of six fairly modern destroyers (SAGUENAY, SKEENA, FRASER, ST. LAURENT, OTTAWA and RESTIGOUCHE), five small minesweepers and two training vessels, of which one was a sailing ship. There was a naval base at Esquimalt, which was reasonably well fitted out, and another at Halifax, which was in a less satisfactory condition. Personnel consisted of 145 officers and 1674 men, most of whom were thoroughly trained and quite experienced. Altogether, including permanent force and reserves, the navy had a strength of 366 officers and 3477 men.

During World War II the R.C.N. expanded tremendously. From a meagre force in 1939, it grew to over 900 ships, 375 of which were armed for offensive warfare, and a complement of about 95,000. Additional bases and training establishments were built to ensure the efficient operations of the ships. This expansion was proportionally greater than that of any other nation.

The R.C.N. accomplished a great deal with its available forces. Because of Canada's position, its main duty was to protect the convoys

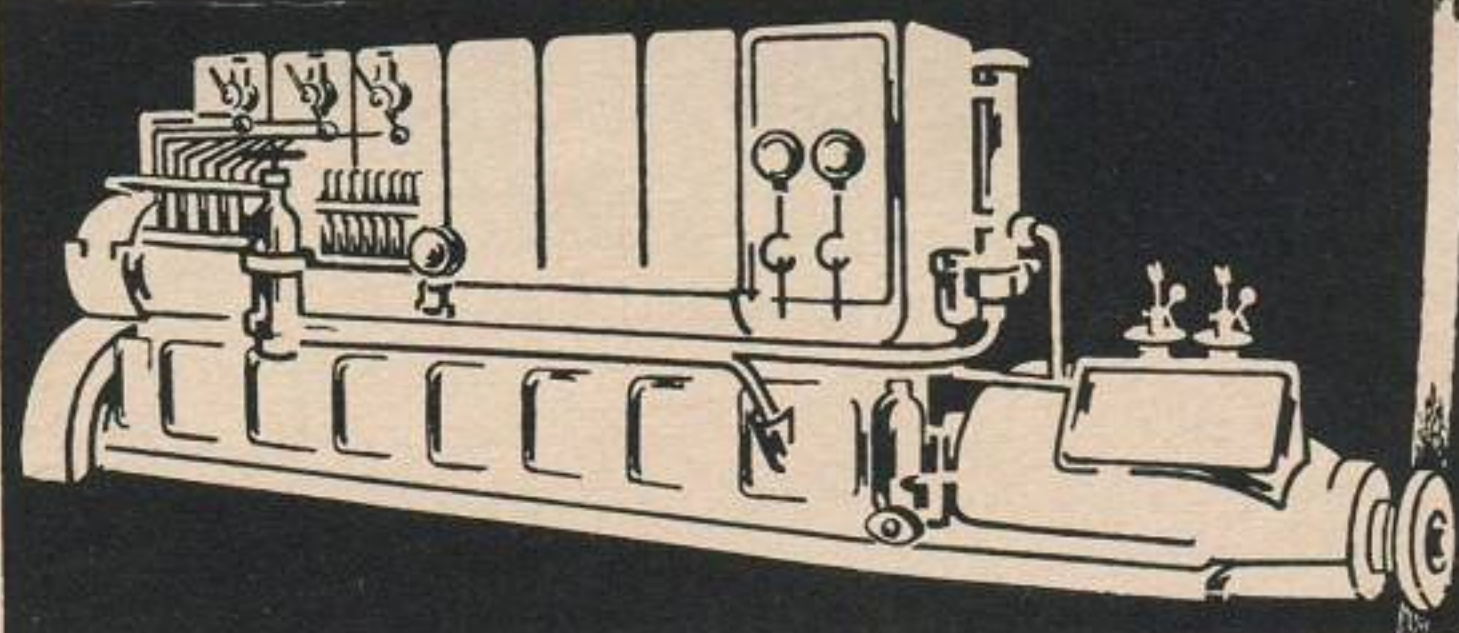


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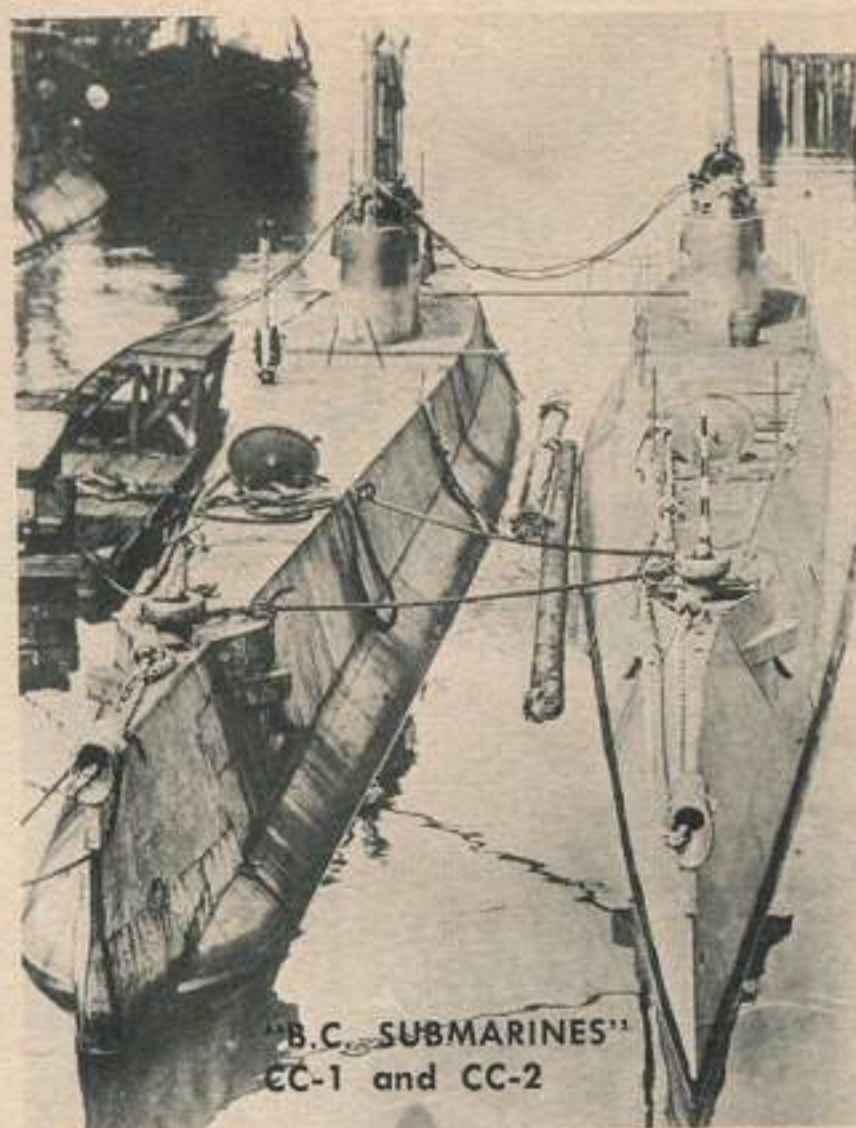
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which sailed between North America and Europe. This was a contribution of considerable magnitude, for upon the establishment of supply routes depended the entire campaign which ultimately meant the defeat of the Axis powers. But the activities of the R.C.N. were not restricted to the Battle of the Atlantic. During the early months of the war, Canadian destroyers helped to defend Britain from the threatened invasion. Later, destroyers sought out the German surface elements in the English Channel. Canadian warships also took part in the "Torch" landings in North Africa, and in the landings in Sicily. In the invasion of France in 1944, R.C.N. destroyers, frigates, corvettes, M.T.B.'s, minesweepers and landing craft assisted the invasion forces.

Since World War II, Canada has maintained a positive naval policy. When the Korean War broke out, Canadian destroyers were promptly dispatched to the area of operations. Because it is recognized that the R.C.N. is primarily an anti-submarine navy, Canadian shipyards have been producing some of the most modern anti-submarine ships afloat. You will see these ST. LAURENT Class Destroyer Escorts during the review. The establishment of the Naval Air Branch, with its modern aircraft and the aircraft carrier, HMCS BONAVENTURE, has increased considerably the R.C.N.'s ability to combat the modern submarine. Today, then, after many ups and downs, the R.C.N. is a well-equipped, well-trained, and efficient fighting force, dedicated to the preservation of peace, but ready to defend Canada and its allies if necessary.



The **PACIFIC COMMAND** consists of the R.C.N. ships you will see in the review, together with supporting shore establishments. Most of the latter are concentrated around Esquimalt harbour.

Today Esquimalt is the site of the Naval Dockyard; HMCS NADEN, the RCN Barracks; HMCS VENTURE, the Cadet Training Establishment; the Pacific Naval Laboratory; the ship-building yards of Yarrows Ltd., and one of the largest dry docks in the world.

HMC DOCKYARD, which employs approximately 3000 civilian workers, has berthing facilities for vessels up to the cruiser class, and has its own dry dock, capable of handling ships up to destroyer size. Facilities in the R.C.N. Barracks, commissioned in 1922, include up-to-date schools and training centres, a fully-equipped hospital, a physical and recreational training centre, and a modern living block accommodating 850 men.

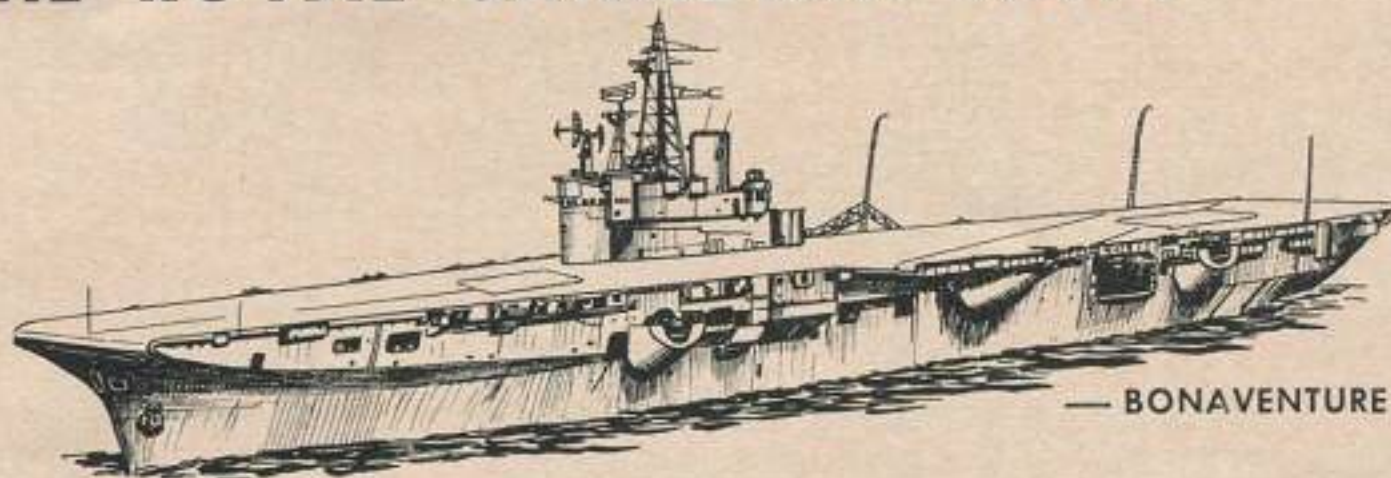
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IN THIS CENTENNIAL YEAR, WE SALUTE THE SHIPS, THE  
OFFICERS AND MEN WHO ARE HONOURING OUR PROVINCE WITH  
THEIR MEMORABLE VISIT TO THESE WATERS. MAY THEIR STAY  
BE A HAPPY ONE AND THEIR SAILING FOREVER SMOOTH.

1000

BRITISH COLUMBIA CENTENNIAL COMMITTEE

# SHIPS OF THE ROYAL CANADIAN NAVY



## Light Fleet Carrier

The R.C.N. owns one ship in this class, The BONAVENTURE. Commissioned in January, 1957 she incorporates the latest carrier-borne aids to operational naval flying, including the angled deck, steam catapult and mirror landing equipment. Her aircraft are the anti-submarine TRACKER, the all-weather jet fighter BANSHEE, and helicopters. Vital statistics: displacement 20,000 tons, length 700 feet, beam 80 feet and top speed about 24 knots.



## Light Cruiser

Probably the most popular ship in the Pacific Command, the ONTARIO is the only light cruiser in the R.C.N. She is 555 feet long, has a 63 foot beam and a displacement of about 9000 tons. She was completed in 1945, refitted in 1950, and since then has been employed as a training ship. The many officers and men who have served in her will see her passing into retirement this fall with much regret.



## Algonquin Class Destroyer Escort

ALGONQUIN and CRESCENT (226) are the sole representatives of this class in the R.C.N. CRESCENT, loaned by the Royal Navy in 1945, was permanently transferred to the R.C.N. in 1951, and fully converted into a fast anti-submarine destroyer-escort in 1956. She has a displacement of 2100 tons, a length of 363 feet and a beam of 36 feet. Top speed is about 31 knots.



## Prestonian Class Frigate

There are eighteen ships in this class in the R.C.N. While smaller and slower than the DE's, they are still effective anti-submarine weapons. Displacement is 1570 tons, length 301 feet, beam 36 feet and speed about 20 knots. They carry two 4-inch guns and six 40-mm. anti-aircraft guns and two "Squid" triple-barrelled depth charge mortars.

*Congratulations*  
*to the*  
*Royal Canadian Navy*  
*on their*  
*B.C. Centennial Fleet Review*  
*from*

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## SHIPS OF THE ROYAL CANADIAN NAVY . . .

CONTINUED



### St. Laurent Class Destroyer Escort

The ships in this class, of which three (SKEENA, FRASER and MARGAREE) will take part in the review, are the newest ships of the R.C.N., and amongst the most efficient anti-submarine ships in the world. They are 366 feet long, 42 feet in beam, have a displacement of 3000 tons, and a speed of over 25 knots. They are considered to be the smallest ship capable of maintaining functional fighting efficiency against the modern submarine under extreme weather conditions. To accomplish this difficult task requires a great deal of modern electronic equipment and a highly-skilled crew. The ships are completely fitted with radar, both for surface and air warning, and for gunnery control. Radio communications are superior to those of any Second World War cruiser. The ships can control not only the convoy and other escorts, but also the aircraft which will be used in conjunction with the ship's own submarine-destroying capabilities. The armament consists of two twin 3-inch, 50 calibre anti-aircraft guns and two 40-mm. anti-aircraft Bofors guns, together with two triple mortar mountings and homing torpedoes for anti-submarine offense.



### Tribal Class Destroyer Escort

The R.C.N. has two Tribal Class Destroyer Escorts in commission, CAYUGA and ATHABASKAN. The latter will be taking part in the review. She was completed in 1948 and has since been refitted and fully modernized. The Tribals are 355 feet long, have a beam of 37 feet, a displacement of 2200 tons and a speed of 32 knots. Their armament consists of four 4-inch, two 3-inch and four 40-mm. guns, four 21-inch torpedo tubes and two "Squid" depth charge mortars. As with the other DE's, the Tribals are primarily anti-submarine ships.

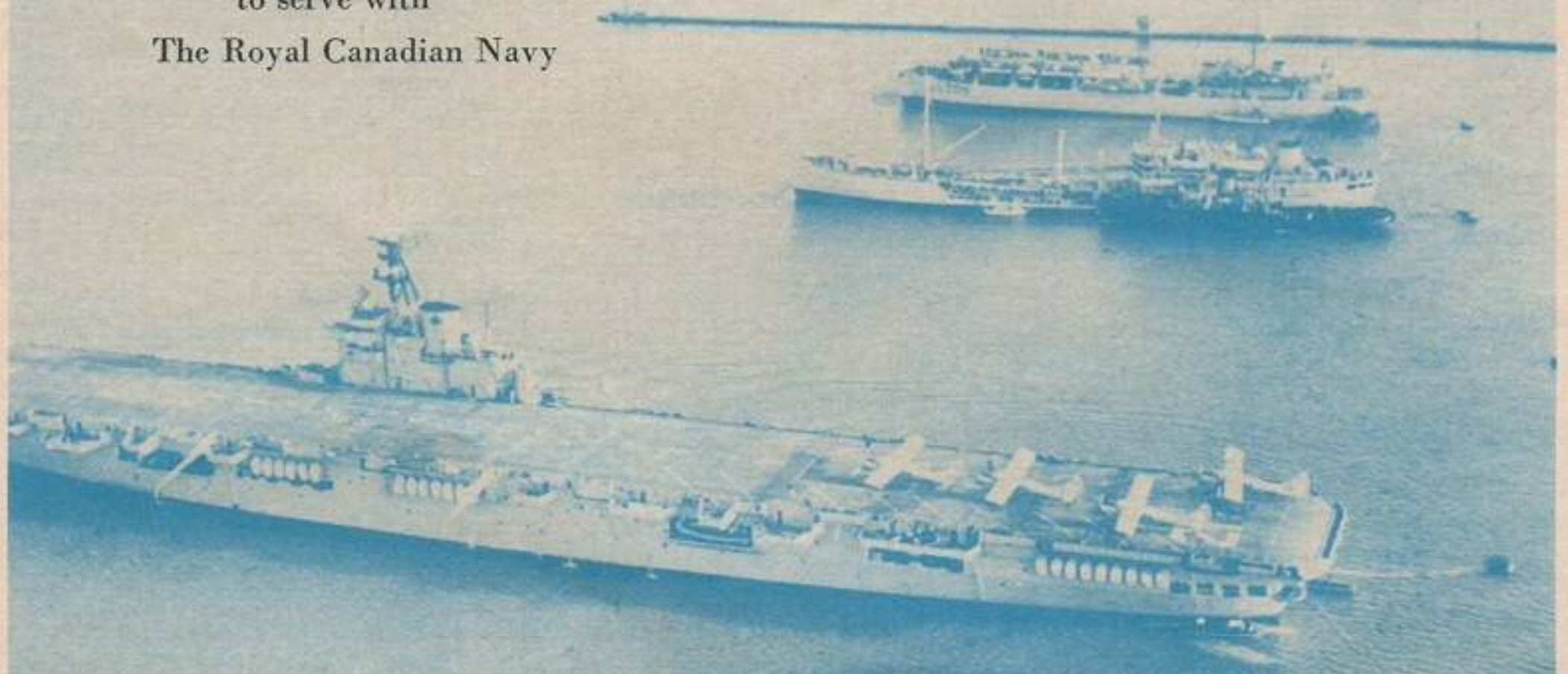
### Algerine Class Research Ship

The development of modern weapons of war and the techniques of using them have been due in a large part to scientific research. The Pacific Naval Laboratory and associated oceanographic groups have been carrying out research projects in underwater acoustics, fluid dynamics, and related fields which are of direct interest to the R.C.N. OSHAWA, a 225-foot, 1000-ton former ocean minesweeper, has been de-armed, refitted, and assigned to PNL to assist in this work. She has a large laboratory space, a great deal of scientific equipment, and accommodation for eight scientists as well as her regular crew. Her operations range from sheltered coastal waters to 600 miles or more west of Vancouver Island, and north as far as the Aleutians.

# Sub Hunters for Canada's Navy



From De Havilland Canada's  
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Grumman CS2F-1 "Tracker" Anti-Submarine Aircraft  
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(Note United Nations DeHavilland  
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# AIRCRAFT OF THE ROYAL CANADIAN NAVY

Experience has taught that the best defence against submarines is a combination of surface vessels and aircraft. In coastal waters and for some considerable distance out to sea, shore-based anti-submarine aircraft can do the job. Out in the broad oceans, however, the aircraft must be carrier-borne, for the air patrol must be constant and directed not only against submarines, but also against their attendant spotting planes. The carrier must thus carry both anti-submarine aircraft, equipped with apparatus for detection and destruction of submarines, and high-speed fighters to deal with spotters and long-range bombers.

In the R.C.N., helicopters and TRACKER aircraft carry out the anti-submarine missions, while the BANSHEE gives the fighter protection.



## Tracker

The DeHavilland TRACKER is an all-weather, twin-engine, high-winged monoplane. It is specifically designed for carrier-borne operation and is equipped to search out, identify, attack and destroy enemy submarines either surfaced or submerged. Highly manoeuvrable, it has a short take-off run and low landing speed, which make it admirably suited for carrier operation.

The TRACKER carries a crew of four: pilot, co-pilot, radioman and radarman. It has a range of 1000 miles or eight hours.



## Helicopters

Helicopters, because of their extreme manoeuvrability, are most valuable in short-range anti-submarine work. The Sikorsky HO4S3, pictured here, may be equipped for either detection or attack. For detection, she carries dunking sonar; and for attack, homing torpedoes.



## Banshee

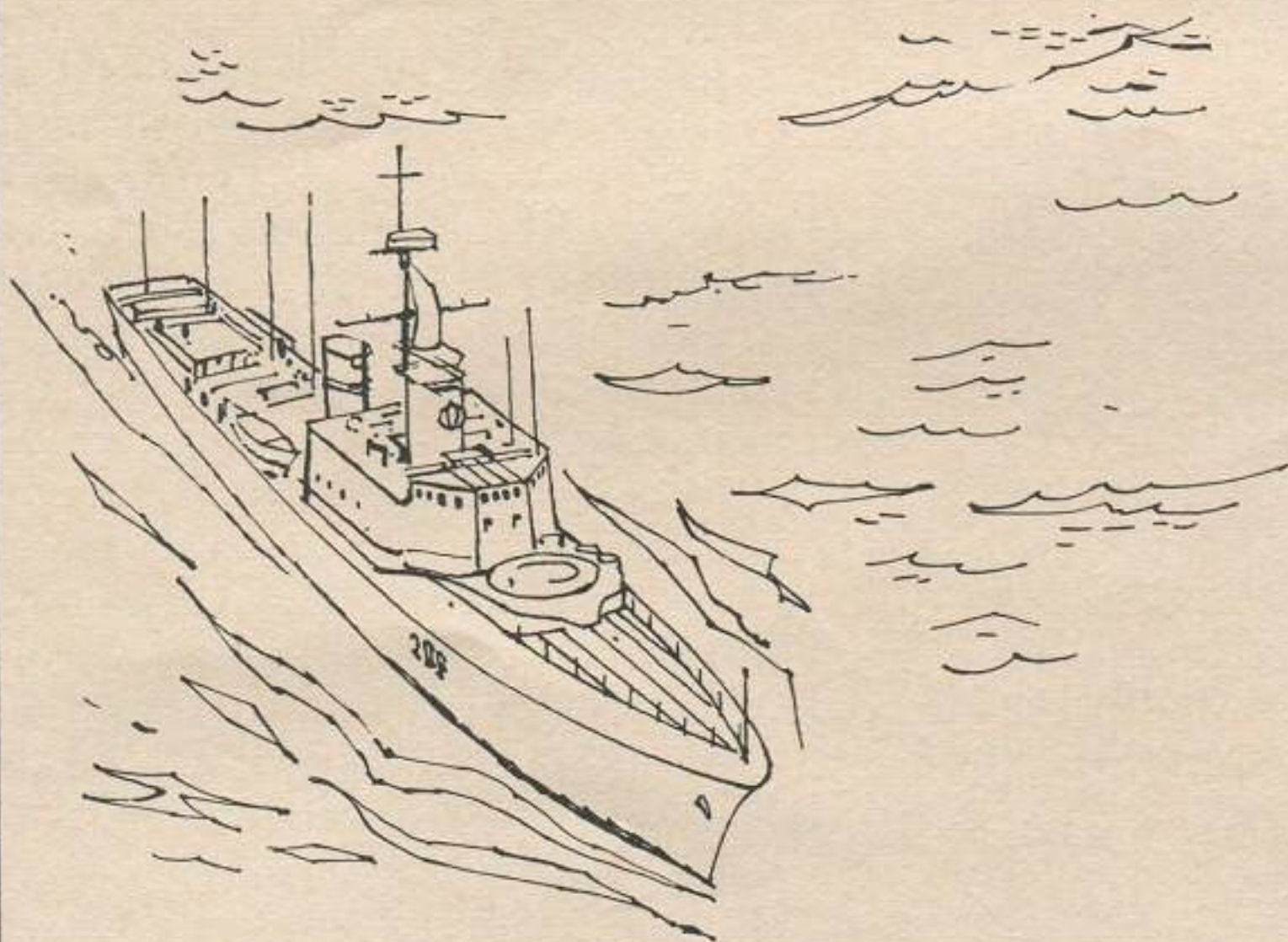
The McDonnell F2H3 BANSHEE is a single-seat, twin-jet, all-weather fighter, well suited for the R.C.N.'s role in escort and anti-submarine warfare. Its radar equipment permits the pilot to take off under minimum weather conditions, make an interception, attack, and return to the carrier without having actually sighted the enemy. It has a speed of about 600 mph., a ceiling of 43,000 feet and a tactical range of 600 miles. The BANSHEE'S ability to climb rapidly to combat altitude is an essential feature in protecting convoys from enemy air attack or for fighting off shadowing aircraft which may be assisting submarines to close in and attack. Her armament consists of four 20 mm. cannon and either high velocity aircraft rockets, two 1000-pound bombs, or air-to-air guided missiles.

Drawings by J. M. Thornton

*In Saluting the*  
**ROYAL CANADIAN NAVY**  
*on this historic occasion*

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M/L VICTORIA

### **Ships of The Royal Canadian Mounted Police**

The R.C.M.P. "Marine" Division has twenty-seven active patrol vessels, ten of which are based on the British Columbia coast. Their duties and patrol areas are varied, but in general they are concerned with enforcement of the Canada Shipping Act, Customs and Excise Acts, and the Indian Act. In addition they assist in other police activities and are part of the Air-Sea Rescue Organization. Two RCMP patrol vessels are taking part in the review. M/L VICTORIA, with a complement of twelve, is 90 feet long, has a 17-foot beam and is powered by two 600 BHP diesel engines. She has a steel hull and an aluminum superstructure. P/B MASSET is a wooden patrol vessel, 65 feet long with a 15 foot beam.

### **Department of Fisheries**

F.P.S. HOWAY is a Fisheries Patrol Vessel employed by the Department of Fisheries in patrol and protection duties. She has a length of 116 feet, a beam of 21 feet and a displacement of 198 tons. She carries a crew of fourteen officers and men and is equipped with radio telephone, radio direction finder and radar.

### **The Department of Transport**

The Department of Transport, Marine Services, operates a fleet of approximately 100 vessels. Included in the fleet are weather ships, ice breakers, supply vessels, lightships, life-saving vessels, pilotage vessels, tugs, landing barges and launches. They are employed on a wide variety of duties, such as the maintenance of aids to navigation, Arctic supply, icebreaking on the St. Lawrence River and other east coast locations, and the manning of Ocean Weather Station "P" in the Pacific.

C.G.S. ESTEVAN has been a lighthouse and buoy tender on the Pacific Coast since 1913. She has a displacement of 1175 tons, is 214 feet long and has a beam of 36 feet. C.G.S. SIR JAMES DOUGLAS, the other lighthouse and buoy tender in the review, is 150 feet long, 30 feet in beam, and has a displacement of 756 tons.

C.G.S. ST. CATHERINES, an ex-RCN frigate, has a displacement of 1900 tons, a length of 286 feet, and a beam of 37 feet. She and her sister ship, STONETOWN, alternate in manning Ocean Weather Station "P", approximately 900 miles west of Victoria.

# GLOSSARY OF B C PLACE NAMES ASSOCIATED WITH SEAMEN . . .

Since the time of the early explorers, the naming of B.C. Island, Bays, Inlets, Straits and Mountains has been a continuous process. The Spanish and British naval surveyors, agents of the Hudson's Bay Company, and more recently Canadian Government surveyors, have been largely responsible for the place names that are found in B.C. today.

## ACTIVE PASS

Between Mayne and Galiano Islands, named after U.S.S. ACTIVE, the first naval steamer to use this channel.

## ALERT BAY

On the northeast coast of Vancouver Island, after HMS ALERT, a corvette on the Esquimalt Station in 1858.

## BARKLEY SOUND

On the west coast of Vancouver Island, after Captain Charles Barkley, one of the early British traders.

## BURRARD INLET

The name of Vancouver's harbour, named after Captain Sir Harry Burrard, RN.

## CAAMANO SOUND (KEMANO)

Which leads to Kitimat, after Jacinto Caamano, the early Spanish explorer in those waters.

## DUNTZE HEAD

The saluting base of the Flag Officer Pacific Coast at the entrance to Esquimalt Harbour, after Captain J. Duntze of HMS FISGARD.

## ESTEVAN POINT

On the west coast of Vancouver Island, named by Perez after his Second Lieutenant.

## GONZALES POINT

Near Victoria, after Gonzales Lopez de Haro, one of the early Spanish naval explorers.

## HARO STRAIT

Separating Canadian and U.S. territory in the Strait of Georgia, after de Haro.

## HOWE SOUND

On the mainland coast north of Vancouver, after Admiral Howe who was the hero of "The Glorious First of June".

## JERVIS INLET

Named by Vancouver after Admiral Sir John Jervis, the victor of the Battle of Cape St. Vincent.

## MAYNE ISLAND

Near Active Pass, after Lieutenant Richard Mayne, RN, naval surveyor on the B.C. coast, 1857-61.

## MOUNT BAKER

The beautiful snow-capped mountain south of Vancouver was named after Lieutenant Baker who served with Vancouver.

## ROYAL ROADS

Near Victoria, named Royal Bay by Captain Kellett of HMS HERALD, who surveyed the coast in 1846.

## SEYMOUR NARROWS

Near the infamous (and now destroyed) Ripple Rock in Discovery Passage, after Rear-Admiral Sir George Seymour, Flag Officer of the Pacific Station, 1844-48.

## SPANISH BANK

Near Point Grey, Burrard Inlet, after the Spanish Commanders Galiano and Valdes, who were discovered at anchor there by Vancouver in 1792.

## STRAIT OF GEORGIA

Named by Vancouver after his king George III.

## VANCOUVER

City, island, bay and rock are all named after Captain Vancouver who explored this coast 1792-94.



Bay Class Minesweeper — JAMES BAY

# Gateway to a Man's Life

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*Recruiting Office*

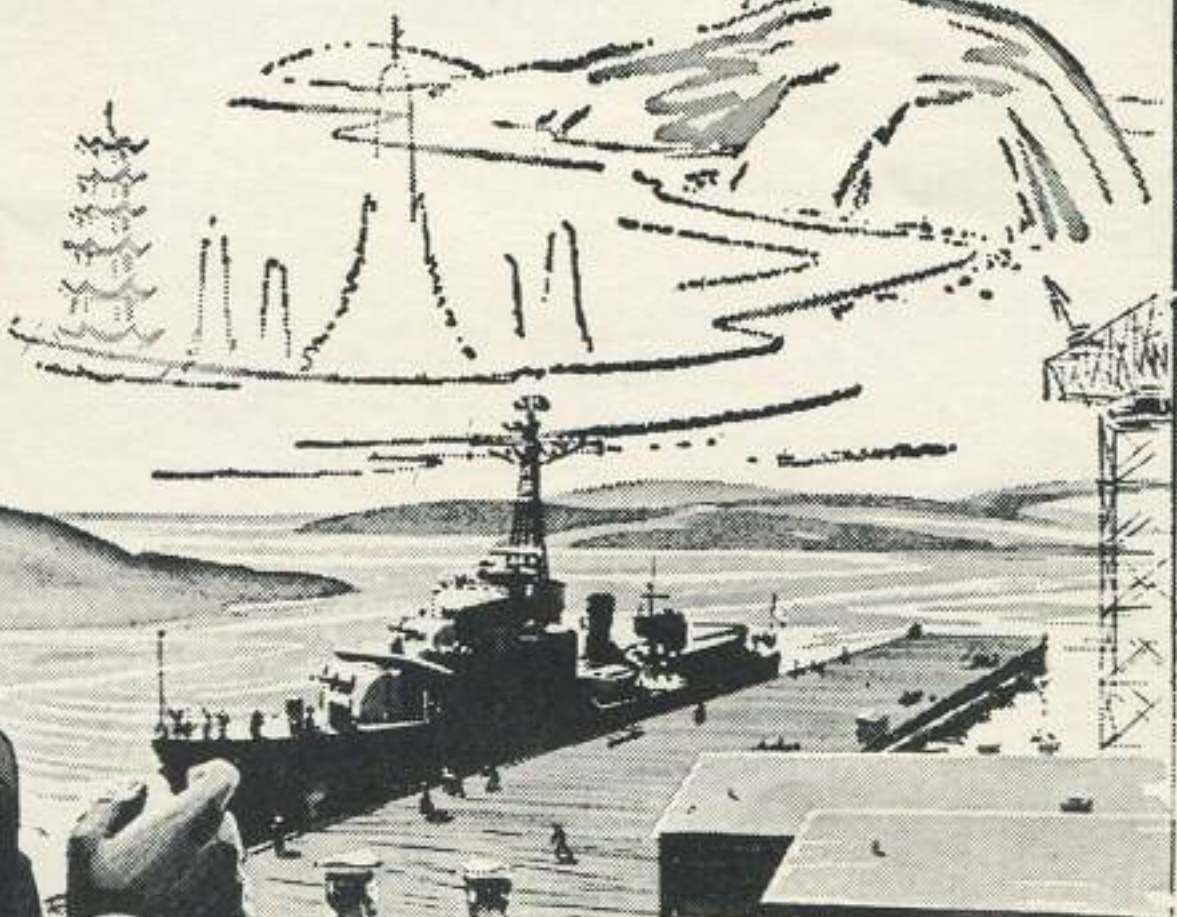
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# ROYAL CANADIAN NAVY



## **TRIBUTE to a proud record**

As the Royal Canadian Navy is reviewed by Her Royal Highness, Princess Margaret, during the British Columbia Centennial celebration, we of Peacock Brothers Limited recall with pride our long association with the Navy and we join with the nation in extending our warmest congratulations on this memorable occasion.

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