

This slide shows a P2V Neptune. While older than the Argus, the P2V is still a very good aircraft with a real capacity for operational employment. There are 24 of these aircraft.

Turning now to carrier-based aircraft, this is a CS2F Tracker. They operate either from the *Bonaventure* or the CFB Shearwater—or detachments of them sometimes deploy to the West Coast (as at this moment) to operate from Patricia Bay, outside Esquimalt. We have 71 aircraft of this type. So you can see our total holding of fixed wing anti-submarine warfare aircraft is fairly large.

In addition to the fixed wing, we are now in the process of equipping with Sea King helicopters. Twenty-five of these are now in service with an additional 15 on order. These have proven to be a good choice of anti-submarine warfare vehicle—possessing all the flying characteristics required and carrying both a detection and an attack capability. At the moment they operate from the carrier but they will soon be operationally flown from our destroyers.

The air component of Maritime Command is kept as current as possible in this age of rapid development. All the aircraft I have mentioned either have now or are in the process of being re-equipped with the most modern detection devices and armaments available.

Now, new construction. This slide is an artist's concept of this new DDH, four of which are programmed for building from approximately 1967 to 1972. When considering replacement programmes, I think one must keep in mind that the life expectancy of a warship is about 20 years or at the most 25. So they must be replaced on a regular basis if we are to continue to meet our commitments effectively and discharge our missions. The last new DDH joined the Fleet in 1964—the first of the new class of DDH's is expected to commission in 1970, so that there will have been a gap of six years in the replacement programme.

Finally, the Hydrofoil. This experimental vessel should arrive in Halifax later this year for testing in the North Atlantic environment.

#### *Organization—General*

As you are all well aware, the Canadian Government earmarks selected Maritime Forces for assignment to NATO and also to contribute to bilateral defence agreements with the United States. This might be a good place, before I describe our own domestic or National organization, briefly to review where we fit in these international agreements.

#### NATO

Within NATO, the Supreme Allied Commander Atlantic has divided and sub-divided the North Atlantic into geographical areas of responsibility, of which CANLANT is the Canadian Sub Area. As sub-area commander I am responsible to the Commander-in-Chief Western Atlantic, with headquarters in Norfolk, VA., for the destruction of enemy forces and the protection of allied shipping in my sub-area. The NATO office of CINCPACWESTLANT, by the way, is held by the same person as the Commander-in-Chief, US Atlantic Fleet (a USN National Command).