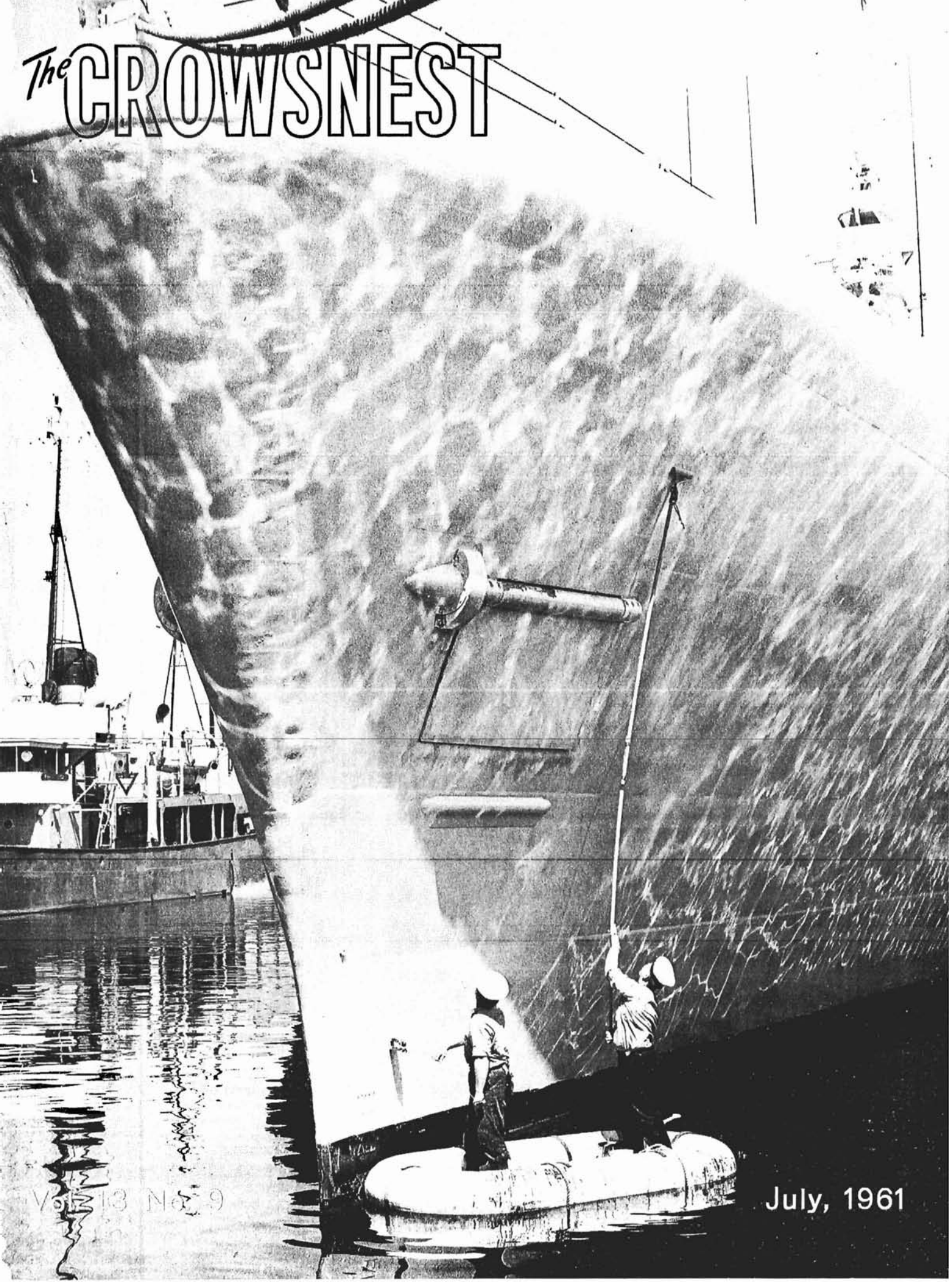
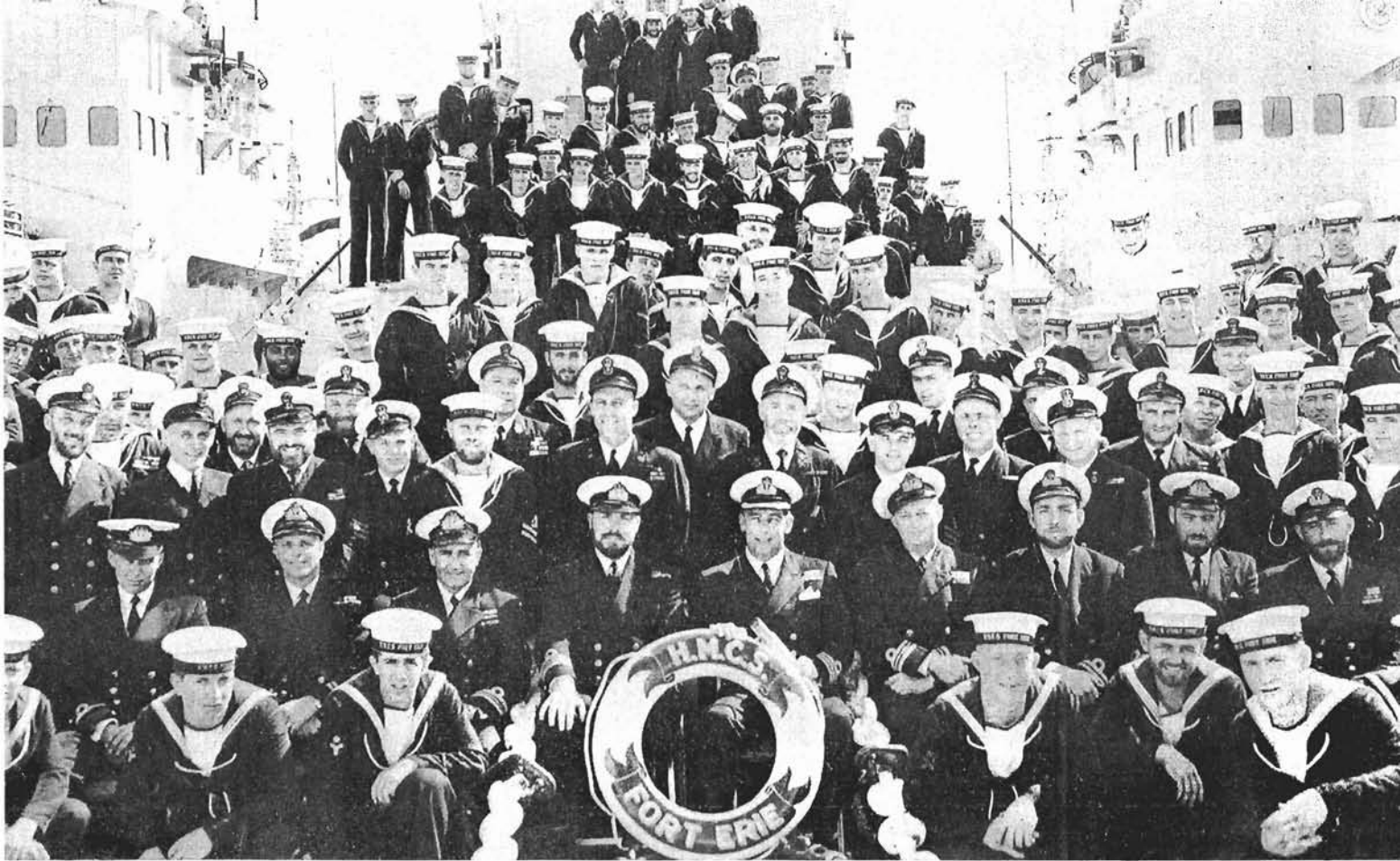


The CROWSNEST



Vol. 13 No. 9

July, 1961



The CROWSNEST

Vol. 13 No. 9

THE ROYAL CANADIAN NAVY'S MAGAZINE

JULY 1961

CONTENTS

	Page
<i>RCN News Review</i>	2
<i>Human Resources</i>	5
<i>Jetty Zero Gets a Number</i>	8
<i>Random Memories</i>	9
<i>The Maritime Museum of Canada</i>	12
<i>With Peary in Long Island Sound</i>	16
<i>Technical Services</i>	17
<i>Psychology and Diving</i>	19
<i>Science and the Navy</i>	21
<i>Books for the Sailor</i>	22
<i>The Navy Plays</i>	24
<i>Trade Course Selection</i>	25
<i>Lower Deck Promotions</i>	27
<i>Naval Lore Corner No. 95</i>	<i>Inside Back Cover</i>

FAMILY PORTRAITS

Taking a "family portrait" of a ship's company is quite a chore. The ship must be in harbour; everyone must be on board and wearing their Sunday best, and there must be a photographer somewhere in the vicinity.

These conditions were met recently by HMCS *Fort Erie*, frigate, and HMCS *Chaudiere*, destroyer escort, both of the Atlantic Command.

The pictures, in addition to showing two fine groups of healthy and handsome Canadian sailors, show the relative number of personnel required to man a frigate and the much-more-complicated destroyer escort. (CS-856; CS-874)

Negative numbers of RCN photographs reproduced in *The Crowsnest* are included with the caption for the benefit of persons wishing to obtain prints of the photos.

This they may do by sending an order to the Naval Secretary, Naval Headquarters, Ottawa, attention Directorate of Naval Photography, quoting the negative number of the photograph, giving the size and finish required, and enclosing a money order for the full amount, payable to the Receiver General of Canada.

Sizes, finish and the National Defence standardized prices, follow:

4 x 5 (or smaller) glossy finish only ..	\$.10
6½ x 8½ glossy finish only .....	.40
8 x 10 glossy or matte finish .....	.50
11 x 14 matte finish only	1.00

SUBSCRIPTION RATE

The Crowsnest may be subscribed for at the rate of \$1 per year; outside of North America, \$1.50. Orders, accompanied by cheque or money order made to the Receiver General of Canada, should be sent to:

THE QUEEN'S PRINTER,
Department of Public Printing
and Stationery,
Ottawa, Ont.

Communications, other than those relating to subscriptions, should be addressed to:

EDITOR,
The Crowsnest,
Naval Headquarters,
Ottawa, Ont.

The Cover—Touching up the paint on the flaring bows of the *Saguenay*, Pacific Command destroyer escort, offered a couple of problems that were neatly solved by the sailors assigned to the job. A life-raft and an ultra-long-handled paint roller provided part of the answer, the ingenious use of a powerful magnet on a cord, to hold the raft in position, the rest. Ldg. Sea. Edward Kochanuk found inspiration in the sun-dappled scene for a fine photograph. (E-61515)



RCN NEWS REVIEW

Four-Year Safety Record Established

Enviably safety records have been established by the two air squadrons of the Royal Canadian Navy (Reserve).

Congratulations went out from the Commanding Officer Naval Divisions to VC 922, attached to *Malahat*, Victoria naval division, on June 5, fourth anniversary of accident-free flying by the squadron.

VC 920, attached to *York*, the Toronto naval division, was also commended for completing more than two years without a flying accident.

The two squadrons fly Expeditor aircraft.

Bereaved Sailor Helped by Fund

A fire early May 9 in a narrow, two-storey tenement house near the Halifax Dockyard took the lives of the five children of PO and Mrs. John Wagerman and sent the parents to hospital for serious burns received in their vain attempts to rescue the youngsters.

PO Wagerman is an engineering technician, in HMCS *Iroquois*.

In the captain's cabin of the destroyer escort on June 8, the petty officer, now recovered, was presented with a bank book showing a balance of \$3,383.05 in the names of the Wagermans and the Command Social Worker. A day later,

the fund was swelled by \$223.13, from sympathetic personnel at Naval Headquarters. Funeral expenses were met by the RCN Benevolent Fund.

Cdr. H. W. A. Moxley, commanding officer of the *Iroquois*, read aloud the list of 58 donors and told how the fund began. On the same day that the tragedy occurred, PO Wagerman's mess-mates had started the fund and on May 11 a Halifax General message was raised advising naval and allied personnel of the port where they could send donations.

As he handed over the list of contributors, the bank and cheque books to

the petty officer, Cdr. Moxley remarked: "So you've got a lot of friends."

Present at the brief ceremony were the Command Social Worker, Miss Jessie Casey; the acting executive officer, Cd. Off. Robert Dykes; the engineer officer, Lt. John Lehman; the supply officer, Lt. R. G. Lemmex; ship's Benevolent Fund representative, PO Richard Burton, and president of the P2s' mess to which PO Wagerman belongs, PO George Faulkner.

Donations came from 58 ships, establishments, interested groups and individuals.

Officer Cadets On Naval Tour

About 50 third-year cadets of Canada's three Armed Forces visited RCN ships and establishments in early May as part of the military studies program at the Royal Military College, Kingston, Ont.

The cadets arrived in Halifax on Friday, May 5. Over the week-end, they toured the surrounding area and took part in Battle of the Atlantic Sunday observances in Halifax.

Monday, they were briefed in HMCS *Stadacona*, RCN Barracks and that afternoon toured the *Bonaventure*, at the aircraft carrier's dockyard berth.

They spent Tuesday morning at *Shearwater* and toured the dockyard in the afternoon.

To Our Writers

A lot of interesting things happen during the Navy's summer training period and it is to be hoped that ships' correspondents will find time to prepare accounts of these for readers of this magazine.

A reminder: Please make sure that all persons mentioned in articles or picture captions are properly identified by rank, first name or two initials and accurate spelling of the last name. To paraphrase Shakespeare, "He who steals my purse steals trash, but he who botches my good name..."

On Wednesday, May 10, they embarked in the frigates *Inch Arran* and *New Waterford* to witness exercises off the port. They left *Shearwater* by air that afternoon for a visit to the Army's Camp Gagetown, N.B.

Major W. J. McLeod, RCAC, was in command of the group.

RN-RCN Exchange NBCD Officers

An exchange of lieutenant-commanders in the field of nuclear, biological and chemical defence has taken place between the NBCD Division of the Fleet School at *Stadacona* and the Royal Navy counterpart in Plymouth, England.

Lt.-Cdr. Eric S. Parker, RCN, was to become project officer in the RN school. He has been replaced as senior instructional officer by Lt.-Cdr. J. S. Tinne, RN, of London, England.

Lt.-Cdr. Tinne was a 1944 special entry cadet in the RN from Eton, serving in the Far East in the battleship *Nelson* until the end of the war. More recently he served as ABCD officer in the cruiser *Newfoundland* and on the ABCD staff associated with atomic tests on Christmas Island.

Six Awards Made For Suggestions

Awards by the Suggestion Award Board of the Public Service of Canada were made in May to three naval personnel and three members of the civil service. One of the latter was an *ex gratia* award approved by His Excellency, The Governor General-in-Council.

The special award was for \$100 to Mrs. Hannah B. Finlayson on behalf of her late husband, who invented a safety brake for ammunition-handling machinery in certain ships. Mr. Finlayson died in January. When his invention was adopted for use by the RCN and several were installed in ships, recommendations were made to His Excellency through the Minister of National Defence for an *ex gratia* award to his widow.

Edmond J. Aucoin, of Halifax, and Robert McFarlane, of Armdale, both welders at HMC Dockyard, Halifax, originated an idea concerning the conversion of inert welding equipment to eliminate both the need for an outside water supply and the danger of freezing in winter weather. Their invention earned them cash awards of \$100 each. They are employed in the plate and boiler shop on the staff of the Manager Constructive Department.

AB Gordon Gogal, of HMCS *Beacon Hill*, suggested a time-saving method for disposing of waste in isolated northern



Some of the sailors' messes in the destroyer escort *Saguenay* recently acquired new television sets to the profit of the Salvation Army. Here a cheque for \$87.50, representing money from disposal of the old sets, is presented by CPO Frank Andrews (left) to Lt.-Cdr. Bruce Campbell, who co-ordinated the Red Shield drive within the Pacific Command. Looking on are AB Frank McKnight and Brigadier Harold Chapman of the Salvation Army, organizer of the campaign. The donation preceded the ship's regular contribution to the Red Shield campaign. (E-61285)

areas. A communicator, he has served in northern areas at both Churchill and Alert.

CPO J. K. Slater, of *Cornwallis*, borrowed the USN method of passing lines at sea which is faster, safer and easier than the old RCN method, and suggested its use. The idea found instant favour in the *Bonaventure* where he was then serving, and has since been adopted for use by the RCN.

CPO Howard W. Libbey, of *Stadacona*, while serving in the *Nootka*, submitted a suggestion for a portable eductor to remove bilge from inaccessible compartments of ships. The idea has been adopted for use by the fleet.

Veteran of Two World Wars Dies

George Slade, 60, recently appointed president of the Toronto Naval Veterans' Association died at Sunnybrook Hospital after a short illness.

Born in England, Mr. Slade came to Canada as a boy and joined the former RNCVR in 1917, serving until 1919 as an able seaman.

In 1939 he went on active service and specialized as a torpedo cox'n. He was demobilized in 1945 in the rank of chief petty officer.

During the war he served in the Atlantic, Pacific, Mediterranean and English Channel in destroyers, mine-

sweepers, corvettes and, finally, the frigate HMCS *Strathadam*.

Mr. Slade leaves his wife and a daughter, A son, Stan, a lieutenant, was lost in HMCS *Guysborough* when she was torpedoed in the Bay of Biscay in 1944.

Newfoundland Veterans Meet

Three hundred naval veterans in Newfoundland "spliced the main brace" at the Old Colony Club near St. John's in the first full-scale naval reunion to be held there.

Ex-naval personnel from all over the province and from outside points as well attended the function to swap yarns and meet old friends.

Before the dinner there was a tour of the city in a 50-car motorcade. It is anticipated the reunion will be an annual affair.

Twelve Pilots Qualify in ASW

Twelve pilots have completed the pilots' advanced anti-submarine course at *Shearwater* and have joined VS-880, anti-submarine Tracker squadron.

The pilots are: Sub-Lieutenants Peter J. Barr, Michael F. Churchill, Donald B. McKenzie, Lorne S. MacDonald, Kenneth A. Eliason, Ian A. Powick, Stanley W. Brygadyr, Colin M. Curleigh, Robert H. Burney, John M. Ford, Albert M. Bingley and David P. Cramton.

Admiral Mainguy Heads Lakes Body

Vice-Admiral Edmond Rollo Mainguy, RCN (Ret), former Chief of the Naval Staff, has been appointed president and general manager of the Great Lakes Waterways Development Association, succeeding Lieutenant General Howard D. Graham, QC, who resigned as president of the association last January to assume the presidency of the Toronto Stock Exchange.

The Great Lakes Waterways Development Association was established in 1959 to encourage economic development through low-cost transportation on the St. Lawrence Seaway and throughout the Great Lakes system.

It is made up of industries, chambers of commerce, boards of trade, shipping lines, primary producers and various development organizations.

Following his retirement from the navy, Admiral Mainguy served as executive director of the Ontario division of the Canadian Mental Health Association. He is also president of the Ontario division of the Navy League of Canada, and a director of the Royal Canadian Military Institute of Toronto.

Ottawa Sea Cadets Win Drill Contest

The rifle drill team of the Royal Canadian Sea Cadet Corps of *Falkland* Ottawa, in competition with the Army Cadets of the Cameron Highlanders of Ottawa and the 51st (Ottawa Optimist) Squadron of the Air Cadets won the (Ottawa branch) Canadian Legion Tri-Service Cadet Drill Team Trophy for 1961. The teams were evenly matched and the competition was keen.

Col. G. G. Aldous, 12 Militia Group Commander, took the salute, reviewed the cadets and made the presentation, before about 300 spectators, friends and relatives of the cadets.

PO Peter Jackson received the trophy and, on behalf of the team, presented it to Lt.-Cdr. W. J. Eastwood, commanding officer of the *Falkland* corps.

RCSCC *Falkland*, which parades twice weekly at *Carleton*, Ottawa naval division, also holds the Marine Club of Canada Shield for the best cadet in Ontario for 1960 and was judged the most efficient cadet corps with over 100 cadets in Ontario for 1960. The corps has also been awarded more crossed rifles per individual cadets with scores of over 90 than any other corps in Ontario.

Hulk Proposed As Marine Museum

A six-man committee of the Newfoundland Historical Society is studying a proposal to turn the hulk of the former HMS *Briton*, ex-*Calypso*, into a floating marine museum.

The hulk, which was last used for salt storage, is now lying idle at Lewisporte, Newfoundland.

Wolf Cubs Use Bottle Post

A bottle with a letter in it was dropped overboard Thursday, March 30, from HMCS *Lanark* at the precise moment the 1st Gravenhurst "B" Wolf Cub pack sat down to a father and son banquet.

The Ontario cubs decided on the "bottle post" as a venturesome method of corresponding with a pack of cubs outside Ontario. Accordingly, Cubmaster Peter Danyluk wrote a letter to the Atlantic Command Headquarters of the RCN for help.

Cdr. K. H. Boggild, Assistant Chief of Staff (Operations), arranged for the frigate to make the "drop" when she went to sea. The bottle was launched about 100 miles of the southeast coast of Nova Scotia.

"From this position the bottle may well find its way into the Gulf Stream and it should prove interesting to see where it is found," said Cdr. Boggild in his reply to Mr. Danyluk.



Richard Arnold, of the 20th Halifax Troop (Stadacona) chops off a three-fingered salute, Sea Scout fashion, as Rear-Admiral K. L. Dyer arrives at the Nova Scotian Hotel April 22 to attend the presentation of Queen's Scout qualifications by the Lieutenant-Governor of Nova Scotia. Richard is the son of Lt. D. A. A. Arnold, Base Fire Chief in the Halifax Dockyard. (Photo by Terry Waterfield, Halifax)

Built about 90 years ago, the *Calypso* was long used as a floating headquarters for the training of the Royal Newfoundland Naval Reserve. She was built as a sail-and-steam corvette, sister ship to the famous *Calliope*, which was the sole survivor of an international fleet of warships overwhelmed by a storm in the harbour of Apia, Samoa, in 1889.

Chief Justice R. S. Furlong, president of the Newfoundland Historical Society, is quoted as saying that, if the society is not successful in establishing a floating museum, an attempt will be made to set up such a museum on land.

Ex-RCN Officer In Admiralty Post

Captain Albert N. Harrison, RN (Ret), a man who held a long and unique association with the RCN, has been appointed Director of Naval Construction at the Admiralty. Mr. Harrison was the first Director of Naval Construction for the RCN and held the appointment at Ottawa for seven years, from 1941 to 1948.

Mr. Harrison apprenticed as a shipwright to HM Dockyard at Portsmouth, England, in 1917, joined the constructor branch in 1921 and attended the Royal Naval College at Greenwich from 1922 to 1925. He served in various appointments afloat and ashore and designed and supervised the construction of many

classes of warships, including submarines, aircraft carriers and destroyers.

In 1941, shortly after being promoted to Captain, he was loaned to the Royal Canadian Navy and became its first Director of Naval Construction. He was awarded the OBE in January 1946 for being "largely responsible for the building of hundreds of ships during the period of rapid expansion of Canada's navy".

He returned to the Royal Navy in 1948 and on his retirement from the Royal Corps of Naval Constructors. He entered the civil service for duty with the Corps. Since 1951, when he became Assistant Director of Naval Construction, he has supervised the designs of the general-purpose frigate, several other destroyer and frigate projects and HM Yacht *Britannia*. He was created a Commander of the Royal Victorian Order in 1955.

Ships Take Along Radio Programs

Frigates of the Seventh Canadian Escort Squadron which sailed in May from Halifax on a training cruise to the Caribbean, carried a stock of CBC radio programs along with their other recreational facilities.

The RCN and the Canadian Broadcasting Corporation announced that arrangements have been made for the supply of tape-recorded CBC broadcasts for playing over the public address systems of RCN ships on cruises away from home waters. Canadian sailors will thus have the radio links with home which have been provided for the past 10 years to Canadian soldiers and air force personnel on NATO duty in Europe.

CBC programs in the first shipment included a wide range of drama and variety features. They are supplied to the RCN from the CBC's Armed Forces Service in Montreal.

Sailor Toils To Aid Children

Thousands of Canadian sailors have given their blood to help others in time of need—and at least one of them has given his sweat.

On learning of the assistance given by the Unitarian Service Committee of Canada to starving children in India, a West Coast sailor offered to roto-till the lawn of anyone who would give to the cause.

A Victoria couple took him up on the offer and the money was sent to USC headquarters in Ottawa.

The utilization of Canada's human resources was the theme of an address by His Excellency Governor General Georges P. Vanier at the annual dinner of The Canadian Press at the Royal York Hotel, Toronto, on April 19. While his audience at that time was composed largely of senior members of the press, his remarks are applicable to all Canadians and most of His Excellency's observations could well have been made directly to members of the Royal Canadian Navy, from his opening statement of belief that "the

really important elements in the growth of any economy or any nation, are the human ones of imagination, initiative and resourcefulness, together with the development of skill and the exercise of frugality and foresight" down to his concluding admonition: "There is no place for a laggard in this age of space and speed and undiscovered worlds waiting for the coming of man. Our future depends upon the quality and value of what I have chosen to call human resources".

HUMAN RESOURCES

IT HAS BECOME almost a tradition to praise the wealth and variety of the natural resources of our country. The practice is harmless if unoriginal but it becomes dangerous when it is argued that Canada is assured of a great future simply because of the existence of great gifts of nature. I saw, for example, not long ago, a small headline which declared "Canada depends on its forests for its livelihood". I do not agree at all. I believe that Canada depends on its people for its livelihood. Had the forests not been available the people would have found other means of support or else they would have gone somewhere else.

I believe that the really important elements in the growth of any economy or any nation are the human ones of imagination, initiative and resourcefulness, together with the development of skill and the exercise of frugality and foresight. It is qualities such as these that permit countries to prosper and produce a high culture without necessarily possessing rich natural resources. I need hardly quote you such examples as Holland or Switzerland in order to make the point.

Men are coming to realize that the quality and value of what might be termed our human capital have a profound effect upon our economic progress. In fact investment in human capital can do more to foster prosperity than investment in physical capital. To show you that I am, as Disraeli might have put it, on the side of the angels in this matter, let me quote this saying which I came across in reading but whose source I cannot quite recall:

"All men fall into two main divisions; those who value human relationships and those who value social or financial advancement. The first division are gentlemen, the second division are cads."

The point is that human relations are often the last things we think of improving. Unlike the hard facts of finance or engineering, the personal aspects of a given problem cannot always be measured precisely. Yet the vital importance of people is well shown by these figures produced by one of the larger insurance companies. Over a long period it was found that 20 per cent of industrial accidents were due to such causes as the breakdown of machinery, lack of skill, or physical or mental failings. The remaining 80 per cent, or four out of five of the accidents, were ascribed to defects of personality. These included such things as personal frustrations, men not being suited to their work, conflicts on the job—in a word, a whole variety of causes which could be summed up under the heading of bad morale.

This example which I have just given obviously does not hold good for all times and all places. But I think that it is so striking that it forces us to turn our attention to the human factor, to human resources or human capital, call it what you will. There are many other reasons why we should do so. World trade in manufactured products, for instance, has been shown to be increasing at a considerably faster rate than trade in raw materials. A symptom of this process is the growing replacement of natural textiles by man-made fibres. To remain competitive in such circumstances this country will be obliged to improve and develop its industrial skills. Similarly as the world as a whole grows up, Canada must try to keep one scientific jump ahead so as to be able to sell products which other countries may not yet have learnt to make. Success in science as in industry depends in the end upon the quality of our thinkers and workers.

MAN, I hope you will agree, is not an economic machine, responding alternately to the stick and the carrot, and always seeking the maximum reward for the minimum effort. Neither is he a biologically determined animal, simply satisfying his instincts. These are two over-simplified caricatures which we have been offered in the past and their insufficiency is now apparent.

"The proper study of mankind is man." So wrote Alexander Pope more than 200 years ago. Today I believe that study is more than ever needed not only to perfect our knowledge and to discover new human resources, but also at the immediate and practical level to remove the obstacles to the best use of our existing human capital.

That these obstacles are very formidable can hardly be denied. In the field of education the number of children who drop out of school prematurely gives grounds for alarm. I understand that the National Employment Service has found that 70 per cent of the male applicants for work have grade eight or less, while only 21 per cent of our children complete High School. The seriousness of this situation will be appreciated when I tell you that grade seven is the absolute minimum requirement for candidates in the new public technical training schemes. Laboratory technicians are in fact expected to have grade 11. It is up to all of us, and here the Press can be a very great help, to convince both parents and children that all young people must get the fullest education of which they are capable.

We must realize that we are witnessing a revolution in techniques which we can only disregard at our peril. On the one hand there is an ever-increasing demand for the so-called white-collar professional and technical people. On

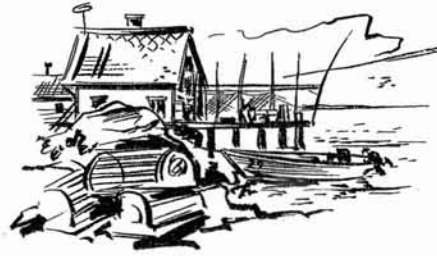
the other, the opportunities for purely manual workers become more and more limited. The length of the help-wanted columns reveals that the skills of our working force have not kept pace at all points with the changed demand. There is an urgent need for re-training as indeed for planning ahead to cushion the sudden effect of industrial innovation.

Accidents cause another obvious though avoidable drain upon our human resources. If they occur on the roads they usually receive considerable publicity. I read in the press, for example, only a month ago that "the numbers killed or injured in any three years on Canadian highways will be found to be equal to about 80 per cent of all Canadian casualties in all the years of the Second World War." This is serious, yet I wonder how many people know that in the year 1960 in the Province of Ontario alone there were upwards of a quarter of a million industrial accidents. They entailed the loss of 363 lives and the payment by the Workmen's Compensation Board of more than \$53,000,000 in compensation and medical expenses. Accidents wherever they occur cause loss, which is sometimes irreparable but always avoidable. The prevention of such loss will be among the first aims of any campaign for enhancing human resources.

Industrial disputes resemble accidents in that they are events that need not have occurred. They are similar too in that they entail loss and hardship and a quite unnecessary waste of human resources. Although they sometimes appear illogical, strikes do not just happen. Like all other forms of human behaviour they have their causes, even though they may not always be obvious. A Scottish writer on the psychology of industry has observed: "Strikes for higher pay are often motivated by totally different grievances, sometimes unconscious or unformulated." He went on to note that "No amount of money will make up for failure to treat people as human beings" and concluded as follows, "To ignore the human factor in industry is to be lacking in humanity, but it is also a sign of gross incompetence in the technical field." Unfortunately in their preoccupation with economics both sides of industry have sometimes neglected the all-important human elements. The results may lead to avoidable disputes. I feel that there is a great challenge and a great opportunity here for Canada. Can we not make the most of our population, which is small by comparison with the great powers, by leading the world in industrial peace, based squarely on the primacy of men over things?

HARMONY in work is a sure sign of social health. If the tensions and conflicts of daily life are impairing the smooth working of our society, physical and mental health is almost bound to suffer. We all know that ulcers and high blood pressure are occupational complaints of the go-getting executive, but it is not so widely recognized that industrial impetigo and a predisposition to accidents are their counterparts among less privileged workers. It has been said that all medicine nowadays is of the psychosomatic type. The doctor has to treat the whole man, remembering that both he and the patient are made up of spirit as well as body.

We have learnt to control and prevent the great epidemic diseases which used to create such havoc, but we have still to learn how to deal effectively with social complaints such as alcoholism and mental illness. These complaints are



very much on the increase. They are a direct threat to our human capital because so often they attack the most talented individuals. Common humanity, however, demands that we go to the help of the sufferer, whoever he may be. We must stiffen the will to recover of the victims, and give our wholehearted support to those who are trying to remove the causes of social disease.

I have touched on some of the things that prevent the fullest use and development of our human resources. I hope you will forgive me if I seem to have painted too austere a picture, because there is a hopeful and positive side to the question, one that is full of the promise of happiness and success.

In the field of human relations the prospects are particularly bright, provided that the emphasis remains on the individual person. Sociologists and others have demonstrated the importance of human groups. But let us always see to it that the group exists for the benefit of the man, and not vice-versa. For if things or organizations are put before people, then human beings are sure to become cyphers. Let us insist that welfare measures be made to work directly for the good of their recipients.

Human relations depend for their effectiveness upon understanding. It may be said that a man is free to the

extent that he understands. Nevertheless a man's understanding of a given situation may be logically and intellectually correct, yet totally ineffective, because lacking in sympathy. It is a human characteristic that we desire not only to be loved, but to be loved in the way we wish. Conversely, many of us are willing to love others, but only in the way we wish to love them. The practical result of this is that in all areas of disagreement where opinions are strongly held, it is necessary to understand the other man's belief as he understands it himself. We have not only to see the other fellow's point of view, but, as it were, to feel it too.

I have tried to give some idea of the outlook needed if we are to make the most of the available human resources. Education, needless to say, will be the most important means of putting this into practice. So much has been said about education, and so much is expected of it, that it would be as well to make clear what its primary aims should be. I would like to state them as follows: to dispel primitive ignorance, and, secondly, to teach children and adults to think. If we can concentrate on these two points we shall avoid burdening teachers and schools with responsibilities which can better be discharged by parents or youth clubs, and a hundred and one other bodies. If our educators are relieved of all unnecessary burdens they will, I am sure, respond by improving not only the quantity but also the quality of the teaching they impart.

AFTER FORMAL education, the next step is technical and professional training. I touched on this matter earlier in connection with the technological changes with which we are at present so deeply involved.

I should now like to quote to you some figures from one Canadian province to show just how great is the need and the demand for technical training. When the new provincial scheme was announced in January, 12,000 people applied for the courses offered. By means of various expedients such as the use of technical high schools in the evenings after normal hours, it was possible to provide places for 3,500 applicants. Fortunately there do exist a number of different ways of acquiring a technical formation. It may be done by means of work and part-time study, or through night classes or resumed study after one or two years at work. Industry offers a certain number of places for trainees, while both the trade unions and the Armed Forces provide training courses in technical subjects.

I believe that the need for each man to acquire skill in his chosen field is now more widely recognized than ever. It is nevertheless our responsibility to carry this message into the remotest corners of the land, so as to ensure that our population shall become the most competent and highly qualified anywhere.

I have spoken of education and training as being the obvious means which help us earn a living and make our way in the world. At the same time they raise the quality of our human potential. They enable us to adapt to change and to master the problems of building a complex society. It is evident that society can only be changed by transforming the members who compose it. I believe that we have to make the fullest possible use of human resources in each of the seven ages of man, from the very young to the very old.

Moving from youth to middle age, we encounter the problem of leisure. Formerly available only to a tiny minority, it then raised little or no dif-

ficulty. Now that leisure is within the grasp of virtually everybody, its implications are more complex. In an age of speed we should not forget that its primary purpose is rest or relaxation, the re-creation of the tired organism. It gives time for reading and for the deepening of the mind, while for the energetic it provides an opportunity for idealism, for unselfish, disinterested service.

What of old age? The tendency today is for people to live longer, yet at the same time to retire earlier from active life. What sadder sight can there be than a man or woman who has been compulsorily retired, who is reasonably well off and is yet bitterly unhappy because the hours pass so slowly? Can we not devise ways of using the energy, the talents and the abilities of the elderly for the benefit of everyone? To do so would be to restore the dignity of the older generations while conferring a boon upon the younger.

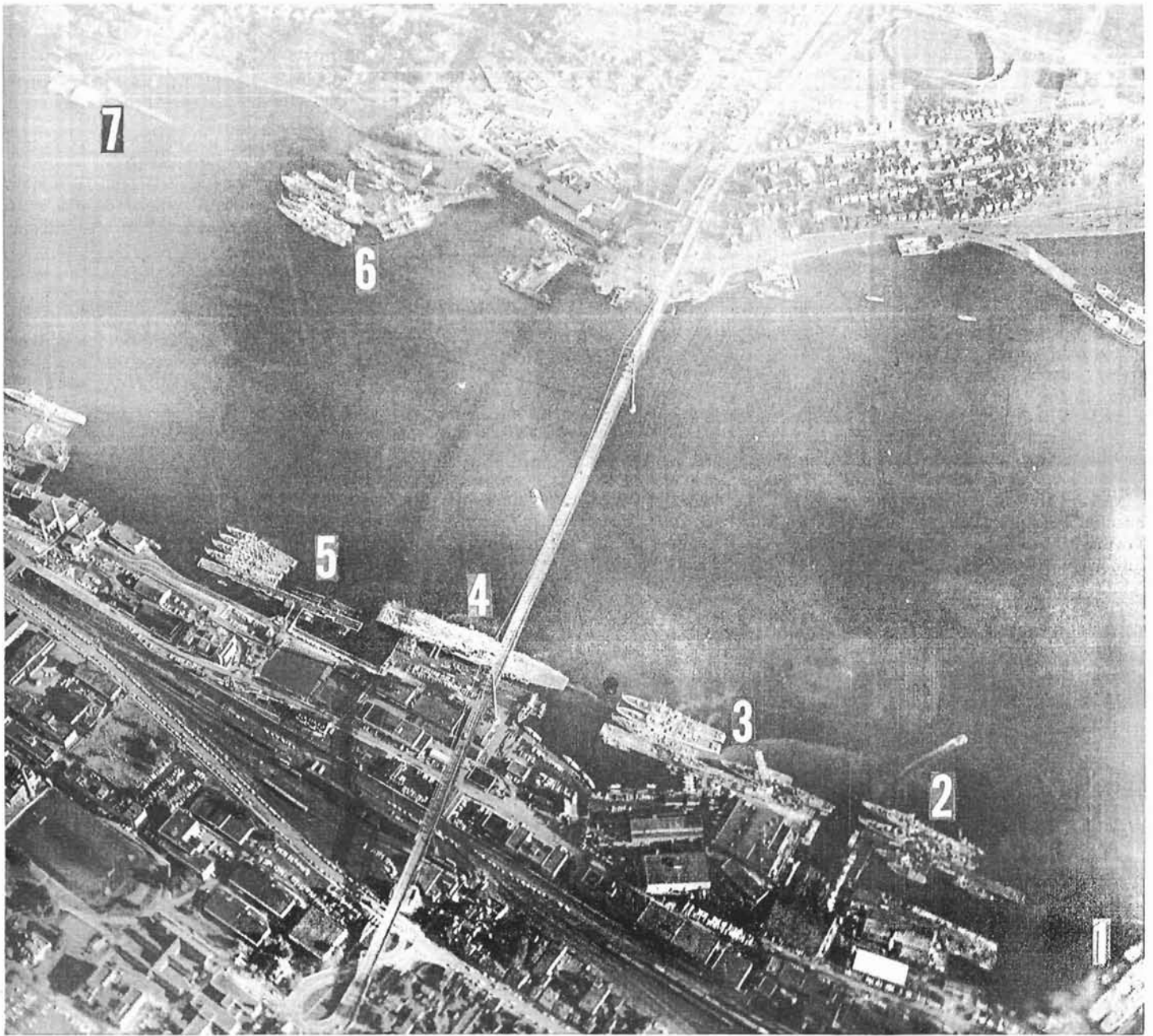
I suggest to you that at every point in the human life-span there are re-

sources lying fallow, there are lights hidden under bushels, and talents buried in the ground. If we can mobilize these riches we have the chance of creating a national life of transcendent quality.

WE HAVE so much to be thankful for. We live in a land of rugged climate, in a land whose people have the same conception of life, of human dignity and of the love of God and man. With vast natural resources and with a small population, what hope is there of achieving our national destiny unless the quality of our people is high enough to command the respect of the great nations? To attain this end, each one of us must accept the challenge of effort, of work and of sacrifice. There is no place for a laggard in this age of space and speed and undiscovered worlds waiting for the coming of man. Our future depends upon the quality and value of what I have chosen to call our human resources.



Ord. Sea. Robert Sancan, surrounded by fellow members of the new-entry training division "Ottawa" at Cornwallis, holds up the photograph of Mou Fong, a nine-year-old Hong Kong boy who was adopted by the sailors through the Foster Parents Plan. Ord. Sea. Sancan, new entry trainee, was the prime mover in the adoption of the Chinese boy. The 62 members of the division undertook to provide financial aid to the young lad's family to help in his upkeep and education. Future "Ottawa" divisions were thereby committed to take over this responsibility as each group of foster parents completes its training and is drafted to the fleet. (0-15098)



Jetty Zero Gets A Number

HMC DOCKYARD in Halifax will never be the same again, at least to old timers who remember Jetty Zero, the Gun Wharf and the old French Cable Wharf.

During the past few years extensive work has gone on in the Dockyard rebuilding its jetties and on June 1 they were re-numbered. Jetty Zero, at the extreme south end of the Yard has become Jetty One. Former Jetty One is now Jetty Two. Jetties Two and Three have been filled in, rebuilt and named Jetty Three. Jetties Four and Five remain the same.

Across the harbour the former Gun Wharf has become Jetty Six and further north the old French

Cable Wharf, now condemned, has been numbered Jetty Seven with a proposal for rebuilding it in a different direction with slightly changed proportions.

There has been no change in designation for the Bedford Magazine jetty, the Seaward Defence jetty near Point Pleasant Park, or for the Shearwater jetty, recently completed at the RCN Air Station to accommodate aircraft carriers.

Navy jetty space at Halifax will now accommodate about two miles of ships.

The Atlantic Fleet, placed end to end, measures well over the two miles of jetties by nearly another half mile.

Naval aviation in Canada had its beginnings in the closing months of the First World War. With the coming of peace, the fledgling force was disbanded and a quarter of a century was to pass before any determined move was made for its revival.

That aviation in the Royal Canadian Navy finds itself in its present flourishing state is in large part due to the efforts of two officers, now retired—Rear-Admiral H. N. Lay, first RCN officer to command an

aircraft carrier, and Rear-Admiral R. E. S. Bidwell, who commanded the second.

In this article, the third of a series, Admiral Bidwell tells of his experiences in command of HMS Puncher a U.S.-built Royal Navy aircraft carrier, manned by the RCN. And he describes briefly a useful little "game" with which to while away the dreary hours of the middle watch.

RANDOM MEMORIES



O MY LASTING regret I missed the outbreak and the first nine months of the Second World War in Canada, as I was once more serving with the Royal Navy. Some

18 months earlier I had left command of the *St. Laurent* and had been sent to England to carry out the Staff Course, on completion of which I had received an appointment as Staff Officer (Operations) to the Commander-in-Chief of the East Indies Station, whose flagship was based on Trincomalee, Ceylon.

This officer was none other than the famous Sir James Somerville, of whom I can simply say that he was undoubtedly one of the greatest admirals that the Royal Navy produced. His reputation caused one to shake in one's shoes, but on close acquaintance he proved to be the most charming "boss"; and the austerity of his views was much relieved by his outstanding sense of humour. Under his guidance we all worked like demons to prepare for the war we all knew was coming. Alas, before war came, he was invalided, but he was to make a great return to the sea-service as Commander of Force "H" later in the War.

It was under Admiral Leatham that we finally went to war in September 1939, the flagship having rushed to her war station a few days previously. This was the port of Aden, our station for a European War, and a few days later we received the War Telegram while on duty in the Red Sea; so I had the distinction of being at war before my own country declared war, together with my RN assistant, who happened to be a southern Irishman.

Not long after the outbreak of war, our then flagship was detached to the

Mediterranean, and the C-in-C's staff moved ashore to Columbo, where we continued to run the rather inactive (at that time) station, operating various ships temporarily attached to us, and feeling rather "out of it"—the only hostile ships in those waters were surface raiders, including for a short period the *Graf Spee*. However, Ottawa had been asking for my return and early in 1940 I returned to Canada, and reported to Ottawa as Director of Operations.



-BOAT WARFARE had started as soon as the rest of the war, and was already assuming alarming proportions. Ships were sailing in convoy from the very start, but for the first six months or more the danger from submarines lay mostly in the Western Approaches; however the scenes of U-boat attacks was drawing more westerly all the time. Our handful of destroyers was being used to provide close escorts to convoys from Halifax through the focal points of trade and out into the Atlantic, but most of the attacks took place on the European end of the run.

As attacks from shore-based aircraft from the U.K. increased, the U-boats deployed more and more to the westward, but in the meantime all RCN destroyers were in the Western Approaches. Thus the role of the RCN was gradually changed from that originally planned (i.e. protection of allied shipping in

Canadian coastal waters etc.) to the protection of convoys, period.

Plans, in the meantime, were being made for Canada's share of the building in large numbers of simple close-escort vessels, corvettes, and by the end of 1940 a dozen of these, Canadian-manned and built, were in commission. To man these vessels every possible expedient was used. Every officer and man of the Naval Reserve and Volunteer Reserve was employed, and training was going on without ceasing in the schools at Halifax and Esquimalt.

The ships we had to man called for anti-submarine tactics, and therefore the training of our new officers and men was mostly in A/S warfare; for this reason the RCN grew into the role of an A/S force, and has maintained this ever since. Our ships (mostly corvettes) increased, and we were able to man them as they were completed.

So the RCN grew.

In the early months of 1941 the convoys became subjected to submarine attack right across the Atlantic, and it was necessary to establish an escort base as far east in the American continent as was possible. Accordingly at Admiralty request, a base for ocean escorts was set up at St. John's, Newfoundland, and manned by the RCN. Admiral Murray went there in command and took me with him as his Chief of Staff and thus I obtained a front-row seat in the Battle of the Atlantic.

Much has been written about this; and it turned out to be an extremely busy job, and full of interest. The Atlantic convoys were established on a definite routine and schedule, and each convoy, mostly originating from Halifax, was met at sea off St. John's by its assigned ocean escort, British, Canadian or U.S. groups. Keeping this system

Part Three of a Series
by
Rear-Admiral R. E. S. Bidwell
RC (Ret)

running necessitated a lot of staff work; the groups were constantly shifting and expanding, and enemy and weather damage took a constant toll.

But these groups (which we tried to change as little as possible) each developed their own group spirit. Some of them were "lucky groups" and would have convoy after convoy without much untoward incident; others were always in the thick of it from bad weather or protracted U-boat actions. On return from each trip both the Admiral and I would glean all possible particulars from the captains and others of the ships, so as to keep abreast of the changing tactics at sea.

In the meantime our escort forces in the Atlantic were gradually building up, from the totally inadequate numbers at the start to reasonable size and strength and gaining almost daily in efficiency and experience. I had paid a visit earlier to the RN Escort HQ, Liverpool, England, and we had based our own HQ on this, and operated in close touch (direct line) with the staff of C-in-C Western Approaches.

This interesting and exacting appointment lasted for two years—in fact right through the crisis of the Battle of the Atlantic. I was anxious to get to sea again but I never could be "spared" and, when an opportunity occurred early in 1942, my Admiral (Murray) moved to Halifax, where he became the first Canadian Naval C-in-C under the title of C-in-C North West Atlantic. He did not forget his promise of a sea billet for me however.

I stayed on long enough to bridge the gap, and then was transferred to Halifax temporarily as his Chief of Staff once more. After another year there in a still more complicated set-up, during which the main convoys usually sailed from New York instead of Halifax and many other changes took place, I found myself early in 1944 appointed as captain of one of the two first aircraft carriers ever to grace the Canadian Navy, HMS *Puncher*.



SMALL CARRIERS had become more important in recent years in the Battle of the Atlantic and the Admiralty had asked the RCN whether she could man two of them, to which we agreed. The RN had been scraping the bottom of the barrel for men and, though we could not provide air squadrons, at least we could provide officers and men to run the ships. They were on lend-lease, so Canada did not acquire them as HMC ships.

The first of these vessels, HMS *Nabob*, was commissioned several months before mine, which was of great benefit to me, as she was able to solve the many complications which arose at first, due to running an HM ship on lend-lease, manned by an all-Canadian crew. The captain incidentally was an old friend, H. N. Lay (Rear-Admiral, (Ret)), who, I would say, was the father of the Fleet Air Arm in the RCN and the man who first inspired its formation towards the end of the war.

HMS *Puncher* commissioned in Vancouver, B.C., early in 1944, carried out trials (except air trials, as we had no squadrons until we joined the fleet) and thanks to the avoidance of most of the administrative pitfalls experienced by *Nabob*, we were ready for sea and steaming down the West Coast by early June 1944.

We were a motley bunch; I was one of the only two RCN officers, the rest were an assortment of RCNVRs and RCNRs, but we were a happy ship. We soon outgrew our original nickname of "floating coffin" (which we somewhat resembled) and earned a reputation of being a lucky ship, up to which we lived for the two-year duration of our one and only commission.

On our way east we had many submarine reports in the Caribbean, and on one occasion, one day out from New Orleans, from where we ferried motor launches to New York, we sighted gunflashes and what looked like rockets far ahead. There were known to be tankers cruising independently in those waters, so we detached our escort—she was HMCS *Beacon Hill*—to investigate. We followed at a discreet interval, but nothing more was seen or heard.

We proceeded from New York to Norfolk, Va., and after various repairs etc. we learned that our fate was to proceed in convoy from New York to carry aircraft to Africa, and then return for more, until our prospective squadrons were ready for us.

Accordingly, we sailed from New York in a special fast U.S. convoy and I was pleasantly surprised by the excellent convoy discipline that had been achieved. These formations proceeded at 15 to 16 knots, a great advance over the old "fast" commercial convoys, and manoeuvred like a pre-war squadron of naval ships, with promptness and exactitude. The commodore was a serving U.S. captain, and my ship was the second commodore ship and was to take charge of that part of the convoy bound for North African ports when we divided off the entrance to the Mediterranean. There were a number of submarine alarms, but no actual

attacks took place and we reached our destination of Casablanca in good time.

And so we plied back and forth across the Atlantic several times carrying aircraft in fast U.S. troop convoys and infrequently molested by U-boats, though there were plenty around! At last the day came when our squadron arrived and we commenced a strenuous series of flying trials with our new squadron.

The aircraft turned out to be Barracuda Mark V (Fairey aircraft) which, though hideous to behold, were actually excellent aircraft on the deck and good general-purpose aircraft in their day, since they could be armed with torpedoes as well as bombs and mines. In fact, by the time I joined the Home Fleet, I had the only airborne torpedo strike left, since all the large carriers had departed, or were about to depart, to the Pacific sphere of operations. This had a bearing on our general operations, since the *Puncher* had the only torpedo strike available, and since it was still entirely feasible that several major ships of the German Fleet might break out into the Atlantic and carry out untold damage to our shipping. We couldn't depart too far from the Home Fleet area, and for this reason we were, thanks heavens! never detailed for Russian convoys.

There were eight or nine auxiliary carriers operating at this time with the Home Fleet and we usually worked in pairs supported by a cruiser. Our operations varied a lot, but mostly took the form of molesting the iron ore trade which was moving from Norwegian ports to Germany, making use of the coastal waters and leads. It was an interesting game, since weather played a great part of it, and in that part of the world was very changeable and unpredictable; and never knew when one flew off a strike whether one would ever see it again, since the aircraft were well out of the range of their home airfields. The length of time to make a long strike was apt to be four or five hours, and the waiting period was an anxious time for all aboard. To add to this, the northern North Sea was invariably full of U-boats and the utmost caution had to be observed.

The *Nabob* had been torpedoed nearly nine months previously, though she managed to get back to Rosyth in a badly damaged condition. The *Puncher* herself was attacked several times, but she held to her luck. On one occasion a determined night attack was made by aircraft flying low to avoid radar. However, this particular attack was repulsed by our after 5-inch battery, which were not A/A guns at all, but could put up

large splashes which proved highly inconvenient to the low fliers and discouraged their approach when still out of torpedo range.



PERIODIC operations of this sort prevented life from becoming too monotonous; I myself used to consider the proceeding to sea out of Scapa

and the subsequent return as the most hazardous part of it all. There was a heavy tidal sweep at right angles to the "gate", and it was necessary to take a good run at it at full speed to be sure of getting safely through. A sudden loss of vacuum at the wrong moment could prove disastrous, and this was a complaint to which these ships were rather vulnerable. They were single-screw vessels, and I never heard of anyone who considered them highly manoeuvrable!

Our last operation of the war was North of the Arctic Circle and mostly carried out in gale force winds!

The *Puncher's* luck held, and we returned to Glasgow for a much-needed boiler clean. During this time the

armistice with Germany was signed. The European war was over. It seemed strange that I was only a few miles from Rosyth where we had been when the First World War had ended over 25 years before.

The rest of the *Puncher's* story does not take long to tell. She was partially converted into a troop ship, and spent the rest of the war up till a few months after VJ day in ferrying back Canadian troops to Canada, and then turning round and proceeding to New York to bring back British troops and dependants to the U.K. This was a nice rest cure after the war-time navigation of the Atlantic in convoys. My sailors became experts as nursemaids, and we became the only ship in the RCN to carry a female nurse.

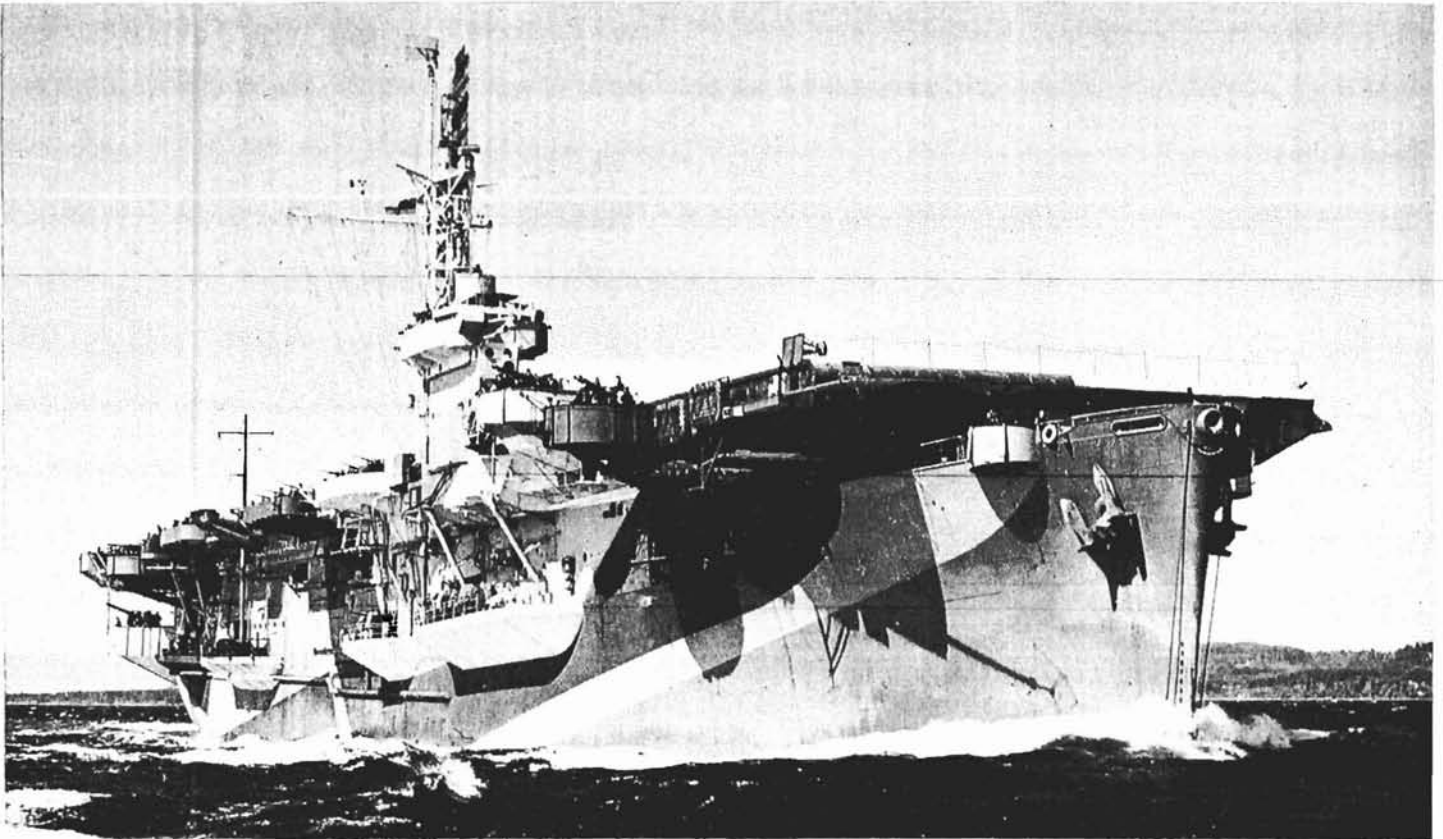
But the *Puncher's* days were numbered, and our last passage included one of the worst gales I have ever seen at sea. We finally reached Halifax just before Christmas in 1945. Early in the New Year we sailed to Norfolk where the ship was paid off and returned to the U.S. Government on January 16, 1946.



URING the commission of the *Puncher* I had learned many things—particularly about the Fleet Air Arm. So on leaving the *Puncher* I proceeded to headquarters in Ottawa, where I became head of our newly-formed flying branch.

One other thing I learned was how to employ the long hours on the bridge in wartime, a game called "What I'll do if . . ." In this game you invent all possible emergencies that might come upon your ship, and make your mind entirely clear on what you must do. In this way you should instantly do the right thing without any consideration or without any delay. I have found this "game" very useful, and it is highly recommended.

This takes my disjointed memoirs to the end of the Second World War and I will write one more chapter in conclusion, which will take in my service as Flag Officer Atlantic Coast, and my retirement from the Navy in 1957.



Her own sailors, with ghoulish humour, dubbed HMS *Puncher* "the floating coffin" because of her ungainly box-like shape. Actually she proved to be a lucky ship and came through the closing year of the Second World War unscathed. Manned by Canadian sailors and RN aircrew, she was commanded by Rear-Admiral R. E. S. Bidwell. (F-2645)

The fourth and final instalment of Admiral Bidwell's memoirs will appear in an early issue.

THE MARITIME MUSEUM OF CANADA



The library and work room of the Maritime Museum of Canada, in Halifax, showing the low vaulted ceiling of the Citadel in which the museum is housed. (HS-61699)

THE OBJECT of the Maritime Museum of Canada on Citadel Hill in Halifax, as defined by its constitution, is "to promote patriotic, artistic, literary, educational and recreational interest in the historical development of the Naval and Mercantile Services of Canada."

The museum is housed in a portion of the casemates of the Halifax Citadel. After you cross the causeway leading to the citadel walls and come through the arch, turn "hard a-starboard" and you will find the entrance. There are five spaces on the ground level, and four on the level below, allocated to the museum as shown in the diagram. Next to the Maritime Museum is the Canadian Army Museum (of which Captain W. B. Armit, who served during the Second World War in the RCNR—no brackets please!—is the curator) and across the way is the Provincial Museum. Another section of the Citadel is reserved for firing the noon gun. In the summer the guard changes ceremoniously, and the IODE provides excellent lunches and teas, with an extra-special fish chowder on Fridays. In addition Citadel Hill provides a wonderful view of one of the world's great harbours.

Halifax has taken some part in most of Canada's naval past, and has for centuries been a leading commercial port. It is, therefore, a logical place for a national maritime museum. Originally called Chebucto by the Indians, the area was selected in 1749 as the site of a British colony and fortress, which we know today as the city of Halifax. The first charge on the new colony was the

By
Cdr. C. H. Little
RCN (Ret)

construction of a citadel. A second citadel was built in response to the American Revolution. The third, named Fort George, was started by the Duke of Kent, Queen Victoria's father, in 1795, and the fourth and existing citadel was commenced in 1828.

The four display rooms at ground level indicate by their names the general nature of their contents.

The Windships Room covers the longest period of time because man depended for so many centuries on the

wind for locomotive power at sea. It is a nostalgic room, not only because sailing ships are such graceful spirits of the past, but also because the construction and operation of sailing vessels brought the Atlantic Provinces world renown and a high level of prosperity. There are many excellent models, contemporary paintings and a large photographic library of sailing ships, particularly of the cargo carrying schooners of the Maritimes. Nameboards of ships wrecked on Sable Island are a reminder of the perils of the deep.

The Steamship Room has striking models of steamers which visited Canadian ports. These include a two-ton model of the old Cunarder *Franconia* and a small scale model of the huge Upper-Laker *Sir James Dunn*. Many a visitor, who sees the wheel of the *Aquitania*, will recall her thousands of miles on wartime service. Another famous link with the past is the model of the *Royal William*, the first Canadian steamship to cross the Atlantic.

The Early Canada Room illustrates the types of ships used by explorers, who came to our shores from the 11th to the 17th century, together with maps,

charts and records of important voyages of discovery. There are also exhibits of the Seven Years' War, the American Revolution and the War of 1812-14, all of which had naval and maritime repercussions in Canada. It is hoped to obtain models of men-of-war which made history in our waters, especially during the struggle between France and Britain for the possession of Canada.

The *Bluenose* Room, as its name indicates, gives pride of place to a splendid model and other relics of the famous schooner which, under Captain Angus Walters, brought such fame to Canada. This model is a seven-foot, full-scale, perfect representation of the great racing schooner. Fishing displays and models of many types of Canadian fishing vessels are to be seen. A particularly striking display is that of the river drive boats used to bring logs down from the forests to the mills.

The last room on this level has been made a combination of library, archives, drawing office and business office. Among the growing number of books, photographs and charts is the invaluable F. W. Wallace Collection. Its worth should not be judged by weight, but some of the problems inherent in running a museum are indicated by the fact that this collection alone weighed one and a half tons upon arrival.

A staircase coming down from the Steamship Room leads to a passage-way lined with paintings and sketches by Canadian war artists. These include such prominent names as Harold Beament, Leonard Brooks, Michael Forster, Anthony Law, Grant Macdonald, Donald Mackay, Jack Nichols and Eric Riordon. Indeed there are many more paintings than there is space to display them. Here, as in so many areas, the museum is handicapped by lack of room.

The remainder of this below-ground level is devoted to stores, a small workshop, a convoy display and two special rooms: the Navy Room and the Arctic Room.

The Navy Room contains a number of uniforms dating from before Trafalgar, a complete set of Canadian ships' badges, and numerous models of naval ships, beginning with CGS (later HMCS) *Canada* and running through to ships in the RCN today. Among the relics of Lord Nelson are three signed letters and a sea chest, which he is believed to have used. There are many interesting photographs of early recruits and of early ships' companies. The development of the RCN from an uncertain infancy to a proud maturity is admirably depicted.

A vast amount of Canada is in the Arctic, and it is fitting that the museum

should devote a special room to Arctic exploration. The Arctic Room contains a fine model of HMCS *Labrador*, the first naval vessel to sail around the North American continent. The RCMP schooner *St. Roch*, now preserved in Vancouver, is commemorated by a life-belt and other possessions. All the bravery and tragedy of 19th century attempts to sail from the Atlantic to the Pacific are recalled by relics of such ships as HMS *Fury* and SS *Victoria*, and by dioramas of historic scenes in the Arctic.

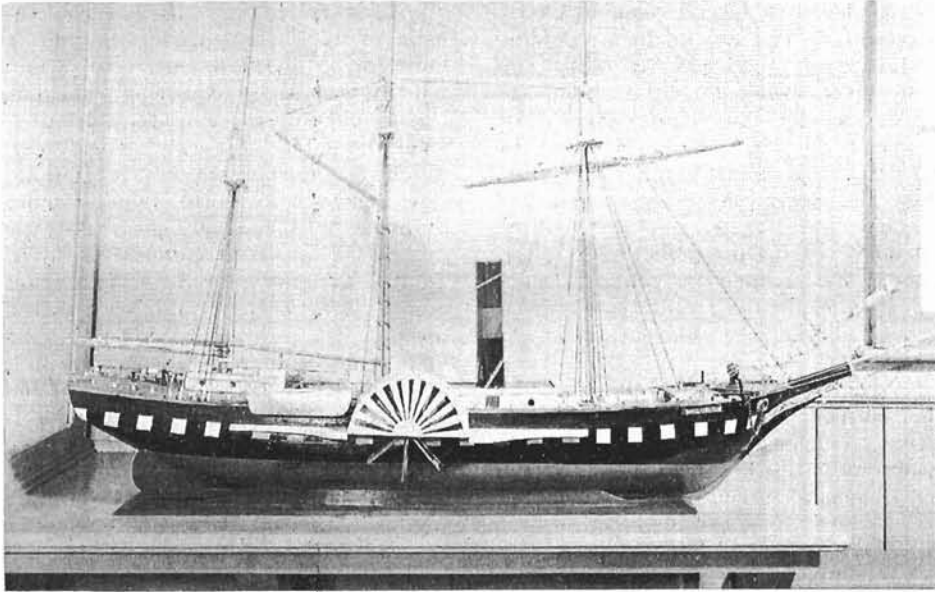
This brief description of the rooms in the museum will have conveyed the main problem confronting the board: where can space be found for the growing number of exhibits? How long the

Maritime Museum of Canada can remain in its present quarters remains a burdensome question, but it is certain that there must be expansion somehow.

How did this museum get started? Shortly after the Second World War, the King's Harbour-master in Halifax, Cdr. (now Commodore) James Plomer proposed to the Flag Officer Atlantic Coast (the late Rear-Admiral C. R. H. Taylor) that the many important relics of our naval past should be gathered together in the Dockyard. It was agreed to provide Building No. 20 as the first home of the new naval museum. (You will not find this building today for it was torn down years ago to make way for the Angus L. Macdonald Bridge). The initial meeting of the volunteer



During his visit early this year to the Atlantic Command, Hon. Douglas S. Harkness, Minister of National Defence, visited the Maritime Museum of Canada, atop Citadel Hill in Halifax. There he saw, in a small glass case, models of the entire fleet with which the RCN went to war in 1939—six destroyers, five minesweepers and two training vessels. From left to right are Commodore M. A. Medland, chairman of the museum's board of trustees; Mr. Harkness, Rear-Admiral K. L. Dyer, Flag Officer Atlantic Coast, and Niels Jannasch, museum director. (HS-64710)



The Maritime Museum's model of the Royal William, built in 1831 and the first Canadian steamship to cross the Atlantic, in 1833. She was sold to Spain in 1834 and was converted into a warship, the Isabella Segunda.

museum committee was held January 8, 1948. The total attendance was only six naval officers, but they were workers with good ideas, and the program they drew up was successful from the start. Exhibits came from all over as both the civilian and the naval population of the Atlantic Provinces responded to the appeal for donations.

Before the year ended there was a museum in being. The Flag Officer Atlantic Coast, Rear-Admiral E. R. Mainguy (later Vice-Admiral and Chief of the Naval Staff) formally opened the Naval Museum on December 8, 1948. The first official civilian visitor was the late Hon. Angus L. Macdonald, Minister of National Defence for Naval Services from 1940-1945 and Premier of Nova Scotia both before and after the war.

A great deal of hard work went in to the museum during the next two and a half years and Building 20 began to bulge at the seams. Although comparatively few visitors found their way to this corner of the Dockyard, there was no lack of contributions and space became an urgent consideration. Fortunately it was decided to restore the Halifax Citadel in 1951 and to make of it a national monument under the then Federal Department of Resources and Development. In May of that year the Maritime Museum was moved to its present site.

In its new home the Maritime Museum has proved a real attraction. The attendance figures speak for themselves: 1952 — 42,000; 1953 — 84,000; 1954 — 105,000; 1955 — 118,000; 1956 — 208,000; 1957 — 232,000; 1958 — 185,000; 1959 — 187,000; 1960 — 208,000.

in succeeding years, and they remain the principal benefactors of the institution.

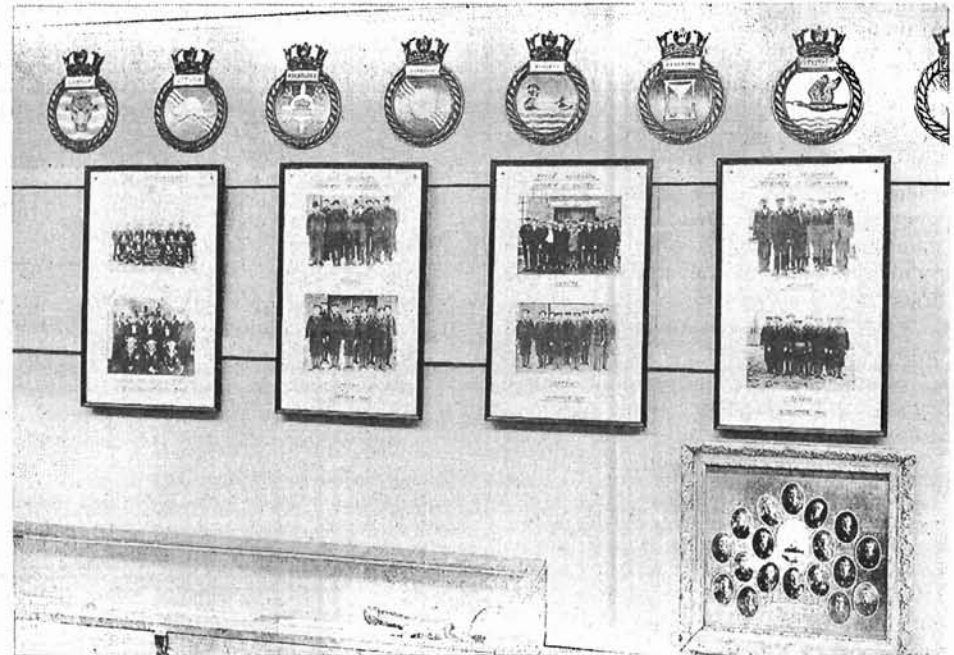
Also in 1953 His Excellency the Governor General of Canada graciously consented to become patron of the Maritime Museum of Canada, as it was renamed, and the Federal Minister of Resources and Development accepted the office of honorary president.

On May 17, 1957 the Maritime Museum of Canada was incorporated under the Societies Act of Nova Scotia.

In accordance with the by-laws as amended last year, the affairs of the museum are ordered by a nine-man board of trustees consisting of the president and chairman, who are ex-officio of the Flag Officer Atlantic Coast and Commodore RCN Barracks respectively, the secretary-treasurer, and six members, naval or civilian, elected for various terms. Then there is an advisory committee of persons interested in the work of the museum. Five standing committees are provided for: membership, acquisitions, budget and finance, nominations, and editorial. Memberships exist in three categories: honorary, full and subscribing, with "life" categories in each of the two latter. Applications for membership will be welcomed wherever you live or serve.

The day to day work of the museum is carried on by two full-time officers—Niels W. Jannasch, the director, and John R. Stevens, the curator. In addition the valuable services of the Corps

Like most museums, the Maritime Museum has always needed money. For the first years it subsisted on gifts from interested naval officers and men; then in 1953 the City of Halifax decided to contribute \$3,500 annually, and the Province of Nova Scotia matched this contribution shortly afterward. These sums added to the donations of other friends finally provided some working capital, and made it possible to appoint a full-time curator. Both city and province have increased their contributions



In the Navy Room of the Maritime Museum are to be found a number of fine old uniforms, including one worn at the Battle of Trafalgar in 1805, and relics of Lord Nelson. All RCN ships' badges are displayed here. The group photographs are of recruits, who joined the naval service in 1910 to man HMCS Niobe.

of Commissionaires are made available through the Department of Northern Affairs and National Resources, which now controls the Citadel as a national historic site.

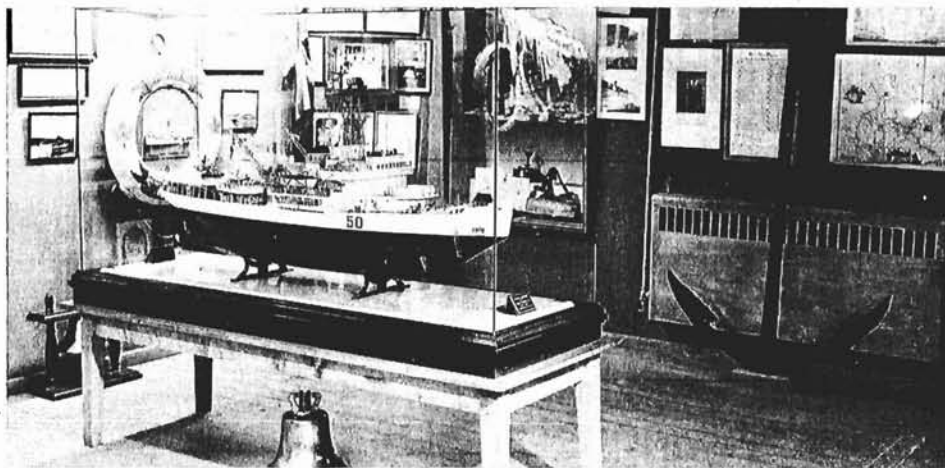
While there are limits to physical things, there is no limit on the mind, and the museum is therefore endeavouring to encourage its members and friends to write about the sea. In April 1958 commenced the first in a series of *Occasional Papers*, whose aim was expressed by the chairman of the board, at that time Rear-Admiral H. F. Pullen, in the following terms: "The Board of the Maritime Museum of Canada has decided to produce a series of historical sketches on maritime subjects of importance to the nation. It is hoped that these *Occasional Papers*, as they will be known, will encourage the writing of serious studies on sea power as it has affected Canada in the past (and will continue to do so in the future) and the publication of little-known or overlooked documents which research may bring to light."

The first *Occasional Paper*, entitled *The Influence of Sea Power on the Conquest of Canada*, was readily available, for it had been given by the writer as an address to both L'Ordre du Bon Temps and to the United Services Institute of Nova Scotia, but the next three required a great deal of research. Observing that in the period 1958-60 we would celebrate the two hundredth anniversary of the three most important battles of the Seven Years' War, as far as Canada was directly concerned, it was decided to publish the despatches of the naval officers who bore the chief responsibility at war, with the exception of Admiral Boscawen whose career had already been the subject of an excellent book. With the help of the Public Archives of Canada and the Provincial Archives of Nova Scotia, microfilms of the original hand-written despatches were made available for copying and editing, and the writer undertook their publication.

Occasional Paper Number Two, which carries the despatches of Admirals Hardy and Holburne, shows how the 1757 attack on Louisbourg was planned and was foiled by a gale, and how the ships in North America were prepared for the successful attack of 1758.

The third paper should be required reading for every naval officer and man because it shows, through the despatches of Admiral Saunders, that sea power determined the fate of Canada. The naval side of the capture of Quebec has not been stated clearly and often enough.

Occasional Paper Number Four is made up of selected despatches from Admirals Durell and Colville from 1758



The Arctic Room of the Maritime Museum covers northern exploration from the early 19th century to the present. Dioramas show explorers' camps of more than a century ago and there are many relics of northern voyages. In the foreground is a fine model of the Labrador, first large ship to complete the Northwest Passage and circumnavigate North America.

to 1761. They contributed to Quebec, to the final capitulation of Canada by Vaudreuil to Amherst in 1760, and to the settlement which followed.

The year 1959 marked the 200th anniversary of the establishment of a naval dockyard in Halifax. It seemed appropriate to devote the fifth paper to a study of the origins and development of Canada's oldest dockyard and the first Royal dockyard in North America. This study was done by Peter Watson.

One of the most intriguing episodes of the war between France and Britain for the supremacy in Canada was the attack by the former on St. John's, Newfoundland, in 1762, and the town's subsequent recapture by a combined British force. The despatches of Admiral Colville during the period 1761-62 deal with this interesting event horrifically, us with sentences of courts martial and describe the processes of an 18th century prize court. The writer was responsible for the research and editing of this sixth *Occasional Paper*.

Referring again to the introduction to the first *Occasional Paper*, the board stated: "We appreciate that the annals of war will claim the greater interest of both reader and writer; at the same time we know that sea power requires the merchant ship in the first instance. Hence we hope that a good proportion of these papers will deal with peaceful pursuits upon the sea, and that subjects such as shipbuilding and surveying, sealers and schooners, will receive the attention they deserve."

Fittingly enough *Occasional Paper Number Seven* was entitled *The Dory*. Lt.-Cdr. F. W. Nicholson has produced a paper which combines written description, photographs and line-drawings of a familiar part of our East Coast life.

Occasional Papers Eight and Nine appeared in April 1961 under one cover

and in a new format. The former, by Admiral Pullen, deals with the stirring march overland from the Maritimes to Lake Ontario of several hundred naval officers and men during the winter of 1814, for the purpose of manning naval vessels built on the Great Lakes to prosecute the war. The latter, by the curator, Mr. Stevens, tells the story of the armed schooner *Tecumseth*, built in 1815 at Chippawa and raised in 1953 after being 125 years at the bottom of Georgian Bay.

Other *Occasional Papers* are in hand, and it is hoped that over the years the museum will bring before the Canadian people the rich and varied naval history that is theirs. The chairman and board of trustees place great value on these papers as a means of increasing interest in the museum both in Canada and in other countries.

Undoubtedly the high point of the museum's literary effort was reached last year when, under its sponsorship, *Sails of the Maritimes*, edited by Captain John Parker, of Sydney, Cape Breton, was published with the assistance of the Canada Council. This admirable book brings together the story of all the cargo-carrying schooners of the Atlantic provinces, while the details were still available and could be edited by a captain who actually owned and sailed one of these beautiful ships. (See *The Crow'snest*, March 1961, where Captain Parker's book was reviewed.)

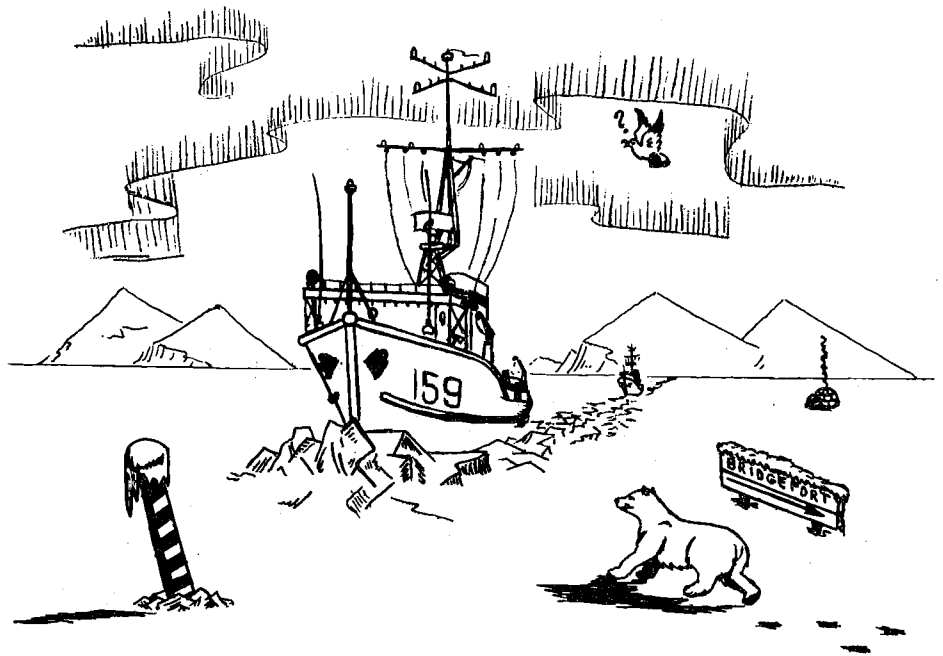
In conclusion we can say that the Maritime Museum of Canada is vigorous and well-run; that it has a wealth of material for display; and that it is successfully interpreting Canada's naval and maritime past. If it is to reach full stature, it must have more space and more support. It deserves the backing of everyone who reads this story.

With Peary in Long Island Sound

FOLKS ALMOST anywhere on the eastern seaboard will agree that the early months of 1961 offered some of the worst winter weather ever known in those parts. Canadian warships were iced up as they hadn't been since Second World War convoy days and the area was buffeted by a succession of blizzards and snowstorms.

How grim things really were was brought home to the minesweepers *Fundy* and *Chignecto*, which had been happily exercising in Bermuda, when they set out in early February to call at Bridgeport, Connecticut. Here are a few paragraphs from the report of proceedings of Lt.-Cdr. James Butterfield, commanding officer of the *Fundy*:

"While on passage, an unscheduled storm was encountered which appeared to be a secondary weather system that developed on the periphery of the heavy storm that paralyzed New York city for three days at this time. Seas exceeding 50 feet in height and winds of 85 miles



You sure this is Long Island Sound?

USN Aircraft Set Records

United States Navy aircraft set some new speed records in May. One of three Navy jet fighter planes streaked from coast-to-coast in two hours 47 minutes for an average speed of 871.38 miles an hour, to win the Bendix trophy. The course was from Ontario, California, to Floyd Bennett Field, New York, a distance of 2,445 miles. The second jet arrived 10 minutes later. All three aircraft were F-4H-1's. Their ceiling for the flight was 50,000 feet, and even at this height they caused consternation on the ground by the thunderous shock waves accompanying them.

One record, made by a Sikorsky HSS-2 helicopter, seemed a snail's pace by comparison but it beat a Russian record made two years ago.

The HSS-2 established a speed of 174.9 miles an hour over a 62-mile closed course near Stratford, Connecticut. The previous mark has been set by a Russian MIL-6 in 1959 at 167.09 miles.

A week earlier a twin-turbine Sikorsky shattered all helicopter records by making a three-kilometer straight-line run at a clocked speed of 192.9. Sikorskys now hold three major world records—an Army H-34 (S-58) set a record for the 1,000 kilometer (623 miles) distance in 1956 with a speed of 132.6.

The speed runs were conducted under the sanction of the National Aeronautics Association and are subject to confirmation by the Fédération Aéronautique Internationale.

per hour were experienced for a five-hour period on Saturday night, which caused sections of topmast and whip aerials to be carried away, as well as other superficial damage.

"While hove to in these conditions it was reminiscent of a corvette after 10 hours in a full gale, with the mess decks awash, and the cook doing his best to keep something hot for anyone still interested in taking nourishment. . .

"The monumental snowfall, with which this storm brought the Metropolis to a virtual standstill before going out to sea, occasioned some unprecedented emergency measures in the city itself. This was apparent when making the passage up the East River by an almost total lack of any traffic on expressways and city streets. . . .

"Considerable brash ice was experienced in the lower bay area of the harbour approaches, but the magnitude of the storm did not become fully apparent until turning the corner into Long Island Sound at Throgs Neck where the ships were confronted with solid pack ice two to three feet thick, as far as the eye could see. While contemplating the nuisance and delay of going back to seaward and entering the Sound via Block Island and 'The Race' (at the northern end of Long Island), a large steel scow came up from astern,

being pushed by a tug. Both ships fell in line and followed close astern. It took one and a half hours to make the next five miles to Execution Rocks, and at this point our erstwhile icebreaker gave a farewell blast as he bore off to starboard in the direction of Hampstead Harbour on Long Island.

"However, the ice had now become thinner (approximately one foot) and slightly more open. An excursion to the masthead showed a ribbon of blue water stretching up the coast inshore on the mainland side, and having picked a tentative route whereby to gain this open water, I set off to break the way to the buoy off Marmaroneck."

The worst was over at last, but slush ice still remained a threat to intakes, rudders and propellers of the two ships and they proceeded with the greatest caution, arriving on schedule at Bridgeport at 1600 on Monday, February 6.

The experiences of the ship in ice-bound Long Island Sound prompted AB Edwin David Sutherland, engineering mechanic in the *Fundy*, to sketch the only slightly exaggerated scene which appears on this page. The subject matter is perhaps more familiar to AB Sutherland's father, James Sutherland, who is an engineer on board the Department of Transport icebreaker and supply ship, the *Edward Cornwallis*

TECHNICAL SERVICES

THE RESPONSIBILITIES allotted to the Technical Services Branch of Naval Headquarters have been authoritatively described as embracing "the multifarious business relating to Naval material; the design, construction and equipping of ships and aircraft and their armaments; the (naval) administration of the ship and aircraft building program; the maintenance and repair operations of (naval) ships and aircraft; all civil engineering matters (that relate to the RCN)."

The most effective and efficient organization to discharge this task within the framework of the RCN has been deliberated over the past two years, simultaneously with similar studies of the other major elements of Naval Headquarters. The outcome of these deliberations was the adoption, effective March 1, 1961, of a functional type of organization by the Technical Services Branch.

This new functional structure contrasts with the segregated professional groupings which characterized the previous Technical Services organization as well as our former naval personnel structure. Our previous structure was a well-tested inheritance from the Royal Navy and served us well for years. The progressive growth of technology within navies, with the attendant specialization of personnel placed pressures on this system, eventually too great for it to bear effectively. Both the Royal Navy and ourselves have been compelled to modify our personnel structure and to find a less cumbersome form of Headquarters organizational concept.

It will be remembered that the previous Technical Services organization comprised a Chief and Deputy Chief of Naval Technical Services with major divisions under the Engineering-Chief, the Naval Constructor-in-Chief, the Electrical-Engineer-in-Chief, the Director General of Naval Ordnance, the Supply Officer-in-Chief and the Civil Engineer-in-Chief, each responsible generally for activities in those professional fields which their titles would indicate. Additionally, there were organizational elements responsible for co-ordinating activities in given fields, notably ships and aircraft, as well as further groups to provide Staff services.

The new Technical Services organization, which is depicted in the accompanying diagram, features:

(a) A Chief and Deputy Chief of Naval Technical Services,

(b) Five Directors General to supervise Naval Technical Services activities, each in a particular functional field,

(c) Three Staff groups, headed by the Assistant Chief of Naval Technical Services (Plans), the Director of Scientific Services and the Director of Engineering Standards and Naval Specifications, respectively.

The general responsibilities of the principal officers supporting the Chief and Deputy Chief of Naval Technical Services, are:

Director General Naval Supply—is responsible for the distribution, ware-

By
Rear-Admiral J. B. Caldwell
Chief of Naval Technical Services

housing and arranging the maintenance of all material not on charge to users.

He is responsible for procuring a range of stores and material in general use; and obtaining technical advice from design and maintenance authorities concerning the procurement of other technical material.

He is responsible for providing supply services.

Director General Aircraft—is responsible for the design, production, procurement, conversion and repair of aircraft (air frames, engines and inherent systems) by civilian or naval facilities.

He is the approving authority for the installation arrangements of fighting equipment and systems in aircraft, and directs the execution of such installations.

Director General Ships—is responsible for the design, production, procurement and conversion of ships including machinery and electrical systems.

He is the approving authority for the installation arrangements of fighting equipment and systems in ships, and directs the execution of such installations.

He shall provide technical advice and criteria as required to Director General Support Facilities in the field of ship repair and maintenance.

Director General Fighting Equipment—is responsible for the design and production and procurement of fighting equipment and systems for use ashore and afloat, "weapons, communications, detection and navigation."

He shall advise Director General Ships and Director General Aircraft on fighting equipment installations.

He shall provide technical advice and criteria as required to Director General Ships, Director General Support Facilities and Director General Aircraft in the field of modernization, repair and maintenance of fighting equipment.

Director General Support Facilities—is responsible for the preparation, progressing and monitoring of the ship maintenance and repair program; policy guidance of the planned maintenance program for ships, and technical advice to the Director General Naval Supply on the quantity and type of major support material required to maintain the Fleet.

He is responsible for the design, production and procurement of naval properties, buildings, fixed facilities and domestic services and for prescribing policy for their maintenance and repair; for the determination of the requirement for plant and engineering equipment and machine tools, for the design, production and determination of the requirement for fire and intrusion alarm systems; the Headquarters aspects of the Firefighting Services administration; the co-ordination of the safety engineering program; and the design, production and determination of the requirement for vehicular and floating support equipment including their hire or charter.

Assistant Chief of Naval Technical Services (Plans)—shall:

- (a) Develop long-range planning forecasts, objectives, policies and programs for the approval of CNTS;
- (b) Study existing methods and procedures in use in the Branch and recommend changes to improve efficiency;
- (c) Make studies and reports on special projects as may be required by CNTS;

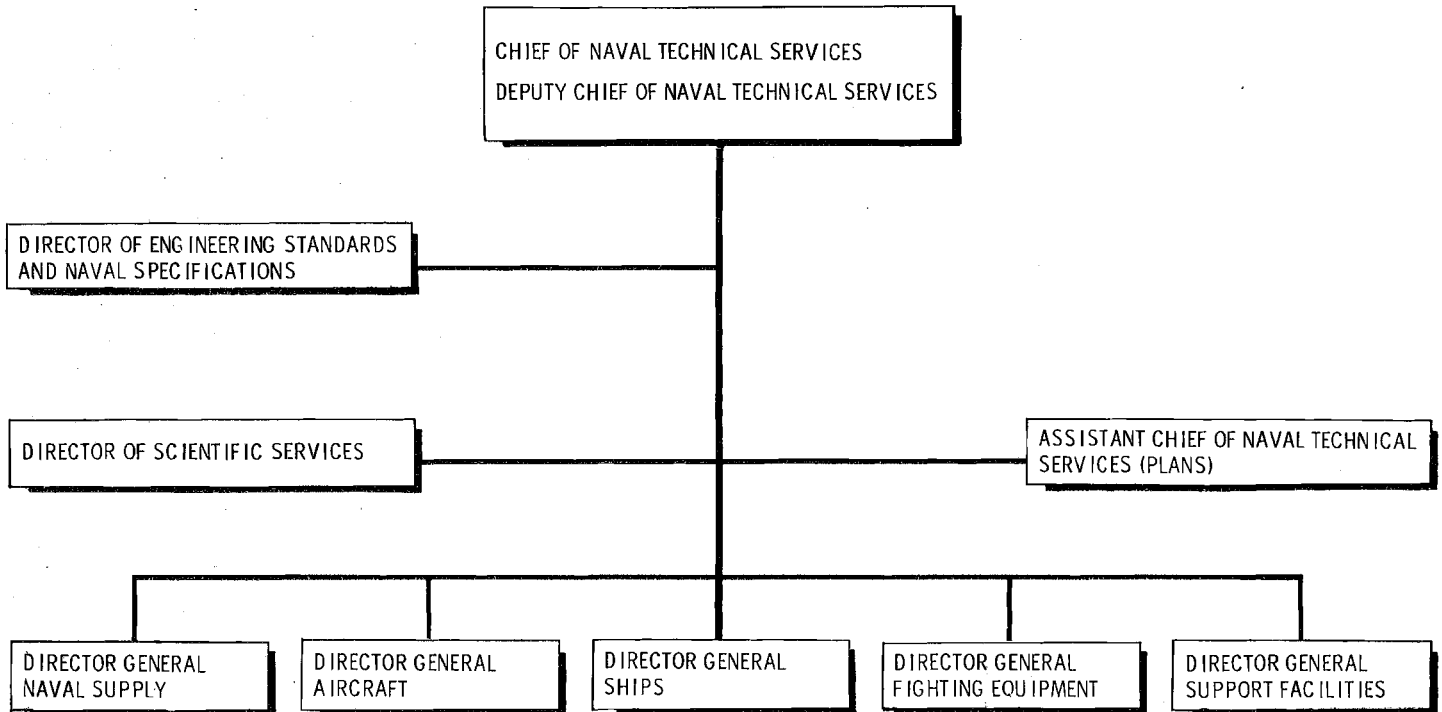
- (d) Maintain and provide statistical data for use by CNTS in arriving at management decisions;
- (e) Be Co-ordinator, Technical Services Council.

Director of Engineering Standards and Naval Specifications—is responsible for the standardization of engineering materials and practices within the RCN and for ensuring the accurate and expeditious issue of manufacturing data in support of Naval contract demands within the purview of CNTS. In addition;

DESNS provides the centre for qualification procedures and acceptance inspection matters and is the centre for patent licenses and royalties affecting the RCN.

Director of Scientific Services—is responsible for the co-ordination and financial administration of the RCN's research and development program. The Director also provides the direct link between the RCN and the Defence Research Board and, in fact, much of his staff is drawn from DRB.

The re-organization has seen the disappearance of many familiar titles, and the amalgamation of many closely related functions. At this writing, the newly organized branch is but a few weeks old and most certainly cannot claim to have shaken down. However, long months of careful planning have gone into the changes and the outcome has been a closely knit organization which, I am convinced will operate smoothly and economically, and in the best interests of the RCN and Canada.



The New Chief of Naval Technical Services

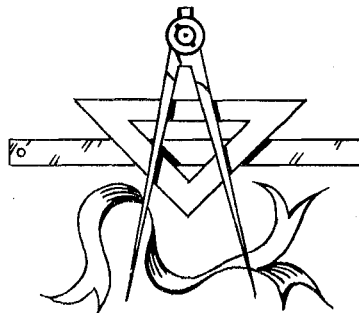
REAR-ADMIRAL John B. Caldwell, the author of this article was promoted to his present rank and appointed Chief of Naval Technical Services on February 1.

He succeeded the late Rear-Admiral Brian R. Spencer, who died in January.

Rear-Admiral Caldwell was born in Amherst, N.S., on November 7, 1913. He entered the RCN as an engineering cadet in 1933 and took early training with the Royal Navy.

At the outbreak of the Second World War, Rear-Admiral Caldwell was appointed to HMCS *Saguenay* (destroyer). In 1941 he became engineer officer of one of the first Canadian Tribal class destroyers, HMCS *Athabaskan*. He was mentioned in despatches for his part in bringing the ship safely back to

port after she had been damaged by a glider bomb in the Bay of Biscay in August 1943.



He was appointed to HMS *Sheffield* (cruiser) a month before the *Athabaskan* was sunk in April, 1944, and shortly after went to the cruiser HMCS *Uganda*.

After the war, Rear-Admiral Caldwell, with the development of aviation in the RCN, became a specialist in naval aviation engineering. He completed an air engineering course with the Royal Navy in November 1947 and subsequently held a number of senior appointments in this field.

Rear-Admiral Caldwell took up the appointment of Engineer-in-Chief at Naval Headquarters, in September, 1958. In November 1960 he was appointed Deputy Chief of Naval Technical Services.



Divers from the Pacific Command's operational diving unit at Esquimalt, who were in the Western Arctic last summer on a special assignment involving the clearance of beaches and waterways. Left to right: AB Ernie Maddams, AB Ron MacKenzie, Ldg. Sea. Charles Greengrass, CPO Colin Drew, Lt.-Cdr. Frank Bayfield-Davis, AB Ivan Sherlock, and PO Red Larsen. They are clad in "wet" diving suits, whose porous material admits water which then serves as insulation against the cold. (E-57556).

PSYCHOLOGY AND DIVING

SENDING a diver under water to do an impossible job is part of the psychological toughening process at the Royal Canadian Navy's Operational Clearance Diving Unit Number 2, Esquimalt.

"We tell them to put some pipe together," says Lt.-Cdr. Ben Ackerman, officer in charge, "and then we send them down some fittings that don't fit, and see what they do."

A sly grin flickers over his face as he tells how the navy harasses would-be divers at its Pacific Coast base near Victoria.

"We send them down with parts of a wooden box, and tell them to put the box together while they are sitting on the bottom of the bay. Of course the wood floats, and it is difficult to handle.

"If we see one plank float to the top, we can be pretty sure that all the rest

will be upon the surface soon, followed by some bubbles of blue-looking air with cuss-words in them.

"The idea of all this is to see how they react to unexpected strains and annoyances. We used to weed out about 50 per cent of them during the course, but the advance screening—both physical and psychological—is more exacting now, and the attrition rate during the course is much smaller."

Divers must learn to feel just as relaxed 100 feet under the sea as they do on the surface. Panic could mean death. They need good nerves for other reasons, too. Fully qualified RCN divers are also bomb and mine disposal experts.

Clearance Diving Unit No. 2 (No. 1 is at Halifax) draws its name from its original task, mine clearance. It still does that job, but since 1954 all diving functions, as well as bomb and mine

disposal, have been combined in the unit.

The work of OCDU includes the training of two kinds of divers: Full-time career divers, and part-time ship's divers who have other trades, and go down only when they are needed.

The unit also carries out ship repairs, miscellaneous underwater jobs, salvage, demolition, and mine disposal.

About 100 ship's divers a year and a smaller number of career divers are trained in the unit. They learn theory in blast-proof classrooms near the concrete bunkers of the former naval magazine at Colwood, and descend into the chilly waters of Esquimalt Harbour for their practical training.

There they learn to weld patches on sunken buoys and boilers and make them float. Their training includes following an underwater rope highway over a triangular route of some 800

yards; swimming free by compass some two and half miles under water and running, marching and walking back to their home base to get themselves in good physical condition.

The ship's divers—the part-time men—are volunteers from various trades. If they pass physical and psychological examinations, they go through a four-week course and descend to a maximum of 50 feet.

They train with self-contained compressed air equipment only. (The RCN was the second navy to use such equipment, after the French, in 1951). In a four-week course, the ship's divers are schooled in the use of the equipment, in safety rules, hand signals, the techniques of inspecting a ship's hull. They undergo the Navy's diabolical tests of their temper and ingenuity.

When they rejoin their ships in their own trades, they stand ready to double as divers. They may be called upon to rescue men and equipment from a flooded compartment, inspect the ship's hull for damage, or clear obstructions from screw or rudder.

The RCN is one of the few of the world's navies that offers a full-time career for divers. Trainees undergo four separate 18-week courses, sandwiched into years of practical experience. Ultimately, after six or seven years' practical experience and a year to 15 months of formal training, they qualify as trade group four tradesmen.

Versatility is the watchword of naval divers. The career divers learn how to use a wide variety of gear, including . . .

The traditional hard-hat suits, using air pumped from the surface, representing a type of gear now brought into action only for salvage jobs of longer duration, perhaps two per cent of the navy's underwater work;

Shallow-water surface-air gear, with a small air hose and simple mask;

Self-contained compressed-air breathing apparatus of the open-circuit type, in which the diver's exhalations bubble away;

Closed-circuit oxygen-breathing apparatus that gives off no bubbles; used for assault jobs when secrecy is important;

Hard-hat self-contained equipment, similar in appearance to the standard hard-hat gear, but used for mine recovery work. It is non-magnetic and acoustically safe (to reduce danger of accidental explosions), but it is the trickiest of all to operate.

The first stage of the course takes the beginning career diver to 140 feet; teaches him the use of all of the equip-

ment and some of the techniques of demolition and mine recognition.

The second stage includes a refresher course on the equipment; more mine recognition and more demolition; descent to 180 feet.

Stage three begins with an above-water course of six weeks in welding; then oxy-arc cutting and gas cutting and use of these techniques below water.

Stage four includes a complete bomb and mine disposal training course. Trainees learn how to recognize a wide variety of bombs, mines and booby-traps of all nations. They descend to 297 feet; and take a course in pilotage and navigation, so that each of them is qualified to serve as second officer of the watch in one of the navy's Pacific Coast diving tenders.

The 69-foot diving tender YMT 2 is used for ship repair. The 75-foot YMT 9 and her sister ship YMT 10 (reserve



diving tender) are self-sufficient vessels carrying a crew of 14, fitted with non-magnetic gear for use in mine countermeasures, and equipped for fairly long voyages.

Only experience can teach a diver to resist "nitrogen narcosis"—the ailment that reduces grown men to a state of semi-hysterics, when everything seems hilarious, memory fails and the simplest problems appear insurmountable.

Nitrogen narcosis hits every diver below 120 feet. The seasoned diver learns how to brace himself for it and keep working regardless.

Another great danger is oxygen poisoning, which can produce convulsions like those of an epileptic seizure. Under ordinary circumstances, naval divers are allowed to descend only to 297 feet, which is the physiological limit for air diving. Below that point the risk of oxygen poisoning is high.

The third risk is the "bends"—formation of nitrogen bubbles in the blood. To guard against it, divers are

brought up by stages, or else hoisted straight up and popped into a decompression chamber—famously known as the "pressure pot"—where undersea pressures are reproduced and gradually lifted, giving the nitrogen a chance to dissolve harmlessly.

Divers are trained in underwater photography. To reach below the limit of human divers, the navy lowers a television eye—a specially designed underwater camera that can send back a picture from depths down to 3,000 feet. The picture can be viewed on a closed-circuit screen and recorded permanently by motion-picture camera.

From time to time the Navy blows up Second World War Japanese mines that are still found floating in the Pacific or washed upon beaches. Officers—who get their training in the United States and Britain as well as in Canada—take the lead in bomb and mine disposal, assisted by tradesmen of four-group status. One mine disposal officer was killed in the explosion of a Japanese mine several years ago.

New remote-control tools have lessened the risks of bomb disposal, but it remains a hazardous task.

Civilian police sometimes call in naval explosives experts to help them. A navy team, asked to search for some nitroglycerine that a burglar had buried in a backyard, faced a tricky problem—how to dig up the touchy explosive without setting it off. They carefully washed away the soil with hoses, carried off the nitro in a padded container, and disposed of it.

Sometimes, on request by other authorities, naval divers salvage planes that have crashed in the water, or recover sunken cars with bodies in them.

One of the tasks of naval divers has been to locate, survey and clear suitable northern beaches for the landing of supplies to the DEW line.

A mass dive by the navy in Arctic waters proved that "wet suits" worked well at minimum water temperatures and maximum depth. The RCN is to the forefront in the use of these suits, made of cellular material that insulates even when wet. Water that does get in is warmed by the body and kept warm by this unique material.

Divers carry out sizeable repairs to ships. They are capable of replacing the screw of a destroyer escort under water. Inspecting ships for dry docking, repairing marine railways, inspecting and repairing submerged pipelines and dry dock gates are among the many jobs that fall to the versatile divers of the Royal Canadian Navy—*Canadian Shipping and Marine Engineering News*.

SCIENCE AND THE NAVY

Decompression Tables Studied

The deep-sea divers' "bible", *Haldane's Decompression Tables*, will have to be re-written or at the very least modified according to the London *Daily Telegraph*.

The tables were worked out by Professor J. S. Haldane in 1907, and have been used by the Royal Navy ever since. Recently the Navy became suspicious of them for emergency deep dives of up to an hour and a half. To prove or disprove their reliability the RN sent 14 divers to a remote part of the Canary Islands in the salvage ship *Reclaim* and 136 test dives were carried out.

The results? In testing the accuracy of the tables in emergency dives at 160 feet, the Professor's calculations were found to be so far out one man spent 40 hours in the decompression chamber overcoming the "bends" and another, days later, had no sensation in his left forearm and hand.

The officer-in-charge of the team said later that "the results of the tests would be analysed by the Royal Naval Physiological Laboratory, but there seems no doubt even at this stage that certain tables will require at least modifications".

RCN Testing Navigation Gear

A new short-range, high-accuracy, electronic-navigation system is being evaluated by the Royal Canadian Navy on the East Coast to determine its suitability as a mobile fixing system for highly accurate survey operations.

The system, known as the HI-FIX Survey System, has been developed to meet the urgent need for a high-precision light-weight, position-fixing system which will give accuracies of a few feet at ranges of more than 25 miles and which is portable, simple to operate and quick to install.

HI-FIX utilizes three shore stations which transmit special, high-frequency, radio signals every second. These signals are received in the ship and are compared in phase in a unique, radio receiver, with counter-type dials rather like the speedometer on a car.

The information displayed on these counters enables the position of the ship to be plotted on a chart to an accuracy

Bang! Bang! And The Boiler's Clean

Do you know how to clean a boiler without getting your hands dirty? The Royal Navy does.

At the 1961 Marine Engineering, Welding and Nuclear Energy Exhibition, in London, April 20 to May 4, The Royal Navy displayed its new "bullet brush" system. This uses a low pressure "air gun" to fire brushes through the boiler tubes.

Visitors to the exhibition were invited to operate the system.

The RCN has investigated the system but prefers a chemical cleaning method.

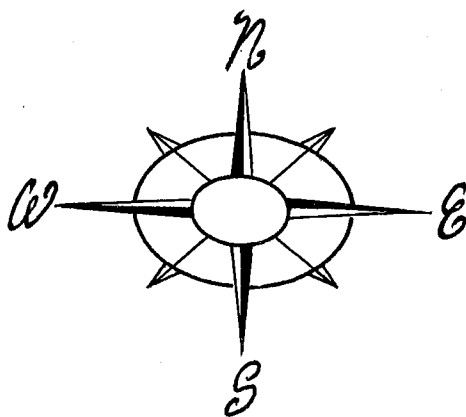
of a few feet. For this purpose it is necessary to have charts specially over-printed with a lattice of lines on which the radio information can be plotted.

A complete transmitting station can be carried in the trunk of a car and be made operational within one hour of arrival at a pre-selected site. The receiving equipment placed aboard the ship can be installed in the same period of time, thus indicating the mobility of the system.

These are two forms in which HI-FIX can be used:

A two-range version, which gives the maximum accuracy obtainable from the system and uses only two shore stations. No lattice charts are needed but only one ship can use the system at a time.

The hyperbolic system, which uses three shore stations and requires latticed charts but can provide a high-accuracy service to an unlimited number of vessels in the area. It is only necessary to provide each ship with the small receiver.



The system has been made available for the evaluation by Computing Devices of Canada Limited, the Canadian licensees, and the Decca Navigator Company Limited in Britain, who developed and manufacture the equipment.

Submarine Fitted For Oceanography

A specially fitted submarine is being used by Russia in oceanographic and fisheries research, according to a brief item in *Nature*, the British scientific weekly.

Nature quotes a Russian source as stating that the submarine has a viewing apparatus, several light projectors, mechanical arms for collecting specimens from the sea bottom, echo-sounding gear and moving picture apparatus.

The submarine, the *Severyanka*—a name which appears to indicate its intended use in northern waters—left on her first expedition to the Barents Sea in December 1958 with nine scientists on board. A later cruise of about three weeks in the northern part of the Atlantic Ocean was intended to study the movement of herring and covered 4,000 nautical miles.

Jane's Fighting Ships describes the boat as a converted "W" class submarine. The "W" class is said to be made up of medium-size, long-range submarines (13,000 to 16,500 miles), variously equipped for minelaying or patrol duty.

Approach System First in Canada

"The first complete flashing approach system in Canada and the largest installation of its type ever made at one time in the world," are the claims made by the company which installed the electronic flash approach system at HMCS *Shearwater*.

In a recent national advertisement, Sylvania Electric (Canada) Ltd., credits the system with the ability to guide naval pilots to safe landings in fog, mist, rain and snow.

"EFAS 'fires' a 30-million-candle power beam that travels toward the runway at 60 miles a minute. Many times brighter than any lighthouse beam, each flash lasts just 1-5,000th of a second, there is no dazzle and the pilot's vision remains unimpaired."

HUNGRIEST CREATURE IN THE SEA

THE SHARK is a dim-visionsed creature which tends to investigate any nearby commotion in the water in the hope that it is produced by something edible.

Since human swimmers fall into the edible classification, their frantic efforts to escape on sighting the ominous dorsal fin only tend to hasten the tragedy and, as blood dyes the sea, other sharks will flock to join the feast.

Swimmers do not need to assume, however, that the shark has a special sweet tooth for human flesh, for no animal—not even a goat—could be more unchoosy in its food. It will gulp an old tire with the same enthusiasm it will show toward a Hollywood starlet.

Thomas Helm, the author of *Shark!* describes the contents of the stomach of a large blue shark that had been keeping company with a merchant ship for several days. When the fish was caught, hauled upon deck and opened, the autopsy produced the expected garbage and small fish, plus an assortment of 27 indigestible articles: "In the collection we found two soft drink bottles, an aluminum soup kettle with a broken handle, a carpenter's square, a plastic cigar box, a screw-top jar partly filled with nails, a two-celled flashlight, several yards of one-quarter-inch nylon line, a rubber raincoat, and a worn-out tennis shoe. The largest and most improbable object was a three-foot-wide roll of tar paper with about 27 feet of the heavy black paper still wound on a spool."

Helm, a veteran of service in the USN during the Second World War, has fished for sharks, both commercially (their livers are loaded with vitamins) and for sport. His experience has been such as to lead to the strong conviction that a shark should never be trusted.

The author starts from the beginning with the information that there are 300 different types of sharks, ranging from about a foot long to those over 60 feet in length and weighing 15 tons. He pays special attention to those which he considers warrant special attention either due to their unusual size or because of their potential danger to man. These he illustrates by drawings to assist in identification, gives both their scientific name and their common name and then tells of their general appearance, habits, size and the likelihood of them being dangerous to man.

BOOKS for the SAILOR

Other chapters deal with shark attacks on human beings the world over, documented or authenticated where possible, and relate personal experiences the author himself suffered. He also describes a number of other undersea killers, including the Barracuda, moray eel, sting ray and octopus, and then deals with the sharks' worst enemy, the lovable porpoise, familiar to any seafarer. He also gives an account of commercial shark fishing and assesses shark repellants and their reliability.

Thomas Helm in his book shows a deep insight into one of man's worst undersea enemies, whose dorsal fin

cleaving the water has struck terror into the hearts of men.

This book is highly recommended for people who swim wherever sharks may be found, and especially for naval skindivers whose travels take them around the world and into some of the world's worst shark areas. Mr. Helm's opinions on sharks differ sharply from some authors who contend that, if left alone, sharks are harmless to man. Some of these authors have since changed their minds and now leave the water the minute they see the dorsal fin of any unidentified shark.

Shark! in addition to being an educational book for swimmers, skindivers, fishermen and sportsmen, is also an entertaining and gruesome account of the most dreaded inhabitants of the world's oceans.—L.W.T.

SHARK! by Thomas Helm; published by Dodd, Mead and Company, (Canada) Limited, 25 Hollinger Road, Toronto 16, 260 pages; \$4.50.

HARDSHIP AND COURAGE IN DEFENCE OF CANADA

THE MARCH OF THE SEAMEN is a toothsome piece of Canadiana, one that will appeal to those interested in naval history in particular and Canadian history in general. Rear-Admiral H. F. Pullen has found an incident worth recording, and he has given it a thorough and careful treatment.

The paper was prompted by the raising of the schooner *Tecumseth* (the original spelling) from the bottom of Penetanguishene Bay on Lake Huron in 1953 and the discovery, in the wreck, of a naval officer's uniform button of the 1812 period. With this beginning, Admiral Pullen skilfully introduces his topic, the almost epic march of 217 naval officers and seamen from Saint John, New Brunswick to Kingston, Upper Canada in the winter of 1814.* The officer who later commanded the *Tecumseth* at Penetanguishene, Lt. Henry Kent, was in charge of one of the marching detachments.

The account of the march, compiled from primary sources and contemporary reports, is well written and excellently documented. The difficulties and hard-

ships experienced by the sailors on snowshoes are vividly recalled in their own words:

"... the march ... to Madawaska was beyond anything you can conceive ... the drift of snow was so great, it was almost impossible to discern a man a hundred yards distant. ... We reached it (Madawaska) about nine o'clock at night, almost fainting, a distance of 21 miles. The following morning ... out of 110 only 10 (were) able to proceed on the march; I was, therefore, obliged to halt for a day. ..."

For accomplishing this feat of marching, which consumed two months, the men received the accolades of their officers:

"Considering the Character and general habits of Sailors, the conduct of the men has been orderly."

Not the least significant aspect of this paper is the overall context in which the incident has been placed. The author makes it clear that the despatching of trained seamen from Halifax to the Lakes was a result of the long-overdue decision to remove the moribund Provincial Marine from the indifferent care of the Quartermaster General's Department and place it under

*An article "Sailors on Snowshoes", in the November 1953 issue of *The Crow'snest* described this mid-winter march.

the more efficient administration of the Royal Navy.

When the War of 1812 broke out there was not a single ship of the Royal Navy on Lake Ontario, and in 1813 what ships existed were either fighting inconclusive battles with the Americans or being sent scuttling for the shelter of Kingston and York with embarrassing frequency—a situation that was partly due to slovenly construction and armament. The cleaning of the Provincial Marine closet came almost too late, but nevertheless it was timely enough to boost morale and efficiency. Consequently it is surprising that the author neglects to mention the long-term effects of the march. The successful arrival of some 206 men at Kingston after a 900-mile march, with the loss of only ten through death and desertion, meant that the new ships building at Kingston would be manned and ready to sail by the opening of navigation, thus ensuring Royal Navy control of Lake Ontario.

Included in this pamphlet is a complementary monograph by J. R. Stevens, curator of the Maritime Museum of Canada, describing the raising of the *Tecumseth* and the details of her con-

struction. Mr. Stevens has included a number of his excellent drawings which accurately reconstruct the original vessel.

These two papers, published under one cover, well-written, and incorporating a good deal of original research on a little-known episode in our naval history, will be of interest to a wide range of readers.—M.S.

THE MARCH OF THE SEAMEN, by Rear-Admiral H. F. Pullen, OBE, CD, RCN (Ret); THE STORY OF HM ARMED SCHOONER TECUMSETH, by J. R. Stevens; *Occasional Papers No. 8 and 9*, published by Maritime Museum of Canada, Halifax, 1961; price not listed.

HOLIDAY BOOK

THE ATLANTIC ADVOCATE HOLIDAY BOOK is, as the title implies, designed for vacationers in the Atlantic provinces. It is just the right sort of book for a summer cottage or for a motor trip and some of its contents can be referred to with profit at any season of the year.

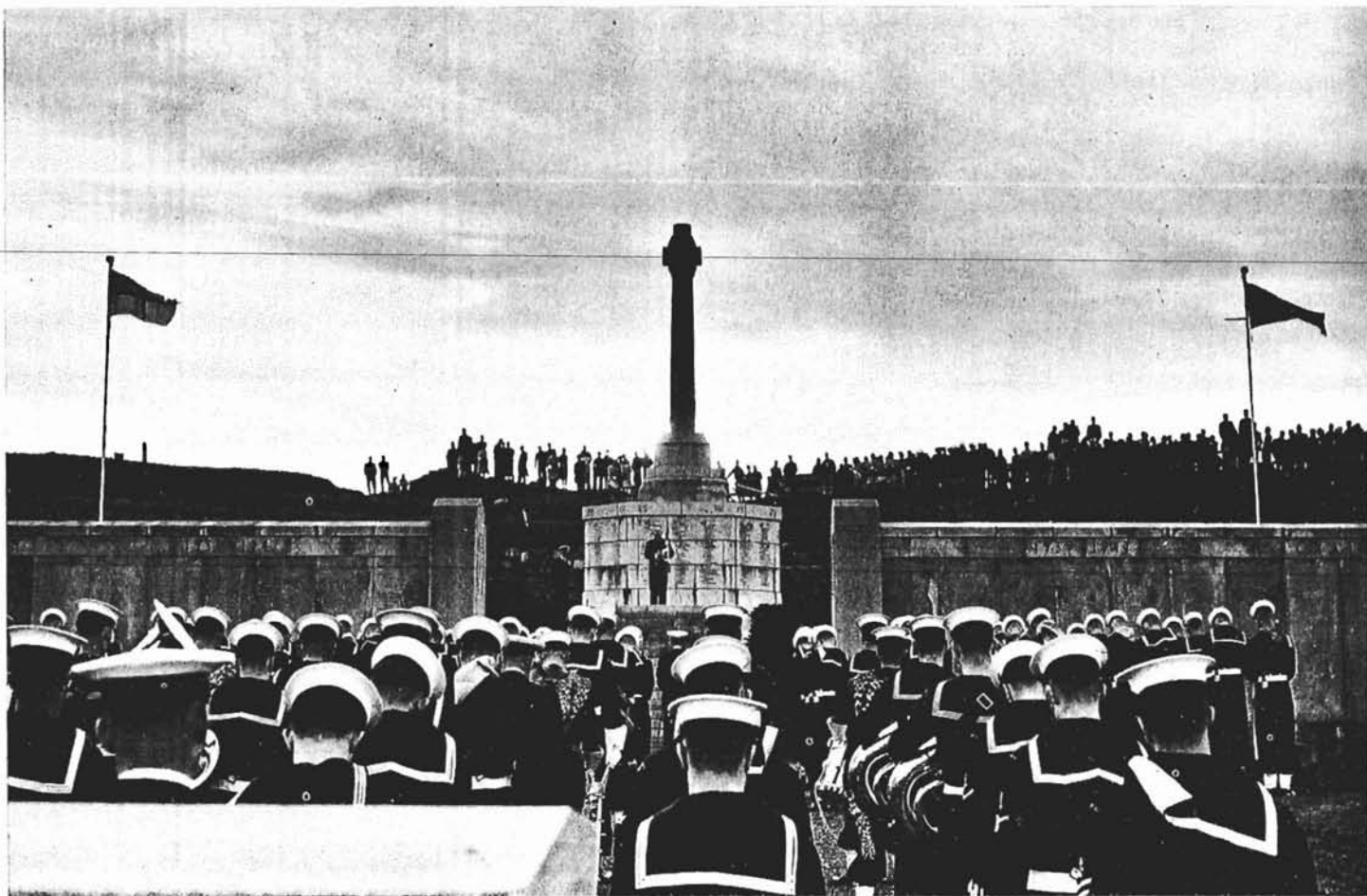
The editor describes *Holiday Book* as a "miscellany containing stories, poems, songs, articles, recipes for good dishes, notes on birds and beasts". Thus you will find something for every age and every taste.

The stories and articles, all reprinted from the *Atlantic Advocate*, comprise the first section. Then there is a selection of songs of the Atlantic shore, including such naval favourites as "Jack Was Every Inch a Sailor" and "I'se the B'y".

Following a catalogue of birds and wild animals likely to be found in the Atlantic Provinces comes an anthology of poems written by Maritimers and the book ends with a list of recipes for the products of the region.

The low price of this compendium of fact and fancy was made possible by good planning and the use of a new production format. The result is a sturdy, easily read book at reasonable cost. It would be a pleasant addition to naval libraries both ashore and afloat.—C.H.L.

HOLIDAY BOOK, edited by D. Kermod Parr, published by The Atlantic Advocate, 272 pages; \$2.50.



Members of the guard and band bow their heads during the Battle of the Atlantic Sunday service before the Sailors' Memorial on Citadel Hill, Halifax, on May 7. (HS-65011)

THE NAVY PLAYS

Bandsmen Win Cock O' Walk

For the second time *Naden* bandsmen proved they have a right to blow their own horn when they compiled 166 points in soccer, volleyball, basketball, swim meets and sports tabloids to take the winter Cock o' the Barracks trophy. This time it was Band "B", while the summer Cock o' the Barracks was won by Band "A".

Final standings for the winter trophy were: Band "B"—166; RCNH—159; Academic—154½; Wardroom—154; Band "A"—123½; Operations—107½; Weapons—95; Supply "A"—78½; Engineers "A"—70; Engineers "B"—37½, and Supply "B"—10.

Water Safety Program Success

HMCS *Shearwater* has been awarded a citation for its fine Swimming and Water Safety Program in 1960, the first of the kind to be presented in the Maritime Provinces.

The citation was presented to *Shearwater* by the Red Cross Swimming and Water Safety National Director, C. R. Blackstock, of Toronto, and accepted by Cdr. P. G. Chance, who passed it on to CPO D. Collins, representing the instructors that made the award possible.

A total of 3,352 persons were under instruction and 2,208 of these qualified in the various categories. Naval personnel and dependents in each group were as follows, with the number qualified in brackets.

Beginners	1,396	(921)
Juniors	924	(604)
Intermediates	503	(316)
Seniors	198	(111)
Intermediate Bronze	62	(47)
Bronze	145	(111)
Award of Merit	18	(12)
Diploma	1	(1)
Royal Life Saving In-		
structions	7	(4)
Red Cross Instructors...	98	(81)

Helping with instruction were Mrs. R. Pitt, Miss M. Burbidge, Mrs. J. Nash, CPO D. Collins, PO P. C. Bruner, Ldg. Sea. M. A. Heddon, Mrs. L. Sabourin, Mrs. Cyril Heaton, Mrs. B. McGrath, PO T. Keller, PO Kenneth Bullock, PO G. C. Angrignon, Miss S. Bradshaw,

Mrs. L. Robert, Mrs. R. Swansburg, PO Cyril Heaton and Ldg. Sea. J. Scott.

The following instructors have been added in the 1961 program and are helping maintain the established standard: Mrs. J. Stewart, Lt. T. F. Stephens, Mrs. T. Levesque, Mrs. J. Langlois, Mrs. F. Pilcher.

275 Cadets Vie In Island Tourney

The annual Vancouver Island sea cadet sports day in early May brought out 275 sea cadets from Port Alberni, Victoria, Campbell River, Shawnigan Lake, Duncan and Nanaimo. The tourney was held at *Naden*.

The Victoria cadets won the High Aggregate Trophy for the most points in all competitions. They took first place in the whaler race, placed second in the tabloid of sports and the rifle competition and tied for second in the tug-o-war.

The final standings were: Victoria—20½ points; Shawnigan Lake—20; Nanaimo—14½; Duncon—14; Campbell River—8, and Port Alberni—7.

Navy Softballers Win Two out of Three

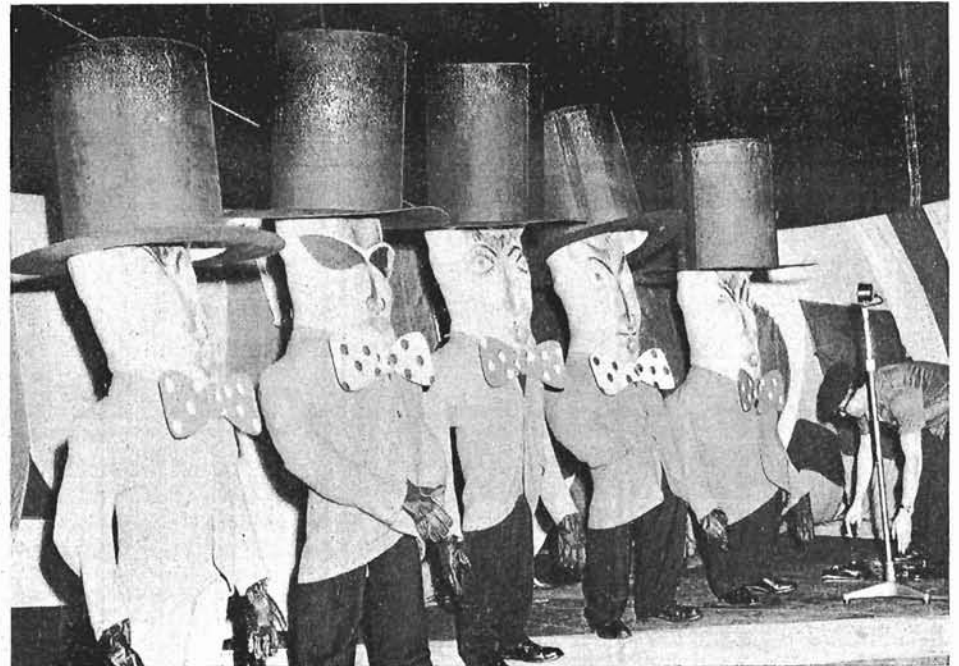
The Navy softball team got off to a good start in the Senior "B" League in Victoria by downing George Hotel 4-1, only to lose to Chinese Students 11-8, and then take a win from Pro Pats 4-3. Pitching was by PO Norm Haskell, coaching by PO Andy George.

Among the veterans turning out for games were PO "Pop" Reeves and Leading Seamen Tom Sloan, Don Bota, George Spicer, Ray Reimer, Mike Beshora, Stan Florchyk and Al Chedd.

Mylrea To Boss Boxing Team

A national boxing team from Canada has been invited to enter the Pan-Pacific Games in Honolulu, August 20 to September 3, and for the first time a serviceman has been selected as the national Canadian team manager.

He is Lt.-Cdr. Reg Mylrea, well known in sports circles from coast to coast and a former Golden Gloves boxing champion of Saskatchewan.



"Leicester Square to Old Broadway" or "Theatre-In-A-Lift-Well" came to the *Bonaventure* on her recent Caribbean cruise. A troupe composed of ordinary seamen to commanders had the ship's company on the edge of their seats as they trod the steel plates for the entertainment of their shipmates. Here are members of HS 50 Squadron, as they put on their act, "The Whistlers". A close look at the "faces" will disclose them to be the painted torsos of five squadron officers.

(BN-3932)

TRADE COURSE SELECTION

ALTHOUGH the new trade course selection system of the Royal Canadian Navy appears (and is) more complicated than the method used up until about two years ago, its objective is to ensure that trade course go to the men likely to make the best use of their higher training.

The procedures involved in its administration are defined in the *Manual of Advancement and Promotion*, BRCN 113 (1), but some explanation may be required of the reasons for introducing the present trade course selection system.

Lower deck personnel are fully aware of the abolition of the old CNS 507 assessment system and of its replacement by the CNS 4000 evaluation system on February 1, 1959. It must be admitted, however, that when the CNS 507 roster system was abolished, one aid to the selection of personnel for trade courses was eliminated.

In February 1959, the fleet was advised that since the borne trade group state was near the authorized complement, the numbers of advancements would be controlled by RCN Depots effective March 31, 1959. This meant that a ceiling was imposed, whereas previously advancement was limited only by the acquisition of the necessary qualifications. Those vacancies which were available therefore had to be reserved for the trades which were below their approved trade group complements. Thus the situation became similar to promotion opportunities.

Before the introduction of the new trade structure in January 1960, the methods of selecting men for trade courses differed from branch to branch. It was decided, to follow the new trade structure concept, it would be necessary to produce a system which would be common to all trades. Thus the original form of the course selection system was introduced in July 1959.

The following factors were borne in mind in producing the selection system:

- The system must be designed to select the men most suited to meet the trade skill requirements of the navy.
- Since rank and trade are equally essential for the successful conduct of the Navy's responsibilities, it is important to select for trade courses those men who are most likely to be promoted to higher rank, because in

many instances a man must hold a certain minimum trade group before becoming eligible for promotion.

- It then becomes evident that the limited promotion and advancement vacancies must be reserved for and awarded to those men considered most suited for and capable of accepting the greater responsibilities and performing the higher trade tasks. This is now being done.

- It was undesirable to introduce a pure trade assessment system which would be responsible for another large workload similar to that associated with the CNS 4000 series performance evaluations.

Performance evaluations in conjunction with other factors are regarded as a measure of suitability for promotion. However, the inevitable consideration of the inseparable rank-trade functions influences the final assessments to a considerable degree. It was considered, therefore, that the degree of influence was sufficient to make performance evaluations an important factor in deciding on suitability for trade courses.

The average of the performance evaluations rendered has become the

predominant factor in the course selection system. The number of performance evaluations used in the averaging process are the same as used for the purpose of promotion.

The importance of seniority in trade and rank has not been overlooked and is utilized in the following manner:

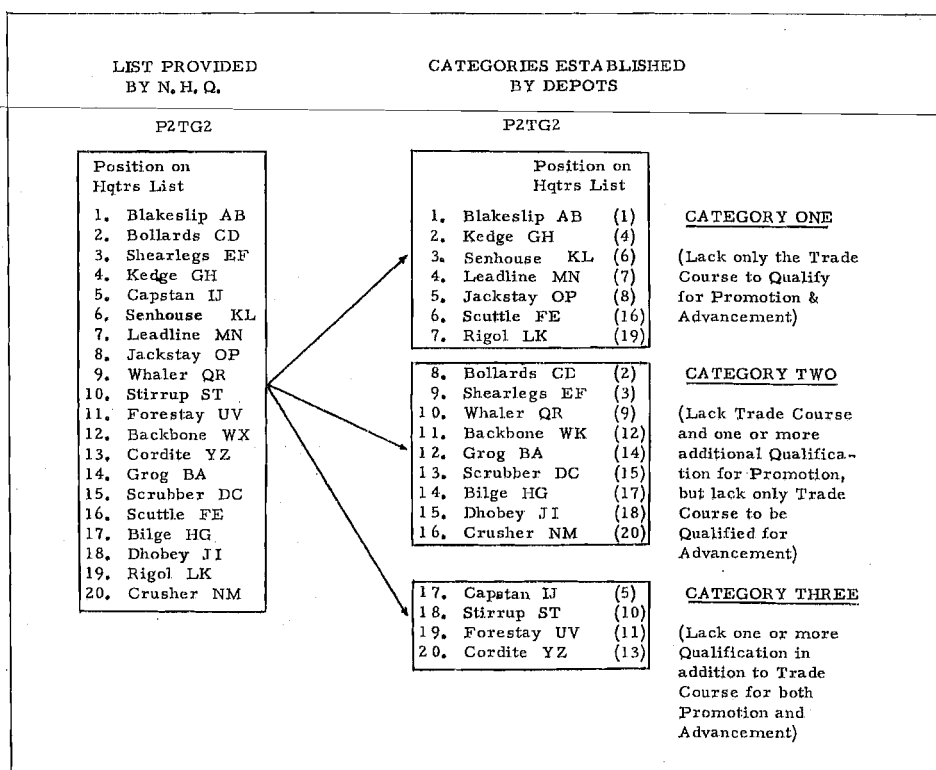
When two or more men in the same rank and trade group appear with equal average performance evaluations, the trade group seniority held by each man is first utilized and determines which man precedes the other in this list;

If a tie still exists, seniority in rank is used to break this tie, and

Finally, should the tie still remain, the factor of continuous RCN service is considered.

All of these steps are taken in Naval Headquarters. Listings of names are then produced which, in the opinion of Naval Headquarters, most accurately reveal the relative order of preference for selection for a particular trade course.

This, however, is not the end of the process. After the RCN Depot is in



The above diagram shows how names which appear on the Naval Headquarters list are placed by the RCN Depots in the Commands in Categories One, Two and Three in determining their eligibility for trade courses. The procedure is identical, if applicable, for LSTG2 and ABTG2.

receipt of the lists it must apply the following procedures:

● From the Headquarters lists RCN Depot first extracts and places in Category One the names of those men in any one rank and trade group block who have completed all the qualifications necessary for promotion and advancement except the formal trade course. This step was considered essential to assure that out of all those men who are considered suitable for a formal trade course, those who are most nearly qualified for promotion and advancement are selected first.

● From the remaining names on the lists provided by Naval Headquarters RCN Depots extract and place in Category Two the names of those men in the same rank and trade group who lack not only the formal trade course for advancement but some additional qualification for promotion. Once again it was considered essential to assure that those most nearly qualified for advancement are selected after they roup in Category One.

● There now remains on the lists provided by Naval Headquarters the names of those men who lack a qualification in addition to the formal trade course for advancement and promotion. These men appear in Category Three and may not be selected for a course until they appear in Category Two or One or special permission is granted by Naval Headquarters.

All of the names which are transferred to Category One, Two or Three retain the same relative order as they held on the master lists. Names are also moved from one category to another as they acquire the necessary minimum qualifications.

Before RCN Depots make any selections from Categories One or Two the names of any to whom the following disqualifications apply are removed. The disqualifications include: anyone who had failed or been withdrawn from a formal trade group course within the minimum limits as stipulated in the Manual of Advancement and Promotion; anyone who is under report for any reason; anyone who is non-available as defined in the *Manual of Advancement and Promotion*; anyone who has less than two years to serve before pension, and anyone who has failed the same formal trade course examination twice.

The Officer-in-Charge, RCN Depot,

now selects names first from Category One in the highest rank, followed by names from Category Two of this same rank if insufficient names are available in Category One. This may be followed by names from Group One and then Group Two of the next lower rank whenever this is permissible and necessary.

The names of those selected are now forwarded to their Commanding Officers. The Commanding Officers are required to confirm or deny the suitability of the candidates selected for the trade course concerned based on up-to-date observa-

tions by reporting a simple YES or NO recommendation. This step is included to assure that Commanding Officers have the final control in whether or not any man is selected at any particular time.

If the recommendation is YES, nothing remains but for the man to be drafted for the course. If the recommendation is NO, the man is not placed on the current course but is not precluded from being selected for any future course as long as his name remains on the original course selection list as provided by Naval Headquarters.

RCN(R) PROMOTIONS

ABCV(X)1	R. B. Collrin	R-17489	ABQR(X)1	J. Giguere	R-21931
LSTD(X)2	R. W. Fergus	R-17377	ABQR(X)1	G. Deschenes	R-21927
WP2SS(X)4	J. A. Thorpe	WR-15935	ABQR(X)1	C. J. Pelletier	R-21924
P1RN(X)6	G. J. McRae	R-17543	WLSA(X)2	G. M. Bureau	WR-21898
ABCV(X)1	M. J. Jones	R-17593	WAME(X)1	S. Plamondon	WR-21976
WACO(R)1	S. J. Bursell	WR-13319	WAME(X)1	M. Huot	WR-21977
WASA(X)1	C. K. Ralph	WR-13348	WAME(X)1	A. M. Halle	WR-21971
ABCV(X)1	B. T. Eggnink	R-22390	P1BD(X)6	M. J. Rainville	R-10624
ABTD(X)1	J. S. Ventura	R-16408	LSQR(X)2	A. F. Burridge	R-21895
C2ER(X)8	C. J. Hill	R-10385	LSBD(X)3	J. M. Roy	R-10658
P2PW(X)4	G. K. Sombera	R-10345	ABBD(X)1	A. Bourget	R-21961
C1EA(X)8	J. Rawes	R-10223	ABQR(X)1	E. M. Martinuk	R-20712
ABBD(X)1	G. S. Boole	R-22420	ABQR(X)1	R. Didier	R-20692
ABCV(X)1	R. M. Vandoornick	R-22433	LSLM(X)2	J. Evans	R-20732
P2NS(X)4	C. W. Van Volkingburg	R-8717	P1AW(X)6	D. Sorochan	R-10800
ABQM(X)1	R. R. Weick	R-19715	C1ER(X)8	P. Rourke	R-10930
ABEM(X)1	A. E. Bortoluzzi	R-19394	ABCR(X)1	W. Harrison	R-20803
P1SH(X)5	K. N. Chapman	R-3798	ABCR(X)1	J. B. Jones	R-22679
C1CR(X)8	J. R. Mercier	R-3461	WACO(T)1	M. Nolan	WR-22646
WLCO(T)2	M. D. Robert	WR-16694	WASS(X)1	S. A. Spooner	WR-22653
ABBD(X)1	W. N. Evans	R-23636	LSNS(X)2	W. Thorup	R-13931
ABCV(X)1	K. A. Mitchell	R-23586	P2VS(X)4	W. R. Porter	R-13827
P2VS(X)4	D. W. Loverock	R-14776	P2NS(X)4	G. G. Fluter	R-18233
ABPW(X)1	M. A. Sutton	R-23501	LSNS(X)2	W. J. Stetner	R-18306
P1BD(X)6	T. B. Kearnes	R-14920	LSRP(X)2	D. Dormuth	R-18403
WAME(X)1	J. E. Mitten	WR-19036	P2AW(X)4	A. R. Schaefer	R-18285
C2ER(X)8	W. G. Taylor	R-4492	P1NS(X)6	J. S. Nicholson	R-11118
C1CR(X)8	J. A. Bates	R-4325	C2ER(X)8	E. L. Dunfield	R-6559
ABCV(X)8	R. L. Johnson	R-21505	LSQM(X)2	G. W. Merry	R-11649
ABLM(X)1	G. K. Bungay	R-21473	P2CV(X)4	R. I. Hope	R-15869
WLMB(X)2	S. O. Aney	WR-21443	ABRP(X)1	R. Ford	R-17050
WAME(X)1	C. E. McConnell	WR-21552	ABRP(X)1	M. P. Simmons	R-17037
LSQR(X)2	P. S. Leblanc	R-21414	LSCR(X)3	G. A. McLuokie	R-17007
LSPW(X)2	R. Plourde	R-21458	P1CR(X)5	J. H. Carrington	R-6694
WASA(X)1	M. E. Finch	WR-24101	LSPW(X)2	H. G. Carleton	R-21613
P1LS(X)6	J. H. Genik	R-9460	LSPW(X)2	O. G. Thomas	R-21614
ABEM(X)1	R. S. Legault	R-17279	ABPW(X)1	G. Taylor	R-21661
P2MA(X)4	S. P. Burley	R-24185	ABAW(X)1	G. F. Wilson	R-21664
LSBD(X)3	W. H. Maarehalkerweerd	R-24123	ABAW(X)1	T. J. Randall	R-21886
ABCV(X)1	T. W. Young	R-24140	ABMA(X)1	S. H. Hubley	R-23014
P2EM(X)4	D. Maurioe	R-17347	LSNS(X)2	R. R. Floryn	R-20149
LSPW(X)2	J. W. Sumpton	R-18025	P1GA(X)6	S. E. McCallum	R-7012
ABCR(X)1	W. A. Drumbrell	R-18024	WAME(X)1	M. I. Minnikin	WR-23023
WAME(X)1	M. M. Urban	WR-18097	C2SH(X)7	R. G. Wheller	R-12718
P1BD(X)6	L. A. Goodman	R-17087	ABRP(X)1	J. R. King	R-23024
C1EG(X)8	W. J. Stevenson	R-4072	P2VS(X)4	Wm. C. McCallum	R-12343
C1EF(X)8	W. J. Kittson	R-16722	WP2NP(X)4	J. J. Jones	WR-20052
P2AW(X)4	R. L. Lester	R-16771	WLSA(X)2	R. Pukavina	WR-18054
WP2SS(X)4	M. Lortie	WR-10606	P1ET(X)6	J. Martin	R-12803
ABQR(X)1	C. J. Girard	R-21939	P2EF(X)6	W. C. Martin	R-23150

LOWER DECK PROMOTIONS

Following are lists of men selected by Naval Headquarters for promotion. These selections are subject to confirmation by the RCN Depot and the concurrence of the commanding officer in each case. The effective date of promotion is March 1, 1961.

Atlantic Command

For Promotion to Petty Officer Second Class

LSNS2	R. B. Robertson	7388-H
LSEM2	W. T. Cherwak	7741-H
LSRA3	E. J. Carriere	8070-H
LSCK2	R. W. Wade	8708-H
LSEM2	G. J. Gillingham	8755-H
LSEM2	K. G. Wadsworth	9013-H
LSVS2	J. Andrusyk	9320-H
LSVS2	E. Larter	10444-H
LSEA3	R. V. Ruston	11196-E
LSNS2	R. R. Currie	11217-H
LSRP2	L. J. Edmunds	11689-H
LSAT2	K. W. Dawson	11718-H
LSEM2	D. H. Schwartz	12001-H
LSAM2	D. J. Murphy	12560-H
LSAT3	D. P. Kane	12640-H
LSRP2	R. V. Lawson	12741-H
LSVS2	D. L. Mousseau	13241-H
LSCK2	B. R. Powell	13622-H
LSEM2	F. M. Coady	13769-H
LSSW2	C. L. Oake	13774-H
LSSG2	H. Stratton	13788-H
LSRP2	C. J. Fitzgerald	13929-H
LSRM2	C. J. Green	13972-H
LSAW2	E. J. Belyea	14680-H
LSRM2	R. W. Forsyth	15287-H
LSEM2	S. M. Toombs	15400-H
LSEM2	M. G. Kennedy	16305-H
LSRM2	R. G. Janes	16866-H
LSVS2	G. M. Waldrum	16911-H
LSLT3	J. D. Corrigan	17298-H
LSEM2	W. W. Bruce	17575-H
LSPW2	J. G. Blanchard	17676-H
LSLT3	G. R. Daye	17894-H
LSLT3	B. J. Cote	17896-H
LSMM2	L. E. Catton	18189-H
LSRM2	G. W. Sigrist	18200-H
LSVS2	K. J. Wilton	18211-H
LSRS3	J. R. Domingue	18523-H
LSNS3	R. L. Whiteside	18554-H
LSLT3	H. G. Lucas	19586-H
LSLT3	D. G. Hicks	19671-H
LSRP2	S. J. Emmons	19717-H
LSRM2	W. J. Starr	19777-H
LSNS2	E. E. Jarvis	19811-H
LSWU3	C. E. Bugg	19840-H
LSSG2	H. E. Newman	23371-H
LSLT3	G. P. Dunn	23399-H
LSWS3	R. C. Lawrence	23461-H
LSLT3	R. D. MacKnight	23604-H
LSCK2	J. H. Pearce	24376-H
LSAT2	V. Head	24900-H
LSRS3	C. J. Colp	24997-H
LSRS3	H. D. Stewart	25040-H
LSEM2	W. M. Comeau	25162-H
LSRS3	G. R. McMillan	25175-H
LSAW2	D. A. Nickerson	25347-H
LSSN2	L. J. Rathbone	25402-H
LSBN2	L. Truelove	25597-H
LSWU3	J. J. Cordiner	25756-H
LSMA3	R. T. Grist	25760-H
LSRA3	R. E. Bezan	25882-H
LSEM2	M. G. Johnson	26055-H
LSNS2	C. M. Carrie	26122-H
LSSN2	B. T. McKenna	26128-H
LSRA3	V. J. Margetis	26384-H
LSEM2	L. Smagugus	26392-H

LSRA3	E. E. Johnston	26702-H
LSRM2	W. R. Babcock	26703-H
LSRS3	H. A. Pawly	26746-H
LSAW2	R. H. Riches	26814-H
LSSG2	G. J. Taylor	26849-H
LSEM2	N. L. Jones	26995-H
LSSG2	J. R. Walter	27021-H
LSNA3	W. J. Reaume	27146-H
LSRP2	H. Vance	27371-H
LSFC3	E. L. Moffat	27714-H
LSAW2	S. A. Raymond	28378-H
LSBN2	K. A. Overton	28456-H
LSWA2	W. D. Key	28469-H
LSEM2	N. J. Beauvais	29154-H
LSEM2	D. J. Boisjoli	29316-H
LSET3	A. R. Martin	29497-H
LSET3	J. W. Kostal	29774-H
LSFC3	P. Smedley	30112-H
LSLT3	J. D. Dube	30640-H
LSSN3	M. D. Dawson	30790-H
LSMA2	R. T. Falshaw	30866-H
LSSN3	J. T. Thorne	31031-H
LSNS2	F. P. Galipeau	32077-H
LSMA3	G. C. Hill	33163-H
LSNA3	R. T. Dummall	33652-H
LSLT3	J. G. Hancock	33847-H
LSFC2	L. B. Carroll	33946-H
LSLT3	R. S. Taylor	34051-H
LSSG2	D. S. Copeman	34259-H
LSEM2	W. Lennon	34270-H
LSLT3	E. Kozyra	34826-H

For Promotion to Leading Seaman

ABVS1	F. N. Thibodeau	7108-H
ABFC2	L. W. Hogg	7725-H
ABRA2	J. Gallacher	8869-H
ABCK2	E. W. Wilkinson	12943-H
ABPH2	W. G. Parrell	13584-H
ABCK2	J. H. Tessier	14196-H
ABVS2	G. H. Kennedy	14313-H
ABAT2	J. R. Jackson	15473-H
ABFC2	D. L. Culley	15797-H
ABCK2	C. R. Coles	16589-H
ABNA2	J. G. Thompson	16761-H
ABSW2	K. F. Fleiger	17955-H
ABEM1	A. G. Reaume	18195-H
ABAM2	R. K. Harding	18667-H
ABLT2	R. F. Kent	19199-H
ABCK2	H. C. Frayne	19620-H
ABAW2	C. L. Feere	19770-H
ABBN1	W. F. Thibodeau	19901-H
ABEM2	K. L. McBride	22825-H
ABEM1	W. G. Haviland	23402-H
ABRP2	M. F. Dougherty	23404-H
ABRS2	R. D. Craft	23494-H
ABVS1	J. C. MacMichael	23530-H
ABLM2	K. E. Kavanagh	23553-H
ABEM1	P. L. Leblanc	23666-H
ABEM1	H. R. Gilks	23689-H
ABRP2	B. E. Schneider	23802-H
ABEM1	T. Y. Oikawa	23884-H
ABEM1	D. T. Lowther	24446-H
ABMS2	M. J. McAfee	24562-H
ABWA2	D. Davis	24890-H
ABCK2	J. B. Boyce	24994-H
ABRP2	E. D. Colton	24998-H
ABRP2	H. A. Snow	25029-H
ABAR1	H. R. Boone	25102-H
ABBN1	D. G. Horne	25320-H
ABRS2	R. J. Hiltz	25354-H
ABNA2	P. J. Harrington	25886-H
ABWU1	B. E. Payne	26057-H
ABNS1	R. F. Price	26158-H
ABNS2	G. M. Wakerell	26237-H
ABLT3	R. T. Dawson	26260-H
ABAT2	W. A. Lebrun	26290-H
ABSG1	L. J. Beaulieu	26304-H
ABSW2	J. G. Danis	26438-H
ABRP1	J. H. Panke	26532-H
ABWO3	H. A. Park	26880-H
ABCK2	S. N. Menear	27208-H

ABAM2	R. W. Budd	27419-E
ABRS2	D. C. Goodwin	28159-H
ABVS1	A. J. Bolzile	28406-H
ABAM2	R. J. Heinz	28563-E
ABAR1	G. L. Hefford	29531-H
ABPW1	A. H. Bndcock	29540-H
ABSG1	H. C. Serjeant	29548-H
ABFC2	A. F. Campbell	29556-H
ABEM1	R. E. Steeves	29876-H
ABRS2	J. E. Elliott	29879-H
ABRA2	J. D. Durnford	29927-H
ABBN1	G. M. Masterson	30027-H
ABCK2	T. A. Ogilvie	30106-H
ABWA1	D. K. Grisch	30127-E
ABEM1	W. J. Lloyd	30432-H
ABBN1	F. A. Murphy	30465-H
ABRP1	J. A. McQuaid	30474-H
ABEM1	R. Williams	30495-H
ABSG2	W. C. Belnap	30498-H
ABEA2	D. A. Carmichael	30543-H
ABRS2	K. M. Cummings	30616-H
ABNS1	G. Johnson	30713-H
ABSW1	M. E. Granville	30771-H
ABET2	G. E. Lynch	30784-H
ABHM1	J. A. Redding	30892-H
ABAW1	D. M. Watson	31117-H
ABVS1	F. H. Rourke	31127-H
ABCD1	G. H. Rank	31139-H
ABWS1	L. E. Doucett	31252-H
ABWU1	D. W. Noble	31271-H
ABNS1	R. L. Winton	31325-H
ABRP2	W. D. Hay	31414-H
ABAR1	J. E. Lockie	31922-H
ABSN1	A. W. Turner	31987-H
ABEM1	G. A. Racette	31992-H
ABEM1	C. L. Cooley	32001-H
ABAR1	P. D. Hillaby	32018-H
ABWS1	W. H. Dockrill	32184-H
ABRS2	J. A. Marshall	32820-E
ABAR1	R. W. Florence	32925-H
ABRS2	A. J. Bruneau	33162-E
ABCK2	W. J. Middleton	33631-H
ABRM1	R. Natale	33690-H
ABNA2	T. A. Hearn	33698-H
ABCK1	J. A. Passafiume	33814-H
ABAT2	G. K. Crossman	33983-H
ABRM1	J. T. McGee	34023-H
ABEM1	E. J. McLaughlin	34134-H
ABAF1	D. A. MacKillop	34171-H
ABWU1	D. D. Murray	34172-H
ABRP1	R. J. Campbell	34182-H
ABNA2	J. Dodd	34276-H
ABLT2	E. E. Tokley	34294-H
ABEM1	G. R. Horn	34973-H
ABRS2	E. G. Collins	34982-E
ABEM1	V. F. Honisch	35040-H
ABRS2	G. E. Cooper	35185-E
ABAT2	R. D. Haight	35450-H
ABRS2	G. G. Wallace	35579-H
ABNA2	S. V. Morley	35584-H
ABRP1	N. W. McKnight	35586-H
ABRM1	L. F. Phillips	35615-H
ABEM1	M. P. McGuire	35625-H
ABEM1	R. Hutton	35630-H
ABSN2	W. J. Demery	35637-H
ABEM1	D. F. Cain	35639-H
ABRM1	G. D. Denham	35647-H
ABRA2	J. E. Ferrier	35648-H
ABSG1	J. M. Heitz	35659-H
ABRP2	D. R. Gorham	35698-H
ABSN1	N. B. Sakins	35704-H
ABEA2	R. J. Geoffroy	35870-H
ABRP1	R. J. Miron	35949-H
ABRS2	R. G. Phillion	35969-H
ABSW1	M. J. Roy	36001-H
ABNS1	J. C. Asprey	36032-H
ABRM1	H. A. Downie	36033-H
ABRP1	M. L. Hennessy	36047-H
ABET2	J. D. Anderson	36185-H
ABRP1	D. E. Wood	36190-H
ABFC1	R. B. Davies	36195-H
ABET2	E. H. Flumerfelt	36201-H

ABAF1	R. H. Robertson	36253-H
ABEM1	R. W. Wilson	36285-H
ABLT2	R. A. Windsor	36347-H
ABAF1	D. W. MacKay	36360-H
ABRP1	A. A. Kirkham	36390-H
ABEM1	R. J. Taylor	36540-H
ABRM1	W. G. Martel	36575-H
ABEM1	M. A. Cushing	36582-H
ABLT2	J. V. Laurier	36611-H
ABLM2	R. C. Connor	36675-H
ABRP1	R. O. Fox	36814-M
ABRP1	C. J. Bechard	36815-H
ABMA2	B. K. Coutts	36843-H
ABRM1	T. F. Myers	36845-H
ABEM1	Y. J. Desutter	37111-H
ABEM1	L. W. Patton	37402-H
ABNA2	R. Robertson	37419-H
ABSG1	H. R. Porter	37437-H
ABAW1	J. Camp	37457-H
ABRA2	E. W. Bradley	37476-H
ABLT2	R. G. Townsend	37510-H
ABSN1	D. E. Jones	37536-H
ABFC2	D. A. Manuel	37619-H
ABFC2	P. A. Hanlon	37624-H
ABMA2	G. A. Dares	37633-H
ABSG1	M. D. Paterson	37709-H
ABET2	J. G. Norman	37748-H
ABNA2	R. C. Phillips	37789-H
ABMA2	B. J. Glover	37804-H
ABNS1	D. J. Bernier	38008-H
ABRM1	B. T. Howard	38069-H
ABEM1	C. A. Mitchell	38091-H
ABRM1	F. L. Guadagnolo	38108-H
ABNS1	W. R. Lewis	38115-H
ABET2	J. H. McIntyre	38299-H
ABMA2	T. M. Firman	38339-H
ABFC2	S. C. Thompson	38400-H
ABMA2	M. R. Watkin	38440-H
ABFC2	D. L. Davies	38475-H
ABVS1	R. H. Gauthier	38924-H
ABRA2	H. B. Andres	38969-H
ABRP2	R. J. Smith	38974-H
ABMA2	C. L. Conine	39726-H
ABSN1	B. W. Sharkey	39926-H
ABEM1	D. G. Sedore	42232-H
ABET2	J. R. Barber	42299-H
ABRA2	G. D. Buckingham	42377-H
ABLM2	G. R. Jackson	42603-H
ABLM2	R. J. Lalonde	42604-H
ABNS1	P. G. Phillips	42815-H
ABSN2	D. A. Brown	42825-H
ABNA2	L. B. Crompton	42899-H
ABSG2	F. J. Arsenault	42903-H
ABSG2	T. H. Geldart	42976-H
ABHM1	W. J. Ellwood	43206-H
ABLT2	J. J. O'Sullivan	43269-H
ABRM1	J. R. Dunn	44012-H
ABLM2	D. W. Ellsmere	44329-H
ABRA2	R. R. Folkins	44504-H

LSNS2	W. M. Koch	17108-E
LSEM2	J. W. Reil	17165-E
LSNS2	D. A. Piekles	17343-E
LSEM2	G. A. Presly	17471-E
LSVS2	H. E. Partridge	18394-E
LSRM2	R. J. Hazel	18689-E
LSSG2	R. E. Staioue	24093-E
LSPW2	D. R. Swanbeck	24116-E
LSRM2	R. L. Jordan	24258-E
LSWU2	W. L. Nasby	24685-E
LSSN2	C. R. Kniert	24686-E
LSRP2	G. W. Johnson	25603-E
LSMA3	K. O. Hunt	27497-E
LSWU3	J. B. McCallum	27592-E
LSRM2	A. Y. Thornhill	27632-E
LSNS3	A. B. Klassen	27864-E
LSLT3	B. T. Batchelor	28595-E
LSEM2	D. W. Purdy	28642-E
LSET3	D. N. Gudbrand	28741-E
LSLT3	J. K. Lafave	33169-E
LSWU2	J. A. Munro	34590-E
LSLA3	H. Friesen	35066-E

For Promotion to Leading Seaman

ABVS1	M. O'Brien	8624-E
ABSW2	R. J. Trotter	13496-E
ABSN1	N. Zbitnew	14944-E
ABFC1	J. E. Sandberg	15190-E
ABPH2	E. M. Kochanuk	17033-E
ABWS1	D. F. Hall	18450-E
ABBN2	P. L. Cummings	19771-E
ABHM1	J. H. Alton	23789-E
ABSG2	R. J. Pettit	23897-E
ABRM1	J. N. Tupper	23971-E
ABCK2	F. J. Quakenbush	24022-E
ABAW2	G. R. Bennett	24202-E
ABEM1	G. M. McColman	24836-E
ABEM1	V. G. Dool	24871-E
ABWU2	T. E. Palmer	25581-E
ABCD1	R. Mackenzie	25700-E
ABCK2	C. J. Johnson	27480-E
ABRP2	H. S. Logan	27595-E
ABWS1	W. C. Knott	27747-E
ABLT2	R. R. Fulton	27933-E
ABLT2	R. W. Jonsson	28071-E
ABVS2	L. D. Campbell	28108-E

ABRP1	E. R. Gienow	28200-E
ABET2	M. A. Pain	28213-E
ABRM1	D. R. Zbitnew	28214-E
ABSN1	G. E. McCarthy	28231-E
ABLT2	E. A. Deleum	30524-E
ABSN1	R. G. Nichol	31470-E
ABET2	M. L. Syrja	31477-E
ABNS2	R. E. Cooke	32685-E
ABRM2	J. H. McGregor	32867-E
ABET2	B. I. Browerberkhoun	32868-E
ABSG1	L. J. Bluekens	32872-E
ABRP1	L. F. Lutz	32883-E
ABMA2	C. C. Kennedy	32896-E
ABPW1	D. L. Baptist	32930-E
ABVS1	D. L. Collins	33153-E
ABWU1	A. J. Birnie	33182-E
ABEM1	B. J. Therrien	33205-E
ABEM1	J. H. Latham	33216-E
ABNS1	R. B. Martens	33354-E
ABEM1	W. A. Layman	33399-E
ABLT2	L. W. Wood	34644-E
ABRP1	T. E. Davies	34675-E
ABSG2	D. T. Davidson	34749-E
ABLM2	W. J. Syer	34767-E
ABWU1	M. J. Campbell	34854-E
ABRP1	R. L. Davidson	35012-E
ABLT2	G. N. Paul	35091-E
ABRP1	R. S. Willey	35138-E
ABLT2	P. R. Godfrey	35215-E
ABET2	E. Dennis	35226-E
ABET2	L. R. Quilter	35306-E
ABSG1	G. K. Francey	38303-E
ABVS1	J. A. Erickson	38330-E
ABSG2	L. A. Ethier	38336-E
ABSG2	T. C. Chad	38412-E
ABET2	M. N. Krywy	38602-E
ABLT2	G. M. Melnechenk	38611-E
ABSN2	W. E. Moyer	39326-E
ABSN2	M. R. Leeming	39358-E
ABET2	G. H. McCann	39378-E
ABET2	K. Toule	39402-E
ABET2	R. H. Demontigny	39405-E
ABLT2	D. W. Brown	39473-E
ABSG2	R. D. Marsden	39609-E
ABWU2	H. O. Loutit	39633-E
ABMA1	G. H. Hawthorth	39640-E
ABLT2	K. R. Caldwell	39673-E
ABLM2	E. F. Davis	39682-E

Pacific Command

*For Promotion to Petty Officer
Second Class*

LSRP2	R. G. Thompson	5580-E
LSET3	K. P. Parker	7440-E
LSRM2	R. A. McDonald	7448-E
LSCD3	C. F. Greengrass	7558-E
LSRP2	J. K. McTavish	7759-E
LSAW2	S. T. Ayres	8051-E
LSVS3	A. G. Smith	8413-E
LSWS2	J. N. Bond	9112-E
LSET3	R. G. Orton	9397-E
LSVS2	J. W. Cockrill	9732-E
LSSG2	W. N. Blades	10024-E
LSWU2	W. E. McCue	12603-E
LSEM2	B. R. Farrell	13429-E
LSSW2	P. K. Hannaford	14738-E
LSCK2	D. A. Stipkala	15007-E
LSSG2	K. O. Mayberry	15091-E
LSRP2	C. C. McArdle	15173-E
LSSG2	R. J. McCullagh	16540-E
LSLT3	L. L. Cuthbert	17106-E

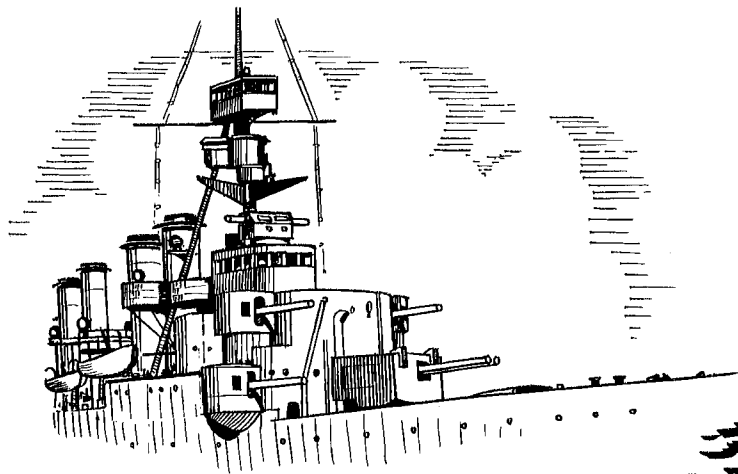


Naval Lore Corner

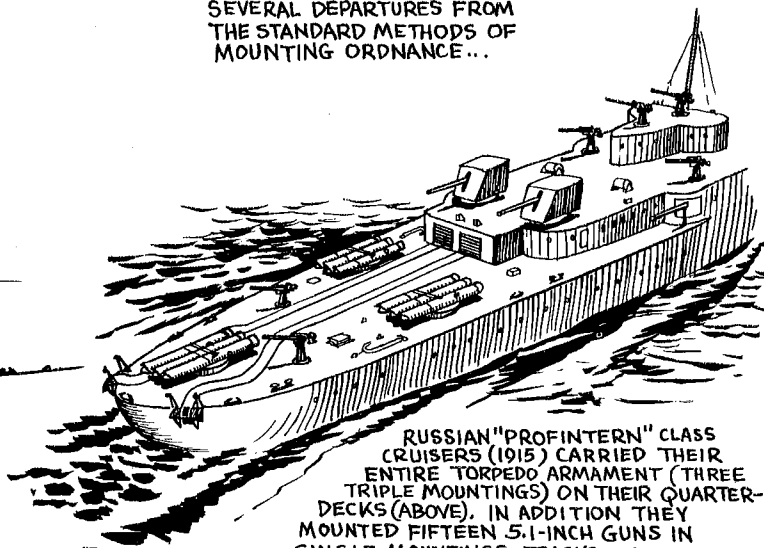
Number 95

UNORTHODOX ARMAMENT DISPOSITIONS

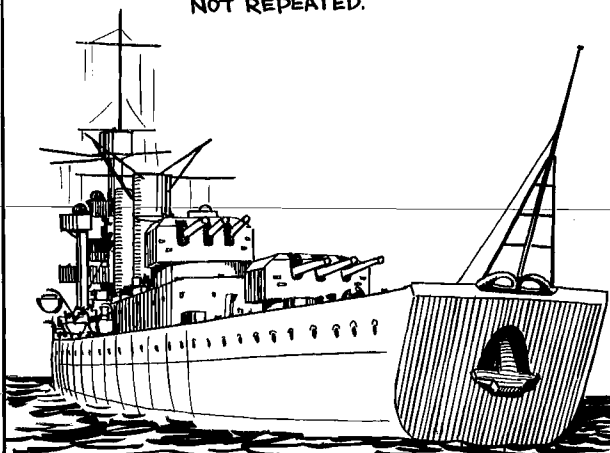
IN NAVAL CONSTRUCTION AS IN OTHER FIELDS OF DESIGN THERE ARE STANDARD LAYOUTS OF ARMAMENT ARRANGEMENT WHICH ARE GENERALLY EMPLOYED. DEPICTED HERE ARE SEVERAL DEPARTURES FROM THE STANDARD METHODS OF MOUNTING ORDNANCE...



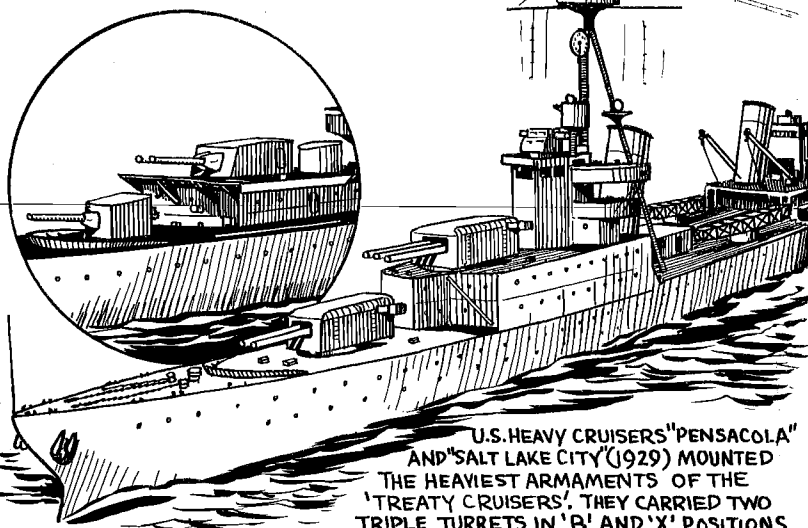
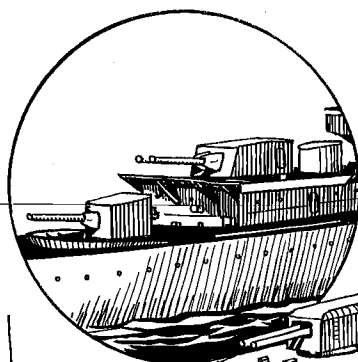
"OMAHA" CLASS LIGHT CRUISERS (U.S., 1920-24, 8 SHIPS) WERE ORIGINALLY DESIGNED TO CARRY EIGHT 6-INCH GUNS, ALL MOUNTED IN CASEMATES IN THE SUPERSTRUCTURE. TO IMPROVE AXIAL FIRE, TWIN GUN HOUSES WERE ADDED FORE AND AFT, BUT THE RESULT STILL PROVED UNSUCCESSFUL. A SIMILAR GUNNERY DISPOSITION WAS ATTEMPTED IN THE SWEDISH CRUISER "GOTLAND" AND SIMILARLY NOT REPEATED.



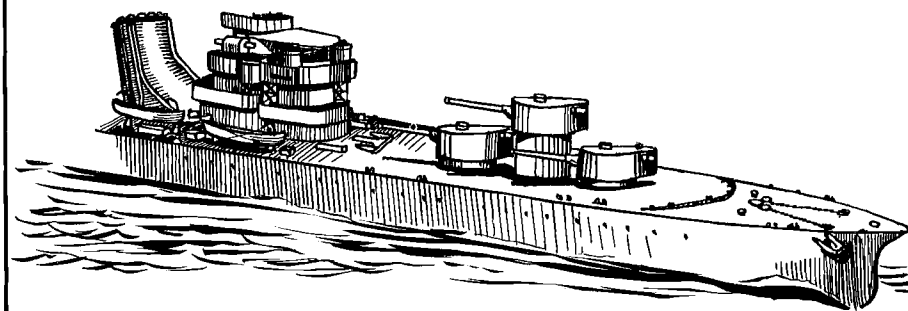
RUSSIAN "PROFINTERN" CLASS CRUISERS (1915) CARRIED THEIR ENTIRE TORPEDO ARMAMENT (THREE TRIPLE MOUNTINGS) ON THEIR QUARTER-DECKS (ABOVE). IN ADDITION THEY MOUNTED FIFTEEN 5.1-INCH GUNS IN SINGLE MOUNTINGS. TRACKS ON QUARTER-DECK CONVEYED MINES FROM THE STORAGE SPACE TO THE STERN FOR "LAYING".



GERMAN LIGHT CRUISERS OF THE KÖNIGSBERG CLASS (1927-28) MOUNTED THEIR AFTER TRIPLE 5.9-INCH TURRETS ON EITHER SIDE OF THE CENTRE LINE, "X" TURRET TO PORT AND "Y" TURRET TO STARBOARD... AN ARRANGEMENT THAT WAS CLAIMED TO SAVE WEIGHT BUT MUST HAVE PROVED A SEVERE STRAIN TO SUCH LIGHT VESSELS WHEN FIRING THE GUNS...



U.S. HEAVY CRUISERS "PENSACOLA" AND "SALT LAKE CITY" (1929) MOUNTED THE HEAVIEST ARMAMENTS OF THE 'TREATY CRUISERS'. THEY CARRIED TWO TRIPLE TURRETS IN 'B' AND 'X' POSITIONS SUPERIMPOSED ON TWIN TURRETS IN 'A' AND 'Y' POSITIONS... A SEEMINGLY TOP-HEAVY ARRANGEMENT. THE JAPANESE LIGHT CRUISER "YUBARI" SIMILARLY MOUNTED TWIN 5.5-INCH TURRETS OVER SINGLE 5.5-INCH GUN HOUSES (SEE INSET)...



JAPANESE 8-INCH CRUISERS "KAKO" AND "FURUTAKA" (1925) WERE THE ONLY POST-WORLD WAR I CRUISERS TO MOUNT 8-INCH GUNS IN SINGLE TURRETS, THE THREE FORWARD TURRETS BEING DISPOSED AS ILLUSTRATED (LEFT). THIS DESIGN WAS NOT REPEATED AND ALL LATER VESSELS MOUNTED TWIN TURRETS...

Roger Duhamel

QUEEN'S PRINTER — IMPRIMEUR DE LA REINE

If undelivered return to:

The Queen's Printer, Ottawa, Canada

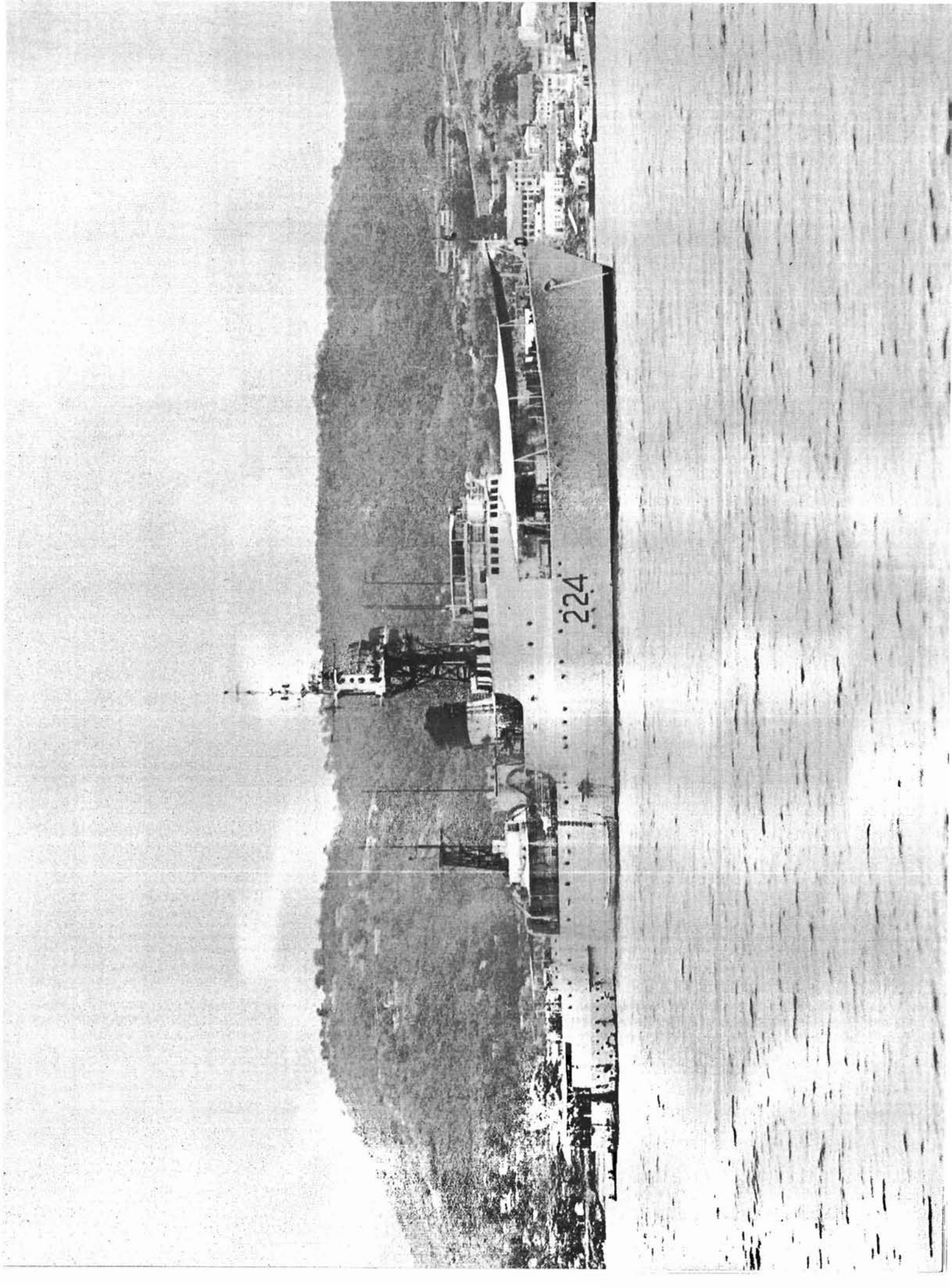
En cas de non-livraison, retourner à:

L'Imprimeur de la Reine, Ottawa, Canada



The CROWSNEST





The CROWSNEST

Vol. 13 No. 10

THE ROYAL CANADIAN NAVY'S MAGAZINE

AUGUST 1961

CONTENTS

	Page
<i>RCN News Review</i>	2
<i>Symbols and Ships</i>	5
<i>Officers and Men</i>	10
<i>Weddings and Births</i>	10
<i>Visit to Sierra Leone</i>	12
<i>Random Memories</i>	15
<i>Afloat and Ashore</i>	18
<i>Silver Drums for the Pacific Command</i>	19
<i>Veteran's Reunion</i>	21
<i>Books for the Sailor</i>	23
<i>Letters to the Editor</i>	23
<i>The Navy Plays</i>	25
<i>Area Sea Cadet Officer Honoured</i>	26
<i>Retirements</i>	27
<i>Naval Lore Corner No. 96</i>	<i>Inside Back Cover</i>

FAMILY PORTRAITS

Ambassadorial duties are performed frequently and willingly by ships of the Royal Canadian Navy. Seven months after HMCS *Terra Nova* had welcomed Nigeria as a new and independent member of the Commonwealth of Nations, HMCS *Algonquin* performed similar duties, on behalf of Canada's Armed Forces, in welcoming another new member of the Commonwealth, Sierra Leone.

On the opposite page, her awnings spread against the tropical heat, the *Algonquin* is shown at anchor off Freetown, capital of Sierra Leone, established long ago by Great Britain as a homeland for freed slaves (CCC-1-061)

Negative numbers of RCN photographs reproduced in *The Crowsnest* are included with the caption for the benefit of persons wishing to obtain prints of the photos.

This they may do by sending an order to the Naval Secretary, Naval Headquarters, Ottawa, attention Directorate of Naval Photography, quoting the negative number of the photograph, giving the size and finish required, and enclosing a money order for the full amount, payable to the Receiver General of Canada.

Sizes, finish and the National Defence standardized prices, follow:

4 x 5 (or smaller) glossy finish only ..	\$.10
6½ x 8½ glossy finish only .....	.40
8 x 10 glossy or matte finish .....	.50
11 x 14 matte finish only	1.00

SUBSCRIPTION RATE

The Crowsnest may be subscribed for at the rate of \$1 per year; outside of North America, \$1.50. Orders, accompanied by cheque or money order made to the Receiver General of Canada, should be sent to:

THE QUEEN'S PRINTER,
Department of Public Printing
and Stationery,
Ottawa, Ont.

Communications, other than those relating to subscriptions, should be addressed to:

EDITOR,
The Crowsnest,
Naval Headquarters,
Ottawa, Ont.

The Cover—An impressive ceremonial occasion—actually a continuation of last year's RCN Jubilee celebrations—occurred in the Pacific Command on June 16 with the presentation of a set of embossed silver drums to the Navy by the Province of British Columbia and Greater Victoria. Much of the detailed organizing of the event fell to Lt. C. H. (Jack) Humble, parade lieutenant at *Naden*, and subject of the cover picture. (E-61167)



RCN NEWS REVIEW

An international colour guard, representing the armed forces of Canada and the United States, took part in the inauguration ceremony at the International Bridge between St. Stephen, New Brunswick, and Calais, Maine. HMCS Swansea and two American destroyers were present and landed guard personnel, who were augmented by members of the RCAF band from Greenwood, N.S., the Maine National Guard and the USAF. RCN Banshee jets from Shearwater and USAF Voodoo jets from Bangor, Maine, presented an aerial display. (Photo from Don Stitt, ex-PO, Calais, Maine).

Carleton Heads Naval Divisions

HMCS *Carleton*, the Ottawa naval division, heads the list of 1961 winners in the annual competition for awards by naval divisions across Canada. Selection of the winners was based on the results of the annual inspection by the Commanding Officer Naval Divisions, Hamilton.

The trophy won by the Ottawa division is the Naval Divisions Efficiency Trophy presented by the Canadian Shipbuilding and Ship Repairing Association to the division scoring top standing in the year.

The Runner-up Trophy presented by *Malahat*, the Victoria naval division, was awarded jointly to HMCS *Brunswick*, Saint John, and HMCS *Chippawa*, Winnipeg, for their progress in the last year.

The Reserve Air Squadron, VC 920, at Downsview, near Toronto, was awarded the Naval Reserve Aviation Trophy, which is presented by the Fairey Aviation Company of Canada.

The University Naval Training Division Proficiency Trophy was awarded to

HMCS *Nonsuch* UNTD at Edmonton. This trophy was presented by ex-cadets of University Naval Training Divisions.

Busy Summer For RCN Ships

RCN ships during June and July carried out numerous exercises and cruises for one of the most varied programs in years.

In the Atlantic Command, the *Bonaventure* visited Quonset Point, R.I., New York City and Norfolk, Va., in addition to exercising with U.S. naval units and taking part in NATO Exercise Rip Tide Two.

A unit of the Third Canadian Escort Squadron, the *Crescent* conducted various trials and visited Boston. The *Sioux* acted as plane guard for the *Bonaventure*, and visited Newport, Rhode Island, and New York City. The *Athabaskan* relieved the *Sioux* and accompanied the *Bonaventure* during Exercise Rip Tide Two. The *Iroquois* completed post refit trials and visited Portland, Maine.

In the Fifth Canadian Escort Squadron, the *St. Croix* visited San Juan, P.R.,

and the *Terra Nova* left Halifax June 29 for Newfoundland, where she embarked His Honour Campbell Macpherson, Lieutenant Governor, for visits to outposts.

Frigates of the Seventh Escort Squadron left Port of Spain, Trinidad, May 31 completing UNTD Cruise "A" and visited Bermuda before returning to Halifax. On June 26 the squadron left Halifax on UNTD cruise "B" in the Gulf of the St. Lawrence. The *New Waterford*, on a separate cruise, visited Pictou, N.S.

The *Swansea* joined the Seventh Escort Squadron during UNTD Cruise "A" and later visited Eastport, Maine. The *Lauzon* and *Buckingham* were carrying out a Reserve Training Program in the Great Lakes under the operational control of the Commanding Officer Naval Divisions. The *Cap de la Madeleine* left Halifax July 5 on an ROTP cruise to the Caribbean, which included calls at Lucea, Jamaica, and San Juan, Puerto Rico, with further calls at American ports.

The First Canadian Minesweeping Squadron completed a program of training and courtesy visits in the Great Lakes.

The *Loon* sailed from Halifax June 20 for Reserve training in the Gulf and River St. Lawrence. The *Cape Scott* arrived at Saint John, N.B., on July 16.

In the Pacific Command, three ships of the Second Canadian Escort Squadron left Esquimalt June 19 on an ROTP cruise to *Alaska*. Lieutenant-Governor G. R. Pearkes was embarked in the *Assiniboine* until June 23 for a tour of coastal Indian villages.

All seven frigates of the Fourth Canadian Escort Squadron sailed from Esquimalt on June 19 with 210 officer cadets from the three Canadian Services Colleges and various universities embarked. The program included exercises in the Gulf of Georgia and a cruise to San Francisco.

The Second Canadian Minesweeping Squadron completed minesweeping exercises off the California coast, then visited San Francisco, California, and Portland, Oregon, before returning to Esquimalt.

HMCS *Grilse* left New London, Connecticut, June 19 en route to Esquimalt

via the Panama Canal. She visited San Diego July 7-10 before arriving at Esquimalt July 14.

***Astute* Returning To Halifax Duty**

HMS *Astute*, the first unit of the Royal Navy's Sixth Submarine Division to be stationed at Halifax, was to return in mid-August for another 18-month commission in the Atlantic Command.

The *Astute* worked briefly with the RCN in 1950 and, in 1955, she commenced her first 18-month tour of duty, returning to the United Kingdom in December 1956. In June 1958 she returned to Halifax and acted in a relief role to the other boats attached to the division. She returned to England in October of the same year.

The *Astute*, one of the "A" class submarines of the Royal Navy, was first commissioned in June 1945. "A" class submarines have a surface displacement of 1,385 tons and a submerged displacement

of 1,620 tons, with an overall length of 280 feet.

She has been fully streamlined and corresponds in the Royal Navy to the U.S. Navy's snorkel-fitted, fleet-type submarine. The class has four 21-inch torpedo tubes forward and two aft.

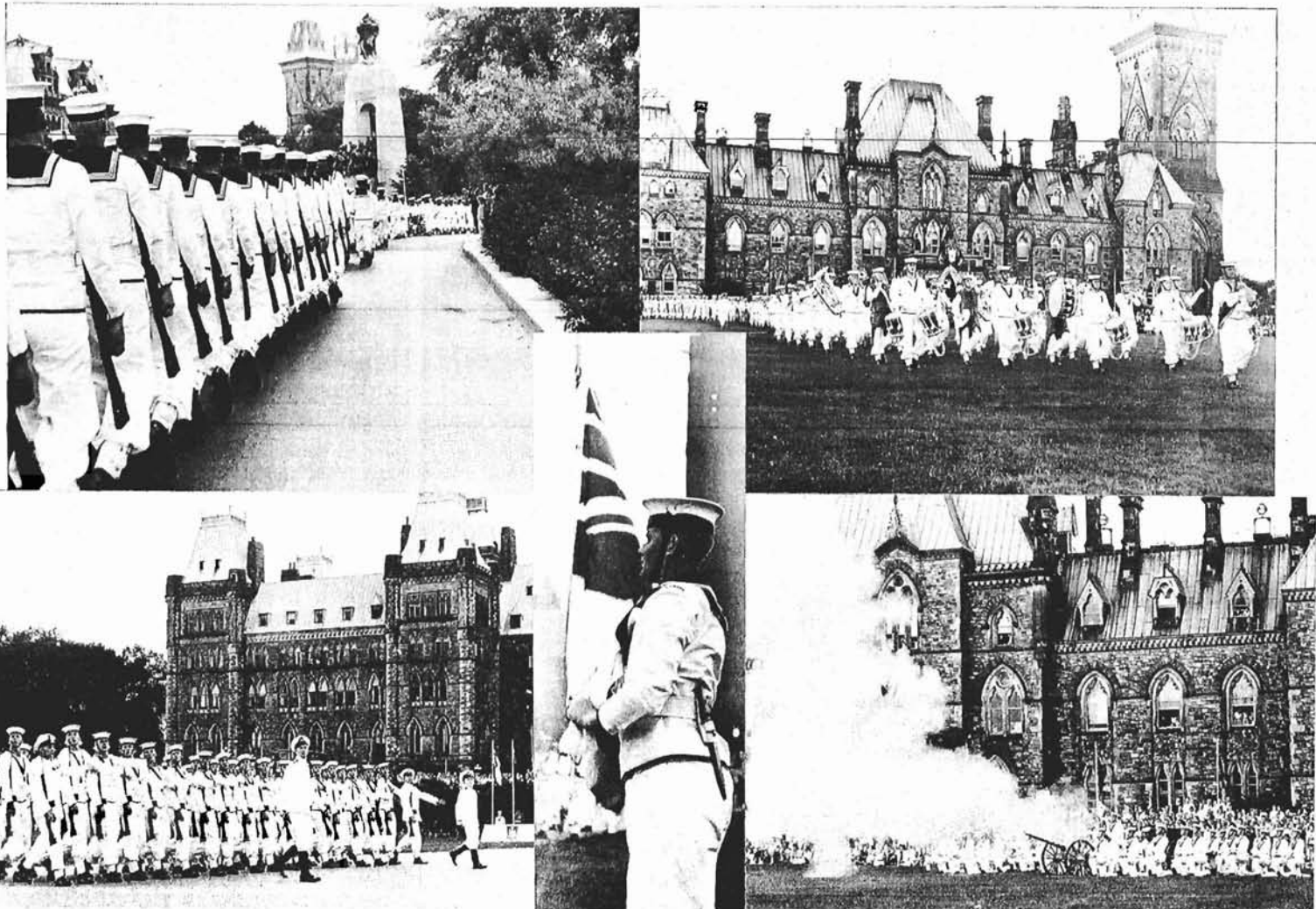
Lt.-Cdr. C. Ringrose-Voase, RN, will command the *Astute* during her new commission. This will be his second commission with the Sixth Submarine Division at Halifax. He previously served in the *Alderney* at Halifax in 1955-56.

Third Year Cadets Train in U.S. Ships

Two third-year RCN officer cadets from Royal Military College, Kingston, trained with the United States Navy on an exchange with two midshipmen from the United States Naval Academy, Annapolis, Md.

This is the first exchange of cadets and midshipmen of the permanent force between the two navies.

Dominion Day on Parliament Hill



Cadet Midshipmen Jean J. L. Richard and Henry W. Schaumburg spent two days at Annapolis, then joined the USS *Dupont* (destroyer) at Norfolk, Va., in June. On July 14, they transferred to the USS *Northampton* (destroyer), where they remained until July 27 before returning to Canada.

Their U.S. Navy counterparts, Midshipmen First Class L. B. Lagrandeur and C. A. McNeil, took their training in the *Skeena* and *Margaree*, alongside RCN cadet midshipmen from the Royal Military College and Canadian universities.

Sunset Ceremony In Three Cities

The Royal Canadian Navy's celebrated Sunset Ceremony was presented in three Ontario cities during the latter part of June by officers and men from *Cornwallis*.

Performances were at London, Ont. June 20 and 21, Hamilton, June 23 and 24, and Ottawa on June 29 and 30 and July 1.

There were about 180 officers and men from *Cornwallis* in the Sunset Ceremony contingent which included a guard, two field guns' crews and a 45-piece band.

Book Benefits Benevolent Fund

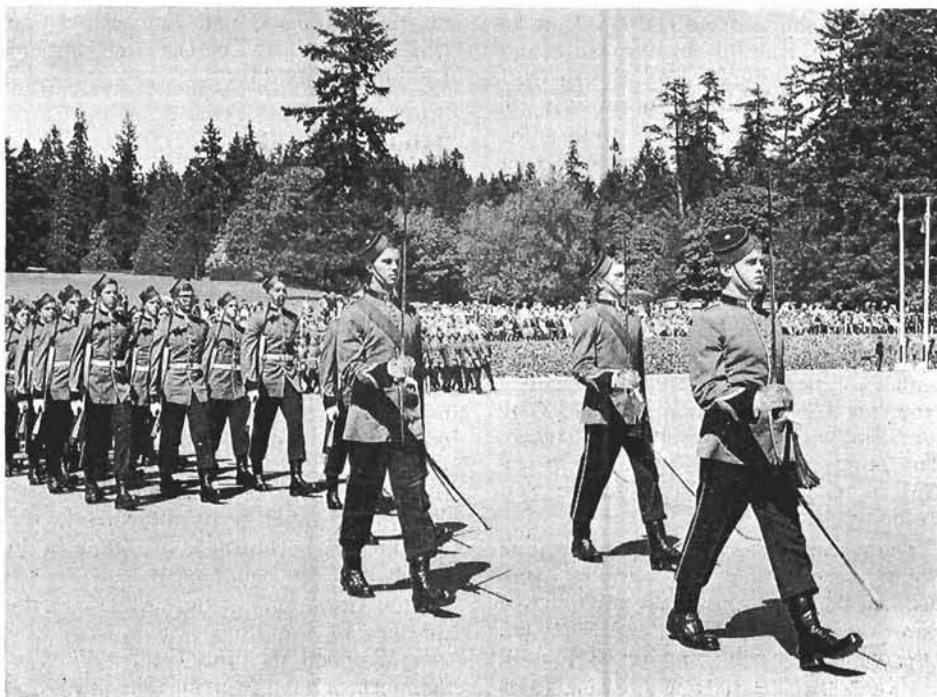
A further substantial gift, representing royalties on *H.M.C.S.*, Gilbert Milne's selection of naval pictures taken by him during the Second World War, has been made to the RCN Benevolent Fund.

Thomas Allen Limited, of Toronto, publishers of the book, in June mailed a cheque for \$274.30 to the Fund, to bring the total donations up to that time to \$1,918.80.

Official Visit to Indian Villages

With His Honour George R. Pearkes, VC, Lieutenant Governor of British Columbia, in the senior ship, three destroyer-escorts of the Pacific Command left Esquimalt on June 19 for visits to a number of Indian villages along the west coast of Vancouver Island and adjacent areas. The visits were made in conjunction with a training exercise which later saw the ships in Alaskan waters.

Officials at Government House in Victoria said this was the first time the



Perfect spring weather attracted an unusually large number of spectators to the graduation exercises at the Canadian Services College, Royal Roads, on June 2. Here is the march past, during which the salute was taken by the Lieutenant Governor of B.C., His Honour George R. Pearkes, VC. (E-61374)

Lieutenant-Governor of the province had ever made such a tour of Indian settlements.

His Honour sailed in the *Assiniboine*. Serving as escorts were sister ships *Margaree* and *Skeena*.

On board the ships were third-year Regular Officer Training Plan naval officer cadets for annual summertime sea training.

Curator Named For B.C. Museum

The board of directors of the Maritime Museum of British Columbia has announced the appointment of Colonel John W. D. Symons, CD, Royal Canadian Artillery (Ret) as curator of the museum, effective June 15, 1961. Colonel Symons was selected by the board from among 15 applicants for the post.

Colonel Symons, a resident of Victoria, graduated from the Royal Military College in 1935. During the Second World War he served in the Forty-sixth Division in Italy and in various training and Coastal Defence appointments in the United Kingdom.

He commanded 3 RCHA in Korea in the Commonwealth Brigade during the summer and fall of 1954. His last appointment, in the rank of colonel, was as commandant of the Royal Canadian School of Artillery at Shilo, Manitoba.

Colonel Symons has been a student of history for most of his life and was instrumental in establishing the Royal Canadian Artillery Museum at Shilo during his time as commandant of the school.

Lt.-Cdr. E. S. Cassels, RCN (Ret), who has been serving as temporary curator, took up the post of assistant curator when he turned over the keys of office to Colonel Symons.

Medical Dental Cadets on Course

Twenty-six medical and dental corps cadets took an indoctrination course in the Halifax area in June.

Twelve were surgeon cadets of the Royal Canadian Navy attending universities on a 45-month government subsidization plan; the others were officer cadets of the Royal Canadian Dental Corps.

It was not intended that the illustration at the head of July's RCN News Review section should be a puzzle picture. The caption, which disappeared somewhere along the production line, was as follows:

All this emphasis on higher education for officers is catching. Two Navy wives, whose husbands serve in the Fifth Escort Squadron, graduated this spring from Dalhousie University, Halifax, with Bachelor of Education degrees. The graduates are Natalie Maccoll, wife of Cdr. W. W. Maccoll (left), who commands HMCS Restigouche, and Barbara Gurney, wife of Lt. Strang Gurney, of HMCS Chaudiere. (HS-65110)

The designs of all the ship's badges now in use in the Royal Canadian Navy have been executed by the author of this article. Lt.-Cdr. Beddoe, as heraldic adviser to the RCN, has been the source, also, of most of the ideas embodied in the designs.

The illuminated pages of the Books of Remembrance in the Peace Tower at Ottawa bear testimony to his artistic talent.

His austere re-designing of Canada's coat of arms and the Canadian Legion's badge have brought him many bouquets and not a few brickbats.

SYMBOLS AND SHIPS

THIS IS a tale of symbols and ships. It records the story of how Her Majesty's Canadian Ships derived their badges and, in particular, those of some of the ships at present in the Royal Canadian Navy.

The ship's badge is modern, so new in fact it is just emerging from a state of infancy into adolescence, but already showing signs of attaining an early adulthood; nevertheless, its ancestor, the household or personal badge, is centuries old, even older than the hereditary coat-of-arms, which dates back only five or six centuries.

Officially, the heraldic ship's badge came into being in the Royal Canadian Navy in 1946—barely 15 years ago, and it was patterned after one used by the Royal Navy. Prior to this date, the commanding officer of a ship was permitted to devise and pay for his own ship's badge and the results, while sometimes interesting, were not always in the best heraldic form.

In the Royal Navy, heraldic badges were first issued officially in 1919, after the close of the First World War. They were enclosed in four differently shaped frames according to the class of the ship. Capital ships were assigned a circular frame; cruisers; a pentagon; destroyers and submarines, a shield, and aircraft carriers and miscellaneous vessels a diamond-shaped enclosure.

When the Second World War came, it was discovered that a name hitherto borne by a ship of one class—say a destroyer—had now been given to an aircraft carrier, and the frame did not conform to its new place. Therefore the Admiralty Badge Committee recommended the use of the circular shape for all classes for the duration of the war. It was not until late 1945 that the Royal Navy decided to adopt this form permanently for all its badges. Only a few months later, in 1946, this policy was applied to the Canadian badge. Captain (now Rear-Admiral, Retired)

By
Lt.-Cdr. (SB) Alan B. Beddoe,
OBE, RCN(R) (Ret)

H. F. Pullen, at the time Director of Naval Reserves, had requested that naval reserve division badges be displayed in the circular frame. So it was that all RCN ships' badges took this form, with one difference—at the bottom of the rope surround there is a small cluster of three maple leaves.

Before the start of the Second World War, the insignia used by the famous

old River class destroyers of the RCN followed the shield pattern of the RN, and the manner in which the identifying devices within the shield were applied actually made them coats-of-arms. This, for a badge, was improper heraldry because arms may only be borne properly by those to whom they are granted by Letters Patent of the Kings of Arms through powers vested in them by the Sovereign, heraldry being a prerogative of the Sovereign.

Nevertheless, those who served in these early ships of the RCN quite naturally hold their old "badges" in



Comic strip characters played a role in the rough-and-ready heraldry of the Second World War. Daisy Mae, sweetheart of Li'l Abner, adorned the gunshield of HMCS Mayflower. The sailors called their ship the "Daisy Mae". Al Capp, creator of the comic strip, did the design (HN-1209)

great affection, and for this reason every effort has been made to adapt the original unofficial devices to the requirements of the official heraldic badges being made today.

In September 1939 Canada, starting with a mere handful of ships, eventually built herself a Navy of nearly 500 vessels during the war years. Indeed, ships were being turned out with such rapidity that it was difficult enough to find suitable names for them let alone design badges for which a demand already existed as early as 1940.

Many were the inquiries that arrived at Naval Headquarters in Ottawa for information and help on ships' badges. Proposed designs came in for approval almost as fast as ships were built, for even then the potential value of a good device was recognized generally as a factor that might be useful in promoting loyalty to a ship and fostering a high "esprit de corps" in the ship's company.

To meet this demand an "Insignia Committee" was formed at Naval Headquarters, with Dr. Gilbert Tucker, the Naval Historian, as chairman. An active and most useful member of this Committee was Lt. W. P. Wallace, RCNVR (later Lt.-Cdr.) of the Directorate of Naval Intelligence, whose sufficient knowledge of heraldry made him realize that badge designing was a job for experts. As none was available, he did yeoman work himself during the war years, steering the RCN around the numerous heraldic shoals that constantly developed.

The Insignia Committee sponsored the only policy that, for practical reason, was possible under war conditions and this policy was promulgated by a Naval Order to the effect that commanding officers of HMC Ships might devise their own badges, naturally at their own expense. These were, however, to come under the scrutiny of the Captain "D" of the Port, or in the case of shore establishments, the Secretary of the Naval Board, to see that they contained nothing offensive to propriety or good taste (references to the enemy excepted).

It was further decreed that such badges should not be regarded as "official". This was qualified by the amazingly optimistic declaration for that still critical stage of the conflict—that after the war a permanent policy on Ships' Badges would be announced and that it was highly probable that wartime insignia would be altered. Therefore it was recommended that no heavy outlay of funds should be indulged in.

Most of the "hostilities only" insignia took the form of cartoon paintings on gun shields or bridge structures and



A picture of a sailor sinking a U-boat with a mixed bag of depth charges and potatoes was the symbol dreamed up for the frigate Charlottetown. The design at least made it evident that the members of the ship's company regarded themselves as "Spud Islanders" by adoption. (S-1059)

there were some truly astonishing items produced. Outstanding perhaps, was the one for HMCS *Wetaskiwin* that depicted a comely "Queen of Hearts" seated in a puddle of water, which was fair heraldry if one pronounced the last two syllables "queen", thus forming the name that sailors affectionately dubbed this ship.

Then there was the one for the *Sorel*, where a cartoon-style picture showed the head of a sorrel mare with huge teeth and wearing a naval crown, gleefully biting at a U-Boat—the inference being, of course, that this sorrel (*Sorel*) will masticate the enemy.

There were representations of Popeye the Sailor, Mickey Mouse, Daisy Mae, mounties, cowboys and even Winston Churchill, cigar and all, and other lesser or unknown figures doing the most daringly rude things to the enemy, who was usually shown by a U-Boat or Hitler in dire trouble. A photographic collection of these seen together presents a most lurid spectacle. One thing they all had in common was evidence of a light-hearted bravado.

Not all this wartime "insignia" was of the above-mentioned type; there were genuine attempts made to create something in keeping with the dignified form of the RN badges then in use. An example of this is found in the one for the *Algonquin*, which was the only badge adopted without alteration in the permanent RCN collection. This shows

an Indian's arm rising from the sea holding a spear which is transfixing a snake; the reference, naturally, is to anti-submarine warfare.

Returning to the Insignia Committee, we today may be grateful to its members who were responsible for at least two permanent contributions which will be used for a long, long time—the badge of the RCN, and the flag of the Naval Board.

It was with deep regret that news of the passing of Dr. Gilbert Tucker was received. This scholarly and kindly gentleman did much to bring stability to the heraldic problems that confronted the Navy throughout the war years. In spite of a heavy load of responsibility as Naval Historian, when events were happening almost more rapidly than they could be properly recorded, Dr. Tucker remained throughout an interested and sympathetic counsellor, whose advice was always founded in wisdom, realism, and an objective approach to the subject.

In March 1943, the Insignia Committee ceased to exist, but Lt.-Cdr. Wallace continued to keep the helm at Naval Headquarters as "adviser on insignia", and it was his submission to the Secretary of the Naval Board in July 1944 that laid the foundation for the permanent postwar policy on ships' badges.

By May 1945, Lt.-Cdr. Wallace's lone vigil ended, for he was joined in his



"The most controversial of all RCN badges . . ."

watch by a permanent force officer, Lt. (S) Peter Cossette. Shortly after, with the end of the war in sight, Wallace gracefully retired from the scene, leaving behind him a complete record of all previous transactions, and a sound program for the guidance of his successors.

It is doubtful if Lt.-Cdr. Wallace's difficult and necessarily abortive task during the war years is fully appreciated, and this tribute is therefore given by one who since has had the opportunity and occasion to learn how truly he laid the keel for the future of badge work in the RCN. The mantle of office now rested on the capable shoulders of Peter Cossette, (by this time Lt.-Cdr. (S) and today Commander) and, with VE Day past, he was the force behind the establishment of the present Ships' Badges Committee at Naval Headquarters. He was appointed the first secretary of this body, which had for its chairman the Naval Secretary.

Lt.-Cdr. Cossette prepared and had printed an excellent pamphlet entitled *Ships' Badges—Their Origin and Use*, which was illustrated with his own drawings, and this undoubtedly stimulated much new interest in the subject. Having a considerable knowledge and skill in heraldry and also the advantage of being in the secretariat branch, Peter Cossette soon was able to draw up a sound memorandum suggesting the procedures that should be followed to implement a permanent policy on badging. This was submitted to the Naval Board, which recommended, on November 19, 1945, that funds be requested to carry out this work, and that on obtaining these, Sir Arthur W. Cochrane, KCVO, Clarenceaux King of Arms, London, be asked to act as Heraldic Adviser to the RCN, an appointment he

held with the British Admiralty. The Naval Board also recommended that the badge committee should prepare a draft for a naval order on ships' badges that would ultimately be issued. The Chief of the Naval Staff confirmed these recommendations and ordered that the necessary action be taken.

An interesting side-light is recorded on these discussions by the Naval Board, when the Director of Plans, Captain H. S. Rayner, who has become Vice-Admiral and Chief of the Naval Staff, expressed the opinion "that the design of ships' badges should be carried out in Canada to ensure that a design in accordance with Canadian traditions and viewpoint would be produced".

It was pointed out, however, by the secretary of the badge committee, that up to that time no one had been located in Canada who was considered qualified to design ships' badges in accordance with heraldic tradition, to which the Director of Plans replied that a certain lack of heraldic skill might be accepted in favour of the wider objective of encouraging Canadian arts and crafts. To this the present writer must utter a grateful "Amen".

Eventually the necessary finances were obtained; Sir Arthur Cochrane was appointed by Order-in-Council, and then it happened! The call of duty took Lt.-Cdr. Cossette away from Ottawa, and the task, barely started, was left to new and inexperienced, though willing, hands. But even then Peter Cossette kept in touch, and his long and most informative letters to those who were required to carry on at NSHQ, were of the greatest help in those early days, and his friendly, expressive and entirely unorthodox comments on designs submitted were often delightfully refreshing, as when he referred to one from an important ship as looking like "a forlorn teddy-bear lost in a plumber's shop".

But the real rub came when Clarenceaux submitted his first "roughs". No one at NSHQ felt competent to appraise their worth; it was something entirely out of their line and so, true to tradition, when you don't know what to do or say, you pass it along to someone else, hoping this person may have an answer to the problem. And this was exactly what occurred.

It just so happened that at that moment there was a special branch "green-striper" with a flair for art, floating around NSHQ, and he was "pressed" into service (most willingly it must be admitted). He was given the job of digging up background material on names of ships and preparing sketches for submission to Clarenceaux. Sometime earlier he had, on request,

made up a design for the badge of HMCS *Warrior*, which created a favourable impression and he was "in". The mention of the *Warrior*, whose badge is a shaggy-haired Viking, brings to mind the story about a former commanding officer, who kept a pretty taut ship. Stopping in front of the ship's badge one day, the story goes, he looked at it, then tersely ordered: "Get a haircut!"

By the end of January 1948, the 52 designs required for the post-war Navy had been completed, and the designer of them retired from the active list to take up new duties at Defence Headquarters.

Then came Korea in 1950 and with it a great renaissance in both ship and badge requirements. The arrangement with Sir Arthur Cochrane had unfortunately to be cancelled because of the urgency of the situation, and the writer was once more called upon and given two appointments as Heraldic Adviser to the Naval Service. The first was by Order-in-Council dated 31st May, 1951, and the second, on cancellation of the former, by the Chief of the Naval Staff, on 3rd July, 1953. This cancellation was found necessary under fiscal regulations but the work still went on and the badges are now produced by contract.

Today, badge designs are approved, on the recommendation of the Ships' Badges Committee, by the Chief of the Naval Staff and the Minister of National Defence, and signed by His Excellency, the Governor-General of Canada, which gives them much dignity and value. The fact that they are made in accordance with the rules of heraldry might lead one to believe that to have validity, they should be issued, or at least approved by the Officers of Arms, London. But



"Get a haircut"



"The Naden . . . people belonged to the Raven clan of the Haidas"

such is not the case. This applies only to armorial bearings, and the ships' badges, even though heraldic, are not subject to this requirement, especially as they contain no Royal devices that must receive the Sovereign's personal permission before being used. It is therefore quite proper to have these badges designed and approved in the way they are, without reference to the Queen's Heralds. The only weak point, and an important one, is that this does not remove entirely the possibility of duplicating, to some extent, designs used by the Royal Navy, although every care is taken to avoid this.

The Ships' Badges Committee meets as the need arises to discuss and make recommendations on heraldic matters related to the RCN, and to pass on design of badges. The chairman is the Naval Secretary and members are the Naval Historian, the Adviser on Heraldry, who designs the badges, an officer from the Communications Branch, and a permanent secretary who is on the staff of the Naval Secretary.

Two identical copies of each badge-design in colour are prepared for the signatures of the approving authorities; one of these is issued to the ship concerned, the other retained at Naval Headquarters by the Naval Secretary for permanent record and reference.

The patterns and castings for the badges are made by outside contractors from the designs approved, and this work is "vetted" by the Heraldic Adviser. The finished products are finally painted in correct heraldic colours before being sent to their respective destinations.

An important and useful feature of this work is the making of miniatures

of the badges, cast in aluminum and then painted correctly. Seven sets of each badge are made at present and these are distributed at seven strategic points in Canada where the entire collection is on display, so the heraldry of the RCN may become better known.

These collections, which lend a romantic but practical touch at training centres by their colourful pageantry and challenge to the imagination, may be seen in these places: HMCS *Naden*, Esquimalt; Canadian Services Colleges, *Royal Roads*, Esquimalt; Royal Military College, Kingston; Collège Militaire Royal de St-Jean, P.Q.; Naval Board Room, Naval Headquarters, Ottawa; HMCS *Stadacona*, Halifax, and the Maritime Museum of Canada, Halifax.

The official ship's badge is 18 inches wide and 24 inches high; it is cast in bronze. Special badges, about eight inches across, also cast in bronze, are made for the ships' boats. These have no naval crown or name plate, but are contained within a rope frame with a cluster of three maple leaves at the top. These are issued for all ships' boats over 16 feet in length, and are a necessity at busy landing places for purposes of identification.

The present Garter King of Arms has described heraldry as "an art, a little science, and something of a mystery which only those who devote their lives to it can hope to understand and master". In view of this remark it will be recognized how valuable an asset it was for the designer of the badges at NSHQ to have the kindly and practical criticism and advice of Sir Arthur Cochrane during the early days of the work, Sir Arthur, bless his memory, who passed away in 1954, was always encouraging. His letters never failed to express his warm approval of any suggestion with the remark "capital design" or "excellent", and the lessons learned under his expert tutelage have been of highest value in the creation of sound work from the beginning to the present day.

This writer agrees, however, that not every badge design is of equal merit; some admittedly are better than others but, then, not every ship could possess a fiercely belligerent animal for its badge and, too, some names chosen for our ships do not lend themselves readily to representation by symbol.

At this point it may be of interest to describe how the badges of some of the ships and establishments were devised, and it is to be hoped this information may tend to soften the criticisms that some have no doubt been tempted to make.

To start, let us take a look at that most controversial of all RCN badges, that for HMCS *Discovery*, the Vancouver naval division, named after one of Captain Vancouver's two ships. Several sketches incorporating a telescope, an instrument used for the discovery of distant objects and exploration, were submitted to Clarenceaux from Ottawa, but Sir Arthur's comments were to the point, "Vancouver did not discover Canada", and Vancouver did not discover the maple leaf"—and he suggested instead the present "Disc-over-Y". This is an excellent example of what is called a rebus, an ancient and highly respected form, widely used in heraldry, where the parts of a word are represented by pictures or symbols. An outstanding instance of the rebus is found in the famous Arms of Oxford, England, in which an ox is depicted fording a stream, and many more could be cited.

The reaction by the Navy to the *Discovery* design was at first definitely negative, but time and a little "educating" of a former commanding officer of this division, by the author, sent this gentleman away feeling *Discovery* had the best badge in the entire collection. The simplicity of its clear-cut devices makes it easy to reproduce, and it is certainly one of the most striking of the RCN Ships' Badges—in fact a good example of what a badge should be.

While on the subject of the rebus, another comes to mind—that for HMCS *Comox*. The word is Indian and, from what has been learned, means "plentiful" or "abundant", evidently derived from the fact that in the place called Comox, there was at one time an abundance of game, food or other commodity needful to life. It was a common prac-



"Sentiment and commemoration"



"Call it 'corn' if you will . . ."

tice with the Indians to give a name that described the characteristic feature of the spot.

Perhaps the logical interpretation of Comox would have been the cornucopia (horn of plenty) but a search for some Indian equivalent failed to yield anything, so a new approach was made and with a gigantic flight of fancy out came a ferocious heraldic ox wearing on its head a cock's comb—hence "comb-ox (Comox). Call it "corn" if you will, but then in this particular instance "corn" may be taken as an abbreviation of cornucopia—so there you have another hidden meaning.

Yes, heraldry is fascinating, and while the foregoing may suggest a lack of appreciation of the dignity and seriousness that should accompany the preparation of a ship's badge such is not the case at all. An example of the rebus in more reserved vein is that for HMCS *Beacon Hill*, which is simply an illustration of an ancient beacon-light or cresset upon a hill-top.

Most wartime badges have been perpetuated as the occasion permitted, by using devices from the unofficial insignia for reasons of sentiment or commemoration. One of the former brings to mind

the sad but glorious recollection of HMCS *Athabaskan*, which went down on April 29, 1944, taking with her many of the ship's company, including the commanding officer, Lt.-Cdr. J. H. Stubbs, and the executive officer, Lt. R. M. Lawrence.

In the present *Athabaskan* is to be seen a badge that was presented to the new ship by Mrs. Lawrence, in memory of those gallant officers and ratings who died in this action with the enemy. The original ships' officers, shortly before going out that fateful night, had planned to have a badge made up and had prepared a design for it. After the *Athabaskan* was lost, Mr. Lawrence's father carried through to completion the carving of this badge and today it remains a constant reminder of the courage and devotion of a former ship's company. In the present official badge the elements of the original design have been tuned up a bit, but it remains substantially the same for reasons of sentiment and commemoration.

While on the subject of Indian names, reference might be made to one other, *Naden*, the home of the West Coast Navy.

The Naden, or Nedan, people belonged to the Raven clan of the Haidas. Therefore what could be more appropriate for the badge of HMCS *Naden* than a solid black raven fashioned after the unique style of the West Coast Indian art? The badge displays this mythical bird with wings extended, standing on a grassy mound to suggest that it is a shore establishment. The golden background or sky is in reference to the setting sun of the west, a derivative from the arms of British Columbia.

With so many different badge designs to choose from, it is difficult to select for comment here even what might be regarded as a representative few. One however, that deserves mention is the badge of the aircraft carrier *Bonaventure*. It is almost identical with that used by a former Royal Navy ship of the same name, with a small but telling difference. It displays on heraldic water a golden horseshoe open end uppermost, for luck, and in the curve of the shoe there sits a wyvern all in red. The

wyvern is one of the heraldic menagerie of fanciful monsters; it looks like a bat-winged dragon except it has no hind legs. This accentuates the length and vicious character of the tail.

The small but telling difference mentioned above is that this particular wyvern is shown wearing a special kind of coronet around its throat. In heraldic terms one might say "gorged of a coronet of Canada", for this coronet is comprised of a gold circlet around the rim of which are maple leaves of the same metal. This makes a novel and interesting change from the manner in which the national emblem is usually displayed, and may well become a valued addition to the heraldic jewel box of Canada.

As to the future, ships' badges are now firmly established. To date some 170 have been created for the Royal Canadian Navy. This number includes commissioned shore establishments as well as ships afloat; 12 naval air squadrons; two of them Reserve, and the new submarine *Grilse*.

It has been a most interesting field of work, and these colorful emblems are now becoming historically significant and a practical and important element in the Heraldry of Canada, as well as of the Royal Canadian Navy.



What "may well become a valued addition to the heraldic jewel box of Canada."



OFFICERS AND MEN

Chief and PO Win Awards

CPO Frederick C. Randall, HMCS *Bytown*, and PO Adolphe D. Chranows, VU-33, Patricia Bay have earned cash awards from the Suggestion Award Board of the Public Service of Canada and congratulatory letters from the Chief of Naval Personnel for ideas submitted to the board.

CPO Randall suggested a new type of administrative form and PO Chranows devised a modification to Tracker aircraft to eliminate the remote possibility of controls jamming. Both ideas have been adopted for use in the RCN.

Kermesse Earns \$1,838 for Hospital

The enthusiasm of naval wives and the co-operation of men and women of the Atlantic Command realized the sum of \$1,838 for presentation to the Women's Auxiliary of the Children's Hospital in Halifax, at the annual Kermesse (village fair) held June 21 at the hospital grounds.

In order to raise this money, naval wives' organizations, and ships and establishments of the command staged various raffles, entertainment nights and donated generously to make the Kermesse a success.

Klondike nights were held at *Stadacona*, convened by Mrs. E. P. Earnshaw, at *Shearwater*, convened by Mrs.

WEDDINGS

Lieutenant-Commander Marvin Bisal, *Stadacona*, to Margaret McMunagle, of Dartmouth, N.S.

Able Seaman Aubrey Callan, *Churchill*, to Mary Fuchs, of Broadview, Sask.

Sub-Lieutenant R. A. Douglas, *Saguenay*, to Esther Lucille Beaupre, of Victoria.

Sub-Lieutenant James Robert Gregory, *Stadacona*, to Eleanor Elizabeth Anne Lacey, of Kingston, Ont.

Able Seaman Leslie A. Jackson, *Buckingham*, to Joyce Young, of Springfield, N.S.

Able Seaman D. A. Kay, *Churchill*, to Rita Beauchamp, of Ottawa.

Able Seaman G. W. Lings, *Churchill*, to Nancy Thomas, of Leamington.

Sub-Lieutenant J. Gerald Turcotte, *Fraser*, to Ernestine Lambert, of Kingston, Ont.

Able Seaman G. W. Yates, *Churchill*, to Gloria Heskin, of Churchill, Man.



CPO Lloyd Wallace, representing the RCN, lays a wreath on the Sergeant's Monument in St. John's, Nfld., Sunday during Newfoundland's Memorial Sunday observances. The Royal Newfoundland Regiment was all but wiped out at Beaumont-Hamel in the First World War. CPO Wallace is chief storesman at HMCS Avalon, the RCN's naval shore establishment in St. John's. (NFD-5828)

P. G. Chance, and at *Cornwallis*, convened by Mrs. F. C. Frewer. The *Bonaventure* held a sherry party, convened by Mrs. J. M. Paul, and HMCS *Shelburne* raffled a hat made by Mrs. Robert Dewhirst, wife of the commanding officer.

The Ladies' Guild of Shannon Park, the naval married quarters in Dartmouth, and the Jill Tars, a naval wives organization, joined in a cotton collection and sale as well as the raffle of a plastic laundry basket full of groceries. Among ships which contributed in various ways were the *Restigouche*, *Algonquin*, *Terra Nova*, *Inch Arran*, *New Waterford*, *Athabaskan*, *Huron*, *St. Croix*, *Iroquois*, *Resolute* and *Lanark*.

PO M. R. Lewis of the *Restigouche* decorated a cake which was a model

of a *Restigouche* class destroyer escort. The cake was donated to the patients of the hospital by the Navy.

Mrs. A. D. McPhee was the general convener for the entire naval effort, while the treasurer was Mrs. W. P. Hayes and the secretary Mrs. L. J. Hutchins. Others on the committee were Mrs. J. H. Huxtable, Mrs. R. A. B. Creery, Mrs. J. H. Wilkes, and Mrs. R. S. Stephens.

The *Stadacona* band under the direction of CPO E. L. Spiers, supplied the musical background for the afternoon's program.

Changes Listed By Headquarters

The following appointments and promotions were announced recently by Naval Headquarters:

Captain Edward N. Clarke was appointed Commodore Superintendent, Atlantic Coast, and Superintendent HMC Dockyard, Halifax, July 28, and was promoted to the rank of commodore.

Captain Frank Harley will become Deputy Superintendent, Atlantic Coast, and Deputy Superintendent HMC Dockyard, Halifax, on August 28.

BIRTHS

To Petty Officer George Ackerman, *Naden*, and Mrs. Ackerman, a son.

To Able Seaman K. E. Albertini, *Jonquiere* and Mrs. Albertini, a daughter.

To Able Seaman Lloyd Atwell, *Churchill*, and Mrs. Atwell, a son.

To Able Seaman G. M. Aylesworth, *Jonquiere* and Mrs. Aylesworth, a daughter.

To Lieutenant G. J. R. Boucher, *Jonquiere* and Mrs. Boucher, a son.

To Leading Seaman R. E. Cooke, *Jonquiere* and Mrs. Cooke, a daughter.

To Able Seaman William Edwards, *Jonquiere* and Mrs. Edwards, a son.

To Able Seaman M. S. Fisher, *Churchill*, and Mrs. Fisher, a daughter.

To Able Seaman J. H. Huizinga, *Jonquiere* and Mrs. Huizinga, a son.

To Lieutenant R. E. Stone, *Bytown*, and Mrs. Stone, a daughter.

To Lieutenant P. J. A. Traves, *Jonquiere* and Mrs. Traves, a son.

To Chief Petty Officer H. J. Ward, *Naden*, and Mrs. Ward, a son.

Captain Arthur G. Bridgeman was to take up the appointment, on August 21, of Director of Marine and Electrical Engineering at Naval Headquarters.

Captain John C. Littler on July 21 took up the appointment of Chief of Staff to the Commanding Officer Naval Divisions at Hamilton.

Captain Richard M. Steele took command of HMCS *Cornwallis* on August 11.

Captain Frederick C. Frewer was to take command of HMCS *Bonaventure* on August 30.

Captain Arthur D. McPhee has taken up the dual appointment of Commander First Canadian Escort Squadron and commanding officer of HMCS *Algonquin*.

Captain Anthony F. Pickard has been appointed officer-in-charge of the RCN Depot at Halifax.

Captain Patrick F. X. Russell has been appointed Director of Naval Operational Requirements at Naval Headquarters.

Cdr. David L. MacKnight has been promoted to the rank of captain and will take up the appointment of Naval Attache on the staff of the Canadian Ambassador to the USSR and the Canadian Minister to Finland later this summer.

Cdr. Peter Cayley has taken command of HMCS *Crescent*, a unit of the Third Canadian Escort Squadron.

Cdr. Harold R. Tilley has been appointed to command HMCS *Saguenay*, a unit of the Second Canadian Escort Squadron, effective August 23.

Cdr. John E. Roue was promoted to the rank of captain and took up the appointment of Director of Operations Systems at Naval Headquarters on July 17.

Lt.-Cdr. Kenneth W. Salmon, Assistant Principal Naval Overseer, Montreal, has been promoted to the rank of commander.

Lt.-Cdr. Ross Dickinson has taken command of HMCS *Granby*, diving depot ship, along with the additional appointments of Commander Canadian Operational Clearance Diving Unit One, and Staff Officer (Diving) to the Flag Officer Pacific Coast.

Surgeon Captain John W. Rogers, Principal Medical Officer on the staff of the Flag Officer Pacific Coast, and Surgeon Captain Richard H. Roberts, Chief of Medicine and Regional Consultant at the Canadian Forces Hospital, Halifax, have both been confirmed in rank.

Lt.-Cdr. John H. Wilkes was appointed in command of HMCS *Waterford* (frigate) effective June 23.



Colonel John W. D. Symons, of Victoria, has been appointed curator of the Maritime Museum of B.C. Long a student of military history, Col. Symons helped to establish the Royal Canadian Artillery Museum at Camp Shilo. (E-61418)

(Story on Page Four)

Navy Thanked For Campaign Aid

Dugald Gillespie, chairman of the Victoria "Conquer Cancer" campaign, called on Rear-Admiral E. W. Finch-Noyes, Flag Officer Pacific Coast, recently to offer his personal thanks for the Pacific Command's contribution to the 1961 campaign.

Naval personnel and civilian employees of the RCN gave \$4,006 to the campaign, the largest amount yet donated by the Navy to this cause.

The drive was co-ordinated by F. D. H. Nelson, for civilian employees, and Lt.-Cdr. J. D. Newton, for the Navy.

Four Information Officers Moved

Four naval information officers have taken up new appointments.

Lt.-Cdr. William L. Patton, who has been Staff Officer (Information) to the Flag Officer Atlantic Coast since November 1956, has become Staff Officer (Information) to the Flag Officer Pacific Coast.

Lt.-Cdr. R. Stuart Murray, who has served on the staff of the Director of Naval Information at Naval Headquarters since August 1958, has succeeded Lt.-Cdr. Patton.

Lt.-Cdr. James L. Wightman, Staff Officer (Information) to the Flag Officer Pacific Coast since August 1957, has been appointed to the staff of the Director of Naval Information at Naval Headquarters.

Lt. John C. Bonneau has been appointed Assistant Staff Officer (Information) on the staff of the Flag Officer Atlantic Coast. He had been serving at Naval Headquarters.

Visit of Royal Navy Ships Cancelled

The visit of six ships of the Royal Navy and of two Royal Fleet Auxiliaries to various Quebec and Maritime provinces' ports in late July-early August, was cancelled. The situation in Kuwait was given as the reason for the cancellation.

Ships included the aircraft carriers *Hermes* and *Centaur*, frigates *Troubridge*, *Rhyl*, and *Chichester*, the submarine *Artful*, and the auxiliaries the *Olna* and *Tideflow*.

Lt. Fischer Wins Mowat Trophy

Captain T. C. Pullen, commanding officer of HMCS *Shearwater*, recently presented the Mowat Trophy to Sub-Lt. H. C. Fischer.

The Gordon Mowat Memorial Trophy was awarded to Sub-Lt. Fischer, of VF 870, as the acting sub-lieutenant or sub-lieutenant who had made the most progress in improving his flying during the past year.

The trophy was presented to *Shearwater* by Mr. and Mrs. Leslie G. Mowat, of Montreal, the parents of Sub-Lt. Gordon Mowat who was killed in an air accident in late 1959 while flying from the *Bonaventure*.

RCN Officer Tops Test Pilot Course

Top honours in his class were gained by Lt. Joseph Sosnkowski on his graduation from Test Pilots' School at the Naval Air Training Centre, Patuxent River, Maryland, in mid-June. He was presented with the trophy for outstanding performance.

Lt. Sosnkowski is the son of General G. K. Sosnkowski, Polish Army officer during the Second World War, who settled at Arundel, Quebec. A student at Loyola College, Montreal, before joining the Royal Canadian Navy, Lt. Sosnkowski began his aviation training in 1955, was awarded his pilot's qualification in November 1956 and began the test pilot course in October 1960.



The Prime Minister of Sierra Leone, Rt. Hon. Sir Milton Margai, on April 24 received the Canadian delegation to his country's independence celebrations. From left to right are Captain A. F. Pickard, commanding officer of the *Algonquin*, Thomas Carter, Canadian High Commissioner to Sierra Leone, the Prime Minister, Martin Page, private secretary to the Prime Minister, and A. B. Roger, of the Canadian Department of External Affairs. (CCC-1-057)

VISIT TO SIERRA LEONE

THE LAND of Sierra Leone, on the western bulge of Africa where it curves to the southeast toward the Gold Coast, was known in the past as "the white man's grave" because of the prevalence of malaria and other tropical fevers. In more romantic vein, it was described by travellers as a country where diamonds could be picked from the ground, as in Sinbad the Sailor's valley of diamonds.

The former Crown colony and protectorate was visited by HMCS *Quebec*, during her journey around the African continent in 1955, and she spent several days in Freetown, painting ship and otherwise making herself tiddly after a winter voyage across the Atlantic.

Now, Canadian sailors have visited Sierra Leone once again.

HMCS *Algonquin*, under the command of Captain A. F. Pickard, sailed from Halifax on April 11, 1961, on a special mission to represent Canada's Armed Forces at the celebration of the independence of the newest member nation of the Commonwealth—Sierra Leone. Her destination was Freetown, historic port and capital of the country.

The *Algonquin* put into Ponta Delgada in the Azores en route to Africa to make good the ravages to paintwork and rigging of storms and high seas. The

The Author

The author of the accompanying article on the cruise of HMCS Algonquin to Sierra Leone, to represent Canada's Armed Forces at that country's celebration of independence and membership in the Commonwealth, is Lt. Allan B. Roger, RCN(R), of HMCS Carleton, Ottawa naval division.

As Mr. A. B. Roger, of the Foreign Service Office of the Commonwealth Division, Department of External Affairs, he was a member of the Canadian delegation to the independence celebrations.

He made the journey to Sierra Leone on board the Algonquin and thus was able to carry out his annual stint of naval training en route.

"tiddlyng" of the ship continued on the hot leg of the crossing beyond the Azores and south to Sierra Leone. When the "Lion Mountain", after which the country is named, came up over the misty horizon early on the morning of April 22, the *Algonquin* and her company were ready for the national independence festivities and representational duties for which she had come to Africa.

Sierra Leone is a little larger than New Brunswick. It is on the "bulge" of West Africa between Guinea and Liberia, seven and a half degrees north of the Equator. For the most part the country is hot and moist. The average annual rainfall exceeds 140 inches. The indented coastline, except for the mountainous outcropping at Freetown, is mangrove swamp, with shallow river mouths. The sandy continental shelf extends far to seaward. Inland vegetation is varied and rich especially in the east and southeast. To the north the land rises abruptly, and forests have been cleared for agriculture. Some peaks in this area reach 6,000 feet.

Most Sierra Leoneans live, as they always have, by subsistence farming,

though many are now engaged in the exploitation for export of mineral wealth, particularly iron ore and alluvial diamonds. The exports also include palm kernels, coffee, cacao, kola nuts and ginger.

Sierra Leone's history reflects the rise and decline of African slavery. From its discovery by the Portuguese, the Guinea Coast was a prime source of slaves for the American trade. In 1787-88, before the ending of the slave trade, British philanthropists settled negro freedmen from England at Freetown. In 1792 the struggling free community was increased by the addition of the Nova Scotians, 1,200 loyalist negroes, freed during the American War of Independence, who had, after the surrender at Yorktown, been settled in Nova Scotia. Later still a group of Jamaican "maroons" joined the colony.

In the early 19th century the Royal Navy landed and freed at Freetown slaves captured at sea from American, Portuguese, Spanish and Dutch slave ships. The ancient cottonwood tree where manacles were removed still casts shade over the central square of Freetown.

Sierra Leone became a crown colony in 1808 from which time British influence began to spread inland into the tribal area, the borders of which were defined by treaty with Franch in 1896.

The tribal peoples of Sierra Leone provide a colourful social heritage for the new country. The Muslim Temne people dominate the open north and the easy-going Mende tribe populates most of the forest-clad south. Together they account for 60 per cent of Sierra Leone's population of 2.4 millions. Other main tribes are the Limbo, Sherbro, Koranko, Kono, Susu, Yalunko, Vai, Kru, Gola and Bulloms. The last named are coastal people famed for their handling of "bullom boats", a type of shallow surf canoe.

The task of representing the Canadian Armed Forces was shared by all hands. Captain Pickard accompanied the Canadian High Commissioner to Sierra Leone, Thomas Carter, on a number of his official calls. Captain Pickard also participated in the presentation of Canada's independence gift to Sierra Leone, a \$5,000 library. Officers of the ship attended the Governor's garden party, the Independence Ball, a mammoth civic reception, the traditional dancing displays, a native craft regatta and the midnight Tattoo which was climaxed by the raising of Sierra Leone's new flag in the first moments of April 27, Independence Day.

A gala reception for over 200 distinguished guests was held on the

Algonquin's flag-decked and floodlit quarterdeck. Many of the guests wore the flowing and brilliantly-coloured native dress of Sierra Leone, which lent even more emphasis to the festivity to the occasion. Captain Pickard and the High Commissioner acted as joint hosts at this Canadian party. Later at two luncheons on the flag deck during independence week, Captain Pickard entertained some of the new country's political, commercial and educational leaders, as well as the senior Royal Navy and United States Navy officers present.

Ships of six navies came to anchor in Freetown's fine harbour. HMS *Bermuda*, HMS *Lynx*, HMS *Leopard*, HMNS *Nigeria*, the gunboat *Ghana*, the USS *Hermitage* and the Liberian presidential yacht joined the *Algonquin* at moorings in the stream off King Tom Jetty on April 24 and 26. After exchanges of naval courtesies, inter-ship calls and visitations began. Throughout the week the harbour was alive with the bustling activity of ship's cutters, admirals' barges and plodding landing-craft. Many of the townspeople were reminded of the war years when Freetown was Britain's principal naval base in West Africa.

The importance of her Commonwealth association was evident in many of Sierra Leone's independence observances. HRH the Duke of Kent represented the Queen. Prominence was also given to all Commonwealth countries

and their delegations. A party from the *Algonquin* took part, together with contingents from the Royal Marines and visiting Commonwealth ships, the smart battalions of the Sierra Leone Regiment and the Sierra Leone Naval Defence Force in the solemnly impressive midnight Tattoo which marked the actual birth of the new Dominion.



Ord. Sea. Allan F. Copping guides the sensitive fingers of a blind child over the raised letters of the *Algonquin's* name plate during a party for children from the Freetown School for the Blind. (CCC-1-063)



A hundred pints of Canadian blood were left in Freetown, Sierra Leone, by the *Algonquin's* sailors during a two-day clinic of the British Red Cross Society. Here AB James Day makes his donation and doesn't mind it a bit. (CCC-1-053)

Freetown children will not soon forget the *Algonquin* and her kindly sailors. Among organized groups from several schools which visited the ship was one of 14 blind children who felt their way from stem to stern. Later they joined to sing their appreciation for the unique experience given to them by "de Canada ship". A second group came from Freetown's Approved School for underprivileged "problem" children. The *Algonquin's* only problem with these boys was to fill them with unaccustomed treats of chocolate bars and soft drinks. Still later, representative groups of Boy Scouts and Girl Guides from the Freetown troops came on board.

During Independence Week three public holidays were declared so that the people of Freetown might participate in the celebrations, the parades and some of the official observances and ceremonies. Most colourful among the latter were the "bullom boat" regatta, the spectacular, traditional dancing by several tribal groups from the interior; the solemn, symbolic, midnight military tattoo and flag raising ceremony and the State Ball at Government House. Officers and men of the *Algonquin* were invited to attend many of these official celebrations.

The *Algonquin* sailed on April 30 from Freetown on her return passage for Halifax. Before her departure Captain Pickard received from the Canadian High Commissioner, Mr. Carter, a letter of appreciation for the significant contribution made by the *Algonquin* and all her company in representing Canada at the birth of Sierra Leone as an independent sister-nation of the Commonwealth. There is no doubt that the



Sierra Leone's Minister of External Affairs and Defence and Mrs. John Karefa-Smart are received on the quarterdeck of the *Algonquin* by Captain A. F. Pickard and the officer-of-the-day, Lt.-Cdr. Jean Jordan, before a luncheon given by the captain on the eve of the African country's Independence Day. (CC-1-075)

presence of the Canadian destroyer and of her company aided directly in demonstrating Canada's belief in the value of the Commonwealth and in providing

visible evidence of the warm welcome which Canada has extended to Sierra Leone as a sovereign member of that family association.



This concluding instalment of Admiral Bidwell's memoirs describes what he refers to as "the highlight of my career in the RCN"—his voyage to England as Flag Officer of the Canadian Coronation Squadron in 1953. He flew his flag in the cruiser *Quebec* and the ships in company were the *Magnificent* (aircraft carrier), the *Ontario* (cruiser), the destroyer *Sioux* and the frigates *La Hullose* and *Swansea*.

Apart from that of the Royal Navy, Canada's was the largest Commonwealth representation at the Coronation review at Spithead. The three larger ships are no longer with the RCN. Caught up by the winds of change, the two cruisers have been reduced to scrap in Japan; the *Magnificent* was returned to the Royal Navy when Canada purchased the modern, angled-deck carrier *Bonaventure*.

RANDOM MEMORIES



WE HAVE just had our 50th Anniversary Year and, in spite of its shaky infancy, the Royal Canadian Navy is now firmly established. It is constantly progressing in its training, its methods and its weapons, and, perhaps even more important, in its morale.

I was lucky enough to have a year at the Imperial Defence College after the War and from there I went to the newly-formed National Defence College of Canada, where I spent two years on the staff. In the meantime, the RCN was "sorting itself out" after the war demobilization and emerged as a permanent force of about 9,000 officers and men, one Light Fleet carrier, two cruisers, and all our late war-time Tribal and similar class destroyers. Nearly all the smaller anti-submarine vessels were sold. A few frigates were retained and later modernized. A Naval Air Arm was established, based on the Fleet Flying Station at Dartmouth, N.S. (HMCS *Shearwater*).

From the National Defence College I went to HQ staff as Assistant Chief of Naval Staff Plans, and was in on the ground floor of the formation of the NATO. For some four years I was heavily engaged in top-level planning and had some most interesting tours to NATO meetings in Europe and many in Washington.

But I was longing to have a little more direct contact with the "nuts and bolts" of my own service and see a little more of the officers and men who were now engaged on the strenuous every-day tasks—"low level planning"—of designing and manning the ships of the new Navy and training the crews for them. I was lucky indeed to have the chance;

late in the year 1950 I was sent temporarily as Commodore of the RCN Barracks at Esquimalt, and before the end of that year I received my appointment as Rear-Admiral in Chief Command of the Atlantic Coast at Halifax.

So I found myself responsible for the training and progress of the major part

Part Four of a Series
by
Rear-Admiral R. E. S. Bidwell
RCN (Ret)

of the new RCN, and it was indeed a challenge, but one that I personally welcomed. My years of staff work seemed to stand me in good stead, not only in understanding what my responsibilities actually comprised—I wore three hats, Flag Officer Atlantic Coast, Commander of Canadian Sub-Area Atlantic (NATO), and Canadian Coastal Commander Atlantic—but also in my knowledge of all the personalities involved in these various activities.

In the meantime, I had my own excellent staff and was able to keep closely in contact with the commanding officers and others of all my ships and shore establishments. In case my few remarks above about my responsibilities, titles, etc. may sound a trifle complicated, allow me to tell you now that I prepared and memorized a short talk on the subject which I frequently gave forth to distinguished visitors, who usually seemed more muddled up afterwards than even I myself.

The Canadian Navy was gradually taking shape as a predominantly anti-submarine force, and I was fired with the idea of reorganizing the ships at our disposal into something approaching the

escort groups of war-time days. I was not able at first to do this, as the war in Korea was absorbing all our destroyers, and the major alterations to our remaining frigates were not as yet completed. The carrier was still working up with its component of the Fleet Air Arm. However, by mid-1954, these ideas began to bear fruit in the creation of the first Canadian escort squadron, consisting of the renovated destroyer *Algonquin* and three modified frigates, the *Lauzon*, *Prestonian* and *Toronto*.

From then on things moved quickly, particularly as the new-construction Canadian-built destroyer escorts began to appear, and in a few years became the backbone of the Canadian escort forces.

The organization of ships into escort squadrons, training squadrons, mine-sweeping squadrons etc. has become basic in the modern Canadian Navy and extends to both coasts.

I was again lucky in that my old friend Rollo Mainguy, whom I had relieved as the Flag Officer Atlantic Coast, was now serving as Chief of the Naval Staff. I received from him and his successor the fullest possible advice and help. The off-the-record discussions with these senior officers at Headquarters were invaluable to me, and continued to be so.



THE HIGHLIGHT of my time in the Navy was to come in 1953, when I was told I was to take a Royal Canadian Navy squadron over to the U.K. for the Coronation and the Naval Review.

I flew my flag in the cruiser *Quebec*, and the rest of my squadron consisted



HMCS Quebec, wearing the flag of Rear-Admiral R. E. S. Bidwell, as flagship of the Canadian Coronation Squadron, homeward bound for the United Kingdom. (DNS-10634)

of HMC Ships *Ontario*, *Magnificent*, *Sioux* (destroyer), and two frigates, plus a small supply ship. It was quite a formidable squadron, and equalled exactly the contributions of all the other Commonwealth navies (other than the RN) combined. I felt very proud of the RCN as I brought this all-Canadian squadron into Spithead to take our part in this historic naval review. I had acquired for this job still another title, "Flag Officer Canadian Coronation Squadron" (CANFLAGCORON), which appointment I held from May 7 to June 26, 1953.

Several excellent accounts exist of the wonderful ceremonial of Her Majesty's Coronation and I can only add that, as a privileged spectator in a good seat of the Abbey, I witnessed from start to

finish the wonderful reverence and splendour of this supreme ceremony. It left on me, as on all who were so privileged, an impression which will last forever.

In the meantime the grand procession through London was getting underway, and in it was marching a component supplied by the Royal Canadian Navy. The officers and men had been specially chosen for this privilege and specially trained for many months—and I carried most of them to the U.K. in my squadron. Their appearance and bearing were a specially fine tribute to their service and I felt, as I saw them perform, that indeed the RCN had come a long way in its short life.

A fortnight later the Naval Review itself took place. Those concerned, including myself, had been waiting with bated breath for the weather prospects but, in spite of a not very good forecast, the weather was excellent, and the large mass of spectators could be transported to the waiting ships at Spithead without any inconvenience.

I had a group of distinguished Canadians on board the *Quebec*, including my old friend Admiral Murray, RCN (Ret). I wish I could have had everyone I knew who had followed the fortunes and had been part of the achievements of the RCN since its early days.

The Review day was climaxed by a dinner on board the Fleet Flagship (HMS *Vanguard*) at which Her Majesty was the chief guest, and the hosts were

the flag officers and captains of Her Majesty's ships. This, followed by a fine firework display, wound up the Coronation Review. Our squadron sailed back to Canada with a great sense of achievement, and a never-to-be-forgotten memory.

G

REAT EXPANSION years for the RCN came with the 1950s. The Korean War, now over, had brought home the realization to the country that the fighting services

must be kept in being, at any rate in the present political state of the world. Towards the end of the period the expansion in ships was nearing completion; and numbers of revolutionary changes regarding the training and employment of the personnel were being effected. One of my last actions whilst in office was to read carefully and remark on a general report on these subjects submitted by a high-powered committee of the Naval Staff (The Tisdall Report).

I had now been FOAC since November 1951—a long spell—and the time had come for me to retire. In September 1957 Rear-Admiral Hugh Pullen took over as Flag Officer Atlantic Coast, and assumed with smoothness and efficiency perhaps the most arduous and interesting job that the RCN has to offer.

My last days were rewarding! My Chief of Staff (now a Commodore, Howard Quinn) had organized a "cruise past" of all the ships in the Command, forming up in Bedford Basin and passing the saluting base in the Dockyard one by one, commencing with the new construction DEs, then the other destroyers, then the frigates, and so on down to the smallest dockyard auxiliaries. Each ship gave me her greeting vocally, and for me it was a most moving ceremony.

On the day of my turn-over to Admiral Pullen I bade a formal goodbye to all my staff and then embarked in a whaler opposite my office in the dockyard. The whaler was suitably manned by my Command Supply Officer, Captain Morland as cox, Commodores Finch-Noyes, Quinn and MacGillivray and Captains Browne and Welland. With slow and measured stroke, this boat's crew solemnly pulled from one end of the Dockyard to the other and finally disembarked me. It was a send-off which I will not forget.

This century has seen the slow but steady growth of the nationhood of



Rear-Admiral R. E. S. Bidwell, Flag Officer Coronation Squadron, is shown at the final inspection of the naval component of the Canadian Coronation Contingent before it sailed for Portsmouth. Above, he stops to chat with Lt. M. J. Waymouth, since deceased, to whom went the honour of bearing the Flag of Canada during the Coronation parade. (HS-25387)

Canada, and an important part of this has been our understanding of the true concept of sea power. The growth of our Navy has coincided with the gradual realization throughout the country of the true nature of this concept. We must stand on our own feet—and this we are beginning to do.

In these very random and incomplete notes I have tried, inadequately, to

sketch some of my personal memories of the ups-and-downs, and the gradual development of our sea service. There is much to come; we lack a proper sea-going merchant marine for instance; but I feel sure that this will come over the next years. We lack many things indeed, but we do not lack the spirit which will some day make us a Great Nation.

(This is the last of four articles by Admiral Bidwell. The previous instalments appeared in the April, May and July issues.)

AFLOAT AND ASHORE

PACIFIC COMMAND

HMCS *Skeena*

Officers and men of the *Skeena* have a soft spot in their hearts for the youngsters in the Shriners' Hospital for Crippled Children in Portland, Oregon.

Last year, while the destroyer escort was visiting the city and taking part in its famous Rose Festival, a group of the *Skeena* sailors dressed as clowns visited the hospital and presented a lengthy comedy program for the handicapped youngsters.

The little patients loved every minute of it and wished they could go on board the Canadian warship. This was impossible, but the sailors did the next best thing. They got a large framed photo of their ship.

Recently PO John G. Gillott, from the *Skeena*, was in Portland on other business. He visited the children's hospital, and presented the framed photograph to them.

Today the picture of the *Skeena* hangs in a conspicuous place in the largest ward of the hospital.

ATLANTIC COMMAND

HMCS *Bonaventure*

The *Bonaventure* sailed from Halifax on May 23 for a five-week training and exercise program. With the *Sioux* in company, the first week was spent qualifying new pilots of VS 880 and HS 50 in deck landings, navigation, and anti-submarine tactics. Good weather prevailed, and the resulting heavy flying program allowed good progress to be achieved.

The ship then proceeded to Quonset Point, Rhode Island, for a three-day visit. While there, several good will gestures were exchanged by the ship and the local populace. A 48-man company was landed to march in the Memorial Day parade at Woonsocket, R.I., while the same town provided a dance for the ship's company. Many visitors were shown through the ship and took the opportunity to compare the *Bonaventure* with the USN anti-sub-

marine carrier *Essex* which was secured to the opposite side of the jetty.

The ship sailed on June 1 for flying operations. Trackers and helicopters exercised intensively in preparation for exercises with Task Group 83.3 later in the month.

On Tuesday, June 6, the carrier arrived alongside the Brooklyn Army Terminal in New York for a six-day recreational visit. Forty-eight hours' leave was arranged for all members of the ship's company. The ship was overwhelmed with the entertainment available in such a large city and most found it a difficult decision indeed to choose between the tours, shows, dances, baseball games and private invitations.

Somewhat reluctantly, the *Bonaventure* sailed on June 12 to rendezvous with the *Athabaskan* and ships of Task Group 83.3, comprising the carrier *Essex*, five destroyers and two submarines, including the larger nuclear boat *Triton*. The embarked squadrons received two weeks of valuable training, especially in cross deck flight operations and in dealing with the nuclear submarine threat. As often as possible, personnel were exchanged between the American and Canadian ships to give each the opportunity of observing the other at work. On June 20 and 21, Rear-Admiral G. P. Koch, USN, the Task Group Commander, transferred to *Bonaventure* with his staff to direct operations from the Canadian carrier.

The *Bonaventure* and *Athabaskan* bade farewell to their American friends on June 24 and arrived in Halifax on June 26 for a ten-day rest and maintenance period. All in all, it had been a busy five weeks during which time the *Bonaventure's* embarked squadrons logged 1,840 hours flying time and made 762 arrested landings.

NAVAL DIVISIONS

HMCS *York*

This year's award of the Naval Reserve Aviation Trophy has been made to VC 920, the reserve air squadron attached to the Toronto naval division, it was announced recently by the Com-

manding Officer Naval Divisions. The squadron is based at Downsview airport.

In addition, VC 920 was commended in June by COND for having completed more than two years without a flying accident.

The Naval Reserve Aviation Trophy was presented by the Fairey Aviation Company of Canada and is held for one year by the squadron judged to be the most efficient for the preceding year.

—A.W.

HMCS *Bytown*

Shall Ye Test Matches be played in Canada?

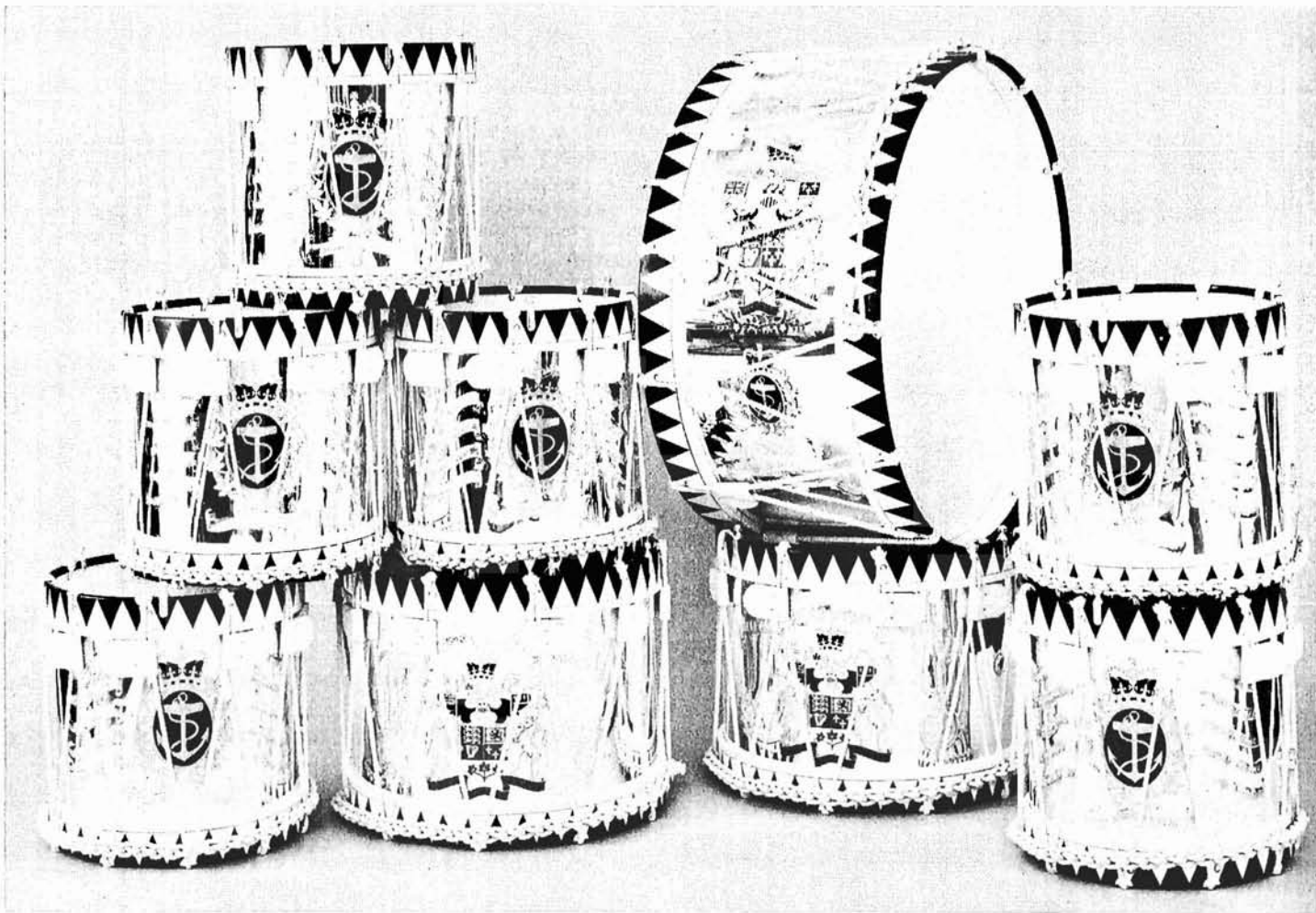
This was the issue more or less at stake when Naval Headquarters and the staff of the Officer of the U.K. High Commissioner for Canada crossed bats on the cricket pitch at Rideau Hall on June 16.

An artistic challenge from Naval Headquarters disputed the "belief . . . generally held that Anglo-Saxons are endowed with superior gifts in this gracious art of cricket. . . ."

This brought from the Britishers the bland reply, even more highly illuminated, that "ye August Representatives of Her Majesty's United Kingdom Government Anticipate that We have Superior Skills at ye Game of Cricket to any of Her Majesty's Subjects in ye New World. Many of Such We have observed to Consider ye New Game of Baseball, Known in ye Olde Countries as Rounders, to be fitt Game for those of Mature Years."

The final flick of the gauntlet was: "Ye aforesaid Staff of the High Commission Expect to Show ye New Worlde Navigators why ye Test Matches are not played in Canada."

Fortified by tea and crumpets and a set of ground rules that limited batsmen to individual scores of 20 runs, the Canadians triumphed over the Anglo-Saxons by a score of something-or-other and gave support, in some degree, to the proposition that "Ye Test Matches shall, in future, be played on Canadian soil."



Formal portrait of the sterling drums—a 50th anniversary present to the Pacific Command of the Royal Canadian Navy from the Province of British Columbia, the City of Victoria, the Municipalities of Oak Bay and Saanich and the Township of Esquimalt. The sterling silver shells of the drums have been ornamented with scrolls listing the battle honours of the RCN and beautifully coloured enamelled replicas of the coat of arms of Canada and the badge of the RCN. (E-61294)

SILVER DRUMS PRESENTED

EIGHT HUNDRED officers and men from ships and shore establishments of the Pacific Command were on parade Friday, June 16, when Major General the Hon. George R. Pearkes, VC, Lieutenant Governor of British Columbia, presented a set of sterling silver drums to the Command.

The drums, purchased jointly by the Province of British Columbia, the City of Victoria, the Municipalities of Oak Bay and Saanich and the Township of Esquimalt, are a 50th anniversary gift to the Navy on the Pacific Coast.

They were ordered from England in 1960, the 50th anniversary year of the formation of the Royal Canadian Navy.

The presentation took place in Beacon Hill park and the parade was fallen in at 7:05 pm, with the silver drums on display on tables in front of the official dais.

At 7:30 pm the Lieutenant Governor arrived and received a Royal Salute from the Royal Guard and Band, which he then inspected.

The band carried out a "troop"—a ceremonial march through the ranks of the Royal Guard. At the rear of the square, the drummers relinquished the old drums, the band counter-marched and returned to a position in front of the dais.

His Honour at that time formally presented the drums to the Command, and spoke on behalf of the donors. The Premier of British Columbia was represented by the Hon. W. D. Black, Provincial Secretary; Mayor Percy B. Scurrah attended for the City of Victoria; Reeve A. I. Wurtele, the Township of Esquimalt; Reeve G. H. Murdoch, the Municipality of Oak Bay, and Councillor L. H. Passmore represented the Reeve of Saanich.

Rear-Admiral E. W. Finch-Noyes, Flag Officer Pacific Coast, expressed the thanks of all officers and men of the Pacific Command for the magnificent gift and formally accepted the drums.

Chaplain (P) Horatio Todd and Chaplain (RC) J. P. Belanger conducted a brief dedication service. The assembled naval personnel and spectators joined in singing the hymn "Eternal Father, Strong to Save".

Now the drummers took up the new drums, turned about and marched off, the band playing.

The band carried out a second "troop", this time around the perimeter of the square in front of the spectators and the official dais, giving all present the opportunity to see the new drums.

This was the end of the ceremony. The band halted behind the guard and the National Anthem was played.

Following the ceremony, Admiral Finch-Noyes sent this general message:

"All of us in the Pacific Command can be extremely proud of all those who participated in any way in this evening's presentation of the drums ceremony. The bearing, drill and steadiness of all on parade were of a very high order and the band played with feeling and beauty. In addition to those actually on parade, great credit and thanks are due to the many men and women who made the ceremony the success it was by their unstinted and magnificent work behind the scenes. Their tasks were many and varied, but their efforts blended with those parading to produce a memorable result blessed by perfect weather."

In preparation for the ceremony an open field in Beacon Hill Park had to be transformed into a 5,000-seat amphitheatre and a way had to be found to move the 800 participating sailors through Victoria's rush-hour traffic with a minimum of inconvenience to the public.

At the invitation of the donors of the silver drums, the Pacific Command undertook the whole task of organizing the ceremony. Commodore H. V. W. Groos, Commodore RCN Barracks, and his staff in the Fleet School at *Naden* did most of the planning, the co-ordinator was Cdr. E. V. P. Sunderland and arranging the fine details of the ceremony was largely the responsibility of Lt. C. H. (Jack) Humble, parade lieutenant at *Naden*.

Back in January, Cdr. Sunderland scouted the Victoria area for a suitable spot for the ceremony. The review ground in Beacon Hill park proved the

Well Done, Navy!

"*Well Done, Navy!*" was the heading of an editorial in *The Victoria Times*, commenting on the ceremony attending the presentation of embossed silver drums to the Royal Canadian Navy's Pacific Command by the municipalities of Victoria, Saanich, Oak Bay and Esquimalt, and the Province of British Columbia. The *Times* editorial said:

"The Navy, which can always be counted upon to conduct its ceremonial functions with great elan and style, surpassed itself in the Silver Drums presentation over the week-end.

"An audience of more than 6,000 was thrilled with the precision of 800 marching men, bespeaking dis-

ciplined drill that has its roots in centuries-old tradition. As Lieutenant-Governor Pearkes pointed out, the exact execution of intricate manoeuvres becomes a matter of individual pride and challenge; each man has his role to perform; the successful conclusion of the parade conveys an impression of simplicity which is denied by the long hours of preparation and rehearsal required.

"The drums themselves are an elegant symbol of the warmth felt by people of this province, and this community, towards the RCN. They will add to the tradition of the HMCS *Naden* band, acknowledged to be one of the finest in Canada."

most suitable, but presented the problem of finding seating for the spectators.

The chairs came from *Naden*, Work Point Army Barracks and *Royal Roads*. The bleachers came from anywhere they could be found and included Beacon Hill park benches and the seating from the band shell. The boxing ring from the *Naden* gymnasium became a large dais for the official guests.

Early in the year, Lt. Humble and his staff began the training of the 750 sailors who would take part in the ceremony. To draw 300 men from the destroyer escorts and another 150 from

the frigates, the drill program had to be co-ordinated with the ships' movements. The 300 *Naden* personnel were mostly undergoing courses for advancement and their drill times had to be adjusted so as not to interfere with their studies.

Part of *Naden's* sports field was marked off to the exact measurements of the parade ground in Beacon Hill park and long hours of rehearsals took place there to bring the guard, band and four escort companies to the state of perfection demanded by the elaborate silver drums ceremony.

Founder of RCN Bands Dies at 82

A man who became known as the "father of the Royal Canadian Navy bands", Lt.-Cdr. Alfred E. Zealley, RCNVR (Ret.), died at his home in Toronto in May, aged 82 years.

Lt.-Cdr. Zealley formed the first RCN band in 1939 and exactly five years later had completed the formation of his 17th band for the Navy. Some of these bands were divided and sent to other bases where they expanded into larger aggregations.

He organized the first band in 1939 when the Naval Service accepted his offer to organize one at no cost to the Crown.

On January 8, 1940, he was commissioned a lieutenant in the RCNVR and appointed to *Stadacona* along with his band.

In the summer of 1942 the original *Stadacona* band was divided into three parts, with one section going to HMCS *St. Hyacinthe*, another to *Cornwallis* and the remainder to *Avalon*.

In October of that year another band was formed for *Stadacona*. In 1943 part of the *Stadacona* band went to HMCS *Protector* at Sydney, N.S.

The School of Music was organized by Lt.-Cdr. Zealley in November 1942 and from this Toronto establishment there emanated 12 more bands, for HMCS *York*, in March 1943, HMCS *Shelburne*, October 1943, HMCS *Brunswick*, a pipe band, in January 1944, *Chippawa*, February 1944, *Niobe*, March 1944, *HMS Nabob*, March 1944, *Uganda*, May 1944, *Ontario* 1945, *Discovery*, July 1944, and *Peregrine*, December 1944. HMCS *Chatham*, Prince Rupert naval division, had a local band and this was supplemented by trained personnel from the School of Music.

In December 1944 the School of Music was disbanded and Lt.-Cdr. Zealley was appointed to the RCN Depot at Halifax as bands drafting officer until he retired in June 1945.

Pre-war bands had been composed of volunteers from among ships companies. From 1939 until the end of the war only two bands escaped the organizing of Lt.-Cdr. Zealley. One was a volunteer band at *Donnacona*, and the other was at HMCS *Naden*, where Lt. H. G. Cuthbert (now Lt.-Cdr.) had been ordered to form a band.

Following the war it was decided the RCN would continue to have bands and at present these are located at *Naden*, *Stadacona*, *Shearwater* and *Cornwallis*, with elements at sea in HMCS *Bona-venture*. Training of naval bandsmen is carried out at the School of Music at *Naden*, under Lt.-Cdr. Stan Sunderland.



Members and wives of the official party on the steps of the Library for the official opening of the Naval Veterans' Reunion by Mayor R. B. Beckett of Brantford. (COND-7144)

VETERANS' REUNION



Three members of the Brantford Naval Veterans' Association are shown at the cenotaph following the remembrance service during the seventh annual Naval Veterans' Reunion in Brantford. Left to right are Joe Kozma, Ross McKinley, parade marshal, and Tom Hounam. (COND-7111)

THE SEVENTH ANNUAL Naval Veterans' Reunion, sponsored by the Canadian Naval Association, was held at Brantford, Ontario, on May 19, 20 and 21, with an enthusiastic attendance of about 2,000 persons.

Naval veterans from at least 15 affiliated associations attended as well as veterans from as far away as Halifax and Dartmouth.

The highlights of the reunion were a civic reception, naval ball and church and memorial services.

Before the civic reception, the guard of honour paraded to the Brantford Library where they were inspected by Commodore P. D. Taylor, Commanding Officer Naval Divisions, accompanied by His Worship Mayor R. B. Beckett and

Ernie Fish, president of the Brant Naval Veterans' Association. The guard and band were from HMCS *York*, the Toronto naval division.

A banquet at the Brantford Armories on Saturday evening was followed by a ball.

Speakers included Senator the Hon. W. Ross Macdonald, Commodore P. D. Taylor, Commanding Officer Naval Divisions, who also represented the Chief of the Naval Staff, Commodore R. I. Hendy, Senior Naval Officer, Toronto Area, and Captain J. W. F. Goodchild, commanding officer of *York*.

The *York* band played during the dinner.

On Sunday morning, the veterans paraded to Grace Anglican Church and

St. Basil's Roman Catholic Church. In addition to the veterans, the guard and band of HMCS York and RCSCC Lion took part.

At Grace Church, the service was conducted by Rev. Dr. E. G. B. Foote, Chaplain of the Fleet (P); Commodore P. D. Taylor read the lesson. At St. Basil's the mass was celebrated by Rev. J. E. Whelly, Chaplain of the Fleet (RC).

Following the church services, parties re-assembled at the Brantford Armouries from where they attended the ceremony at the Cenotaph. The first wreath was laid by Senator Macdonald on behalf of the Canadian Government and Commodore P. D. Taylor laid the RCN wreath. Other delegates placed wreaths on behalf of the 15 associations represented at the Reunion.

Veterans were impressed by the expert and business-like way in which the reunion committee had handled all arrangements.

The Canadian Naval Association, which sponsors the annual reunions: reports that enthusiastic interest is already being shown in planning for next year's get-together at Kingston.

The association, itself, is continuing to expand, the latest unit to join it being the Main Brace Naval Veterans' Association, of Bathurst, New Brunswick.

Thought is already being given to the celebration of the 40th anniversary of the RCNR and RCNVR, which were established in January 1923. Looking even further ahead, the CNA hopes to celebrate in a special way the centennial of Confederation in 1967.

At the annual meeting of the CNA in Toronto on June 18, the election of officers resolved itself into a vote of confidence in the men who headed the association during the previous year. All officers were re-elected as follows:

H. A. Maynard, of Oshawa, president; W. J. Slater, of Belleville, executive vice-president; S. R. Piner, of Hamilton, first vice-president; C. C. McClenan, of Peterborough, second vice-president, and N. J. Yorston, of Toronto, executive secretary-treasurer.

The next directors' meeting of the CNA will be held in September, with the Sarnia branch as host.



Shown at the wreath laying ceremony at the Brantford cenotaph are Ross McKinley, parade marshal, Senator the Hon. W. Ross Macdonald, guest of honour, and Commodore P. D. Taylor, Commanding Officer Naval Divisions. The occasion was the seventh annual Naval Veterans' Reunion. (COND-7143)



Registration officials were kept busy during the seventh annual Naval Veteran's Reunion at Brantford, Ontario, over the Victoria Day week end. Here the youngest and farthest meet at the registration desk: George Mesley, of Halifax, Master Mark C. Harding, age two, of Brantford, and Mr. and Mrs. James Hinds, of Halifax. (COND-7105)



THE PIRACY OF THE NANCHANG

A PROBLEM as intricate as the traditional Chinese puzzle was set by the capture of four officers of the British merchant ship *Nanchang* in broad daylight by a band of Chinese pirates in March 1933.

The British officers were held prisoner on board a junk in Manchurian waters; Manchuria was more or less ruled by a puppet government established by the Japanese; the pirates represented themselves as loyal Chinese and demanded that the ransom be paid in arms with which to drive out the Japanese; the British government refused to pay ransom of any kind on the ground that such payment would only encourage further piracy.

J. V. Davidson-Houston, author of *The Piracy of the Nanchang*, was in those days an assistant military attache, sent to Newchwang to serve with a British "rescue team". Protracted negotiations were begun, with the object of wearing down the pirates' demands and, at the same time, assuring the safety of the prisoners. Then, without warning,

BOOKS for the SAILOR

the prisoners were seized by a second band of pirates who asked an exorbitant \$4,000,000 in ransom.

The whole thing became a game of political hide-and-seek and an exercise in face-saving, with the Japanese (without admitting it) buying off the pirates for a paltry \$20,000.

Conditions parallel to the state of anarchy existing in China 30 years ago have developed in the world of today, and Davidson-Houston's suspense story might well serve as a textbook for truce teams trying to negotiate the un-negotiable.—H.M.C.

THE PIRACY OF THE NANCHANG, by J. V. Davidson-Houston; published in Canada by British Book Service (Canada) Ltd.; 144 pages, illustrated; \$3.75.

Force College, Armour Heights, Toronto 12, Ontario. Payment may be forwarded with subscriptions or individuals may be invoiced when *Journals* are forwarded. Cheques should be made payable to the *Air Force College Journal* (including exchange).

LETTERS

Mr. Editor:

I was reading through the May issue of *The Crownsnest* and noticed on page five your article on HMCS *Grilse*. It's a very fine article on all counts except that it was not the *Stadacona* band that embarked in HMCS *Terra Nova* and also it was not the *Stadacona* band that played "With a Little Bit of Luck" going through the bridge, but the *Cornwallis* band, reinforced with men from the *Shearwater* band.

I would appreciate it, and so would members of both bands, if you would correct this mistake in your next issue of *The Crownsnest*. Thank you.

JEAN-PAUL DUBE,
P2BD3
Cornwallis Band.

AIR FORCE COLLEGE JOURNAL READY SOON

THE 1961 issue of the *Air Force College Journal* will be published in October this year. This publication is the former *RCAF Staff College Journal* re-named in line with the introduction of the *Air Force College* in the RCAF.

The list of authors for this year will include such authorities as Dr. Bernard Brodie, of the RAND Corporation, Melvin Conant, of the Council of Foreign Relations (US), Dr. Richard A. Preston of RMC, General Foulkes, the recently retired Chairman of the COS Committee, Commodore R. L. Hennessy, RCN, Colonel Wilson-Smith, Canadian Army, A/Vice-Marshal Heath, Commandant of the RAF Staff College, Dr. George Lindsey, of the Defence Systems Analysis Group in Ottawa, Air Commodore Bean, RCAF, and John Gratwick of the CNR Operational Research Group.

Books will be reviewed by J. I. Jackson, of the Air Force College, James Eayrs, of the University of Toronto, Peyton V. Lyon of the University of Western Ontario; John Gellner, retired RCAF wing commander, now well

known as a military affairs commentator, and Colonel C. P. Stacey, former Canadian Army Historian, now of the University of Toronto.

Members of the Air Force College staff will round out an impressive array of worthwhile comment on recent books of considerable military significance.

An interesting development this year will be the introduction of an exchange of prize winning essays between the RAF and RCAF Colleges. It is also intended to start printing worthwhile Staff College student opinion expressed through the medium of the course essay exercise, "Hobby Horse".

The prize-winning essay of the annual *Journal* contest will be printed as well as a number of the better entries as a means of encouraging greater interest in this contest, and to bring to the attention of the *Journal* reader some of the worthwhile original opinion received.

The price of the *Journal* is \$1 a copy. Subscriptions should be sent to: The Editor, *Air Force College Journal*, Air

HMCS *Cornwallis*.

Sir:

The "Good Story But Can It Be True" on page 19 of the March number of *The Crownsnest* can well be true.

In the early summer of 1918 HMML 542 was escorting an X-Lighter converted to a minelayer from Sheerness to a minefield between the Goodwin Sands and the Kentish Knock. We were keeping station about a mile off the starboard quarter of the lighter when we got a semaphore signal from her: "Please pick up my man".

We went at full speed to the bobbing head and hauled him aboard. In reply to my question as to how he went overboard, he said:

"I was priming mines and tripped, sir."

Then, noting that he was wearing hip-length leather seaboots, I asked why he had not kicked them off. His answer: "They were on charge to me, sir."

As I was talking to him a signal from the X-Lighter was handed to me and I said: "Mr. Leith wants to know what in hell you did with his spanner?"

(This spanner, by the way, was the only one on board for priming the mines).

His answer: "Threw it back on deck as I was going overboard, sir."

Very truly yours,

JOHN H. KIMBALL
Lieutenant, RNVR.

Harding's Point,
New Brunswick.

Dear Sir:

I read with interest an item on the 50th anniversary of the Canadian Postal Corps, with special reference to the Fleet Mail Office, in the May 1961 issue of *The Crowsnest*.

This item would convey, to the uninitiated, the idea that the Army had handled naval mail during the entire 50-year period. It would be interesting to enlarge on this with a history of the Navy's Fleet Mail Service during World War II.

I believe I was the first rating to be enlisted for postal duties as AB (Postal) RCNR (Official No. A-4144). My enlistment date was January 15, 1941, after 13½ years of postal experience with the Toronto Post Office. There were, of course, naval ratings doing postal duties

before that, but these were all transfers from other branches.

The Fleet Mail Officer at Halifax at that time was Lt. (SB) Wm. Just, RCNVR, who later became Commander (SB) RCNVR as Fleet Mail Officer at NSHQ, Ottawa.

I, myself, after three years at Halifax as AB, Ldg. Sea. and A/PO, was promoted to Warrant Officer (SB) and was Fleet Mail Officer at Toronto, Cornwallis and Gaspé and assistant to FMO Atlantic at Halifax.

All mail for RCN ships and establishments at home and overseas was handled, as well as money order service, post office savings bond and postage stamp sales. The financial figures were astounding.

A complete history of this war-time postal service would make interesting reading.

F. RICE,
Cd. Off. (SB), RCN(R) (Ret)

40 Amroth Avenue,
Toronto 13, Ontario.

Dear Sir:

Just a few lines to keep the records straight. In the April 1961 edition, there

is an article on page four, entitled "42 Years on the Lower Deck".

In it, it is mentioned that AB Parker is a three-badge man, "a species now extinct in the RCN". This is not so. Besides being a "Stripey" myself, I know of two other three-badgers serving in the RCN. We might be few, but we are far from extinct.

And promotion being what it is today, I guess the species won't die out for at least another five years, when I pension off, by which time we might have bred some more "Stripeys".

J. P. BROWN,
ABWS 37660-H

HMS *Truncheon*,
FMO,
Devonport, Devon,
England.

NOTE: This is another case in which theory and fact (and statistics, too) are in mortal conflict. Theoretically, under the new personnel scheme, a seaman has somewhat less chance of becoming a three-badge AB than of flying to the moon. A search by Machine Records at Headquarters failed to disclose a single member of the species among ABs with sufficient continuous service to have earned three good conduct badges. AB Brown is himself one of the exceptions that prove the rule. A former RN submariner, he joined the RCN in 1957 as an AB and was awarded all three badges on entry.

AJAX LAUNCHES PRIVATE NAVY

"Ajax council made history last night when it became the first town in Canada to have its own navy.

"Right after passing the necessary by-law, it ordered its flotilla of three cabin cruisers to be christened in Ajax harbour Thursday."

THUS BEGAN a report in the June 13 issue of *The Toronto Daily Star* about 20th anniversary celebrations in a navy-conscious town, on the north shore of Lake Ontario, 30-odd miles east of Toronto. The town is named after HMS *Ajax*, one of the trio of RN cruisers that drove the *Graf Spee* from the high seas.

As for the claim that Ajax is the first town in Canada to possess its own navy, that is something which had better be amicably settled with Corner Brook, Newfoundland, which not only had its own navy, but a shooting one, back in 1942. An "out" for Ajax lies in the fact that Corner Brook was not in Canadian territory at that time.

One bothersome little technicality arose with the formation of the Corner Brook Navy. The three craft of which

it was comprised were privately-owned and, under International Law, a pirate force, despite the fact they sailed under the White Ensign rather than the Jolly Roger. The RCN solved this difficulty quickly and economically by chartering the vessels at \$1 a year.

The Toronto Star account of the formation of the Ajax Navy continues:

"The Navy came into being to take part in the town's Old Home Week from June 18 to 24, celebrating the 20th anniversary of the incorporation of Ajax.



"The boats, to be bought by a local manufacturer, will be christened HWS (His Worship's Ship) *Ajax*, HWS *Achilles* and HWS *Exeter*.

"Mayor William Parrish became the town's First Lord of Admiralty.

"Council, in forming its own navy, stressed it had no aggressive intentions towards any of its neighbours. It felt, however, the necessity of protecting itself and specified these fears in a long list of 'whereases' which preambled the by-law. These included:

"Protection against Ontario County, in which Ajax is 'woefully under-represented and savagely over-taxed.

"Protection against the 'gravest peril' that the huge, grasping corporation, the Municipality of Metropolitan Toronto, will annex and seize the town of Ajax.

"Guarding the unprotected southern boundary of the town which lies close to the northern boundary of the United States.

"Sole objection to creating the navy came from Councillor Owen Ashley, who claimed the move should not have been made while disarmament talks were still in progress in Geneva."

THE NAVY PLAYS

Jones Shield to CPO Walter Fall

CPO Walter J. Fall has been awarded the Admiral Jones Shield for 1961. The award is made annually to the man who contributes most in conduct, sportsmanship and character to sports in HMCS *Stadacona* during the year.

CPO Fall was outstanding as an organizer and an active participant in sports events at *Stadacona* and Shannon Park last year and his interest and enthusiasm, together with his ability to win co-operation from others, were taken into consideration in making the award.

Commodore M. A. Medland, Commodore RCN Barracks, Halifax, made the presentation. This is the 15th occasion on which the shield, which commemorates the late Vice-Admiral G. C. Jones, Chief of the Naval Staff from 1944 to 1946, has been awarded.

Cornwallis Golfer Gets Hole-in-One

Lt.-Cdr. Herbert Addison, of *Cornwallis*, holds the distinction of getting the first hole-in-one on the Digby Pines Hotel Golf Course this season.

Lt.-Cdr. Addison scored his "ace" on the second hole, in June.

Carleton Takes Sailing Trophy

HMCS *Carleton* has won the "Gloucester Trophy" for the third time in five years.

The naval establishments in the Ottawa area compete annually for this trophy in a two-part sailing regatta under the auspices of the RCNSA. The three stone frigates that enter teams are *Bytown* (Naval Headquarters), *Gloucester* (radio station) and *Carleton* (Ottawa naval division). *Bytown*, which came second in this year's regatta, has won the trophy twice.

Since the sea room in Dow's Lake is restricted, the events are limited to 14-foot dinghy races. They are sailed on two summer Sunday afternoons, one in June and one in July, four races each day.

Dow's Lake, for the benefit of those who sail only salt water, is an artificial



During the *Bonaventure's* recent call at New York, several members of the ship's company visited Yankee Stadium. Shown here with the Yankees' star slugger and outfielder, Mickey Mantle, are from left to right; PO George Woodward, PO Kenneth Brown, Ldg. Sea. Thomas Main and Ldg. Sea. Victor Jordan. (BN-4126)

lake on the southern outskirts of Ottawa, a by-product of the Rideau Canal. It occupies the site of a former swamp and is a great improvement. It is about half a mile long and just over a quarter across—statute miles that is, not nautical measure. HMCS *Carleton* is on its northwestern shore and provides the necessary facilities for the Ottawa Squadron of the RCNSA, whose boats were used for the regatta.

Summer Program In Shannon Park

The Shannon Park recreational program for the summer of 1961 got under way in early July.

Some 400 children between the ages of seven and 17 are participating. The children are classed in three age groups: midgets (7-9), juniors (10-11) and seniors (12 and over). Each age group is sub-divided into groups of 15 children each.

The summer program includes games of all types such as softball, soccer, volleyball, swimming, badminton, and gymnastics. Special events are boat trips, visits to local industries, picnics,

hikes, arts and crafts, singing and storytelling, and many others.

Forty teen-aged youth leaders from the Park's successful recreational program of last year are supervising the many sports and activities under the direction of PO B. A. Hughes, recreational director.

This is one of the major activities of the Recreational Council of the 521 families in naval married quarters. Most of the action takes place in the Shannon School gym and in the Park recreational area.

Swimmers Achieve Distinction Award

Giving up more than 200 lunch hours has brought three technical apprentices at *Naden* the Distinction Award of the Royal Life Saving Society.

To receive the proper coaching and to concentrate on perfecting their skill in the water, the apprentices found the noon hour was the only time available at the barracks swimming pool. During these periods the three able seamen, Clarence Trach, Jack McLelland and Bruce Graves, managed to get in a mile

of swimming every day for a period of nine months.

The Distinction Award is the second highest objective of the Royal Life Saving Society. The months of hard work and practice proved their worth to the navy swimmers who passed the qualifying examinations with high honours.

The examinations were given by Dr. Max Howell, Assistant Director of Physical Education at the University of British Columbia, and Andy Wong, of the Victoria Red Cross Water Safety Society.

To pass for this award a candidate must demonstrate four methods of artificial respiration and have a thorough knowledge of first aid for the apparently drowned; be able to undress on land, enter the water and swim head-up to a subject at a distance of 100 yards, tow the person to the beach and begin arti-

ficial respiration all in 10 minutes; swim 800 yards continuously within a 30-minute time limit, using the breast stroke, side stroke, legs alone, and an optional stroke for 200 yards each; give a demonstration of floating motionless for 60 seconds, scull 30 feet head first and return feet first; do four consecutive somersaults, two forward and two backward and perform five additional synchronized water skills to show complete control of the body in the water.

Holders of the Distinction Award are fully qualified to perform life guard duties at any swimming place in the Commonwealth or the United States.

The highest qualification swimmers may receive is the "Diploma of the Society", which these three able seamen have set their sights on for next year.

The motto of the Royal Life Saving Society, "Whomsoever you see in dis-

ress, recognize in him a fellow man", is aptly demonstrated by this trio of navy swimmers and their swimming instructor PO Alfred Aylward. Each Friday evening between 7 and 9 o'clock they freely give their time instructing and aiding persons who have been handicapped by such crippling afflictions as polio, arthritis and cerebral palsy and they are taking water therapy in the swimming pool at *Naden*.

Shearwater Track Team Tops Meet

The 1961 Atlantic Command track and field championships were held on June 24 at *Stadacona*. Taking part were teams from *Stad*, *Shearwater*, *Cornwallis* and HMC Ships. *Shearwater* took top honours in the team competition with 56 points, three points over the runner-up, HMC Ships.

SEA CADETS, NAVY LEAGUE HONOUR OFFICER

AN ALMOST life-long association with the Sea Cadet movement was recognized by the Ontario division of the Navy League of Canada recently when the *Vanguard* Sea Cadet Corps and the organization dined Lt.-Cdr. J. F. Jefferies at *York*, the Toronto naval division, recently.

Lt.-Cdr. Jefferies, who has been Area Sea Cadet Officer, Ontario Area, for the past two years, proceeded on retirement leave on July 14.

A logical choice as speaker for the dinner was Rear-Admiral P. D. Budge, Chief of Naval Personnel, whose friendship with the guest of honour goes back more than 30 years. Present at the head tables were Vice-Admiral E. R. Main-guy, former Chief of the Naval Staff, who is president of the Ontario division of the Navy League; Commodore R. I. Hendy, Senior Naval Officer Toronto Area; Captain J. W. F. Goodchild, commanding officer, HMCS *York*; and Cdr. G. J. Manson, Command Sea Cadet Officer, Hamilton.

In all 70 diners, who valued their friendship with Joe Jefferies in the Navy and the Sea Cadet movement, were present, and they included executives of the Navy League and officers of the RCN, RCN(R) and Royal Canadian Sea Cadets.

"If you reflect," said Admiral Budge, in opening his address, "it is only a matter of good fortune that some of us, and very few at that, commence the job in our youth for which we are mentally, physically and characteristically suited—and anyone that does so will be bound

to ensure maximum satisfaction in his daily work.

"Joe Jefferies was one of these fortunate, as he knew what he wanted to do very early in life. It has often been thought that he was born in bell-bottoms and this is nearly true, for he was in them at a very early age when he joined the Boys' Naval Brigade. Later, in Kingston, at the ripe age of nine, he was a sea cadet and, smartly dressed as he always is and particularly in square rig, he assisted in entertaining the warriors of the First World War with his singing. Also, having learned to blow the bugle, which he did with skill, he was in great demand at their functions to play Reveille and the Last Post."

Admiral Budge said he had been informed that the Navy League of Canada, celebrating its 60th anniversary, gave a prize to the individual with the earliest association with the Navy League. It later turned out that Lt.-Cdr. Jefferies had a longer association than the prize winner.

At the age of 16, he joined the newly-formed Toronto half company of the RCNVR as a boy bugler and was the ninth entry into what is now *York*, the Toronto naval division.

"My friendship with Joe started in the spring of 1928 in Halifax when, as a Leading Seaman, I was the sole Reserve instructor for the East Coast. He was also a leading seaman and, being a very competent one, he assisted me as an instructor. I can remember many a frosty morning at 6 o'clock when I

had Joe take away some of the men under training in the cutter while I took the remainder in the warm No. 8 building, which still exists in the Dockyard and which then we used as a gymnasium.

"Our association has been a close and happy one ever since," said Admiral Budge.

He recalled an occasion when a group of ships, mostly corvettes, was lying at anchor off Londonderry during the Second World War. CPO Jefferies (as he was then) had found a bugle and, hiding behind the afterdeck one summer evening, he "gave a splendid rendition of that most beautiful and plaintive of all naval bugle calls, 'Sunset'. Everyone wondered where the 'battleship' was. Joe was soon found out and, as a consequence, his senior officer had him repeat the performance on every possible occasion."

Admiral Budge said he did not think there was a sea cadet corps in Canada which, if not personally, did not know Lt.-Cdr. Jefferies at least by reputation, "which is a high one."

The work of Lt.-Cdr. Jefferies for the past few years has been concerned with the sea cadets, his duties including that of executive officer of HMCS *Acadia*, the summer training establishment at Point Edward, the naval base across the harbour from Sydney, N.S.

Although Lt.-Cdr. Jefferies is retiring from the Navy, his services have been retained by the Ontario division of the Navy League.

RETIREMENTS

CPO VICTOR JOHN ABBOTT, C2ET4, of Montreal, joined June 3, 1936, served in *Stadacona, Saguenay, St. Laurent, Skeena, Venture, Cornwallis, Niobe, HMS Marlborough, Naden, Iroquois, Haida, Micmac, Buckingham, Domacona, Hochelaga, St. Croix*; awarded CD and First Clasp; retired June 2, 1961.

CPO JOHN EDWARD BARKER CALLARD, C2AT4, of Langley, B.C., joined June 2, 1941, served in *Naden, Quesnel, Givenchy, Burrard, Stadacona, Niobe, Chaudiere, Avalon, Peregrine, HMS Fledgling, Niobe, HMS Jackdaw, HMS Kestrel, HMS Peewit, HMS Owl, RCNAS Dartmouth, HMS Heron (RNAS Yeovilton), Magnificent (19CAG), Shearwater, Cornwallis, Shearwater (18CAG), Magnificent (30CAG), Shearwater (1TAG)*; awarded CD; retired June 2, 1961.

CPO HOWARD BERNARD CARTIER C1BN4, of Stettler, Alberta, joined June 1, 1936, served in *Naden, Skeena, St. Laurent, Stadacona, Ottawa, Avalon II, Cornwallis, Saskatchewan, Peregrine, Bytown, Ontario, Malahat, Sussexvale*; awarded Long Service and Good Conduct medal; retired June 7, 1961.

PO SIDNEY AUGUSTUS BRENTON DOBELL, P1ER4, of Milestone, Sask., joined June 2, 1941, served in *Naden, Prince Robert, Givenchy, Chatham, Outarde, Matane, Ontario, Rockcliffe, Stadacona, Magnificent, Cayuga, Sioux, New Glasgow, Skeena*; awarded CD; retired June 1, 1961.

CPO CARMAN FRANCIS DRISCOLL, C2SW3, of Halifax, N.S., joined June 2, 1941, served in *Naden, Stadacona, Battleford, Avalon, St. Hyacinthe, Peregrine, Niobe, Scotian, Iroquois, St. Stephen, Magnificent, Shearwater, Algonquin, Assiniboine, Hochelaga*; awarded CD; retired June 1, 1961.

CPO RONALD RANDOLPH FRASER, C1ER4, of Brooklyn, N.S., joined June 13, 1936, served in *Stadacona, Saguenay, Gaspé, Skeena, Assiniboine, St. Clair, Spikenard, Collingwood, Orillia, Restigouche, Naden, Outarde, Nonsuch, Morden, Canso, Caraque, Niobe, Peregrine, Whitethroat, Scotian, Dundurn, Iroquois, Warrior, Magnificent, La Hullose, New Liskeard, Haida, Quebec, Micmac, Thunder*; awarded Long Service and Good Conduct Medal; retired June 12, 1961.

CPO THOMAS HALLUM GRAHAM, C2LT4, of Sedgewick, Alta., joined June 2, 1941; served in *Naden, Stadacona, Assiniboine, HMS Osprey, HMS Nimrod, Niobe, Lunenburg, Peregrine, Captor II, Cornwallis, Lachine, Winnipeg, Uganda, Oshawa, Givenchy, Crescent, Rockcliffe, Cayuga, Rockcliffe, Cedarwood, Antigonish, Sioux, Matsqui, St. Therese, Patriot, York*; awarded CD; retired June 15, 1961.

PO FRANK JAMES GUNN, P1NS3, of Halifax, N.S., joined RCNVR June 28, 1940, transferred to RCN Jan. 10, 1941; served in *Stadacona, Venture, Matapedia, Fort Ramsay, La Malbaie, Orkney, Niobe, 65th MTB Flo-tilla, Haida, York, Micmac, Cornwallis, Cape Breton, Labrador, Naden, Shearwater, Hochelaga, Magnificent, Swansea*; retired June 28, 1961.

CPO CLARENCE JOSEPH HENRY, C2BN4, of Lintlaw, Sask., and Vancouver, B.C., joined RCNR June 23, 1940 transferred to RCN March 1, 1944; served in *Naden, Sans Peur, Wolf, Stadacona, Agassiz, Baddeck, Niobe, HMS Puncher, Peregrine, Mahone, Trail, Middlesex, Charlottetown, Chippawa, Beacon Hill, Cornwallis, Crusader, Sussexvale, Royal Roads, Ste. Therese, New Glasgow, Venture*; awarded CD; retired June 23, 1961.

CPO JACK WILLIAM HUMPHRIES, C2LT4, of Raymore, Sask., and Victoria, B.C., joined June 2, 1941; served in *Naden, Stadacona, Goderich, Cornwallis, Star, Kenora, Moose Jaw, Beacon Hill, Discovery, Antigonish, Aldergrove, Athabaskan, Matsqui, Sioux*; awarded CD; retired June 1, 1961.

PO MAYNARD VIVIAN JOHNSON, P1ER4, of Leinan, Sask., joined June 2, 1941, served in *Naden, Prince Robert, Quatsino, Vencedor, Givenchy, Crescent, Athabaskan, Ontario, Cornwallis, Antigonish, Stettler, Stadacona, Magnificent, Wallaceburg, Cayuga, St. Laurent*; retired June 29, 1961.

CPO WILLIAM GEORGE KITCHIN, C1SG4, of Fairlight, Sask. and Haney, B.C., joined June 2, 1941; served in *Naden, Bayfield, Van Isle, Timmins, Kelowna, Givenchy, Stadacona, Avalon, Saskatchewan, Cornwallis, St. Hyacinthe, Three Rivers, Peregrine, Niobe, Stadacona, Rockcliffe, Ontario, Aldergrove,*

Stettler, Algonquin, Bonaventure; awarded CD June 5, 1953, retired June 1, 1961.

PO NELSON JOSEPH LACHANCE, P1SW3, of Ottawa, and Halifax, served in RCN Aug. 24, 1931 to Nov. 29, 1938, Sept 3, 1939 to July 9, 1945, and from May 16, 1951; served in *Naden, Skeena, Vancouver, Champlain, Stadacona, Restigouche, Saguenay, Ulna, Fundy, Avalon, Protector, Hunter, Cornwallis, Quebec, New Liskeard, Nootka, Bonaventure, La Hullose*; awarded CD and 1st Clasp; retired June 8, 1961.

CPO ARTHUR LANG LENDRUM, C1SG4, of Edmonton, joined RCNVR April 17, 1934, transferred to RCN Jan 5, 1937; served in *Naden, Stadacona, HMS Victory, HMS Boscawen (Hebe), Ottawa, Fraser, HM Signal School, Portsmouth, Skeena, St. Hyacinthe, Venture, Hamilton, Dunver, Peregrine, Niobe, J-3370, Ontario, Athabaskan*; awarded CD; retired June 6, 1961.

CPO PETER PAUL LOVRIC, C1WR4, of Zagieh, Yugo-slavia, and Hamilton, joined June 2, 1941; served in *Naden, Prince Henry, Givenchy, Givenchy III, Hochelaga, Avalon, Thorlock, Cornwallis, Scotian, York, Magnificent, Rockcliffe, Jonquiere, Sioux, Ontario*; awarded CD; retired June 1, 1961.

CPO NORMAN ROBERT MACKIE, C2ER4, of Newcastle-on-Tyne, England, and Vancouver, joined June 2, 1941; served in *Naden, Malaspina, Givenchy, Stadacona, Eyebright,*



Imagine the RCN going in for ballet! Thumbing through some sports pictures, PO William John was struck by the terpsichorean quality of some shots of AB Melvin Cooper, now in HMCS Margaree, tackling the high jump at a Naden track meet. So, working on into the silent hours with a razor blade, a picture of a stage from an old magazine and the photographs, he brought this work of art into being. The fellow in the foreground? Just somebody who was cheering a tug-o'-war team.

Buctouche, Niobe, Hespeler, Scotian, Peregrine, Cornwallis, Micmac, Givenchy, HMS Mastadon, Ontario, Athabaskan, Cayuga, Crusader, Sussevale, Antigonish, Cape Breton; awarded CD; retired June 22, 1961.

PO GERALD EARL McDORMAND, PIER4, of Westport, N.S. and Victoria, served in RCNVR May 29, 1941, to October 1, 1945, RCN March 1, 1946; served in Saint John Div Str., Stadacona, Bytown, Preserver, Avalon, ML-061, North Wind, Naden, Burrard (CN 750) ML-125, Chatham, Q-127, Malahat, Royal Roads, Ontario, RCN College, Crusader, Athabaskan, Sioux, Cayuga, Assiniboine, Ottawa, Margaree; awarded CD; retired June 22, 1961.

PO HENRY TAYLOR McMILLAN, PICK2, of Dunbarton, Scotland, and Hampton, N.B., joined RCNVR Sept 27, 1939; transferred to RCN Sept 13, 1940; served in NCSO Saint John, Murray Stewart, Zoarces, Captor II, York, Venetia, Cornwallis, Niobe, Crusader, Ontario, Stadacona, Lloyd George, Coverdale, Naden, Magnificent, Haida, La Hullose, Huron, Shearwater, Micmac, Coverdale; awarded CD; retired June 19, 1961.

CPO ALEXANDER TAYLOR MURRAY, C2RM3, of Baggott, Man., and New Westminster, B.C., joined June 2, 1941; served in Naden, San Thomas, Givenchy, Stadacona, Niobe, Gatineau, Avalon, Ottawa, Nanoose, Peregrine, HMS Searcher, Niobe, J-3393, St. Hyacinthe, Scotian, Ontario, Aldergrove, Crescent, Cayuga, Cornwallis, Cedarwood, Athabaskan, Jonquiere, Discovery; awarded CD; retired June 1, 1961.

CPO VICTOR MYTRUK, C2LT4, of Vegreville and New Norway, Alta., joined June 2, 1941; served in Naden, Prince Robert, Star, Stadacona, Three Rivers, Cornwallis, Hoche-laga II, Dunver, Peregrine, Petrolia, Avalon, Givenchy, Rockcliffe, New Liskeard, Algonquin, Ottawa, St. Laurent, Cayuga, Bonaventure; awarded CD June 2, 1953; retired June 1, 1961.

CPO JOHN ANTHONY PAONE, C2ER4, of Saanich and Vancouver, B.C., joined June 2, 1941; served in Naden, Prince Robert, Givenchy, Stadacona, Cornwallis, Peregrine, Rimouski, Peregrine, Burlington, Uganda, Kuitan, Ontario, Rockcliffe, Sioux, ML 124, Cedarwood, YNG 185, James Bay; awarded CD; retired June 1, 1961.

CPO JOHN BRYAN RICKARD, C2C14, of London, England and Chilliwack, B.C., joined November 19, 1938; served in Naden, Van Isle, Malaspina, Prince Robert, Ingonish, Prince David, Givenchy, Stadacona, Hoche-laga, Winnipeg, HMS Nabob, HMS Marlborough, Niobe, Loch Achanalt, Cornwallis, Protector, Peregrine, Observer, Border Cities, Protector, Shelburne, Charlottetown II, Warrior, Crescent, Rockcliffe, (Div Tender 2), Niagara, Athabaskan, Discovery, New Waterford; awarded CD March 2, 1951; retired June 4, 1961.

CPO EARL JAMES SUTHERLAND, C2ER4, of Ponteix, Sask. and Moose Jaw, joined June 2, 1941; served in Naden, Prince Robert, Givenchy, Stadacona, Peregrine, Niobe, HMS Ferret, Strathadam, Cornwallis, Niobe,

Warrior, Uganda, Ontario, Unicorn, Algonquin, Sussevale, Royal Roads, Ottawa; awarded CD; retired June 1, 1961.

PO ROGER QUINTON TWISS, P1WV2, of Galiano and Vancouver, joined RCNVR Sept 19, 1939, RCN July 30, 1939-Aug 1, 1939 and May 6, 1940; served in Naden, Quesnel, Givenchy, William Head, Prince Robert, Niobe, Prince David, Q 069, Q 126, Q 124 Ontario, Unicorn, Athabaskan, Antigonish, Cornwallis, Stadacona, Fortune, Chatham, Miramichi; awarded CD; retired June 24, 1961.

OFFICERS RETIRE

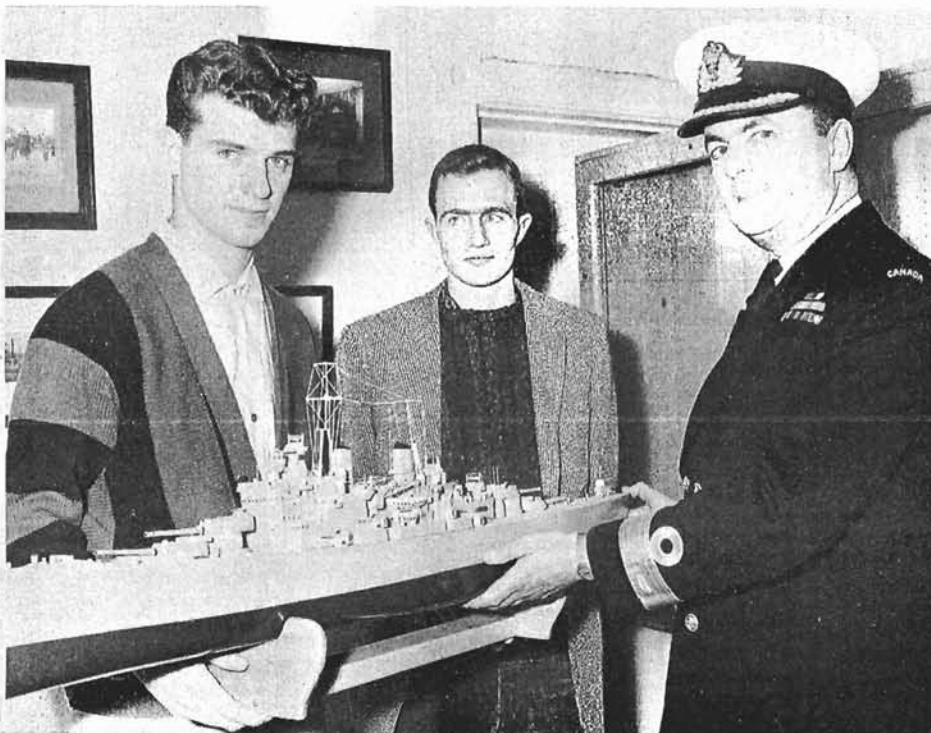
LT.-CDR. ALISTAIR MAITLAND HUNTER, CD, RCN, of Simcoe, Ont., joined the RCNVR as an ordinary seaman June 17, 1940, promoted to probationary sub-lieutenant April 27, 1942, demobilized August 13, 1945. Entered RCN (R) on active list October 10, 1950, transferred to RCN February 1, 1952. Served in Stadacona, DEMS, Royal Roads, Avalon II, Rosthern, Cornwallis, York, Runnymede, Avalon, Haida, Patriot; last appointment on the staff of the Commanding Officer Naval Divisions; commenced leave June 24, 1961, retires on September 21, 1961.

LT.-CDR. LAWRENCE CHANEY, MBE, CD, RCN, of Vernon, B.C., joined RCN as a boy seaman March 1, 1929, promoted to warrant rank August 21, 1942; served in Naden, Armentieres, Thiepval, Vancouver, HMS Victory, HMS Warspite, Skeena, HMS Vernon, HMS Excellent, HMS Nelson, HMS Iron Duke, Fraser, Nootka, Assiniboine, Stadacona, Hamilton, Ottawa, Preserver, Avalon, Rockcliffe, Ontario, Caribou; last appointment Diving Officer West Coast and officer-in-charge of Operational Diving Unit; commenced leave June 13, 1961, retires February 28, 1962.

LT.-CDR. JOHN ALLAN WILSON, CD, RCN, of Victoria, joined RCN August 12, 1936, as an electrical artificer 4/c, promoted to warrant rank July 1, 1944; served in Naden, HMS Vernon, HMS Courageous, HMS Excellent, Restigouche, Stadacona, Niobe, HMS Newcastle, Iroquois, Warrior, Cornwallis; last appointment on the staff of the Officer-in-Charge, RCN Depot, Esquimalt; commenced leave June 23, 1961, retires January 18, 1962.

LT.-CDR. CHARLES EDWARD GEORGE CHAPPLE, CD, RCN, of Dartmouth, N.S., served in the Royal Navy from 1940 to September 1946; entered RCN June 1948; served in Prevost, Naden, Shearwater, Bytown, Ontario, Chippawa, Patriot, York; last appointment Supply Officer and Staff Officer (Administration) HMCS Prevost; commenced leave June 5, 1961, retires September 23, 1961.

LT.-CDR. JULIUS EDWARD FORSTER, CD, RCN, of Ottawa, joined RCNVR September 5, 1940, demobilized October 18, 1945, entered on retired list, transferred RCN September 10, 1951; served in Stadacona, NOIC Sydney, Bytown, Cornwallis, Avalon, Chaleur, Charlottetown, Carleton, Scotian, Star, Bytown; last appointment Director of Naval Works on staff of Director General of Support Facilities; commenced leave June 13, 1961; retires September 10, 1961.



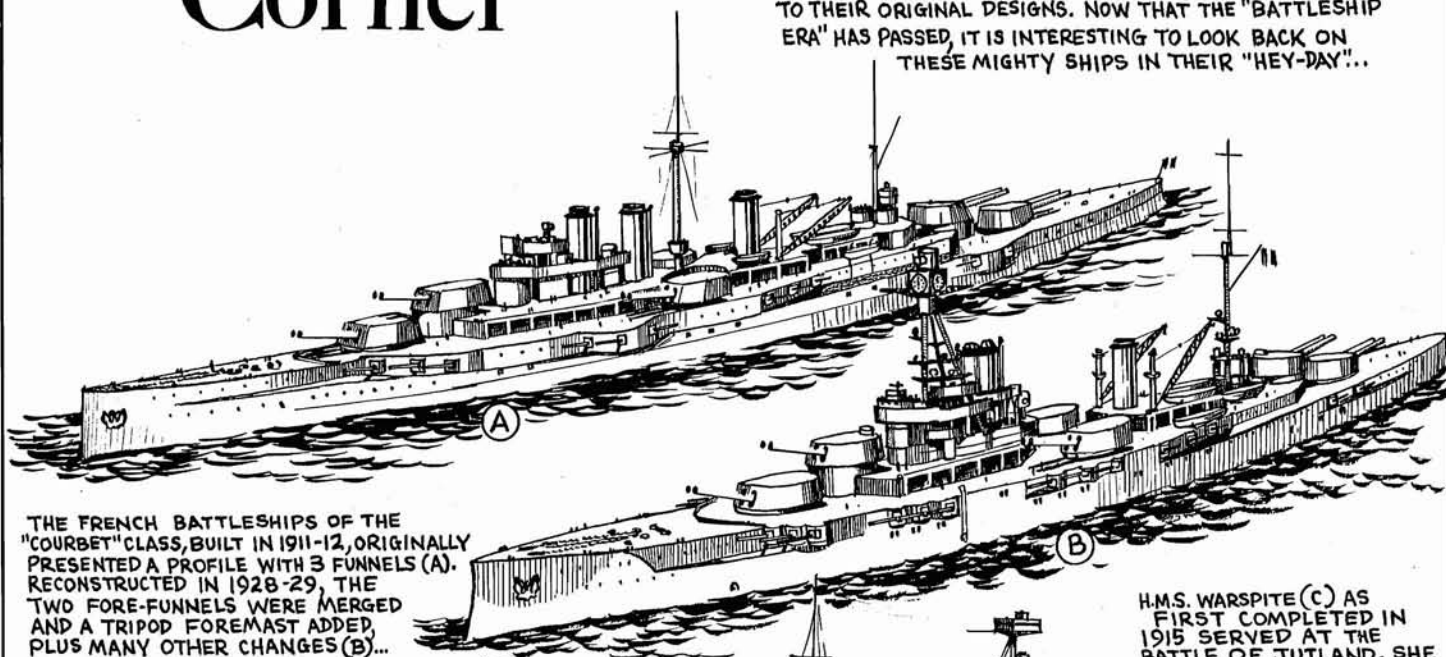
On display at the British Columbia Maritime Museum is this fine model of HMS Vanguard. Built by Keith Gray, left, and Gerry Skinner, both of Victoria, in their spare time over a two-year period, the 52-inch model has been presented to the museum by the two young men. It was accepted with thanks by Commodore H. V. W. Groos, chairman of the museum's board of directors. The model, built to scale, can actually be operated with a battery. It won the top award in its class at the 1960 Pacific National Exhibition and the two young builders also captured top model honours at the Vancouver Island Fair. (E-61066).

Naval Lore Corner

Number 96

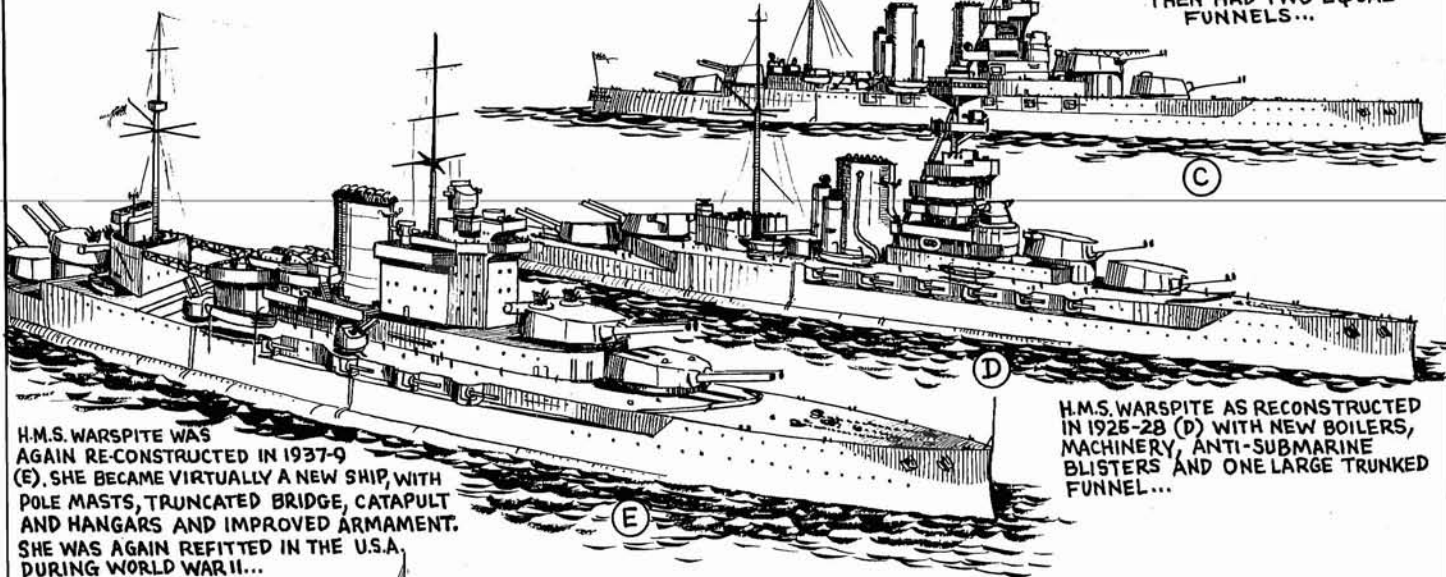
MODERNIZATIONS (I)

THE LONDON NAVAL TREATY OF 1930 RESTRICTED THE BUILDING OF NEW BATTLESHIPS. THIS STARTED A SURGE OF MODERNIZATIONS IN THE WORLD'S MAJOR FLEETS AND SOME OF THE REFITTED VESSELS BORE LITTLE RESEMBLANCE TO THEIR ORIGINAL DESIGNS. NOW THAT THE "BATTLESHIP ERA" HAS PASSED, IT IS INTERESTING TO LOOK BACK ON THESE MIGHTY SHIPS IN THEIR "HEY-DAY"...



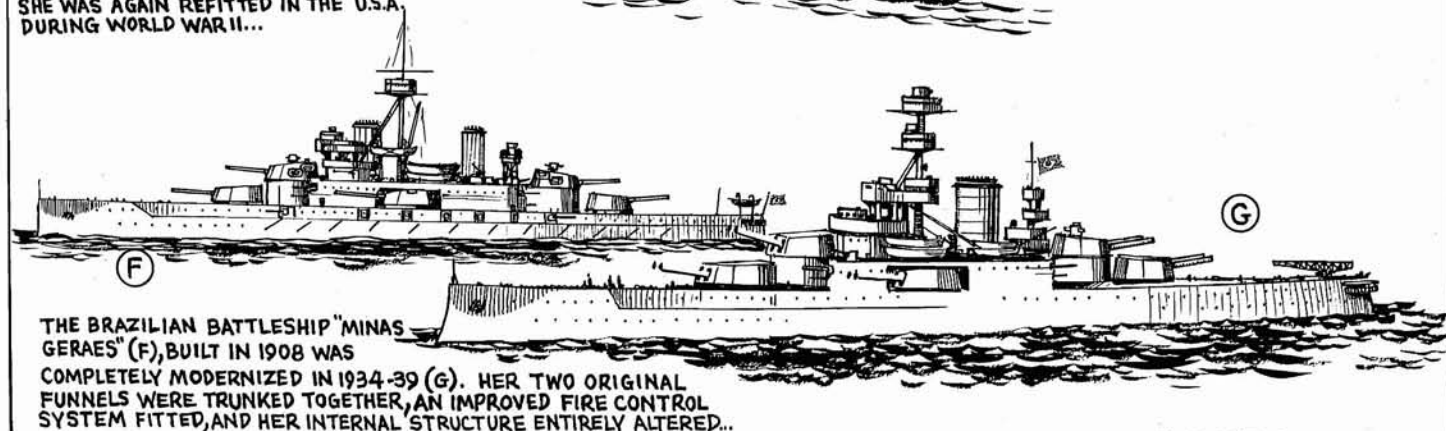
THE FRENCH BATTLESHIPS OF THE "COURBET" CLASS, BUILT IN 1911-12, ORIGINALLY PRESENTED A PROFILE WITH 3 FUNNELS (A). RECONSTRUCTED IN 1928-29, THE TWO FORE-FUNNELS WERE MERGED AND A TRIPOD FOREMAST ADDED, PLUS MANY OTHER CHANGES (B)...

H.M.S. WARSPITE (C) AS FIRST COMPLETED IN 1915 SERVED AT THE BATTLE OF JUTLAND. SHE THEN HAD TWO EQUAL FUNNELS...



H.M.S. WARSPITE WAS AGAIN RE-CONSTRUCTED IN 1937-9 (E). SHE BECAME VIRTUALLY A NEW SHIP, WITH POLE MASTS, TRUNCATED BRIDGE, CATAPULT AND HANGARS AND IMPROVED ARMAMENT. SHE WAS AGAIN REFITTED IN THE U.S.A. DURING WORLD WAR II...

H.M.S. WARSPITE AS RECONSTRUCTED IN 1925-28 (D) WITH NEW BOILERS, MACHINERY, ANTI-SUBMARINE BLISTERS AND ONE LARGE TRUNKED FUNNEL...



THE BRAZILIAN BATTLESHIP "MINAS GERAES" (F), BUILT IN 1908 WAS COMPLETELY MODERNIZED IN 1934-39 (G). HER TWO ORIGINAL FUNNELS WERE TRUNKED TOGETHER, AN IMPROVED FIRE CONTROL SYSTEM FITTED, AND HER INTERNAL STRUCTURE ENTIRELY ALTERED...

Roger Duhamel

QUEEN'S PRINTER—IMPRIMEUR DE LA REINE

If undelivered return to:

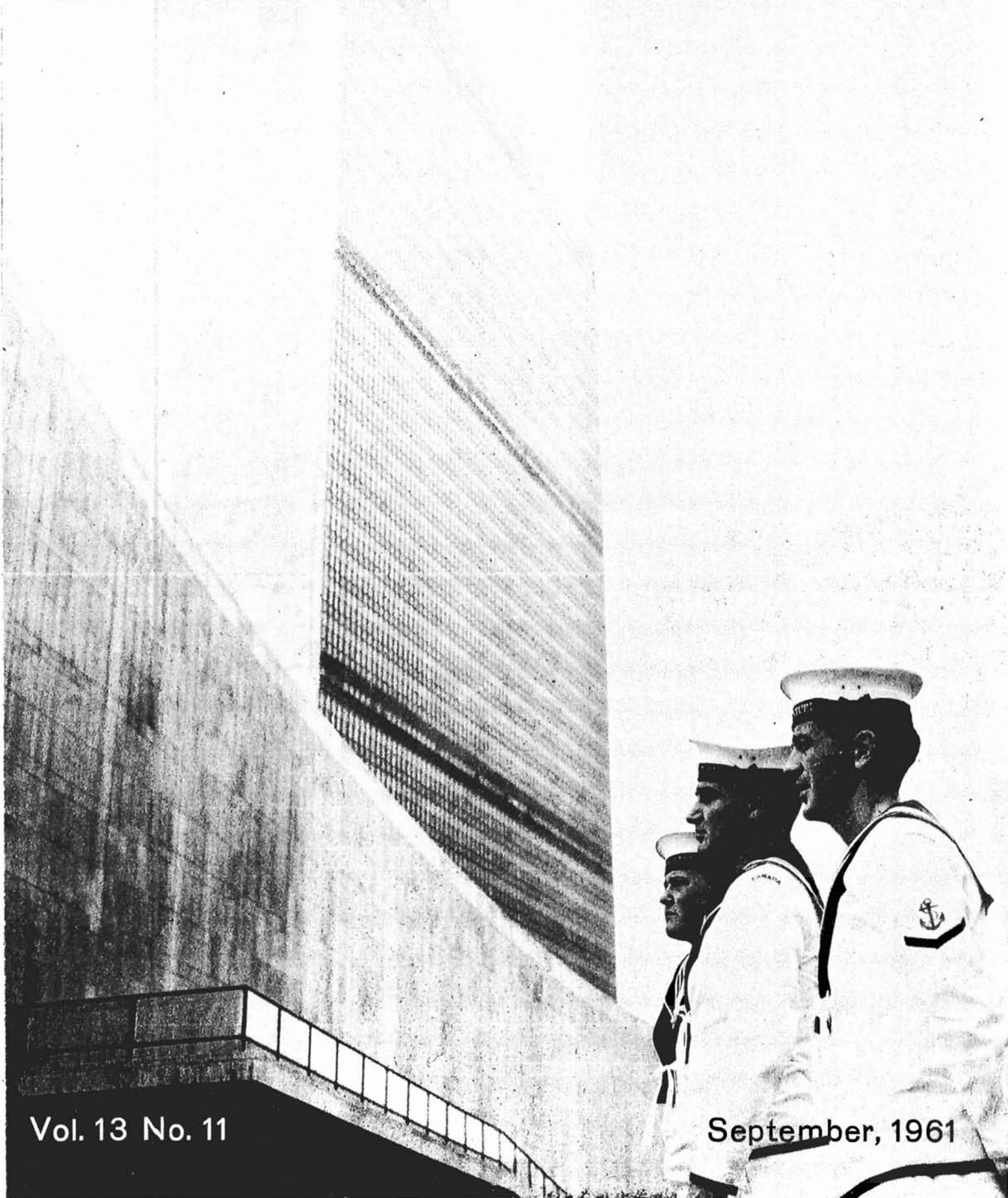
The Queen's Printer, Ottawa, Canada

En cas de non-livraison, retourner à:

L'Imprimeur de la Reine, Ottawa, Canada

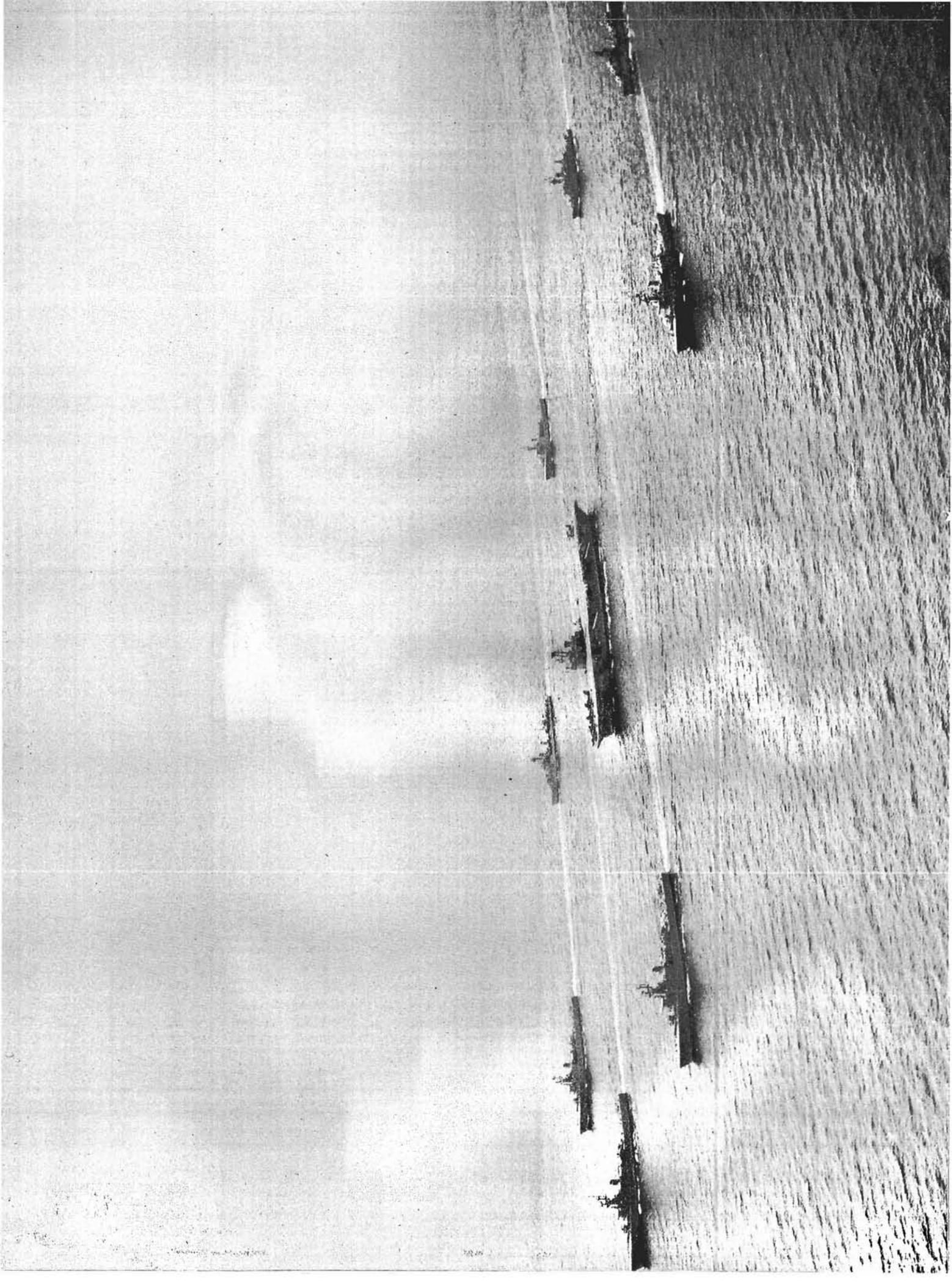


The CROWSNEST



Vol. 13 No. 11

September, 1961



The CROWSNEST

Vol. 13 No. 11

THE ROYAL CANADIAN NAVY'S MAGAZINE

SEPTEMBER 1961

CONTENTS

	Page
<i>RCN News Review</i>	2
<i>Oceanography and the RCN</i>	5
<i>Officers and Men</i>	9
<i>Weddings and Births</i>	9
<i>Officer Retirements</i>	12
<i>Life in a Laker</i>	14
<i>Transitional Counselling</i>	15
<i>Afloat and Ashore</i>	16
<i>Here and There in the RCN</i>	19
<i>Portraits Wanted</i>	21
<i>Books for the Sailor</i>	22
<i>The Navy Plays</i>	23
<i>Lower Deck Promotions</i>	25
<i>Retirements</i>	27
<i>Family Portrait (HMCS Sioux)</i>	28
<i>Naval Lore Corner No. 97</i>	<i>Inside Back Cover</i>

The Cover—Three Canadian sailors view that mighty monument to the hopes and ideals of mankind—the United Nations building. The photograph, taken during a six-day visit of the *Bonaventure* to New York, shows, left to right, AB William Gardner, AB William Reid and Ldg. Sea. Harold Kemp. (BN-4130)

LADY OF THE MONTH

Exercise Tartan, held off the East Coast in late July, provided one of the rare opportunities for photographing ships of the Royal Canadian Navy, steaming in close formation as they proceeded to the exercise area.

Stationed around the *Bonaventure*, in the picture on the opposite page, are the destroyer escorts *Restigouche*, *Huron*, *St. Croix*, *Algonquin*, *Nootka*, *Terra Nova*, *Chaudiere* and *Columbia*—not in that order.

The exercise also involved three U.S. submarines, an RN submarine and RCN and RCAF aircraft. (BN-4260)

Negative numbers of RCN photographs reproduced in *The Crownsnest* are included with the caption for the benefit of persons wishing to obtain prints of the photos.

This they may do by sending an order to the Naval Secretary, Naval Headquarters, Ottawa, attention Directorate of Naval Photography, quoting the negative number of the photograph, giving the size and finish required, and enclosing a money order for the full amount, payable to the Receiver General of Canada.

Sizes, finish and the National Defence standardized prices, follow:

4 x 5 (or smaller) glossy finish only ..	\$.10
6½ x 8½ glossy finish only .....	.40
8 x 10 glossy or matte finish .....	.50
11 x 14 matte finish only	1.00

SUBSCRIPTION RATE

The Crownsnest may be subscribed for at the rate of \$1 per year; outside of North America, \$1.50. Orders, accompanied by cheque or money order made to the Receiver General of Canada, should be sent to:

THE QUEEN'S PRINTER,
Department of Public Printing
and Stationery,
Ottawa, Ont.

Communications, other than those relating to subscriptions, should be addressed to:

EDITOR,
The Crownsnest,
Naval Headquarters,
Ottawa, Ont.



RCN NEWS REVIEW

HMCS Yukon, Mackenzie class destroyer escort, slides down the ways of the North Vancouver yard of the Burrard Dry Dock Co. Ltd. on the evening of July 27. Mrs. Douglas S. Harkness, wife of the Minister of National Defence, officiated at the launching ceremony. (E-62214)

Summer Months Keep Ships Busy

July and August were busy months for ships and men of the RCN.

On July 24, the *Bonaventure*, Canadian Escort Squadrons One and Five, HMS *Aurochs*, and U.S. Navy submarines, and RCAF maritime aircraft began Exercise Tartan. This exercise succeeded Maple Royal which was cancelled when Royal Navy units were forced to withdraw due to the Kuwait situation.

Navy Day celebrations were held at HMC Dockyard, Halifax, on August 5.

On August 18, HMS *Londonderry*, wearing the broad pennant of Commodore J. E. L. Martin, DSC, RN, Senior Naval Officer West Indies, arrived at Esquimalt for a brief visit.

The *Cap de la Madeleine* sailed from Halifax on August 21 with CNAV *Eastore* in company. They proceeded to Frobisher carrying two army general purpose huts, which were erected for the use of naval radio personnel of that area.

The Seventh Canadian Escort Squadron concluded a five-day visit to Reykjavik, Iceland, on August 22, and proceeded north towards the Arctic Circle

which they crossed in the Denmark Strait the following day. The ships then proceeded to St. John's, Newfoundland, during the final phase of the last UNTD cruise of the summer.

PACSWEPEX Four began on August 23 in the Pacific. Included in the mine-sweeping exercises were HMC Ships *Fortune*, *Cowichan*, *Miramichi*, *James Bay*, CNAVs *Laymore* and *Clifton*, and YMT 9.

Admiral Cossette Dies in Ottawa

One of the most popular and beloved naval officers of his day, Rear-Admiral M. J. R. Cossette, RCN (Ret), died in Ottawa on July 21 after a long illness. He had retired from the Navy in 1945 after 34 years of service, eight years of that period as Naval Secretary.

Born on October 3, 1890, in Valleyfield, Que., Admiral Cossette applied for entry in the first class of the Royal Naval College of Canada in 1911 but was turned down because he was over-age. He thereupon enlisted as an ordinary seaman and served for the next seven years, including most of the First World War, on the lower deck. He was granted a commission in 1918 in the pay branch.

Admiral Cossette was Naval Secretary from 1934 to 1942 and, until his retirement in 1945, served as Deputy Judge Advocate of the Fleet.

His son, Cdr. Peter Cossette, is commanding officer of HMCS *Hochelaga*.

Busy West Coast Trip for Minister

The launching of a destroyer-escort, a naval officer cadet graduation, and a diving run in a submarine were highlights of a five-day visit to the Pacific Command by Hon. Douglas S. Harkness, Minister of National Defence, in late July.

It was the first visit of Mr. Harkness to British Columbia since assuming his post in early October of last year.

The official party attended the launching ceremony of the destroyer-escort *Yukon* at the North Vancouver yard of Burrard Dry Dock Co. Ltd., in North Vancouver, on Thursday, July 27. Mrs. Harkness officiated at the ceremony. Approximately 200 guests attended the launching at the invitation of the ship-building firm.

At 9 a.m. on Friday, July 28, the minister and his party boarded HMCS *St. Laurent* for passage to Esquimalt.

Rear-Admiral E. W. Finch-Noyes, Flag Officer Pacific Coast, accompanied Mr. Harkness from Vancouver to Esquimalt.

On his arrival, the minister was honoured with a 17-gun salute as the *St. Laurent* entered Esquimalt harbour. A guard of honour and the band of HMCS *Naden* were on the jetty.

That afternoon Mr. Harkness, accompanied by Rear-Admiral Finch-Noyes, attended the graduation ceremonies of HMCS *Venture*. The program began with a physical training display by the *Venture* cadets, followed by the actual graduation ceremony at 3 p.m. The minister presented major awards to cadets who had distinguished them-

selves during their training period at *Venture*, and delivered the main address to the graduating class.

Upon completion of the *Venture* ceremony, the official party attended a tea in the garden of Admiral's House with the cadets, their parents and guests.

That evening, Mr. and Mrs. Harkness visited Government House for dinner with His Honour, G. R. Pearkes, VC, Lieutenant-Governor of British Columbia, and Mrs. Pearkes.

A brief cruise and diving run in the Pacific Command's submarine, HMCS *Grilse*, was made by the minister on the morning of Saturday, July 29.

On his return to Esquimalt Harbour, Mr. Harkness attended a briefing with senior officers in headquarters of the Maritime Command Pacific.

During the afternoon Mr. Harkness toured establishments in HMC Dockyard and *Naden* and that evening, with Mrs. Harkness, attended a Command reception and buffet supper at the *Naden* wardroom.

A visit to the Canadian Services College, *Royal Roads*, took place on Sunday, July 30.

HQ Staffs Hold Paper Exercise

A NATO naval exercise, designated "Tradewind Five", was conducted in the

Western Atlantic Ocean area August 9-18, under the direction of Admiral Robert L. Dennison, Supreme Commander of NATO naval forces in the Atlantic.

"Tradewind Five" exercised headquarters staffs by simulating movements of ships and aircraft for the protection and control of shipping. No "live" forces were involved. A major objective of "Tradewind Five" was the maintenance of communication readiness.

Fire-Fighting Helicopter Crashes

An RCN Sikorsky helicopter crashed in early August in Newfoundland. There were no casualties.

The helicopter was one of the two RCN aircraft engaged in fighting forest fires in the province.

The crash occurred in Aspen Cove, Hamilton Sound, east of Musgrave Harbour in Bonavista Bay on the east coast of Newfoundland.

The helicopter was piloted by Sub-Lt. Gordon C. Gray and the co-pilot was Sub-Lt. Nicholas H. Browne.

The two Sikorskys, from HS50, normally based at *Shearwater* or on board the *Bonaventure*, were despatched on August 3 to aid in fighting the serious forest fires in Newfoundland. Required at short notice, the machines were

Australian Navy Fifty Years Old

The Royal Australian Navy celebrated its 50th birthday recently. It was on July 10, 1911, that a signature of King George V transformed the Australian Naval Forces into the "Royal Australian Navy".

Throughout Australia and overseas the men of the Royal Australian Navy celebrated the 50th anniversary of their service. All ships "spliced the mainbrace", and there were special activities at naval establishments ashore.

The Royal Canadian Navy, older than the RAN by a single year, observed the occasion with the following message:

"The RCN extends heartiest congratulations to the RAN on the celebration of its 50th anniversary. We look forward to the warm relationship between our navies growing even stronger in the years to come."

The Royal Australian Navy replied in these words:

"The RAN very much appreciates the congratulations of the RCN. We also look forward to a continuance and deepening of the warm friendship that exists between our navies in spite of the 7,000 miles of ocean that lie between us."

The Duke of Edinburgh, who is an Admiral of the Fleet in the RAN, sent a special congratulatory message:

"In half a century the Royal Australian Navy has gained distinction out of all proportion to its years. In two world wars and during the Korean war its ships and men won an enviable reputation for gallantry and seamanship. This is a particular source of pride and happiness to the Royal Navy which was so intimately involved in the development of the Royal Australian Navy in its early days.

"For me this is more than a formal occasion. There were Australian cadets in my term when I joined the Navy, I served alongside Australians in many parts of the world and in Australian waters during the last war, and I have seen something of the present day Navy in visits to Australia".



Cdr. L. B. Jenson (left), commanding the frigate *Fort Erie* and the Seventh Escort Squadron, is presented with the L. W. Murray Trophy for gunnery proficiency in 1960 by Rear-Admiral K. L. Dyer, Flag Officer Atlantic Coast. It is the first time in recent years an Atlantic Command warship has won the Navy-wide award. In the centre is Lt. Jack Hannam, *Victoria* and *Halifax*, the frigate's gunnery officer. (HS-65604)

stripped of their sonar gear throughout the night before the long flight and otherwise readied for a take-off before 8 a.m.

The appearance of sonar-demonstrating helicopters at Navy Day celebrations August 5 in the Dockyard had to be cancelled. The RCN machines and two from the RCAF were employed in the Deadman's Bay and Indian Bay areas of Newfoundland, ferrying men and equipment.

RCN Officers Head Courses

Two RCN officers, pursuing post-graduate professional studies, have received awards for heading their courses. They are Lt. William J. Broughton and Lt. Kenneth R. Murray.

Lt. Broughton has received his Master of Science degree in naval architecture and marine engineering and the degree of naval engineer from the Massachusetts Institute of Technology. In addition he was awarded the Brand Award from the American Society of Naval Engineers for being highest in his class.

He is continuing his studies at MIT for his doctorate, which he hopes to achieve in 1962. He commenced his course in naval architecture at MIT in 1958.

Lt. Murray, now serving on exchange duty with the United States Navy on the staff of the Force Supply Officer, Commander Service Force, U.S. Atlantic Fleet, Norfolk, Va., graduated from the University of Western Ontario this summer with the degree of Master of Business Administration, and was awarded the University's Gold Medal for heading his year in the course.

Dean W. F. P. Jones, of Western, in a letter to Lt. Murray tendered congratulations for winning the gold medal.

Lt. Murray, in 1954, was the winner of the annual Golden Gavel public speaking competition staged by the Thunderbird Toastmasters' Club of Victoria.

Large Exercise Held in July

A large scale anti-submarine exercise held off Nova Scotia from July 24 to July 28 involved units of the Royal Canadian Navy, Royal Canadian Air Force, United States Navy and the Royal Navy.

Code-named "Tartan", the exercise was under the overall command of Rear-Admiral K. L. Dyer, as Maritime Commander Atlantic.

HMC ships included the aircraft carrier *Bonaventure* and the destroyer escorts *Algonquin*, *Terra Nova*, *Chaud-*

iere, *Nootka*, *Columbia*, *Restigouche*, *St. Croix* and *Huron*. More than 3,000 officers and men were involved.

RCAF participation included 24-hour anti-submarine operations daily by Argus maritime patrol aircraft from 404 Buffalo and 405 Eagle squadrons, from RCAF Station, Greenwood.

Submarine forces include three United States Navy submarines, the *Crevalle*, *Piper* and *Angler*. The RN contribution was the Halifax-based submarine *Aurochs*. Naval aircraft from *Shearwater* were used in strikes against the fleet at sea. The *Bonaventure* carried Trackers and Sikorsky helicopters as her contribution to anti-submarine forces.

Commodore James Plomer, Senior Canadian Officer Afloat Atlantic, commanded the anti-submarine warfare group. The exercise was a hunter-killer operation in which the RCAF and RN forces attempted to clear the "enemy" submarine forces out of the area so that a strike could be mounted from sea against the "enemy homeland".

Ships Exercise With Sub on Lake

A series of exercises on Lake Ontario, including an anti-submarine exercise with a U.S. submarine, brought to a close this year's training of Royal Canadian Navy (Reserve) personnel on the Great Lakes. The exercise was the first ever carried out on the Great Lakes by Canadian warships with a submarine.

The *Lauzon* and *Buckingham* arrived at Hamilton on Friday, August 18, following exercises in the upper Great Lakes. This was the first time the two ships had been together in the port since their arrival from Halifax earlier this year.

On arrival the *Lauzon* disembarked her complement of reserve new entries and that same evening sailed for a two-hour cruise on Lake Ontario with approximately 75 members of the Hamilton branch of the Naval Officers' Association of Canada, their wives and sons over 10.

The *Buckingham* was accompanied on her return to COND headquarters by the training vessel *Scatari*.

The *Lauzon* and *Scatari* sailed Monday, August 21, for a two-week reserve new entry training cruise. The *Buckingham* sailed the next morning to rendezvous on August 23 with the *Lauzon* and U.S. Submarine *Sablefish* eight miles off Toronto for anti-submarine exercises.

On completion of the exercise, the *Sablefish* departed for her base at New London, Conn. The *Buckingham* sailed

on August 26 for her Atlantic Coast base at Halifax. The *Lauzon* was not due to depart for the East Coast until September 16.

Terra Nova Goes To Vessel's Aid

A bright light on the horizon, spotted by a lookout in the middle watch on July 17, was investigated by the *Terra Nova*, en route from Corner Brook to Halifax, its source proving to be the blazing fishing vessel *FLB 101*, out of St. John's. The master, Manuel Warran, of Port aux Basques, and his five crew members were nearby in the dory in which they had fled the flames.

After taking the fishermen on board, the *Terra Nova* fought the blaze for two hours, but the fire had made so much progress that the fishing vessel was a smoking and sinking hulk when the *Terra Nova* withdrew.

The *FLB 101* had been proceeding from Port Aux Basques to North Sydney with a \$2,000 cargo of fish when a small oil stove in the foc'sle burst into flame. Power was almost immediately lost and one call of "Fire" was all that could be transmitted on the boat's small radio.

The crew was taken to Halifax, to where the *Terra Nova* was returning on completion of the lieutenant governor's cruise of the south-west coast of Newfoundland. The ship's company gave \$218 to the fishermen, who had lost their means of livelihood in the fire.

Hydrographic Vessel Launched

The CHS *Maxwell*, first of Canada's new multi-million dollar oceanographic and hydrographic fleet, was launched by Mrs. Paul Comtois, wife of Mines and Technical Surveys Minister Comtois, in a ceremony August 17 at Halifax Shipyards.

Following the launching, Mr. and Mrs. Comtois and other officials of the Department of Mines and Technical Surveys visited the \$4,000,000 Bedford Institute of Oceanography now under construction on the Dartmouth side of Bedford Basin and scheduled for completion in the fall of 1962.

The *Maxwell*, specially designed for inshore survey work, particularly along the more rugged and isolated regions of Canada's eastern seaboard, is expected to be in operation this fall. She carries a crew of 20, has a range of more than 2,000 miles and a top speed of over 12 knots. The ship is 115 feet long with a 26-foot beam and is being built at a cost of just over \$450,000.



OCEANOGRAPHY AND THE RCN

OCEANOGRAPHY is the scientific study of the seas in the various aspects, biological, chemical, geological and physical. Until relatively lately, most of the information that was collected in oceanography had been obtained incidentally to biological projects concerned with investigations of commercial fisheries. It is not surprising then, that studies in oceanography have been concentrated in areas on continental shelves where the data obtained could be used to explain principally movements and the prevalence of various fish species. Yet, the sea covers almost three-quarters of the globe. At the moment, more ignorance prevails about the ocean depths than about the remote regions of outer space.

A sufficient body of data about physical oceanography has been accumulated by various individuals and organizations so that general principles regarding water movements can be reasonably well formulated. The principles enunciated to date have depended largely on the collection of the following data: temperature, salinity, velocity of currents and tides.

As scientists, physical oceanographers look ahead to the ultimate development of their science to the point where they will be able to predict physical conditions in the sea for any time in any area. This would parallel the situation in meteorology where prediction on a day-to-day basis has become a routine accepted procedure. The accuracy of predictions depends on the availability of information as recent as possible and covering as wide an area as possible. In meteorology, changes in physical conditions of the media can be abrupt, whereas in oceanography, with certain exceptions which can usually be expected, if not accurately foreseen, such changes are likely to be slow and gradual.

By
Lt.-Cdr. L. P. Chénisson
RCN(R)

Conditions on the East Coast are particularly variable owing to the interplay of three principal masses of water: the warm Gulf Stream, the cold Labrador Current, and the outflow of fresh water from the St. Lawrence River. The implications of this interplay are far-reaching not only in that the contributions of each of these must be weighted but also because the effects of this interplay are extremely variable in time and space, and therefore not easily pre-



Both temperature and salinity have profound effects on the transmission of sonar beams in the sea. Here a scientist samples the salinity of the Gulf of St. Lawrence by means of metal bottles which can be set to admit water at any chosen depth. (LAB-1475)

dicted with any degree of reliability in the absence of here-and-now data.

A number of interesting parallels exist between the dynamics of the atmosphere as a gas and of the sea as a liquid. In each instance, density of the medium is a very important factor governing the movements of masses of air or of water with predictable velocities in the absence of solid obstacles. In the air, measurements of barometric pressure and temperature, relative humidity, wind velocities, etc., are the major types of information collected on a day-to-day basis. In sea-water, measurements at various depths of temperatures, salinities, currents, velocities, and tides constitute the basic working data. In both instances, then, masses of medium or high density ("highs") tend to displace those of low density ("lows").

From studies of temperatures and salinities, it has been established that, in the absence of turbulence, and physical obstacles, warm water or relatively fresh water remain above cold or saltier water without appreciable mixing. This follows from the fact that the density of water above 39° F varies inversely with temperature and directly with salinity. The thin layer where there is an abrupt change from warm to cold water is called thermocline. Thus, not only is it possible for surface temperatures at some distance from the south shore of Nova Scotia to be higher than those close inshore where mixing occurs, but it is indeed a well-observed phenomenon in late summer and early fall. Conversely, cooling of surface water induces mixing on account of the descent of heavier water through the lighter underlying layers. However, there is far more to physical oceanography than the influence of temperatures and salinities. The presence of obstacles causing mixing, the influence of wind velocity, the effects of currents

due to tides, the possible effects of barometric pressure as such—all these bring distinctive and often confusing features in the oceanographic picture when and where they vary significantly.

It is obvious that, for the RCN, knowledge of the media which affect the movement and detection of sea-borne traffic is of utmost importance. The Navy's primary interest in oceanography relates to sub-surface conditions. The RCN is primarily an anti-submarine navy. Consequently, any problem which involves the detection, the identification and the continued monitoring of submarines is of vital interest to our navy.

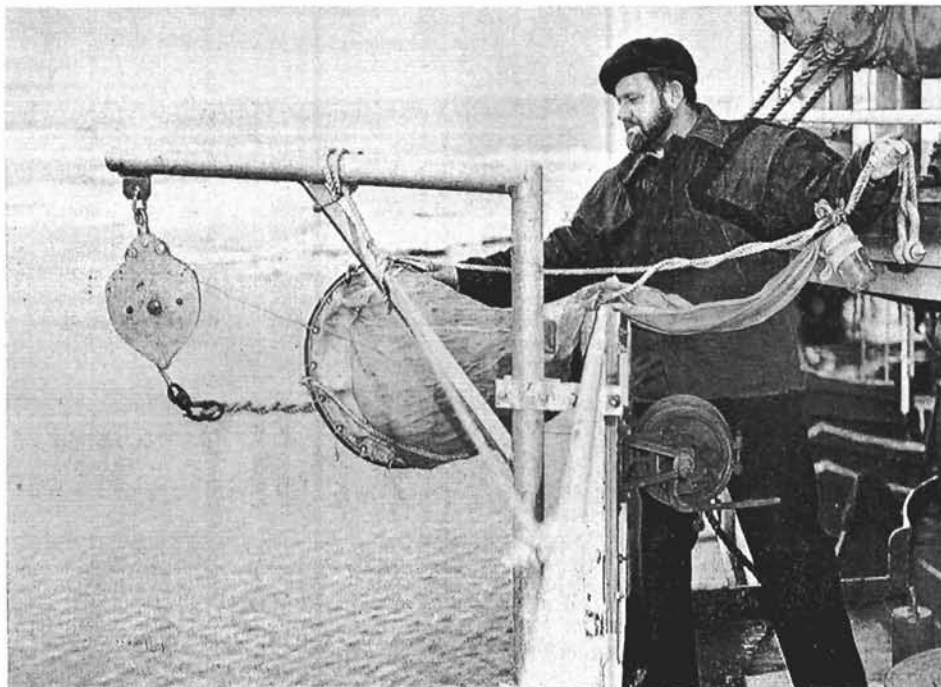
So, of course, are problems concerned with defence by weapons dependent on acoustic systems.

The problems of continental defence have changed markedly with the development of modern submarines. These can remain submerged indefinitely; and long-range missiles can be fired from their decks under the surface. Also the proved capability of atomic submarines in negotiating Arctic passages under the ice has opened up many new defence problems.

What is the nature of these problems? The main area of concern at present involves the behaviour of sound waves under water. For example, efficient use of acoustics for submarine detection, the accuracy of pin-pointing enemy objects, and the accuracy of homing torpedoes depend on a knowledge first of the behaviour of sound waves in sea-water, and, secondly, of the actual physical conditions of the sea. Areas of sharp changes of density of sea-water due to the presence of a thermocline produce acoustic mirages quite comparable to the optical mirages characteristic of atmospheric air. Thus, knowledge of the principles of refraction and of reflection of sound waves in zones of changing density in sea-water, are extremely important. Equally important is a knowledge of conditions of the medium through which these waves must pass. Oceanography, then, is not concerned with the study of the behaviour of sound waves, but it is concerned with the dynamics of physical conditions of the sea.

The RCN is interested in oceanographic research in addition to being a user of oceanographic information.

Two types of information would seem desirable for the operation of sonic devices. Firstly, there is need of long-range information so that plans for exercises may be formulated well in advance. Secondly, on-the-spot information would also be valuable so that



Some day, if the world's population outruns its agricultural capacity, people may dine on plankton soup. Here a marine biologist prepares to lower a plankton net over the side. Plankton, rich in protein and minerals, consists of almost invisible creatures, on which small fish feed, to be eaten in turn by larger ones. (LAB-1795)

during actual operations some estimate of the range of sonic devices may be made and, as a minimum requirement, conditions may thus be described as poor, fair, etc., if not in quantitative terms.

The RCN obtains much of the data of physical oceanography which it obviously requires from Canadian, foreign and international organizations.

The pursuit of the study of oceanography in Canada has been continuing since about 1910, but the agencies under which this research has been carried out have been varied and its extent has expanded considerably, particularly since the mid-forties. Research in physical oceanography was initiated on a part-time basis by the Biological Board of Canada (later the Fisheries Research Board of Canada). While the methods used in such investigations were physical in character, they were definitely directed toward an understanding of the movement of the medium which supports life and which influences the movements and success of survival of various marine species.

A large segment of the Canadian contribution to oceanographic knowledge is still of value to marine biologists, but research in physical oceanography is now organized on a much broader basis, and it encompasses various agencies whose existence has no relationship, even remote, with fisheries research. Not only has Canada grouped

various independent research organizations under one co-ordinating committee, but it also participates in various international research efforts.

The over-all efforts in Canadian oceanographic research are at present co-ordinated by the Canadian Committee on Oceanography. (This represents a reorganization of the former Joint Committee on Oceanography). The following Government groups are represented on this Committee:

- The Royal Canadian Navy
- The Royal Canadian Air Force
- The Fisheries Research Board of Canada
- The Department of Mines and Technical Surveys
- The Defence Research Board
- The National Research Council
- The Department of Transport (Meteorological Branch and Marine Services)

The work of the Committee is primarily one of co-ordination, as the participating bodies contribute in some measure in the form of funds, personnel, ships, etc.

In addition, the Institutes of Oceanography operated by the universities of British Columbia and Dalhousie on each coast are subsidized to a considerable extent by the National Research Council and are in touch with the Canadian Committee.

At present, the Fisheries Research Board, through the East Coast Working Group of the CCO is the principal agency gathering oceanographic data as a primary objective. Cruises along the three coasts, East, West and Arctic, are planned with the sole purpose of obtaining oceanographic data. Other agencies at the moment contribute much important information. RCN ships routinely take surface temperatures and bathythermographs (temperatures at depth) and transmit the information to a collecting agency. Likewise, ships of the Department of Transport and of the Department of Mines and Technical Surveys obtain bathythermographic data and take water samples at various depths and at various stations on their hydrographic and other cruises.

The formation of the Canadian Committee, the definition of responsibilities, and the redistribution of these responsibilities have meant that, while research is still vigorously pursued, programs of participating agencies are being redefined and are in a state of flux.

Intensive studies of temperature and salinity conditions in various areas will be undertaken to meet defence requirements during the next few years. Available bathythermographic data are to be extended and analyzed so that more information may be obtained about oceanographic conditions. It is hoped that improvements in bathythermographic coverage and analysis may augment the reliability of charts depicting the acoustic properties of the sea in the areas to be studied.

Personnel of the Defence Research Board's Naval Research Establishment are at present undertaking studies of internal waves north of Bermuda and are attempting to devise improved telemetering buoys. From CNAV *New Liskeard* specially constructed buoys, adapted to detection by radar, have been released for the study of currents in the vicinity of Sable Island.

The Pacific Naval Laboratory of the Defence Research Board is working on methods that will enable bathythermographic readings to be taken to large depth at high cruising speeds.

As physical facilities and personnel are acquired at the Bedford Institute of Oceanography, the Department of Mines and Technical Surveys will become responsible for the prosecution of research suggested by defence requirements. It will then attempt to collect information on all the variables which affect the reliability of predictions of physical processes in the sea.

Increasing research activity in sub-Arctic and Arctic regions has followed the circumnavigation of the continent via Arctic routes. The question of predictability of ice formation and ice movements can be answered only with adequate meteorological and oceanographic information. The study of acoustic properties in this particular area is to be undertaken jointly by the Defence Research Board and McGill University. The CGS *Labrador*, as a secondary function, has been taking observations in the region of Hudson Bay, Hudson Strait and Foxe Channel, and adding important information regarding this complicated area.

Ice Forecasts

Ice forecasting, which impinges on both oceanography and meteorology, became of great concern to the U.S. Navy



A civilian scientist analyses the phosphate content of sea water samples on board ship.

during the early stages of the construction of the DEW-line. After the USN had made a beginning in this work, the responsibility for it was transferred to the Department of Transport, at whose request the RCN developed an ice-forecasting service, later transferring it in good working condition, to the DoT. "Ice Central", the main office of the ice-forecasting service, is in Halifax.

RCN-RCAF

The Navy is concerned with having the best possible oceanographic information and, with the RCAF, has established study groups to look into the best methods of providing information. This will not be a research organization but will work towards provision of the most exact oceanographic information available to operations. Consequently, the needs of operations need

to be spelled out, and representation on this service of personnel from RCN and RCAF operations is a must. Obviously this is a combined enterprise that will utilize oceanographic, meteorological and operational personnel.

International Organizations

In the international level, certain developments are worthy of note. In the spring of 1959, an international Anti-Submarine Warfare Research Centre was established in Italy for the purpose of monitoring and analyzing oceanographic measurements in selected waters. It employs approximately 100 persons of whom 20 are senior scientists. Canada is providing personnel and technical data, along with Denmark, France, Germany, Italy, the Netherlands, Norway, the United Kingdom, and the United States.

NATO has set up a sub-committee on oceanographic research to the end of improving collaboration and co-ordination in unclassified efforts of oceanographic institutions from countries participating in NATO. Canada is represented on this committee by Dr. W. L. Ford, Scientific Adviser to the Chief of the Naval Staff.

UNESCO

One of the committees of UNESCO is the International Advisory Committee on Marine Sciences. Among eight recommendations adopted at the meeting of this committee in Paris in September, 1958, the following two bear directly on oceanography: UNESCO invited Member States to expend more effort in systematic studies of the deep ocean; and it was recommended that an international research ship should be provided for oceanographic purposes.

SCOR

The International Council of Scientific Unions has set up the Special Committee on Oceanic Research. The national committee for Canada is the Canadian Committee on Oceanography.

Some of the problems of concern to SCOR are now or may become likewise of concern to the RCN. Sample problems are the extent of natural and artificial radioactivity, and their distribution in the oceans, the changes in oceanic processes dependent on climatic variations, and the geological structure of the sea floor.

ICNAF

Although ICNAF (International Commission for North Atlantic Fisheries) is certainly not set up as an organization for mutual defence, its deliberations

have stimulated the study of water temperatures and salinities in the area within its scope. In 1961, for instance, ten countries apart from Canada and the United States are collecting oceanographic information which should fill in some gaps in our oceanographic knowledge.

RCN-USN

An oceanographic research station is jointly operated by the U.S. Navy and the Royal Canadian Navy at Shelburne, Nova Scotia. Commissioned as *HMCS Shelburne* in April 1955, this institution is chiefly concerned with gathering and assessing oceanographic data of specific interest to the two navies.

Magnetometer Surveys

The problem of detection of objects under the surface is being attacked from many different angles. One of these is based on disturbances in magnetic readings brought about by various objects under the surface and even lying

on the bottom. To increase the reliability of magnetic instruments, it is necessary to screen out many of the natural anomalous responses which occur. Geologists for the past decade or so have been making numerous magnetometer surveys over the land for the purpose of identifying anomalies in geological structure.

The knowledge of such anomalies under the sea is an absolute requirement if instruments of the magnetometer type are ever to be useful in detecting objects under water for, otherwise, many false positives would be recorded. The RCN has been co-operating with the USN in compiling data regarding such anomalies on the Continental Shelf.

Future Developments

The following outstanding developments in Canadian oceanography are of direct or indirect interest to the RCN.

It is expected that an Oceanographic information service to meet military

requirements will mature over the next few years.

The *Fort Frances* joined the *New Liskeard* in February in the service of the Naval Research Establishment at Halifax. Both are former Algerine class coastal escorts.

The Bedford Institute of Oceanography, destined to become the most important oceanographic research centre in Canada, is under construction on the east side of Bedford Basin, just to the north of the Narrows leading to Halifax Harbour. Dredging has been completed and a wharf is under construction, as are the workshop and depot buildings, which should be in use before the end of this year. The office and laboratory buildings should be completed by mid-summer of 1962.

The Institute comes under the Department of Mines and Technical Surveys, a department which will shortly become responsible for defence requirements where Canadian oceanography is concerned.



"More ignorance prevails about the ocean depths than about the remote regions of space."

OFFICERS AND MEN

Awards Made For Suggestions

Chief and petty officers who figured in several awards from the Suggestion Award Board of the Public Service of Canada have been congratulated by the Chief of Naval Personnel. They are:

CPO Colin Armson, who devised a rack for universal tow bars for aircraft which prevents damage to the bars;

CPO R. E. Clitheroe, who suggested a tool for servicing brakes on Tracker aircraft;

CPO William Rennick, for designing an improved maintenance tool for aircraft;

CPO Gerald R. L. Donohue, for his modification to the throttle control of certain RCN boats;

PO Gordon A. Troughton, for the development of a tool which eliminates damage to delicate propeller parts during repairs;

PO Lloyd J. Milton, for a modification to radio communications equipment.

In all cases the suggestions have been adopted for use by the RCN and cash awards have been made.

Sailors Help Paraplegics

If there was an award in the RCN for helping one's fellow man the P&RT department at HMCS *Naden* feel that it should go to three apprentices under training at the Naval Technical School: Able Seamen Jack McClelland, Clarence Trach and Bob Shepard.

Every Friday night for months, for two and a half hours, these three young men have given devoted assistance to paraplegics receiving water therapy in the *Naden* swimming pool.

BIRTHS

To Petty Officer T. S. Arthurs, *Algonquin*, and Mrs. Arthurs, a son.

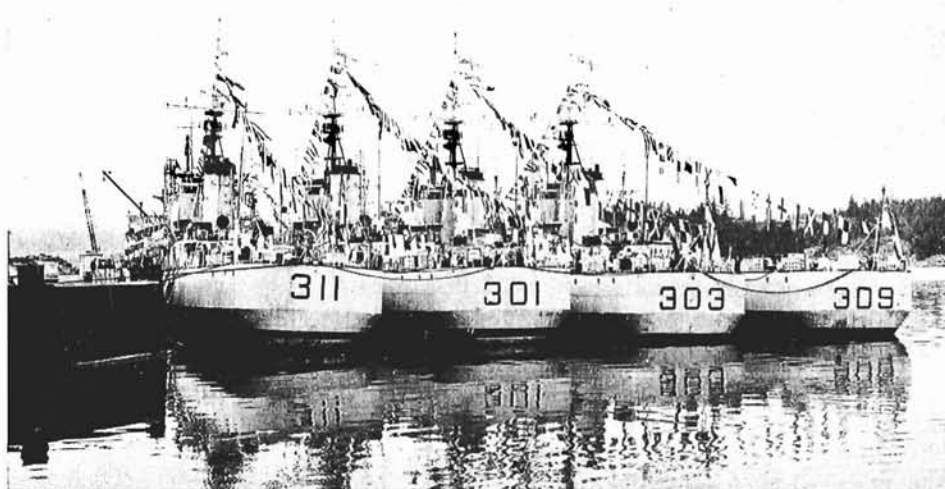
To Lieutenant R. C. Knapp-Fisher, *Haida*, and Mrs. Knapp-Fisher, a son.

To Petty Officer S. J. Kornan, *Algonquin*, and Mrs. Kornan, a son.

To Petty Officer G. M. Lamontagne, *Algonquin*, and Mrs. Lamontagne, a daughter.

To Able Seaman C. E. Ramsey, *Haida*, and Mrs. Ramsey, a daughter.

To Lieutenant B. J. Van Fleet, *Haida*, and Mrs. Van Fleet, a son.



Frigates of the Pacific Command presented a gay appearance when they were dressed in observance of the Queen Mother's birthday, August 4. From the left they are the *Stettler*, *Antigonish*, *Beacon Hill* and *Ste. Therese*. (E-62403)

The job involves dressing and undressing aged and helpless men, giving support in and out of the water, and showing great gentleness and understanding.

The efforts of the three apprentices have not gone unnoticed by the Victoria Lions Club, which is responsible for the program for the paraplegics.

Supply Depot Adopts Child

The Naval Supply Depot Employees' Club of HMC Dockyard, Halifax, have financially adopted a ten-year-old Korean girl under the Foster Parents' Plan. The Foster Parents' Plan is an independent, government-approved relief organization for children in poverty-stricken parts of the world.

The club's adopted child, Mi Ja Yoo, lives with her mother, four sisters and one brother, in bitter privation in a thatched hut on the outskirts of Seoul, among its poorest people.

Mi Ja's father died in January of this year from a stomach disease, which was neglected because he could not afford medical care. Her mother, in order to support the family, is a peddler of vegetables in the streets of Seoul. She earns about 40 cents a day on which to feed her offspring.

Mi Ja is said by those who know her to be clever and quick to respond to interest and also to learning. She studies hard and is determined to remain among the top group in her class in order that her ambition to be a school teacher will be realized.

The Naval Supply Depot Employees' Club was formed by the employees of Naval Supply Depot in December, 1957. Its membership is automatic for all civilians and naval personnel on the staff of Naval Supply Depot.

The prime purpose of the club is to provide funds for gifts for employees who after a reasonable term of employ-

WEDDINGS

Able Seaman Ralph Hnetka, *Sussexvale*, to Beverley Ann Thompson, of Regina and Victoria.

Leading Seaman R. K. Hogden, *Haida*, to Janice Mae Furness, of St. Catharines, Ont.

Sub-Lieutenant Lorne S. McDonald, *Venture*, to Jacqueline Anne Lord, of Victoria.

Ordinary Seaman W. J. Rooney, *Haida*, to Mary Pledge, of Saskatoon, Sask.

Able Seaman G. W. Schneider, *Haida*, to Jo-Ann McKinley, of Medicine Hat, Alberta.

Sub-Lieutenant Anton Frederic Smith, *Stettler*, to Marilyn Barbara Cudmore, of Victoria.

ment are transferred, promoted or re-assigned to other departments, or on the marriage of any member. Also funds are provided for recreation and entertainment in the form of sports, dances and social gatherings.

The club has on numerous occasions contributed to the Dockyard Major Charitable Campaign, and welfare and disaster funds in addition to looking after the welfare needs of its own members.

Management of the club is invested in an elected board of directors under the leadership of Lt.-Cdr. L. O. Stonehouse, operations officer of Naval Supply Depot. Since its inception, the club has grown in its stature and its scope and is now incorporated under the Societies Act of the Province of Nova Scotia. This growth is credited to a large degree to the co-operation and support of Cdr. K. M. Roy, Officer-in-Charge, Naval Supply Depot.

Grilse Open To Victorians

Residents of Victoria had the opportunity of visiting HMCS *Grilse*, the Pacific Command's recently acquired submarine, during the week-end of July 22-23.

The 311-foot submarine was docked at the Department of Transport wharf and was open to the public both afternoons.

New Appointments And Promotions

Commodore Howard L. Quinn on August 24 was appointed on attachment to the National Defence College, Kingston, as Naval Member Directing Staff. He was formerly Senior Naval Officer St. Lawrence River Area.

Commodore John Deane became Deputy Chief of Naval Technical Services at Naval Headquarters on August 21.

Commodore Henry A. Winnett has taken up the dual appointments of Commodore Superintendent Pacific Coast and as Superintendent HMC Dockyard, Esquimalt.

Captain John A. Charles has been promoted to the rank of commodore and appointed Commodore RCN Barracks at Esquimalt.

Captain Robert M. Battles on August 17 took up the appointment of Command Technical Officer on the staff of the Flag Officer Pacific Coast.

Captain Henry A. McCandless became Director of Naval Program Control at Naval Headquarters on August 21.



A brisk stroll in the brisk breeze is taken by Hon. Pierre Sevigny, Associate Minister of National Defence, along the flight deck of the *Bonaventure*, accompanied by Cdr. J. M. Paul, executive officer of the carrier, and Rear-Admiral K. L. Dyer, Flag Officer Atlantic Coast. (BN-4266)

Captain Ernest H. H. Russell was appointed Director of Material Supply at Naval Headquarters on August 21.

Captain Charles Patrick Nixon on August 25 took up the dual appointments of Commander Fifth Canadian Escort Squadron and Commanding Officer HMCS *Gatineau*.

Captain John M. Doull on August 28 became Director of Naval Works at Naval Headquarters.

Captain Victor Browne on August 18 took up the dual appointments of Commander Second Canadian Escort Squadron and Commanding Officer HMCS *Assiniboine*.

Cdr. Daniel L. Hanington was promoted to the rank of captain and appointed Director of Naval Manning at Naval Headquarters, effective September 5.

Cdr. Jack E. Korning, with the acting rank of captain, has been appointed on attachment to the staff of the Ambassador of Canada to Norway as Naval, Military and Air Attache, and on the

staff of the Ambassador of Canada to Sweden as Naval Attache.

Cdr. Melvin T. Gardner took up the appointment of Squadron Technical Officer with the Second Canadian Escort Squadron on August 11.

Cdr. Vernon W. Howland has been promoted to the rank of captain effective August 31. Formerly Assistant to the Vice-Chief of the Naval Staff at Naval Headquarters, he is attending the National Defence College, Kingston.

Cdr. Donald C. Rutherford has taken command of HMCS *Haida*, with the First Canadian Escort Squadron.

Lt.-Cdr. Glen M. de Rosenroll has been promoted to the rank of commander and appointed to Naval Headquarters on the staff of the Director of Naval Fighting Equipment Requirements.

Lt.-Cdr. Ian A. Macpherson was promoted on August 18 to the rank of commander on taking up his new appointment in command of HMCS *Ottawa*, with the Second Canadian Escort Squadron.

Lt.-Cdr. Donald B. Dixon was appointed as Supply Officer, HMCS *Cornwallis*, RCN training establishment near Digby, N.S., and promoted to the rank of commander.

Lt.-Cdr. Norman F. Lee serving at Naval Headquarters, was promoted to the rank of commander.

Other appointments included:

Lt.-Cdr. Edward A. Fallen to command HS-50 Anti-Submarine Squadron;

Lt.-Cdr. Donald M. MacLeod to command VS-880 Air Squadron;

Lt.-Cdr. George G. Armstrong to command HMCS *Quinte*, of the First Canadian Minesweeping Squadron;

Lt.-Cdr. Joseph G. Wilkinson to command HMCS *Coverdale*, naval radio station near Moncton;

Lt.-Cdr. Eric M. Jones to command HMCS *Antigonish*, a frigate of the Fourth Canadian Escort Squadron;

Lt.-Cdr. James G. Mills to command HMCS *New Glasgow*, a frigate of the Fourth Canadian Escort Squadron;

Lt.-Cdr. Blyth A. Mitchell to command HMCS *Inch Arran*, a frigate of the Seventh Canadian Escort Squadron;

Lt.-Cdr. Stewart R. Linguist to command VU-32 air squadron;

Lt.-Cdr. Jack L. Panabaker to command HMCS *Beacon Hill*, a frigate of the Fourth Canadian Escort Squadron; and

Lt. Richard D. Okros to command HMCS *Cowichan*, of the Second Canadian Minesweeping Squadron.

Admiral Caldwell Heads Engineers

Rear-Admiral J. B. Caldwell, Chief of Naval Technical Services, has been made Vice-President (Canada) and Member of Council of the Institute of Marine Engineers. In this capacity, he heads the Canadian division of the institute.

The Canadian division, which is in its second year, has active local sections in Halifax, Montreal and Ottawa, Toronto, Vancouver and Victoria. Their activities are reported in the quarterly Canadian supplement to the *Transactions* of the Institute.

B.C. Book Shows Navy in Colour

A number of interesting facets of life in the Pacific Command are colourfully displayed in a six-page illustrated article in the fall issue of the B.C. government's lavish tourist magazine, *Beautiful British Columbia*.

The six-page spread is made up of slightly more than a page of text,

sketching the origin of the Command headquarters at Esquimalt and listing points of interest among naval installations today, and nine photographs in full colour, the work of CPO K. E. Martin and PO William John. They range from a picture of the sterling drums presented to the RCN recently by the Province of British Columbia and the municipalities comprising Greater Victoria and vicinity, to a two-page view of the Japanese gardens at Royal Roads.

Royal Roads Class Reunion

During the first week-end in June, 32 members of the Royal Canadian Naval College Class of '44 to '46 met at the summer home of former Chief Cadet Captain R. A. Wisener at Sturgeon



Scoutmaster R. L. Kay points out some details of a casting of a footprint to his son Ross during the Third Boy Scout Jamboree held at Connaught Ranges near Ottawa in July. Scoutmaster Kay is a chief petty officer with the naval diving unit at Halifax. (O-13808)

Point, Ontario, to observe the 15th anniversary of graduation. This is the second such reunion, the first having taken place in 1956. A third is planned for June 1966.

The 32 former *Royal Roads* cadets who attended the reunion represented more than half of the original class and included 12 serving officers of the RCN and 20 civilians. They came from as far away as Vancouver and Halifax. The civilians included three doctors, two lawyers, a farmer, a major oil company president and a number of engineers and businessmen.

Many an hour of life as a naval cadet was relived and many an event was re-

called that did not seem too funny at the time. It was interesting to trace the activities of the class over the past 15 years and it is worthy of note that all have prospered.

During the week-end, the civilians challenged the sailors to a game of baseball which resulted in an official score of 5 to 4 in favour of the civilians. It is only fair to say that shirts were used to mark the positions of the bases and not infrequently were the bases moved to suit what was thought to be the capabilities of the batters! It is perhaps more truthful to report that the game ended in a draw.

The highlight of the reunion was a mess dinner on the Saturday presided over by the host and senior cadet of the class, Mr. Wisener. There were many proofs that the past 15 years have not dampened the spirit of the RCNC Class of '46 and that there is a bond between us that will result in a continuation of these quinquennial reunions until death do us part.—G.W.O.

Wren Officer Goes To USN for Duty

Lt.-Cdr. Jean Crawford-Smith, who has been Staff Officer (Wrens) on the staff of the Chief of Naval Personnel at Naval Headquarters, Ottawa, since August, 1957, has been appointed for duty with the United States Navy effective September 5. This is the first time a Wren Officer has been appointed for duty with the USN.

Her successor at Naval Headquarters is Lt.-Cdr. Constance Eileen Ogilvy.

Lt.-Cdr. Crawford-Smith will become Staff Member, Wave Recruit Training, on the staff of the Commanding Officer, Naval Training Centre, Bainbridge, Maryland.

Her appointment is to enable her to study all aspects of the training of Waves, the U.S. Navy's counterpart of the wrens. She will hold a variety of appointments during her tour of duty with the USN.

Lt.-Cdr. Crawford-Smith was promoted to her present rank in July 1956, becoming the first regular force Wren officer to attain that rank.

Chaplains Receive Church Appointments

Three senior chaplains of the Armed Forces Chaplain Services have received ecclesiastical appointments within the Anglican Church of Canada.

Group Captain the Ven. E. S. Light, Deputy Chaplain General and Director of Religious Administration, has been

named archdeacon, while Major the Rev. Joseph Cardy, Senior Chaplain (P) 4th Canadian Infantry Brigade Group, and Chaplain Harry Ploughman, Deputy Chaplain of the Fleet (P), have been named canons.

Chaplain Ploughman, who was born in Newfoundland, joined the Navy in 1941, was demobilized at the end of the war and returned to the service in 1948. Much of his war-time service was in corvettes. He has been at Naval Headquarters since 1957.

Three Baptized On Board *Grilse*

The first christening ceremony on board HMCS *Grilse* and probably the first ever to have taken place in a Canadian submarine occurred on Sunday, July 30, when AB C. G. Reekie and his two children, Gordon Douglas, 2, and Corinne Lynn, seven months, were baptized by Chaplain (P) W. W. Levatte. The submarine's bell served as the baptismal font.

Witnesses for AB Reekie were his wife and Lt. John Rodocanachi, executive officer of the *Grilse*. Godparents for little Gordon Reekie are AB Bryan Treggar and Mrs. Treggar and for baby Corinne are AB Jack Williams and Mrs. Bob Webber.

Practice Area Moved to Debert

As a result of the industrial and housing build-up in areas adjacent to the RCN Air Station, *Shearwater*, the Royal Canadian Navy has been directed to carry out land-based carrier landing practice at Debert, N.S., instead of at *Shearwater*.

The airfield at Debert has been activated jointly by the Canadian Army and the RCN, with the Navy responsible for maintenance and operation of the necessary runways, including snow removal, and all fire-fighting protection.

Before pilots leave the air station for carrier operations at sea, it is necessary for them to carry out simulated carrier landings ashore. The acquisition of runway facilities and other modest holdings at Debert will enable Tracker aircraft pilots to carry out this highly essential training commitment well away from the population density problem that has developed around *Shearwater*.

The shoreside carrier landing practice involves a pilot letting his aircraft down on a runway, using a mirror landing aid and confining himself to an area similar to that required in actual

flight deck operations at sea. This is followed by immediate take-off and a repetition of the same flying evolution.

The use of Debert will be largely on a part-time basis, with no significant increase in numbers of National Defence civilian employees and no permanent naval establishment.

Such flying operations are expected to begin early in the fall.

Admiral Pullen Heads Appeal

Rear-Admiral Hugh F. Pullen, who retired last year as Flag Officer Atlantic Coast, has become general chairman of the Halifax-Dartmouth United Appeal, it was announced by F. E. Chipman, Dartmouth, president of the Board of Directors.

Admiral Pullen began work on the campaign this summer. He was Nova Scotia chairman of the World Refugee Year campaign before retiring from the Navy and Nova Scotia was the first province to exceed its quota.

The United Appeal objectives in 1961 is \$476,700. It will be shared by the 32 member agencies, covering the cities of Halifax and Dartmouth and surrounding district, which support approximately a quarter-million people.

RCN Officer Bears Queen's Colour

The honour of bearing the Queen's Colour during the freedom-of-the-borough parade at Gosport, Hampshire, this summer fell to Sub-Lt. Peter Hay-

don, RCN, who is serving in the submarine *Alderney*.

The Queen's Colour of the Royal Navy's submarine branch was paraded for the first time since it was presented to HMS *Dolphin*, shore establishment of the submarine command, to mark the command's diamond jubilee two years ago.

Four hundred sailors marched through the centre of Gosport on the occasion of the recent ceremony.

Trophy Presented By U.S. Navy League

A new challenge trophy for sea cadets has been presented to the Atlantic Command by the Bridgeport, Connecticut, Council of the Navy League of the United States.

Following the presentation of the trophy recently to Rear-Admiral K. L. Dyer, Flag Officer Atlantic Coast, by Elwood C. Shaw, of Bridgeport, it was forwarded to HMCS *Acadia*, sea cadet summer camp at Point Edward, N.S., for annual award to the best all-round cadet in the leadership course.

Terra Nova Blood Given at St. John's

One hundred of the 260 officers and men of HMCS *Terra Nova* donated blood at a Red Cross clinic in St. John's, Newfoundland. The number included almost every member of the ship's company not on duty at the time of the clinic, held during the *Terra Nova's* July visit to the Newfoundland capital.

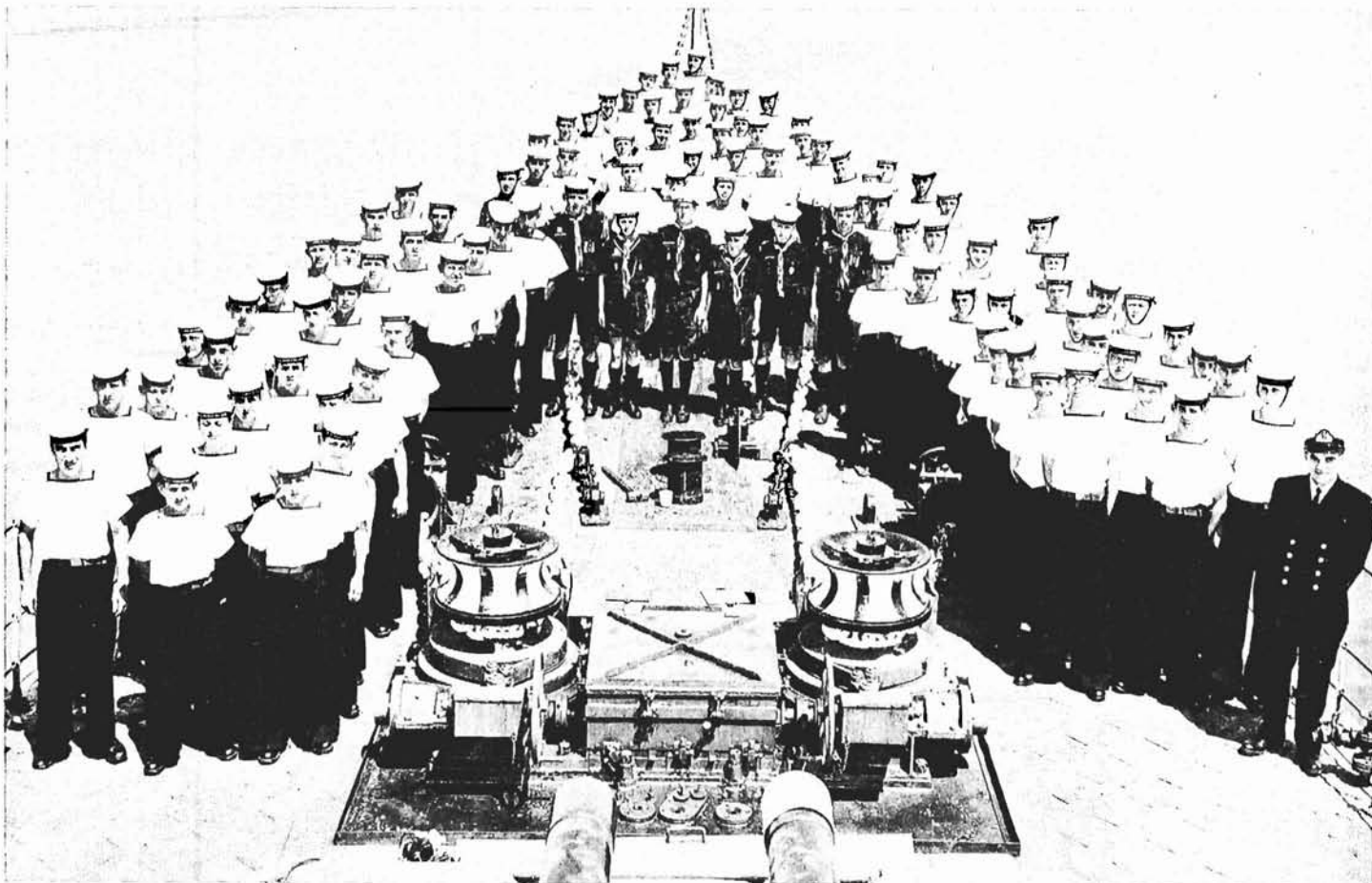
OFFICERS RETIRE

COMMODORE FREDERICK THOMAS GILLESPIE, CD, RCN, of Vancouver, joined the RCNVR 17 May, 1943, as a lieutenant, transferred to RCN 14 November, 1945; served in *Discovery*, *Naden*, *Protector*, *Avalon*, *Scotian*, *Stadacona*, *Niobe*, *Magnificent*, Naval Headquarters; last appointment Director General Fighting Equipment; commenced leave June 22, 1961, retires October 10, 1961.

LIEUTENANT-COMMANDER JOHN PERCIVAL KEELING, CD, RCN, of Ottawa, joined RCNVR September 21, 1939, as an Able Seaman, promoted to acting sub-lieutenant January 1, 1941; reverted to retired list October 23, 1945; on active list (RCN(R)) May 11, 1948; transferred to RCN October 19, 1949; served in *Stadacona*, *Royal Roads*, *Hochelaga*, *Dauphin*, *Columbia*, *Givenchy*, *Niobe*, *HMS Osprey*, *HMS Bentwick*, *HMS Caroline*, *Cornwallis*, *Somer's Isles*, *Chippawa*, *Naden*, *Crescent*, *Bytown*, *Quebec*, *Micmac*; last appointment officer-in-charge NBCD Divisions, Fleet School, Halifax; commenced leave July 9, 1961, retires October 20, 1961.

COMMANDER GEORGES ALBERT LARUE, CD, RCN, of Quebec City, joined RCNVR November 16, 1938, as a lieutenant; transferred to RCN April 17, 1946; served in *Stadacona*, *HMS King Alfred*, *HMS Lochinvar*, *Minas*, *HMS Esperance Bay*, *Hochelaga*, *Goderich*, *Venetia*, *Preserver*, *King's*, *Agassiz*, *HMS Paisley*, *Niobe*, *Monnow*, *Loch Monich*, *Swansea*, *Charlottetown*, *Naden*, *Bytown*, *Magnificent*, *HMS President*, *Beacon Hill*, *New Glasgow*, *Donnacona*, *Niagara*; last appointment Assistant Operations Officer Readiness, SACLANT; commenced leave July 2, 1961, retires February 2, 1962.

LIEUTENANT-COMMANDER EDWARD BRACEWELL MERCER, RCN, of Saint John, N.B., joined RCNVR October 7, 1940; to retired list September 2, 1945; transferred to RCN June 25, 1951; served in *Stadacona*, NOIC St. John's, Nfld., *Venture*, *Protector II*, *Captor*, *Scotian*, *Cornwallis*, *Bytown*, *Huron*; last appointment School Relations Officer, Maritimes; commenced leave July 1, 1961, retires September 28, 1961.



Sea cadets from three corps, plus a Sea Scout division from Sorel, Quebec, cruised from Sorel to Quebec City on board the destroyer escort Haida on July 20. Royal Canadian Sea Cadet Corps represented were Pierre de Sorel, from Sorel, Raddison, from Three Rivers, and Champlain, from Quebec City. (ML-9819)

Suggestions Save \$313,000

An estimated saving of \$313,072 in Department of National Defence operations resulted from the Suggestion Award Plan in the past fiscal year. According to the 1960 annual report, 1,568 ideas were submitted and awards amounting to \$14,117 were distributed to 248 civilian and service personnel.

The highest award during the year, \$1,500, went to Lt. Harry Hargreaves, of naval communications. He recommended the adoption of "Azograph" duplicating material and machines in communications centres. The new process removes the tedium and expense of recopying about 700 messages per day on multilith masters. Saving in equipment, maintenance and salaries in the department amounted to \$82,300 in the first year of operation.

The Suggestion Award Plan is a practical program to promote efficiency and effect economies in the government. Some suggestions improve office methods, others eliminate fire and health hazards, standardize procedures, minimize paper work, save time and materials, improve designs and introduce

new equipment. By providing an opportunity for employees working on a job to express their ideas the plan also tends to improve morale.

Granting awards for ideas has paid off in dividends in National Defence since the first submission in 1955. With the adoption of 789 suggestions, an estimated \$1,255,480 has been saved. About two-thirds of the suggestions submitted and approved in the department are for technical improvements. In one case an airman developed an improved soldering kit to overcome difficulties he encountered using conventional tools to repair intricate wiring systems in aircraft. This soldering tool, which was later applied to other complex equipment, reduced the time of maintenance by 66 per cent and saved the department \$18,584 in the first year of operation. The airman received \$580 for his idea.

In another case a civilian technical officer working on the repair and overhaul of gyros, devised a filtration method for reclaiming material which was normally discarded when it became contaminated with metallic particles and other substances. By using reclaimed material which met required specifica-

tions an estimated saving of \$5,000 was effected. The originator received \$300.

By designing a bench decontamination box for use in inspecting small pieces of equipment containing radioactive materials, two army servicemen removed a health hazard and saved the department about \$19,000 in the first year of using it. The suggestion, which saved the expense of sending jobs out to contract or building a special room for the work, netted a combined award of \$590.

There have also been some worthwhile suggestions in administrative matters. One, which concerned an amendment to filing jackets utilized in the department, resulted in a first year saving of \$2,300 and an award of \$175 to a member of the civilian administration staff.

Awards, which are based on a carefully worked out scale of benefits, are given in money or merchandise. There is another form of reward, however, which is not scaled to the importance of the idea submitted—it is the immense feeling of satisfaction the individual has in knowing that he is contributing to a better service.

Time was when little or no distinction existed between the man-o'-war and the merchant ship. This state of affairs continued to some extent into the age of privateers, corsairs, and buccaneers. The intricate weapons on the one hand and the highly specialized methods of cargo handling today on the other now have fixed a great gulf between the warship and the merchantman.

Recently Vice-Admiral E. R. Mainguy, who retired as Chief of the Naval Staff five and a half years ago, became president and general manager of the Great Lakes Waterways Development Association. He had spent 40 years in the Royal Canadian Navy; he was familiar with every kind of fighting ship; he had

first-hand knowledge of how to command a destroyer or a cruiser—but he admitted to a certain lack of familiarity with everyday life on board a merchant ship.

A seven-day voyage on the Great Lakes in a bulk carrier brought to his attention certain procedures and methods of organization vastly different from those in the naval service. Wheel orders, for example, were passed in an easy, conversational way, whereas the Navy insists on terse, standardized commands, unlikely to be misunderstood during times of emergency and familiar to men drafted from ship to ship.

Admiral Mainguy found other major differences, as a reading of the accompanying article will make obvious.

LIFE IN A LAKER

RECENTLY I completed a trip in a large Great Lakes' bulk carrier from Hamilton to the head of the Lakes and return and was interested in comparing the ship with a large naval vessel.

The "Laker's" particulars are: Gross registered tons 17,812; length 730 feet; beam 75 feet; gross (2240 lbs.) tons carrying capacity 25,350.

HMCS *Bonaventure's* rough dimensions are: Displacement 20,000 tons; length 700 feet; beam 80 feet (not taking the angled deck into account).

The "Laker's" complement is 32 (about 1-30th of the *Bonaventure's*), made up as follows:

The Captain—in general command and also looking after correspondence, pay, etc. He also seems to do general maintenance and running repair of radio, radar, and gyro.

Four mates—The First Mate works a day shift from 0800 to 1700 hours with one hour off at midday. He looks after the requirements of the ship and cargo; also the painting and upkeep of ship and living quarters. The other three mates are in three watches at sea or in harbour.

Chief Engineer—in general charge of machinery.

Three engineers—in three watches.

Three wheelmen and three watchmen—in three watches at sea or in harbour.

Six deckhands and one electrician—working a day shift.

Three oilers and three firemen—in three watches.

One chief cook—looking after the galley and cooking.

One second cook—looking after some cabins and waiting on the officers' tables.

One night cook—on duty from 2300 to 0700 preparing snacks for the first and morning watches and breakfast for the middle watch. She also prepares vegetables for the day and gets breakfast going—bacon in the pan, coffee on, eggs handy, etc. She also looks after some cabins.

One "porter" (junior cook)—looking after some cabins, helping the chief cook and waiting on the crew's table.

In normal cruising stations, the officer of the watch and wheelman are on

the bridge. Wheelmen are responsible for the cleanliness of the bridge inside and outside. This is normally done while cruising, with the ship being steered by automatic pilot. The rule is that the officer of the watch and wheelman must be in or near the pilot house!

The "watchman" of the watch looks after his allotted part of the ship and does odd jobs as messenger for the OOW. He also lays out and stows heaving lines, and rigs and stows booms, ladders, etc., before and after going alongside or locking.

In the engine room are the engineer OOW and one oiler. The fireman looks after his two boilers.

The first mate and deckhands are usually painting, cleaning and looking after the overall husbandry of the ship.

The most interesting part of the voyage was the passage of the Welland Canal. When we approached the entrance one ship was in the first lock and one waiting ahead of us, so we secured alongside the tie-up wall astern of the waiting ship. The captain proceeded to the bridge and the OOW went aft to look after the two after winches, assisted by the watchman. Three deckhands were put ashore from a landing boom forward. Two of them went to the after wires which, because the stern would be further from the jetty, were heavier to handle than the short length of the forward wires, which were handled by the remaining deckhand. The first mate handled the two forward winches. When wires were secured, one of the aft deckhands came inboard to assist the first mate.



Vice-Admiral E. R. Mainguy, RCN (Ret), former Chief of the Naval Staff, who is the president and general manager of the Great Lakes Waterways Development Association. (Photo by Ashley and Crippen).

As soon as the lock gate was open for us we slipped and the deckhands came inboard.

The locks' dimensions are roughly 800 feet by 80 feet, so it was with considerable interest that I awaited our entrance with our 75-foot beam.

There are two methods of entering a lock. Either you gently touch the tie-up wall at the entrance and slide into the lock, or you "take it on the fly" which means that you endeavour to enter without touching anything. The first method is recommended when up-bound as there are usually turbulent eddies at the foot of the locks. We went slowly ahead along the wall, which is at a slight, outward, angle from the wall of the lock. As the bow entered the lock a touch astern on the engine kicked the stern to port and lined up the ship with the lock. It took about eight minutes to enter and very seldom did I feel the ship touch anything. Proper "egg-shell" handling!

To aid him in conning the ship, the captain has the "spear pole", which pro-

jects upward and forward at an angle of about 45 degrees from the bow. Its tip, on which is a small light for night use, is about 40 feet ahead of him. Astern is some 700 feet of ship. He sits in a chair, amidships, and works the engine room telegraphs himself. He also has two radio sets to listen to and answer if necessary.

It was a remarkable performance carried out in almost complete silence broken only by quiet orders to the wheelsman—"Let her come a bit to starboard, Dave", "Slow", "OK, hold her on that stanchion", and so on. The first mate and OOW got on with their wires with almost never a word spoken.

Meanwhile, aft, the engineer OOW manoeuvres the turbo-electric main engine, the fireman fires, and the oiler oils.

The captain remains on the bridge throughout the passage of canals and rivers while the OOW alternates between the bridge and his winches. In

the open lakes, the OOW takes over and the captain seizes a little well-earned rest.

We went to a small port, some 50 miles north of Duluth, and commenced loading 25,000 tons of iron ore on arrival at 2200. Loading was completed by 0600 and we sailed immediately.

We arrived back in Hamilton at 1900, seven days after we sailed, and unloading began at once. The ship expected to sail for a load of coal at noon the next day. She is on continuous service during the Great Lakes' shipping season from about the first of April to middle December, so leave periods are short and far between.

My last vivid recollection of the captain is when we were in process of coming alongside an awkward jetty, with a stern anchor out (the first mate's job). The captain was conning the ship, working telegraphs, and talking by R/T to his headquarters in Toronto, who wanted to know when he expected to arrive!—E.R.M.

TRANSITIONAL COUNSELLING

DURING the next five years a large number of men who enrolled before and during the Second World War and the Korean War will be released to pension and as a result will be faced with the problem of finding civilian employment.

After 20 or more years of separation from the civilian labour force there is bound to be some apprehension about finding a suitable job. General Order 4.38/4 outlines the RCN's transitional counselling program which has been designed to help the individual solve his problem.

The RCN cannot find civilian jobs for men. However, it can assist by borrowing some of the tools needed to make satisfactory placements. One project underway at the present time is the production of a handbook of related service-civilian occupations for men.

In order to make this project meaningful, it must be placed in its proper setting. The National Employment Service (NES), a government organization and the largest placement agency in Canada, has a responsibility to make maximum use of labour force skills. This is the "market" into which are channelled those seeking employment and those seeking employees. The NES placement officer serves as the "middle man" who measures the applicant against the employer's requirements and arranges for a meeting of the two.

The basic job identification and classification manual used by the NES is the *Dictionary of Occupational Titles (DOT)* in which thousands of jobs are described. An employer looking for workers provides the NES with a job description which is identified in the *DOT*. The applicant registered for work provides the NES with a summary of training and experience which the placement officer evaluates and identifies in terms of *DOT* jobs. The final step is matching these two sets of information.

The ex-RCN applicant presents a special problem. While he has many skills, their matching with civilian jobs is dependent on the placement officer's understanding and interpretation of them in civilian terms. To aid the placement officer, the RCN and National Employment Service as a joint project have produced a special handbook in which naval trades are described in meaningful civilian terms and coded with *DOT* job titles. The coding is neither completely inclusive nor exclusive. The codes shown are intended as indicators for the placement officers who, having been "pointed" in a certain direction,

can locate entire series of related jobs. If, in a particular geographical area, none of the codes shown produce employment, then the placement officer, using the trade summaries, can search for other jobs.

This handbook will be placed in every NES office across Canada with special instructions for its use. Further, it will be available in establishments so that men may have some appreciation of the type of work they might expect to get on release. The handbook should be available late in 1961.

A note of caution must be introduced: While the handbook will indicate suitable types of employment for all levels of tradesmen, there is no guarantee that this employment will be available in the community in which the ex-serviceman wants to settle. The NES is the accurate source for this information. Retiring servicemen are advised to make full use of this facility.

To quote from an NES publication:

"Through the interplay of employment information across the entire country, the use of the voluntary advice and support of literally hundreds of management and labour experts, and the availability within itself of skilled employment personnel, the (NES) attests to each employer and worker in Canada: 'This is YOUR employment service'."

**CANADA SAVINGS
BONDS**

AFLOAT AND ASHORE

ATLANTIC COMMAND

HMCS *Sioux*

On May 7 the *Sioux* sailed in company with HMCS *Athabaskan* for Bermuda to carry out exercises conducted by the Joint Maritime Warfare School. While in the Bermuda area she worked with units of the First and Fifth Escort Squadrons and the U.S. Submarine *Becuna*. At Ireland Island the opportunity was taken to have the ship's company photographed.

The *Sioux* departed Bermuda on May 23 and joined HMCS *Bonaventure* at sea for plane guard duties. On the 29th both ships entered Newport, R.I., with the aircraft carrier proceeding to Quonset Point. The *Sioux* berthed at the destroyer base in Newport. This visit turned out to be the highlight of the trip, as she was royally entertained during the three-day stay by the USS *Barry*. While in Newport, the *Sioux* actively participated in the U.S. Destroyer fleet's Memorial Day parade and service.

On June 6, the *Bonaventure* and *Sioux* entered New York.

The *Sioux* arrived in Halifax on June 11 for a short stay in preparation for going into refit at Lauzon, Quebec, on June 19.

She is due back in the fleet in December. Between January 1 and June 19, she travelled 19,593 miles and spent 86 days at sea.

HMCS *Haida*

On July 23 the *Haida* returned to Halifax from Sorel, Quebec, where she had undergone an emergency docking since June 5 to repair damage sustained in last spring's storm that caused the loss of several Lockeport fishing vessels with all hands.

During the return river passage, a total of 92 sea cadets cruised from Sorel and Trois Rivieres to Quebec City. The mayor of Sorel, Dr. A. Fiset, was along as a guest.

Two radio programs were aired in English and French over the local station while in Sorel and received favourable reports in the local paper.

The *Haida's* arrival in Halifax was marked by the presentation of the Wintex '61 Cock-of-the-Fleet and vol-



A silver caribou (the caribou is the unofficial emblem of Newfoundland) was presented to Cdr. C. G. Smith, commanding officer of the *Terra Nova*, by His Honour Campbell Macpherson, Lieutenant-Governor of Newfoundland. The lieutenant-governor later embarked in the destroyer escort for a two-week tour of communities along the south and west shores of his province. The *Terra Nova* is named after the Newfoundland river. (HS-65400-21)

leyball trophies, won by the ship while in Bermuda.

On July 31, the *Haida* sailed in company with other ships of the First Squadron for a dependents' cruise of the harbour approaches, the 200-odd visitors being entertained by a guitar trio and numerous pseudo-Indians, whose appearance would have done credit to any warlike Haida braves.

On Wednesday, August 2, ceremonial divisions marked the change of commanding officers, when Cdr. G. S. Clark relinquished command to Cdr. D. C. Rutherford. It is perhaps of interest to note that, under the former commanding officer, the *Haida* steamed more than 33,000 miles in 326 days.

Terra Nova

On June 29 HMCS *Terra Nova*, wearing the flag of Rear-Admiral K. L. Dyer, Flag Officer Atlantic Coast, sailed from Halifax for St. John's to take the Lieutenant Governor of Newfoundland, His Honour Campbell MacPherson, on a cruise around the southwest coast of the island province.

While in St. John's, the ship's company took part in the Memorial Day services, commemorating the dead of two world wars. A guard was also paraded in honour of the Lieutenant Governor on the occasion of the presentation of a silver caribou, the province's emblem, to the ship which is named after the Terra Nova River which flows into Bonavista Bay on the east coast of Newfoundland. In return, the commanding officer of the ship, Cdr. C. G. Smith, presented a plaque of the ship's badge to Hon. Leslie Curtis, attorney general of the province, who represented the premier.

On the evening of July 3, the ship, wearing the flag of the lieutenant governor, sailed for the first of some 21 ports she was to visit in the following 12 days.

Two days of rest in Bay D'Espoir made it possible for certain members of the ship's company to do some fly fishing for salmon in the Conne River. The numerous times the ship was at anchor also enabled the ship's company to indulge in one of Newfoundland's favourite pastimes, namely jigging for cod.

On one particular occasion, the lieutenant governor had a little tailoring problem. The ship's tailors, Petty Officers A. Turpin and D. Corr, of "The Terra Nova Tailoring Company, No. 4 Burma Road," came to his immediate aid. For their prompt and efficient service, they were appointed tailors to His Honour, the Lieutenant Governor of Newfoundland.

His Honour left the ship in Cornerbrook, where the ship's company took part in a church parade. The *Terra Nova* sailed after having completed what the lieutenant governor described as a most successful and memorable cruise. —N.P.S.

HMCS *Inch Arran*

The *Inch Arran* was employed on officer cadet training during the summer. On her first cruise she visited ports in the Caribbean. During the second, the subject of this resumé, she called at Canadian ports.

The Seventh Escort Squadron left Halifax on Monday, June 26, 1961, and proceeded to Prince Edward Island for a short visit. Division One, consisting of the *Fort Erie* and *Outremont*, visited Charlottetown, and the Second Division, consisting of the *Inch Arran* and *Lanark*, stopped at Summerside.

From the first moment the visit was marked by outstanding friendliness and courtesy on both sides. An official call by the two commanding officers was made upon His Worship Mayor W. A. Currie, of Summerside, who returned the call the same morning and expressed a warm welcome on behalf of the town.

The first evening the ships gave a joint reception on board the *Inch Arran* and many new friendships were formed. That day the officers had been entertained at lunch by the commanding officer and officers of RCAF Station, Summerside, and later were shown through an Argus aircraft. During the stay a dance was organized for the ship's company and cadets, and bus tours around the island were arranged. The town council gave a luncheon for the officers and ships' badges were presented to His Worship as a memento of the visit. On Sunday morning church parties were landed. The Baptist service, at which a petty officer read the lesson, was broadcast.

The next stop was at Grindstone, Magdalen Islands in the Gulf of St. Lawrence. The islands are part of the Province of Quebec and French is widely spoken. The stop was made only for the sake of a quiet anchorage and general leave was not piped nor was it

possible to arrange visits except for those who had friends ashore. However, the *Inch Arran* managed to arrange a lobster feed. One of the officers had taught school in the islands. Accompanied by the captain, chaplain and supply officer, he called on friends and soon arranged for a car. Ostensibly, the visit was for the purpose of buying lobsters and this was accomplished with a pleasant sight-seeing tour thrown in. For the next two days the *Inch Arrans* ate lobster to their hearts' content.

The main port of call and recreation of the cruise was Canada's ancient capital, the lovely old city of Quebec. For five days, all four ships were secured alongside the Anse au Foulon.



Two charming Newfoundlanders are shown with their guide, AB Murray Stanley, during open house on board the *Terra Nova* in St. John's this past summer. (HS-65400)

During this time units of the United States fleet arrived, headed by the carrier *USS Lake Champlain*.

Week-end leave was given where possible, visitors were shown around, an industrial tour was laid on, and dances and parties were attended.

Two interesting ships which secured astern of the frigates were the Polish liner *Batory* and the new CPS liner, *Empress of England*.

After leaving Quebec the ships were refuelled and reprovisioned at Point Edward Naval Base at Sydney, N.S. and then sent out to circumnavigate Cape Breton Island, the ancient "Isle Royale" of King Louis XV. After passage through the Canso Causeway lock, the ships anchored in Gabarus Bay, the cadets landing by motor cutter to effect a modern-day "recapture" of the fortress at Louisbourg.

The morning the ships left Sydney the motor cutters had been dropped with a crew of six in each boat and proceeded on a voyage through the Bras d'Or Lakes to be picked up the next day at St. Peter's. The story of their voyage must be told another time; suffice to say that it was a successful and interesting trip.

Late on July 19 the ships entered the Bras d'Or Lakes and anchored at Baddeck. There the ship's companies and cadets visited the Alexander Graham Bell Museum and competed in a squadron regatta. The cadets completed their examinations and the squadron returned home to Halifax on Monday, July 24, after a memorable cruise that tallied with the tourist slogan: "This year we're seeing Canada first!"—P.A.G.

HMCS *Lanark*

The *Lanark* sailed on May 15 for the Caribbean and UNTD Cruise Alpha.

Her first port of call was San Juan, Puerto Rico, where the ship arrived on May 22, the ship's company already tanned by the tropical sun.

May 24 saw the ship depart from San Juan and head for Port of Spain, Trinidad. The tropical sun really began to beat down on the deck and the mess decks began to take on all the characteristics of an oven. Each night, a few more men would lay their bedding on the upper deck.

The ship's stay in Port of Spain lasted from May 26 to May 31. It was a most pleasant visit, with all manner of entertainment provided. The highlight for the cadets was an outing on the beach with families of Canadians now residing in Trinidad.

During the trip from Port of Spain to Bermuda, a ship's concert was held on the quarterdeck. The ship's company put on an excellent show, organized by Ldg. Sea. O. H. Dash.

Bermuda found the cadets getting set for a dance held for them. This too was a most entertaining affair. Tours of the island were available and many a shutterbug got his fill of the lovely scenery.

The *Lanark* returned to Halifax on June 12 and found the weather to be the same as when she left—foggy. After the sojourn in the tropical climes, the ship's company felt the chilly air to the marrow and weather jackets were the rig of the day.

Communications Division (Cornwallis)

PO "Howie" Rands, of the Communication Division staff at Cornwallis, won the low net prize in the Atlantic Command Golf Championship at the Digby Pines golf course in late July.

The staff was joined during July by Chief Petty Officers Douglas Ireland, William Sanderson and James Smyth on completion of their trade group four course. PO Ernest Law, from *Naden*, and PO Owen McKellar, from the *Bona-*

venture, also joined. PO Arthur Hill left to join the *Cape Scott*.

SG117 completed the shore phase requirements for Signalmen 28 July. Top man in the class was Ord. Sea. Wayne Johnstone; Course instructor was PO Donald William.

PACIFIC COMMAND

HMCS Beacon Hill

On August 16, some 60 members of the Britannia branch of the Canadian Legion came on board the *Beacon Hill* as guests of the Royal Canadian Navy and the ship, and were welcomed by the commanding officer, Lt.-Cdr. A. G. Kilpatrick.

During the brief cruise various activities were scheduled, including the firing of a pattern of light A/S projectiles and their recovery by sea boat. After a coffee break, the visitors toured the ship, showing particular interest in the radar and sonar. Some of the veterans had service going back to the Boer War and were most impressed by the modern standard of equipment and living conditions.

Before entering the harbour the ship steamed close to Beacon Hill park, whence the ship derives her name, to permit guests a good view of Victoria from seaward.

NAVAL DIVISIONS

HMCS Carleton

HMCS *Carleton's* famed silver trumpet band, under the direction of Ldg. Sea. John A. Kennedy, led a parade in Ottawa earlier this year of the First National School Safety Patrols.

The parade, which featured patrols from across Canada as well as many bands, was about two-and-a-half-miles long and included about 4,500 marchers.

HMCS Chippawa

The Minneapolis "Aquatennial", the United States Navy's exciting jet aerobic team, "The Blue Angels", and the spectacular "Chuting Stars" parachute team were all viewed in mid-July by four officers from *Chippawa*, the Winnipeg reserve division.

Making the 500-mile road trip were the commanding officer, Cdr. J. W. Dangerfield, Lt.-Cdr. N. J. Lowman, Lt.-Cdr. J. H. Linford, and Lt. R. G. Nightingale, all of whom were accompanied by their wives.

It was in the form of an exchange visit. In May, five officers from the



The past summer was a busy one for the RCN, with ships on training cruises and exercises ranging from the Arctic Circle to the West Indies, from Alaska to California waters and far up the Great Lakes. On this occasion, the *Skeena* receives an enthusiastic welcome at the entrance to Esquimalt harbour as she returns from a month-long training cruise to Alaskan ports, in company with the *Assiniboine* and *Margaree*. (E-61936)

Minneapolis Naval Air Station visited Winnipeg to take part in the Battle of the Atlantic Sunday observances.

A highlight of the Minneapolis visit was the presentation to Cdr. Dangerfield by the commanding officer of the Naval Air Station, Captain R. T. Kieling, of a plaque. It bears miniature U.S. Navy pilot wings in gold, a miniature U.S. Navy officer's cap badge and a gold plate bearing the words "Minneapolis Naval Air Station, July 1961".

All are mounted on a piece of cedar cut in the shape of the State of Minnesota. The plaque is to be mounted in a place of honour in the *Chippawa* wardroom.—R.G.N.

HMCS Nonsuch

The final drill of the 1960-61 season at the Edmonton naval division in June

saw the presentation of achievement awards to reserve personnel.

The award for the most proficient new entry wren went to Ord. Wren M. B. Rourke. Another wren to receive a top prize was Wren D. Wickstrom, who won the communications proficiency award. Among the men, the award for the most proficient new entry went to Ord. Sea. E. A. Benzel.

Other awards were: CPO A. Jones, most proficient chief or petty officer; AB N. D. Horne, supply proficiency; CPO P. Rourke, award for consistent attendance; Sub-Lt. J. W. Szekrenyes, most proficient junior officer; PO L. P. Chambers, most consistent attendance; Ord. Sea. E. L. Hart, general training proficiency, and PO R. Wells, proficiency.

The high indoor rifle score award went to Ord. Sea. J. W. Picard.

HERE AND THERE IN THE RCN



Ldg. Sea. Peter Townsend takes Bobby Desmond, of Halifax, on a ferris wheel ride during the annual free circus outing by Bill Lynch Shows for Halifax handicapped children. They were brought to the fair in special Walter Callow wheel chair coaches and escorted on the rides by service personnel. (HS-65360).



In Victoria, during a cross-country tour, members of the London, Ontario, Central High School Band were guests of the Navy's Pacific Command for the afternoon of Friday, July 7. Their program included a tour around the St. Laurent, a 45-minute trip around the naval base in a harbour craft, and a visit to the Maritime Museum. While looking over the St. Laurent, the visiting band members met Rear-Admiral E. W. Finch-Noyes, Flag Officer. (E-61872)



Chemical warfare to repel an invasion accounts for the unusual rig-of-the-day worn by this Cornwallis sailor, Ord. Sea. Jacques Benoit. He and many others at Cornwallis were mobilized in late June to fight an outbreak of tent caterpillars which threatened the trees in the area. (DB-15407)



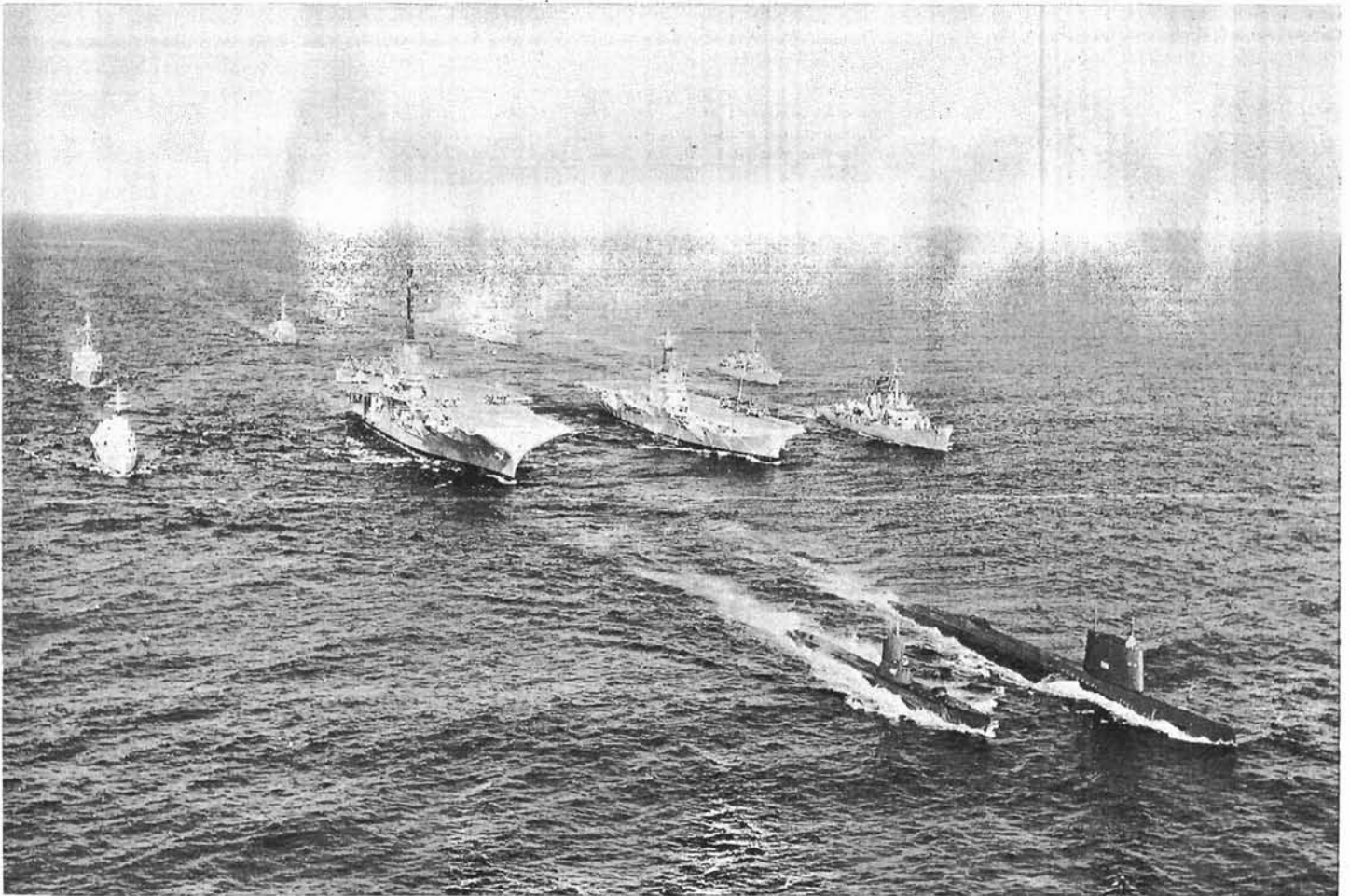
Ord. Sea. Christopher Smith tackles a heady problem. The caps belong to about 165 seamen from Cornwallis who visited the Houses of Parliament on June 30 as guests of Speaker the Hon. Roland Michener. The seamen were addressed by Mr. Michener; Paul Hellyer, representing the Liberal Party; and Erhart Regier, representing the CCF Party. (O-13760)



Memorial Day observances in North Kingston near Quonset Point Naval Base on Rhode Island were attended by a contingent from the Bonaventure, visiting the base May 21-June 1. Lt. D. J. Brown leads a guard from Bonaventure past the reviewing base where Captain J. C. O'Brien, commanding officer of the carrier, takes the salute. (BN-4084)



"May I have the first bite?" Jane, youngest daughter of Captain A. D. McPhee, turns from admiring the cake-and-icing model of the Restigouche, created by PO M. R. Lewis, of that ship, for the Kermesse or village fair sponsored by Navy wives to raise money for Halifax charities.



The Bonaventure and Athabaskan recently completed two weeks of exercises with units of the U.S. Atlantic Fleet. Shown here in close formation are two anti-submarine carriers Essex and Bonaventure (right). The escorting destroyers are, clockwise from left to right, the Athabaskan, John Paul Jones, Abbot, Rooks, The Sullivans and Decatur. The submarines in the foreground are the Sennet and Triton. (BN-4178)

Portraits Wanted

MORE THAN 100 flag officers and senior naval officers have commanded the Halifax Station since it was established by the Royal Navy in 1755. A list of these officers has been compiled by the Naval Historian and the task of trying to find copies of their portraits has been undertaken by Rear-Admiral H. F. Pullen, who retired last year as Flag Officer Atlantic Coast. He has since been devoting considerable time and energy to filling in some of the blanks in Canadian naval history.

Admiral Pullen's search for portraits has been highly successful and he has obtained likenesses of more than 80 per cent of the officers. Listed below are the names of the 20 officers whose pictures are still wanted. Pictures, or information on where they may be obtained, should be sent to Admiral Pullen at "Big Hill", Chester Basin, Nova Scotia.

It will be noted that there are certain duplications in the list. For example, Rear-Admiral Edward Griffith and Vice-Admiral Sir Edward Griffith Colpoys, KCB, despite the change in rank and surname, were (or was) the same person.



Seven years ago Ray Badger, of Oakville, Ont., his leg in a steel brace, represented thousands of Canadian handicapped children as "Timmy" in the Easter Seal campaign. Now 17 years old and fully recovered, Ray has been sworn into the RCN along with his brother Gary, 18. Their father, Les Badger, who served in the RCNVR as a petty officer during the Second World War, saw his two sons take the oath. Above, Lt.-Cdr. F. C. Laphen, Area Recruiting Officer, Toronto administers the oath of allegiance to Ray (left) and Gary as Mr. Badger looks on.

FLAG OFFICERS AND SENIOR NAVAL OFFICERS RESPONSIBLE FOR THE HALIFAX STATION, 1755-1959

1756 - 57	Captain Samuel Marshall
1766 - 67	Captain Joseph Deane
1785 - 88	Rear-Admiral Herbert Sawyer
1792 -	Captain Richard Fisher
1792 - 94	Commodore Rupert George
1796 - 97	Captain Henry Mowat
1796 - 1800	Admiral George Vandeput
1800 -	Captain Robert Murray
1801 - 02	Captain John Erskine Douglas
1811 - 12	Vice-Admiral Herbert Sawyer
1813 - 17	Rear-Admiral Edward Griffith
1819 - 21	Vice-Admiral Edward Griffith Colpoys
1821 - 24	Rear-Admiral William Charles Fahie, CB
1827 - 30	Rear-Admiral Sir Charles Ogle, Bart.
1830 - 32	Vice-Admiral Sir Edward Griffith Colpoys, KCB
1839 - 42	Vice-Admiral Sir Thomas Harney, KCB
1867 - 69	Admiral Sir George Rodney Mundy, KCB
1888 - 92	Vice-Admiral Sir George Willes Watson, KCB
1895 - 97	Vice-Admiral Sir James Elphinstone Erskine
1910 - 17	Captain Edward Harrington Martin, CMG, RCN
1917 - 18	Captain Frederick Claude Coote, Pasco, RN (Ret)
1920 - 22	Commander John Thomas Shenton, RCN
1922 - 23	Commander Robert Leal Jermain, RN



Many sons of naval personnel were among the 3,000 Boy Scouts attending the Third Jamboree at Connaught Ranges near Ottawa in July. Here, outside the Western Nova Scotia Camp are, left to right, Scoutmaster CPO R. L. Kay, of Halifax; Wayne Walker, son of CPO Warren S. Walker of Cornwallis; Ross Kay, son of CPO Kay; Nelson Lyon, son of CPO Hugh A. Lyon, of the Bonaventure; Roy Feener, son of naval firefighter Leroy D. Feener, Shearwater; and Terry Carroll, son of Lt.-Cdr. George A. Carroll, of Stadacona. (O-13810)

GOOD TUNES FROM OLD FIDDLES

IN MARCH 1942 the situation for the Allies was about as grim as it could be in the Far East. The triumphant Japanese were advancing everywhere to dominate the Pacific, and threaten the Indian Ocean with their powerful, modern fleet. British naval pride had been dealt a particularly hard blow by the sinking of the crack, new battleship *Prince of Wales* and the battle cruiser *Repulse*.

To stop the rot the Admiralty hastily despatched every ship that could possibly be spared in the war against Germany and Italy and gave command of the new fleet to Admiral Sir James Somerville. On paper it looked impressive but its quality can be gauged by Somerville's signal to his second-in-command when the ships rendezvoused for the first time:

"So this is the Eastern Fleet. Never mind, many a good tune is played on an old fiddle."

Nevertheless, in spite of its shortcomings, the fleet was in good heart because there was a general feeling that now "Uncle James" had arrived "things would begin to look up." The spontaneous cheering that greeted Somerville when he made the rounds of each individual unit is telling testimony to the affection and loyalty he always inspired. *Fighting Admiral* is the biography of this most human of naval officers.

James Somerville was a late developer, whose early career gave little hint of his future greatness. By the time he reached the rank of commander, Somerville was recognized as an officer of professional ability but it was not until he became executive officer of a battleship in the Mediterranean Fleet that he really blossomed out into the humorous extrovert, who became famous throughout the service.

By late 1938 Somerville had been promoted to vice-admiral with every prospect of rising to the highest post in his profession. His compulsory retirement on the grounds of ill-health in July 1939 came as a shattering blow. Luckily he was soon fit again and early in the Second World War, as the author tells us, "performed perhaps his most brilliant service for the Royal Navy and for the Allied cause by enabling an effective surface-warning radar set to reach our warships many months, if not years, before it would have done otherwise."

Following this Somerville commanded the famous Force H, based on Gibraltar;

BOOKS for the SAILOR

the Eastern Fleet, 1942-44; and ended the war, with the rank of Admiral of the Fleet, as Head of the British Admiralty Delegation in Washington, where even the redoubtable Admiral Ernie King, Commander-in-Chief of the U.S. Navy and no lover of "Limeys", was won over by Somerville's patient good humour.

It is a pity that "Uncle James" did not live to write his autobiography but Cap-

tain Macintyre has obviously had access to good sources and the resultant book makes excellent reading. At times the author is inclined to present Somerville as an amusing old "character", who happened to be lucky, and not give him enough credit for his astute tactical foresight. However, the last paragraph of the book makes amends by summing up the qualities the British have found in their Fighting Admirals over the centuries and awarding James Somerville an honoured place in that galaxy.

—J.D.F.K.

FIGHTING ADMIRAL, by Captain Donald Macintyre; British Book Service (Canada) Ltd., Kingswood House, 1068 Broadview Ave., Toronto 6; 270 pages, illustrated and with end-paper maps; \$5.75.

LETTERS

Dear Sir:

Re Volume 13 No. 6 of *The Crow'snest*, Rear-Admiral R. E. S. Bidwell's "Random Memories". This is a very interesting article and takes me back many years, but permit me to draw your attention to an error in his reference to *Surrender Day*.

This historic occasion took place on the 21st day of November, 1918. It was a double event for me, being my 17th birthday, which I spent on the admiral's bridge of the fleet flagship, HMS *Queen Elizabeth*, as messenger to Commander Signals, Cdr. Seymour.

On the afternoon of that day the flagship left her position in the line and toured the whole armada for the C-in-C (Admiral Sir David Beatty, to receive the acknowledgment of every ship present. The "QE" having missed Jut-

land, owing to drydock routine, Sir David always promised us a front line seat in the next showdown, but he never intended it to be on this occasion. It was a sad and disappointing end to his quest to seek and destroy them in action.

Enough of this reminiscing—it could go on and on.

Yours sincerely,

BENJAMIN F. AINSLIE

Ex-Chief Yeoman of Signals,
RN and RCN(T)

79 Roosevelt Road,
Toronto

Dear Sir:

I am writing you this letter to tell you how happy reading *The Crow'snest* has made me.

Besides the many interesting articles, such as "Random Memories" and, "RCN News Review", I find the "Naval Lore Corner" very interesting, and sometimes unusual. Thank you very much.

Yours truly,

RONALD FEIN.

1791 East Fourth Street,
Brooklyn 23, New York.

CANADA
SAVINGS
BONDS

THE NAVY PLAYS

PO Frank Barron Champion Golfer

In the championship flight of a tight 36-hole final, PO Frank Barron defeated PO Jim Barlow to take top honours in the Pacific Command's RCN Golf Association championship matches at Gorge Vale. Seventy-four members of the Association tramped over the course during the meet.

RCN Yachts Trail In Marblehead Race

Although they displayed good form and boats and crews were first rate, the

Royal Canadian Navy Sailing Association entries in the Marblehead-Halifax Ocean Race arrived well behind the leaders in the following order: *Pickle* (CPO Church) 9th; *Tuna* (Lt. Mulcahy) 13th; *Goldcrest* (Cdr. K. M. Roy) 14th, and *Skaimsem* (Lt.-Cdr. J. O. T. Lee, RCN (Ret), ruled incomplete.

The handicaps put the RCNSA entries even further out of the money.

Navy Relay Team Wins at Nanaimo

At the Nanaimo Caledonian Games in mid-July the RCN 440-yard relay team won going away in the Tri-Service event. The team was competing against Army from Chilliwack and RCAF from Sea Island. The four laps of 110 yards were covered in 46.5 seconds.

Venture Wins Whaler Trophy

A team from HMCS *Venture* captured the trophy when six crews competed in the annual Admiral's Trophy Race at Esquimalt in July.

The event is a whaler sailing and pulling race over a two-mile course for officer cadets from *Venture*, the Regular Officer Training Plan and University Naval Training Divisions.

Members of the senior team from *Venture*, the trophy winners, were Officer Cadets P. L. McCulloch, L. G. McQuarrie, M. S. Shaw, K. R. Scotten, E. K. Vishek and T. R. Byrne.

Handgun Club Has 40 Members

The Atlantic Command Handgun Club has been gaining stature during its six months' existence.

Recently seven members attended the Nova Scotia Rifle Association Tournament, their first outside competition and, late in September, 10 members were to compete in the Atlantic Marksmen Association's tournament, a climax to their twice-weekly outdoor sessions at Bedford Range.

When the AMA shoot is over they will move indoors for house league competitions at the Dockyard range, with an



engraved glass going each week to the highest scorer.

There are now 40 card-holders in the club, with new applicants showing up on the range every week. Membership is open to all RCN personnel and their dependents over 16, and civilian employees of National Defence in the Command.

Club dues are a dollar a month, members are insured, and guns, ammunition and targets are supplied by the service. In addition there is a club discount on purchase of handguns.

The president is CPO Walter W. Reid; PO Donaldson Jordon is secretary and CPO Peter Dickinson is treasurer.

The club, which has been approved by the Attorney-General as a recognized handgun club, has for its badge an automatic and a revolver crossed over the bows on view of a destroyer escort.

Already available to the club are 10 Colt .22 revolvers and seven high standard automatics. Five Browning 9 pistols are to be allotted.

SCOUTS HOLD FIRST NATIONAL REGATTA

The First National Boy Scout Sailing Regatta at Choisy, Quebec, was officially closed on July 19 by Vice-Admiral H. S. Rayner, Chief of the Naval Staff.

Some Call It Skill; Others . . .

Is bridge a game of skill?

Two sets of opinion are held by the opposing partners in a more-or-less friendly game during the lunch hour in the Academic Division at Stadacona in early August.

Chief Petty Officers J. E. Riva and George Doutaz, were just sitting there, quietly minding their own business, after a 900-point, five-down penalty.

Then PO Don Jordan opened with a bid of one heart. His partner, CPO W. W. Reid, holding a seven-card suit and honours, replied with three diamonds. Don Jordan rebid his hearts and Chief Reid, with three heart honours in his hand, responded with a Blackwood what-the-heck-four-no-trump.

All this time, the Riva-Doutaz combination wasn't saying much—just "Pass".

Jordan answered the four-no-trump query with a bid of six diamonds, implying three aces and a king.

"Leave us have no more temporizing," said Chief Reid, in his precise English. "Seven no trump."

Chief Doutaz had what looked like a pretty-well-guarded king of clubs. He doubled. Chief Reid redoubled. And made it.

When the smoke and tears had subsided, the Jordan-Reid side of the score sheet showed these entries: 1,500 premium for grand slam, vulnerable, 700 for fast rubber, 880 below the line and 50 above the line for the insult—for a grand total of 3,130 points.

All this was accomplished without benefit of any points for honours or overtricks.

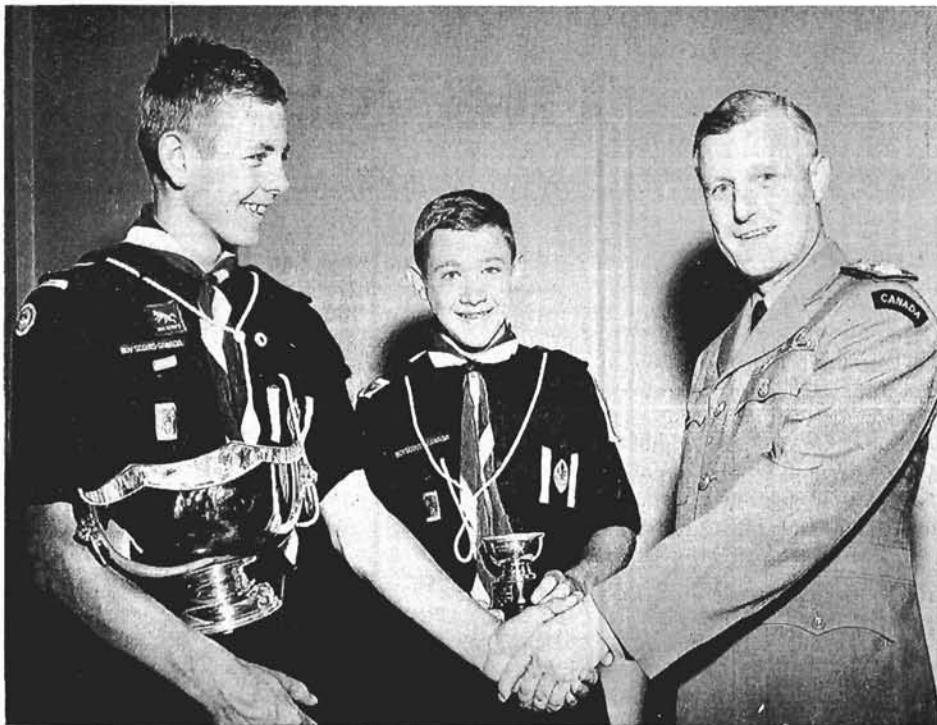
Chief Reid and PO Jordan modestly ask: "CAN ANYONE IN THE FLEET TOP THIS?"

Speaking to the 75 Scouts and leaders attending a closing banquet at HMCS *Hochelaga*, Admiral Rayner was high in his praise of all those who were responsible for the planning and operation of this event. He had a special word for the Boy Scout competitors, who had come from as far as Victoria and Halifax to take part in this sailing regatta. Expressing a keen interest in the Boy Scout movement, Admiral Rayner reminded the boys that sailing is not only fun but is an extremely valuable training technique requiring foresight, resourcefulness, knowledge and, above all, team-work on the part of sailing crews. These qualities, he said, are also taught in the Royal Canadian Navy.

Admiral Rayner presented the winning crew, Scouts Ted Bowser and Peter Cochrane, of Hudson, Que., with the Stevenson Trophy, which had been given by Alan Corner, president of the Quebec Provincial Council of the Boy Scouts of Canada.

Boy Scout "Thanks badges" were given to Petty Officers L. W. Pelletier and W. L. Farmer, who with their wives had worked as a commissary team both before and during the regatta. The service patrol of Scouts Peter Dawson, Arthur Beers, Nelson Micocci and A. Mauncote-Carter, who had carried out the necessary tasks to prepare and maintain the camp were given bosuns' calls. The camp chief, Lt.-Cdr. L. W. Mauncote-Carter, who had carried out the administration of the regatta reparations and camp, was given a silver tankard suitably inscribed.

Racing in Fireflies had been taking place on the Lake of Two Mountains from July 17 on, with the final races on the morning of July 19. Boy Scouts



Vice-Admiral H. S. Rayner, Chief of the Naval Staff, congratulates Scouts Ted Bowser (left) and Peter Cochrane, both of Hudson, Quebec, with the Boy Scouts' traditional left-hand shake, on their winning the Stevenson trophy for first place in the First National Boy Scout Sailing Regatta at Camp Anderson, Choisy, Quebec. Admiral Rayner later presented the award at a dinner in HMCS *Hochelaga*.

and Sea Scouts from all over Canada came to take part, many straight from the Jamboree in Ottawa. The regatta was run by a special committee of the National Council of the Boy Scouts of Canada under the chairmanship of Peter Smith.

Hochelaga, which already has the distinction of being the only naval establishment to sponsor its own Sea Ranger Crew and Sea Scout Troop, achieved an undisputed all-time first in giving logistic support to the regatta.

The RCN loaned equipment to the project as well as providing the commissary team under PO "Les" Pelletier, assisted by PO Bill Farmer, to turn out two "squares" and a box lunch each day and keep track of supplies and equipment in the best Supply School fashion.

Because the Scouts, who came from all over the country to sail Firefly dinghies in a series of elimination races, were dependent on wind and weather for their time-table, they were unable to follow the usual Scout practice of cooking for themselves and were happy to turn to and hold their plates out in the mess hall, modernized but still recognizable to some who knew the camp in its Sea Cadet days before it was sold to the Boy Scouts.

The *Hochelaga* Sea Scout Group was in the planning from the beginning as a number of Chief and POs under CPO

Art Myatt came out on week-ends in June to help the ship's Sea Scouts prepare for the event and the same enthusiasts arrived after sailing on Monday evening, heavily disguised, to initiate the Scouts into the Freedom of the Lakes and Rivers—a ceremony which may have had a certain superficial resemblances to that of King Neptune's Equatorial Court. One major difference in the ceremony in this case was "the rush by the Scouts who succeeded in ducking the whole "Court" after only half-dozen of the Scouts had passed through the chair.

A more formal ceremony was that of the opening, when the Hon. M. Gerin-Lajoie, Minister of Youth for the Province of Quebec, opened the regatta and took the sail past of the contestants with Lt.-Cdr. Mauncote-Carter, Camp Chief.

Sailing races began on the Monday and concluded with two final races on Wednesday morning, which Commodore H. L. Quinn witnessed at close quarters, sailing the Sea Scout sloop *Anna*. He closed the camp, which had an overall nautical flavour, with "pipes", "bells" morning divisions and even a sick bay under former Sick Bay "Tiffy" Thelma Mauncote-Carter, by telling the Scouts that sailing developed self reliance and resourcefulness. After lowering the national ensign, the Scouts made a bus tour of Montreal port.

Shopping Left to Supply Officer

"Shopping at the BBB" was a favourite pastime on board the frigate *Cap de la Madeleine* last summer, during a six-week cruise of the West Indies and U.S. ports.

"BBB" is short for "Bachand's Bargain Basement", a nickname given to the canteen during "commercials" on the ship's broadcast system. The frigate's supply officer, Lt.-Cdr. Robert J. Bachand, proved so adept at bargaining over prices in foreign ports that the ship's company virtually left all its souvenir hunting to him. Since the *Cap de la Madeleine's* mark-up is 10 per cent or less, the prices of canteen wares were unbelievably low—one of the dividends of going to sea.

But as always there was a limit to good luck: shopping had to remain within each man's \$100 limit for duty free purchases on returning to Canada.

LOWER DECK PROMOTIONS

Following are lists of men selected by Naval Headquarters for promotion. These selections are subject to confirmation by the RCN Depot and the concurrence of the commanding officer in each case. The effective date of promotion is June 1, 1961. Names are grouped in the lists according to trade.

Atlantic Command

For Promotion to Chief Petty Officer

First Class

C2BN4	D. O. Miller	4480-H
C2BN4	A. S. Jardine	3605-H
C2WS4	E. E. Watson	4862-H
C2FC4	J. A. Baker	3932-H
C2SN4	J. F. Wilson	4673-H
C2RP4	W. C. Carruthers	5160-H
C2SG4	G. P. Fenn	11958-H
C2RM4	G. J. Dufour	6417-H
C2ER4	B. H. Brinen	22332-H
C2ER4	K. V. McDonald	22109-H
C2ER4	H. E. Swanson	8205-H
C2ER4	R. J. Hayhoe	25405-H
C2ER4	S. W. Lock	12214-H
C2ET4	W. R. Nelson	4819-H
C2LT4	R. M. Riguse	5846-H
C2HT4	N. W. Hanson	50993-H
C2WR4	W. E. Laliberty	50081-H
C2ST4	A. B. Connolly	40889-H
C2ST4	H. E. Jackson	40847-H
C2ST4	W. Brand	50381-H
C2CM4	W. G. Jones	50069-H
C2AT4	F. R. Lucas	22115-E
C2EA4	D. W. Purchase	51009-H
C2RA4	D. C. Irving	51253-H
C2TM4	V. F. McGrath	51626-H

For Promotion to Chief Petty Officer

Second Class

P1WS4	H. M. Anderson	5607-H
P1FC4	R. A. Robertson	10455-H
P1FC4	D. E. Harris	25513-H
P1FC4	L. G. Flanagan	6642-H
P1WU4	G. A. Singer	6649-H
P1WU4	R. N. Rogers	6765-H
P1SN4	G. A. Bohmert	10181-H
P1SN4	B. J. Allday	6627-H
P1SN4	H. C. Lewis	6858-H
P1SN4	R. E. Grant	11330-H
P1SN4	H. D. Abbott	10889-H
P1SN4	J. R. Childerhose	11884-H
P1RP3	L. M. Little	5000-H
P1RP4	P. J. Thompson	6660-H
P1RP3	R. P. Coster	34226-H
P1RP3	E. C. Piller	5192-H
P1RP4	T. A. Bradley	10860-H
P1SG4	R. G. Kettle	9460-H
P1RM3	J. F. Morrow	6780-H
P1RM3	J. D. McGowan	6069-H
P1RS4	H. S. Eaton	5920-E
P1ER4	M. A. Olsen	22402-H
P1ER4	D. C. Niekerson	10636-H
P1ER4	C. Minkoff	8591-H
P1ER4	R. S. Goddard	22192-H
P1ER4	J. B. Forbes	25034-H
P1ER4	R. P. Hull	10520-H
P1ER4	P. T. Lynch	12199-H
P1ER4	T. G. Devaney	22851-H
P1ER4	T. J. Young	22585-H
P1ER4	P. A. Bellamy	5800-H
P1ET4	J. E. Dickson	51680-H
P1ET4	B. C. Godding	50330-H

P1ET4	R. W. Duckworth	51695-H
P1ET4	E. P. Hiebert	5771-H
P1ET4	R. D. Squire	9034-H
P1LT4	W. T. Harling	10971-H
P1LT4	E. C. Mitchell	10176-H
P1LT4	D. E. Sanderson	10701-H
P1LT4	D. M. Shoff	10160-H
P1LT4	D. R. Snow	13519-H
P1HT4	J. W. Ayres	15702-H
P1HT4	J. Gaskin	16313-H
P1PW3	G. J. Payeur	50947-H
P1ST4	P. MacKinnon	51633-H
P1ST4	C. H. Rhodes	51188-H
P1ST4	L. P. Vance	51015-H
P1NS3	B. L. Stinton	50570-H
P1CM4	L. A. Sharp	50976-H
P1CM4	D. J. Brown	50453-H

P2WU4	J. E. Mason	24920-H
P2SN3	J. L. Clark	15834-H
P2SN3	R. S. Collier	12363-H
P2SN3	F. J. Chambers	16129-H
P2SN3	J. E. Whitty	14447-H
P2SN3	S. C. Raven	25868-H
P2SN3	D. K. Logan	7161-H
P2RP3	J. J. Shorey	6893-H
P2RP3	T. J. Estabrooks	14515-H
P2RP3	D. L. Craft	7069-H
P2RP3	N. J. Leonard	11301-H
P2RP3	B. King	13587-H
P2SG3	G. A. Friis	19549-H
P2RM3	R. J. Young	12559-H
P2RM3	R. T. Marsh	14329-H
P2RS3	D. H. Baldwin	7683-E
P2RS3	W. K. MacDougall	13108-H
P2RS3	G. E. MacFarlane	14508-H
P2RS3	E. R. Allan	9463-H
P2RS3	J. A. Lawther	8480-E
P2RS3	E. W. Grimshaw	19224-H
P2ER4	J. W. Adderson	9940-H
P2ER4	P. J. Fortune	13118-H
P2ER4	J. H. Titchmarsh	25462-H
P2ER4	A. G. Bishop	9586-H
P2ER4	J. B. MacPhail	34251-H
P2ER4	W. A. Boudreau	12368-H
P2ER4	J. L. Paultley	34271-H
P2ET4	A. Ivanko	17501-H
P2ET3	G. A. Traban	14801-H
P2ET3	G. J. McGuigan	18513-H
P2ET3	L. E. Brown	12316-H
P2ET3	H. J. Murchie	17940-H
P2LT4	C. C. Lerette	14599-H
P2LT4	F. G. Gowanslock	19667-H
P2LT4	W. J. Roski	13328-H
P2LT4	R. A. Nash	16680-H
P2LT4	R. F. Berry	25661-H
P2LT4	J. D. Mann	25921-H
P2LT4	B. C. Curran	19865-H
P2HT4	R. U. Wheeler	23440-H
P2HT4	R. G. George	24541-H
P2AW3	M. J. Arbique	51371-H
P2AW3	J. K. Rogers	14317-H
P2AW3	F. P. Highley	7173-H
P2AW3	M. J. Lalonde	8875-H
P2PW3	E. D. O'Brien	8872-H
P2PW3	B. A. Perrier	13205-H
P2PW3	F. J. Bissonnett	18600-H
P2PW3	H. R. Howard	51471-H
P2PW3	W. A. Levack	11987-H
P2VS3	C. W. Tabor	7061-H
P2VS3	J. B. Doucette	51747-H
P2VS3	G. F. Miller	11582-H
P2VS3	G. W. Briggs	12029-H
P2VS3	D. C. Hasler	9451-H
P2VS3	M. I. Love	7024-H
P2NS3	W. R. Sheehy	9506-H
P2NS3	J. Landry	51066-H
P2NS3	R. V. Redden	12124-H
P2NS3	D. C. Wickstrom	51046-H
P2NS3	E. W. Guscott	12529-H
P2NS3	L. A. Presse	7193-H
P2NS3	R. E. Lebar	51756-H
P2CK3	B. W. Banks	12048-H
P2CK3	G. G. Hawkins	11563-H
P2CK3	R. F. MacDonald	5830-H
P2SW3	J. J. Parenteau	9872-H
P2SW3	D. T. Courtney	11754-H
P2SW3	Y. J. Piette	8723-H
P2SW3	G. W. Carroll	12034-H
P2SW3	J. A. Godin	9114-H
P2SW3	D. E. Hoppe	14442-H
P2WA3	H. E. Arnold	12526-H
P2NA4	F. A. Zruna	24334-H
P2NA3	P. C. Bruner	17506-E
P2NA3	F. R. Deacon	28411-H
P2NA3	M. J. Lowe	27125-H
P2AM3	R. Rioux	12121-H
P2AM3	W. A. MacQuarrie	12057-H
P2AT4	E. J. Kurney	11156-E
P2AT4	V. N. Umphrey	11723-H



Diving is not necessarily a full-time career in the RCN, which also trains part-time or "ship's" divers, capable of performing emergency diving duties in the ships in which they serve. Here AB William W. Lukeman, a radar plotter, is readied for a wet-suit dive by R. W. (Butch) Lillycrop, a sonarman. (HS-64756-39)

P1WA4	J. B. McLaughlin	50685-E
PIAM4	E. C. Gillis	6119-H
PIAM3	P. Johnson	6986-H
PIAT4	A. D. Chranows	51419-E
PIAT4	C. W. McCole	51679-H
PIAT4	G. C. Hodgson	51187-H
PIEA4	A. E. Aldrich	5037-E
PIRA4	J. L. Kenny	10638-H
PIRA4	G. N. Monroe	10124-H
P1CD4	P. J. Oneill	6529-H
P1BD4	R. V. Harbidge	5390-H
P1PH4	J. M. Schreuer	5973-H

For Promotion to Petty Officer

First Class

P2BN3	W. M. D'Acoust	13054-H
P2WS2	J. P. Pichette	6035-H
P2WS2	L. W. Brown	8712-H
P2WS3	G. F. Faulkner	5968-H
P2WS3	J. R. Pattenden	6890-H
P2WS3	D. C. Bedard	18832-H
P2FC4	R. J. Hebert	18987-H
P2WU2	G. T. Webb	16346-H
P2WU4	R. R. Dionne	26118-H
P2WU3	G. E. Taylor	8020-H

P2AT4	L. W. Birks	25406-H
P2AT3	R. J. Hartley	12228-H
P2EA4	L. W. Simpson	15907-H
P2RA4	J. R. Ryan	13816-H
P2RA3	J. L. Ramsay	7068-H
P2TM3	J. J. Fortin	28453-H
P2MA3	H. C. Bell	16545-H
P2MA3	G. G. Griffiths	25185-H
P2CD3	D. G. Pilot	13125-H
P2PR3	E. D. McLeod	23006-H
P2MO3	W. J. Johnson	6013-H
P2BD3	F. D. Covey	12115-H
P2BD3	F. J. Williams	25529-H
P2PH4	W. S. Giles	7325-H

Pacific Command

For Promotion to Chief Petty Officer

First Class

C2BN4	R. J. McPherson	3464-E
C2WS4	R. L. Street	3641-E
C2SN4	G. R. Hornett	3879-E
C2SN4	A. W. Tassell	4036-E
C2SG4	A. R. Heys	3384-E
C2ER4	W. F. Curry	22141-E
C2ER4	G. A. Baker	21729-E
C2ET4	B. A. Coker	3995-E
C2LT4	J. F. Dykes	51416-E
C2HT4	H. R. Weidman	50055-E
C2WR4	J. P. Kennedy	40915-E
C2ST4	A. A. Champion	40909-E
C2CM4	W. Ona	50860-E
C2PT4	J. A. Stoddart	3544-E

For Promotion to Chief Petty Officer

Second Class

P1BN4	C. F. Mann	3952-E
P1WS3	J. A. Tyre	6992-E
P1WS3	R. Robertson	5644-E
P1WS3	M. R. Johnston	9696-E
P1FC3	J. B. Stewart	4016-E
P1WU4	T. H. Foster	9486-E
P1SN4	R. W. Gray	51982-E
P1SN4	R. I. Hooke	6254-E
P1RP4	R. J. Graham	4768-E
P1RP3	T. W. Gardner	6699-E
P1RP4	J. A. Black	3656-E
P1RP4	K. W. Bowness	6269-E
P1RP4	W. E. Taylor	5446-E
P1RP3	R. H. Ruddick	5850-E
P1SG3	D. E. Cosby	10700-E
P1RM3	R. V. Connor	5239-E
P1RM3	H. L. Symington	5408-E
P1ER4	L. A. Fell	22189-E
P1ER4	J. R. Krepps	11188-E
P1ER4	A. C. Holmes	24141-E
P1ER4	E. J. Barnabe	23011-E
P1ER4	M. Kereiff	22437-E
P1ET4	R. M. Jackson	6542-E
P1LT4	K. G. Burnett	6651-E
P1HT4	G. G. Pettigrew	5344-E
P1WR4	R. J. Rogerson	50239-E
P1AW3	F. W. Barron	5158-E
P1VS3	J. T. Brown	51089-E
P1CM4	A. P. Stipkala	50395-E
P1CM4	J. J. McGowan	40997-E
P1MA4	R. H. Hotchin	5498-E
P1CD4	M. L. Wilson	3738-E
P1PT4	R. M. Padget	4072-E

For Promotion to Petty Officer

First Class

P2BN4	C. G. Kenyon	7501-E
P2WS2	W. A. Gemmell	6995-E
P2FC4	H. A. Nichol	24095-E
P2FC2	G. T. Watt	11100-E
P2WU4	D. E. Deane	9932-E
P2SN3	C. J. Hutchings	10551-E
P2SN3	I. W. Nixon	14724-E
P2SN3	A. Campbellhope	17235-E
P2SN4	T. G. Smith	51907-E
P2RP2	G. L. Bohmer	8378-E
P2RP3	J. E. McDonnell	7410-E
P2SG3	R. G. Theriault	10977-E
P2SG3	B. J. Murphy	7624-E
P2SG3	W. H. Grantham	33333-E
P2ER4	W. S. Bull	9546-E
P2ER4	C. A. Greenlees	8276-E
P2ER4	L. C. Wood	34883-E
P2ER4	A. E. Hayward	24304-E
P2ER4	R. B. Bemister	7769-E
P2ER3	L. A. Black	11261-E
P2ET4	E. C. Hammond	28030-E
P2ET3	B. D. Brown	28697-E
P2LT3	W. C. Ratcliffe	24175-E
P2AW3	R. B. Maddocks	5648-E
P2PW3	D. F. Schellenberg	14783-E
P2PW3	C. O. Poole	14999-E
P2VS3	W. D. Murray	10106-E
P2VS3	O. A. Jackson	6770-E
P2VS3	L. M. Cooper	10754-E
P2NS3	D. Moyes	50672-E
P2NS3	W. R. Ball	6421-E
P2NS3	C. D. Cole	51808-E
P2CK3	J. M. Ottenbreit	10248-E
P2CK3	R. C. Tiffany	14311-E
P2PR3	B. J. Verner	15804-E
P2BD3	B. I. Moncur	51594-E



An error of long-standing has been rectified with the information from Lt.-Cdr. J. J. Brooks, executive officer of the frigate *Sussexvale*, that the picture purporting to be "HMS Puncher" on page 11 of the July issue was of some other ship. "The ship illustrated does not have the twin 20-mm mountings on the fore'sle sponsons nor the catwalk along the outside of the bridge," observes Lt.-Cdr. Brooks. A little investigation brought to light the fact that the picture, long identified as a photo of the *Puncher*, was HMS *Rajah* of the *Ruler* class, to which the Canadian-manned *Nabob* belonged. The above picture of the *Puncher* is, it is to be devoutly hoped, of unimpeachable authenticity. (F-3157)

RETIREMENTS

CPO EDWARD JOSEPH AUBY, C2ER4, of Dartmouth, N.S.; joined RCNVR July 1, 1940, transferred to RCN Nov 25, 1943; served in *Stadacona, Fundy, Renard, Dauphin, Hochelaga, Saskatoon, Hochelaga II, Battleford, Avalon, Valinda, York, NOIC Quebec Hawkesbury, Sackville, Scotian, Sans Peur, New Liskeard, Iroquois, Swansea, La Hullose, Haida, Huron, Shearwater, Quebec, Micmac, Cape de la Madeleine*; awarded CD; retired July 24, 1961.

CPO LEO BENESH, C1BN4, of Wildwood, Alta.; joined June 1, 1936; served in *Naden, Skeena, St. Laurent, Stadacona, Prince Robert, Dawson, Guysborough, Peregrine, Courtenay, Leaside, Givenchy, Heatherton, Athabaskan, Beacon Hill, Ontario, Cornwallis, Royal Roads*; awarded Long Service and Good Conduct medal; retired July 10, 1961.

PO NORMAN FERNANDA BLAIS, P1WS4, of Kamloops, B.C.; joined July 15, 1941, served in Vancouver naval division, *Naden, Givenchy, Dawson, Star, Stadacona, Cornwallis, Avalon, HMS Lobelia, Rosthern, Peregrine, Huron, Niobe, Warrior, Rockcliffe, Chippawa, Ontario, Antigonish, Crusader, Sault Ste. Marie, Sioux*; awarded CD; retired July 15, 1961.

CPO LAWRENCE ATHERTON DEMPSTER, C2BN4, of Chase, B.C., joined RCNVR May 15, 1940 transferred to RCN July 15, 1950; served in Calgary naval division, *Naden, MacDonald, Prince Robert, Givenchy, Prince David, Stadacona, Niobe, RNB Chatham, Huron, Qu'Appelle, Iroquois, Rockcliffe, Chippawa, Cayuga, Antigonish, Cornwallis, James Bay, Fortune, Stettler*; awarded CD; retired July 14, 1961.

CPO CHARLES EDWIN DIXON, C2RM4, of Sackville, N.B., enlisted at Liverpool, N.S. July 15, 1940; served in *Naden, Stadacona, Signal School Stadacona, Skeena, St. Hyacinthe, Pictou, Bytown, Scotian, Albro Lake radio station, Nootka, Magnificent, Cornwallis, Micmac, St. Laurent, Fort Erie*; awarded CD; retired July 14, 1961.

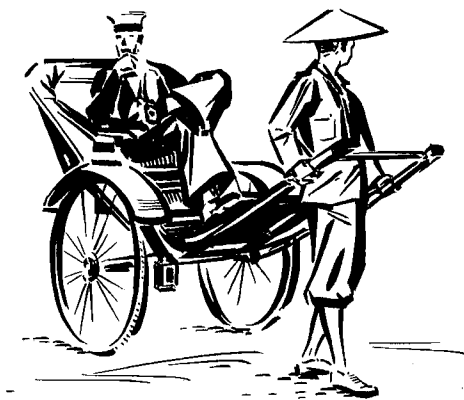
CPO JOSEPH BRUNO PAUL GARIEPY, CICM4, of Montreal, joined July 5, 1936; served in *Stadacona, Saguenay, Fundy, Windflower, Toronto naval division, Assiniboine, HMS S343, Peregrine, York, Fort Ramsay, Naden, Uganda, Givenchy, Cornwallis, Ontario, Donnacona, Hochelaga*; awarded Long Service and Good Conduct Medal; retired July 4, 1961.

CPO LAWRENCE JAMES GARNETT, CIHT4, of Halifax, N.S.; joined RCNVR July 4, 1940; transferred to RCN Jan. 4, 1941; served in *Stadacona, Ottawa, NOIC Toronto, Protector, Scotian, Provider, Magnificent, Donnacona, Restigouche*; awarded CD; retired July 3, 1961.

CPO DAVID HENDERSON, C2HT4, of Manchester, England; enlisted at Hamilton, Ont.; joined RCNVR June 16, 1941, transferred to RCN June 29, 1943; served in *Stadacona, Ross Norman, St. Clair, Peregrine, Niobe, HMS Campania, Crusader, Givenchy, Wallaceburg, Warrior, Magnificent, Prevost, Quebec, Shearwater, Sioux, Bonaventure*; awarded CD; retired July 13, 1961.

PO JOHN ROBERT IRELAND, PIER4, of Moosomin, Sask.; joined July 15, 1941; served in Regina naval division, *Naden, Stadacona, RNB Portsmouth, HMS Pennywort, Niobe, HMS Pembroke, HMS Ferret, Avalon, Scotian, Ingonish, Peregrine, Scotian, Micmac, Givenchy, Uganda, Ontario, Rockcliffe, Crusader, Cornwallis, Cayuga, Oshawa, Ottawa*; awarded CD; retired July 14, 1961.

CPO ARTHUR ISHERWOOD, C2CM4, of Valleyfield, P.Q.; served in RCNVR Jan 27, 1941 to Oct 23, 1945; joined RCN April 24, 1946; served in *Stadacona, Protector, Elk, Cornwallis, York, Peregrine, Star, Micmac, Portage, Athabaskan, Naden, Magnificent, St. Laurent, Cayuga*; awarded CD; retired July 26, 1961.



CPO GORDON WILMER IVEY, C2ER4, of North Sydney, N.S.; joined July 15, 1941; served in Montreal naval division, *Naden, Stadacona, RNB Portsmouth, HMS Bryony, Niobe, RNB Chatham, Guelph, Avalon, Chambly, Cornwallis, Carplace, Peregrine, Quinte, Middlesex, Scotian, Verraine, Haida, Iroquois, Portage, La Hullose, Micmac, Wallaceburg, Magnificent, Algonquin, Bytown, Ottawa, Lauzon*; awarded CD; retired July 15, 1961.

CPO KENNETH WILBUR KIDSON, C2ER4, of Clam Bay, Halifax Co., N.C.; joined July 15, 1940; served in *Naden, Prince Robert, Mastadon, Givenchy, Cornwallis, Stadacona, North Bay, Avalon, Stonetown, Peregrine, Uganda, Rockcliffe, Athabaskan, Ontario, Churchill, Crusader, Sussexvale, Jonquiere, Oshawa, Fortune*; awarded CD; retired July 14, 1961.

PO SYDNEY RUSSELL LENCH, PIER4, of Edmonton, Alta., joined RCNVR March 12, 1931, transferred to RCN July 5, 1940; served in Edmonton naval division, *Naden, Armentieres, Restigouche, Sparton II, Chignecto, Stadacona, Iroquois, Niobe, Avalon, St. Catharines, Peregrine, Ontario, Rockcliffe, Sault Ste Marie, Cayuga, Antigonish, Stettler, Ste Therese, New Glasgow, Cornwallis, Athabaskan*; awarded CD; retired July 24, 1961.

CPO ERIC JAMES MAPLE, CISN4, of Powell River, B.C.; joined July 31, 1939; served in *Naden, Stadacona, Skeena, Burlington, Niobe, Calgary, Loch Alvie, Givenchy, Uganda, Antigonish, Ontario, Athabaskan, Fraser, Saguenay*; awarded Long Service and Good Conduct Medal; retired July 30, 1961.

CPO WILLIAM HENRY MOSSES, C2ER4, of Biggar, Sask., joined July 15, 1941; served in Saskatoon naval division, *Naden, NOIC Vancouver, Quatsino, Chatham, Givenchy, Burrard, Orkney, HMS Ferret, Saint John, La Hullose, Oshawa, Warrior, ML 124, Cayuga, Stadacona, Athabaskan, Rockcliffe, Sioux, Sault Ste Marie, Cornwallis, Cornwallis, Stettler, Antigonish*; awarded CD, retired July 28, 1961.

CPO CHARLES LIONEL PACAUD, C2ER4, of Mirror, Alta., joined July 15, 1941; served in Edmonton naval division, *Naden, Givenchy, Stadacona, HMS Phoebe, Niobe, La Malbaie, Avalon, Hochelaga, Chaleur, Norsyd, North Bay, Peregrine, Cornwallis, Sioux, Whitethroat, Scotian, Warrior, Magnificent, Iroquois, La Hullose, Haida, Portage, Cornwallis, New Liskeard, Kootenay*; awarded CD, retired July 14, 1961.

CPO ALBERT WALTER PROSSER, C2BN4, of Petitediac, N.B.; joined July 15, 1941; served in Saint John naval division, *Naden, Stadacona, Columbia, Bayfield, Granby, Medicine Hat, Avalon, Peregrine, Glendower, Niobe, Lee-on-Solent (825), HMS Daedalus, Warrior, RCNAS Dartmouth, Cornwallis, Magnificent, Nootka, Swansea, Toronto, Portage, Crusader, Gatineau*; awarded CD; retired July 14, 1961.

CPO EDWARD WILSON RATCLIFFE, CIAM4, of Lashburn, Sask., joined July 15, 1941; served in Regina naval division, *Naden, Givenchy, Stadacona, HMS Quebec, Peregrine, Saskatchewan, Cornwallis, Niobe, Warrior, Scotian, HMS Daedalus, 19AG 803 Squadron, RNAS Eglinton, Magnificent, Shearwater, Bytown, Bonaventure, Donnacona*; awarded CD; retired July 30, 1961.

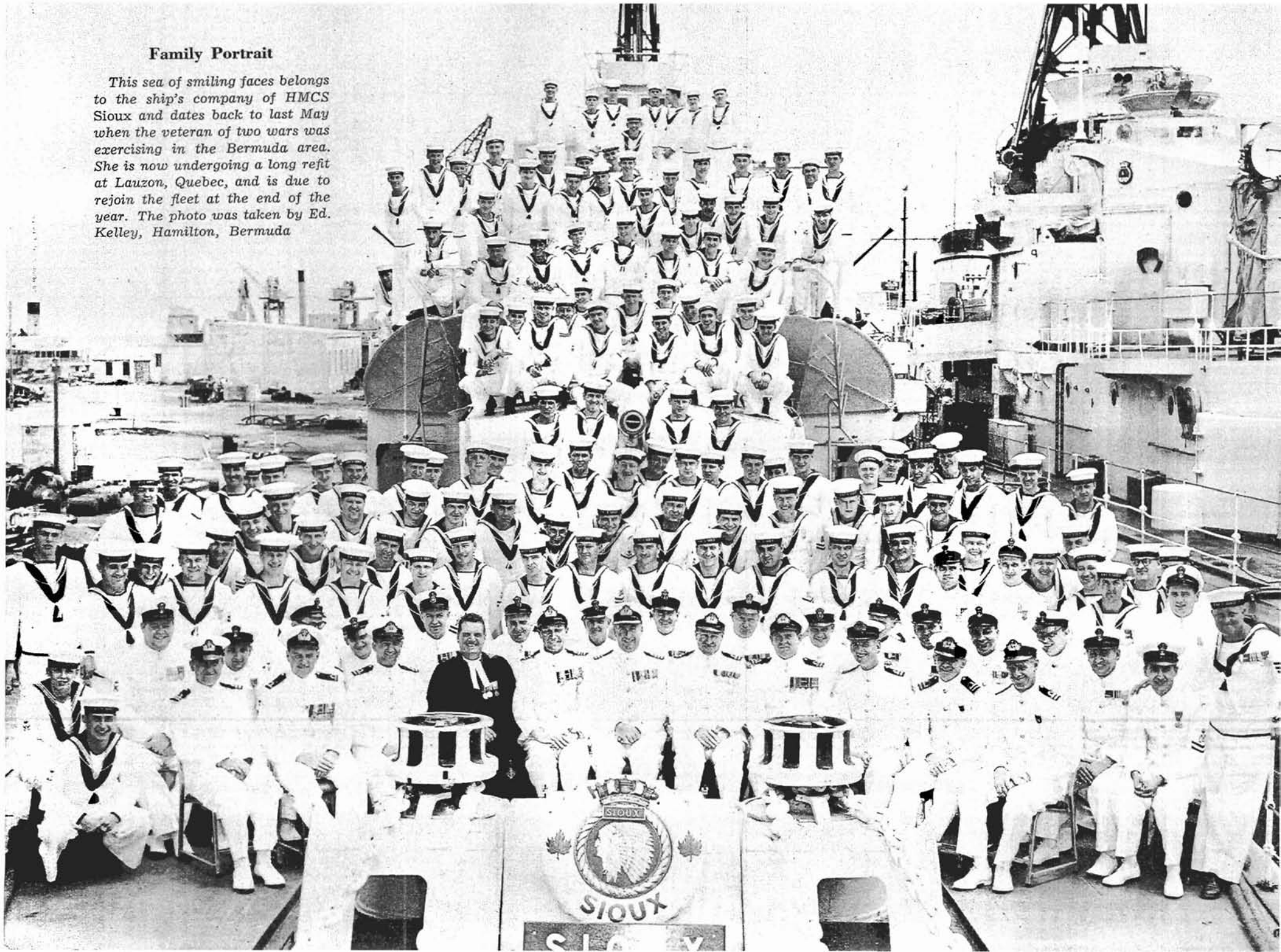
CPO JOHN FREDERICK STEPHENSON, C2AT4, of Victoria, B.C.; joined July 15, 1940; served in *Naden, Stadacona, Moose Jaw, SS Empress of Russia, Fundy, Cornwallis, Hunter, Chaleur, Levis, Peregrine, St Catharines, Scotian, Givenchy, Niobe, HMS Kestrel, SS Aquitania, RCNAS Dartmouth, HMS Concor, Shearwater, Magnificent, Assiniboine, Porte St. Jean*; awarded CD; retired July 14, 1961.

CPO ROBERT ALLEN STEWART, C2SG4, of Saskatoon, Sask.; joined July 15, 1940; served in *Naden, Givenchy, Stadacona, Venture, Swift Current, Hamilton, St. Hyacinthe, Miramichi, York, Chignecto, Niobe, Ontario, Peregrine, Uganda, Athabaskan, Antigonish, Cayuga, Beacon Hill, Sioux, Cornwallis, Star, Ottawa*; awarded CD, retired July 14, 1961.

CPO ROBERT HERBERT SUMMER, CIER4, of Hamilton, Ont., joined July 15, 1941; served in Hamilton naval division, *Naden, Bellechasse, Stadacona, Avalon, Royal Mount, Peregrine, New Waterford, Antigonish, Woodstock, Givenchy, Ontario, Rockcliffe, Bytown, James Bay, Jonquiere, Royal Roads*; awarded CD; retired July 14, 1961.

Family Portrait

This sea of smiling faces belongs to the ship's company of HMCS Sioux and dates back to last May when the veteran of two wars was exercising in the Bermuda area. She is now undergoing a long refit at Lauzon, Quebec, and is due to rejoin the fleet at the end of the year. The photo was taken by Ed. Kelley, Hamilton, Bermuda

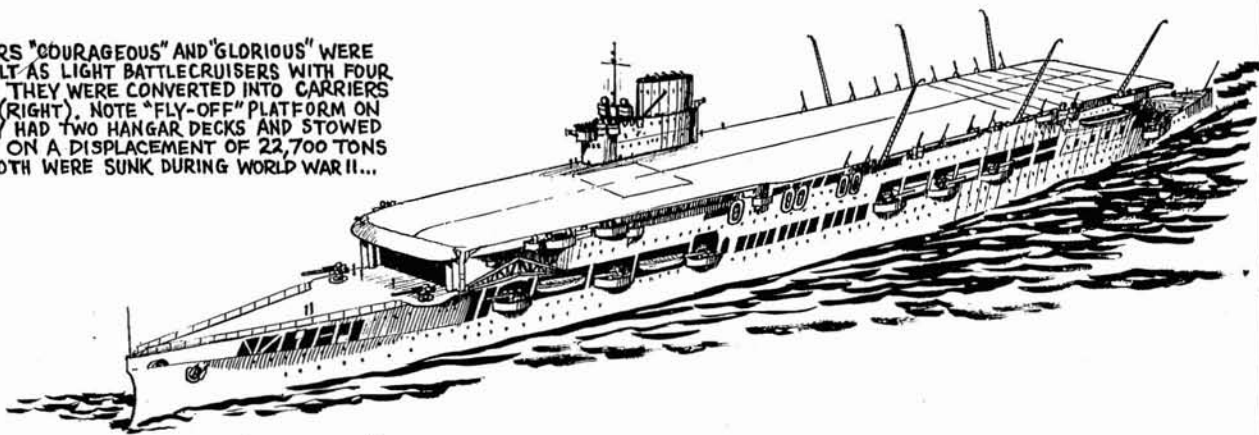


Naval Lore Corner

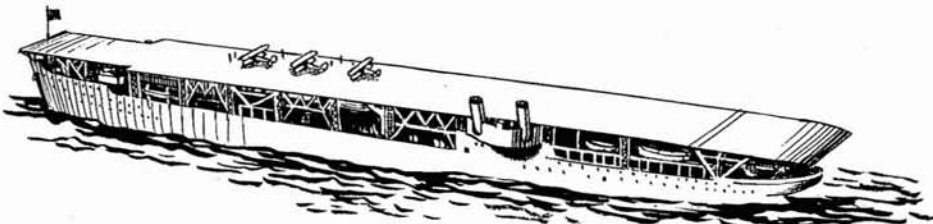
Number 97
CARRIERS OF THE PRE-WAR PERIOD

WITH THE GIANT SUPER-CARRIERS OF TODAY AS THE CAPITAL SHIPS OF THE MAJOR FLEETS, IT IS INTERESTING TO LOOK BACK ON THE AIRCRAFT CARRIERS OF 20-30 YEARS AGO. AT THAT TIME NEARLY ALL CARRIERS WERE CONVERTED FROM OTHER TYPES...

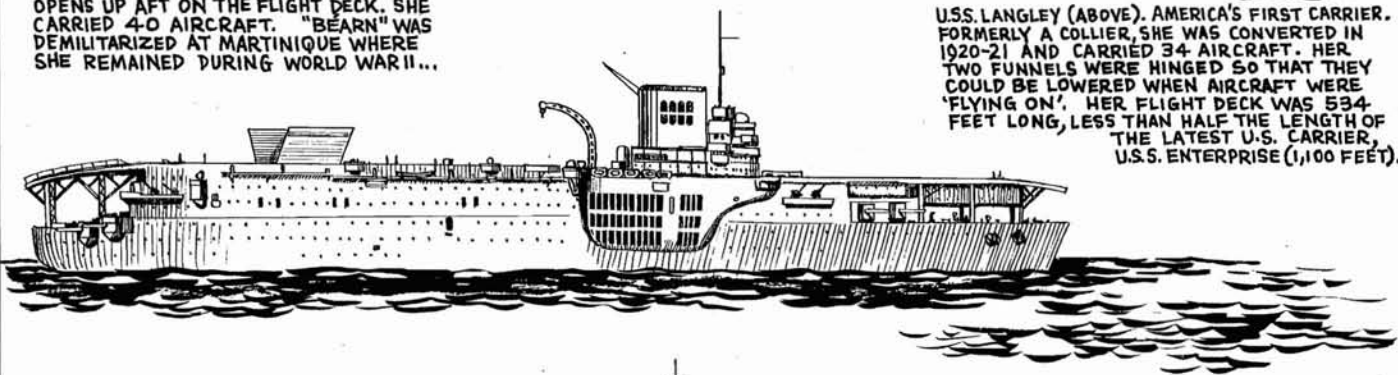
BRITISH CARRIERS "COURAGEOUS" AND "GLORIOUS" WERE ORIGINALLY BUILT AS LIGHT BATTLECRUISERS WITH FOUR 15-INCH GUNS. THEY WERE CONVERTED INTO CARRIERS FROM 1924-28 (RIGHT). NOTE "FLY-OFF" PLATFORM ON FORESL. THEY HAD TWO HANGAR DECKS AND STOWED 48 AIRCRAFT ON A DISPLACEMENT OF 22,700 TONS (FULL LOAD). BOTH WERE SUNK DURING WORLD WAR II...



FRENCH CARRIER "BEARN" (BELOW) WAS LAID DOWN AS A BATTLESHIP IN 1914 AND FINALLY COMPLETED AS A CARRIER IN 1927. HER 'ISLAND' WAS COMPLETELY CLEAR OF THE FLIGHT DECK ON A HUGE SPONSON. THE VENTS IN THE SPONSON AND FUNNEL HELPED DILUTE THE SMOKE WITH AIR TO PREVENT EDDIES. NOTE HOW THE LIFT OPENS UP AFT ON THE FLIGHT DECK. SHE CARRIED 40 AIRCRAFT. "BEARN" WAS DEMILITARIZED AT MARTINIQUE WHERE SHE REMAINED DURING WORLD WAR II...



U.S. LANGLEY (ABOVE). AMERICA'S FIRST CARRIER. FORMERLY A COLLIER, SHE WAS CONVERTED IN 1920-21 AND CARRIED 34 AIRCRAFT. HER TWO FUNNELS WERE HINGED SO THAT THEY COULD BE LOWERED WHEN AIRCRAFT WERE 'FLYING ON'. HER FLIGHT DECK WAS 534 FEET LONG, LESS THAN HALF THE LENGTH OF THE LATEST U.S. CARRIER, U.S.S. ENTERPRISE (1,100 FEET).



JAPANESE CARRIER "AKAGI" (28,100 TONS), ORIGINALLY LAID DOWN AS A 42,000 TONS BATTLECRUISER AND CONVERTED AS A RESULT OF THE WASHINGTON NAVAL TREATY. THE FORE FUNNEL (INTERNALLY DIVIDED INTO FOUR) WAS TRUNKED OUTWARD AND DOWNWARD, WHILE THE SECOND CURVED UPWARD. SHE HAD ACCOMMODATION FOR 50 AIRCRAFT. "AKAGI" WAS SUNK BY THE JAPANESE AFTER BEING BADLY DAMAGED AT MIDWAY...

Roger Duhamel

QUEEN'S PRINTER—IMPRIMEUR DE LA REINE

If undelivered return to:

The Queen's Printer, Ottawa, Canada

En cas de non-livraison, retourner à:

L'Imprimeur de la Reine, Ottawa, Canada



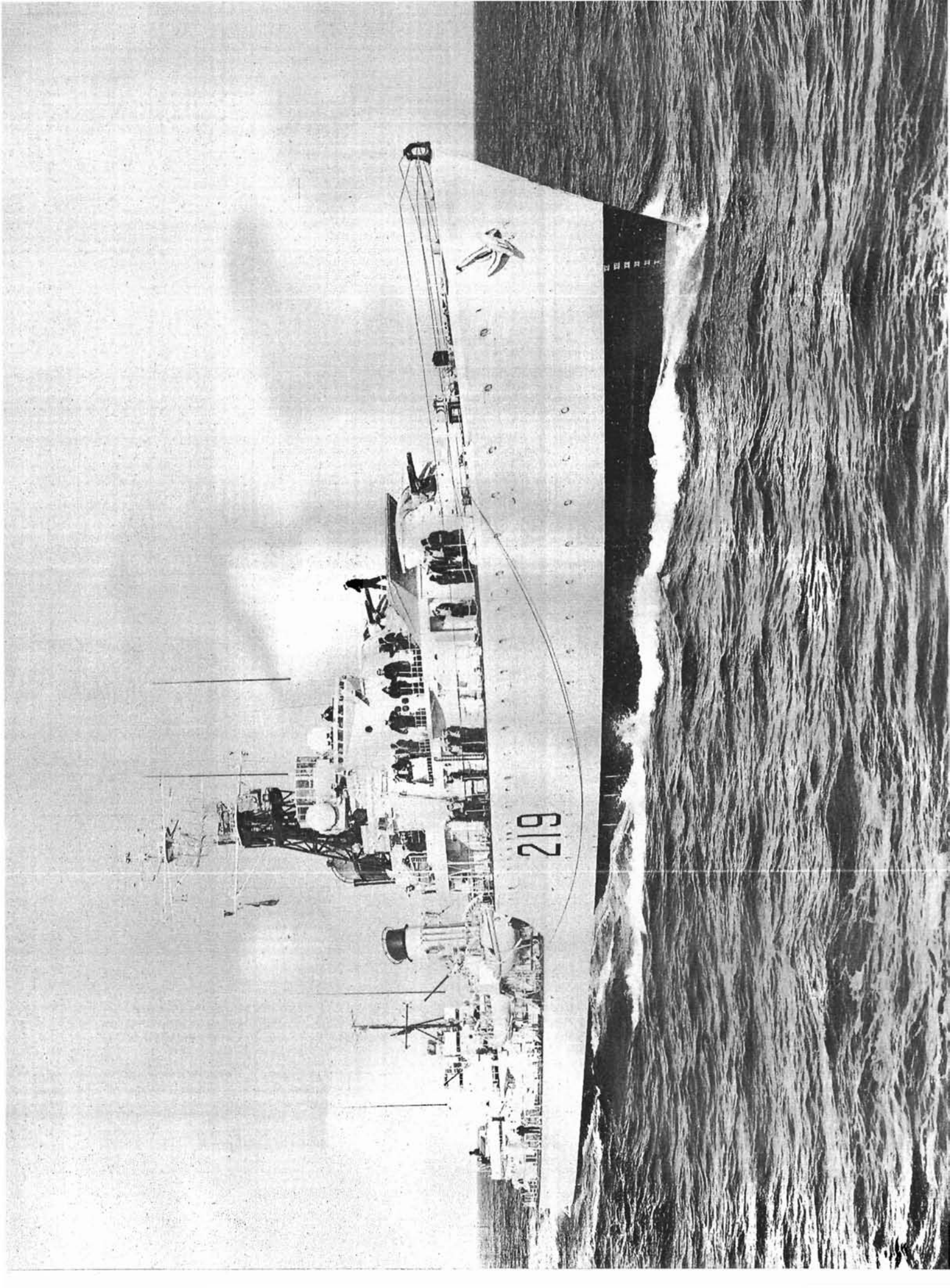
ROGER DUHAMEL, F.R.S.C.
Queen's Printer and Controller of Stationery
Ottawa, 1961

The CROWSNEST



Vol. 13 No. 12

October, 1961



The CROWSNEST

Vol. 13 No. 12

THE ROYAL CANADIAN NAVY'S MAGAZINE

OCTOBER 1961

CONTENTS

	Page
<i>RCN News Review</i>	2
<i>Relic or Misfire?</i>	5
<i>Diving Dentist</i>	8
<i>Officers and Men</i>	9
<i>Births and Weddings</i>	9
<i>The CBC and the RCN</i>	12
<i>Summer at Quadra</i>	14
<i>The Canadian War Museum</i>	16
<i>Omnibus Paratus</i>	18
<i>Afloat and Ashore</i>	19
<i>Here and There in the RCN</i>	23
<i>Science and the Navy</i>	25
<i>The Navy Plays</i>	27
<i>Retirements</i>	28
<i>Naval Lore Corner No. 98</i>	<i>Inside Back Cover</i>

The Cover—Five frigates abreast, each showing the “not under command” hoist of two black balls, move slowly astern under the urgings of harbour tugs from Jetty Three to Jetty Two in Halifax dockyard. Photographer AB Barry Squirrell recorded the scene while on another assignment. From inboard the ships are the *Lanark*, *Fort Erie*, *Outremont*, *La Hullose*, and *Inch Arran*. (HS-66041)

LADY OF THE MONTH

Bemused by the smooth, ultra-modern lines of the newer destroyer escorts, people may forget that there are other dashing and handsome warships in the Royal Canadian Navy.

Among these is HMCS *Athabaskan*, Halifax-built, post-war unit of the famous Tribal class, pictured on the opposite page during Exercise New Broom X last April.

The *Athabaskan*, which inherited her illustrious name from the Canadian Tribal lost in a pre-D-Day Channel action, is senior ship of the Third Canadian Escort Squadron and is currently commanded by Captain G. C. Edwards. (HS-64756-81)

Negative numbers of RCN photographs reproduced in *The Crownsnest* are included with the caption for the benefit of persons wishing to obtain prints of the photos.

This they may do by sending an order to the Naval Secretary, Naval Headquarters, Ottawa, attention Directorate of Naval Photography, quoting the negative number of the photograph, giving the size and finish required, and enclosing a money order for the full amount, payable to the Receiver General of Canada.

Sizes, finish and the National Defence standardized prices, follow:

4 x 5 (or smaller) glossy finish only ..	\$.10
6½ x 8½ glossy finish only .....	.40
8 x 10 glossy or matte finish .....	.50
11 x 14 matte finish only	1.00

SUBSCRIPTION RATE

The Crownsnest may be subscribed for at the rate of \$1 per year; outside of North America, \$1.50. Orders, accompanied by cheque or money order made to the Receiver General of Canada, should be sent to:

THE QUEEN'S PRINTER,
Department of Public Printing
and Stationery,
Ottawa, Ont.

Communications, other than those relating to subscriptions, should be addressed to:

EDITOR,
The Crownsnest,
Naval Headquarters,
Ottawa, Ont.



RCN NEWS REVIEW

Straining at the leash, so to speak, a Banshee jet fighter is poised over the steam catapult on board the *Bonaventure*, ready for the take-off. (BN-4270)

Benevolent Fund Donations Sought

A campaign to encourage naval personnel to contribute to the RCN Benevolent Fund through pay assignments has been launched with the concurrence of Naval Headquarters.

Chairman of the special assigned pay campaign is CPO Ronald C. Crawford, of the RCN recruiting staff at London, Ontario, who will make his headquarters at the Benevolent Fund head office for the duration of the drive.

The object of the campaign is to interest serving personnel in the work of the fund and to encourage as many officers and men as possible to contribute by assigned pay. It has been occasioned by a decline in personal assignments to 14 per cent of the RCN's complement and a large decrease in donations from ships' funds and messes.

Full Program for West Coast Ships

Four destroyer escorts of the Second Canadian Escort Squadron left Esquimalt September 10 to begin local exercises with a Joint Maritime Warfare School class embarked. The four were the *Assiniboine*, *Margaree*, *Skeena* and *Fraser*.

The *Skeena* went to Vancouver September 16 and 17 for a cruise for cadets of the University of B.C. The squadron participated in a national exercise September 25 to 30 then prepared to take part in Exercise Seashell with units of the U.S. Navy off the Pacific Coast.

The *Sussexvale*, *Stettler*, *Antigonish*, *St. Therese* and *Beacon Hill* of the Fourth Escort Squadron left Esquimalt September 10 for local exercises with Joint Maritime Warfare School classes embarked, then began squadron exercises. The squadron also took part in national exercises September 25 to 30.

The *Fortune*, *James Bay*, *Miramichi* and *Cowichan* sailed from Esquimalt

September 5 for RCN-USN minesweeping exercises in southern California waters during which they visited Long Beach before returning September 25 and joining other units on the national exercise and preparing for Seashell.

The *Grilse* spent the first part of the month on maintenance in Esquimalt, then took part in local exercises. The submarine left Esquimalt September 20 to prepare for Exercise Seashell.

Nearly 19,000 Attend Navy Day

More than 18,700 people viewed Canadian and American warships on Navy Day, August 5, in Halifax. Of the total, more than 17,000 visited the dockyard and the aircraft carrier *Bonaventure*, berthed at the Gunwharf on the other side of the harbour. A further 1,700 went through the aircraft carrier USS *Essex*, berthed at a National Harbours Board pier in downtown Halifax.

This was the first time that Navy Day was held on a Saturday afternoon in Halifax. In other years, the event was scheduled for a Wednesday, except for 1949 when naval celebrations lasted for a week in conjunction with the Halifax bicentennial and, 1959, when Navy Day covered two days in recognition of the Dockyard bicentennial.

How To Make A Diver Duck

Entertainment provided by clearance divers during Navy Day at Halifax on August 5 literally backfired.

Children ranged along the Jetty 5 camber in HMC Dockyard were provided with fishing poles and lines. The frogmen, out of sight in the murky harbour waters, attached bottles of pop, sea shells or just plain junk to the lines.

So what happened?

The lucky youngsters drank their pop and, when the divers surfaced, the unlucky ones pelted them with sea shells, nuts and bolts.

The theme this year was "Welcome Aboard" and visitors indeed were welcomed on board the Canadian and American ships throughout the yard and elsewhere. There were the usual live displays as well, but the ships were meant to be, and succeeded in being, the big drawing cards. Four ships, representing the main classes in use in the RCN today, provided special tours. They were the *St. Croix*, *Huron*, *New Waterford* and *Thunder*. The *Bonaventure* drew almost 3,000 and one of the special tour destroyer escorts logged an equal number crossing its brows.

A military band of amateurs from USS *Essex* under Ensign Glen Brown made its public debut on the Dockyard parade square as part of the American contribution. UNTDs from HMCS *Cornwallis* performed massed PT and box horse gymnastics.

Harbour tours in yardcraft were reintroduced this year and ran to full capacity all afternoon. So did the ever popular mule train rides throughout the yard for children.

Although hampered somewhat by cloud conditions, the air show included an imposing flypast over the dockyard area by a variety of naval aircraft.

One of the most popular live displays was put on by naval firemen, who rescued a "fire victim" from a roof shrouded in thick, reddish artificial flame and smoke.

Stirring music was provided by the *Stadacona* band, while PTIs first clown, then performed textbook trampoline acts. The Sixth Submarine Division put on Crossing-the-Line cere-

mony at Jetty 5 camber. This has been an annual contribution of the British submariners.

Three Officers To Serve in Ghana

One RCN officer and two RCN (Reserve) officers have been appointed to serve with the Canadian Training Team to Ghana. They are Lt. Jack Dexter, RCN, Lt. (S) William Zaslawsky, RCN(R), and Instructor Lt. Harold Paddock, RCN(R).

Lieutenants Zaslawsky and Paddock already have left for Ghana and Lt. Dexter was to leave later in the fall. They will be academic instructors at the Ghanaian Military Academy. The academy is situated outside of Accra, the capital.

The three officers took a two-week familiarization course on Ghana at Camp Borden, Ontario.

Ships, Aircraft Exercise in North

The Navy and RCAF carried out anti-submarine training in northern waters in late September and early October.

Participating were the aircraft carrier *Bonaventure*, five destroyer escorts and the Royal Navy submarine *Aurochs*, RCAF Maritime patrol aircraft from Greenwood and Summerside air bases, and the USN tanker *Neosho*.

The first four ships sailed on September 22, from Halifax. They were the *Bonaventure*, with anti-submarine Trackers and helicopters embarked, and the destroyer escorts *Restigouche*, *St. Croix* and *Haida*.

During the first portion of the exercises, operations teams and aircrews carried out procedures and tactics absorbed earlier at the Joint Maritime Warfare School in Halifax. More than 100 officers and men took the operations team training course and school representatives were assigned to each of the ships to conduct the various exercise serials.

The units then steamed further north to the Hudson Straits area for exercises scheduled by Rear-Admiral K. L. Dyer, Maritime Commander Atlantic. The forces were joined by the Halifax destroyer escorts *Algonquin* and *Huron*, and RCAF maritime aircraft.

Commodore Michael G. Stirling, Senior Canadian Officer Afloat (Atlantic), was embarked in the *Bonaventure* and commanded the latter exercise.

The large tanker *Neosho*, provided by the USN, made possible the extended operations in northern waters.

Halifax Greets German Warship

An enthusiastic welcome was given the West German frigate *Graf Spee* during her week-long visit to Halifax in August. It was the first time a German warship had visited the port since 1937.

The *Graf Spee*—the former HMS *Flamingo*, a "Black Swan" class sloop—is named after Count Maximilian von Spee, German sea hero, who defeated Admiral Cradock's squadron off Coronel in 1914, only to suffer a heavy defeat in the Battle of the Falkland Islands, during which he went down with his ship,

RCN PERSONNEL CEILING RAISED TO 21,749

THE ROYAL CANADIAN NAVY is engaged in a recruiting program designed to bring its complement up to the new authorized ceiling of 21,749.

Announcing an increase in the overseas and naval forces assigned to NATO, Prime Minister John Diefenbaker said in the House of Commons on September 7:

"To bring RCN ship complements up to the strength necessary for a prolonged emergency, the present complement will be increased by 1,749 officers and men."

The total requirement is for 132 officers and 1,617 men. The intention is to bring up to full operational complement all ships at present in commission other than those in long refit.

Ships of the RCN have been manned with about 85 per cent of full complement. As officers and men become available, this will be raised to 100 per cent. The rate at which recruits are enlisted will be accommodated to the new entry training capacity of HMCS *Cornwallis*. There will be no lowering of standards.

In addition to increasing the recruiting intake, the RCN is offering voluntary extensions of engagement of up to three years to selected men who would normally retire within a year and re-engagement, and similar terms to selected men who have been out of the service for three years or less. There will be increased opportunity for continuous naval duty for officers and men of the RCN(R). Reserve officers may be

offered short service appointments of two years or more.

A ceiling of 21,000 officers and men was authorized for the RCN in 1951 when the Korean War was raging. Subsequently, when this emergency had passed, the ceiling was lowered on January 17, 1955, to 20,000 and for the past several years the RCN has operated close to this limit.

The actual strength of the RCN on September 30 was 19,971 officers, men and wrens. Officer cadets and apprentices under training, who are not borne against the ceiling, brought the total to 20,738—the highest-ever peace-time strength.

Increases authorized for the Canadian Army and the RCAF have set the limit of the numbers in the regular forces at 135,000, against the former 120,000.

the *Scharnhorst*. During the Halifax visit her complement of 250 included 92 officer cadets.

The ship has been commanded for the past year by Cdr. Burkhard Hacklænder, who was in command of the U-454 during the Second World War. His submarine was destroyed in 1943 and he spent two years as a prisoner-of-war in Canada.

The *Graf Spee's* sailors quickly won the friendship of Halifax citizens with their courtesy and their eager interest in the city and Canadian ways. Thousands of visitors swarmed on board the ship during open-house periods.

West German cadets visited *Cornwallis*, where their hosts were UNTD officer cadets under summer training.

Ex-RCN Corvettes In Whaling Trade

A half-dozen Canadian corvettes, whose names were well known during the Second World War, are still in service, sailing under the Japanese flag and owned by Kyokuyo Hogei K.K., whaling company with headquarters in Tokyo. *Lloyd's Register* lists them as steam whalers and reports they have their original engines.

The ships are the former *Pictou*, *Trillium*, *Brantford*, *Mimico*, *Parry Sound* and *Smiths Falls*. They lost these names in 1950 when they were taken over by a whaling company and registered in Panama under the names, respectively, of *Olympic Chaser*, *Olympic*



Cdr. L. B. Jenson, Commander Seventh Canadian Escort Squadron, calling on the President of Iceland. Left to right in the president's office are H. F. Hallgrímsson, CBE, Honorary Canadian Consul-General; G. V. Beaudry, Canadian Charge d'Affaires, Oslo; Cdr. Jenson, and His Excellency Asgeir Asgeirsson, President of Iceland. (Photo courtesy Petur Thomsen, APISA)

Runner, *Olympic Arrow*, *Olympic Victor*, *Olympic Champion* and *Olympic Lightning*. They were sold to the Japanese company in 1956.

This whaling fleet also includes four other Canadian-built corvettes, whose names appear to indicate they were from a group built in Canada for the U.S. Navy.

Two of the "Olympic" class were British-built corvettes. One went with the main group to Japan, the other to a Norwegian company.

The *Pictou* is now designated *Otori Maru No. 7* and the others, in the order given above, are Nos. 10, 11, 12, 15 and 16.

New Zealand Ship at Halifax

The New Zealand anti-submarine frigate *Taranaki* arrived in Halifax on September 11 for a four-day visit, during her voyage from England to New Zealand.

The 2,600-ton ship, latest of the Royal New Zealand Navy's fast anti-submarine frigates, carries approximately 220 officers and men.

On arrival the ship's commanding officer, Cdr. N. D. Anderson, made official calls.

The *Taranaki* was built at Cowes on the Isle of Wight and commissioned on March 28 of this year. She is the second of two improved Rothesay class frigates ordered by the Royal New Zealand Navy. Powered by high-pressure steam

turbines and with the latest hull shape and twin rudders, she is a fast and highly manoeuvrable anti-submarine vessel. Her armament consists of two triple mortars; twin radar-controlled 4.5-inch guns and twelve 21-inch torpedo tubes.

Approximately 10 per cent of the crew are Maori, some hailing from the province of Taranaki in the North Island of New Zealand after which the ship is named.

Netherlands Ships Visit Canada

Four units of the Royal Netherlands Navy arrived in Halifax Friday morning, September 8, for a three-day visit.

The ships, comprising Netherlands Squadron Five, were the aircraft carrier *Karel Doorman*, destroyers *Limburg* and *Groningen* and submarine *Zeeleeuw*. Commodore A. Van Es, RNLN, commands the force.

During the week-end, entertainment for the visitors included a series of scenic tours of the Halifax-Dartmouth area, and receptions at HMCS *Shearwater* for officers and men of the squadron.

The Netherlands force sailed September 11 for exercises with the RCN and RCAF. The *Karel Doorman* and *Zeeleeuw* returned to Halifax September 15, the submarine sailing again the following day and the carrier remaining until September 20.

Not Speaking Same Language

The commanding officer of one of HM Ships, visiting American waters recently, had some reason to believe that the port in question was not a saluting station, so the sight of a saluting battery closed up at the entrance to the harbour caught him by surprise. The ship was by then in confined waters, with a tricky stream, unsuitable for stopping to exchange salutes, so he thereupon sent a signal of apology:

"On passing I noted the saluting battery closed up. Much regret I did not fire National Salute but I understood this not to be a saluting port."

Back came the immediate reply:
"Exception taken to HMS message. Saluting battery was manned awaiting salute."

What the commanding officer had not realized was that "closed up" was not a familiar term to the Americans and was interpreted as "shut down", making the British ship's message understandably resented. Subsequent explanation, however, soon put the matter right.—*Admiralty News Summary*

RELIC OR MISFIRE?

GROUP CAPTAIN H. R. Stewart, RCAF, has recently brought to the attention of naval authorities at Ottawa a relic that conjures up the possibility of its having been in the hands of one of Britain's most renowned seamen. How it came to Canada is unknown; certainly, it has been a prized possession of the Hegan family, of Charlottetown, for many generations. It is a single-shot pistol or hand-gun of the flintlock type whose charge of gunpowder was fired by flint striking on steel.

Gunpowder has been known in Britain since the days of Roger Bacon's *Treatise Concerning the Secrets of Science and Nature* (c.1249) and the flintlock mechanism dates from about 1625, having been developed from the earlier snaphaunce and miquelet lock. Flintlocks had been in service nearly two centuries before this particular pistol was fashioned, and the flintlock itself was soon to be outmoded by the percussion firing weapon.

It is a stout, medium-quality, general-purpose firearm, the sort that would be owned by a person of the middle class, or perhaps for service in the field or aboard ship. Certainly, it is not embellished with engraving or silver inlay that identified the more expensive weapons of the period.

The butt-plate and trigger guard are of brass, and barrel and mechanism of steel. Considering its age it is in good condition and functions well. It is 19½ inches overall and the diameter of the bore is about 9/16 inch. Being in an unburnished state, it is difficult to see all the markings, even under ultra-violet light and with the aid of a microscope. Some markings, however, can be seen.

Back in the 17th century British authorities were so concerned over the number of accidents involving the bursting of firearms that the Gunmakers' Company, one of the London guilds, was given the power to control the standard of the weapons being imported and those manufactured in England. On the barrel of this pistol can be clearly seen the mark, crown over "V", meaning "Viewed"; that is, it had

facture, for Messrs. T. & I. Rea produced pistols in London in 1800 and John Rea & Son of London were in business in the year 1812.

The intriguing mark on this weapon is the inscription on the top of the barrel—"Earl St. Vincent". A slight flattening of the surface and the irregularity of the lettering indicate the use of hammer and die rather than engraving. From the pistol itself it is impos-

sible to say whether or not this mark was put on at time of manufacture—but the words raise an interesting point. Admiral of the Blue Sir John Jervis was raised to the peerage after his success at the Battle off Cape St. Vincent and the announcement appeared in the *London Gazette* of 1797, whereby the popular sailor was made Earl of St. Vincent. But the *Navy List* of 1815 recorded his title in error as Earl St. Vincent and it continued to do so until the admiral's death in 1823. It is probable then that this pistol dates from the year 1812, assuming that the error in St. Vincent's title was a popular one that existed before it appeared in the *Navy List*. An almost identical weapon in the National War Museum, Ottawa, is stamped 1808.

For all that, it is difficult to relate this weapon to the Earl of St. Vincent. An officer who enjoyed

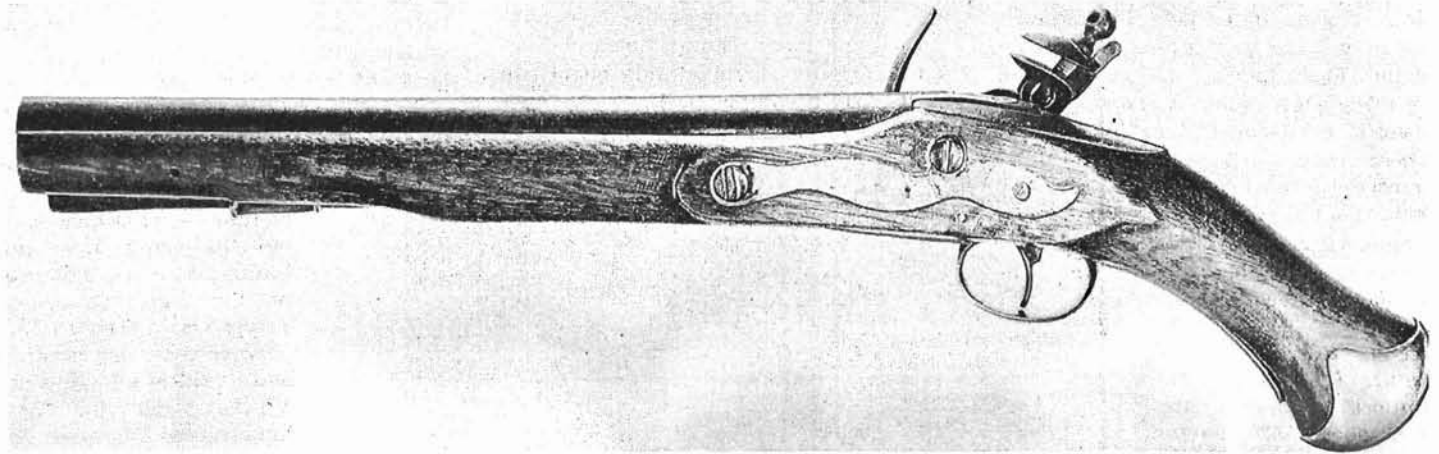
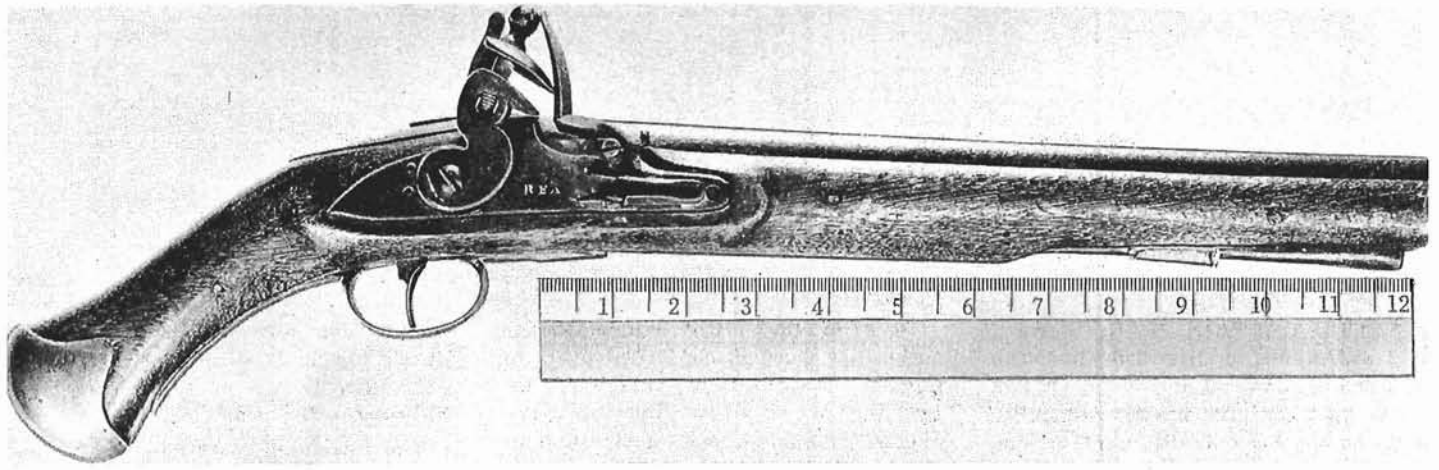
such an exalted position in the realm would be expected to own matched pistols of unusually fine craftsmanship. This is not that type of weapon. The proper form of his name would also be expected, even if the pistol were only for use in the defence of his coach on his many journeys to Portsmouth. In any event, it does not have the longer, slimmer dimensions of the traditional coachman's pistol.



JOHN JERVIS
Earl of St. Vincent

passed its first proof test with the required over-charge of powder while the barrel was still in its rough form. Completed, the weapon received the second test proof and was found satisfactory, for it bears the crown over "GP"—"Gunmaker's Proof".

On the lock plate is the word "REA", the gunmaker's name. However, this fails to provide a precise date of manu-



It is not likely, either, that it was from a ship's arms chest, for the ship-of-the-line built in 1815 was HMS *St. Vincent*.

Is it possible that the gunmaker was taking advantage of the widespread popularity of the sailor earl and used the name as a sort of brand name? Certainly, if the name *St. Vincent* stands for nothing else, it is synonymous with perfection in performance.

This magnificent seaman was one of the most respected and highly regarded figures to emerge from the long Napoleonic struggle. Laurels were justly heaped upon him for the brilliant way in which he led the Royal Navy both afloat and ashore. He taught his captains how to keep the sea independent of dockyards for months on end; the health and well-being of his ships' companies received his constant day-to-day

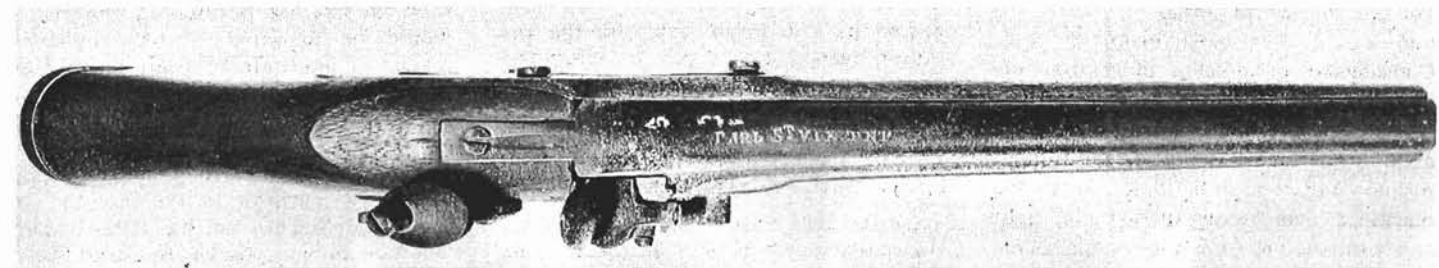
attention; and he gave not a thought, regardless of the pressures exerted on him, to those seeking preferred treatment and to those scuttling the war effort in dockyards and high places. Lord *St. Vincent* is probably best remembered for his handling of mutinous ships and the way he imposed his famed "Mediterranean discipline" to build an invincible fleet.

It was during his earlier career that *St. Vincent* set foot on Canadian shores. In 1759, as Lieutenant John Jervis, he was First Lieutenant of Saunders' flagship, the *Neptune*, 90 guns, when the fleet concentrated at Louisbourg and sailed for the capture of Quebec. It was in the *St. Lawrence* River that he was made commander in command of HM Sloop *Porcupine* which, with the *Boscawen* in company, landed Wolfe and his men below Montmorency Falls.

As a captain John Jervis commanded HMS *Gosport*, 44 guns, in 1762 when he joined Lord Colville in Halifax harbour before sailing for Newfoundland to clear the French out of *St. John's*.

It was in 1790 when Spain tried to grab Vancouver Island that the great fleet of 46 ships known as the Spanish Armament was assembled at Spithead under Lord Howe and, as a Rear-Admiral of the Blue, Sir John Jervis hoisted his flag in HMS *Prince*, 98 guns. But the Spaniards backed down and *St. Vincent* never saw the British Columbia coast.

Though he trod Canadian shores on Cape Breton Island, at Halifax and along the *St. Lawrence* River, all of these events were too early for the flintlock pistol to have been left in Canada. Thus the story of this weapon remains a mystery until some new



evidence comes to light. Meanwhile it is to be hoped that such an interesting relic may be made available for display in the Maritime Museum of Canada at Halifax.

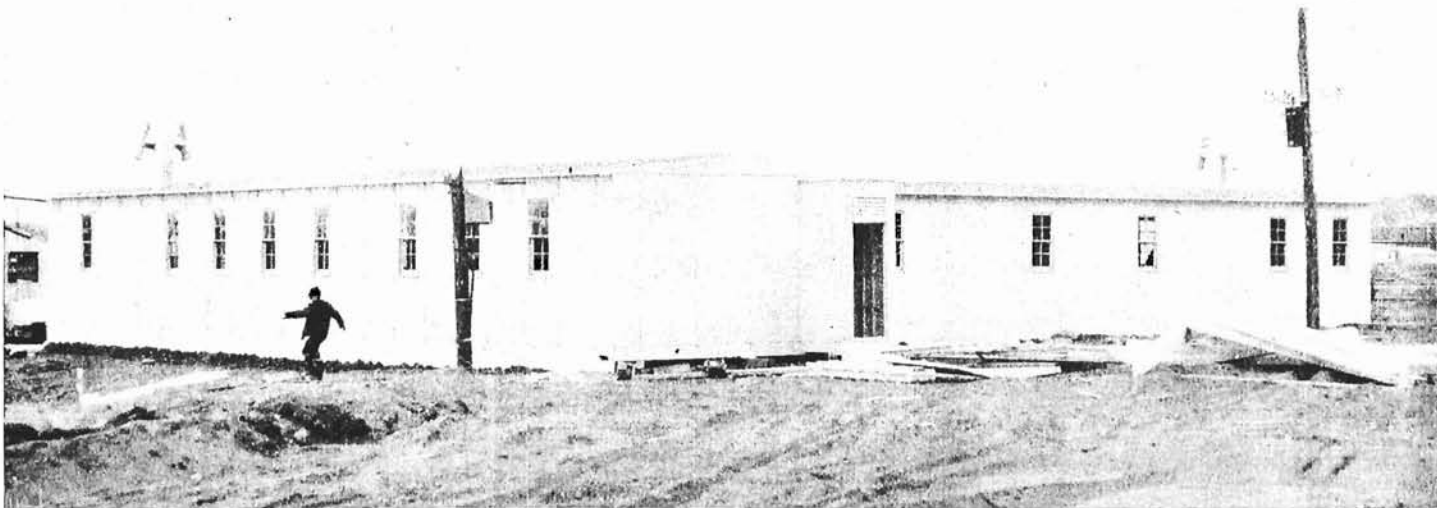
For those who may some day view this pistol there, it may be of interest to explain just how the weapon was fired.

The desired amount of coarse-grained gunpowder propellant was poured down the barrel and then a solid ball shot

wrapped in thin cloth was rammed snugly down using the hardwood ramrod that appears lodged under the barrel. The charge loaded, the flash pan was opened and the gun half-cocked. About every fifth shot, the touchhole leading from the pan through the side of the barrel to the charge had to be cleared of carbon to avoid a flash-in-the-pan. Then fine gunpowder, called the prime, was poured on to the flash pan, the pan cover snapped shut, the

gun tilted to the left to ensure a train of powder through the touch hole and, when ready to fire, the pistol was brought to full-cock.

When the trigger was pulled, the cock snapped, the sharp edge of the flint caused sparks on striking the steel battery, the impact instantly opened the pan cover and ignited the primer powder which in turn fired the charge. All in good order, the trigger pull and shot seemed simultaneous.—E.C.R.



Sailors of HMCS *Cap de la Madeleine*, Halifax-based frigate, built this living block on bleak Baffin Island in the Arctic so that other sailors in the Navy's Frobisher Bay radio station could have badly-needed quarters. Proud builders named it "Chateau Madeleine—The House that Jack Built".

THE WOODEN IGLOO THAT JACK BUILT

SAILORS CAN TURN their hand to any trade, according to nautical tradition. And 150 seamen of the Canadian frigate *Cap de la Madeleine* proved this is still true recently when they erected the RCN's newest barracks building on bleak Baffin Island in the Canadian Arctic.

When normal contract methods of construction could not provide badly needed living quarters at the Navy's Frobisher Bay radio station before the short summer navigation season ended, Naval Headquarters decided to erect Army-style prefabricated buildings, using one of its own warships to supply labour. The operation was part of a general program to acquaint naval personnel with Arctic operations.

After dodging icebergs for 700 miles along the coast of Labrador and Davis Strait, the frigate, accompanied by the naval supply ship *Eastore*, anchored at the head of Frobisher Bay on August 26, and began its miniature invasion aided by Department of Transport landing barges.

More than 150 tons of cargo were moved a mile inland by the frigate's crew. Freezing temperatures, snow flurries and sleet gave the sailors a sharp contrast from the torrid West Indies where they had been cruising less than three weeks previously.

After three days hauling supplies over Baffin Island's bleak beaches and treeless tundra, the seamen erected the 110-foot long building in two days, and on the third day completely wired it, roofed it, and painted it a pastel green.

"Building the barracks was the easy part," says Lt.-Cdr. Donald White, the frigate's executive officer, who directed the landing and construction work. "The hardest part was getting the material safely ashore and up to the building site."

Four naval shipwrights helped supervise the carpenter work, which was carried out by working parties of seamen, stokers, radar operators, cooks and stewards.

"Our men never worked less than 12 hours a day, and twice worked over 20

hours to get the cargo ashore before bad weather struck," said Cdr. K. E. Grant, who commands the Halifax-based frigate. Two hours after the last cargo was landed a gale forced the warship to withdraw from the reef-strewn bay into deeper water offshore.

After remaining 11 days at Baffin Island, the *Cap de la Madeleine* sailed for Halifax, leaving behind eight men to finish insulating the building against Arctic weather. These men were to be flown out later.

The voyage was one of the longest ever made into the Arctic by a Canadian warship without the support of a tanker for refuelling purposes. After steaming more than 3,000 miles in 22 days, the frigate returned to Halifax with a week's fuel still remaining.

The name of the new barracks building? The frigate's crew left a sign bearing the name "Chateau Madeleine—The House That Jack Built." But to the staff of the naval radio station the new building is known as "The Frobisher-Hilton".

Diving Dentist

LT. PHILIP NEROUTSOS, *Donnacona's* diving dentist, offers this warning to aspiring skin divers and frogmen:

"Beware of teeth with faulty fillings—they could literally explode inside your mouth if you dive too deeply."

A reservist with HMCS *Donnacona*, Montreal's naval division, Lt. Neroutsos explained his theory while training as a clearance diver at the Royal Canadian Navy's operational diving unit in Halifax, N.S., this past summer.

He recently established a dental practice in the Town of Mount Royal, a suburb of Montreal, after graduating from McGill University.

"The danger lies in the case of a person who has had a tooth cavity filled in such a way that a tiny air pocket was trapped inside the tooth," Lt. Neroutsos said.

"If such a person were to undertake a dive with self-contained breathing apparatus he would probably get along fine until he started for the surface, then he would likely feel pain in the tooth due to air in the pocket expanding because of changing atmospheric pressure. Under these conditions, if the tooth happened to be a weak, decayed, or a drilled-out shell, it could actually explode, with serious consequences.

"For anyone who contemplates taking up scindiving, it would be wise to have their teeth x-rayed and checked for trapped air pockets, if only to save themselves from possible pain."



Donnacona's diving dentist, Lt. Philip Neroutsos, of the Town of Mount Royal, is assisted on board a tender by Sub-Lt. James Ziegler, of HMCS *Star*, the Hamilton naval division, while the two reserve officers were training with the RCN operational diving unit at Halifax. (HS-65869)

Lt. Neroutsos also advised the removal of dentures before diving. At least one amateur diver died when his denture came loose and choked him while he was several feet beneath the surface.

He added that anyone with all their front teeth missing would be unable to use SCUBA because they wouldn't be able to clamp onto the all-important mouthpiece supplying air.

Lt. Neroutsos has been interested in diving since boyhood. Using only face mask and flippers, he has dived in the Pacific, Atlantic and Mediterranean, besides many lakes and rivers.

He began serious training in clearance diving last winter as part of his reserve naval training with *Donnacona*, following approval by Naval Headquarters for reserve personnel to undertake such training.

Members of *Donnacona* train at the Royal Canadian Legion swimming pool in the Legion's Quebec Provincial Command headquarters at Montreal.

Lt. Allan Sagar, training officer for the RCN operational diving unit located aboard the former Bangor class minesweeper *Granby* at Halifax, explained that the Navy was now working to build up a nucleus of trained divers at a number of divisions across Canada who could be called upon by the RCN in time of emergency.

Initially, the divers learn how to use various types of diving equipment, then undertake more complicated training involving defence against mines, rescue operations, underwater demolition, and repair work.—N.G.P.



The West German frigate *Graf Spee* lies at Jetty 5 in the Halifax Dockyard during her August visit. This was the first time a German warship had visited Halifax since the call there of a training cruiser in 1937. The *Graf Spee* is the former British frigate *Flamingo*. Her complement of 250 at the time of the visit included 92 officer cadets. (HS-65811)

OFFICERS AND MEN

British Frigate Visits Esquimalt

HMS *Londonderry*, one of the most modern and fully-equipped anti-submarine frigates of the Royal Navy, arrived at Esquimalt on August 18 for a four-day visit.

On board the 2,200-ton, 370-foot warship was Commodore J. E. L. Martin, DSC, RN, Senior Naval Officer West Indies. The ship is commanded by Cdr. I. S. Primrose, RN, and carries nine officers and 191 men.

The *Londonderry* sailed on the morning of August 22 for Vancouver and participated in the Pacific National Exhibition program. Apart from the formalities of the Esquimalt visit, the *Londonderry* held a party for a group of underprivileged children aboard the ship on August 18.

An extensive program of entertainment included soccer, golf and tours of Vancouver Island industries.

A series of intensive exercises were conducted by the *Londonderry* before and after her visit to Esquimalt.

She exercised with the destroyer escorts *Fraser* and *St. Laurent*; aircraft of the RCAF's 407 Squadron, based at Comox; a helicopter of the Navy's utility squadron VU-33, stationed at Patricia Bay; and the United States submarine *Diodon*.

En route to Vancouver for the PNE, the *Londonderry* and *St. Laurent* conducted further exercises, including mortar firings.

Births

To Able Seaman P. J. Beaupre, *Churchill*, and Mrs. Beaupre, a daughter.

To Chief Petty Officer William Degen, *Cornwallis*, and Mrs. Degen, twin daughters.

To Able Seaman T. C. Dacre, *Churchill*, and Mrs. Dacre, a daughter.

To Sub-Lieutenant J. W. Logie, *Restigouche*, and Mrs. Logie, a daughter.

To Sub-Lieutenant R. H. D. MacArthur, *Restigouche*, and Mrs. MacArthur, a son.

To Petty Officer Gordon MacMillan, *Churchill*, and Mrs. MacMillan, a daughter.

To Leading Seaman Harry Robinson, *Naden*, and Mrs. Robinson, a daughter.

To Able Seaman Robert J. Ruston, *Churchill*, and Mrs. Ruston, a daughter.

To Able Seaman Albert E. Williams, *Churchill*, and Mrs. Williams, a son.

The *Londonderry*, *Fraser* and *St. Laurent* left Vancouver on August 28. Soon after, in the Strait of Georgia, the ships were subject to a massed air attack by CF-100 aircraft of the RCAF.

Later in the day the three ships led helicopter control exercises, conducted anti-aircraft and surface firing and exercised with the *Diodon* in the Strait of Juan de Fuca.

Exercises continued on into the evening as the *Londonderry* steamed for her next port of call, Monterey, California.

Shearwater Makes Student Award



David R. Morris, 16, son of Lt. and Mrs. D. G. Morris, is the first winner of the HMCS *Shearwater* trophy which will be presented annually to the best all-round student in grade 11 at Prince Andrew High School.

The trophy was presented by Captain T. C. Pullen at the closing exercises in June.

David came fifth in the province-wide competition held by the Canadian Association of Physicists for grade 11 and 12 students and was awarded an entrance scholarship to Dalhousie University, which he declined in favour of a

naval career. He was accepted as an officer cadet at the College Militaire Royal, where he reported on September 7.

Chaplain Conducts Service in German

For the first time since the formation of the RCN chaplain service, a religious service was conducted by a Canadian naval chaplain on board a German warship.

The training frigate *Graf Spee*, with a company of 260 officers and men, paid a week-long courtesy call to Halifax in August as part of an extended training cruise covering North and South America. In the absence of her chaplain, full religious observances had not been possible for the previous five weeks. On the ship's arrival in Halifax, however, the RCN volunteered the services of Chaplain (P) W. J. Walter, of *Stadacona*.

Although a great number of the *Graf Spee*'s officers and men could speak English, the service conducted by Chaplain Walter was more appreciated owing to the fact that he spoke in German.

Following the service, the *Graf Spee*'s commanding officer, Cdr. Burkhard Hacklaender, presented the chaplain with a German service prayer book and a signed photograph of his ship.—J. T. McL.

Sea Cadets Seen At Vancouver Tattoo

Selected sea cadets from RCSCC *Captain Vancouver*, sponsored by the Greater Vancouver branch of the Navy League of Canada, performed nightly

Weddings

Ordinary Seaman Stanley E. Dicker, *Stadacona*, to Sandra Joanne Norton, of St. Thomas, Ont.

Sub-Lieutenant Thomas A. Essery, *Jonquiere*, to Linda Karen Pettersen, of Victoria.

Sub-Lieutenant Lorne McDonald, *Shearwater*, to Jacqueline Anne Lord, of Victoria.

Able Seaman Carl McNaman, *Cornwallis*, to Eva Caissie, of Amherst, N.B.

Leading Seaman Gerald D. Ross, *Churchill*, to Gloria Mary Beckworth, of Victoria.

Sub-Lieutenant A. Frederick Smith, *Stettler*, to Marilyn Barbara Cudmore, of Victoria.

at a Searchlight Tattoo at Empire Stadium, Vancouver, during the week of July 14-22.

Commenting on the performance of the sea cadets, Lt.-Cdr. W. W. Bowditch, Area Officer Sea Cadets, Pacific Area, said in a message to the Navy League:

"One of my proudest moments since assuming the appointment of Area Officer Sea Cadets, Pacific Area, was on the evening of Friday, July 21, when I was fortunate in being able to observe the cadets of RCSCC *Captain Vancouver* before a record audience of 24,000 at the Vancouver Searchlight Tattoo.

"Called upon to do a job for the RCN, they did so with pride and zeal and, in addition, displayed alacrity and versatility by, firstly, producing an excellent guard of honour for the Flag Officer Pacific Coast, Rear-Admiral E. W. Finch-Noyes, on his arrival at the Empire Stadium, then, acting as quick-change artists, changed into white uniforms and performed the sailors' hornpipe in a very proficient manner. Besides the above cadets were the behind-the-scenes workers, who so willingly worked alongside other servicemen, providing the props and equipment required for the various displays."

A/S Training Unit On Western Tour

A familiar sight to western Canadians, the Royal Canadian Navy's Mobile Anti-Submarine Training Unit 1 is spending the final months of 1961 touring naval divisions from Port Arthur to Calgary.

Sailors Donate Blood in St. John's

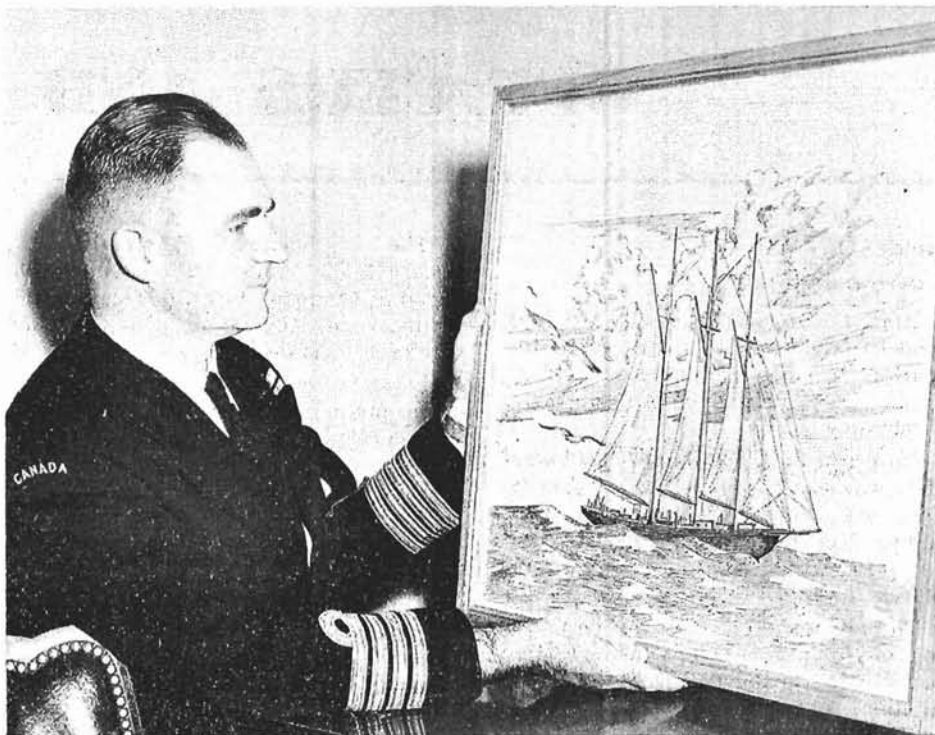
Following are extracts of a letter from F. Millar Ewing, Director, Blood Donor Procurement, of the Red Cross in St. John's Newfoundland, to Cdr. L. B. Jenson, Commander Seventh Escort Squadron:

"I would like to express . . . sincere thanks to the personnel of HMCS *Fort Erie*, *Outremont*, *Inch Arran* and *Lanark* who donated at the special blood clinic on Thursday, August 31.

"The willingness of the men to donate at these special clinics is very greatly appreciated and I may add this clinic was of great importance to us as it was found necessary to cancel scheduled visits to the Grand Bank and Fortune area because of the forest fire situation there . . .

"Again thank you. The continued interest and support of the Navy personnel in the blood program is of great assistance in meeting an ever present demand."

The frigates were making the last port of call on UNTD Cruise Charlie and gave well over 150 bottles of blood.



In addition to its regular task of training officer cadets on the threshold of a career in naval aviation, HMCS *Venture* offers a pre-weapons indoctrination course where officers brush up on mathematics and other subjects before going to the Weapons Division of HMCS *Stadacona* for courses. To mark this association between East and West Coasts, the *Stadacona* unit has sent to *Venture* a fine pen and crayon sketch of the former RCN training schooner *Venture*. Captain D. G. Padmore, commanding officer of *Venture*, displays the picture, executed by Ldg. Sea. Hugh Clayton Wilson, member of the Weapons Division staff, *Stadacona*. (E-63319)

This is the sixth consecutive year that MASTU 1 has visited western Canada's inland naval reservists to train them in the art of anti-submarine warfare.

MASTU is housed in two trailers which contain all the necessary equipment to bring anti-submarine operations far inland from the sea.

It was developed by the Royal Canadian Navy, built at HMC Dockyard, Halifax, in 1955, and took to the Canadian highways in the fall of the same year. During the past summer it was completely modernized with the latest in sonar equipment. By the time it completes its 1961 tour, it will have travelled a total of 46,000 miles on its inland training "cruises".

From its base at the headquarters of the Commanding Officer Naval Divisions, Hamilton, MASTU left on September 25 to visit naval divisions in Port Arthur, Calgary, Edmonton, Saskatoon, Regina and Winnipeg. It will complete its tour on December 18.

Senior Research Officer Named

M. F. Coffey, of the Defence Research Board's Directorate of Operational Research (Navy), has been appointed

Senior Operational Research Officer, Anti-Submarine Warfare/Operational Research Team, on the staff of the Maritime Commander Atlantic. He succeeds Dr. N. Hopkins, who has been transferred to The Hague, The Netherlands.

Appointments Announced

Commodore Michael G. Stirling, formerly Naval Member of the Directing Staff at the National Defence College, Kingston, Ont., has taken up the appointment of Senior Canadian Officer Afloat (Atlantic).

He succeeded Commodore James Plomer, who has been appointed Deputy Naval Comptroller at Naval Headquarters.

Surgeon Captain Henry R. Rutan has been appointed Regional Consultant in Dermatology at the new National Defence Medical Centre, Ottawa.

Surgeon Captain G. W. Chapman has been appointed Principal Medical Officer to the Flag Officer Atlantic Coast, and Command Medical Officer, Atlantic Coast.

Cdr. C. A. Law has taken command of HMCS *Siouz*, a destroyer escort with the Third Canadian Escort Squadron.

Cdr. Rene I. W. Goddard succeeded Cdr. Law at Naval Headquarters as Director of Service Conditions and Welfare.

Lt.-Cdr. Russell F. Choat is in command of HMCS *Buckingham*, a frigate of the Ninth Canadian Escort Squadron.

Lt.-Cdr. Dugal G. Wales has taken command of HMCS *Chignecto*, a minesweeper of the First Canadian Minesweeping Squadron.

Lt.-Cdr. Constance Eileen Ogilvy is now at Naval Headquarters as Staff Officer (Wrens) on the staff of the Chief of Naval Personnel.

Former UNTD Heads Division

A former member of the University Naval Training Division for the first time has become commanding officer of a naval division, succeeding an officer who had been longest in command of a division since the end of World War Two.

Acting Lieutenant-Commander Dalton E. Charters took command of HMCS *Hunter*, Windsor naval division, on June 30, 1961, succeeding Captain W. G. Curry, who retired in May.

Captain Curry had been in command of *Hunter* since March 1952.

Lt.-Cdr. Charters entered the RCN (Reserve) as an ordinary seaman in October, 1948, while attending Assumption College. He was promoted to a cadet in the UNTD in February, 1949, and has since taken annual naval training on both coasts, and at the Great Lakes Training Centre, Hamilton.

Naval Medical Personnel Honoured

Her Majesty the Queen has graciously approved the appointment of five Queen's Honorary Physicians and three Queen's Honorary Nursing Sisters from the Canadian Armed Forces. Three of this number are from the RCN and Reserve.

Appointed Queen's Honorary Physicians are Surgeon Commodore W. J. Elliot, Deputy Surgeon General, Canadian Forces, and Surgeon Cdr. L. E. Prowse, RCN(R), of Charlottetown, P.E.I.

Appointed Queen's Honorary Nursing Sister is Lt.-Cdr. (MN) M. J. Russell, Deputy Matron - in - Chief, Canadian Forces.

The Queen's appointments will be held for the tenure of office by the regular force officers. Reserve officers hold their appointments for two years.

Defence College Class on Tour

Sixteen members of the Imperial Defence College paid a week-end visit to the Navy in Halifax in early August.

They were met on their arrival at the RCN Air Station by Rear-Admiral K. L. Dyer, Flag Officer Atlantic Coast, and other RCN officers. The group was composed of senior officers of Armed Forces and civil services from seven countries.

They visited the RCN Barracks in Halifax, toured harbour facilities and saw *Shearwater* during their stay. They also had the opportunity of seeing Navy Day demonstrations Saturday afternoon, August 5.

Cash Yielded By Suggestions

Five members of the Royal Canadian Navy have donned their thinking caps and made it pay. Cash awards for their ideas have been made by the Suggestion Award Board of the Public Service of Canada and congratulatory letters have been sent to them by the Chief of Naval Personnel.

Lt.-Cdr. Benjamin F. Ackerman, who is in charge of Operational Diving Unit No. 2 at Esquimalt, proposed a system of polaroid lenses for the faceplate of the welding hood used by naval divers. The lenses are adjustable to varying conditions of light and turbidity and enable the underwater welder to carry out his work with greater efficiency and safety.

Officers Retire

CDR. DOUGLAS KENNETH MOODY GRAHAM, of Victoria, joined RCNR February 27, 1940, transferred to RCN May 30, 1946, served in *Naden*, *Royal Roads*, *Givenchy*, *Burrard*, *Prince Robert*, *Stadacona*, *Shelburne*, *Scotian*, *Uganda*, *Rockcliffe*, *Cornwallis*, *Shearwater*, *Bytown*, *Patriot*, *York*; last appointment on staff of the Commanding Officer Naval Divisions as Command Supply Officer; commenced leave August 22, 1961, retires February 24, 1962.

LT. DONALD McGEE, of London, Ont., joined RCN as a boy seaman November 20, 1933, promoted to commissioned officer September 8, 1950; served in *Stadacona*, *Saguenay*, *HMS Victory*, *HMS Courageous*, *Gaspe*, *Assiniboine*, *Skeena*, *St. Hyacinthe*, *Venture*, *St. Laurent*, *Avalon*, *Restigouche*, *Uganda*, *Magnificent*, *Albro Lake* Radio Station, *Cornwallis*, *Shearwater*, *Aldergrove*, *Patriot*, *York*; last appointment on the staff of the Commanding Officer Naval Divisions as Staff Officer (Training) and executive officer of HMCS *Patriot*; commenced leave on August 31, 1961, retires April 18, 1962.

CPO Alexander P. Allen, of the *Assiniboine*, devised a method of facilitating the work of shipboard communicators operating 10-inch signal projectors.

The suggestion put forward by PO Ronald Bosquet, of VS-880, was a modification to the internal communications handsets used by crew members of Tracker aircraft.

PO Robert C. Appleyard, of Newport Corners Naval Radio Station, devised a time-saving shield extractor for certain types of electronic tubes used in the RCN.

PO James B. McCallum, of *Naden*, suggested a modification to the breech mechanism of anti-submarine mortars.

Club Celebrates End of Mortgage

The mortgage went up in smoke and flame in a cheerful ceremony during the annual meeting of the Main Brace Naval Veterans' Association in Charlottetown in September.

C. T. Vallis, president, and G. C. Burden, secretary-treasurer, touched off the blaze in token of the liquidation of the club's indebtedness.

A special dance the previous Saturday had honoured Mr. Vallis and Mr. Burden for their outstanding efforts on behalf of the club. Their wives were presented with bouquets of roses.

In addition to the president and secretary-treasurer, officers elected at the annual meeting included John Thistle, vice-president; E. Michael, financial chairman; C. Campbell, membership chairman; V. Blanchard, house chairman, and A. Coffin, recording secretary.

School-Teaching Career Resumed

Mrs. M. W. (Paddy) Trudel, an employee of the Directorate of Fighting Equipment at Naval Headquarters, retired September 13 after 19 years service.

Mrs. Trudel joined the Directorate of Naval Ordnance in 1942, and, during the reorganization of CNTS in March 1961, was transferred to DGFE. Mrs. Trudel leaves the department to return to her first love, teaching school at the Queen's Park School.

At a party held in the *Bytown* naval officers' mess, Mrs. Trudel's friends and associates presented her with a set of luggage and extended to her many good wishes for success in her new and former field of endeavour.

The CBC and the RCN

ONE OF THE Canadian Broadcasting Corporation's responsibilities is that of providing radio programming to members of Canada's armed forces who, because of their somewhat nomadic life, are often denied the normal communications links with home.

The problem is easily solved for those servicemen who are based at locations in the southern portion of Canada. They are able to enjoy the normal communications facilities of the CBC's radio and television networks, in the same way as their fellow-citizens in civilian life. Providing entertainment and information for servicemen overseas and in the north is a little more difficult. For these people and their dependents, the CBC maintains its Armed Forces Service, which provides programming and operational assistance for various service radio stations in Europe and Canada, as well as shortwave programs from the CBC's International Service transmitters at Sackville, New Brunswick.

But for RCN personnel at sea, the problem becomes acute. Often operating outside home waters, ships of the RCN are unable to receive normal broadcasts from Canadian radio stations; shortwave broadcasts are not the answer, either. Dependent upon changing atmospheric conditions, these broadcasts have to be scheduled to different parts of the world at different times of the day and may not be available to officers and ratings who are on watch.

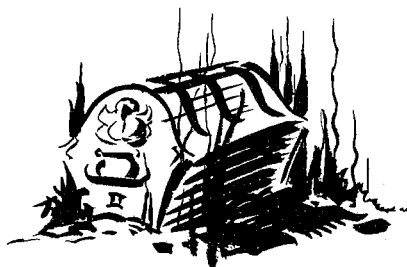
An approach to maintaining the normal links with home—although not the complete answer—was made earlier this year with the setting up of a "tape bank" at CBC Montreal. Magnetic tape recordings of CBC non-topical programs are supplied to ships departing home waters for playing over the ships' public address systems at their own pleasure. These tapes offer a wide range of drama and variety and give Canadian sailors the radio links that have been provided for the past 10 years to Canadian soldiers and airmen on overseas and northern duty.

Radio programming for servicemen is just one phase of the mandate given to the CBC by Parliament—that of providing a national broadcasting service. On November 2 of this year, the CBC will celebrate the 25th Anniversary of the mandate, which can be summed up

by the following four basic principles:

TO BE A COMPLETE SERVICE, covering in fair proportion the whole range of programming; bringing things of interest, value, and entertainment to people of all tastes, ages, and interests, and not concentrating on some aspects of broadcasting to the exclusion of others.

TO LINK ALL PARTS OF THE COUNTRY in two ways: (1) through the inclusion of a wide variety of national and common interests in its program services; (2) by using its physical resources to bring the national program service to as many Canadians as finances



allow. Whether Canadians live in remote or heavily-populated areas the national system should serve them as adequately and equitably as possible.

TO BE PREDOMINANTLY CANADIAN IN CONTENT AND CHARACTER. It should serve Canadian needs and bring Canadians in widely-separated parts of the country closer together, contributing to the development and preservation of a sense of national unity.

TO SERVE EQUITABLY the two main language groups and cultures, and the special needs of Canada's various geographical regions.

It was in 1936 that the corporation was given the responsibility for providing Canadians with a national broadcasting service—a service which, with assistance and co-operation from private industry, has far exceeded even the highest expectations of a quarter-century ago.

Canada's present broadcasting system, as with Confederation itself, has been

shaped by the needs of Canada. The story of communications is, in essence, the story of our nation. Without east-west communications, Canada could not exist as a united, vigorous force in the world today. The story of our communications is one of a continuing struggle against economic and geographic odds and against the overdevelopment of natural north-south lines of contact which exert a strong and continuous pull upon all aspects of Canadian life.

The CBC of today is big business. It employs more than 7,000 people and last year operated with a budget of \$101,000,000. Of this amount, a little more than \$59,000,000 came from public funds.

But for this money, the CBC offers a formidable list of services. It provides:

Two complete and distinct broadcasting services, in English and French: three national radio networks; seven regional radio networks; radio service to the North; a bilingual FM network; CBC-owned radio and television stations and production facilities; two national television networks; regional television networks; station management and programs to Canada's armed forces; operation through seven time zones; program operations offices overseas; radio and TV interchanges with foreign countries, and more than 100,000 programs per year, up to 17 hours a day in English and French, on radio and TV.

Today, the CBC's three radio networks—the Dominion, the Trans-Canada and the French—total 133 stations. Of this total, 31 are CBC stations, while 102 are privately-owned. Canadian radio service is available to almost 98 per cent of Canada's population.

Today, the two CBC television networks—the French and the English—number 64 stations. Of this total, 16 are CBC-owned and 48 are owned by private interests. In addition, there are 26 re-broadcasting stations.

Canadian television has been made available to more than 94 per cent of the population in the years since its inception. CBC production centres at Toronto and Montreal rank next to

Hollywood and New York as the leading North American television centres.

CBC television programs are produced live from studios in Toronto, Montreal, Vancouver, Winnipeg, Ottawa and Halifax. Some programs shown on the CBC network are fed directly from United States networks via the microwave relay system and film features from other countries are included.

The development of Canadian television has been accompanied by a great expansion in the electronics industry. In

1950 there were 30,000 television sets in use in the country. In 1960 more than 3,500,000 sets were in use.

The public system of broadcasting in Canada resulted from the natural desire and the need for a high standard of broadcasting that would express the varied facets of Canadian life and would interpret the different regions of Canada each to the other. In this way it was felt that broadcasting would be a powerful instrument for the encouragement of Canadian unity. The CBC was

created out of the conviction that these aims could best be served by placing the control of broadcasting in the hands of an independent public corporation acting as a trustee for Canadian listeners. It is interesting to note that this public corporation, working in partnership with private enterprises, and receiving the interested support of Canadians in all walks of life and all parts of Canada, has developed as another great national venture by determined Canadians.—L.A.R.

RCN CUSTODIAN OF FORT PEPPERRELL

THE UNITED STATES flag, which had flown over Pepperrell Air Force Base in St. John's, Newfoundland, since 1940, was lowered for the last time on Wednesday, August 9, 1961, and the keys turned over to a joint federal-provincial board, consisting of Cdr. William Bremner, Canadian Naval Commander Newfoundland, representing the federal government, and Raymond Manning, Deputy Minister of Public Works, representing the Newfoundland government.

At the same time the Royal Canadian Navy assumed custodial operation of the deactivated base and will be responsible to the joint board for its proper maintenance until such time as the Supreme Court decides whether it belongs to the Federal Government or to Newfoundland. In the meantime, the

maintenance costs are being shared equally by both governments.

Situated on the bank of historic Quidi Vidi Lake, in the North East Corner of St. John's on land that was formerly known as Pleasantville and the White Hills, Pepperrell covers an area of 1,635 acres, with paved roads, lawns, tennis courts, a softball field, a baseball field, and other recreation facilities.

Two hundred and eight buildings of permanent construction are on the base. These include a hospital with accommodation for 150 patients, a school capable of accommodating 350 pupils, a theatre, barracks for single officers, non-commissioned officers and men, and 105 married quarters.

Other buildings on the base include those formerly used as office buildings,

officers' club, non-commissioned officers' club, men's club, post exchange, a church, service club, recreation centre, laundry, bakery, cold storage depot, fire station, warehouses, engineers' shops, motor repair shops, garages and guard house.

The officer-in-charge of Pepperrell Air Force Base at the time of turnover, Capt. Billy W. Shannon, USAF, was loaned to the Royal Canadian Navy for approximately three months to continue for that period as officer-in-charge of the deactivated base.

A staff of 59 civilians is employed in the caretaker duties necessary for maintenance and the overall responsibility is borne by the Canadian Naval Commander Newfoundland, assisted by the staff of HMCS *Avalon*.



Seven Tracker aircraft of the Royal Netherlands Navy landed at Shearwater on August 29, the vanguard of a visiting Netherlands naval force which included the carrier Karel Doorman. The Trackers were former RCN aircraft, transferred to The Netherlands under the Mutual Aid Program. (DNS-27983)

Summer at Quadra



O light of the sea-solitude! O Sails!
Must you pass even so
To the realms of fantasy and the
olden tales?

—George Sterling, "Sails"

ROUTINE it may be to the sea cadets training in HMCS *Quadra*, but rare indeed it must be to other inlanders to view a sail-past with some 48 boats under canvas—cutters, whalers, and dinghies with immaculate gear, kept clean less by painting than by the time-tested combination of busy hands scrubbing and the bleaching power of sun and salt water.

Four times during the summer about 250 Royal Canadian Sea Cadets arrive at *Quadra*, near Comox on Vancouver Island, for two weeks of summer training. They come from all of Western Canada. Some have never sailed, many have never seen the ocean, but after two weeks of training, a 'teen-aged boy will return home thinking himself an old salt, who may even have been told to shave!

Quadra is not a camp; it is an RCN Training Establishment devoted to Sea Cadet training and, with the help of RCN, RCN(R), and RCSCC officers and men, the program is carried out with an emphasis on the practical training which it is difficult or impossible to carry out at the home corps. Summarized in terms of 45-minute periods, the program for



able cadets include 28 periods of sailing, three of communications (semaphore), one each of parade training and boat-pulling, three of P & RT, two of .22 rifle shooting, and six periods at sea in a harbour ferry.

Leading cadets and above are given a special two-week leadership course, the aim of which is to train potential leaders and instructors. A party of 35 USN Sea Cadets who visited *Quadra* for two weeks during the summer was given the same training. RCSCC officers, attending *Quadra* for the first time and who



had not previously taken any courses, are given an officers' basic training course.

During his stay in *Quadra* a cadet associates with fellow cadets from Manitoba, Saskatchewan, Alberta, and British Columbia. Often away from home for the first time, he soon learns the responsibility as well as the sweetness of being independent of mother's care: there are socks to be mended, shirts to be washed, uniforms to press, ears to be cleaned, badges to be sewn on, and nails to scrub. The standards are high and the competition for being the best division is keen.

As the sun rises over the snowcapped mountains, the cadets begin their day with PT and with the Pacific sunset reflected on their sails, the tanned youngsters make their way home after a busy day.

From dawn to dusk Able Cadet John has been bullied and blessed, praised and pushed by his instructors and senior cadets, but after two weeks he has been enriched by the experience—however short—of how to live in close quarters and comradeship as one messmate among many.

For two weeks he has caught a glimpse of life at sea, of training, and sailing as a team; a life of responsibility, a busy life. He has become a better sea cadet and a better citizen, and good citizenship is the aim of sea cadet training.—J.G.

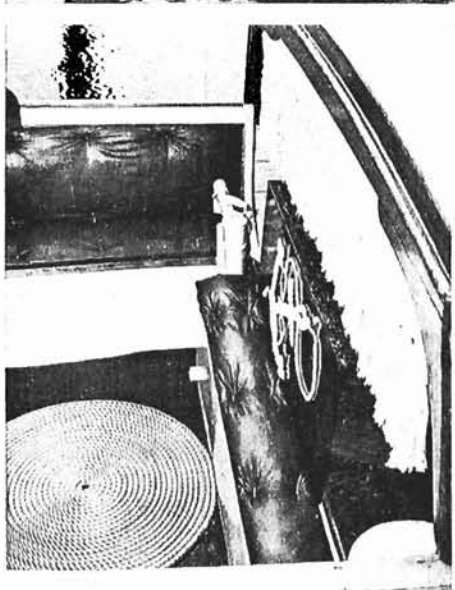
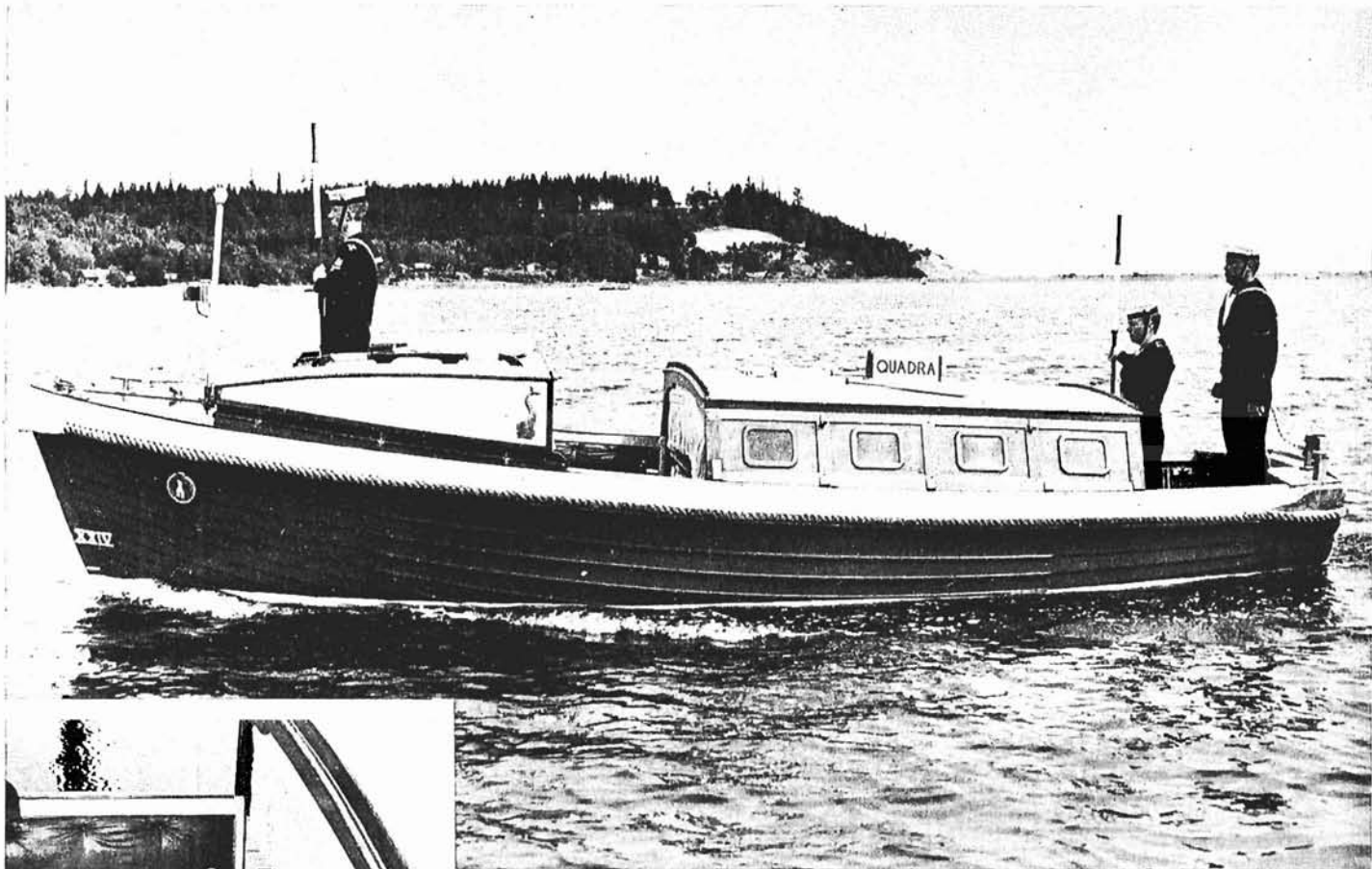
Barbel Subs To Be Modified

The United States Navy's three fastest conventionally powered attack submarines, the *Barbel*, *Bluejack* and *Bonefish*, are having their diving planes moved to their sails (formerly conning towers), according to the *Navy Times*, published in Washington.

As built, the three had their diving planes on the hull near the bows but, in view of the success of nuclear submarines with planes on the sails, the USN is modifying the *Barbel* class.

Mounting the planes on the sails will increase their reliability but not their manoeuvrability.

The three have the Albacore hull configuration with a single shaft, are 219 feet long and the fastest, and the last, non-nuclear combat subs to be built by the U.S.



If it is true that a ship's reputation is measured in large degree by her boats, then considerable social status will have to be accorded HMCS *Quadra*, the sea cadet training establishment at Comox, B.C. Last March, in *The Crowsnest*, the destroyer escort *Columbia* pressed her claim to the tiddliest boats in the RCN. In June, the frigate *Sussxevale* spoke up. Now *Quadra* is showing what can be done with local talent and available materials.

The *Quadra* motor cutter has royal blue sides, white boot-topping and gunwale, with gold quarter badges. The mahogany canopy has a light robin's egg blue top. The forward canopy has a top of the same colour, with white sides and gold dolphins. The interior upholstery is red and black, with brass studs and the varnished mahogany fuel tank cover is adorned with a white anchor of rope. The fringe is of white canvas and the coach whipping is red and white. (E-62614; E-62615)

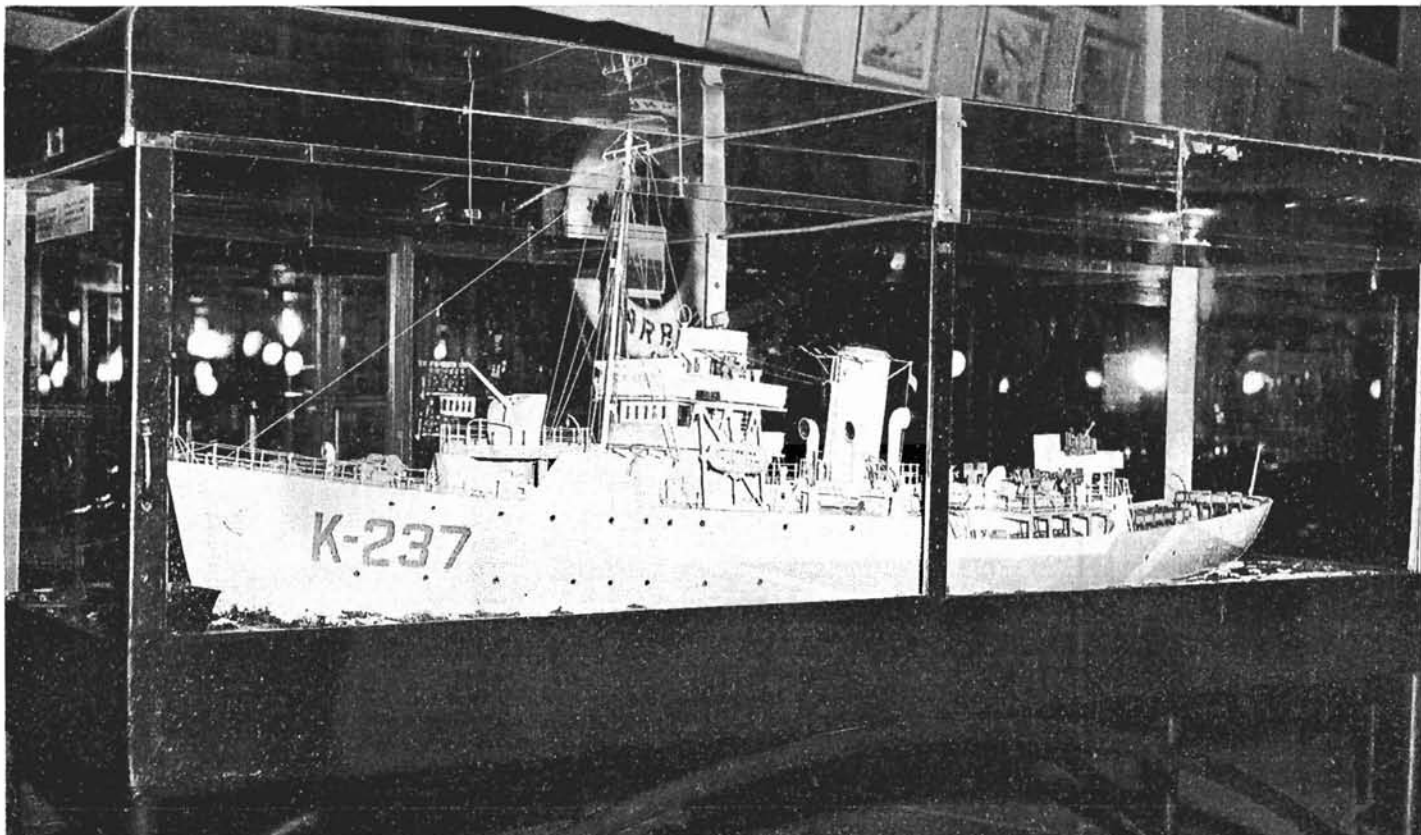
The Unchanging Role of the Navy

"The truth . . . is that the role of the Navy remains what it always was: the maintenance of law and order throughout the world; the deterrence of aggression—for although most people think of 'the deterrent' as being the possession by the West of nuclear weapons, it depends for its completeness on our ability to counter any form of attack, whether nuclear or conventional, and whether on land, at sea, or in the air; and, if war should unhappily come, the defence, in co-operation with the Navies of all the free nations

of our sea communications, which are still as important as ever they were.

"The Navy, with its great asset of mobility, has a vital part to play in policing the trouble-spots of the world, where small outbreaks of violence which can so easily be fanned into dangerous conflicts are perhaps the greatest risk to peace which we have to face at the present time."

—From a speech by Lord Carrington, First Lord of the Admiralty, at a Navy League luncheon in Australia.



This fine model of a Canadian corvette (specifically HMCS Halifax) is one of many Second World War naval exhibits in the Canadian War Museum in Ottawa. (O-13279)

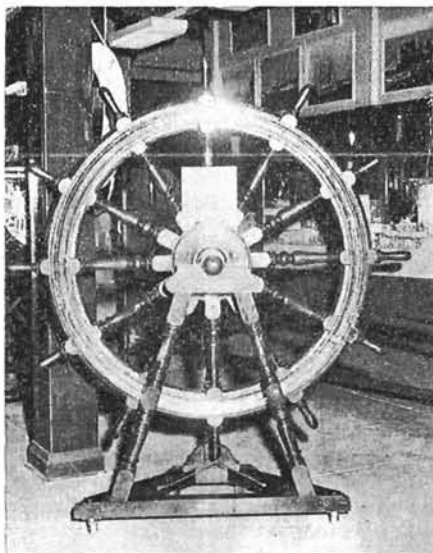
THE CANADIAN WAR MUSEUM

THE CANADIAN WAR MUSEUM was established in 1890 for the purpose of collecting, preserving and displaying arms, equipment and other implements of war which have a bearing on the military history of Canada, dating back to the early days of the colony.

During the first 15 years of its existence the museum concentrated on the collection of numerous relics and records pertaining to the late 19th Century. During this period small displays were set up in the Woods Building, Ottawa, which was then occupied as headquarters of the Department of National Defence. These displays were discontinued in 1896 due to a shortage of accommodation.

Following the First World War a large collection of trophies was selected in Europe and brought to Canada. A commission headed by Sir Edmond Walker was named to deal with these war trophies and a wide distribution was made to various cities and militia units throughout Canada. Chosen pieces were retained for inclusion in the collection of the War Museum.

The work of placing these trophies on exhibition was undertaken in 1938. A building at 350 Sussex Drive, used for storage for the collection, was altered



A valued trophy in the Canadian War Museum, Ottawa, is this wheel from the cruiser Rainbow, the first warship commissioned into the Canadian naval service. (O-13285)

and renovated to accommodate a small portion of the trophies. The museum was opened to the public on January 17, 1942.

The museum has since then welcomed thousands of visitors including school groups from as far as Quebec, Toronto and New York, and the southern U.S.A. It has also been made available for special research to students, historians and specialists in military matters.

The museum is administered by the Canadian War Museum Board, which is composed of the Director of the Human History Branch of the National Museum of Canada, the Dominion Archivist, and representatives of the Navy, Army and Air Force. The curator of the museum acts as secretary to the board.

Following the Second World War, arms and equipment of the various countries involved in the fighting in Europe, little by little found their way into the museum collection. Most of these trophies were received from the armed services.

Generally it has been quite easy to obtain arms and heavy equipment, but in the case of clothing and personal

equipment the story is quite different. Practically all the clothing on hand has been donated by retired personnel of the services. This source has been satisfactory in the case of officers' uniforms but not so good in the case of other ranks. As a matter of interest it is noted that the museum has in its possession only one set of the 1907 pattern web equipment, as used in the 1914-18 conflict, and only one infantry and one cavalry tunic of the general issue pattern of that period.

Although the museum has quite a good collection of modern equipment it is somewhat disturbing to admit that there is a definite lack of items pertain-

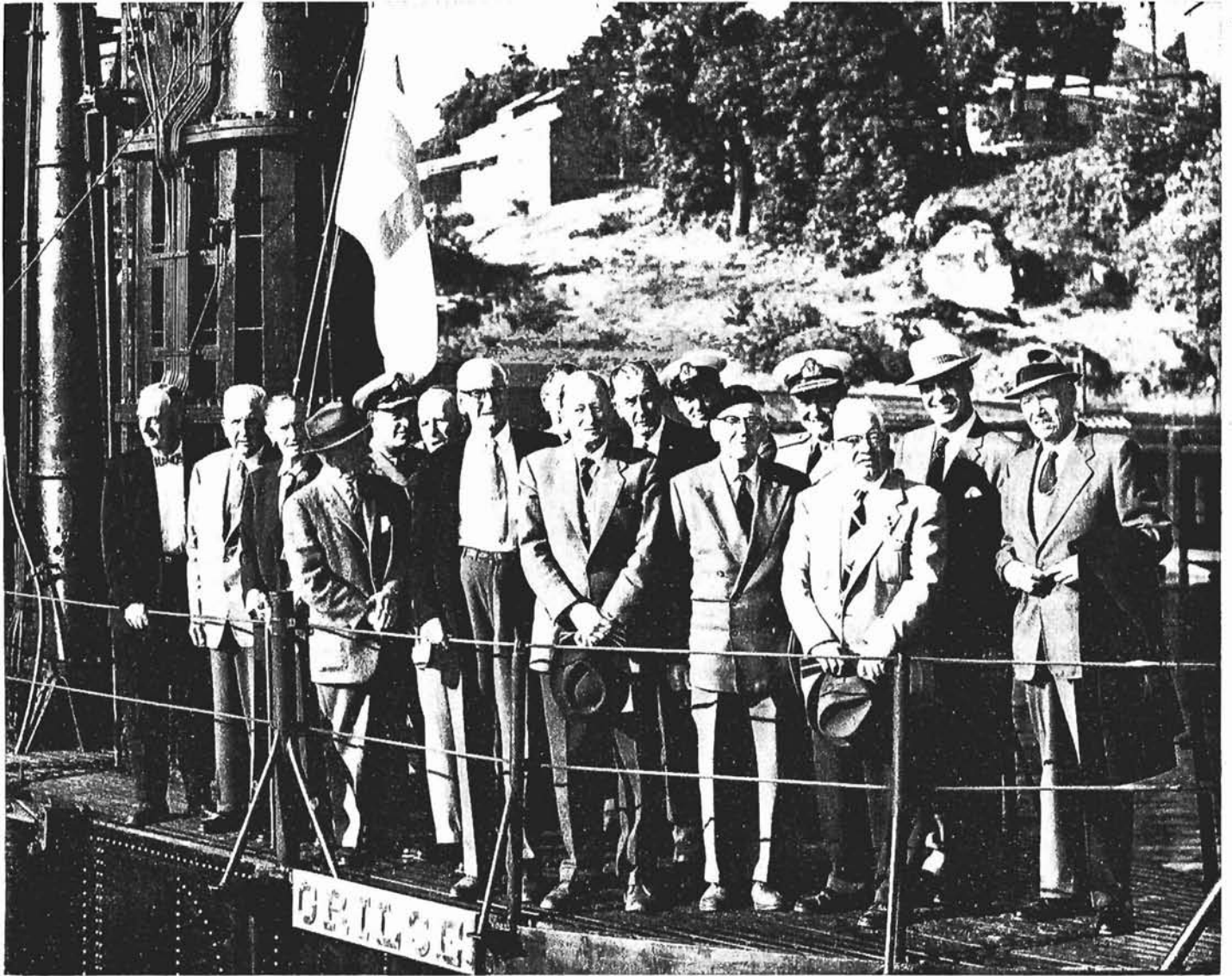
ing to the early history of Canada and especially the Riel Rebellion, the Fenian Raids and the numerous wars between England, France in America and of the continuous battles with the Indians.

Serious efforts are being made to overcome this shortage of relics of the early period of our history and it is hoped that it is not too late to remedy the situation. It is possible that some of the important relics of those days are still laying in forgotten corners, waiting to be picked up and placed where every effort will be made to keep them for posterity.

The small staff of the museum and the limited funds available are not

sufficient to undertake the extensive traveling that would be necessary to obtain significant results. Consequently the Museum must depend on the good will of Canadians at large to locate and report the existence and availability of these relics. It is felt that units of the active and reserve forces of the Royal Canadian Navy, located as they are across Canada could be of some assistance in providing the missing links.

Suggestions and offers of specimens are always welcome. These should be made either by interview or in writing to the Curator of the Canadian War Museum, 350 Sussex Drive, Ottawa.—L.F.M.



Old-time submariners who now reside in British Columbia, accompanied Rear-Admiral E. W. Finch-Noyes, Flag Officer Pacific Coast, on board the Grilse on July 20 for a half-day cruise in the Strait of Juan de Fuca. Shown are, left to right, Lt.-Cdr. Walter Wingate, RNR (Ret), Shawnigan Lake; Captain C. D. Donald, RCN (Ret), Sidney; Cdr. C. B. Allen, RN (Ret), Victoria; Captain L. J. M. Gauvreau, RCN (Ret), Victoria; Captain J. C. Pratt, Chief of Staff of Canflagpac; R. Tipton, Duncan; Commodore W. J. R. Beech, RCN (Ret), Port Washington, North Pender Island; G. Gilbert, Victoria (almost hidden); F. W. Crickard, Vancouver; Captain B. L. Johnson, (RCN) (R) (Ret), Vancouver; Lt.-Cdr. E. G. Gigg, commanding officer of the Grilse; R. J. Bower, editor, The Victoria Colonist; Rear-Admiral Finch-Noyes; George Brisco, Victoria; Dr. J. P. Tully, Nanaimo, and Captain A. F. Peers, RCN (Ret), Burnaby. Submarine service of some of the guests dated back to the outbreak of the First World War. Lt.-Cdr. Wingate commanded the torpedo boat, HMCS Grilse, in 1916. (E-62075)

Omnibus Paratus

ON SEPTEMBER 1, 1951, No. 1 Naval Helicopter Flight was commissioned under the command of Lt.-Cdr. J. D. Lowe (now Commander). Its complement consisted of three officers and six men with a temporary location in No. 110 hangar (it is still there). The flight was equipped with three Bell HTL-4 helicopters of which only one was assembled and none had a radio.

The first few months were spent in getting assembled and established in the new field of helicopter flying. It wasn't long, however, before commitments were being regularly received by the operations officer and the squadron began proving its worth.

The fall of 1951 was spent doing light search and rescue duties, along with transfer of personnel and equipment. In April 1952 the squadron took delivery of what was to become "the work-horse of the fleet", the HO4S. With this versatile machine at its disposal the capabilities of the flight increased to its present status. Then, came the job of evaluating the equipment to be used by the rescue helicopters. Each piece of equipment was put through its paces as the crew whipped itself into operational shape.

In December 1952 No. 1 Naval Helicopter Flight became VH-21. With the squadron at full strength, the tempo of flying went into high gear as evaluations were commenced on dunking sonar. This work paved the way for the other helicopter squadron, HS-50, at present in commission in the RCN. With complete data and the knowledge of the now-experienced helicopter pilots, a set was quickly designed and tactics were worked out.

A new job was given the squadron in May 1953—that of stocking lakes in the local area with trout. Many pilots today will not admit the true reason for their phenomenal luck with trout fishing.

September found the RCN showing off its machines at the CNE. Toronto's mayor, Allan Lamport, was flown down University Avenue to the Exhibition with none other than Igor Sikorsky as his pilot.

In May 1954 new equipment in the form of three Vertol HUP helicopters was delivered to the squadron. These helicopters are now in service with VU-33 on the West Coast.

Although rescue work is not a primary role, the squadron was and is often called upon, because of its location, to take part in search and rescue field. Time after time the crews from the squadron have been despatched to airlift a sick or injured person to a location where suitable treatment can be given. This work, along with such things as returning lost or stranded hunters, makes up a good percentage of the flying time.

Both in November 1956 and October 1958, the entire squadron's efforts were directed to rendering assistance at



Springhill where the disastrous mine collapses occurred. Blood was despatched from the Halifax banks and the more seriously injured miners were flown to the hospitals.

Much valuable information on small-ship helicopter operations had been gained from the squadron's detachment in HMCS *Labrador* when she circumnavigated the continent. As the eyes of the ship it obtained information on the condition of channels and ice floes as the ship threaded her way through the Northwest Passage.

November 1956 marked the first time a helicopter had landed on a DDE. Lt.-Cdr. R. V. Bays performed this task which has since become a routine procedure and led to the present program

of conversion of St. Laurent class ships to helicopter carriers. Then, in January 1959, the *Cape Scott* and *Cape Breton* received their helicopter decks and trials were completed on these.

The newest role in which the squadron has been employed is forest fire-fighting. In August and September 1960 HU-21 flew numerous hours in five aircraft ferrying men and supplies to fire-ridden areas. This year again helicopters were busy battling the fires in Newfoundland.

As a result of the introduction of an anti-submarine helicopter squadron into the Navy, VH-21 was given the job of converting pilots to rotary-wing aircraft. A course was designed whereby a pilot received his familiarization on the Bell, upon completion of which he finished his conversion on the HO4S. Since that time all helicopter training has been carried out in this squadron, training both full-time and proficiency pilots.

What of the personnel who have served here? Three pilots have been awarded George Medals while in HU-21. Lt.-Cdr. J. H. Beeman and Lt.-Cdr. Roger Fink (now Commander) received the decoration for the daring rescue of 21 men from the decks of the freighter *Kismet II* when it went aground against a Cape Breton cliff. PO L. P. Vipond and AB P. A. Smith received Queen's Commendations for their part in the rescue.

Lt.-Cdr. D. A. Muncaster received the other George Medal when he rescued a pilot from the burning wreckage of a *Sea Fury*. The present commanding officer, Lt.-Cdr. W. E. James, was made an MBE in recognition of his action in flying a seriously ill woman from St. Paul's Island to Sydney Airport through a blinding snowstorm.

Upon reflecting on the last ten years it is interesting to note that some squadrons have changed from Avengers to Trackers, other squadrons from Sea Furies to Banshees but HU-21 has the same aircraft it started with. This is a sure sign of the high calibre of maintenance which has been given these aircraft by the men who keep the machines flying.

True to its motto HU-21 remains "Omnibus Paratus"—ready for anything.—*The Navalair*.

AFLOAT AND ASHORE

OVERSEAS

HMCS Niobe

Officers and men who have served in HMCS *Niobe* during the last 12 years will be interested to learn that Edith England, until recently the senior telephonist at the Canadian Joint Staff, London, has retired.

Popularly known as "Blighty", Miss England retired last May at the age of 73 after more than 50 years as a telephone operator in England.

The occasion of her retirement was marked by a tea party at which members, both service and civilian, of the RCN, Canadian Army, RCAF and DRB were represented. A record player was presented to Miss England on this occasion as a token of appreciation for her 12 years of loyal service at CJS(L).

"Blighty's" efficient service, her vast experience as a telephonist and her cheerful voice will be missed.

ATLANTIC COMMAND

Communication Division (HMCS *Cornwallis*)

Things have been happening in the Communication Division during the last 18 months or so.

The Big Change in communication training, as in most other trade training in the RCN, dates from January 1, 1960. This was when the division began getting used to "RM", "SG", "On-the-Job Training", "User-Maintainer Training" and a host of other new phrases and concepts. Instructors and trainees have been living with it and working with it for a year and a half and—let's face it—a whole new generation of communicators has never worked under any other system. (Most of these "new" concepts have been around as long as there has been a Navy—they're just a bit more formalized with an official title and procedure now.)

To see how many of the RCN's communicators have come under the new training scheme, consider the number who have passed through the Communication Division (or School; we'll have a few words on that later). Five classes,



A cadet from the West German frigate *Graf Spee* poses with two Canadian university cadets and a comrade outside the main gate of *Cornwallis*. Left to right are Cadet Michael Duckert, of Berlin; UNTD Cadet Charles W. Gerhart, Mannville, Alta.; Cadet Jeorg. Silberbord, Hameln (Weser), and UNTD Cadet Sandy Park, Calgary. The German cadets, visiting Halifax in the *Graf Spee*, were overnight guests of the UNTDs at *Cornwallis*. (DB-15579)

made up of 258 signalmen, passed out in 18 months. This includes 12 SG4, 14 SG3, 59 SG2 and 173 SG1. The Radiomen, who have a longer course, total 187: 11 RM4, 8 RM3, 51 RM2 and 117 RM1.

The Trade Group One classes have gone on to on-the-job training and the fleet examination before getting their Trade Group One qualification. The higher trades courses have been "conversion" courses, designed to bring each man's knowledge into line with the new trade specifications, while at the same time advancing him to the next higher trade group.

The figures quoted above are in addition to members of other trades who have been cross-trained in communications, and also the 152 officers and 323 cadets who have received everything from First Summer Cadet Communication Training to the latest Long Communication Officers' Course. In August there were well over 200 trainees in the division.

The most noticeable change, made on September 1, 1960, is reflected in the new name. On that date it ceased to be "HMC Communication School" and became "Communication Division, (*Cornwallis*) Fleet School, *Stadacona*". This means that it is now amalgamated with the other trade training divisions of the Fleet School on the East Coast. The division still works administratively for the captain of *Cornwallis*, but for training purposes, whereas it once reported to the Director of Naval Communications, Ottawa, and later to the Director of Naval Training, it now reports directly to the Commodore, RCN Barracks, Halifax, through the Training Officer, Fleet School *Stadacona*.

There is also a Sub-Division of the COMDIV (*Cornwallis*) in the old Electrical School, *Stadacona*, where a "Communication Equipment Sub-Division", headed by Lt. D. H. Nelson, with a staff of eight Chief and POs is located. Here communication equipment training for RMs, SGs and LTs is given.

The COMDIV has made its influence felt pretty widely in the last 18 months, all the way from the United Kingdom, where the Long "C" Course received part of its training, to British Columbia, where an instructional team from the COMDIV gave some electronic warfare courses last May. There were plenty of volunteers to carry baggage on both these trips.

The officer-in-charge during this whole period has been Lt.-Cdr. M. A. Turner. Other members of the staff at the time of writing were: Lt. R. L. Copp, RN; Lt. J. A. Walker, Jr., USN; Lt. J. L. Kay; Lt. B. W. Green; Cd. Off. A. S. Brockley, and Cd. Off. C. W. Bourgeois; Chief Petty Officers F. W. Hodgkins, H. McAloney, W. Degen, A. Renshaw, N. F. Williams, G. Carr, D. P. Campbell, H. Haines, E. Duncan, R. Bennett, P. Lewis, E. Carey, J. Wilks, J. Nicholls, G. Clark, C. J. Nast and R. G. Kettle, and Petty Officers K. Beaver, C. D. Williams, A. Rowley, T. Schives, W. Billard, R. Symons, Parent, H. Rands, A. Roberts, A. Hill, R. Deschenes, R. Aggett, R. Moore and R. Janes.

Although the period reported on has been a busy 18 months and although the name has changed, the spirit of the "Cradle of Communicators" has not, and visitors—Communicators or not—who happen to be in the *Cornwallis* area are most welcome to drop in and see the "New Look" for themselves.—A. R. McC.

HMCS *Stadacona*

August 1961 will be long remembered by close to 200 Halifax youngsters, for it was during this month that they were guests of the RCN at a series of outings given them by *Stadacona*.

The outings were organized by the *Stadacona* Welfare Committee and were sponsored individually by each division in the barracks. They were conducted for the benefit of under-privileged or physically handicapped Halifax children and are intended to replace the annual Christmas parties formerly held in the *Stadacona* gymnasium.

The last of the "*Stadacona* Picnics", as they have come to be called, was held on August 29 at McNab's Island near the entrance to Halifax harbour and was attended by 32 crippled children. They were brought to the Halifax Naval Dockyard by the famous Walter Callow Wheelchair Coach and were met there by wrens and members of the *Stadacona* P&RT staff who supervised them during the outing.

The children, ranging in age from six to 13 years, were taken by boat to the island where, on a stretch of sandy beach not far from the site of the old

Fire-fighting School, they were able to build sand castles or paddle in the shallow ocean water.

The fresh salt air together with the exercise soon whetted appetites to king-size proportions and it wasn't long before the hot dogs, soft drinks and ice cream—most of which was generously donated by various Halifax firms—were disappearing as fast as they could be served up. After a rest, the children were again allowed to swim under the watchful eyes of the P&RT instructors while the wrens busied themselves with the job of tidying up.

All too soon it was time for the boat to arrive to take the youngsters back to the mainland but not before each was presented with a small toy to take home as a reminder of the happy time spent with their new-found Navy friends.—J.T.M.

HMCS *Loon*

HMCS *Loon*, a unit of the smallest class of ships in commission in the RCN, sailed from Halifax June 20 on a reserve and sea cadet training cruise that took her to St. Lawrence river and gulf ports. She returned to Halifax in mid-July.

Under CPO Trevor Lovekin, the *Loon* called at Canso, N.S., Charlottetown, Tracadie, Gaspé, St. Anne des Monts, La Malbaie, Quebec City, and Montreal. On her return trip she revisited Quebec and Rimouski, and added calls at Grindstone, in the Magdalen Islands, and Sydney.

The 92-foot Bird class patrol vessel provided afloat training for members of the RCN (Reserve) and sea cadets in several of her ports-of-call.

The *Loon*, built by Taylor Boat Works in Leamington, Ont., is employed mainly in the air-sea rescue role. Her class is unique in having chief petty officers in charge instead of officers in command. The complement is 18 men.

HMCS *Huron*

In mid-August the *Huron* slipped and proceeded along the coast of Nova Scotia, through the Canso Canal, up the Gulf of St. Lawrence to the Bay of Chaleur and on to the City of Campbellton, which lies 16 miles from the mouth of the Restigouche river.

On arrival at Canso, the *Huron* embarked 20 sea cadets, who had been on annual training in Cape Breton, for the overnight trip home to Campbellton. The ship's company was most co-operative and exerted every effort to make the cadets comfortable and to teach them as much as possible during the brief cruise. The keenness shown by

the cadets was gratifying to the ship's company.

The 16-mile cruise up the Restigouche River impressed members of the ship's company with the rugged beauty of the countryside. The area is particularly interesting to the student of naval history since it was the scene of one of the last naval engagements, the Battle of the Restigouche, in the summer of 1760, between the British and the French, to decide who should rule Canada.

On the evening of arrival a reception was held on board for members of the city council and leading citizens of the community. The *Huron's* visit coincided with a week of celebrations scheduled to culminate in the opening of the new Cross-Point bridge, connecting the provinces of New Brunswick and Quebec. Unfortunately the *Huron* had to leave the day before the ceremony.

A full program of sports and social activities was arranged for the visit, including softball games and a climb to the top of Sugarloaf Mountain, with its magnificent views. A dance every night was arranged by the Mainbrace Club (the naval veterans' association). Clubs maintained by the veterans of the other services were also most helpful in making the visit a pleasant one.

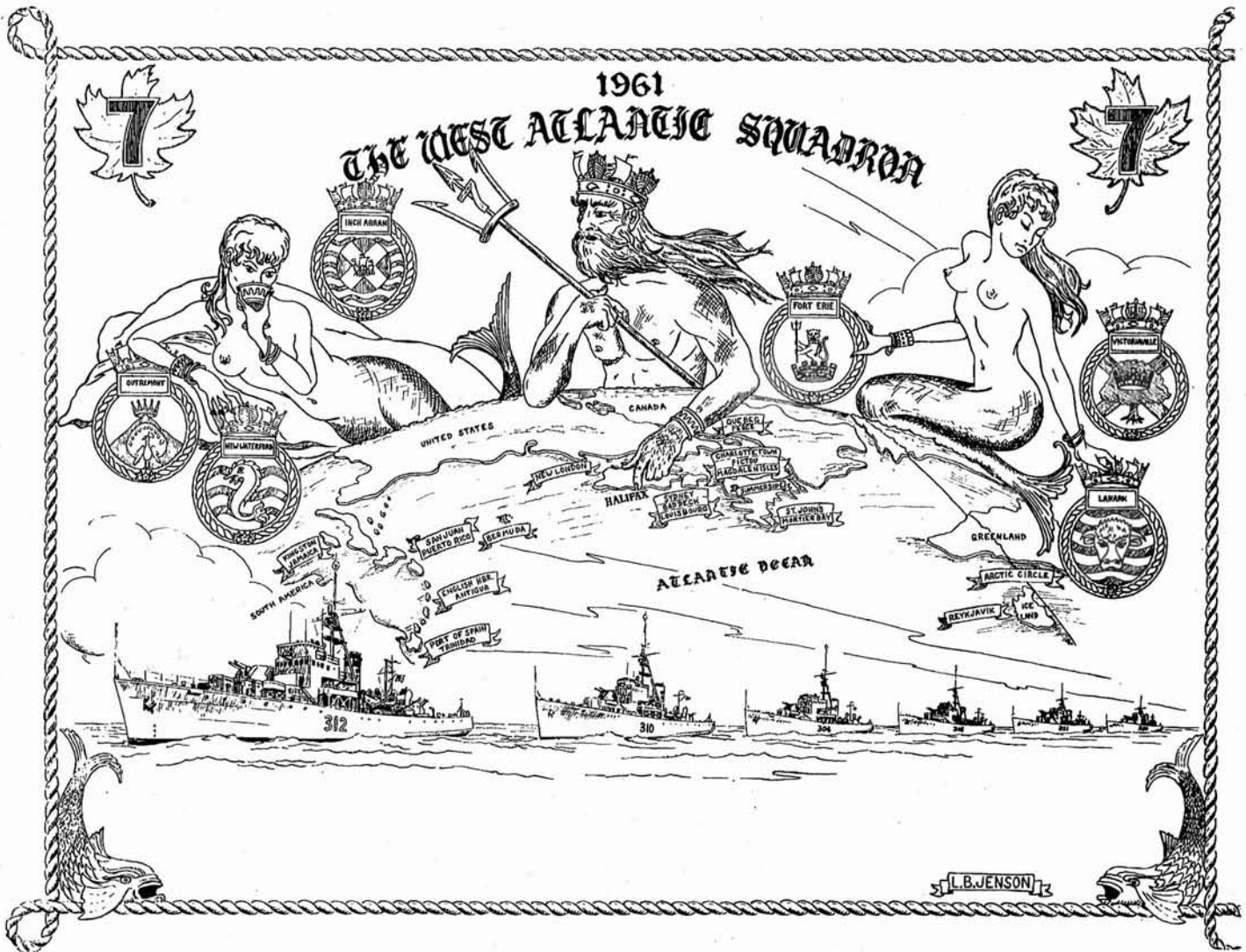
On Wednesday, August 16, a guard, made up of members of the ship's company, took part in the city's parade.

The day before the *Huron's* departure, a medium-sized merchantman went aground off Garde Point. She ran over the bar on the port side of the channel and was sucked quite heavily into the mud. While proceeding down the channel, the *Huron* was able to approach close enough to the merchantman to break the latter free from the suction with the destroyer escort's wash. Since this took place at high water the merchantman was able to make her way back into the channel and from there into Campbellton.

A sailor never forgets a good port and Campbellton will live in the memory of the *Hurons* for a long time to come. At the end of the visit the city council entertained the ship's officers at an excellent dinner where reciprocal presentations were made.

Seventh Escort Squadron

The Seventh Escort Squadron during the past summer ranged the western Atlantic from the coast of South America to the Arctic Circle in three cruises which provided "at-sea" training for some 375 university naval cadets. All told, 11,615.5 miles of steaming.



The West Atlantic Squadron of bardic fame sailed out of the misty past this year to scour the seas from the Spanish Main to the ice-strewn Arctic. More prosaically, the frigates of the Seventh Canadian Escort Squadron carried out three training cruises for UNTD officer cadets. Their travels are depicted in this cruise certificate from the pen of the squadron commander, Cdr. L. B. Jenson, who also commands the Fort Erie.

The last of the three cruises got underway from Halifax August 7 for a voyage in northern waters, with Iceland the ultimate call. It is believed that the visit of the Seventh Squadron (Fort Erie, Inch Arran, Lanark and Outremont) was the first official Icelandic call by Canadian warships since the Second World War.

Canadian authorities in Reykjavik responsible for the visit were H. F. Hallgrímsson, CBE, honorary Canadian consul general, and the Canadian charge d'affaires, present from Oslo, G. V. Beaudry. Captain H. Bruce Carnall, naval, military and air attaché at Oslo, had made preliminary arrangements.

The ships arrived at Reykjavik on the morning of August 17. Cdr. L. B. Jenson, squadron commander, paid calls, including one on His Excellency Asgeir Asgeirsson, President of Iceland.

There was a full round of entertainment. Bus excursions for the sailors to

Thingvellir, one of the oldest parliamentary seats in the world, were arranged by the city of Reykjavik. About 1,000 visitors toured the ships on the afternoon of the 18th.

Golfing and shooting matches, soccer and basketball games were played with local residents throughout the five-day stay. On Sunday, August 20, the ships landed 100 cadets and men to lay a wreath at the Commonwealth Memorial and a spray at the graves of those lost in the first HMCS Skeena. One platoon consisted of cadets, the other of Second World War veterans. The graves of the Skeena casualties are about four miles from the island capital. The Skeena was wrecked at Hvalfjord further along the coast when she dragged anchor in a gale in October 1944 with a loss of 15 lives. A guard with a bugler was paraded for the memorial service. Lt. Jack Hannam, of the Fort Erie, was parade officer. Chaplain (P) Ian H.

Williams RCN(R) of the Lanark, conducted prayers.

This is believed to be the first time that foreigners have been invited to march through Reykjavik under arms.

Six hundred visitors came to the "open house" on board the Canadian warships that afternoon.

On August 21, a squadron luncheon was held on board HMCS Fort Erie, attended by the President of Iceland, two cabinet ministers, the mayor of Reykjavik, the American ambassador, the British charge d'affaires, Rear-Admiral Robert B. Moore, USN, of Headquarters Iceland Defense Force, and Mr. Hallgrímsson, the honorary Canadian consul general. This also is believed to be the first time that an Icelandic president has ever consented to visit a foreign warship. A president's guard of 96 men under Lt. Hannam was paraded for the occasion and His Excellency not only complimented the guard

on its bearing but insisted that all luncheon toasts be conducted seated, in accordance with service custom.

The squadron left Iceland on August 22 to conclude a most successful visit. The ships headed north to cross the Arctic Circle but barely made it, being forced south by large ice floes drifting off Greenland. Nevertheless, the squadron was treated to the moon's eclipse on August 25 and a brilliant display of northern lights the following night.

On August 26, the force went to action stations on main and secondary armament in unit firing manoeuvring at 16 knots and managed to scratch one tall iceberg. On the 27th, amateur ornithologists eyed and photographed the thousands of puffins, murres and gannets ashore on Funk Island off Sir Charles Hamilton Sound.

Father Neptune deferred his visit for the Arctic Circle crossing until the first dog watch of August 22, boarding the *Fort Erie* with roars of thunderclashes. His chain of office was a necklace of kippers. He was accompanied by *Aurora Borealis*, the *Recorder*, the *Prosecutor*, his Chief of Police and a staff of Seals and Polar Bears, all of whom duly initiated the ship's company as "Bluenosers."

On August 28, the force, at anchor in Harbour Grace, Newfoundland, held the cadet regatta, which was won by the *Fort Eries*. There had been a warm-up for this event in Mortier Bay, Nfld., on the first leg of the cruise.

Following a cordial three-day visit to St. John's, the ships returned to Halifax September 3.

HMCS *Bonaventure*

Commodore Michael G. Stirling formally took up his appointment September 18 as Senior Canadian Officer Afloat (Atlantic). He was formerly

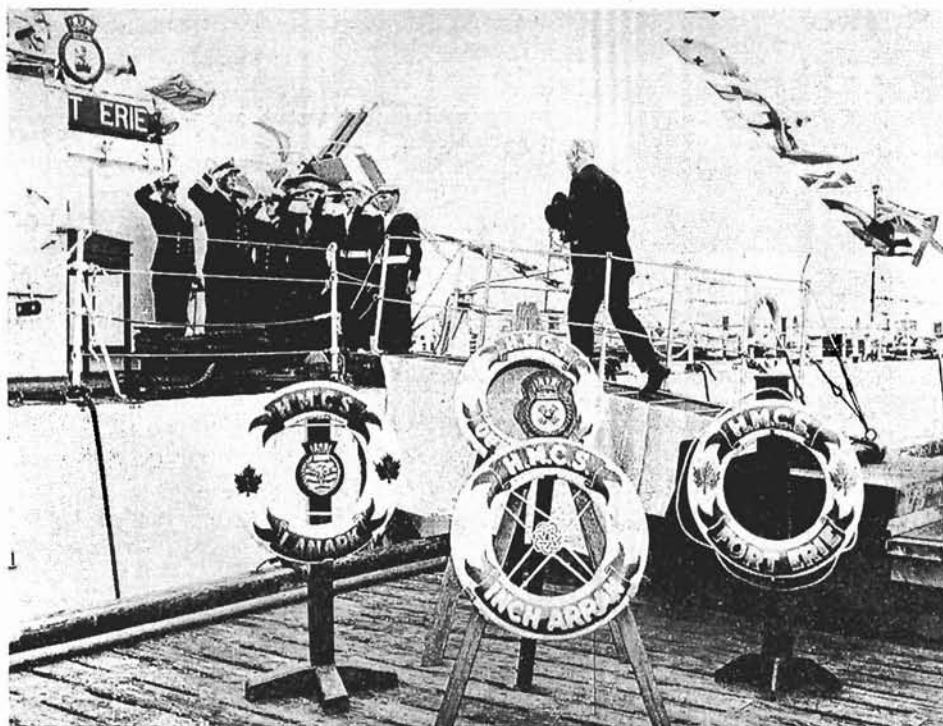
'Space' Verse for Hymn Proposed

Cdr. J. E. Volonte, USN, has composed a suggested addition to the Naval Hymn, according to the U.S. *Navy Times*. The new verse goes like this:

*Eternal Father, King of Birth,
Who did create the heav'n and earth,
Who bids the planets and the sun
Their own appointed orbits run:
O hear us when we seek Thy Grace,
For those who soar through outer space."*

The Naval Hymn was added to earlier when the Navy became air-minded and protection for aviators was asked.

Cdr. Volonte's verse is being considered by the Chief of the Chaplains, USN.



His Excellency Asgeir Asgeirsson, President of Iceland, is believed to be the first Icelandic president to visit a foreign warship. He is shown as he boards HMCS *Fort Erie*, senior ship of the Seventh Canadian Escort Squadron, at Reykjavik as a luncheon guest.

Naval Member of the Directing Staff at the National Defence College, Kingston.

In the ceremony, on board the aircraft carrier *Bonaventure*, in Halifax, he took over the appointment from Commodore James Plomer, later appointed Deputy Naval Comptroller at Naval Headquarters.

HMCS *Hochelaga*

A donation of \$165, on behalf of the ship's company, the wardroom and the chief and petty officers' mess, has been made by Cdr. Peter Cossette, commanding officer of HMCS *Hochelaga*, to the Newfoundland Fire Relief Fund.

The drive was sponsored in the Montreal area by radio station CKGM and three cheques, representing *Hochelaga's* gifts, were turned over to the radio station's general manager, Don Wall.

NAVAL DIVISIONS

HMCS *York*

York, Toronto's naval division, has two new senior officers. A new executive officer and a new first lieutenant were appointed September 16.

The new executive officer is Lt.-Cdr. Peter Wilch and the new first lieutenant is Lt. Dick Lester.

Cdr. Harry Lingwood, who was the executive officer for the past two years, retired and this resulted in the two

appointments. A change-over ceremony took place at *York* on Wednesday evening September 20.

The retirement of Cdr. Lingwood came 25 years to the day of his enlistment as an ordinary seaman. The pressure of his civilian occupation has prevented him from extending this direct association with the Navy. However, Cdr. Lingwood intends to be fairly active in *York's* Retired Officers' Association and the NOAC and in this way keep up on most of the naval activities in the Toronto area.

His successor as executive officer, Lt.-Cdr. Wilch, has been associated with the navy since June 1940, when he too joined as an ordinary seaman. His experiences during the war carried him through most seas of the world and involved him in such famous encounters as the chase of the German battleship *Bismarck*, the offensive at D-Day, and the Pacific operation at Okinawa.

Lt. Lester joined the RCN(R) in 1950 while a student at the University of Western Ontario. After obtaining his commission in 1953, he joined *York*.

HMCS *Cabot*

The wrens of *Cabot*, the St. John's naval division, collected 14 cartons of clothing for donation to the fire victims of Newfoundland. The cartons were delivered to Salvation Army headquarters, on September 9.

HERE AND THERE IN THE RCN



AB Rod Scotland, an engineering mechanic in HMCS Cap de la Madeleine, chats with Sailor Claus Brinkmann, of Legeilippe, Germany, who serves in the West German training frigate Graf Spee. The August visit to Halifax was the first by a German warship in 24 years. (HS-65812)



Admiring the Barry German Trophy, emblematic of the most improved naval division in Canada, are, left to right, Lt.-Cdr. D. E. Rigg, staff officer, Sub-Lt. T. A. Wiley and Captain J. D. Garrard, commanding officer of HMCS Malahat, the Victoria naval division. (Daily Colonist photograph)



Twenty-nine "Prep" year College Militaire Royal cadets, during their 1961 summer cruise in HMCS Cap de la Madeleine, were guests of the Marine Historical Association at Mystic, Connecticut. Primitive transport took them sightseeing in the completely restored 19th century whaling port. A number of fine nautical collections and six ancient "wind-jammers" in the harbour provided a living lesson in the history of the sea. On the following day, by contrast, they toured the U.S. Naval Submarine base at New London, Conn., and were briefed on nuclear submarines and ballistic missiles. (Official Mystic Seaport Photograph)

Sunset Ceremony Photos

MEMBERS of the 1961 guard and band who took part in the Sunset Ceremony on Parliament Hill in Ottawa and who are now widely dispersed, may wish to obtain individual copies of the photographs taken. Accordingly a selection from official photographs has been made and is published below.

The list is not complete, but it is considered these photographs provide the best general coverage. The quality is governed by the fact that the pictures were taken at sundown.

For those wishing to obtain copies of the montage (CN-6268), which appeared in the August *Crowsnest*, it is recommended the larger sizes would be most suitable.

The photos are listed according to their negative numbers, each of which has a brief accompanying caption which serves to identify the photo. Instructions for obtaining pictures appear on page one.

O-13774 — *Band counter-marching on the centre walk of the Parliament lawn.*

O-13775 — *Guard and band drawn up before the dais at the time of firing the feu-de-joie.*

O-13786 — *Guard marching past the National War Memorial en route to the Parliament Buildings.*

O-13789 — *Guard and band on the centre walk at sunset with Army and RCAF bands.*

O-13793 — *Guard marching along Wellington Street en route to Parliament Buildings.*

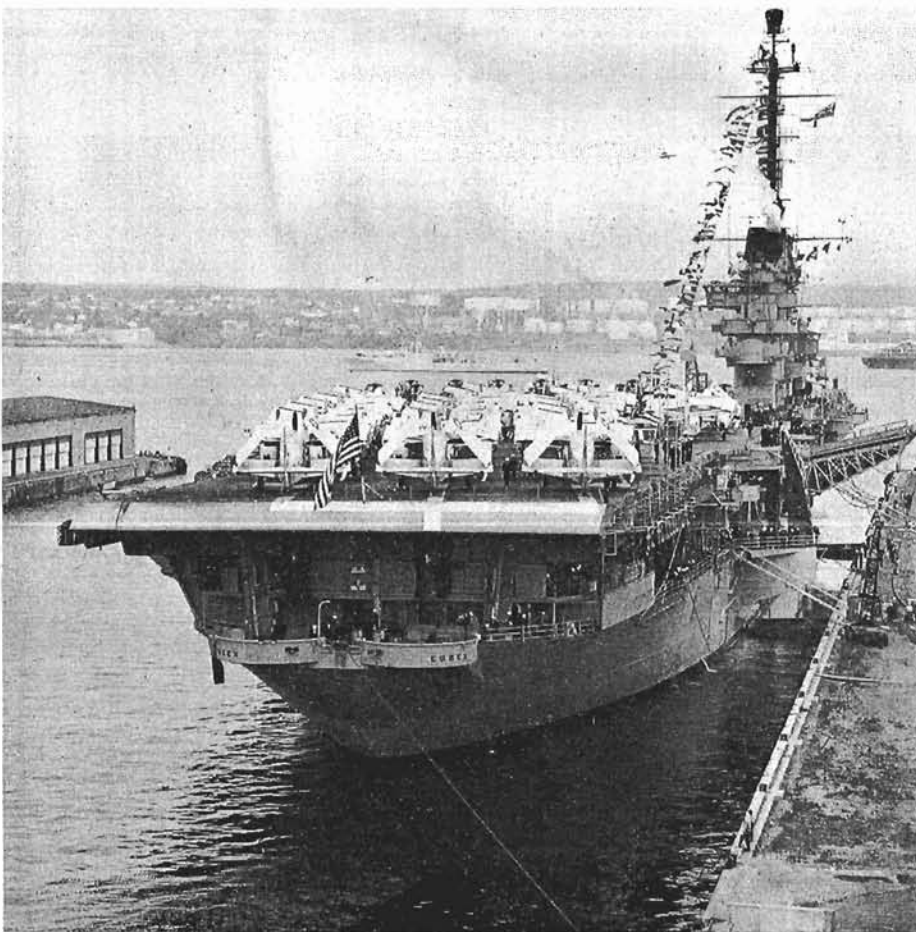
O-13780 — *Informal group picture taken at HMCS Gloucester.*

O-13761 to O-13769 — *Bandsman with members of parliament. Specify names of individuals when ordering. . .*

CN-6268 — *The montage on page three of the August Crowsnest. Individual photograph numbers making up the montage are: top left, O-13791; top right, O-13773; bottom left, O-13795; bottom centre, O-13790; bottom right, O-13794.*



Crew members of Mobile Anti-Submarine Training Unit 1, now on a tour of western naval divisions, are, left to right: AB Valmore Muncey, Ldg. Sea. Carl Fuller, PO Robert Laframboise, CPO Thomas Scratch, chief petty officer in charge of the unit; PO Alex Donnachie, second-in-charge, and AB James Jeneaux. The training unit is based at the headquarters of the Commanding Officer Naval Divisions, Hamilton. (COND-7230)



USS Essex, flagship of the USN Anti-Submarine Carrier Group Three, arrived in Halifax August 4 for a recreational visit. She was accompanied by five destroyers and a submarine. The visiting Americans joined in Navy Day celebrations August 5 and made up the largest force to call at the East Coast port during the summer—3,700 personnel. (HS-65715)

SCIENCE AND THE NAVY

Officer Invents D/F Trainer

This summer the security mantle was lifted from an interesting invention conceived by Lt. H. O. Baker, electrical officer in HMCS *Crescent*. This is a Crown-owned invention consisting of a device that can be used to train radio-direction-finder operators and has been in use at HMCS *Gloucester* for some years.

Lt. Baker used considerable ingenuity to incorporate existing components into a low-cost, flexible and effective training device.

The invention permits four D/F sets to receive, as though they were on board four separate and displaced ships, indications of a target moving in any direction on a horizontal plane at any speed from 0 to 40 knots. It imitates a radio frequency signal radiating from the target, variable in frequency throughout the range of the D/F set being used. The strength of the signal is also variable and in the control of the instructor. The signal is voice or CW modulated.

As a final touch, the device illustrates the effect of ship's yaw on the bearing of the signal, the effect of fading with distance and can imitate the effect of sky waves.

The heart of the trainer is an ordinary goniometer unit for each of the four D/F sets. An RF signal is fed to the rotor of the goniometer and the stator windings read the field of the rotor coil as though they were fore-and-aft or port-and-starboard loops of the D/F sets. The rotor position is controlled by an ARL plotting table giving a mechanical indication of change of bearing of target. The body of the goniometer carrying the stator coils is rotated by a cam mechanism causing the same effect as turning the loops of a D/F equipment aboard ship.

Considerable ingenuity has been applied in arranging the RF signal input. An oscillator unit that operates between 1.5 and 25 Mc/s, voice or CW modulated, drives four separate amplifiers and phase-change units. Each unit amplifies the signal from the oscillator and splits it into two phases, one being fed into the sense input of the D/F set and the

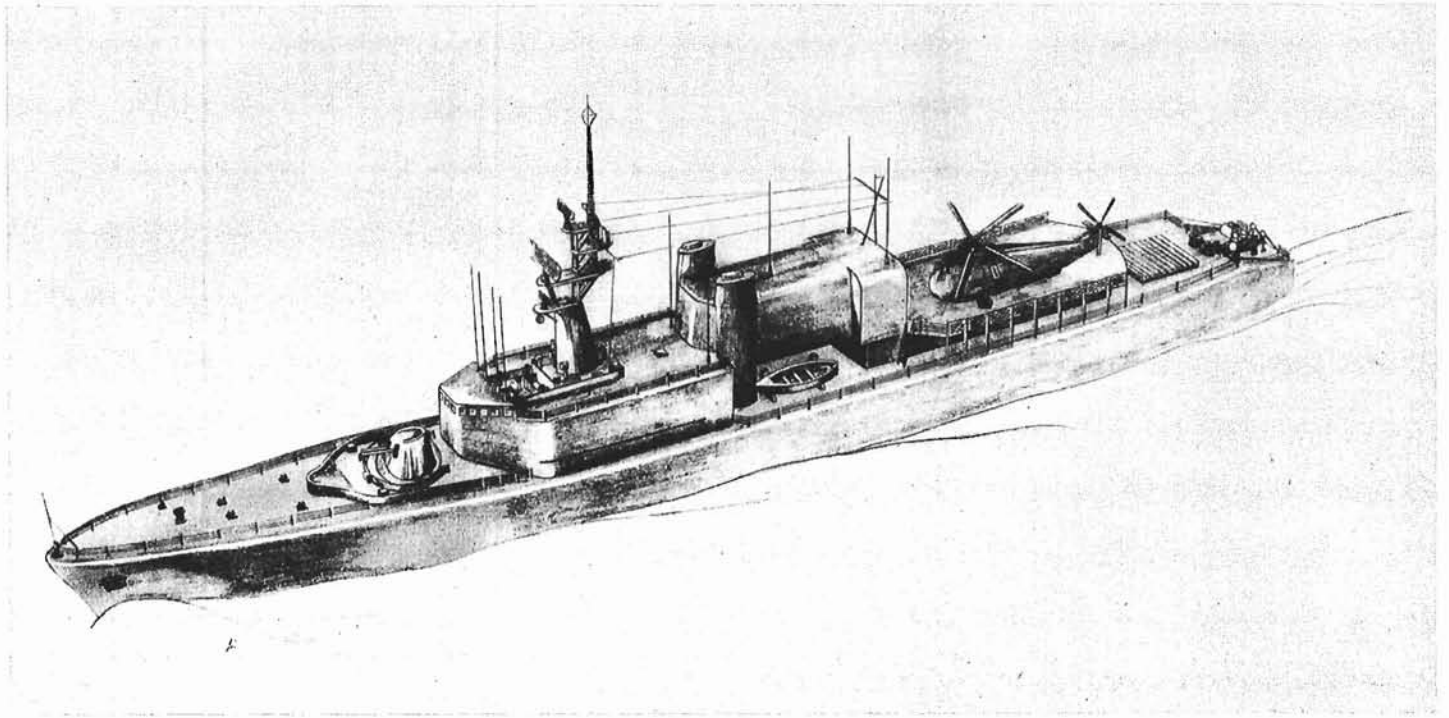
other phase being fed to the goniometer unit.

The gain of each RF amplifier is controlled by an attenuator in the input and by a helipot which varies tube bias. The attenuator is used for setting up the initial signal strength to the unit and the helipot (whose setting is controlled by the plotting table) simulates fading with increase of range.

The development of this device was undertaken by Lt. Baker in addition to his normal duties and he has earned congratulations on the development of the trainer which has given good service at a minimum of cost.—A.N.H.

Propose Freezing Ship in Ice Pack

A study to determine the feasibility of freezing a ship into the Arctic Ocean ice pack for a three-year scientific research program is currently being conducted by the U.S. Navy's Bureau of Ships. Such a vessel would in effect drift with the ice pack and would have a standby propulsion system to permit



The last two destroyer escorts of the six-ship Mackenzie class, now under construction, are being equipped with helicopter hangars and platforms and variable depth sonar, similar to the planned St. Laurent class modification, pictured in the June issue of *The Crow's Nest*. As the above perspective drawing shows, it is proposed that the Annapolis and Nipigon have twin funnels to provide increased space for the hangar. (CN-6231)

advantage to be taken of cracks or "leads" in the ice to manoeuvre into a more favourable position.

U.S. Navy officials have for a number of years considered the possibility of locking an American research ship into the ice pack. The present study was activated by the Office of Naval Research at the request of the Underwater Sound Laboratory in New London, Connecticut. Since the investigation is still in an exploratory stage, no funds have as yet been set aside for purchasing hardware or for putting the program into effect.

Due to the absence of any large land masses in the Arctic region, the establishment of Antarctic-type base stations there is impossible. Therefore, the ship would be used as a floating "Little America" station.

Specifications require a vessel which would withstand the rigorous ice conditions to be encountered. Sufficient space would be available aboard the ship to allow for elaborate laboratory equipment, as well as to provide more comfortable living accommodations than are now available.

The ship would have several advantages over stations now established on natural floating ice islands. Many physical hazards such as the problem of ice disintegration would be eliminated.

In addition, the larger and more sensitive laboratory facilities would permit completion of a great variety of studies, and the gathering of more comprehensive information.

Similar projects by Arctic explorers have been undertaken previously—twice by Norwegians and once by a Russian icebreaker—although not on the scale which is now proposed. The first ship was Nansen's *Fram*, which drifted from 1893 to 1896 from the northeastern coast of Siberia to the ice north of Svalbard. In the early 1920's Amundsen attempted to drift into the central Arctic in the *Maud*, but the drift was confined to the Siberian coastal waters. From 1937 to 1940, the Soviet icebreaker *Sedov* drifted along a path roughly similar to that of the *Fram*. A great many scientific studies were accomplished on all of these expeditions.

A wide variety of scientific projects have been proposed in the event the program is considered feasible. Among these are:

Sea ice studies, including physical properties, behaviour, drift patterns and forecasting techniques. Physical and biological oceanography.

Seismic, magnetic and gravimetric characteristics of the Arctic Basin.

Standard surface and upper air meteorology.

Micrometeorology; radiation budget of sea ice.

Aurora and other ionospheric investigations.

Electro-magnetic phenomena.

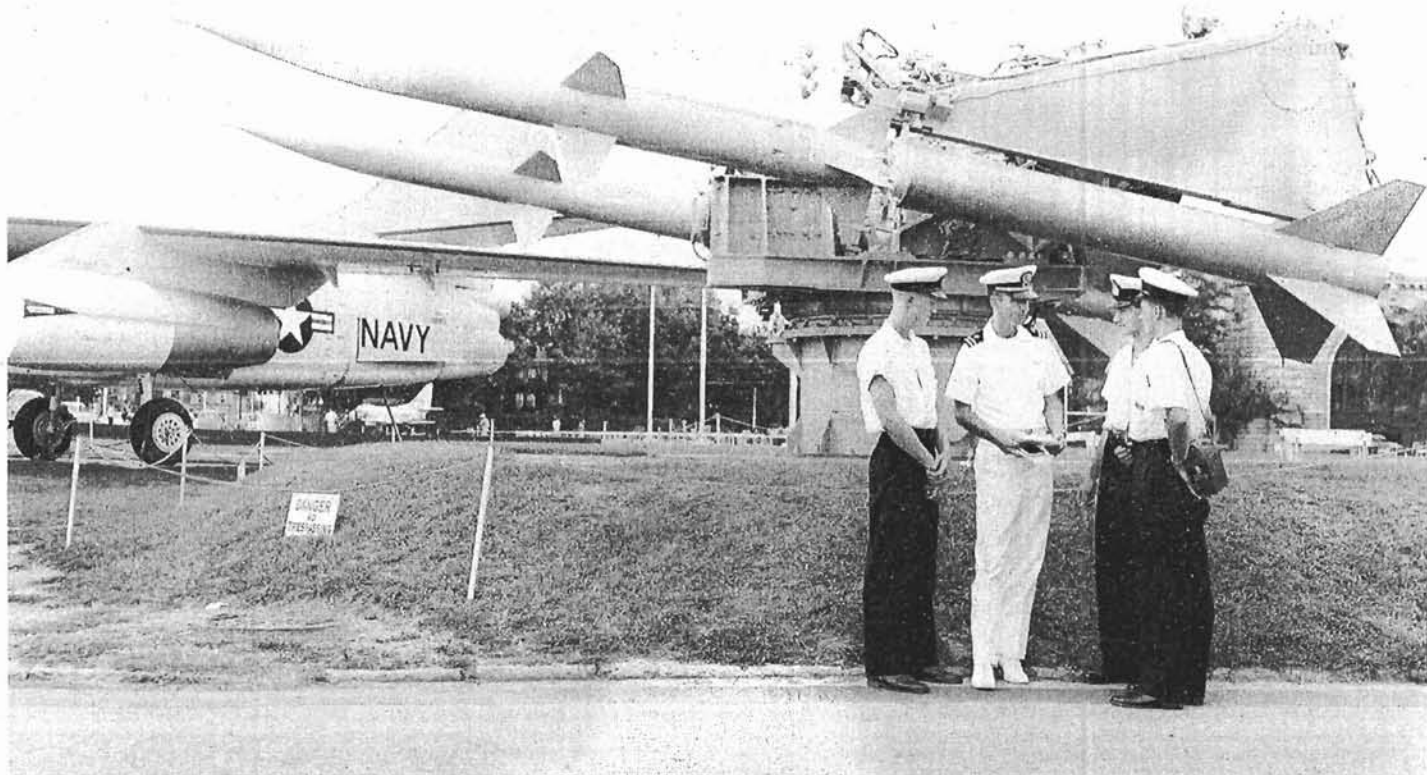
U.S. Navy's 'HO' To Become 'OO'

The U.S. Congress is considering legislation which would change the name of the U.S. Navy's Hydrographic Office to the Oceanographic Office, says the *Army Navy Air Force Journal*. The purpose is to reflect more accurately the present activities of the office.

Congress was given the following explanation of the difference between hydrography and oceanography:

"Hydrography is the study of the shape of the ocean floor. If you were to consider the ocean a bucket of sea water, hydrography is the shape of the bucket."

"Oceanography includes the shape of the bucket, but it also includes the chemical, physical, biological structure and nature of the water in the bucket, and also the atmosphere that overlies the bucket."



Officer Cadets Vilnis Auns, Marc Jette and Richard Ouellette, of College Militaire Royale de Saint-Jean, pause near a battery of Nike missiles at the United States Naval Academy, Annapolis, Maryland, to chat with Lt. Moe Stuart, USN. The Regular Officer Training Plan cadets made a summer training cruise to the Caribbean and U.S. ports on board the *Cap de la Madeleine*. (HS-65432-83)

THE NAVY PLAYS

Golf Trophy Won For Fourth Time

Golfing RCN officers won again over Canadian Army and RCAF officers in the Halifax area to retain the Hic-Cup for the fourth consecutive year.

A total gross score of 710 by the Navy's eight-officer team defeated second-place RCAF who had 778 and Army with 802.

In individual competition, the RCAF fared well as S/L J. V. Pierpont captured low gross with 81, F/L C. K. Rintoul had low net and G/C A. G. Dagg had low score for nine holes.

Cdr. W. H. Fowler was runner-up for low gross with 82 and paced his team-mates, Captain M. A. Davidson, Lt.-Cdr. G. H. Emerson, Lt.-Cdr. M. R. Morgan, Chaplain J. E. Williams, Sub-Lt. A. Morris, Lt. J. M. Mills and Lt.-Cdr. M. G. Thompson, in the Hic-Cup competition.

Discovery Tops 2 Softball Leagues

HMCS *Discovery's* softball squad brought two trophies to the naval division for inter-service supremacy in the Vancouver league this year. The tars, who finished last in competition in 1960, knocked over teams from the Army, Air Force and Oakalla Prison Farm in a twin-league setup.

The league trophy was the first silverware to find a home in the trophy case aboard, when the softballers walloped the RCAF, Army and the Prison Farm team in what has been termed the "little big league".

The Tri-Service trophy wasn't won so easily. Navy played-off with Army and in the fourth inning the soldiers were ahead 6-1, but Navy came back strong to take a lead of 10-6 at the top of the ninth and managed to stave off an Army rally in the closing minutes of the game to win out 10-9.

Cornwallis Holds Swimming Meet

The 52nd new entry bi-monthly swimming championships were held at *Cornwallis* on September 26. Four divisions were in competition, with *Kootenay* division winning the meet by amassing 37 points.

Cdr. C. H. LaRose, new entry training officer, presented the team trophy to Ord. Sea. John Campbell, *Kootenay* division.

'Bonnie' Golfer Best in Command

The Atlantic Command golf tournament was held on the Digby Pines golf course at the end of July. The winner of the individual championship and the Oland and O'Keefe Rosebowl was AB T. Burns, of the *Bonaventure*, with 84-86 for a total of 170. Runner-up was CPO N. Keseluk, of the *Nootka*, with 171. Low net score for "A" section was won by AB C. Nickerson, of the *Porte St. Jean*, with 147.

Lt.-Cdr. J. M. Bond, of *Cornwallis*, was the winner of the low gross for "B" section, with a 175. The low net was taken by Cdr. W. H. Fowler, of *Stadacona*, with a 139.

"C" section low gross went to Ldg. Sea. E. Thompson, of the *Gatineau*, 197, and the low net was taken by PO H. Rands, of *Cornwallis*, with a 139.

The Atlantic Command team trophy was captured by *Cornwallis* "A" team with a 707 score. *Stadacona* "B" took low net with a 591.

Tri-Service Title To Shearwater

Shearwater came out on top in the 1961 Tri-Service softball championships, sponsored by *Cornwallis* on September 8 and 9. There were eight teams entered, four navy, three army and one air force.

The championship was decided when *Shearwater* defeated *Cornwallis* 12-2 in the final game.

Captain R. M. Steele, commanding officer of *Cornwallis* presented the Tri-Service softball shield to *Shearwater's* team captain, Ldg. Sea. R. A. Lee.

Greenwood Sweeps Tri-Service Golf

The tri-service golf championships were held on August 18 and 19 at the Digby Pines Golf Club, with HMCS *Cornwallis* as host.

RCAF *Greenwood* was the winning team, taking away the Lieutenant Governor's trophy, the Dartmouth Sports Store trophy for unit team low gross and the Lynch trophy for service team low gross.

Major-General E. C. Plow, Lieutenant Governor of Nova Scotia, made the presentations.

Navy Wives Take Softball Title

The Navy Wives of HMCS *Churchill* emerged as the champions in softball on September 19, when they topped the Ladies' Softball League 2-1 in the finals.

The league was formed in June, with five teams entered. These were Fort *Churchill* Military Hospital, Navy Wives, Ladies' Single Quarters, Fort *Churchill* Laundry and Townsite.

In the semi-finals Hospital, Single Ladies, and Laundry went down fighting to Navy Wives and Townsite. Navy Wives topped the League during season play.

How To Stay On Full Pay

One of the most long lived of the Royal Navy's flag officer must have been Nova Scotia-born Admiral of the Fleet Sir Provo Wallis, GCB, who died in 1892, just short of his 101st birthday. As a lieutenant he had served in the *Shannon* at her celebrated capture of the USS *Chesapeake* in 1813 and, with his captain seriously wounded and the first lieutenant killed, had taken command and brought the *Shannon* and her prize into Halifax.

It is related that when in receipt of full pay as an Admiral of the Fleet aged 95, he was invited by the Admiralty to commute his pay. He replied he had no desire to do so. Their Lordships then informed him that, should he elect to remain on full pay, he would continue to be liable for sea service.

To this he replied that nothing would delight him more than to be sent to sea, but that he would remind Their Lordships that he was by some 20 years the most senior naval officer in the service and would, therefore, be bound to be in command of any fleet in which he might serve. And, moreover, that while he had served in nothing but sail, the entire Navy had since transferred to steam.

He continued to enjoy his full pay up to the day of his death.—*Admiralty News Summary*.

RETIREMENTS

CPO CHARLES ALEXANDER BRODIE, C2WU4, of Toronto, Ont., joined RCNVR June 15, 1940, transferred to RCN February 28, 1944, served in Toronto naval division, *Stadacona, Fundy, Venture, NOIC Toronto, Chaleur II, Swift Current, ML 053, ML 072, Niobe, HMS Vernon, Humberston, Cornwallis, Peregrine, Llewellyn, Micmac, Iroquois, Swansea, Nootka, La Hullose, Micmac, Bytown, Portage, Naden, Magnificent, Swansea, Prestonian, Algonquin*; awarded CD; retired August 11, 1961.

CPO HARRY JAMES CANNON, C1ER4, of Winnipeg, Manitoba, joined RCNVR June 12, 1941, transferred to RCN May 1, 1942, served in Winnipeg naval division, *Naden, Stadacona, Columbia, Avalon, Peregrine, Drummondville, Shelburne, Iroquois, Warrior, St. Stephen, Magnificent, Sioux, Chaudiere*; awarded CD; retired September 30, 1961.

PO ALBERT CHARTIER, P1ER4, of Montreal, Que., joined RCNVR June 5, 1941, transferred to RCN March 4, 1946, served in *Cartier, Stadacona, St. Clair, Avalon, Sarnia, Niobe, RNB Portsmouth, Prescott, Skeena, Peregrine, Scotian, Algonquin, Naden, Donnacona, Scotian, Micmac, Nootka, La Hullose, Magnificent, Quebec, Saguenay, St. Laurent, Sault Ste. Marie, Bonaventure*; awarded CD; retired August 6, 1961.

CPO LINDSAY WILFRED COOPER C2NS3, of Halifax, N.S., joined September 16, 1940, served in *Naden, Stadacona, Cobalt, St. Clair, The Pas, Moncton, Peregrine, Niobe, Cornwallis, Scotian, Provider, Warrior, CANAS Dartmouth, Magnificent, Shearwater, York, Restigouche, Hochelaga, Donnacona*; awarded CD; retired September 15, 1961.

PO FRANCIS HILL COVERDALE, PIHT4, of Victoria, B.C., joined July 15, 1941, served in *Naden, Givenchy, Stadacona, HMS Quebec, Jonquiere, HMS Ferret, Loch Morlich, Niobe, Rimouski, Cornwallis, HMS Excellent, Crusader, Uganda, Givenchy, Rockcliffe, Crescent, Ontario, Stadacona, Haida, Comox Cedarwood, Ontario, Fraser*; awarded CD; retired August 8, 1961.

CPO EDMUND ROBERT ELDRIDGE, C1ER4, of Fort Frances, Ont., joined RCNVR August 11, 1941, transferred to RCN June 28, 1943; served in *Naden, Royal Roads, Courtenay, Givenchy, Prince David, Stadacona, Cornwallis, Peregrine, Hochelaga II, Inch Arran, Qu'Appelle, Scotian, Nootka, Prevost, Iroquois, Swansea, Quebec, Bonaventure*; awarded CD; retired August 10, 1961.

CPO FRANK GEORGE ELSTON, C1CM4, of Brandon, Manitoba, and Victoria, B.C.; joined September 14, 1936; served in *Naden, Fraser, Royal Roads, Prince David, Stadacona, Givenchy, Bytown, Burrard, Warrior, Ontario, Hochelaga*; awarded RCN Long Service and Good Conduct Medal; retired September 13, 1961.

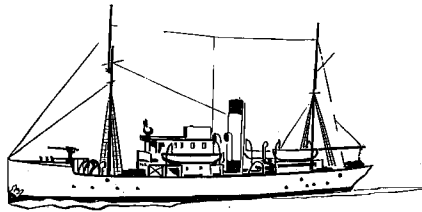
CPO RUSSELL JOHN FITZSIMMONS, C1BN, of Marada, Sask., and Winnipeg, Manitoba; joined September 13, 1937; served in *Naden, St. Laurent, Armentieres, Nootka, Stadacona, Comox, Hochelaga, Baddeck, Buctouche, Kelowna, Givenchy, Outarde, HMS St. Keenan, Hochelaga II, Frontenac, Avalon, Chaleur, Glace Bay, Cornwallis, Peregrine,*

New Waterford, Givenchy, Rockcliffe, Ontario, Athabaskan, Cayuga, Saguenay; retired September 12, 1961.

CPO RAYMOND JOHN GRAHAM, C2RP4, of Keeler, Sask., and Regina, Sask., joined RCNVR August 11, 1941, transferred to RCN February 24, 1942; served in Regina naval division, *Naden, Givenchy, Guysborough, Stadacona, Chicoutimi, Moose Jaw, Hochelaga, Beaverton, Uganda, Ontario, Ehkoli, Antigonish, Cayuga, Beacon Hill, Crusader, Sussexvale, Unicorn, Niobe, HMS Dryad, St. Laurent*; awarded CD; retired September 30, 1961.

CPO GEORGE RICHARD WALTER HORNETT, C1SN4, of Loverna, Sask., and Nelson, B.C.; joined September 16, 1940; served in *Naden, Sans Peur, Stadacona, HMS Parrsboro, Eyebright, HMS Ferret, Cornwallis, Camrose, Niobe, Forest Hill, Avalon, ML 051, Camrose, Dundas, Qu'Appelle, Iroquois, Givenchy, Rockcliffe, Ontario, Cedarwood, Swansea, HMS Vernon, Crescent, Beacon Hill, St. Therese*; awarded CD; retired September 16, 1961.

CPO EDMUND DRUMMOND IRONSIDE, C1ER4, of Nanaimo, B.C., and Victoria; joined June 10, 1940; served in *Naden, SS Princess Mary, Givenchy, Prince Robert, Lockport, RCN College, Peregrine, Vancouver, Cornwallis, Niobe, Crusader, Givenchy, Rockcliffe, Ontario, Stadacona, Magnificent, Royal Roads, Bytown*; awarded CD, retired August 24, 1961.



CPO STANLEY FREDERICK LAWRENCE, C2CM4, of Marylebone, London, England, and Chatham, England; served in RN March 2, 1936-May 6, 1948; joined RCN(R) August 7, 1948, transferred to RCN December 4, 1948; served in *York, Magnificent, Stadacona, Micmac, Quebec, Huron, Shearwater, Naden, St. Laurent, Terra Nova*; awarded RCN Long Service and Good Conduct Medal; retired September 1, 1961.

CPO DONALD GERARD MACKINNON, C2NS3, of Parkhill, Ont., and Strathroy, Ont., joined RCNVR August 13, 1941, transferred to RCN December 17, 1945; served in London Naval Division, *Stadacona, St. Laurent, Avalon, Runnymede, Peregrine, Prevost, Naden, Nootka, Swansea, Shearwater, Portage, Quebec, PNO Halifax, RNO St. John, St. Laurent, Haida*; awarded CD; retired August 12, 1961.

CPO PHILIP ERNEST LE MASURIER, C2BN3, of Vancouver, and Eburne, B.C., joined September 16, 1940; served in *Naden, Stadacona, Skeena, Niobe, Peregrine, Scotian, Stratford, Cornwallis, Toronto, Warrior, Ontario, Antigonish, Quebec, Huron, Crusader, Royal Roads, James Bay*; awarded CD; retired September 15, 1961.

CPO MURRAY BEESELY MILLER, C1BN4, of Swift Current, Sask., joined September 13, 1937; served in *Naden, St. Laurent, Stadacona, Reindeer, Spikenard, Otter, Venture, Niobe, Fortune, Chaudiere, Peregrine, Qu'Appelle, Sioux, Givenchy, Rockcliffe, Queen, Cornwallis, Cedarwood, Cayuga, Sault Ste. Marie, St. Therese, St. Laurent*; awarded Mention in Despatches, June 14, 1945, and RCN Long Service and Good Conduct Medal; retired September 12, 1961.

CPO WALTER EDWARD MILLS, C2ER4, of Halifax, N.S.; joined September 16, 1940; served in *Naden, Stadacona, St. Laurent, Cornwallis, Morden, Hochelaga, Parry Sound, Avalon, Peregrine, Middlesex, Scotian, Warrior, Haida, La Hullose, Portage, New Lisk-eard, Nootka, Toronto, Huron, Swansea*; awarded Commendation, March 31, 1947, and CD; retired September 25, 1961.

CPO RAYMOND ALEXANDER MOORE, C1ER4, of Halifax, N.S., and Elmsdale, N.S., joined RCNVR January 23, 1940, transferred RCN August 26; served in *Stadacona, SS Aurania, Fennel, Arrowhead, Bittersweet, Niobe, Thunder, Peregrine, New Liskeard, Iroquois, Naden, Quebec, Cape Breton, Sault Ste. Marie, Thunder*; awarded CD, Mention in Despatches January 1, 1945; retired August 25, 1961.

CPO WILLIAM JOSEPH PERRIER, C1HT3, of Halifax, N.S., joined RCNVR September 24, 1940, transferred RCN September 27, 1944; served in *Stadacona, Star, Scotian, Peregrine, Uganda, Naden, Givenchy, Rockcliffe, Magnificent*; awarded CD; retired September 26, 1961.

CPO EUGENE PETERS, C2BN4, of Regina, Sask., joined July 31, 1939; served in *Naden, Stadacona, HMS Malaya, Restigouche, Preserver, Avalon, Mayflower, Niobe, Peregrine, Cornwallis, Dundurn, Warrior, Magnificent, Quebec, Coverdale, Shearwater, Bonaventure*; awarded RCN Long Service and Good Conduct Medal, Commended for good service in *HMCS Mayflower*, October 17, 1944; retired August 2, 1961.

CPO FRANK WALFROD, C1ER4, of Toronto, Ont., joined RCNVR June 21, 1940, transferred RCN November 26, 1940; served in Toronto naval division, *Stadacona, Malaya, Kenogami, Scotian, Peregrine, Haida, Huron, Iroquois, Micmac, Cayuga, St. Stephen, Crescent, Saguenay*; awarded CD, retired September 15, 1961.

CPO ALEXANDER GORDON WATSON, C2ET4, of Toronto, Ont., joined RN September 15, 1941 to April 18, 1945, RCN April 19, 1945; served in *Niobe, Cornwallis, Warrior, Stadacona, Haida, Magnificent, Iroquois, York, Quebec, Montcalm, Labrador, Portage, Bonaventure*; awarded CD; retired September 25, 1961.

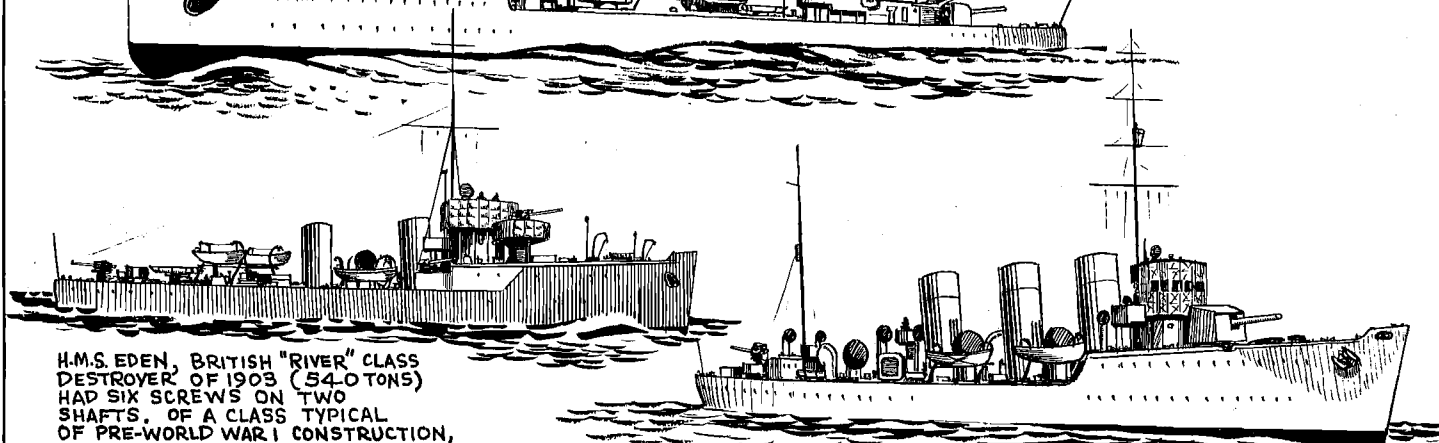
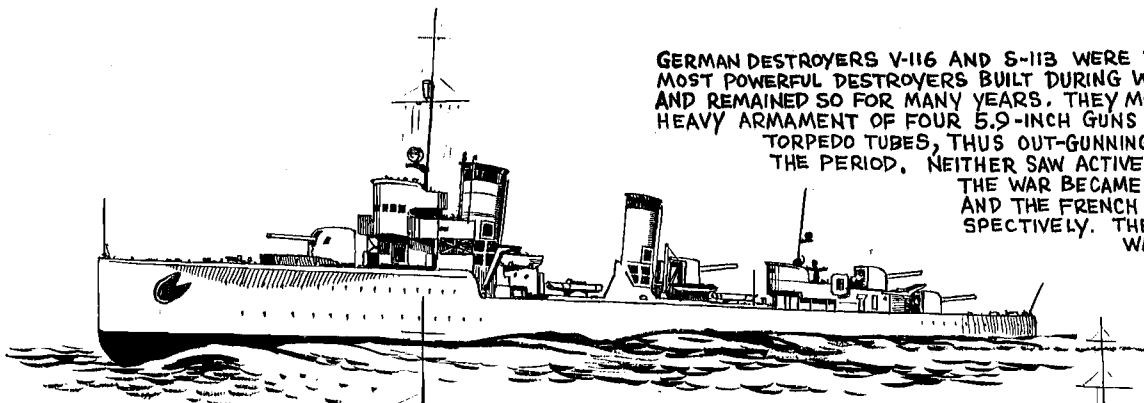
CPO DONALD WILLIAM WIGGINS, C2WS4, of Montreal, Que., joined RCN September 23, 1936; served in *Stadacona, St. Laurent, Skeena, HMS Drake, Niobe, HMS Excellent, Athabaskan, Saskatchewan, Sioux, Uganda, Warrior, Nootka, Haida, Micmac, Donnacona, Naden, Stettler, Jonquiere*; awarded DSM June 19, 1945, CD and 1st Clasp; retired September 22, 1961.

Naval Lore Corner

Number 98 DESTROYERS OF THE PAST

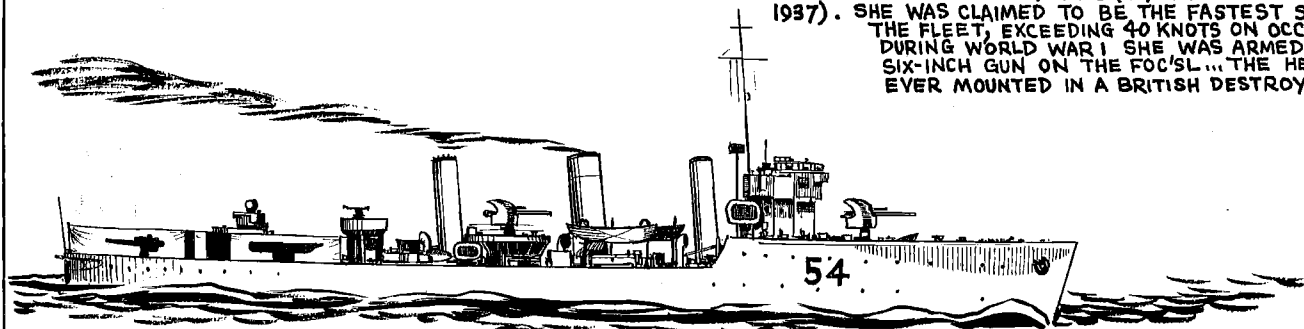
DESTROYERS AS WE HAVE KNOWN THEM IN THE PAST ARE FAST BECOMING A DYING BREED. IT IS INTERESTING TO LOOK BACK UPON SHIPS OF THIS FAMOUS TYPE OF OVER 40 YEARS AGO WHEN THEY WERE EVOLVING INTO WHAT, FOR MANY YEARS, WAS THE MOST USEFUL CLASS OF SHIP IN THE NAVIES OF THE WORLD...

GERMAN DESTROYERS V-116 AND S-113 WERE THE LARGEST AND MOST POWERFUL DESTROYERS BUILT DURING WORLD WAR I (2,400 TONS) AND REMAINED SO FOR MANY YEARS. THEY MOUNTED THE EXTREMELY HEAVY ARMAMENT OF FOUR 5.9-INCH GUNS AND FOUR 21.7 INCH-TORPEDO TUBES, THUS OUT-GUNNING MANY CRUISERS OF THE PERIOD. NEITHER SAW ACTIVE SERVICE AND AFTER THE WAR BECAME THE ITALIAN "PREMUDA" AND THE FRENCH "AMIRAL SÉNÉS" RESPECTIVELY. THEIR SEA-PERFORMANCE WAS DISAPPOINTING...



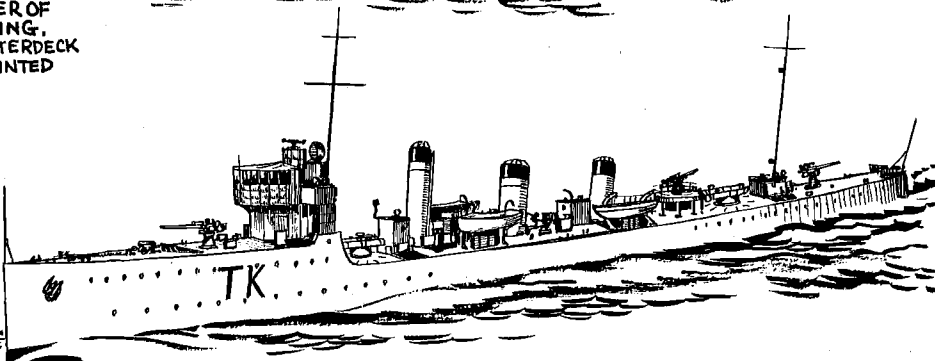
H.M.S. EDEN, BRITISH "RIVER" CLASS DESTROYER OF 1903 (540 TONS) HAD SIX SCREWS ON TWO SHAFTS. OF A CLASS TYPICAL OF PRE-WORLD WAR I CONSTRUCTION, SHE CARRIED FOUR 12-PDRS. AND TWO 18-INCH TORPEDO TUBES...

H.M.S. SWIFT (SPECIAL FLOTILLA LEADER) BUILT IN 1907 WAS THE LARGEST R.N. DESTROYER OF HER DAY AND WAS NOT EXCEEDED IN SIZE FOR 30 YEARS (BY THE "TRIBAL" CLASS OF 1937). SHE WAS CLAIMED TO BE THE FASTEST SHIP IN THE FLEET, EXCEEDING 40 KNOTS ON OCCASION. DURING WORLD WAR I SHE WAS ARMED WITH A SIX-INCH GUN ON THE FOC'S'L... THE HEAVIEST EVER MOUNTED IN A BRITISH DESTROYER...



H.M.S. LEGION (ABOVE), AN 'L' CLASS DESTROYER OF WORLD WAR I, WAS CONVERTED FOR MINELAYING. THE MINES WERE CONCEALED ON THE QUARTERDECK BY CANVAS SCREENS UPON WHICH WERE PAINTED A GUN AND TORPEDO TUBES TO DECEIVE THE ENEMY....

THE 12 FRENCH "ALGÉRIEN" CLASS (1917) DESTROYERS (RIGHT) WERE ALL BUILT IN JAPAN FOR THE FRENCH NAVY, AND AVERAGED 5 MONTHS IN CONSTRUCTION! OF 830 TONS, THEY CARRIED ONE 4.7-INCH GUN, FOUR 12-PDRS. AND FOUR 18-INCH TORPEDO TUBES AT A TOP SPEED OF 29 KNOTS. THE FRENCH CALLED THEM THE "TYPE JAPONAIS"...



Roger Duhamel

QUEEN'S PRINTER—IMPRIMEUR DE LA REINE

If undelivered return to:

The Queen's Printer, Ottawa, Canada

En cas de non-livraison, retourner à:

L'Imprimeur de la Reine, Ottawa, Canada

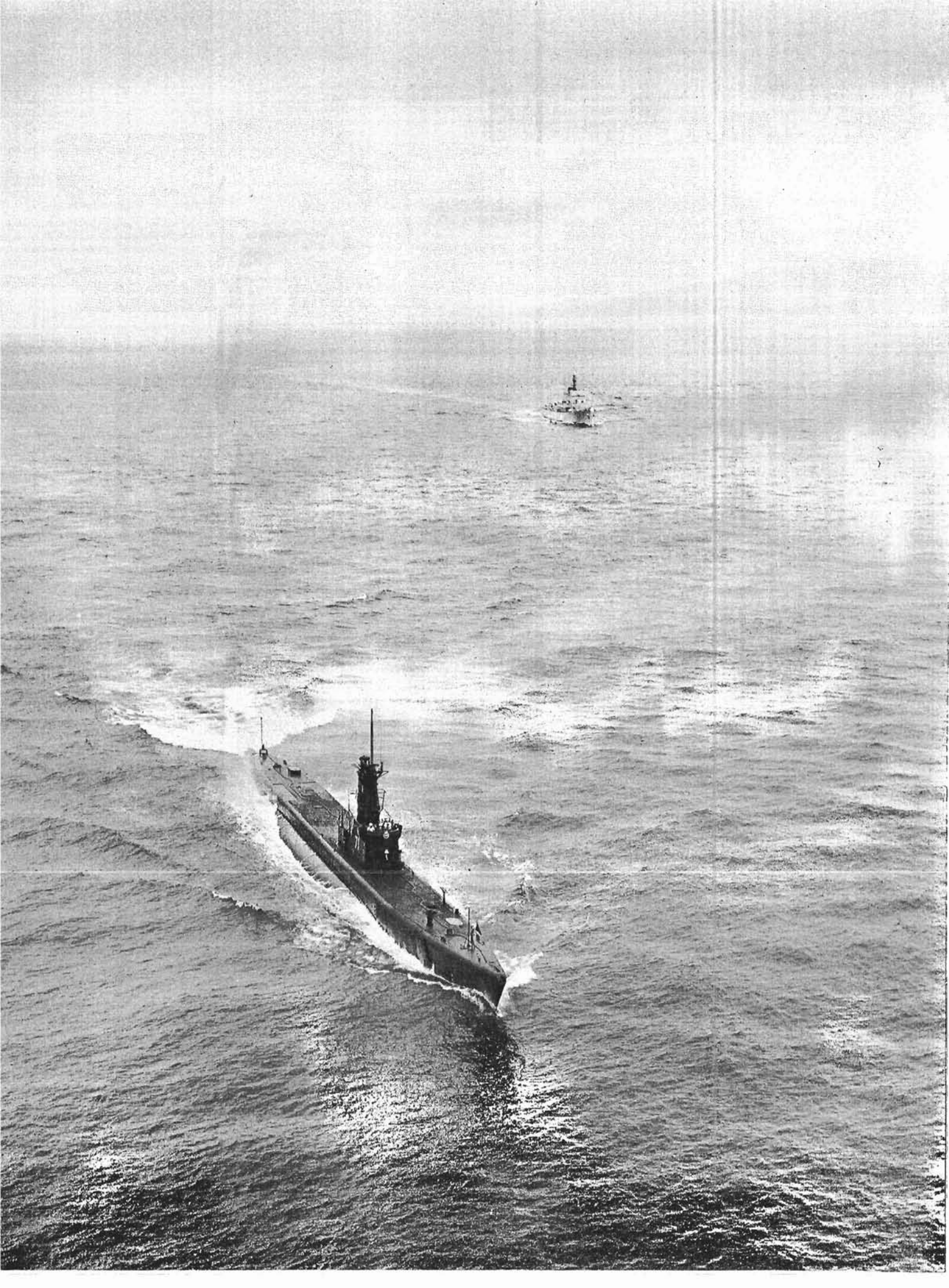


The CROWSNEST



Vol. 14 No. 2

December, 1961



The CROWNEST

Vol. 14 No. 2

THE ROYAL CANADIAN NAVY'S MAGAZINE

DECEMBER 1961

CONTENTS

	Page
<i>RCN News Review</i>	2
<i>The 1961 Yachting Season</i>	4
<i>The Navy—Goodwill Envoy</i>	5
<i>Officers and Men</i>	7
<i>Weddings and Births</i>	7
<i>The Padre and the Pigs</i>	10
<i>Bonnie Thanksgiving</i>	11
<i>Arctic Expert</i>	13
<i>Afloat and Ashore</i>	15
<i>Science and the Navy</i>	19
<i>Here and There in the RCN</i>	21
<i>Books for the Sailor</i>	23
<i>The Navy Plays</i>	25
<i>Retirements</i>	27
<i>Naval Lore Corner No. 100</i>	<i>Inside Back Cover</i>

LADY OF THE MONTH

The picture on the opposite page is in the nature of an historic document, since it records the arrival of HMCS *Grilse* in Canadian waters on July 14 last. Nearly half a century had passed since a submarine of the Royal Canadian Navy had sailed those waters. In the background is a frigate of the Fourth Escort Squadron, one of several that were at sea to greet the newcomer. Since that summer day the *Grilse* has been "sunk" many a time by anti-submarine forces of the Pacific Command but has carried on, unperturbed, in her task of bringing ships and aircraft to a high peak of efficiency in anti-submarine warfare. (E-62067)

Negative numbers of RCN photographs reproduced in *The Crownsnest* are included with the caption for the benefit of persons wishing to obtain prints of the photos.

This they may do by sending an order to the Naval Secretary, Naval Headquarters, Ottawa, attention Directorate of Naval Photography, quoting the negative number of the photograph, giving the size and finish required, and enclosing a money order for the full amount, payable to the Receiver General of Canada.

Sizes, finish and the National Defence standardized prices, follow:

4 x 5 (or smaller) glossy finish only ..	\$.10
6½ x 8½ glossy finish only .....	.40
8 x 10 glossy or matte finish .....	.50
11 x 14 matte finish only	1.00

SUBSCRIPTION RATE

The Crownsnest may be subscribed for at the rate of \$1 per year; outside of North America, \$1.50. Orders, accompanied by cheque or money order made to the Receiver General of Canada, should be sent to:

THE QUEEN'S PRINTER,
Department of Public Printing
and Stationery,
Ottawa, Ont.

Communications, other than those relating to subscriptions, should be addressed to:

EDITOR,
The Crownsnest,
Naval Headquarters,
Ottawa, Ont.

The Cover—Wintry scenes came early for the *Bonaventure* in 1961. This picture was taken by AB Barry Squirrell on October 5 as the carrier proceeded through Gray Strait toward Hudson Bay during Exercise Trapline. The rugged, snow-dusted hills in the background are on Killineck Island at the northern tip of Labrador. Gray Strait lies between that island and the Button Islands at the mouth of Hudson Strait. (HS-66400-75)



Three navies are represented among the women officers serving at Naval Headquarters in Ottawa. Lt. Cynthia Dunn (centre), of New York City, is the first USN Wave officer to serve on exchange duty with the RCN. At the left is Second Officer Mary Dawson, WRNS, of Exmouth, Devon, and, at the right, Lt. Alma Doupe, RCN. The trio made a short familiarization tour of the Atlantic Command recently. (O-14028)

Far East Cruise For Three Ships

Three destroyer escorts of the RCN's Pacific Command were to sail from Esquimalt, January 5, to take part in Commonwealth fleet exercises centred on Ceylon.

HMC Ships *Assiniboine*, *Margaree* and *Ottawa*, are making the cruise under the command of Captain Victor Browne, Commander Second Canadian Escort Squadron and commanding officer of the *Assiniboine*. The *Margaree's* commanding officer is Cdr. J. H. MacLean and the *Ottawa* is commanded by Cdr. I. A. MacPherson.

Ships from Australia, New Zealand, India, Pakistan, Ceylon and Britain will take part in the exercises. The RCN ships will return to Esquimalt about April 19.

Ships Operate From Sydney

Nine destroyer escorts from Halifax took part in exercises off the coast of Nova Scotia in mid-October, operating from Sydney, N.S., during the two-week exercise period.

A headquarters organization under Commodore M. G. Stirling, Senior

Canadian Officer Afloat (Atlantic), controlled the forces from temporary headquarters in Sydney.

Units taking part included the *Algonquin*, *Huron*, *Haida*, *Restigouche*, *St. Croix*, *Columbia*, *Chaudiere*, *Athabaskan* and *Iroquois*. They were supported by HMCS *Porte St. Jean* and the ocean tug *St. John*.

Stricken Ship Towed to Safety

The West German Motor Vessel *Senator Hagelstein*, rudderless 300 miles south of Halifax December 9, was brought safely to Halifax by the Navy.

When the Pictou-built, 3,100-ton freighter sent out a distress call on the 9th, HMCS *Outremont* was diverted from exercises to stand by. The frigate arrived on the scene late that day. When it was discovered that no commercial tugs were available to take the disabled vessel in tow, the *Outremont* put a line aboard near midnight. Meanwhile, CNAV *St. John*, ocean tug, was sailed from Halifax at 2 a.m. Sunday, December 10.

The tow was transferred to the Navy tug Sunday night and the *Outremont* was able to rejoin the exercises. The *St. John* towed the *Senator Hagelstein*

against adverse weather and rising seas without incident and, in the forenoon of the 12th, slipped the tow to commercial interests just north of George Island in Halifax harbour.

Rear-Admiral K. L. Dyer, Flag Officer Atlantic Coast, subsequently signalled the Navy ships:

"Your prompt assistance and successful tow of the MV *Senator Hagelstein* to Halifax was in the best sea-going traditions. Well done."

School Officials Taken on Cruises

The fourth in a series of annual cruise-programs to familiarize educational authorities with navy life was held October 21-22 in the Pacific Command.

More than 60 principals, vice-principals, and career and guidance counsellors from high schools of Western Canada toured Pacific Command facilities. They visited the Naval Technical School, the apprentice wing and the gymnasium, of *Naden* and then embarked in the destroyer escorts *Ottawa* and *Skeena* for short cruises in the Strait of Juan de Fuca.

Later they visited the Canadian Services College, *Royal Roads*, and HMCS

Venture, the navy's junior officer training establishment.

On October 22 the visitors toured the dockyard in the morning and in the afternoon boarded RCAF aircraft at Patricia Bay for the return flight to their homes in the Okanagan, Edmonton, Saskatoon, Calgary, Regina and Winnipeg areas.

Liaison officer for the tour was Lt.-Cdr. Douglas J. Williams, of *Naden's* academic division.

Londonderry Says 'Thank You'

An enthusiastic account of HMS *Londonderry's* cruise of the west coast of North America last summer has appeared in *Navy News*, the newspaper of the Royal Navy and Royal Naval Association. The writer has some nice things to say about the RCN, Esquimalt and Vancouver.

The Canadian visit followed a call at Acapulco, Mexico, where the British sailors became acquainted with a strange commodity they referred to as "Tekiller".

"Then we sailed a long way north, changed into blues, and found ourselves in Esquimalt, the West Coast naval base," the story continues. "Here we were quite overwhelmed by the kindness and hospitality of the RCN and the local people, who invited everybody out and entertained us magnificently. Esquimalt has beautiful scenery,



J. R. Garland, Member of Parliament for Nipissing, officially opened the Tri-Service Recruiting Centre in North Bay, Ontario, on November 29. This is the 11th city in Canada in which the service recruiting units have been merged under one roof. Pictured are F/Lt. J. Spencer, RCAF, Lt. Gerald Patterson, Canadian Army, Mr. Garland and Lt. William Aveling, RCN. The officers are in charge of recruiting for their respective services. The city of North Bay was represented at the ceremony by Mayor C. Hewitt. Lt. Gerald Heatley, RCN Area Recruiting Officer, was present as was Major C. A. MacKenzie from the Army Personnel Depot in Oakville, Ontario.

the best salmon fishing in the world, and lots of nice girls. What more could you want?

"Vancouver is just a few miles away from Esquimalt and was our next port of call. And, although it's a fine city, a fair proportion of the ship's company seemed to be catching the ferry back

to Esquimalt, but whether to review the scenery, refight the fish, or rejoin the nice girls was never asked. We don't ask silly questions.

"May we say a heart-felt thank you to the Royal Canadian Navy and our Canadian friends? You gave us a marvellous time."

Greetings from the Ministers

The following messages of greeting were sent to members of the Canadian Armed Forces and civilian staff of the Department of National Defence at Christmas:

*From Hon. Douglas S. Harkness,
Minister of National Defence:*

"I welcome this opportunity to send my warmest Christmas greetings to the members of Canada's Armed Forces, and to the civilian personnel of the Defence Research Board and of the Department of National Defence.

"During this season of the year we are reminded by holy example that our common goal is peace. This is something for which we are striving, and which, if we continue our efforts, we will eventually attain. The great responsibility which is yours, to protect our Christian way of life which is based on a cherished love of peace and

good will toward all men, is especially appreciated at this Yuletide season.

"With this message I should like also to send a special wish of good cheer to those who are serving abroad and to those separated from their families at this time of the year.

"I hope that all of you associated with the Department will have a merry Christmas and that you will find an even greater measure of happiness throughout the New Year of 1962."

*From Hon. Pierre Sevigny, Associate
Minister of National Defence:*

"The Christmas season affords us the opportunity to express that good will toward our fellow men which is such an important part of our Christian tradition. It is with the greatest pleasure that I offer my whole-hearted wishes for a very happy Christmas to the members of the Armed Forces, to

the Defence Research Board and to the civilian staff of the Department of National Defence.

"It is through efforts such as yours and of people like you in other parts of the alliance that we have been able to maintain some semblance of peace in the world today. Your responsibilities are indeed great and I know that they very often entail a certain amount of hardship for you and your families. I wish to extend a special Yuletide greeting to those of you who are serving with our NATO Forces in Europe with the contingents of the United Nations and with other international missions stationed in the far corners of the world.

"To the Armed Forces of Canada and to the entire staff of the department, I send greetings and warmest good wishes for a merry Christmas and for a prosperous and peaceful New Year."

THE 1961 YACHTING SEASON

THE REGULAR 1961 sailing season has passed and once the frost-bite series on the coasts and on the lakes were completed, the yachts were hauled up for the winter.

During the season RCNSA sails dotted the Lakes and coastal waters much of the time, but it was in the classics like the Marblehead, Swiftsure, the Mainguy and the annual Egg Island, that skippers and crews showed their skill.

The Swiftsure Lightship classic started from Victoria on May 27, with yachts from all over the Pacific Northwest entered, including HMCS *Oriole*, and competitors from other years such as the AA class yachts *Sea Fever*, *Maruffa*, *Troubador*, *Diamond Head* and *Spirit* and the smaller *Buccaneer*, *Coral Reef*, *Courageous*, *Nautilus IV*, *Serada* and *Winsome III*. In all 62 yachts converged on the starting line.

Sailing the *Oriole* was Lt.-Cdr. C. A. Prosser, in command, assisted by *Venture* cadets, navigated by Lt.-Cdr. J. K. Kennedy, and with two seasoned yachtsmen as watch captains, Rear-Admiral E. W. Finch-Noyes and Captain J. C. Pratt. It didn't seem to matter to the crew that they were sailing the oldest vessel with the biggest handicap—all 107 tons of her.

Precise timing brought her to the starting line with the gun and she was first over, heading for open sea and the lightship 62 miles distant. Past the first hazard, Race Rocks, the *Oriole* was sailed well clear of the current, as the tide was opposing, and managed to blanket her only opponent at the time, *Tatoosh*, an 80-foot ketch.

In the early afternoon the *Oriole* found herself in the lead but this was short-lived, for the *Maruffa* and *Diamond Head* came up, snapping at her heels, and they split tacks time and again, clawing to windward along the coast of Vancouver Island. Finally the venerable old lady bowed to the inevitable and let the *Maruffa* go by.

By sunset the 20-knot wind began to fall and lighter sails were sent aloft, first the Genoa and Yankee jibs and finally the mizzen staysail. But in spite of the new sails, now sighing in the darkness, the speed slackened and by midnight she was becalmed with sails sagging.

To the south the lighter yachts ghosted along the American shore, in the merest breath off the land, streaming in steady numbers off Cape Flattery toward the lightship 13 miles distant.

For three hours in the middle watch the *Oriole* drifted on the tide until 0300 when an easterly breeze caught and lazily spun her around. She crawled away at two knots toward the lightship 20 miles away. The race had reversed and it looked hopeless that the *Oriole* could bridge the gap between the leaders and herself.

She rounded the Swiftsure Lightship at 0600 and headed back under capricious winds at about five knots. By 1600 the easterly had died again and even the lead yachts were becalmed.

Suddenly a wind sprang up from westward and the *Oriole's* crew raced for the spinnaker and, as the wind increased, every square foot of sail she owned was hoisted—14,000 square feet of it. Within the next four hours she passed 20 yachts with Rear-Admiral Finch-Noyes and Captain Pratt alternating at the helm, for under this amount of canvas exact steering was vital.

The *Oriole's* express train dash through the Race Passage and on to the finish line came a little too late and the *Troubador* of the Royal Vancouver Yacht Club edged over the line first, to win the City of Victoria Cup, and the *Diamond Head* came second. One hour and 15 minutes later the venerable old *Oriole* swept over the finish line amid thunderous cheers.

In the East the Royal Canadian Navy Sailing Association's yacht *Goldcrest* (ex-*Grilse*), skippered by Lt.-Cdr. C. J. Benoit, sailed into second finishing position and first place on corrected time in September to win the Friar cup in the 75-mile annual Egg Island race. Sponsored by the Royal Nova Scotia Yacht Club, the race was the closing fixture of the 1961 season.

Five vessels started the event at 1000 Saturday, September 16, and 16 hours later all five yachts had passed the finish line.

The *Goldcrest* took the lead by hoisting her red spinnaker for a slow run to Outer Automatic, off Halifax Harbour. Close on her stern was the schooner *Hebridee*, followed by the RCNSA yacht *Pickle*, skippered by CPO Charles Church. Then came the *Vagrant* and, ten minutes later, the *Tamar*.

The *Pickle* hoisted her spinnaker and moved into second place at Outer Automatic, with the *Hebridee* third. In the 24-mile reach to Egg Island the yachts spread out; the *Pickle* took the lead and *Goldcrest* hung on a close second.

The *Pickle* rounded the whistle buoy 35 minutes ahead of *Goldcrest* and she made good time on the return leg, but the winds fell to light at Outer Automatic and she made poor time on the beat-in, where the *Goldcrest* was able to point better and closed the gap by six minutes.

Elapsed and corrected times were:

1. *Goldcrest*—14:37.00-10:30.20; 2. *Pickle*—14:08.00-11:00.32; 3. *Hebridee*—16:55.25-12:00.21; 4. *Tamar*—18:08.35-12:30.29; 5. *Vagrant*—19:02.50-14:09.39.

About halfway between these two fixtures the Mainguy Trophy Dragon class races took place on Lake Ontario with the RCNSA sailing to victory over the Royal Canadian Yacht Club of Toronto.

There were four races in the series and the Navy won three, although the final points were very close—80½ to 76½.

The strong breeze out of the northwest on the morning of the race dropped off and remained light and fluky for the rest of the day.

The win for Navy was the first since 1957 and its third since the inception of the challenge in 1954. The post race dinner was attended by Admiral E. R. Mainguy, RCN (Ret), who presented his trophy.

Down East again the Army-Navy Sailing Club members were joined by the Bedford Hornet Fleet for the first frostbite series in October. Lt.-Cdr. Benny Benoit won both whaler races.

Earlier in the month the Garrison Sailing Club beat out the RCNSA to win the annual Army-Navy Sailing Races trophy.

The Garrison Club gained 4,340 points to the Navy's 4,111.

Meanwhile in the West, Rear-Admiral Finch-Noyes, in the Pacific Command annual sailing regatta in Esquimalt Harbour, captured one of the three main categories with a win (his second) in the "Sailorette" class event, and one of his staff officers, Lt.-Cdr. Fred Henshaw took another, the whaler class, making it his third annual win.

In the dinghy race CPO Sid Bryant, from HMCS *Stettler*, came out on top.

Rear-Admiral Finch-Noyes won the "Little O" trophy, given some years ago by the cruiser *Ontario*, and Lt.-Cdr. Henshaw was presented with the Captain C. V. Green cup.

Thirty-seven entries from ships and establishments in the command competed.

THE NAVY - GOODWILL ENVOY

- - *A Report from the Department of External Affairs* - -

ALTHOUGH the expressions "showing the flag", "sailor diplomats", and "on foreign station" have been clichés since the days of sail, they serve still to indicate that naval forces have a place in the conduct of international affairs. Representation of Canada overseas has been a continuing and expanding function of the Royal Canadian Navy since it was established by the Naval Services Act of 1910. Today, the Navy is primarily concerned with its military tasks; the seaward defence of Canada, fulfilment of Canadian NATO defence and United Nations commitments, protection of commercial sea lanes and maintenance of the efficiency of its ships, aircraft, shore es-

tablishments and men. In carrying out these primary tasks, the ships of the fleet often call at foreign ports. Thus, from time to time the RCN is asked to assume particular representational assignments that arise from Canada's overseas interests, and the crews of the visiting ships become Canada's own "ambassadors".

Over the past few years calls by ships of the Royal Canadian Navy at foreign ports have numbered in the hundreds. The following table, of principal foreign visits only, illustrates the far-ranging activities of Canada's distinctively-named warships during the past three years:

Date	Ships	Ports Visited
1958		
January	<i>Ontario</i>	Acapulco
January-March	<i>Crescent, Cayuga, Skeena, Fraser, Margaree</i>	Tokyo, Yokosuka, Hong Kong, Saigon, Okinawa
March-May	<i>Ontario</i>	Suva, (Fiji), Auckland, Sydney
July-September	<i>Crusader</i>	Portsmouth, Gibraltar
October-December	<i>Bonaventure, Haida, Huron</i>	Malta, Naples, Gibraltar, Toulon, U.K. ports
1959		
June-July	<i>Sussexvale, Beacon Hill, Ste. Therese</i>	Manzanillo (Mexico)
November-December	<i>Athabaskan, Sioux, Iroquois</i>	Portsmouth, Antwerp
1960		
February-April	<i>Ottawa, Saguenay, St Laurent</i>	Hong Kong, Midway, Kobe, Yokosuka, Okinawa
February	<i>Kootenay, Terra Nova</i>	Port of Spain, Willemstad (Curacao)
June-July	<i>Sussexvale, Ste Therese, Antigonish, Stettler, Beacon Hill, New Glasgow, Jonquiere</i>	Yokohama, Midway
July-September	<i>Columbia</i>	Lagos, Takoradi, Freetown, Ponta Delgada (Azores)
August	<i>Gatineau, Terra Nova, St. Croix, Kootenay</i>	Lisbon
September-November	<i>Iroquois, Nootka, Haida</i>	United Kingdom ports
1961		
January-April	<i>Sussexvale, Beacon Hill, New Glasgow</i>	Auckland, Sydney, Suva (Fiji), Pago Pago
April	<i>Algonquin</i>	Freetown, Ponta Delgada (Azores)
May-July	<i>Cap de la Madeleine</i>	Barbados, Lucea (Jamaica)

In addition, many visits are paid annually to cities on the east and west coasts of the United States and to Bermuda and Hawaii.

NAVAL VISITS to foreign ports may be formal, informal or operational. These designations determine the extent of the official representational duties the ship or squadron will undertake while in port. In all cases it is customary for naval vessels to salute with flag or guns on entering a foreign harbour. The senior visiting naval offi-

cer usually exchanges calls with the local civil and military dignitaries, and with the head of the Canadian mission in the host country, even in the case of operational visits. Whenever it is appropriate, officers and men of visiting Canadian ships participate in foreign national and local celebrations, special commemorations, church services, wreath-layings, fairs and like observances. Canadian naval ships of all classes—the aircraft carrier, the Tribal class destroyers, the new Canadian-designed destroyer escorts, the frigates

and minesweepers—demonstrate Canadian hospitality by entertaining both formally and informally. Social occasions on board even the smaller fleet units are enhanced by colourful surroundings and by the customs and traditions of the naval service.

Performances by naval bands, the landing of colour parties and guards of honour, and march-pasts in the streets of foreign cities are usually greeted with public enthusiasm. The most popular and impressive of such displays has been the traditional "Sunset Ceremony". Canadian sailors have performed it in many parts of the world. Under normal circumstances public visiting hours are arranged and publicized by Canadian ships in foreign ports. Organized groups are welcome to tour Canadian ships from stem to stern. Canadian sailors have become noted for the extraordinarily successful and varied children's parties they manage to organize even during brief visits. In extending invitations to such parties, particular attention is paid to orphanages and similar children's institutions.

ON TWO OCCASIONS in a single year, ships of the Royal Canadian Navy have been designated to represent Canada at the independence celebrations of Commonwealth countries in Africa. HMCS *Columbia* sailed for Lagos for the observance of Nigerian independence in September 1960, while HMCS *Algonquin* visited Freetown for Sierra Leone Independence Week in April 1961. On each occasion the ship's commanding officer, as representative of the Canadian Armed Forces, participated in the official activities in support of the Canadian delegation. On each occasion also, the facilities of the ship afforded an opportunity for hospitality to be offered in a distinctively Canadian atmosphere. Both in Lagos and Freetown members of the Government and other distinguished visitors, members of the armed forces, the public and, of course, children were welcomed on board. In both capitals officers and men of the ship's companies took part officially and unofficially in the many festivities of the independence celebrations.

From time to time regular naval training cruises can be planned to coincide with particular events occurring in other countries at which Canada wishes to be represented. In the spring of this year ships of the Fourth Canadian

Escort Squadron visited New Zealand at the time of the "Festival of Wellington" and also of the celebrations at Waitangi, near Auckland, commemorating the conclusion of a peace treaty between Queen Victoria and the Maori chiefs more than a century ago. Later the same squadron visited Sydney to assist in the 50th anniversary celebrations of the Royal Australian Navy.

NAVAL VISITS, other than the briefest operational calls at port, require a good deal of preparation and close co-operation among the Department of National Defence, the Department of External Affairs, the visiting ships themselves, the Canadian mission and local military and civil authorities in the country to be visited. Agreement for the visit must be obtained, timetables settled upon, the exchange of formalities, salutes and calls arranged. Shipboard entertainment and ship's company participation in activities ashore require careful planning. The visiting ships' domestic requirements of a berth or mooring, fuel, stores, food supplies, fresh water, local currency, dockyard services and transportation ashore to be met. The landing of shore patrols must be facilitated. Arrangements are made to satisfy press interest in visiting Canadian warships.

Tours of the cities and the countryside are popular, and sports-minded Canadian sailors enjoy meeting local challenges from teams in the country visited. Usually a detailed program of the events of the visit is prepared. If it is thought necessary, an officer from the visiting squadron can be sent ahead by air to assist in making all these preparations. In short, visits of RCN ships to foreign ports depend on close and practical interdepartmental, as well as international, co-operation.

Canadian posts abroad may recommend that ships of the Navy visit the country in which they are located. A naval operational and training plan for



Perched high on the battlements of Morro Castle, San Juan, Puerto Rico, three CMR officer cadets gaze across the Caribbean Sea. They took part in a summer training cruise on board the *Cap de la Madeleine*. (HS-65432-70)

the employment of ships of the fleet is prepared annually in September for the following year. The plan is developed in consultation with the Department of External Affairs. Foreign visits are usually arranged for the periods from January to May, and from September to November in any year, in order that the ships may return to their home ports in Canada at Christmas and to allow their crews annual leave during the summer.

Canada's naval service contributes significantly to the maintenance of good relations between Canada and many countries through the development of personal contacts and good will in ports around the world. From the generous welcomes extended to them, it is evident that the officers, men and ships of the Royal Canadian Navy successfully carry out their responsibilities in representing Canada overseas.—*External Affairs magazine*.



OFFICERS AND MEN

500 Parade on Remembrance Day

About 500 officers and men of the Royal Canadian Navy, RCN(R) and sea cadets formed a naval contingent for the Remembrance Day services in Halifax on November 11.

The Halifax parade moved off from the Commons at 10 a.m. As the parade proceeded along Spring Garden Road, the salute was taken at the Burns Memorial by His Honour the Lieutenant Governor of Nova Scotia, Major General E. C. Plow.

The parade divided at Dresden Row, a company from each service and veterans organization continuing at the Grand Parade; the others, mainly reserves from HMCS *Scotian*, sea cadets and naval veterans proceeded to the Sailors' Memorial on Citadel Hill where services were held.

Weddings

Able Seaman J. J. Auld, *Kootenay*, to Agnes R. Campbell, of Halifax.

Sub-Lieutenant P. E. Bryant, *Kootenay*, to Judith D. Allen, of Woodstock, Ont.

Lieutenant R. S. Burns, *Chaleur*, to Beverly Rose Oland, of Medicine Hat, Alberta.

Able Seaman G. E. Cherry, *Kootenay*, to Alexandra Emery, of Halifax.

Able Seaman Harold Cooper, of *Churchill*, to Beulah Collins, of Cornerbrook, Nfld.

Able Seaman Charles Daly, *Churchill*, to Margaret-Rose Colombo, of Kitchener, Ont.

Leading Seaman R. L. Fitzpatrick, *Kootenay*, to Catherine O'Connor, of Halifax.

Able Seaman T. C. Gamble, *Kootenay*, to Hilda Palmer, of Amherst, N.S.

Able Seaman Robert Lavoie, *Athabaskan*, to Anne Bard, of Grand Falls, N.B.

Ordinary Seaman Ernest W. Laird, *St. Therese*, to Diane Jones, of Victoria.

Able Seaman J. D. MacKie, *Kootenay*, to Patricia Fraser, of Halifax.

Leading Seaman Dale L. Nordstrom, *St. Laurent*, to Colleen Martin, of Port Arthur, Ont.

Petty Officer Edward D. O'Brien, *Niobe*, to Brigid Margaret Leonard, of Dublin Ireland.

Able Seaman Floyd M. Ruttan, *Naden*, to Gail Marie Griffin, of Victoria.

Sub-Lieutenant John B. Simpson, *Stadacona*, to Nancy Maude Dickie, of Kingsport, N.S.

Leading Seaman Howard Shears, *Kootenay*, to Glenda F. Tabor, of Springhill, N.S.

Able Seaman George Snooks, *Churchill*, to Shirley Mailman, of Annapolis Royal, N.S.

Able Seaman J. M. Underhill, *Kootenay*, to Marlene A. Garden, of Enfield, N.S.

While the parade was in progress, HMCS *Loon*, Bird class patrol vessel, sailed with naval reserves and sea cadets to the Halifax harbour approaches where a service was held and a wreath dropped.

In Dartmouth, 100 men from HMCS *Shearwater*, under the command of Lt.-Cdr. L. C. Rosenthal, paraded for services at the Region War Memorial.

Bursary Goes To Valerie Bowditch



A former student at Nepean High School in Ottawa, and Sacred Heart Convent and Halifax West High School in Halifax, Valerie Anne Bowditch, daughter of Cdr. R. V. P. Bowditch, supply officer and officer-in-charge of the Aviation Supply Depot, *Shearwater*, is this year's winner of the Naval Bursary, which provides free tuition at Kings College University, Halifax.

The bursary represents substantial assistance toward Valerie's goal of a position in the Department of External Affairs where, she feels, she can make good use of her linguistic talents. She is a recent winner of prizes in Latin, French and English at Halifax West High School.

Now in her first year at Kings College University, Valerie has been permitted to take second year Russian.

Veterans' Clubs Get Own Homes

Reports that several more member clubs were established in their own clubrooms was regarded by directors of the Canadian Naval Association as further evidence of the stability and assured future of the organization.

The directors held their quarterly meeting in Sarnia, Ontario, on October 8 as guests of the Sarnia branch of the CNA.

The meeting decided to set up regional areas, with various clubs assuming responsibility for the areas until such time as regional officers are chosen.

The Kingston branch reported that plans for the 1962 naval veterans' reunion were well in hand and that it would be held on May 18, 19 and 20, coincident with the first long holiday week-end of the summer.

An invitation was extended to the secretary of the RCN Benevolent Fund to attend the next directors' meeting, at Kitchener in January.

Officer Honoured For First Aid Work

A naval officer's work in first aid training on board ships of the Royal Canadian Navy was recognized by the oldest surviving order of chivalry November 21 in Government House, Halifax.

Births

To Able Seaman Merlyn Beemer, NRS Massett, and Mrs. Beemer, a daughter.

To Leading Seaman A. P. Bielby, NRS Massett, and Mrs. Bielby, a son.

To Lieutenant L. W. Bowman, *Stadacona*, and Mrs. Bowman, a daughter.

To Leading Seaman D. M. Cartwright, NRS Massett, and Mrs. Cartwright, a son.

To Leading Seaman L. N. Chase, *Churchill*, and Mrs. Chase, a daughter.

To Leading Seaman W. N. Hayes, NRS Massett, and Mrs. Hayes, a daughter.

To Leading Seaman A. O. Jeffrey, NRS Massett, and Mrs. Jeffrey, a daughter.

To Petty Officer P. C. Kilen, NRS Massett, and Mrs. Kilen, a son.

To Sub-Lieutenant P. M. Mara, *Kootenay*, and Mrs. Mara, a son.

To Able Seaman A. W. Thomson, NRS Massett, and Mrs. Thomson, TWIN SONS.

To Able Seaman V. E. Wales, *Kootenay*, and Mrs. Wales, a daughter.

Major-General E. C. Plow, Lieutenant-Governor of Nova Scotia, invested Lt.-Cdr. Clifford A. Brown as a Serving Brother in the Order of St. John.

Lt.-Cdr. Brown, who joined the Navy as a sick berth attendant on the outbreak of the Second World War, has been administrative assistant to the Command Medical Officer in Halifax for the past three years.

He served afloat and ashore in Canada during the Second World War including service on board in the destroyer *Algonquin*. He is married to the former Helen E. Mullin, of Powell River, B.C. He received his commission in 1949.

The Order of St. John is in its 960th year of existence.

Promotions and Appointments

Surgeon Cdr. Walter M. Little, Chief of Radiology, and Regional Consultant and Staff Officer of Atomic, Biological and Chemical Health Hazards, Atlantic Coast, Armed Forces Hospital, Halifax, has been promoted to the rank of Surgeon Captain.

Cdr. Robert L. Lane, on the staff of the Chief of Naval Personnel, Naval Headquarters, has been promoted to the rank of Captain.

Surgeon Lt.-Cdr. Donald A. Maciver, Chief of Surgery and Regional Consultant, Atlantic Coast, Canadian Forces Hospital, Halifax, has been promoted to the rank of Surgeon Commander.

Surgeon Lt.-Cdr. Chris A. West has been appointed to the staff of the new National Defence Medical Centre, Ottawa, and was promoted to the acting rank of Surgeon Commander.

Cdr. Wylie C. Spicer has been appointed in command of HMCS *Huron*, a destroyer escort of the First Canadian Escort Squadron.

Commodore Ross Leaving Service

Commodore William G. Ross, Director General Support Facilities at Naval Headquarters since March 1961, proceeded on retirement leave in December after 23 years of naval service.

Commodore Ross was born in Woodlands, Quebec, on June 12, 1907, and entered the former Royal Canadian Naval Volunteer Reserve in 1938. He went on active service in 1939, served at HMCS *Stadacona*, in HMS *Alaunia* (armed merchant cruiser) and in HMCS *Prince David* (auxiliary cruiser).

After serving briefly at HMCS *Naden*, he was posted overseas for a course in



COMMODORE W. G. ROSS

naval ordnance. He served for a time on the staff of the Superintendent of the Naval Armament Depot, Halifax, and then was made Superintendent of the Naval Armament Depot, St. John's, Nfld., later going to Naval Headquarters as Assistant Director of Naval Ordnance. Following the war he became Superintendent of the Naval Armament Depot at Dartmouth, N.S.

Commodore Ross transferred to the regular force in April 1946 and a year later became Director of Naval Ordnance at Headquarters. He was made Director General of Naval Ordnance in March 1949 and was appointed Director General Support Facilities in March 1961.

Commodore Ross is keenly interested in curling and was president of the RCN Curling Club for the 1957-1958 season. He was one of the originators of plans for the building of a rink in Ottawa and provided much of the behind-the-scenes energy that brought the building at Dow's Lake to successful completion.

He also was largely responsible for the formation of the RCN Curling Association and was president of the national body for 1957-1958, 1958-1959, and 1959-1960. He helped to establish the national bonspiel and has been an active participant.

Navy Cited For Blood Donations

A citation from the Canadian Red Cross Society has honoured the Atlantic Command for the support it has given

the blood donor service. Over the signature of His Honour, the Lieutenant Governor of Nova Scotia, E. C. Plow, the citation reads:

"The Royal Canadian Navy, Atlantic Command, is recognized for outstanding support by its officers and men to the free blood transfusions service of the Society. Commenced during the Second World War to supply the needs of our wounded men overseas, this service has grown to a nationwide scope. In this growth it has been nurtured by those whose need gave it birth.

"In 1948, the first clinic was held at HMCS *Shearwater*, followed in quick succession by clinics at HMCS *Cornwallis* and HMCS *Stadacona*. Since then, the naval and civilian personnel of all establishments have joined with them in contributing regularly and generously, including HMC Dockyard, Naval Armament Depot, Bedford Magazine, Point Edward Naval Base and all ships of the Atlantic Fleet.

"To date a total of more than 70,000 blood donations has been contributed.

"On behalf of those whose lives have been saved by this service, and in recognition of the ready support in times of emergency, the Canadian Red Cross Society awards this expression of appreciation for a magnificent record.

"In witness whereof this citation is duly issued by the Nova Scotia division this 30th day of October, 1961."

Doctor Studies Diving Medicine

An eight-week course in diving medicine has been completed by Surgeon Lt.-Cdr. C. J. Knight, who was among 28 USN and foreign medical officers to receive certificates on October 27 after completing the course at the Naval Weapons Plant's diving school in Washington, D.C.

The class was the largest to graduate from the school since it was established in 1926.

The course, related to the study of submarine medicine, dealt with underwater physiology and the medical aspects of diving operations. Bends and air embolism cases received particular study during the two-month course.

Certificates were awarded to the doctors by Cdr. Norval E. Nicherson, USN, in command of the school. The class left the same day for the submarine base at New London, Connecticut, to undergo advanced studies in submarine medicine.

Lt.-Cdr. Knight, whose promotion to his present rank came during the course, was one of four non-U.S. officers in

attendance. The others were from Italy, Peru and Norway.

A former resident of Edy's Mills, Lambton County, Ontario, Surgeon Lt.-Cdr. Knight joined the RCN while he was studying medicine at the University of Western Ontario. After interning at Victoria Hospital in London, Ontario, he was appointed to the RCN Hospital at Esquimalt in July 1958. Since January 1960, until going on course to Washington, he had served in the frigates *Ste. Therese*, *Beacon Hill* and *Sussexvale* as squadron medical officer.

Engineer Becomes Governor's Aide

Lt.-Cdr. Stanley L. Foreman, recently was appointed naval aide-de-camp to the Lieutenant-Governor of Nova Scotia, and became the first engineering officer of the RCN to be so honoured. During the 1959 Royal Tour of Canada by Her Majesty the Queen and His Royal Highness the Prince Philip, he served in the Royal yacht *Britannia*.

Lt.-Cdr. Foreman is training officer with the Engineering Division, Fleet School, HMCS *Stadacona*.

Trophy Offered For Running

In keeping with the fine competitive spirit always predominant among communication personnel throughout the Navy the Communication Division, Fleet School, *Cornwallis* has struck the M.A. Turner Trophy for distance running.

This smart looking trophy will be awarded annually to the class whose times for their first three men is the fastest over a prescribed route of from two to five miles. In addition to the winning class receiving the trophy the first and second place runners in the race will receive gold and silver medallions. The trophy may be competed for by all personnel serving in the Communication Division.

The initial competition for the trophy and the medallions took place on Wednesday, October 18, in *Cornwallis*. The weather and all conditions were ideal as eight Trade Group Two and One classes under training in the Division stood poised ready to go the distance. The course was calculated to be slightly over three miles and this was covered in the average time of 17 minutes and 55 seconds.

The race officials declared RM119 class the winners with an average time of 16 minutes and 40 seconds. The gold medallion went to Ord. Sea. M. White, who covered the distance in 15 minutes



During the 66th annual meeting of the Navy League of Canada in Victoria during October, Cdr. F. C. Aggett, RCN(R), (Ret), of Toronto, (left) newly elected national president of the league, presented a sterling silver tray to retiring president, R. J. Bicknell, of Vancouver, "in recognition of his outstanding leadership in continuing the patriotic objectives of The Navy League of Canada for Sea Power and its specialized training program for Canadian youth."

and 35 seconds, topping his nearest rival, Ord. Sea. C. McNeil, by 40 seconds.

The advent of the trophy has served to sharpen the enthusiasm and keen competition evidenced during the race and also perpetuates the name of the Officer-in-Charge Communication Division, Lt.-Cdr. M. A. Turner, whose keen interest and continual participation in the division's sporting activities are recognized in *Cornwallis*.—A.S.B.

President's Cup For B.C. Sea Cadet

The President's Cup of the Navy League of Canada, awarded annually to the Canadian sea cadet with the high qualifications of leadership, proficiency and general knowledge, has gone this year to PO Sea Cadet Philip Perry, son of Mrs. Wanda Perry, Vancouver.

The cup was presented to 18-year-old Philip at Government House in Victoria, by His Honour, Lieutenant Governor George Pearkes, VC, as his mother looked on. His father, CPO Kenneth A. Perry, died on August 15, 1960, leaving nine children, of whom Philip is the second oldest.

Philip, who is attached to RCSCC Captain Vancouver, is a grade 12 honour student at David Thompson School. He hopes to continue his education at Royal Roads.

Toronto UNTD Cadet Wins Shield

The Reserve Training Commander's Shield for the best all-round first year UNTD cadet has been awarded to Officer Cadet D. D. Doederlein, a member of the University Naval Training Division attached to the University of Toronto and HMCS *York*.

The best second year cadet, who was awarded a sword, was Chief Cadet Captain C. T. Lebrun, of HMCS *Scotian*, the Halifax naval division. The runner-up and recipient of a telescope was Cadet Captain W. E. MacDonald, of HMCS *Discovery*, the Vancouver naval division.

Awards to Three Civil Servants

Three people shared in two cash awards from the Suggestion Award Board of the Public Service of Canada in October.

Norman H. Doughty and John W. Wicks, both civil service electricians in the Pacific Command shared an award for a tester for radio equipment they designed.

Marcel J. Sylvestre, a technical officer with the civil service on the staff of the Naval Supply Depot, Montreal, received an award for a modification to certain types of ship-borne radar sets used in the RCN.

The Padre and the Pigs

SOMETIMES the padre must wonder sadly whether his message is getting through. Does that look of rapt interest on the face of AB Gasperson—a confirmed and diligent “bird”—spring from attention to the sermon or from the recollection of an outlandish experience in some far-off place? Will his captive audience respond to moral suasion and lead better lives or does it all add up to casting pearls before swine?

It may interest the seagoing clergy to know that one of their number, no longer ago than the Second World War, preached a sermon that brought immediate and confirmable results and the subject was—swine.

Navy people who served at HMCS *Niobe*, the manning establishment near Greenock, Scotland, will recall that it was not only a barracks but also a piggery.

This resulted from the desperate food shortage in Great Britain. Pigs were being raised there before the Royal Canadian Navy acquired the former Poor Law Infirmary and its 87 acres

of ground, and the Ministry of Food continued to send piglets there for rearing after the Canadians moved in.

A certain tension, not always well concealed, existed between the front office and the sailors assigned to piggery duties, who cringed at the thought of the lies they would have to tell in years to come when some shrill voice piped: “What did you do in the war, Daddy?”

Because of this animosity, a former commanding officer of *Niobe*, Captain J. R. Hunter, RCN(R) (Ret), of London, Ontario, recalls that there were rumours of sabotage when one of the pigs died. On the part of British officials there were suspicions that Canadians were pampering a taste for young, fresh pork.

It did nothing to allay either set of suspicions when a second pig died. The captain was worried. This was an international issue. He wasn't quite sure what lay behind the two disasters, but he cleared lower decks and told the sailors it had to stop.

Then a third pig died. The Principal Medical Officer, a little concerned about what the Royal Society of Veterinarians

(if such existed) would do to him, performed a post mortem.

What did he find? Two forks and a knife, and sufficient reason for the CO to jam leave, parade the ship's company and subject them to a beration from both himself and the Executive Officer.

The next morning another porker went to that shining Pigsty in the Sky.

This time—before all the fuses were blown, windows shattered or walls cracked—the padre stepped in.

“Let me handle this,” he said.

At Sunday divisions the next morning, any orthodox sermon the chaplain may have prepared during the week went unpreached. Instead he launched into a lurid and imaginative description of the horrible death agonies of four or five little pigs which had come to an untimely end, all because of the carelessness of a few sailors who had scraped their cutlery into the gash cans as they left the cafeteria mess.

So effective was the discourse that four seagoing sailors (including the XO), who had defied the North Atlantic to do its worst, became ill.

No more pigs died before their time.



Bunched together as if for warmth, helicopters of anti-submarine squadron 50 have completed their day's stint of flying and await lowering to the hangar deck. The one still in the air is from utility squadron 21. (HS-66400-98)



Bonnie Thanksgiving

ON THANKSGIVING DAY, the aircraft carrier *Bonaventure* was in the Hudson Strait with other ships on Exercise Trapline.

This was a part of Canada first explored in depth by the fur traders, trappers and voyageurs of the North West Company and the Hudson's Bay Company. These men were noted for their conviviality, and it was knowledge of the history and proceedings of one of the more formal occasions of the day that inspired the style of the carrier's Thanksgiving celebrations. A general "pipe down" from the sustained operations did much to enhance events.

The wardroom was alerted some days in advance by a large poster, in Old English print, which read:

"Know ye by these presents that the most honourable company of gentlemen trading into Hudson Straits and Ungava Bay out of Fort Bonaventure plan to have a gala and fête on the eve of 9 October.

"This occasion will celebrate Thanksgiving and the arrival in these waters of a squadron of HM Ships commanded by Commodore Stirling and including that most excellent and relaxed ship HMCS *Press-on-Regardless* under the command of that redoubtable seaman Captain Horatio Hornblower Frewer.

"Suitable meats, drinks and divers entertainments will be arranged by the president and officers of the company."

On the evening itself, this was the wardroom bill of fare:

Potage Habitant, Smoked Salmon, Ptarmigan Ungava, (rich gravy and giblets) Log Cabin Potatoes, Buttered Broccoli, Carrot Fingers, Brandied Peaches, Asparagus Sauce, Hollandais Sauce. (The "ptarmigan" tasted suspiciously like turkey from the freezers, but was nonetheless delicious).

The ship's company dinner, inscribed on a hilarious menu, was called a "potlache", with "all sourdoughs welcome."

The potlache included Glacier Chilled Apple Juice, Frobisher Celery Sticks, Moccasin Consommé, Roast Tundra Turkey, Baked Muskoxy Ham, Esquimo Berry Sauce, Sourdough Savory Dressing, Aurora Gravy, Yukon Apple Sauce, Cream Whipped Baffin Island Potatoes, Blubbered Permafrost Peas, Caribou Carrots, Greenland Salad, Bush Pilot Pickles, Prospectors Pudding, Hudson Bay Sauce, Bonanza Pumpkin Pie, Hot Igloo Rolls, Klondike Biscuit, Trapper Tea, Muskeg Coffee, Reindeer Milk, Mixed Gold Nuggets, Moosehead Sluice Juice, all "Rustled up by Sourdough Higham and his Gold Nugget Band... Igloo set up by Mad Trapper Farndale and His Huskies."

The ship's company menu fast became a collector's item (every copy was swiped as fast as it reached the notice board). It showed Captain Frewer as an Esquimo, the *Bonaventure* as his sleigh, with Trackers and helicopters for sled dogs; an aircrewman trying to

harpoon a whale from his rubber dinghy, a sailor making time with a northern lady, with a walrus as their park bench, while a polar bear was combining forces with the whale against a fishing expedition from the ship.

In a special issue of the *Double Deuce*, the ship's paper, some of the historical background of such a Thanksgiving celebration was outlined.

The Beaver Club originated in Montreal in 1785 and was basically a dining club, one of the first in North America. It consisted of the leading members of the North West Company, a fur trading syndicate, later absorbed by the Hudson's Bay Company. Initially, members were restricted to those having spent a winter in the North West, but later this rule was relaxed and the privilege given to those who had some connection with the North West. The Beaver Club dinners were affairs "par excellence" and the menus of some of these are

recorded by the Canadian Historical Association.

The Beaver Club is still very active. It publishes a monthly magazine and dines annually in rooms named after it in Montreal's new Queen Elizabeth Hotel. The dinners are attended by many famous men of Montreal and elsewhere. For example, Donald Gordon and Dr. Wilder Penfield are members. In 1960, several naval officers were invited to attend, including Rear-Admiral H. F. Pullen (now retired) and Cdr. Howard D. Minogue, engineer officer of the carrier.

Most of the early fur traders and explorers in the North were Scots, or of Scottish decent. As a result, the affairs of the Beaver Club have a very distinctive Gaelic flavor. In keeping with this tradition, every effort was made to give Sunday evenings' entertainment a Scottish accent, including a sing-song featuring Scots ballads.—H.C.W.

The deft brush of AB Clayton (Jesse) James, air rigger, was responsible for the emblems of "Pedro", the flying burro, which appear on the Bonaventure's rescue and utility helicopter and the pilot's hard hat. The inference is that the machine is an aerial beast of burden. (HS-66400-117)



Spray swept from the grey sea by the Arctic wind forms rivulets on the Bonaventure's flight deck as "Pedro", the rescue and utility helicopter is repositioned. The flexible rotor blades are lashed down to keep the motion of the ship from snapping them. The picture was taken during Exercise Traplaine. (HS-66400-108)

Arctic Expert

A MONUMENT of a man whose attainments have measured up to his physical stature is leaving the Royal Canadian Navy. In so far as the Navy is concerned, it is unnecessary to say that the reference is to Commodore Owen Connor Struan Robertson, GM, CD, RCN, whose associations with the regular force and the old Royal Canadian Naval Reserve go back for nearly 30 years.

Commodore Robertson, six feet seven inches tall and widely known as "Long Robbie", has been recognized in recent years as an authority on Arctic navigation and has a secure place in the history of the exploration of the North as the first captain of any nation to take a large ship through the fabled Northwest Passage.

For the past four years Commodore Robertson had been in command of HMCS *Niagara*, the RCN establishment in Washington, D.C., Naval Member of the Canadian Joint Staff (Washington), Canadian Naval Attaché (Washington) and Senior Officer in Command. His retirement leave commenced on September 30 and he will retire on March 16, 1962.

Commodore Robertson was born on March 16, 1907, in Victoria and entered the former RCNR in 1932 while serving as an officer in the merchant service. He served on naval training and voluntary service in the destroyer HMCS *Saguenay*, at Naval Service Headquar-

ters, Ottawa, and in HMCS *Venture* (training yacht), before August 1939, when he came on active service and took command of the minesweeper *Fundy*.

Early in 1941 he became the first Commanding officer of HMCS *Kings* war-time officers' training establishment in Halifax. In December of that year he joined HMCS *Prince Robert* (auxiliary cruiser) as executive officer and in April 1943 joined the staff of the Commander-in-Chief, Canadian Northwest Atlantic. Two months later he became Commander of the Dockyard and King's Harbour Master at Halifax. In June 1944 he took up the appointment of Commanding Officer, HMCS *Scotian*, the dockyard establishment housing the administrative offices. In the same month he was awarded the George Medal for his 1943 exploit of taking command, in Halifax Harbour, of a ship, afire and loaded with explosives, in which fire fighting efforts had been abandoned by her crew. Commodore Robertson directed the fire fighting, brought the ship down harbour, beached her, avoided an explosion and saved the ship.

In 1947 he commissioned the new Tribal class destroyer *Cayuga*, which he commanded for a year and a half. Following a senior officers' technical course in the United Kingdom, he was appointed, in April 1949, as Naval



Commodore Robertson tosses out the first ball in a baseball game played by crew members of the U.S. submarine *Seadragon* at the North Pole. (Official USN Photo)

Member Canadian Joint Staff (London) and commanding officer of HMCS *Niobe*, RCN establishment in the United Kingdom.

He returned to Canada in June 1952 and attended courses at McGill University and the University of Montreal while standing by HMCS *Labrador* (Arctic patrol vessel) then in the final stages of her construction. He commissioned the *Labrador* as commanding officer in July 1954 and immediately sailed for the Arctic. On her maiden voyage the *Labrador* negotiated the Northwest Passage, the first time a warship or ship of any appreciable size had done so. The *Labrador* returned to Halifax by way of the Panama Canal and thus became the first naval vessel to circumnavigate North America.

For his achievement he was recognized by the Royal Geographic Society in London with the award of the Back Grant, an annual financial grant made for "exceptional work by scientific geographers and explorers".

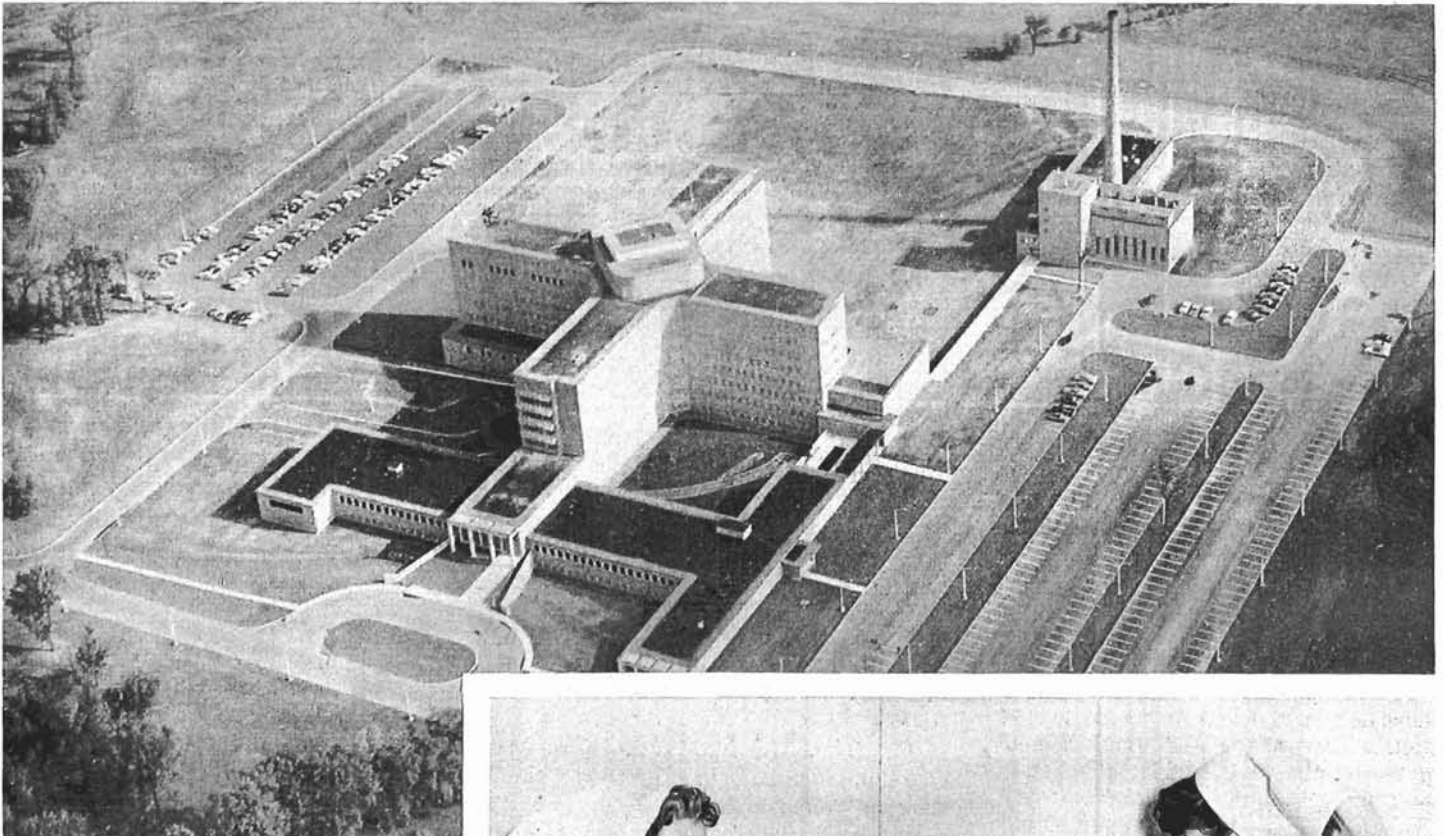
In 1955 Commodore Robertson, in the *Labrador*, served as commander of a 14-ship Canadian and U.S. task group which carried out the seaborne supply of DEW Line sites in the Foxe Basin area of the Eastern Arctic. During the operations extensive hydrographic and scientific surveys were made.

Commodore Robertson's "HMCS *Labrador* Report of Summer Operations 1955" has been recognized as an excellent guide for ships proceeding to the Canadian Arctic.

Commodore Robertson participated in other Arctic operations with the United



Commodore O. C. S. Robertson (centre) studies a navigational problem during his cruise to the North Pole in the U.S. submarine *Seadragon* in 1960. (Official USN Photo)



The National Defence Medical Centre, which opened recently in Ottawa, is much more than a hospital. In addition to making possible advanced medical and surgical care for servicemen, RCMP and Ottawa district veterans, it provides a central location for training, research and support of the tri-service Canadian Forces Medical Service. The main building, nine stories high and cruciform in shape, has wards for 350 patients, large areas for out-patients, medical research laboratories, a medical library and administrative offices. Joined to it by tunnel is the building housing the power-house, heating plant, laundry and maintenance shop. The centre is administered by the RCAF and staffed by members of the Canadian Forces Medical Service. (PL-120577). The first patient to be admitted to the new building was Ord. Sea. John Woodley, of HMCS Gloucester, under treatment for a back injury. He rated special attention from Lt. Gareth Forgrave, RCN, and Flying Officer Nora Martin, RCAF. (PL-138966).



States Navy, notably a flight in the blimp ZTG2 from the U.S. to Ice Island T3 in August 1958, an operation under the polar pack in the submarine USS *Sargo* in January 1960 and the trip of the nuclear submarine USS *Seadragon* through the Eastern Arctic to the North Pole and back through Bering Strait to Honolulu in August-September 1960.

As a result of his voyage in the *Seadragon*, Commodore Robertson became the first Canadian ever to reach the North Pole by submarine. When the question of suitable observance of the polar visit arose, he suggested that nothing could be more appropriate than

a game of baseball—the U.S.A.'s national sport.

Thus it came about that a baseball diamond was laid out on the snow, with the pitcher's box (as nearly as could be calculated) at the North Pole and the base runners slipping and sliding right around the world. Commodore Robertson tossed out the first ball.

He has been commended for the excellence of his work by several United States naval authorities, including the Secretary of the Navy and the Chief of Naval Operations. He was elected a Fellow of the Arctic Institute of North America in 1956 and was ap-

pointed a Governor of the Institute in 1958. He is a member of the USN's Officers' Research Panel and is a consultant on the U.S. Air Force Geophysics Panel.

His close association with the United States Navy included duty as Deputy to the Commander, Military Sea Transport Service, Atlantic Area, to which he was posted in April 1956.

In 1961 he was awarded the Massey Medal of the Royal Canadian Geographical Society for his outstanding performance of duty and contributions to geographical knowledge of the Canadian Arctic.

AFLOAT AND ASHORE

RADIO STATIONS

NRS Gander

Naval Radio Station Gander is relatively small in complement and size. A first impression of the base is somewhat bewildering. There is a cluster of buildings surrounded by the beautiful woods of Newfoundland and about the only identification of its naval significance is the mast and White Ensign.

Throughout the past year, the personnel of NRS Gander were called upon at various times to contribute to the community in many different ways, in sports, community projects, civic ceremonies or emergencies. Although the voice of the station in these matters has been relatively small, it was heard throughout the community.

During the past summer, at the height of the forest fires, everyone turned out to fight the raging inferno. Many of the men worked their normal shifts and, on completion of their naval duties, volunteered for firefighting. A few were placed with the Department of Transport fire department, while others joined the many hundreds on the firelines.

There were times during the past year when blood was urgently needed at the Sir Frederick Banting Memorial Hospital. RCN blood was donated on request. During the Red Cross drives, the dependents and personnel of Gander also contributed.

Last spring, Gander's service clubs held their annual winter carnival. The RCN, along with the RCAF and the USAF, provided escorts for each of the candidates for carnival queen. The naval uniforms helped to make the carnival more colourful, and it also provided another opportunity for the men of the station to add to the community effort.

During the year, naval personnel assisted as instructors and leaders with the Scouts and Cubs as well as participating in various church groups and organizations.

In sports, the station put its best foot forward when the station softball team placed third in the Gander senior softball league. Although the squad lost a hotly contested semi-final, it was played



Lt. (MN) Vivian I. Mussell, with one of her little charges at the Fort Churchill Military Hospital. He is Phillip Powderhorn, a young Indian lad who had been admitted to the Children's Ward. Lt. Mussell, recently of Naden, has been appointed in charge of the women's and children's ward of the hospital. Many of her patients are Indian and Eskimo children from the local area and points north. (Photo by Cmd. Off. E. A. Burke)

with the true sportsmanship the navy is known for. Other sports station personnel participated in were volleyball, bowling, flag football and, for those with hockey ability, there was the opportunity to play with various RCAF teams.

ATLANTIC COMMAND

HMCS Cornwallis

New entry training has adapted itself smoothly to the substitution of the divisional chief petty officers in place of the former divisional officers.

There has been a considerable change in the divisional staff since July 6, 1961. Officers as follows:

Cdr. C. H. LaRose, Lt.-Cdr. J. A. Abraham, Lt.-Cdr. E. E. Moore and Lt. J. B. Murray.

Division CPOs are as follows:

Chief Petty Officers Stewart Mein, Sam Thomas, Gordon Dark, Nick Lazaruk, Calvin Holmes, Thomas Carter, Harvey Jones (all from Esquimalt) and Thomas Starkey, John Laverdure, Frank Duncanson, Edward Rigby and Howard Oliver (all from Halifax).

A few changes were made in the new entry training syllabus, with three divisions, *Assiniboine*, *Gatineau* and

Ottawa, on an advanced syllabus in order to complete new entry training before Christmas leave.

The Canada Savings Bond drive was most satisfactory among new entries at *Cornwallis*. The sum of \$71,000 was subscribed. The RCN Benevolent Fund has received approximately \$373.65 monthly toward its good cause.

The new entry sports and efficiency ratings for the months of September and October gave *St. Laurent* Division five trophies in September and five trophies in October for the dual swim, bowling, cleanest block, efficiency and Cock of the Walk. *Skeena* Division took two out of the seven trophies for September for Canadian football and cross-country run and, in October, *Fraser* Division won the Canadian football trophy, and with it a trip to Halifax to attend the *Shearwater vs Dalhousie* game.

Assiniboine Division, with its remarkable basketball team, won the basketball trophy, beating the second best team, *St. Laurent* Division by a score of 78-0.

The teams competing in sports and efficiency in the two-month period have shown a high standard in morale and spirit.

HMCS La Hullose

The ship's company of the frigate *La Hullose* gained high praise for its contribution to the gala reopening ceremony in "Nelson's Dockyard" at English Harbour, Antigua, in the British West Indies.

His Honour Ian Turbott, Administrator of Antigua, sent the following message to the *La Hullose*, commanded of Lt.-Cdr. Peter H. Grady, as the ship headed for fall exercises with Canadian and American forces off the southern United States coast:

"As you leave Antigua, know that you take with you our heartfelt thanks for your wonderful assistance and friendship during the reopening ceremony of Nelson's Dockyard. I could not have wished for better co-operation and I sincerely thank you. Good luck and please return."

The former Royal Navy dockyard was established centuries ago to support ships combatting the depredations

of French privateers in the West Indies and was the base of the Leeward Islands Station. Horatio Nelson served on this station as a captain. Later, as a vice-admiral, he replenished here while pursuing the French and Spanish in a long chase culminating in the Battle of Trafalgar.

English Harbour is entirely hidden from seaward but is becoming a popular port of call for sailing craft of all kinds, including charter-service vessels. The western side of the dockyard has been preserved through the efforts of the Friends of English Harbour, with HRH The Princess Margaret as fund patron.

Men of the Royal Canadian Navy and Royal Navy in the past eight years have contributed materials and skilled work towards its restoration when in the area. Rear-Admiral H. F. Pullen, now retired from the RCN, continues to take a personal interest.

There was a great colour to the opening ceremony: gun salutes to honour the memory of Nelson, a yacht majestically under sail, detonations at the

harbour mouth . . . The Governor of the West Indies, Administrator of Antigua and other dignitaries proceeding across the harbour in a *La Hullose* whaler coxswained by PO Mike Bidnock, his supply department crew in period costume.

Lt. Paul Godbout was naval coordinator of events. In addition to the Canadian frigate and a U.S. Navy minesweeper, a dozen yachts were on hand. The RCN contingent combined with one from the Antigua Volunteer Regiment to present a Sunset Ceremony, with the British West Indies Regimental Band furnishing the music, including the naval marchpast, "Heart of Oak". Lt. Phil Okendorf was in command.

There were suitable social events on the occasion of the reopening, and night fireworks supplied by the RCN and RN and detonated by a party under Lt. B. E. Walsh.

Lt.-Cdr. Grady, assisted by AB W. C. S. Wright and Ord Sea. D. A. Eaton presented a bust of Lord Nelson to the Administrator on behalf of the

British Admiralty. The ship's badge was presented to the Dockyard museum there as well.

For the duration of the visit (November 13-16) Lt. J. B. McKenzie proudly carried out the traditional duties of Assistant Queen's Harbour Master.

Communication Division

(Cornwallis)

Course RM 117 completed the shore phase requirements for Radioman TG1 November 6 with Ord. Sea. R. F. Scott leading the class.

Ord. Sea. G. R. Siewert was top man of RM 118, which completed the shore phase requirements on November 22. The latter date saw RM 206 complete its shore phase requirements for Radioman TG2. Top man of this class was AB F. E. Rollet.

The Communication Division said farewell to Lt. B. W. Green and CPO Ron Bennett during November. Lt. Green is retiring and returning to his native England and CPO Bennett is going to the West Coast.

HMCS Kootenay

HMCS *Kootenay* was honoured on October 19 by the visit of Lord Carrington, First Lord of the Admiralty, accompanied by Rear-Admiral F. R. Twiss, secretary to the First Lord, and Rear-Admiral K. L. Dyer, Flag Officer Atlantic Coast.

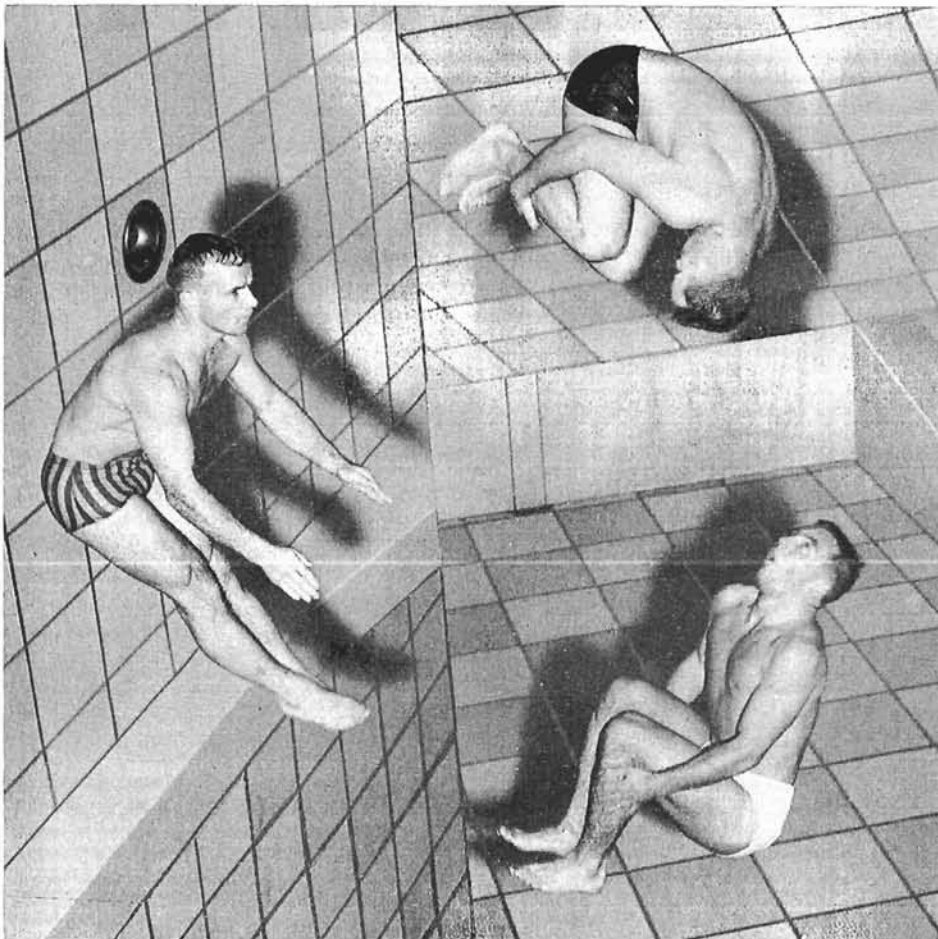
The First Lord was escorted around the modern destroyer escort, and later, in a message to the ship, gave his impressions:

"I much enjoyed my visit to your fine ship yesterday and the chance of meeting your officers and men. I was greatly impressed with everything I saw and congratulate you on such a clean ship. I wish you all the best of luck."

HMCS Loon

The trim little Bird class vessel *Loon* made a bit of history when she took part in Saint John and Fredericton commemorative celebrations of the arrival of New Brunswick's first Governor, Sir Thomas Carleton, in November 1784.

Spotlighting this colourful and significant chapter in the province's history were an official visit by Lieutenant-Governor J. Leonard O'Brien to Saint John and a cruise up the St. John River to Fredericton by a group of Saint John city officials on board the 92-foot *Loon*, commanded by CPO T. F. R. Lovekin.



What this perhaps slightly confusing montage shows is three of the diving contestants during the visit of athletic teams from College Militaire Royal to the Atlantic Coast during the fall. Each of the contestants is shown here within inches of the ceiling of the Stadacona pool. Wearing the striped bathing trunks is Staff Sgt. Ken MacDonald, representing Cornwallis, wearing black is AB Wayne Noseworthy, of Stadacona, and white, Officer Cadet Bob Armstrong, of CMR.

The patrol vessel was made available through the courtesy of Rear-Admiral K. L. Dyer, Flag Officer Atlantic Coast, at the request of HMCS *Brunswicker*, naval division in Saint John, and it was the first RCN warship to sail as far as Fredericton after passing through the famed Reversing Falls. Sub-Lt. Gerald L. Perr, of *Brunswicker*, was river pilot for the occasion.

During the visit to the provincial capital, the ship's company of the *Loon* was entertained by local naval veterans. Members of the Royal Canadian Sea Cadet Corps *Fredericton* were given conducted tours on board. The vessel was a great source of interest to the cadets and the sailors were kept busy answering all sorts of questions.

Leadership School (Cornwallis)

On Monday, October 31, Junior Officers' Technical and Leadership Course "Tango" commenced a five-week stay in *Cornwallis* that began with a one-week course in the Leadership School. On November 6, course members proceeded to the Communications Division of the Fleet School to commence a four-week course, being replaced in Leadership School by No. 60 Officers' Divisional Course and No. 117 Petty Officers' Leadership Course.

On November 27, JOTLC "Uniform" completed a four-week communications course and came to Leadership for a week.



Fresh from their last qualifying dive, six of eight reservists from HMCS *Discovery*, Vancouver, pose for a class photo after completion of their course with the RCN Diving School at Naden. Taking the course at the same time was Lt.-Cdr. Robert Hughes, of the *Jonquiere*. Standing are PO Ian Muir, PO Gordon Nebisuk, PO Fred Holland, AB Thomas Sayers and AB Donald Peters and (kneeling) Lt.-Cdr. Robert Hughes and Ldg.-Sea. A. Charles Conlon. Qualifying in the first course and not shown were Lt. Ken McIntyre and Ldg. Sea. Fred Wright (E-63858)

During this period there were 25 officers and 24 petty officers undergoing training in the school.

December 1 saw a convoy of fast cars leaving *Cornwallis* for Halifax, loaded

down to the axles with jubilant "JOLTS".

An intense though friendly rivalry exists between No. 60 Officers' and No. 17 Petty Officers' Courses in the field of sports. In early events honours were equally divided, No. 117 winning two tabloids and No. 60 coming out on top in the most recent aquatic tabloid and broomball tournament.

NAVAL DIVISIONS

HMCS *Hunter*

The fall and winter training season at *Hunter* got off to a good walking start with three parades and an organized march to the blood bank.

The first public activity was a church parade on Sunday, October 15, in honour of Trafalgar Day. The new commanding officer, Lt.-Cdr. Dalton E. Charters, took the salute on the march past.

On Sunday, November 5, *Hunter*, along with the other reserve units and veterans in Windsor, participated in the Remembrance Day ceremonies under the direction of the Royal Canadian Legion.

On Saturday, November 11, *Hunter* accepted an invitation from American Legion authorities in Detroit to have the ship's company march in their annual Veterans' Day parade. The group



The first drops of blood that precede the main event are taken from the fingers of CPO W. C. Donald and PO V. S. Rickert, of HMCS *Hunter*, the Windsor naval division, during a recent mass visit to the Red Cross blood donor clinic.

consisted of colour party, guard, band and two platoons. After the march past, Governor John Swainson, of Michigan, personally congratulated Lt.-Cdr. Charters on the fine appearance of the contingent.

In the weeks that followed the division was busy planning the annual Christmas party at which the ship's company entertain on the drill deck many of the under-privileged children of Windsor.

HMCS Discovery

The murky, muddy bottom of Vancouver harbour holds no terrors for eight sailors on strength at HMCS *Discovery* who have qualified as Clearance Divers (Ships) after a summer-fall course recently introduced for RCN(R) personnel.

Night dives in zero visibility at the RCN's diving school at *Naden*, three-mile underwater swims, and a seven-

mile cross-country run, the latter in full diving dress, negative tanks and fins, plus hours in the diving chamber, were some of qualifying "musts" for the reserve sailors before they graduated from the course.

All work on the qualifying course was carried out in underwater situations with zero visibility. The Vancouver sailors had to remove and replace bolts in flanges, each bolt being of different size and thread; cut chain with a hammer and cold chisel, and cut wood and pipe. Candidates labelled the number one challenge "a chamber in which the diver had to seal himself and escape by removing a bolted plate from the far end of the chamber".

The eight successful reservists, out of an original 16 aspirants, were Lt. Ken McIntyre, AB Fred Wright, PO Fred C. Holland, PO Ian Muir, PO G. H. Nebisuk, Ldg. Sea. C. Conlon, AB T. J. Sayer and AB E. Peters.

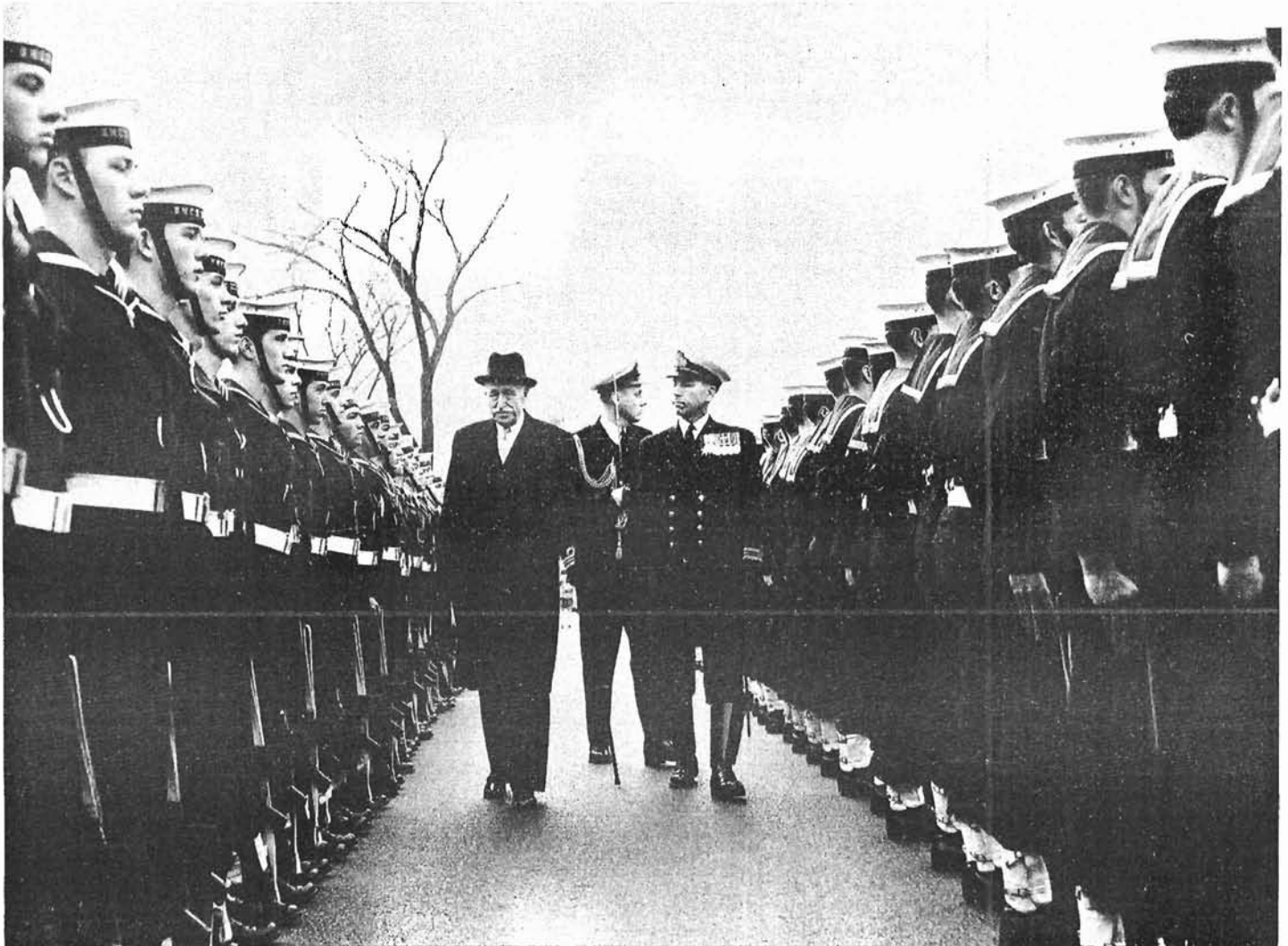
HMCS Scotian

Rendered homeless by a fire which damaged divisional headquarters, HMCS *Scotian*, the Halifax naval division, has been provided with temporary quarters in the Minesweeping Base Facility Halifax.

The new location is in the area formerly known as the Seaward Defence Base and more recently as HMC Dockyard South Annex.

The new title of Minesweeping Base Facility is intended to describe more accurately the functions of this portion of the dockyard, since the First Canadian Minesweeping Squadron will use the berth, minesweeping equipment will be repaired there and the specialty of *Scotian* is minesweeping training.

It is intended to provide *Scotian* with permanent quarters in the area.



His Excellency, Governor General G. P. Vanier, and Madame Vanier honoured the city of Windsor with a 26-hour visit on November 30 and December 1. Lt.-Cdr. Dalton E. Charters, commanding officer of Hunter, the Windsor naval division, attended Their Excellencies in the capacity of honorary aide-de-camp. For the first time in the history of Hunter, and Windsor for that matter, an all-Navy 100-man guard was mounted in honour of Their Excellencies. The guard commanded by Lt.-Cdr. N. C. Penney, was composed of 50 men from Hunter, 25 Sea Cadets from RSCC *Agamemnon*, Windsor, and 25 cadets from RSCC *Admiral Hove*, Riverside, Ontario.

SCIENCE AND THE NAVY

Sub to Descend 15,000 Feet

A 50-foot aluminum research submarine, displacing 150,000 pounds and designed to explore the ocean at great depths, will be built for Reynolds International Inc., by General Dynamics Corporation's Electric Boat Division at Groton, Conn.

The *Aluminaut*—first submarine ever to be constructed from aluminum—will cost \$2,000,000.

Woods Hole, Mass., Oceanographic Institution will operate the submarine as part of a research program sponsored by the Office of Naval Research. Most of the construction costs incurred by Reynolds will be recovered through lease of the craft for oceanographic research.

Launching is scheduled for 1963. A pioneer in submarine construction, General Dynamics has built 10 of the U.S. Navy's 21 commissioned atomic submarines.

Designed to operate at depths of 15,000 feet, the *Aluminaut*, eight feet in diameter, will be equipped with sonar, TV cameras for detailed observation of the ocean floor and robot hands to obtain specimens.

Director of the *Aluminaut* project for Reynolds is Rear-Admiral Dwight H. Day, USN (Ret).—*Army, Navy Air Force Journal*.

Sea Launching of Missiles Planned

According to Robert C. Toth, of the *New York Herald Tribune*, the US Navy is developing a radically simple method of launching huge missiles.

Placed in the ocean, the missiles float within a few degrees of vertical, well within the correcting ability of the guidance systems. Sixty to 90 per cent of the missile is submerged providing great stability except in the roughest of weather and Archimedes' buoyancy principle makes the missile weightless at the time of firing and helps pop it into the air with a force equal to its own weight.

Present thinking sees giant space and moon rockets of the future taken to sea in floating docks and launched in this



There is nothing unusual about the outward appearance of this 400-ton, wooden coastal minesweeper, but the Royal Navy proudly claims that HMS Shoulton carries the best mine-detection equipment in the world. She arrived back in Greenwich, England, recently after cruising more than 14,500 miles and demonstrating here detection equipment to 14 NATO and SEATO countries. The system, an all-British sonar development, enables the Shoulton to locate and classify any mine-like object on the sea bottom with accuracy and range previously considered impossible. During her cruise she carried on trials with the USN along the Atlantic coast, all the way from Key West to Halifax. (British Official Photograph)

way, obviating the need for the \$30,000,000-plus launching pads required ashore.

One drawback to this system, which has had about two years of successful testing, is the difficulty of making last minute checks at sea.

USN Transplants Baby Turtles

A unique United States Navy operation began in September with the depositing by a naval seaplane of some 30,000 newly hatched green turtles through the Caribbean ocean area, according to *Sealift*, the magazine of the USN's Military Sea Transportation Service.

Scientists are trying to determine whether turtles use certain clues to navigate for distances up to thousands of miles out to sea and back to the place from where they first enter the

sea or whether they return to the place where they were hatched.

The theory is that green turtles return to their spawning grounds three years after hatching to lay their eggs, just as salmon return to the river of their origin to spawn. It is hoped that by transplanting baby green turtles before they have entered the sea, they will return to the new location to lay their eggs rather than to Tortuguero where they were hatched.

If it is possible thus to establish new hatching areas, then residents of those Caribbean islands will have an abundant supply of meat.

Fallout More Intense at Sea

Radioactive debris falls on the sea at a much higher rate than it falls to land, according to the Woods Hole Oceanographic Institution.

graphic Institute and confirmed by the US Weather Bureau.

The findings show that a column of ocean water contains more strontium 90 than a comparable land surface at the same latitude. The experts also found that fallout is higher on the coasts and even greater for islands. As yet they have no explanation for the phenomenon.

Malaria Pill Time-Saver

A new anti-malaria pill has been developed by the U.S. Army Medical Service, according to the *Navy Times*. It has been successfully field-tested in Korea and is available for issue as a standard item to the U.S. armed forces.

Malaria prevention is simplified by the new pill, which is a combination of chloroquine and primaquine. The pill is a result of studies by a doctor at the University of Chicago, and its use in the combined form is a real time-saver. The new pill, too, has been coated to disguise its extremely bitter taste, formerly an objectionable feature of such pills.

NATO Doctors Hold Conference

Thirty-one medical and dental officers from six NATO nations held a three-day medical conference in early November at the headquarters of NATO's Supreme Allied Commander Atlantic, in Norfolk, Virginia.

A demonstration of major interest occurred when all the delegates were inoculated with the new jet-air gun



P. J. Barfield, Chief Hospital Corpsman, demonstrates the USN's new jet-air gun for mass immunization on Surgeon Captain G. W. Chapman, Command Medical Officer, Stadacona. The demonstration was one of several presented to 31 medical and dental officers from six NATO nations attending the first Allied Command Atlantic Medical Conference at SACLANT headquarters in early November. (Official NATO Atlantic Command Photo).

which the U.S. Navy is now using for mass immunization.

The officers also saw demonstrations on the latest medical advances including the use of mobile surgical teams and preventative medicine techniques. They discussed medical problems common to the Allied Command Atlantic.

Typical of some of the problems discussed at the conference were those dealt with by Captain G. J. Duffner, MC, USN, of the Submarine and Shipboard Medicine Branch of the U.S. Navy's

Bureau of Medicine and Surgery, and Major B. T. Costello, USMC, of the U.S. Navy's Nuclear Warfare School.

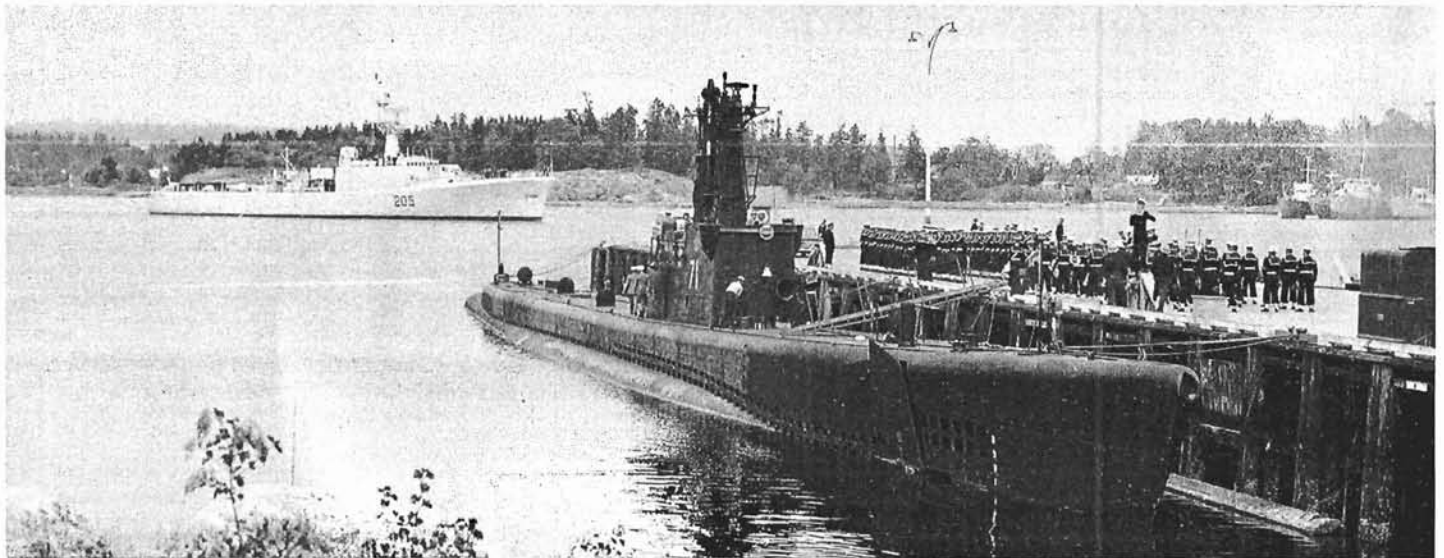
Captain Duffner explained the importance of atmosphere control equipment used to eliminate toxic vapors and other contaminants in nuclear-powered submarines.

Because sailors are preoccupied with cleanliness, he said, studies had been made of the use of soap, detergents and other cleansing compounds aboard ships. Particularly aboard nuclear-powered submarines, he pointed out, carbon tetrachloride is not allowed. The reason for this, he said, is that normal use of this solvent for 30 days will cause contamination.

Smoking by submariners was also noted. For example, it was discovered that sailors in a nuclear-powered submarine smoke some 2,000 cigarettes a day. This was one of many reasons why an air filtration system is installed aboard atomic submarines.

Major Costello discussed hazards of atomic fallout and enumerated methods to combat it. A dosage of 200 roentgens brought about by atomic fallout, he said, was sufficient to cause 50 percent hospital cases, with no fatalities, whereas 450 roentgens would cause the same percentage of fatalities.

During Major Costello's discussion, the oft-raised question was asked about sterility due to radiation. Major Costello answered that sterility due to radiation was indeed a fact. However, he added with tongue in cheek, the number of roentgens that would cause sterility in the human male was 600—the same number that would cause death. In a way, said Major Costello, it was a case of "sterilization without representation."



A number of "firsts" are represented in this picture. On his first official visit to the Pacific Command, Hon. Douglas S. Harkness, Minister of National Defence, journeyed from Vancouver to Esquimalt in HMCS St. Laurent, the first of the RCN's modern destroyer escorts. Later the minister went on board HMCS Grilse, the Pacific Command's first training submarine, for a brief cruise in the Strait of Juan de Fuca that included a dive. (E-62237)

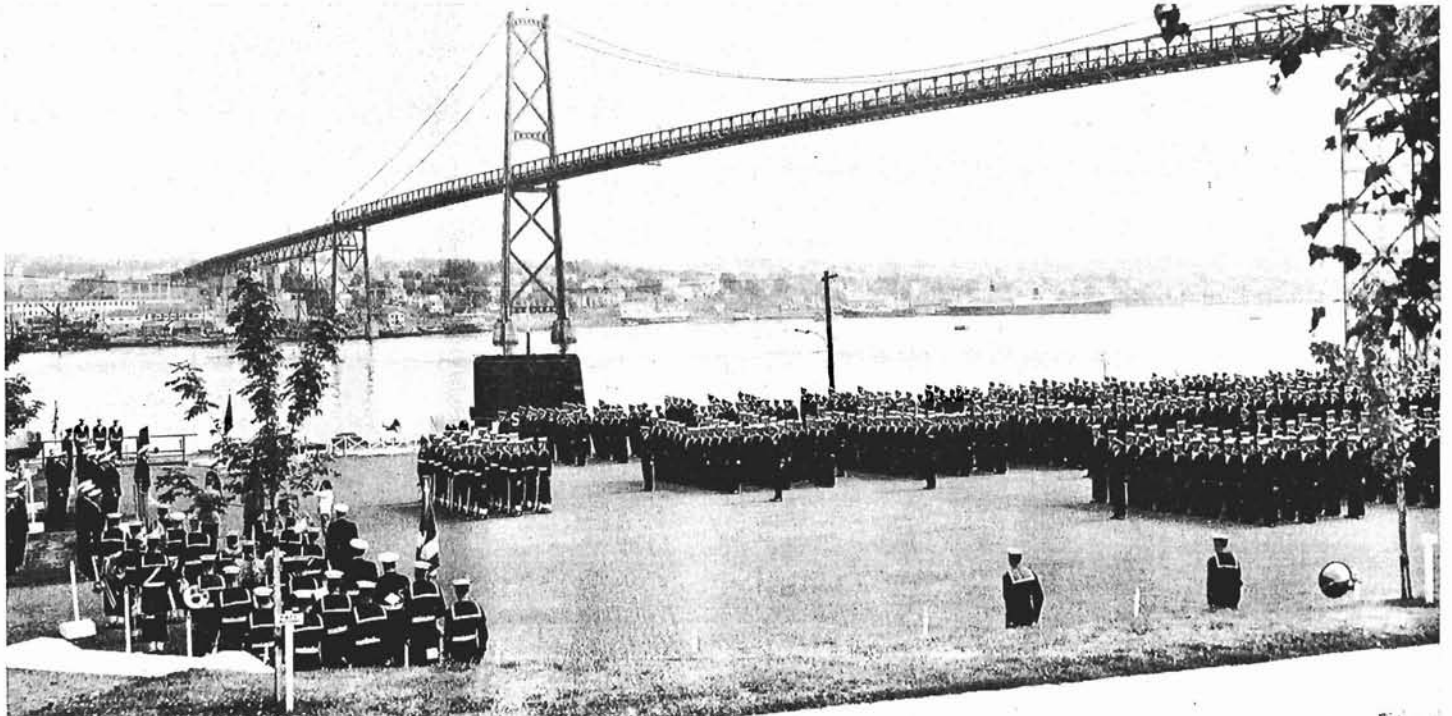
HERE AND THERE IN THE RCN



Whiling away the many long hours on the Bonaventure's compass platform, Captain (now Commodore) J. C. O'Brien, former commanding officer of the carrier organized himself, his chief yeoman and the Bonaventure's upper deck watchkeepers into an amateur bird-watching group, complete with a log of sightings. When he left the ship in late summer for a new appointment, shipboard wags devised an enormous bird out of a meteorological balloon, damage control wedges and other shipboard materials, labelled it suitably and placed it by his car. He was made to sign for it, too, in the bird-watching log.



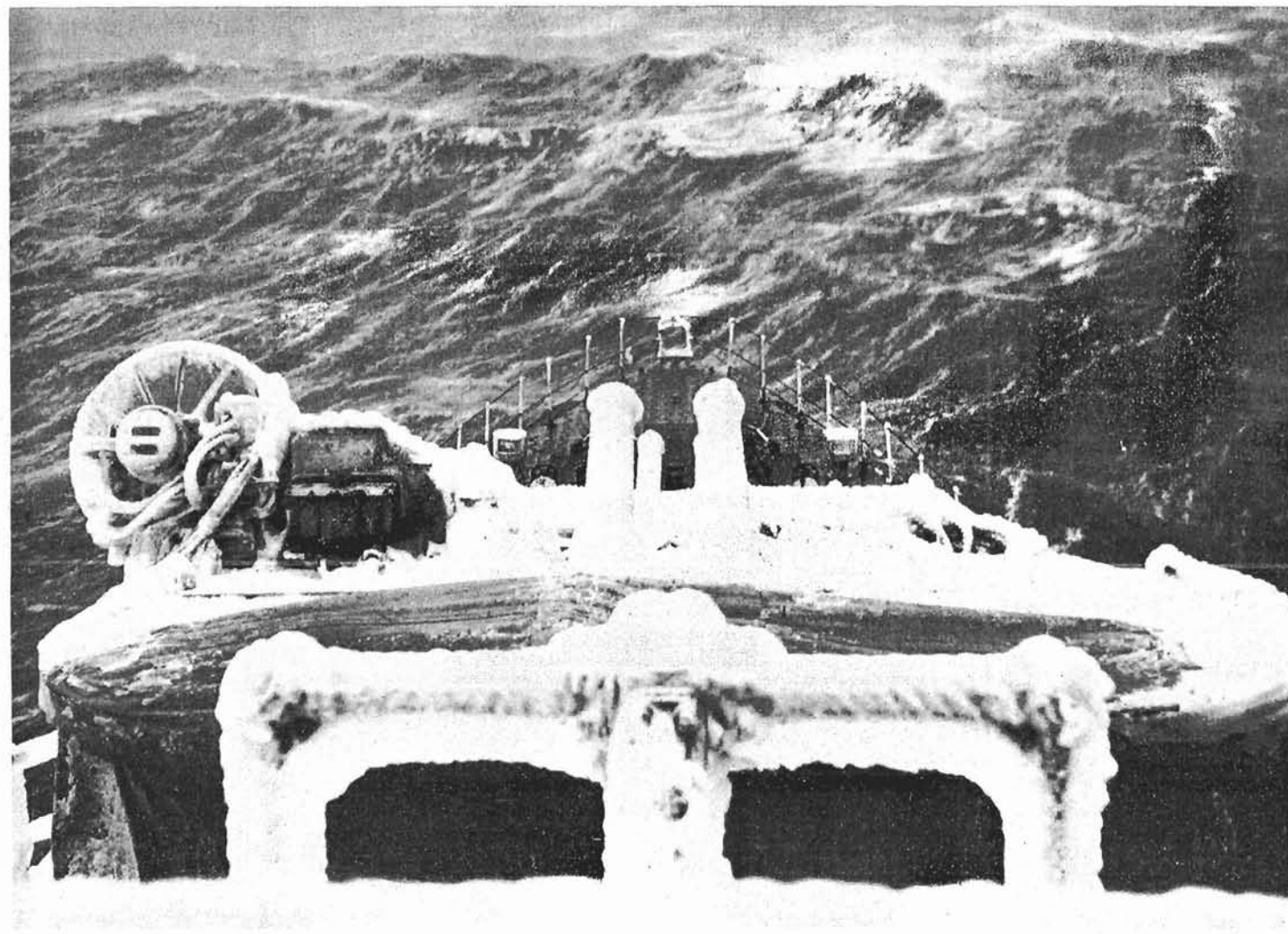
Guides and Brownies took over the drill shed at Stadacona on October 5, when approximately 3,000 of them assembled to greet their leader, Lady Baden-Powell, widow of the founder of the Boy Scout movement. She is seen in the centre talking to two Brownies. (HS-66409)



More than 700 officers and men of the Fifth Canadian Escort Squadron took part in ceremonial divisions in HMC Dockyard at Halifax when Captain C. P. Nixon succeeded Captain W. P. Hayes as squadron commander. (HS-65945)



The technical apprentices at Naden have carried on the tradition, born on board the Cape Breton at Halifax, of having a pipe band. This year the band provided the music for the inspection and presentations ceremony for UNTD officer cadets of the Pacific Command at Royal Roads in early August. Rear-Admiral E. W. Finch-Noyes, Flag Officer Pacific Coast, was the inspecting officer. (E-62373)



The indifference of the sea that men call cruelty was exemplified in the North Atlantic storm that cost the lives of 17 Nova Scotia fishermen last March. This picture of cold, sullen seas and ice-encrusted guns was taken from the bridge of HMCS Haida on March 20, at the height of the storm, by Lt. David Moilliet. RCN warships, exercising or patrolling at the time, were diverted from their tasks to search for the missing fishermen. Officers and men later contributed generously to the relief fund set up for the bereaved families. (O-13649-R)

Versatility New Naval Trend

BOOKS for the SAILOR

INTERNATIONAL in scope throughout its more than two generations of existence, *Jane's Fighting Ships*, with the appearance of the 1961-62 edition, becomes international in format.

For many years *Jane's* has given priority to the Royal Navy, placing it at the front of the volume, followed by the Commonwealth navies, in alphabetical order, and then by the navies of the rest of the world, also in alphabetical order.

With this new issue a strictly alphabetical order is followed throughout, so that the navies of the United Kingdom, the United States and the Union of Soviet Socialist Republics are found in close juxtaposition near the end of the volume.

It is one of the little annoyances that editors have to cope with from time to time that after this edition of *Jane's* had gone to press, an official pronouncement was made that, except for highly official purposes, the word "Britain" was to have preference over "United Kingdom". Is it possible that in next year's issue the Royal Navy will be very nearly restored to its former position?

Incidentally, the alphabetical listing was the one favoured by the original author, Fred T. Jane, and was used in the first half-dozen issues.

The disappearance of colonial empires is reflected in the 1961-62 issue by the appearance of 16 new navies, so that the volume now reports comprehensively on the navies of 90 countries and more than 10,000 warships. The practice of summarizing the strengths of the most important navies in a two-page table is continued and provides a convenient way of assessing the relative fighting power of these navies—an assessment which may have to be modified in certain cases by a study of the relative modernity of the armament and performance statistics listed in the section devoted to each navy.

Preparation of this annual is a monumental task—one that has not been made easier by the increased security attitudes of some countries, not always (R. V. B. Blackman, the editor, points out in his foreword) in proportion to their strength and importance.

A valuable aspect of the book, from the viewpoint of the student of mari-

time affairs, is the way it lays out in black and white the aims of naval planners. Certain trends which were becoming evident in earlier editions are becoming even more obvious today. Britain, for example, has moved away from her emphasis on specialized anti-submarine frigates to general purpose frigates with versatile arms that enable them to meet a variety of threats—surface, submarine or air.

"Such interchangeability, concentrating in one vessel the capabilities of several categories of ships, enables her to meet any commitment," observes Mr. Blackman. "In this new concept, general purpose frigates are complementary to the versatilities of the aircraft carriers, the ubiquity of the commando carriers and the ships of the Amphibious Warfare Squadron in general, and the invisibility and long endurance of the new submarines, which endows them with the element of surprise and choice of venue which cannot be anticipated."

The mobility and flexibility of the Royal Navy have become more obvious as the number of overseas bases has decreased and the editor discerns in the changes these advantages:

"Sea power can be quickly concentrated and brought to bear where it is needed. Its deployment cannot be prevented by the denial of overflying and staging rights. It can be held poised in readiness at sea without encroaching upon a country's sovereignty, and it can remain unobserved."

The particulars concerning British aircraft carriers draw attention to one of the great problems of peace-time

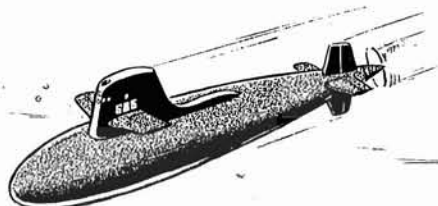
navies—aging. No Royal Navy aircraft carriers have been laid down since the Second World War. True, there have been modernizations and conversions of existing carriers, but the old bones supporting modern equipment are bound sooner or later to get tired.

Even in the case of the U.S. Navy, the world's largest and one that includes the world's most advanced and powerful fighting units, the problem of aging is becoming embarrassing. As the foreword to *Jane's* points out, 70 per cent of the USN's warships were built under Second World War programs. It is difficult for any navy to replace ships that will "do" with ships that meet desired standards. Under such circumstances, a modernization program has to proceed side by side with the new construction program, and that is what the USN is doing.

In the present world situation, much interest is bound to be directed toward what the Soviet Navy is up to. Considering the reluctance with which Russia parts with information in such fields, the mass of detail appearing in *Jane's* is amazing. This edition estimates the strength of the Soviet Navy as 25 cruisers, 165 destroyers, 430 submarines, 275 frigates, 900 minesweepers, 125 patrol vessels, 500 motor torpedo boats, 120 landing craft and 160 auxiliaries—truly a formidable force.

It will be immediately noticed by anyone who has browsed through past volumes that the estimate of the number of Russian submarines is lower than in previous years. The estimate of 430 in the current volume is 20 fewer than last year's and well down from still earlier estimates that ranged as high as 500. The conclusion drawn by Mr. Blackman is that Russia has been discarding the small and obsolete units, and the less numerous present fleet is, in fact, far more formidable than the larger one of a few years back.

The editor does not place much credence in Russia's claims that she has more and faster nuclear submarines than the United States. His estimate is that the Soviet navy has between six and 12 nuclear-powered submarines, complete or being completed, but he says that the number of conventionally-powered submarines with guided missiles has been increased by eight in the past year to a total of 18.



When one considers the tremendous potential of destruction of the world's larger navies, it is with an easing of tension that one turns to some of the smaller ones—say the two inshore mine-sweepers of the Hong Kong Naval Reserve.

There are other innocent and unwarlike pleasures to be derived from the volume—such as tracing the vicissitudes of Second World War ships that once served in the Royal Canadian Navy and are now to be found serving in navies right round the world.

For the science-fiction enthusiast, the forecaster of things to come, there are delights to be found in the drawings and descriptions of some of the almost futuristic ships of the French Navy and others. That the Royal Canadian Navy is in step with the times is indicated in two artist's conceptions of helicopter-equipped destroyer escorts that appear in the late addendum.

To summarize *Jane's* is a task almost comparable to reducing the Bible to a single chapter. In a way, the comparison is not inapt. *Jane's* continues to be

the definitive word on what the navies of the world are and what they are becoming.—C.

JANE'S FIGHTING SHIPS, 1961-1962 edition, edited by Raymond V. B. Blackman, MIMARÉ, MRINA; published by Jane's Fighting Ships Publishing Company Ltd.; distributed in Canada by The McGraw-Hill Company of Canada, Ltd., 253 Spadina Road, Toronto 4; 438 pages, illustrated; \$35.

Old Sweat

FOR NEARLY 15 years Doug Smith has been spinning what the Navy would call "salty dips" about the Second World War on his page of *The Legionary*, magazine of the Royal Canadian Legion.

Naturally, there have been suggestions that the writer was resorting, at times, to invention, even if he did serve as an air gunner in the RCAF and a captain in the Canadian Army.

"Well, fellas," Smith wrote not long ago in *The Legionary*, "after yarning

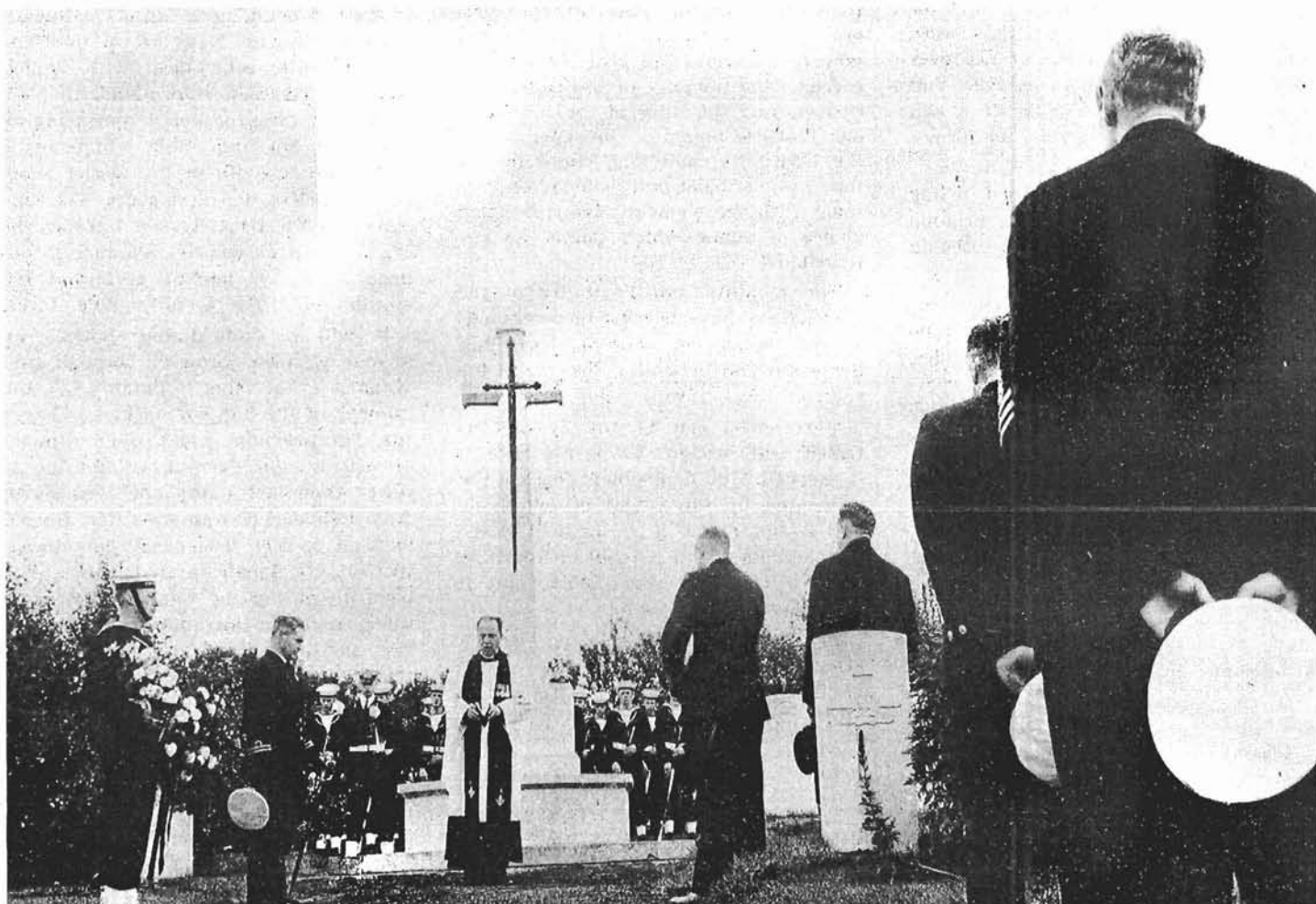
away to you for nigh 15 years, I sometimes wonder myself.

"Most of the stories surprisingly enough are true. Many of them occurred to friends of mine and some, I am sad to relate, cover my own ignoble contribution to the salvation of democracy.

"My key to rainy day columns is that deathless piece of prose—my secret diary. Somehow or other, through all the toil and turbulence of war, the horrors of Soho, the miseries of Place Pigalle and the agonies of the Snake Pit in Brussels, I managed to jot down a few words each head-throbbing day."

Now, it is good to know, Doug Smith has collected the best of these entertaining and veracious tales into a book, *Memoirs of an Old Sweat*. It is also good to know that certain names have been disguised, so that the persons they represent can continue to lead noble lives of community uplift without anyone saying: "Ha!"—C.

MEMOIRS OF AN OLD SWEAT, by Doug Smith, published by Evergreen Press Limited, 1070 SE Marine Drive, Vancouver 15; \$4.50.



Chaplain Ian H. Williams, of HMCS Lanark, conducts prayer before the Cross of Sacrifice in the new Reykjavik cemetery outside the Icelandic capital. A wreath was laid there in memory of Second World War dead and a spray laid at the graves of HMCS Skeena dead nearby during the visit of the Seventh Canadian Escort Squadron to Iceland on UNTD Cruise Charlie.

THE NAVY PLAYS

Wooden Whaler Beats New Boats

Sailing an old-fashioned clinker-built wooden whaler, a crew of bos'ns (qualifying) from HMCS *Stadacona* won the annual Naval Research Establishment Rose Bowl sailing regatta last summer.

With PO John Newton at the tiller and POs Les Jenkinson and Mark Draibye and Ldg. Sea. Larry Freeborn handling the sheets and sails, the old whaler crossed the finish line 11 minutes ahead of the next contestant on corrected time. The 10 other boats in the race included a number of fibreglass construction.

Canadian Football Big N.S. Attraction

Canadian football has really caught on in the Halifax-Dartmouth area. During the opening weeks of play in the Atlantic Football Conference 1961 season, attendance records were shattered by record-breaking crowds at both afternoon and evening games.

Conference President, Phil Carr-Harris, who has sparked the AFC organization, says: "This year's record-breaking attendance is indicative of local interest in the game and is most gratifying to members of the league."

The AFC was organized in 1960 when 11 teams from the Maritime Provinces joined together to form a new football league. The conference is divided into two sections, each of which plays a separate schedule.

In the "A" Section are teams from *Stadacona*, *Shearwater*, Dalhousie, St. Mary's St. Francis Xavier, Mount Allison and the University of New Brunswick.

In the "B" Section are teams from Acadia, Dalhousie, St. Dunstons, St. Francis Xavier and *Shearwater*.

Sailor Yokum Pick that Oakum

The following is an extract from "Hints to First Lieutenants of Corvettes", issued under the authority of Commander "D", HMCS *Sambro*, at Halifax on December 20, 1941:

"Ensure that men under punishment are given tasks to do, and are dully employed during the times stated in your orders."



Despite their relatively small numbers, personnel at Naval Radio Station Gander fielded a strong team in last summer's softball league at the big Newfoundland air base. The team lost a hotly contested semi-final to wind up in third place in the league standing. Team members pictured here are, front row, left to right, CPO R. G. Kergoat, AB A. W. Simpson, AB Frank Pielak, Ldg. Sea. A. J. Bruneau and AB T. E. Charbonneau. In the top row are Ldg. Sea. J. A. Smith, Ldg. Sea. C. T. Archer, AB D. C. Gillis, AB Michael Juhas and Ldg. Sea. R. N. King.

Following the regular season of play, the two top teams in the "A" Section met in the sudden-death Purdy Cup final on November 18. The winner of this game advanced to the Atlantic Bowl Game which was played in Halifax on November 25. This year the McMaster Marauders from Hamilton journeyed to the twin cities to try their skill against the "best in the east", St. Francis Xavier University and lost out by a score of 14 to 0.

The Bowl Game, which has become an eastern gridiron classic, was preceded by the Atlantic Bowl Ball and the Bowl Parade. A special feature of the Ball was the crowning of the Atlantic Bowl Queen, Carla MacKinnon, 18-year-old freshette from Acadia University, who was selected from the contestants representing each of the teams in the league.

St. Francis Xavier University's float took first place in the parade while HMCS *Stadacona* carried a close second. The winning float depicted the graves of the defeated teams in the Atlantic Football League along with the defender of the St. FX title—a man in full armour astride his steed. The *Sta-*

dacona float represented three weeks of planning and construction by the hull section of the engineering division of the Fleet School.

R. T. P. Merchant, chairman of the Atlantic Bowl Committee, worked with his committee for several months on arrangements for the big week-end and says that with football interest at an all-time high in this area, the Bowl Game festivities this year were more exciting than ever.

CMR Teams Meet Stiff Opposition

Teams from Le Collège Militaire Royal de St. Jean ran up against keen competition when they made their annual visit to Halifax in mid-November to take part in a number of sports competitions against Nova Scotia service teams.

The visiting teams tallied their only victory in basketball when they staged a second-half rally to take the *Stadacona* Sailors by a score of 47 to 45.

A water polo team, made up of representatives from *Stadacona* and Atlantic Coast ships, scored four unanswered

goals in the second half to beat the CMR visitors by 6 to 2.

The swimming meet had *Stadacona* in front with a total of 34 points while CMR was a close second with 31 and *Cornwallis* third with 23.

A team from the RCAF station at Greenwood won the fencing tourney with 16 points to edge the CMR and *Cornwallis* teams, which had 13 and 10 points respectively.

In hockey the CMR team bowed, 3-1, to the *Shearwater* Flyers.

Just Chap Who Enjoys Sports

CPO Jack Strachan describes himself as "just a fellow who enjoys sports... all sports."

But the Pacific Command of the Royal Canadian Navy regards him as a sportsman who "through his own achievements and efforts has contributed most to sports in the Command throughout the past year."

Because of this, CPO Strachan has been awarded the coveted Lt.-Cdr. Charles McDonald Trophy, presented in recognition of such achievement and effort. He was formally presented with the large silver trophy at divisions on December 1 at *Naden*.

Calling Vancouver his home town, CPO Strachan has been interested in sports for as long as he can remember. In various schools of the mainland city he participated in lacrosse, soccer and softball.

He joined the Navy 13 years ago, and ever since then has devoted practically all his free time to sports and athletic events.

Nearly four years of his service career were spent with the Atlantic



Command, and it was there in 1954 that he won the Admiral Jones' Trophy, awarded annually on the East Coast on the same basis as the Charles McDonald Trophy.

In recent weeks CPO Strachan has served at *Naden* on the staff of the Principal Naval Overseer's Office at the Yarrows Ltd. shipyard. For more than two years before, he was in HMCS *Skeena* and participated in a number of the ship's sport programs when time ashore permitted.

Now that he is ashore again, he is back in his sporting stride, with soccer, basketball, and volleyball heading the list. He also plays soccer on "civvy street" with a team in the Victoria and District League.

Chief Strachan's athletic program isn't confined just to land activities. He likes swimming, and last year completed a clearance diving course with the Navy's Operational Diving Unit at Colwood. That led to an enthusiasm for skin-diving. And just a few weeks ago he started curling.

The navy sportsman lives in Belmont Park, with his wife, Lillian; eight-year-old son Robert (who already swims well and is wrapped up in several sports, including Little League Baseball) and daughter, Laurel, six.

And to round out the sporting picture, this "Jack of all Sports" and his wife also enjoy periodic games of table tennis and bowling.

Softball Winter Sport in Toronto

What do they do in Toronto when the snow starts flying? They play softball.

As in previous years HMCS *York* has entered a team in the Toronto Garrison Officers' Indoor Softball League, a 10-team loop that plays at the University and Fort York Armouries.

The schedule opened on October 28 and calls for each team to play eight games during the season. Last year the Navy team came close to taking the honours, losing out in the finals.

Fishing Good At Churchill

CPO Ben Humberstone, HMCS *Churchill*, hauled in a 31-pound lake trout on an eight pound test line in October and, while it may not be the largest lake trout ever boated, it is believed to be the record for the year.

CPO Humberstone was fishing in South Knife Lake, 100 miles south of Churchill, along with Lt.-Cdr. W. J. Swiniarski, *Churchill's* commanding officer, Lt. Arnold Steed, supply officer,



CPO Ben Humberstone, of Churchill, displays the 31-pound lake trout he caught on a fall fishing expedition in northern Manitoba.

CPO C.R. Sabean, PO T. L. Gordon and AB G. J. Johns.

In all, the members of the expedition hooked 62 fish, of which the big one was the 31-pounder, another was 22 pounds and the rest averaged about six to seven pounds.

Bridge Sharks Do It Again

Just about a month after the East Coast bridge team of CPO W. W. Reid and PO Don Jordan racked up a 3,130 hand during lunch-hour play, August 11, in the Academic Division of the Fleet School at *Stadacona*, they did it again and equalled their previous challenge.

Jordan and Reid squared off against CPO Dick Brett and PO C. A. Richardson September 12. Reid held aces of diamonds, clubs and spades, with a seven-card diamond suit with honours. His partner held spades and hearts with the ace and king of the latter.

Seven no trump was bid, doubled and redoubled. Richardson made the first and last move of the game for his side when he led away from his king. Bang, bang, bang went the tricks, while the scorer wet his pencil in glee.

The previous game, reported in the September 1961 issue of *The Crow'snest*, had Reid and Jordan bragging: "CAN ANYONE IN THE FLEET TOP THIS?" Although they didn't exactly top it themselves, they still sit down to play in a bit of a daze.

RETIREMENTS

CPO STANLEY BIRCH, C2BN4, of Victoria, B.C.; joined November 18, 1940, served in *Naden, Stadacona, Skeena, Arvida, Cornwallis, S343, Uganda, Ontario, Niobe, HMS Excellent, Sioux, Quadra, HMS Dolphin, HMS Chaser*; awarded CD; retired November 17, 1961.

CPO HAROLD HENRY BOOTH, C1HT4, of Winnipeg, Manitoba; joined RCNVR Nov. 8, 1933; transferred to RCN May 12, 1943; served in *Naden, Prince Henry, Givenchy, RNO Yarrows, Chebogue, Niobe, Peregrine, Scotian, Cornwallis, Iroquois, Royal Roads, Ontario, Stadacona*; awarded CD; retired November 14, 1961.

PO NORMAN LESLIE BOURNE, P1ET4, of Prince Rupert, B.C., joined November 18, 1940; served in *Naden, Quesnel, Givenchy, Q071, Guysborough, Sans Peur, St. Catharines, Peregrine, Kapuskasing, Middlesex, Ontario, Stadacona, Beacon Hill, Huron, Cape Breton, Portage, Magnificent, Cornwallis, Cayuga, Sioux, Fraser*; awarded CD; retired November 17, 1961.

PO GORDON JAMES BROWN, P1FC3; of Nanaimo, B.C.; served in RCNVR February 2, 1940, to July 30, 1945; joined RCN March 21, 1946; served in Montreal division, *Stadacona, Venture, Festubert, Sunbeam, Andre, Dupre, Adversus, Sambro, Midland, Niobe, Ottawa, Avalon, New Westminster, Whitby, Digby, Peregrine, Donnacona*; awarded CD; retired November 22, 1961.

CPO BERNARD ARTHUR COKER, C1ET4, of Heaslip, Manitoba; joined November 18, 1940; served in *Naden, Prince David, Stadacona, Goderich, Iroquois, Huron, Qu'Appelle, Warrior, Ontario, Rockcliffe, Cornwallis, Antigonish, James Bay, Stettler, Naden*

Letter to Editor

Dear Sir:

I have only recently seen the September issue of *The Crownsnest*. While I appreciate having my name in print under the heading "Officers Retire", may I draw to your attention that your source of information in Officers' Records let you down rather badly. My name is *Eric* not *Edward* and I was never in Newfoundland until my work as a School Relations Officer took me there in 1960. I am also a Haligonian.

The correct information must be up there somewhere because the handsome brochure issued to me on retirement appears to be letter perfect.

I served in *Stadacona, Venture, Protector II, Captor, Scotian, Bytown and Huron*.

Yours sincerely,

E. B. MERCER,
Lieutenant-Commander,
RCN (Ret)

16 Cambridge Street,
Halifax, Nova Scotia.

(PNO West Coast), *Discovery, New Glasgow*; awarded CD; retired November 21, 1961.

CPO ALVIN ELMO FARRELL, C2ER4, of Carstairs, Alberta; joined November 18, 1940; served in *Naden, Stadacona, HMS Ramillies, HMS Berwick, Niobe, HMS Drake, J4229, Lockeport, HMS Buxton, Niobe, Prescott, Cornwallis, Peregrine, Grandmere, Sioux, Givenchy, Ontario, ML 124, Magnificent, Crusader, Sussevale, Stettler*; awarded CD; retired November 17, 1961.

CPO EVERETT EUGENE HAUGHN, C2ER4, of Halifax, N.S.; joined November 18, 1940; served in *Stadacona, Naden, Barrie, Cornwallis, Fort William, Drummondville, Hochelaga II, Fort Erie, Chaleur II, Niobe, J3329, Magnificent, Iroquois, St. Stephen, Crescent, Micmac, Lauzon, Haida, Gatineau, Inch Arran*; awarded CD; retired November 10, 1961.

CPO DOUGLAS ROBERT HOSSER, C2WS4, of Cloverdale, B.C.; joined November 18, 1940, served in *Naden, Stadacona, St. Laurent, ML 055, Cornwallis, Hamilton, Noranda, Collingwood, Avalon, Amherst, Toronto, Saint John, Uganda, Discovery, Rockcliffe, Ontario, Niobe, Excellent, Huron, Athabaskan, Chippawa, Sussevale*; awarded CD; retired November 17, 1961.

PO JOHN LLOYD McKENZIE KING, P1ER4, of North Sydney, N.S.; joined RCNVR July 24, 1941; transferred to RCN; served in Halifax division, *Stadacona, Protector, Burlington, Fort Ramsay, Iroquois, Uganda, Scotian, Haida, Diving Tender #3, New Liskeard, Portage, St. Stephen, Crescent, Haida, Nootka, Swansea, Toronto, Wallaceburg, Quebec, Assiniboine, St. Laurent, Cayuga, Lauzon, Granby*; awarded CD; retired November 1, 1961.

PO DOUGLAS McKENZIE LOCKHART, P1ER4, of Penticton, B.C.; joined RCNVR May 31, 1940; transferred to RCN June 6, 1945; served in Vancouver division, *Naden, Ungava, Stadacona, Avalon, Skeena, Cornwallis, York, Portage, Peregrine, Sarnia, Niobe, Warrior, Haida, Cedarwood, Cayuga, New Waterford, Ontario, Fraser*; awarded CD; retired November 8, 1961.

CPO ERVIN THEODORE MILLER, C1HT4, of Middle Musquodoboit, Halifax Co. NS; joined RCNVR July 11, 1940, transferred to RCN Oct. 31, 1944; served in *Stadacona, SS Pasteur, Protector, Venture, Avalon, Hamilton, Scotian, Peregrine, Niobe, HMS Glory, HMS Puncher, J3329, Iroquois, La Hullose, Haida, Cornwallis, Quebec, Algonquin*; awarded CD; retired November 1, 1961.

CPO THOMAS EDWARD MOORCRAFT, C2BN3, of Lancaster, Chorley, England; joined November 18, 1940; served in *Naden, Stadacona, Skeena, Niobe, Peregrine, Scotian, Algonquin, Crescent, Cornwallis, Ontario, Royal Roads, Stettler, Malahat*; awarded CD; retired November 18, 1961.

CPO SAMUEL WESLEY RUMSON, C1BN4, of Carbonear, Nfld.; joined March 1, 1937; served in *Stadacona, St. Laurent, Skeena, Assiniboine, Victory, (Excellent), Stadacona, Prince David, Cornwallis, HMS*

Malaya, Excellent, Niobe, Naden, Uganda, Rockcliffe, Griffon, Iroquois, La Hullose, Magnificent, Buckingham, HMS Dolphin, HMS Maidstone, Saguenay, Athabaskan, Terra Nova, Star, York; awarded Long Service and Good Conduct Medal; retired November 18, 1961.

CPO ARTHUR JOHN SMITH, C2ER4, of Hertford, England; joined November 18, 1940; served in *Naden, Stadacona, HMS Ramillies, HMS Berwick, Niobe, HMS Pembroke, Niobe, J4234, Parsley, Monnow, HMS Ferret, Peregrine, Haida, Huron, Scotian, Ross Norman, Qu'Appelle, Nootka, Iroquois, Cornwallis, Magnificent, Micmac, Bonaventure*; awarded CD; retired November 17, 1961.

CPO HAROLD PETER WILLIAMS, C1HT4, of Saint John, N.B.; served in RCNVR October 19, 1940-October 10, 1945; joined RCN March 27, 1946; served in Saint John division, *Stadacona, Vigil II, Captor II, Shelburne, Hochelaga II, Scotian, Avalon, Cornwallis, Donnacona, Givenchy, Rockcliffe, Ontario, Naden, Crusader, Cape Breton*; awarded CD (due Aug. 6, 1953); retired November 27, 1961.

CPO LEWIS ALBERT WOOD, C2ER4, of Oxford, N.S.; joined November 18, 1940; served in *Naden, Outarde, Givenchy, Stadacona, Cornwallis, Avalon, St. Laurent, Gatineau, Prince Rupert, Orillia, Algonquin, Tilsonburg, Fort Francis, Scotian, Nootka, Iroquois, La Hullose, Haida, Portage, Algonquin, Swansea*; awarded CD; retired November 18, 1961.

Officers Retire

LT.-CDR. LESLIE DANIEL KNIFFEN, of Vittoria, Ont., joined RCNVR June 8, 1942, transferred to RCN March 28, 1949, served in *Prevost, Cornwallis, Bytown, Burrard, York, Stadacona, Niobe, Carleton, Shearwater, Star, Patriot, Niagara, Stadacona*; last appointment, HMCS *Shearwater*; commenced leave November 1, 1961, retires March 28, 1962

A/SURGEON CAPTAIN JOHN WILLIAM GREEN, of Trinidad, B.W.I., and Victoria, served in RCAF September 16, 1940, until November 20, 1945; joined RCN(R) December, 1947, transferred to RCN January 6, 1948; served in *Naden, Ontario, Crescent, Donnacona, Discovery, Stadacona, York, Cape Breton, Naden*; last appointment, anaesthesiologist, RCN Hospital, HMCS *Naden*; commenced leave November 22, 1961, retires February 17, 1962.

LT.-CDR. EVAN SYDNEY LLOYD, of Halifax, joined RCNVR September 25, 1939, as a writer, promoted to acting pay sub-lieutenant May 4, 1942, transferred to RCN December 11, 1945; served in *Venture, Avalon, Stadacona, Kings, Kootenay, Niobe, Crusader, Scotian, Iroquois, Naden, Rockcliffe, Bytown, Shearwater, Hochelaga*; last appointment Naval Headquarters as Director of Personnel Stores; commenced leave October 29, 1961, retires May 10, 1962.



Recalling a scene that was repeated hundreds of times during the Second World War, the destroyer escort Terra Nova steams through the narrow entrance of the harbour of St. John's, Newfoundland, during last summer's cruise to the capital of the Old Colony and outports. (NFD-5837)

A Century of Naval Lore Corners

The "Naval Lore Corner", with this issue of *The Crownsnest*, becomes a centenarian of sorts. Inside the back cover appears the 100th edition of this popular and regular feature of the magazine.

The February issue will see it reach another milestone, the 10th anniversary of its first appearance.

Every drawing has come from the busy pen of Lt. J. M. Thornton, RCN(R), of HMCS Discovery, the Vancouver naval division. The work and research involved in the preparation of the "Naval Lore Corners" have been prodigious. Rarely has a page contained fewer than four pictures of ships and, for special occasions, such as the centre-spreads showing the Canadian Fleet, published October 1951 and in the Jubilee issue in 1960, the number of individual drawings has mounted to many scores.

Recognition of the excellence of Lt. Thornton's work has extended far beyond the boundaries of Canada. "Naval Lore Corners" have



LT. J. M. THORNTON

been reproduced in *The Sea Cadet*, published in England, in *Commando*, South Africa's inter-service magazine, and in *Varuna*, the Indian Navy's quarterly. From a distinguished writer on naval and marine subjects in England came the suggestion that the "Naval Lore Corners" be collected and published in book form. So wide-ranging has Lt. Thornton's choice of subjects been that, if ever such a volume were published, it might well be entitled "The Poor Man's Jane's"

The "Naval Lore Corners" are far from representing the entire output of Lt. Thornton's pen on behalf of the Navy. During the winter training season, he is associate editor of the HMCS Discovery Newsletter and is responsible for the art, layout and production of the publication. And what, among other things, does this involve?

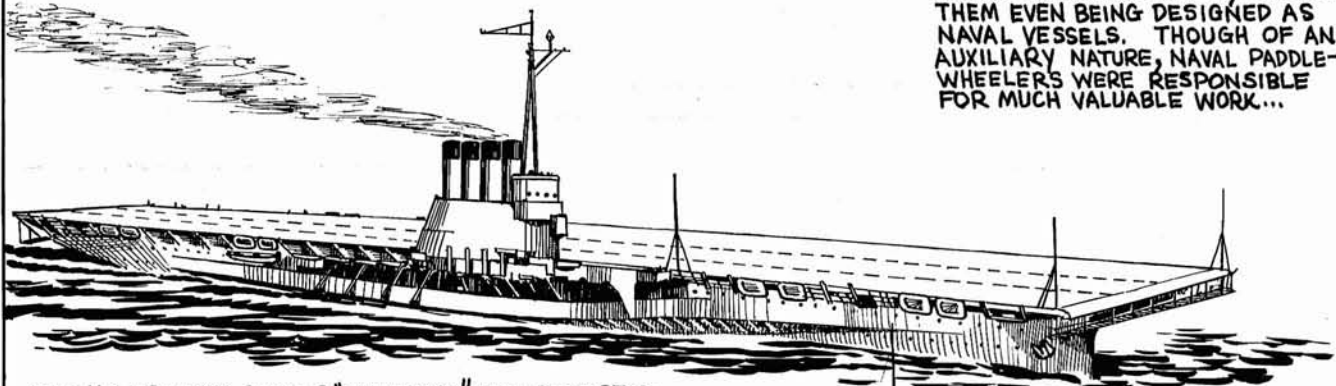
Drawing more ships.

Naval Lore Corner

Number 100

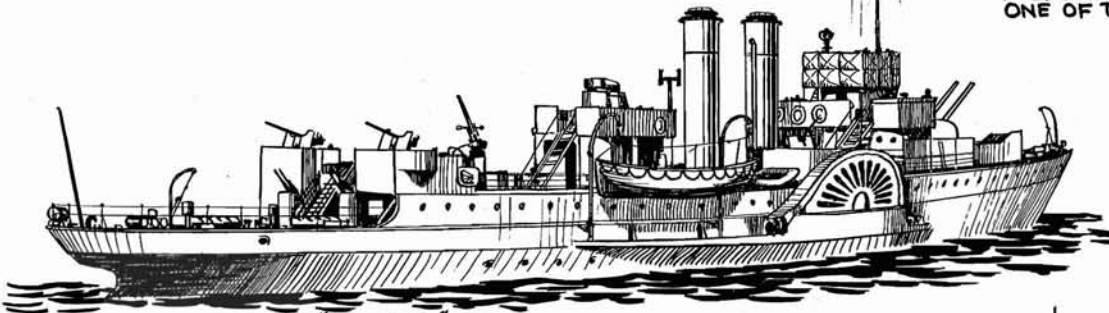
NAVAL PADDLE-WHEELERS

NAVAL VESSELS PROPELLED BY PADDLE WHEELS HAVE BEEN A RARITY SINCE THE TURN OF THE CENTURY. PADDLE-WHEELERS, HOWEVER, HAVE FOUND THEIR PLACE IN VARIOUS NAVIES OF THE WORLD IN MODERN TIMES, SOME OF THEM EVEN BEING DESIGNED AS NAVAL VESSELS. THOUGH OF AN AUXILIARY NATURE, NAVAL PADDLE-WHEELERS WERE RESPONSIBLE FOR MUCH VALUABLE WORK...



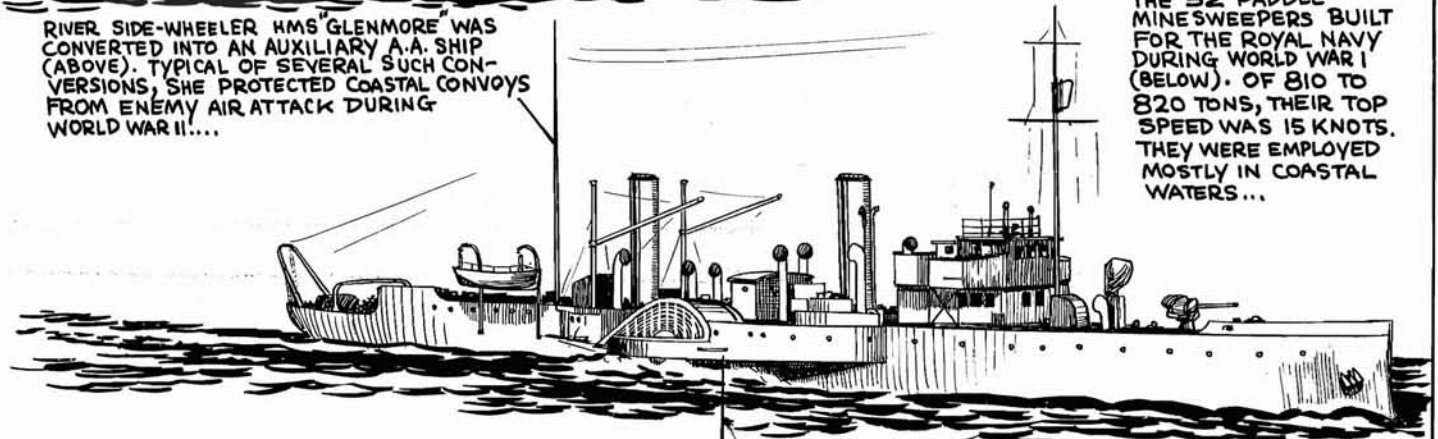
THE U.S. TRAINING CARRIER "WOLVERINE" WAS CONVERTED FROM THE GREAT LAKES CRUISE PADDLE STEAMER "SEEANDBEE" AND OPERATED ON LAKE MICHIGAN DURING WORLD WAR II. A COAL BURNER, SHE WAS UNARMED AND WITHOUT A HANGAR.

"WOLVERINE'S" JOB WAS TO PROVIDE DECK-LANDING PRACTICE FOR FLEDGLING PILOTS. SHE WAS ONE OF TWO SUCH VESSELS...



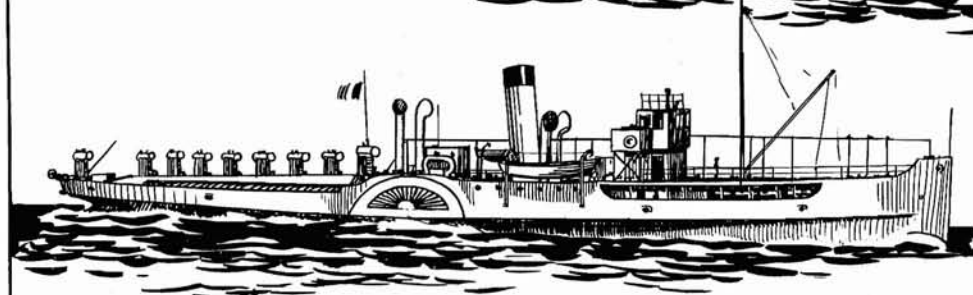
RIVER SIDE-WHEELER HMS "GLENMORE" WAS CONVERTED INTO AN AUXILIARY A.A. SHIP (ABOVE). TYPICAL OF SEVERAL SUCH CONVERSIONS, SHE PROTECTED COASTAL CONVOYS FROM ENEMY AIR ATTACK DURING WORLD WAR II....

NOT CONVERTED FROM MERCHANT SHIPS, BUT SPECIALLY DESIGNED NAVAL VESSELS, WERE THE 32 PADDLE MINE SWEEPERS BUILT FOR THE ROYAL NAVY DURING WORLD WAR I (BELOW). OF 810 TO 820 TONS, THEIR TOP SPEED WAS 15 KNOTS. THEY WERE EMPLOYED MOSTLY IN COASTAL WATERS...



FRENCH NETLAYER "GUÉPE," BUILT IN 1913 WAS CONVERTED FROM A PADDLE TUG (LEFT).

PADDLE-WHEEL-PROPELLED VESSELS STILL HAVE THEIR PLACE TODAY, AS WITNESSED BY TWO RECENTLY BUILT PADDLE TUGS FOR THE ROYAL NAVY; "DEXTEROUS" AND "FAITHFUL"...



A.S.

Roger Duhamel

QUEEN'S PRINTER—IMPRIMEUR DE LA REINE

If undelivered return to:

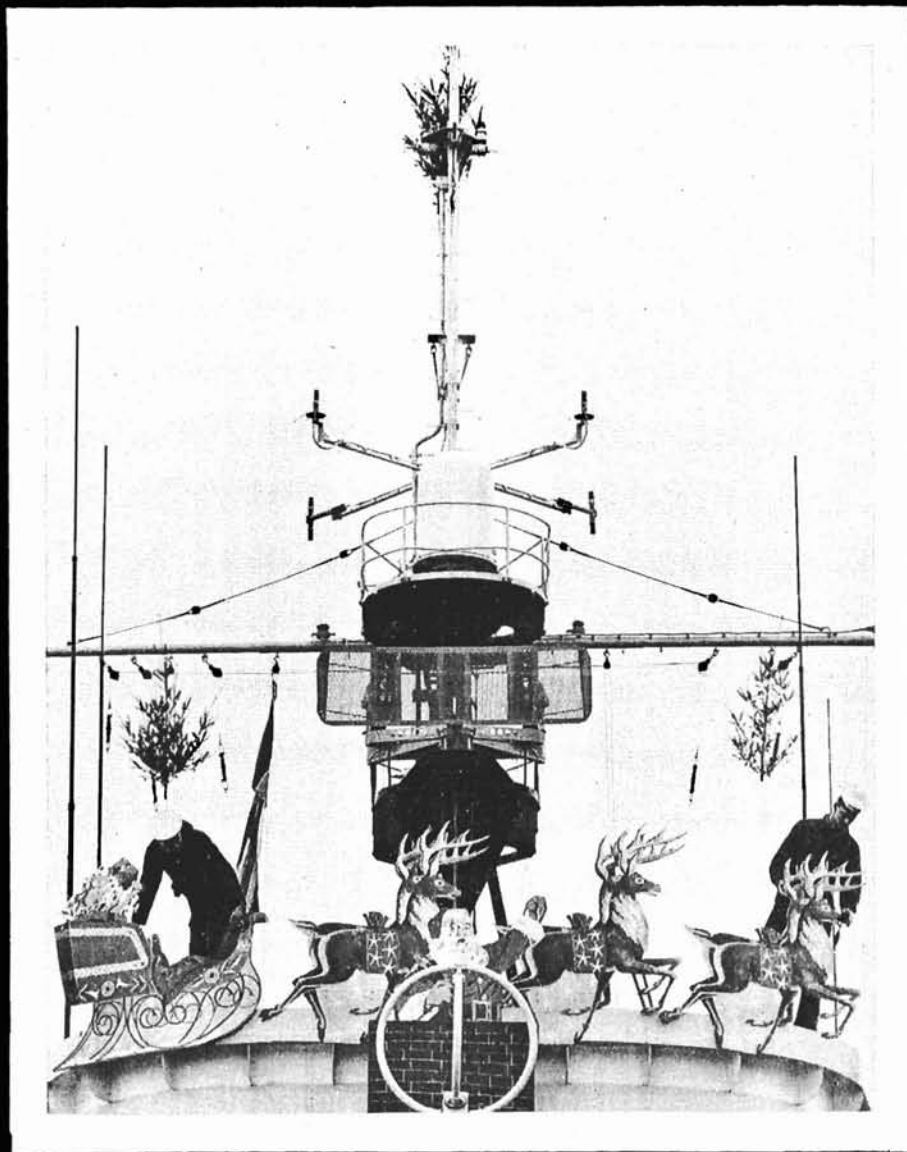
The Queen's Printer, Ottawa, Canada

En cas de non-livraison, retourner à:

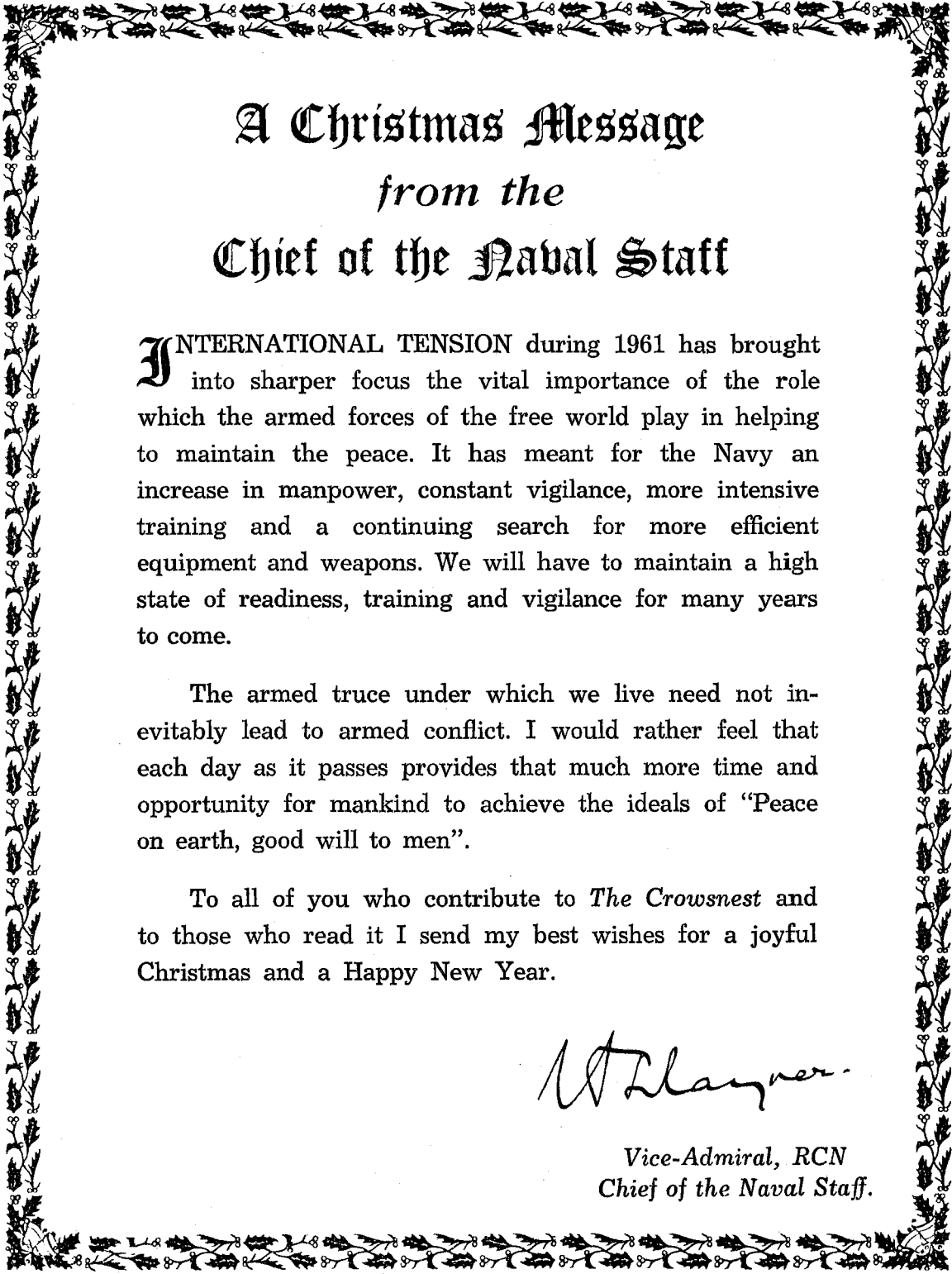
L'Imprimeur de la Reine, Ottawa, Canada



The CROWSNEST



Christmas, 1961



A Christmas Message from the Chief of the Naval Staff

INTERNATIONAL TENSION during 1961 has brought into sharper focus the vital importance of the role which the armed forces of the free world play in helping to maintain the peace. It has meant for the Navy an increase in manpower, constant vigilance, more intensive training and a continuing search for more efficient equipment and weapons. We will have to maintain a high state of readiness, training and vigilance for many years to come.

The armed truce under which we live need not inevitably lead to armed conflict. I would rather feel that each day as it passes provides that much more time and opportunity for mankind to achieve the ideals of "Peace on earth, good will to men".

To all of you who contribute to *The Crowsnest* and to those who read it I send my best wishes for a joyful Christmas and a Happy New Year.



Vice-Admiral, RCN
Chief of the Naval Staff.

The CROWSNEST

Vol. 14 No. 1

THE ROYAL CANADIAN NAVY'S MAGAZINE

NOVEMBER 1961

CONTENTS

	Page
<i>RCN News Review</i>	2
<i>The Prime Task</i>	5
<i>The Aldergrove Pool</i>	8
<i>Officers and Men</i>	9
<i>The Reserve's Summer</i>	12
<i>Outward Bound</i>	14
<i>A Mace for Dartmouth</i>	16
<i>Afloat and Ashore</i>	17
<i>HMS Egeria's Awnings</i>	20
<i>Books for the Sailor</i>	21
<i>The Navy Plays</i>	23
<i>Retirements</i>	26
<i>Lower Deck Promotions</i>	27
<i>Naval Lore Corner No. 99</i>	<i>Inside Back Cover</i>

The Cover—After all, a ship is a sailor's seagoing home, which is sufficient reason for lavishing as much attention on her at Christmas time as one would on a bungalow in the suburbs. Among the better dressed warships in Esquimalt harbour a couple of years ago (as CPO Ken Martin was careful to record with his camera) was the frigate *Jonquiere*. (E-53483)

The Crowsnest Extends to Its Readers All Best Wishes for Christmas and the New Year

Negative numbers of RCN photographs reproduced in *The Crowsnest* are included with the caption for the benefit of persons wishing to obtain prints of the photos.

This they may do by sending an order to the Naval Secretary, Naval Headquarters, Ottawa, attention Directorate of Naval Photography, quoting the negative number of the photograph, giving the size and finish required, and enclosing a money order for the full amount, payable to the Receiver General of Canada.

Sizes, finish and the National Defence standardized prices, follow:

4 x 5 (or smaller) glossy finish only ..	\$.10
6½ x 8½ glossy finish only .....	.40
8 x 10 glossy or matte finish .....	.50
11 x 14 matte finish only	1.00

SUBSCRIPTION RATE

The Crowsnest may be subscribed for at the rate of \$1 per year; outside of North America, \$1.50. Orders, accompanied by cheque or money order made to the Receiver General of Canada, should be sent to:

THE QUEEN'S PRINTER,
Department of Public Printing
and Stationery,
Ottawa, Ont.



Champions in the Dartmouth Half-Pint Football League are the Shannon Park naval married quarters "Sailors". Undeclared, they racked up 250 points with only one score against in the six-game schedule with two Shearwater teams and one from Woodside. In the final they defeated the Shearwater Fireflies 20-9 to win the league title. The coaches are PO Bill Joynt and Ldg. Sea. Ernie Manuel. This was the first season for the Sailors in half-pint play. Shown are members of the offensive line-up. Front row, left to right: Denny Crawford, Peter Guinta, Gerald Buott, Gail Peller, Randy Anderson, Terry Carroll and Patrick Crawshaw. Rear row: Robert Yuille, Terry Kelly, Michael Bucci, Douglas Deneau and Patrick Flecknell. (HS-66714)

Ships Spend Three Weeks in North

The aircraft carrier *Bonaventure* arrived in Halifax Friday morning, October 13, and fired a 13-gun salute from Commodore M. G. Stirling, Senior Canadian Officer Afloat (Atlantic), to Rear-Admiral K. L. Dyer, Flag Officer Atlantic Coast. The salute was returned by naval field pieces firing 11 guns from the Dockyard.

The salutes brought to a close a three-week trip during which Commodore Stirling took a task force into far northern waters, more than 1,200 miles from Halifax, for anti-submarine exercises. In addition to the *Bonaventure*, there were five destroyer escorts, the British submarine *Aurochs*, RCAF Maritime patrol aircraft and a large USN tanker which visited Halifax with the returning ships. More than 2,500 sailors were involved in the anti-submarine exercise in Hudson Bay and Davis Strait. The *Bonaventure* steamed a total of 5,200 miles on the voyage.

No day went by in which at least some flying was not accomplished. Sometimes the rescue and utility helicopter (Pedro, the busy little burro) was the only one about its business of transferring mail, material and passengers among the ships. Pedro's hours

totalled about 60 and she landed eight times on board destroyer escorts and 20 on board the tanker *Neosho*, whose refuelling kept the fleet going. Pedro's carrier landings totalled 130 because of normal plane guard duties.

The *Neosho* achieved a milestone while fuelling the *Bonaventure*. Lt. J. G. Richard Wright, USN Supply Corps, of Philadelphia, came aboard and presented a huge cake to Cdr. Howard Minogue, engineer officer of the carrier. On the frosting was written "To the 200th customer of 1961".

The close of the cruise marked a milestone, too, for anti-submarine squad-

ron 880's sea detachment. Seven of the crews of the 18 carried by the *Bonaventure* are being exchanged with others from shore. This semi-annual and partial switch enables the squadrons to keep the pitch of operational readiness reasonably constant.

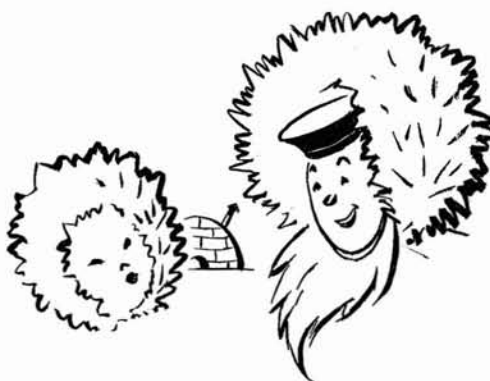
Since the detachment was embarked last May, its Tracker aircrews have flown more than 2,400 hours from the ship and more than 1,400 while deployed to various Atlantic provinces air bases. The detachment has taken part in four major exercises in addition to normal operational commitments.

Wrens Celebrate 10th Anniversary

Wrens from naval divisions across Canada met in Winnipeg on Thanksgiving week-end to celebrate the 10th anniversary of their membership in the peace-time RCN(R).

More than 80 reserve wrens were present for the celebration, which included a civic luncheon given by the City of Winnipeg, a dinner and dance at HMCS Chippawa, the Winnipeg naval division, and a church parade.

Divisions represented at the reunion were: *Brunswick*, Saint John; *Cataquai*, Kingston; *Griffon*, Fort William



and Port Arthur; *Unicorn*, Saskatoon; *Nonsuch*, Edmonton; *Discovery*, Vancouver; *Star*, Hamilton; *Carleton*, Ottawa; *Queen*, Regina; *York*, Toronto, and *Chippawa*.

The reunion was attended by Lt.-Cdr. Constance Ogilvy, Staff Officer Wrens, Naval Headquarters, and Lt. Fanta Tait, Staff Officer Wrens to the Commanding Officer Naval Divisions, each of whom was presented with a certificate of honorary citizenship of Winnipeg by the Deputy Mayor during the civic luncheon.

On Sunday evening an entertainment was held at which skits were presented by *Chippawa*, *Donnacona* and *Discovery*.

Chief of Naval Staff Visits West Coast

Vice-Admiral H. S. Rayner, Chief of the Naval Staff, visited the Royal Canadian Navy's Pacific Command from October 25 to 28.

During his tour he conferred with Rear-Admiral E. W. Finch-Noyes, Flag Officer Pacific Coast and Maritime Commander Pacific, and visited ships and establishments of the command.

Admiral Rayner also addressed the National Council of the Navy League of Canada at their annual meeting in Victoria October 26 and 27, which saw the election of Cdr. F. C. Aggett, RCN(R) (Ret) as president of the organization.

Band Training Combined at Naden

Bandsmen recruits of all three Armed Forces began training at the RCN School of Music, HMCS *Naden*, Esquimalt, on November 1.

Under the new scheme, intake of apprentice bandsmen for the first year will be 51. Two classes a year are planned, in May and November, reaching an anticipated peak intake of 137 in May 1963.

The decision to train bandsmen of the three services at the RCN establishment was taken on the recommendation of the National Defence Personnel Members Committee who noted that RCN band apprentices had been trained successfully at *Naden* for the past six years, and that with additional instructors and certain alterations to existing accommodation, the training of bandsmen of the other services could be effected easily and economically. The Army and the RCAF are providing instructors to augment the RCN staff at the school.



The third largest award ever made by the Suggestion Award Board of the Public Service of Canada and the largest ever awarded to a member of the Department of National Defence serving with the Navy, was presented on October 11 to William Kingston, second from right, by Vice-Admiral H. S. Rayner, Chief of the Naval Staff. Mr. Kingston received \$1,778 for proposing a modification to certain RCN radar pedestals. Attending the presentation ceremony were Rear-Admiral P. D. Budge, (left) Chief of Naval Personnel, and Jules Pelletier, chairman of the National Defence Suggestion Award Committee. (O-13954)

New entry training will be given bandsmen recruits by their respective services before they commence training at the RCN School of Music. All personnel of the school will be under the command of the Commodore, RCN Barracks, Esquimalt.

Pilots' Wings Awarded to 24

Twenty-four sub-lieutenants of the Royal Canadian Navy have been awarded their pilots' wings after successfully completing the first phase of their flying training at RCAF Station Saskatoon.

They are now taking an intensive course, which includes advanced flying training for conversion to Tracked anti-submarine aircraft and to helicopters, to bring them up to second pilot standards. Other elements of the course are survival, anti-submarine warfare and maritime warfare.

Ten of the officers have been appointed to VU-33, utility air squadron at Patricia Bay. The remainder have been appointed to *Shearwater*, for VU-32 utility air squadron, and HU-21 utility helicopter squadron.

Joining HU-21 are: Acting Sub-Lieutenants William A. Cook; D. C. Hallaran,

and Bruce E. McKay, and Sub-Lt. Herman P. Muenzer.

Appointed to VU-32 are: Sub-Lt. David J. McLewin and Acting Sub-Lieutenants W. P. Breckenridge; Sean D. Carrigan; Charles C. Coffen; Vernon R. Miller; Donald J. Monk; D. E. Muckle; R. C. Tanton; G. I. Willis and R. M. Woosnam.

Joining VU-33 are: Acting Sub-Lieutenants Terrence J. Clark; Fred N. Clarke; Fred W. Harvey; Robert Jackson; John E. McGee; Alan S. McIntosh; Larry A. O'Brien; Eric Nielsen; John E. Tucker, and Garry F. Youngson.

Suggestion Wins Award of \$1,778

A suggestion by William P. Kingston, of Bathurst, N.B., and Ottawa, a technical officer on the staff of the Director of Supplementary Radio Stations at Naval Headquarters, has earned him the third largest cash award ever granted by the Suggestion Award Board of the Public Service of Canada, and the largest ever awarded to a member of the Department of National Defence serving with the Navy. Mr. Kingston also received a congratulatory letter from the Chief of the Naval Staff for his achievement.

Mr. Kingston has been awarded \$1,778 for a suggestion for a modification to the pedestals of certain radar sets used in ships of the Royal Canadian Navy.

The idea, which will save thousands of dollars, was forwarded to the Suggestion Award Board for evaluation by specialist officers and has been adopted for RCN use.

Mr. Kingston entered the RCNVR in July 1944 as a radio artificer. He transferred to the regular force in December, 1946, served twice in Korean waters and took his discharge in December, 1956. He taught school briefly at Bathurst in 1957 before entering the Federal civil service in July of that year. He served on the staff of the Electrical Engineer-in-Chief until December 1960, when he transferred to his present position.

First Lord Pays Visit to Ottawa

A distinguished visitor to Ottawa during mid-October was the Rt. Hon. Lord Carrington, First Lord of the Admiralty.

During his visit, from October 16 to 18, Lord Carrington conferred with Hon. Douglas S. Harkness, Minister of National Defence, and senior defence officials. He was introduced to members of the Naval Board by Vice-Admiral H. S. Rayner, Chief of the Naval Staff.

Lord Carrington became First Lord of the Admiralty in October 1959, after serving in other British government posts since 1951.

147 Enrolled as RCN Officer Cadets

A university education and a military career will be combined by 147 young men from across Canada who have been accepted into the Royal Canadian Navy as officer cadets under terms of the Regular Officer Training Plan.

Eighty-eight of the successful ROTP candidates have been accepted for entry into the three Canadian Services Colleges: Royal Roads, Royal Military College and College Militaire Royal de Saint-Jean.

The other 59 will attend universities.

The Regular Officer Training Plan, common to the three armed forces, provides young men with an opportunity to receive a subsidized university degree education while at the same time proceeding toward professional officers' careers.

Included in the successful applicants this year are three lower deck members of the Royal Canadian Navy (Reserve). They are: AB Robert J. Lees, of Vancouver, who will attend the University

of British Columbia; Ord. Sea. Colin Campbell Barber, of Regina, who will attend the University of Manitoba; and Ord. Sea. H. B. McGibbon, of Ottawa, who will attend Queen's University.

RCN Officer Joins Argentine Cruise

A Royal Canadian Navy officer, Lt.-Cdr. Neil St. C. Norton, has been appointed as RCN observer with the Argentine Navy for a four-month cruise in the Antarctic.

Lt.-Cdr. Norton left for Buenos Aires on October 10, and the expedition was to sail from there October 20.



Lt.-Cdr. Norton was selected for the appointment when the Argentine Navy extended an offer for an officer of the RCN to accompany the expedition as an observer.

The expedition will be in two phases. The first will be concerned with ice penetration while the second will be taken up with antarctic scientific work. The ships will return to Buenos Aires between phases, and on completion of their work at the end of February 1962.

Lt.-Cdr. Norton is no stranger to conditions in high latitudes. He served in the Canadian Arctic in HMCS *Labrador* former RCN arctic patrol ship, and is a navigation specialist as well as a hydrographer. He had served as Naval Hydrographer at Naval Headquarters, from March 1960.

Pioneer Officer Dies in Halifax

A tie with the very beginning of the Royal Canadian Navy was broken last summer with the death of Engineer Captain Angus Downes Mathwin Curry, OBE, RCN (Ret), in Halifax.

Born in Newcastle-on-Tyne, Captain Curry was 21 years old when he joined HMCS *Rainbow*, first ship commissioned in the Canadian naval service, in August 1910. He was one of the first two officers commissioned in the Canadian Naval Force, as the sea-going branch of the service was then known. Both were enrolled on August 10, but records do not indicate priority.

Captain Curry served during the latter part of the First World War as an instructor on the staff of the Royal Naval College of Canada. In addition to holding RN and RCN seagoing appointments, he was chief engineer of both dockyards and for six years, from 1935 to 1941 he directed the RCN's engineering services, first as Director of Naval Engineering and latterly under the new title of Engineer-in-Chief. From 1941 until his retirement in 1946 he was Engineer Captain to *Naden* and Chief Engineer Esquimalt Dockyard.

He died in Halifax on June 25.

Army Officer Qualified Diver

A Canadian Army officer serving on board the *Bonaventure* has attained a unique qualification. He is Capt. W. Donald Creighton, who qualified earlier this year as a naval clearance diving officer (ships) when he took a diving course at the RCN Diving Establishment in Dartmouth, in May of this year. His normal duties are those of Ground Liaison Officer in the carrier.

He is believed to be the only person in the Canadian Army to qualify as a clearance diver since the Second World War.

Capt. Creighton was posted to the *Bonaventure* a year ago from the 2RCHA, in Winnipeg, as carrier-borne Ground Liaison Officer. His small organization, plus Dental Corps people, bring to 10 number of personnel in Army uniform braving the briny deep in Canada's biggest warship.

Capt. Creighton, who grew up in Westville, near New Glasgow, N.S., served briefly in the Army as a gunner in the Second World War until plucked off a troopship about to go overseas when it was discovered he was only 17 years old. He later joined the RCAF, training as an air gunner, just before hostilities ended.

He then went to Mount Allison University, N.B., graduating as a bachelor of science and entered the RCA as a 2nd lieutenant in 1951. He is married to the former Shirley Campbell, also of Westville.

THE PRIME TASK

An Address by the Chief of the Naval Staff

"The inevitable, for us, is the eternal sea and the continuing importance of the maintenance of the freedom of the seas. The Navy's prime task is to ensure that Canada's contribution to the forces engaged in preserving the freedom of the seas is fully effective and up-to-date, both now and always."

WITH THESE WORDS Vice-Admiral H. S. Rayner, Chief of the Naval Staff, concluded an address at the annual dinner of the Navy League Canada in Victoria on October 27.

Although the composition of the Royal Canadian Navy's fleet was mainly directed toward meeting the submarine threat, the Navy was not limited to anti-submarine operations alone, Admiral Rayner said. The fleet must be ready to meet other obligations, some arising out of Canada's membership in the United Nations, others from the necessity of protecting and controlling merchant shipping, of guarding harbours and coastal areas against the threat of mines and of being readily available to assist in survival operations on shore and search and rescue at sea.

The major portion of the address follows:

In my job as CNS, said Admiral Rayner, I am constantly being made aware by all sorts of people in various ways of the large measure of good will the Navy enjoys across the land. At the same time I am frequently surprised by the lack of understanding, again by all sorts of people, as to just why we have a Navy, what its purpose is, and why the control of the seas and sea power are so important.

However, this shouldn't really come as a surprise. The only truly satisfactory way to get to know and understand something of the sea and ships is to go to sea, and comparatively few in this vast land have the opportunity. But one can learn to appreciate the importance of the control of the seas by study and reflection...

We are a maritime nation with three far-flung coast lines, the Atlantic, the Pacific, and the Arctic. The control and the maintenance of the freedom of the seas is vitally important to the survival of a maritime nation. History has proven this basic principle on many occasions. Today, the use of the seas in peace is vital to the free world's economy and in war is indispensable to its security. In time of strife, if ready and properly used, control of the seas can mean the difference between victory and defeat.

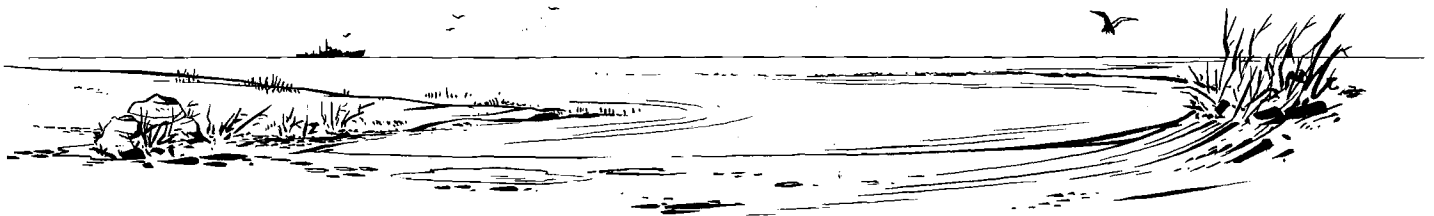
Sea power can be quickly concentrated and brought to bear wherever it is needed. Its deployment cannot be prevented by the denial of over-flying and staging rights. It can be held poised in readiness at sea, without encroaching on a country's sovereignty; and it can remain unobtrusive. It is these factors that make the Polarix submarine such an important weapon system.

It is true to say that control of the seas is just as important today as it ever has been in the past. I think that recognition of this fact is the prime reason that Russia has in being a force of over 400 submarines.

The Russians have obviously been most impressed by and have correctly appreciated the importance of sea power. The enormous submarine fleet which I mentioned is modern and has largely been rebuilt since 1951. Mr. Khrushchev has said that Russia is now building a nuclear submarine fleet which will be armed with missiles. Moreover, in the past ten years their merchant fleet has doubled to a total tonnage of 4,000,000, and their fishing fleets have increased many times over to about 3,000 trawlers. Thus, while devoting tremendous efforts to the economic, military, political and scientific fronts, Russia at the same time is taking major steps to ensure that she can use the seas in peace and war.

I would like to illustrate for you what the lack of sea power meant to this country in the Gulf of St. Lawrence during the first years of the last war and then show how the situation improved when we had more ships.

At the start of the Second World War in 1939 the RCN was very small. Our few destroyers were more than fully employed escorting troop and trade convoys out of Halifax bound for the United Kingdom. The defence of shipping in the St. Lawrence River had to take low priority.



In 1940, after Europe had been overrun, giving the enemy submarine bases on the Atlantic, the Naval Staff made plans to deal with submarine attacks on shipping in the Gulf of St. Lawrence. However, apart from numerous false "alarms and excursions" there were no genuine contacts with the enemy during that year or the next. The long-expected arrival of the German U-boats took place in May 1942 and a merchant ship was torpedoed and sunk 35 miles north of Gaspé on the 12th. Emergency plans were immediately put into effect, and shipping was organized into convoys. One of the latter, QS-15, was attacked in July and three ships were sunk. September 1942 was the worst month of the war in the St. Lawrence. Four merchant ships and HMCS *Raccoon* were lost from QS-33, and on 11 September the corvette, HMCS *Charlottetown*, went down in less than five minutes after being torpedoed by U-517. Three more ships were sunk in September and one in October.

Perhaps it was during one of the engagements in this hectic and frustrating summer, when the few escorts available were doing the best they could although sorely overworked, when tempers and patience were running short, that a corvette captain after a blast by the leader of the escort group, who was a permanent force officer, made the signal, "Very sorry, but please remember I'm only a poor bloody stockbroker."

At this time Canadian escort forces available for the St. Lawrence were still inadequate. The main commitment of the navy was protection of the vital transatlantic routes, and it was correctly surmised that the Germans were attacking in Canadian waters to "draw off" ocean escorts from the main task.

Our inability to concentrate sufficient sea power at the new point of attack in the St. Lawrence had two adverse effects on the war effort. Firstly, the RCN came under considerable criticism in parliament and the press during the Gaspé attacks for its alleged failure to provide adequate A/S protection. At the time secrecy concerning defence resources prevented the government of the day from replying to its critics, with a detrimental effect on national morale. The second adverse effect was that although heavy coastal traffic continued to use the St. Lawrence, ocean-going vessels were reduced to a minimum in 1943.

As it happened, owing to the Allied offensive strategy overseas and successes against German U-boats elsewhere, the latter did not return to the

River until late in 1944, but meanwhile cargoes which could have been shipped from St. Lawrence ports were taken by rail to Saint John and Halifax with a consequent strain on rail transportation.

Enemy submarines did return to the St. Lawrence in the fall of 1944, but their old advantage had gone; two ships were torpedoed in October, but neither sank. By this time escort groups and aircraft were available in strength to deal with any threat and no further attacks occurred. Five years had passed since the hectic and make-shift days of 1939, but the intervening period in the St. Lawrence clearly illustrates the necessity for a maritime nation to maintain adequate sea power to protect shipping in focal areas.

Bearing in mind the lessons of the past and looking to the requirements of the future, the Navy defines its purpose as being to ensure that Canada, in concert with Allied and friendly nations, will have unrestricted use of the seas in peace and war.

Because the principal threat to the free use of the seas is the submarine, the primary role of the RCN in support of Canada's defence policy is anti-submarine.

The design and armament of our ships and aircraft and the composition of the fleet as a whole have been planned with the primary object of meeting the submarine threat. However, this does not mean that we are limited to anti-submarine operations alone.

We have other tasks. We must be ready to conduct operations arising out of Canada's membership in the United Nations which could well involve supporting the Canadian Army in a landing operation.

We are responsible for the protection of the sea lines of communication, and this involves the control of merchant shipping off our coasts as well as its

protection. We must provide mine-sweeping forces and clearance divers to safeguard our harbours and coastal areas against a mining threat. Also, we have to be ready to assist where we can in survival operations on shore, and we must be ready at all times to help in maritime search and rescue with whatever units and facilities we have available at the time.

These then are the principal tasks that we may be called upon to carry out. To cope with them, the Navy operates a carrier having fighter and anti-submarine aircraft, 14 of the latest type destroyer escorts, 11 older destroyers, 18 modernized frigates, two maintenance support vessels, two squadrons of minesweepers and a number of auxiliaries and smaller craft.

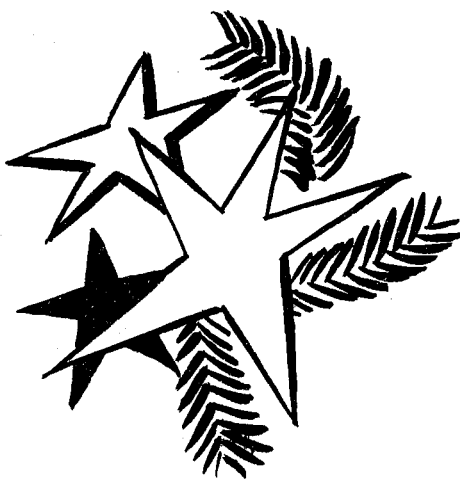
In addition, out of Halifax we are operating the Sixth Submarine Squadron on loan from the Royal Navy and manned partly by our own personnel. Also the *Grilse*, a submarine on loan from the USN and manned entirely by the RCN, is based here in Esquimaux. We are most grateful to the RN and the USN for making available these submarines which are absolutely essential for training A/S ships and aircraft.

A replacement program for the older vessels is under way. Six new destroyer escorts to be known as the Mackenzie class and basically similar to the present Restigouche class are under construction. We are also building a 22,000-ton tanker supply ship. This ship will be named *Provider* and will be used for replenishing ships at sea.

I think it might be interesting to compare the Navy we have now with the Navy we had ten years ago, in 1951, when the Korean build-up and our new construction programme were just getting under way.

In 1951-52 the naval appropriation was \$236 million. In that year we had 13,500 officers and men in the service; we had 20 ships in commission and 50 naval aircraft. Also at that time about 38 percent of the personnel in uniform were serving at sea. The strength of the RCN in men and ships in 1951 was the highest in peacetime history.

Now let us look at comparable figures for 1961. The naval appropriation this year is very nearly \$280 million. That is about 19 percent more than the budget of ten years ago. Within this amount we are operating a fleet of 60 combatant ships and 80 aircraft. Our total strength is just over 20,000 officers and men. Thus we have almost tripled



the ships in the fleet with a personnel increase of 50 percent and a budget increase of less than 20 percent.

Manning this fleet are personnel whose proficiency is recognized by other navies and whose standards of education, physical fitness and morale are very high. At the present time nearly 51 percent of our personnel in uniform are at sea. This is a very high sea/shore ratio by comparison with any other navy and is something our men can be very proud of. It costs their families a good deal.

Ashore in the dockyards, headquarters, and training establishments, where we have just over 11,000 civilian per-

sonnel as well as over 9,000 in uniform, all efforts are directed towards the support of the fleet—for it is the fleet that is the true expression of the Navy's worth.

An integral component of the navy is the Royal Canadian Navy (Reserve), and I would like to take this opportunity to pay tribute to those Canadians in 21 of our communities from coast to coast who devote so much of their spare time and their summer holidays to training for their country's service.

In the heat of debate in the House of Commons in September the Minister of National Defence, Mr. Harkness, summed up the Navy's position: "Our ships

are in a state of immediate readiness. At practically all times some of them are at sea. They are, therefore, available immediately to counter enemy submarines."

This is a capability of which we are very proud and which has only been achieved by a strong and sustained effort. We intend to maintain it. In addition we need strong public support to enable the Navy to keep up-to-date now and in the future.

A great deal of careful thought and planning is being devoted to meeting the challenge of the future with its increasingly rapid scientific and technological advances.

Yesterday's Navy



In 1921 the Royal Canadian Navy acquired its first two destroyers, the Patriot and Patrician. The latter ship was based at Esquimalt from 1922 until she was finally paid off in 1928. In 1923 the Royal Canadian Naval Volunteer Reserve came into existence. L. Colin Curtis, of Kamloops, B.C., recently sent this picture of the ship's company of the Patrician to The Crow'snest and, as it shows a number of RCNVR personnel borne for training, he concludes the picture was taken no earlier than 1923. AB L. C. Curtis, as he was then, is third from the right in the third row. Although more than 38 years have passed since the picture was taken, Mr. Curtis has been able to identify quite a number of faces. Some of the names will awaken echoes in the memories of old-timers: Signalman J. Betts, Yeoman of Signals Harry Redding; Stoker PO Harry Temple; Engineer Cdr. G. L. Stephens; Lt. J. E. W. Oland, commanding officer; Lt. V. L. Godfrey; PO Charles Cave; AB "Tubby" Dunkley, and Stoker "Ginger" Emery. (CN-6305)



The Aldergrove Pool

Self-Help Achieves What Public Funds Couldn't

FOR MANY YEARS personnel of officers and men of HMCS *Aldergrove*, the naval radio station in the lower Fraser Valley, have, on sweltering summer days, expressed their wish for a swimming pool. The usual approach was made to have a pool built with public funds but, alas, tri-service policy prevented this.

At a Welfare Committee meeting during the latter part of 1959 a majority vote established a ways and means committee to explore the possibilities and the costs of constructing a pool to be financed by the Ship's Fund. The findings of this committee were as follows:

On the assumption that land, water, access to shower facilities and electricity would be provided by the Department a 20-by-40-foot pool could be built for approximately \$2,000.

The financing of the pool was to be arranged as follows: A \$400 donation from the chief and petty officers' mess (later raised to \$500); a \$50 donation from the wardroom mess (later raised to \$80); \$800 in redeemable pledges

from personnel of *Aldergrove*; and \$750 from the Ship's Fund.

The Welfare Committee approved the plans and a submission was forwarded through Flag Officer Pacific Coast to Naval Headquarters. In due course, official approval was received.

Work on the pool began on May 23, 1961, and ended on July 16, 1961. All working parties were voluntary and tremendous assistance was given by soldiers from Camp Chilliwack.

The pool took 40 yards of machine-mixed concrete and an additional 18 yards of hand-mixed concrete went into the walkways. Landscaping required 80 yards of fill and topsoil, which was hand graded and sown to fine grass. Sufficient material to build a 250-foot-long fence was donated by a local lumber yard.

The final cost of the pool exceeded the original estimate by approximately \$200. This was due largely to an extension of the concrete walkways.

Through stringent economy on the part of the Ship's Fund all bills have now been paid and there is but \$265 in

redeemable pledges outstanding, which should be fully redeemed by December 31, 1961.

The pool was officially opened on August 3. Two barbecue units were set up for cooking hot dogs which were eaten to the music of a local five-piece band, which donated its services. The pool was christened "The Ship's Fund Pool". The first man dunked was PO Andy Eburne, which was most fitting in that he had given more time than any other man to the actual construction of the pool.

In this effort more than 1,000 man-hours of labour were required. The pool, complete with automatic filtering system, diving board, walkways, lawn and fencing, now stands as an outstanding example of what can be achieved when many people unite in a common purpose. In so far as is known this is the first pool built in the Royal Canadian Navy with non-public funds and it is certain the present and future complements of this establishment will fully appreciate this effort.

OFFICERS AND MEN

Submarine Chief Visits Canada

Rear-Admiral H. S. MacKenzie, Flag Officer Submarines, Royal Navy, made a two-day visit to Halifax in October.

Admiral MacKenzie, who took up his appointment as Flag Officer Submarines July 31, inspected the Royal Navy's Sixth Submarine Division, held discussions with Rear-Admiral K. L. Dyer, Flag Officer Atlantic Coast, and toured submarine base facilities at HMC Dockyard.

Radio Station Wins Praise

The officers and men of Albro Lake naval radio station at Dartmouth have received the plaudits of the Military Sea Transportation Service of the USN for their assistance in maintaining radio communications with MSTS ships during this year's Arctic re-supply season.

Messages of thanks were sent to Albro Lake by Rear-Admiral Harry Hull, USN, who was in charge of the operation, and Vice-Admiral Roy A. Gano, USN, head of MSTS.

Admiral Gano said the dependable communications provided by Albro Lake personnel had materially contributed to the success of the 1961 MSTS Arctic operations.

Cape Scott Turns Troop Carrier

HMCS *Cape Scott* on October 10 became a temporary home for 345 officers, non-commissioned officers and other ranks of the First Regiment, Royal Canadian Horse Artillery. The occasion was the first peace-time Navy-Army



Lt.-Col. J. V. Menard, commanding officer of the 1st Regiment Royal Canadian Horse Artillery, tries to get the hang of a sextant on the bridge of HMCS *Cape Scott* while the ship's commanding officer, Cdr. A. H. Rankin, looks on. Some 350 soldiers of Camp Gagetown's 1st Regiment RCHA were transported from Halifax to Saint John, N.B., during exercise "Sea Horse", designed to evaluate the troop lifting potential of the 10,000-ton *Cape Scott*. (HS-66410-3)

sealift training exercise on the East Coast. Dubbed Exercise Sea Horse, the operation was designed to evaluate the troop-carrying potential of the Atlantic Command's fleet repair ship.

The morning following embarkation of the troops was taken up in loading their vehicles. Five three-quarter-ton trucks, 15 jeeps, four jeep ambulances and 14 trailers were loaded on deck and lashed down in preparation for the voyage. The *Cape Scott* got under way at 1600 and a fine evening presaged a calm cruise to Saint John, New Brunswick.

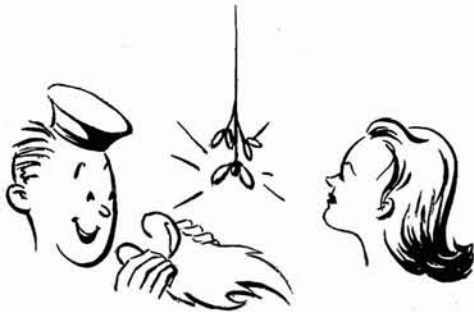
During the ensuing 30 hours the weather remained clear and an "army" sea prevailed to the extent that not one case of seasickness was apparent and the soldiers seemed to thrive on sea-going routine. The officers kept bridge watches with the officer-of-the watch and the troops handled lines; army signalmen paired off with the ship's communications personnel; army cooks worked side by side with their naval counterparts in the galley to prepare

1,400 meals a day and several soldiers managed a trick at the helm.

In order to make room for the troops, the *Cape Scott's* repair staff of 100 officers and men had been left ashore in Halifax. Although most of the personnel slept in bunks, in order to accommodate such a large number of people many of the ship's company and some 50 soldiers were treated to three nights in hammocks during the exercise. This was as new an experience for some of the younger sailors as it was for the troops.

The *Cape Scott* came to anchor off Partridge Island on the evening of Thursday, October 12, to await the tide and, entered the harbour of Saint John, the following forenoon. The troops disembarked after lunch to return by road to Camp Gagetown. The deck load of vehicles was landed during the afternoon with the ship's derricks to complete the operation.

Well proven was the versatility of the *Cape Scott*, for it took only a matter of hours to convert her from a fleet repair



ship to a successful troop and vehicle carrier.

Exercise Sea Horse was conducted by Cdr. A. H. Rankin commanding officer of the *Cape Scott*, and the Army Force was headed by Lt.-Col. J. V. Menard, of Montreal, commanding officer of the First Regiment, RCHA.

Cadets Show Enrolment Gain

The sea cadets and Navy League cadets of Brandon, Manitoba, have begun their winter training season with an enrolment almost double last year's. The current strength of cadets attached to RCSCC *Swiftsure* is 255, compared with last year's figure of 130.

Another achievement is the formation of a 43-piece brass band. Money for the instruments came from a tag day sponsored by the Brandon branch of the Navy League of Canada and from generous donations by Brandon merchants. —D.K.H.

Officers of 12 Nations on Tour

Fourteen senior naval officers from 12 nations spent a week in Canada as guests of the Royal Canadian Navy, and toured Canadian naval and commercial installations from October 21 to 28.

The officers are taking a United States Navy Senior Allied Officers Supply Management Course in Washington, DC. The purpose of the course is to acquaint officers of other navies with USN supply methods. This is the third year a visit to Canadian naval and industrial establishments has been arranged as part of the course.

Countries represented were: Belgium, Chile, Canada, China, Denmark, France, Germany, Indonesia, Italy, Korea, Pakistan, and Portugal.

Cdr. B. E. Gaynor, is the RCN officer participating in the course. Cdr. James W. Thomson, who attended last year's course, was RCN liaison officer for the visit.

Naden Plans Early For Christmas

The true spirit of Christmas is reflected in Yuletide plans that got under way at an early date in the Pacific Command.

Several hundred children of less fortunate families in the Greater Victoria area are going to have a happier holiday because of a special project in HMCS *Naden* during the last two weeks of November.

During that period a Christmas toy shop was to operate in *Naden* for naval

personnel and their dependents. All proceeds from the top shop were to go toward entertainment and gifts for youngsters of needy families. Volunteering to staff the shop were members of the RCN Ladies' Auxiliary and off-duty naval personnel.

Other gift-raising plans included a large receptacle at the toy shop where customers could donate toys. It was also planned to have one new toy included as part of the admission price to any Christmas party held in *Naden* for families of RCN personnel. Toys collected in these ways will be distributed to needy families of the area.

Last year, close to 600 children of less fortunate families were entertained and presented with gifts at Christmas programs held by ships and establishments of the Pacific Command.

Veterans Open New Clubrooms

The new clubrooms of the Hamilton branch of the Canadian Naval Association were officially opened on September 30 by Commodore P. D. Taylor, Commanding Officer Naval Divisions.

Other guests included His Worship, Mayor Lloyd D. Jackson, of Hamilton; Commodore R. I. Hendy, Senior Naval officer, Toronto Area; Herbert Maynard, president of the Canadian Naval Association; Cdr. W. T. Houghton, commanding officer of HMCS *Star*, the Hamilton naval division, and representatives of

the federal, provincial and civic governments.

A parade and march past by the band, guard, gun crew and sea cadets of RCSCC *Lion* added a touch of pageantry to the occasion. The salute was taken by Commodore Taylor. The sea cadets drew many favourable comments on their precision and smartness.

The cutting of the ribbon by Commodore Taylor to mark the opening of the clubrooms was accompanied by a salvo fired by the gun crew.

Following an inspection of the clubrooms by the guests, a buffet luncheon was served by the Ladies' Auxiliary to the Hamilton Naval Veterans' Association. Commodore Taylor referred to the late president of the Ladies' Auxiliary, known to thousands of Second World War naval veterans as "Ma" White, of Dundas, and suggested the new quarters might well be considered a memorial to that lady.

The president of the association, S. R. Piner, said he hoped many more veterans of the Hamilton area would lend their support toward strengthening the association and building it in the best traditions of the service in which they were privileged to serve.

He said that the club had obtained a provincial charter earlier in the year and it looked forward to continued and growing success in meeting the social and economic needs of veterans and their dependents in the Hamilton area.



Commodore Paul D. Taylor, Commanding Officer Naval Divisions, cuts the ribbon to mark the opening of the new clubrooms of the Hamilton Naval Veterans' Association. (COND-7351)

He promised that the club would continue to support the objectives of the Canadian Naval Association across the land.

The scissors used in the ribbon-cutting ceremony were presented to Commodore Taylor in a suitably inscribed case in token of the appreciation of the Hamilton Naval Veterans' Association.

Central Ontario Sea Cadets Meet

Nearly 250 sea cadets from seven corps across eastern and central Ontario paraded in Belleville on October 29 as the guests of Royal Canadian Sea Cadet Corps *Quinte*, of Belleville, for the local corps' annual inter-corps church parade, sports day and band competition event. Following Sunday services the corps, accompanied by three Sea Cadet bands, returned to the Belleville Armouries. The salute was taken by Ontario's new Area Officer Sea Cadets, Lt.-Cdr. C. E. Shaver.

Following lunch the cadets competed in the various sports events which included swimming, basketball, shooting, rope climbing, a tug-of-war and foot races. The overall "Cock of the Walk" trophy awarded to the corps receiving the most points earned by sport's events and rifle marksmanship went for the second year in succession to RCSCC *Hallowell*, of Picton.

The tug-of-war championship trophy was won by the team from *Drake*, of Oshawa, while *Quinte's* marksmen shot high scores in the rifle competition.

Competing for the Victoria and Grey band competition trophy were bands from *Stormont*, Cornwall; *Skeena*, Port Hope; and *Drake*, Oshawa. This event was won by the Cornwall sea cadet band for the second year in a row.

Other corps participating in the day's activities included *Trent*, of Trenton, and *Howe*, of Peterborough.

Officer Not Spud Islander

One of the officer cadets of the 6th term of the Royal Naval College of Canada, who began their studies in 1915, Lt.-Cdr. K. A. Mackenzie, RCN (Ret), lives at 249 Huron Street, London, Ontario, and not in Charlottetown, P.E.I., as stated in *The Crowsnest* last April.

The error occurred in a Naval Headquarters list of addresses of former cadets of the Royal Naval College of Canada. Lt.-Cdr. Mackenzie points out that he has never lived in Prince Edward Island, but made his home at

Lakefield, Ontario, from 1899 to 1915 and again from 1926 to 1940. He moved to London in 1945 and has been with the Department of Veterans Affairs there since that time.

He served in the RCN from 1915 to 1924, a period that included service in the *Renown* and *Hood*, and again from 1940 to 1945.

Another 6th term officer cadet, A. H. L. Slipp, who departed from the college to serve with the army overseas, is known to be living in Oakville, Ontario, according to Lt.-Cdr. Mackenzie.

Prof. C. C. Cook Leaves Royal Roads

After many years of teaching officer cadets at Royal Military College and Royal Roads, Professor Clarence C. Cook has retired. For the past seven years he had been director of studies at *Royal Roads*.

Professor Cook joined the staff of RMC in 1924 as an instructor in physics. For two war years, 1940-42, he was professor of artillery at Kingston, with the rank of major.

He joined *Royal Roads*, then the Royal Canadian Naval College, in 1942 and eventually was appointed in charge of the physics department with the rank of instructor commander. After the war he remained on the faculty as a civilian. Up to his retirement in August, he had served a total of 19 years at *Royal Roads*.

He proudly recalled, following his retirement, that many of the officer cadets who passed through his classes had gone on to fill the highest posts in their respective branches of the service.

"They come from all provinces and represent all branches of the service," Professor Cook said. "For four years these young men live, work and play together, a circumstance that probably does more to unify Canada than any other single factor."

Navy League Essay Deadline Extended

The closing date for essays submitted in the 1962 competition for the Navy League of Canada naval history prize has been changed from March 1, 1962, to July 25, 1962.

The contest is open to all officer cadets of the Royal Canadian Navy and carries with it 10 prizes of books on naval subjects, to the value of \$50 as first prize, and \$25 as second.

Full particulars are available from the Director of Naval Education, Naval Headquarters, Ottawa.

Wives Organize Club Auxiliary

Formation of a women's auxiliary to the Chief and Petty Officers' Association, of Victoria, was undertaken during 1961 and the new group has already attained a membership of 50 wives of association members.

President of the auxiliary is Mrs. J. S. Pettersson; Mrs. Ross Bension is first vice-president and Mrs. J. Carver, secretary. First major social event planned by the ladies was a dance to be held in the Fleet Club at *Naden*.

The annual meeting of the Chief and Petty Officers' Association was held in late October. Officers elected were: R. R. Benson, president; G. Shipley, first vice-president; R. Sears, second vice-president; J. S. Pettersson, secretary, and N. Gleave, treasurer.

Committee chairmen are: T. Dobson, constitution; R. Sears, welfare; N. Cris, employment; J. Smith, sick visiting; F. Brown, membership; C. Henze, publicity; J. D. McIntyre, advisory; T. English, entertainment, and T. D. Angus, education.

Serving chief and petty officers who are within five years of discharge are eligible for membership in the association.

Ex-Petty Officer Turns Publisher

A former naval photographer, many of whose pictures have appeared in bygone issues of *The Crowsnest*, ex-PO Donald Stitt has become the publisher of what might be described as an international newspaper.

His paper, *The Quoddy Bulletin*, published in Eastport, Maine, circulates not only on the Maine side of the International Boundary but also on nearby Campello Island, which is part of New Brunswick. It averages 12 pages, is printed by the offset process and, as can be expected, is illustrated with Stitt photography.

Officer Takes Pharmacy Course

The fifth annual pharmacy extension course of the University of Saskatchewan, Saskatoon, was attended in October by Lt. E. M. Derbyshire, of the *Cornwallis* hospital.

The object of the extension course was to acquaint pharmacists of the armed services with recent advances in the various branches of pharmacy.

THE RESERVE'S SUMMER

THE SUMMER TRAINING season for naval reservists from across Canada drew to a close at the Great Lakes Training Centre, HMCS *Patriot*, Hamilton, on September 8. From its beginning on June 4 to its close, the program offered training to 665 men and wrens.

Dozens of other members of the RCN(R) took part in a new general training program at either coast. Its purpose was to bring the training and experience of ordinary and able seamen more closely into line with that of the regular force and to assist them in qualifying for promotion.

The various courses offered through the Great Lakes Training Centre were: New entry training, parts 1, 2 and 3, on-the-job training (OJT), and preparatory training for communications and squadron boards for promotion to petty officer, second class, and chief petty officer, second class.

New entry training, parts 1 and 2, was provided at *Patriot* for new entry trainees who had joined the naval reserve late in the year and were unable to complete this training at their home divisions before the summer training period commenced. It was a two-week course consisting of general seamanship and parade training. NET 1 and 2 is a prerequisite for NET 3 which involves training at sea in one of the ships based at GLTC.

The classes in NET 1 and 2 ran from June 1 to August 18, during which time 130 trainees successfully completed the course. Reserve officers directed the training and the instructors, all RCN, ranged from leading seaman up.

On-the-job training was provided as special duty upon completion of NET 1, 2 and 3 for men marked "trained". The training included first aid, fire-fighting and rifle drill, as well as rifle and pistol shooting, sailing, and educational tours, which included a visit to the Steel Company of Canada plant and a trip up the Welland Canal in a freighter. Special employment was also provided for those interested in being medical assistants, storemen, cooks, administrative writers, paywriters and shipwrights.

Classes commenced on July 1 and continued until September 1. Approximately 390 men underwent OJT this summer. Efforts were made to make this practical training more interesting and enjoyable than in previous years.

New entry training, part 3, consists of two weeks' basic seamanship carried out in the Great Lakes. This summer the two frigates, the *Lauzon* and *Buckingham*, and the supply vessel *Scatari* each carried out five two-week training cruises encompassing all of the Great Lakes during the 10-week period.

The frigates carried training classes about 40 strong with two reserve training officers in charge, while the *Scatari* carried 20 in a glass giving, an overall total of 502 men trained "at sea".

The actual training involves practical work in hoisting and lowering seaboats, coming to anchor, rigging awnings and booms, learning knots and splices, handling lines and fenders and similar evolutions in basic seamanship. Jackstay transfers and gunnery shoots are carried out at least once during each cruise.

During each day the trainees receive at least three-and-one-half hours instruction, work part-ship and stand watches during the night as helmsman,

lookout, lifebuoy sentry and bridge messenger.

The cruises are arranged so that the trainees spend at least one week-end in a major port on the Great Lakes. During this time various tours are arranged.

At the end of the two-week cruise the trainees write their part 3 exam which consists of a written paper and practical tests.

From here the trainees either return to *Patriot* for OJT or else go straight to their home divisions. The NET 3 program is designed for all reserve ordinary seaman regardless of their future specialty.

Basically it gives them some idea of shipboard routine and teaches them how to live in a ship in fairly cramped quarters while undergoing a vigorous training course.

Communication training in the Communication Training Centre at *Patriot* began in earnest in mid-June and continued through to mid-September. During this period the number of instructors, both visual and radio, fluctuated between two and nine and consisted of all ranks from leading seaman to chief petty officer, RCN and RCN(R). Three wren petty officers were also employed as instructors during this period.

A total of 103 new communicators received communication indoctrination courses upon completion of their new entry, part 3, courses in training ships on the Great Lakes.

Of the total of 265 communicators borne in reserve divisions across Canada previous to this summer's recruiting program, 172 received either on-the-job training in operational ships in the Atlantic and Pacific Commands or formal specialty group courses in the Communication Training Centre. Included in this number were 32 wrens taking teletype or radio operator courses.

Besides communication courses in radio, visual and teletype for specialty groups levels one to six, courses and examinations were conducted for two lieutenants qualifying and two petty officer squadron boards.

This summer at GLTC an active sports program was carried out for the reserve personnel. Compulsory P&RT periods were given to all "trainees" and were supplemented by a recreational program for on-the-job-training seamen. This program included softball, volleyball, touch football and soccer.



The highlights of the season were two tabloids of sports held on the playing field, with all departments in the establishment represented. Commodore P. D. Taylor, Commanding Officer Naval Divisions, and Captain J. C. Littler, Chief of Staff, presented the awards to the winning teams.

An annual swimming competition was also established and the Lumsden Trophy for the GLTC championship was won by the team of leading seamen and below. Captain Littler presented the award.

During the summer there were two squadron boards in *Patriot*. The object of these boards was to prepare petty officers 1st class and leading seamen to qualify professionally for chief petty officer 2nd class and petty officer 2nd class. This required instruction in all phases of seamanship, communications, and elementary navigation. The course lasted for a period of two weeks at the end of which time oral examinations were given.

A total of six petty officers and eight leading seamen took the board and all but two were successful. They will be re-examined in their home divisions.

More trainees than ever before were victualled on board *Patriot* this past summer and extra accommodation had to be found. In spite of this, few failures were recorded in any course and the general impression was that the training had been successful and that, of the new entries who have passed through *Patriot* this summer, many will make excellent seamen.

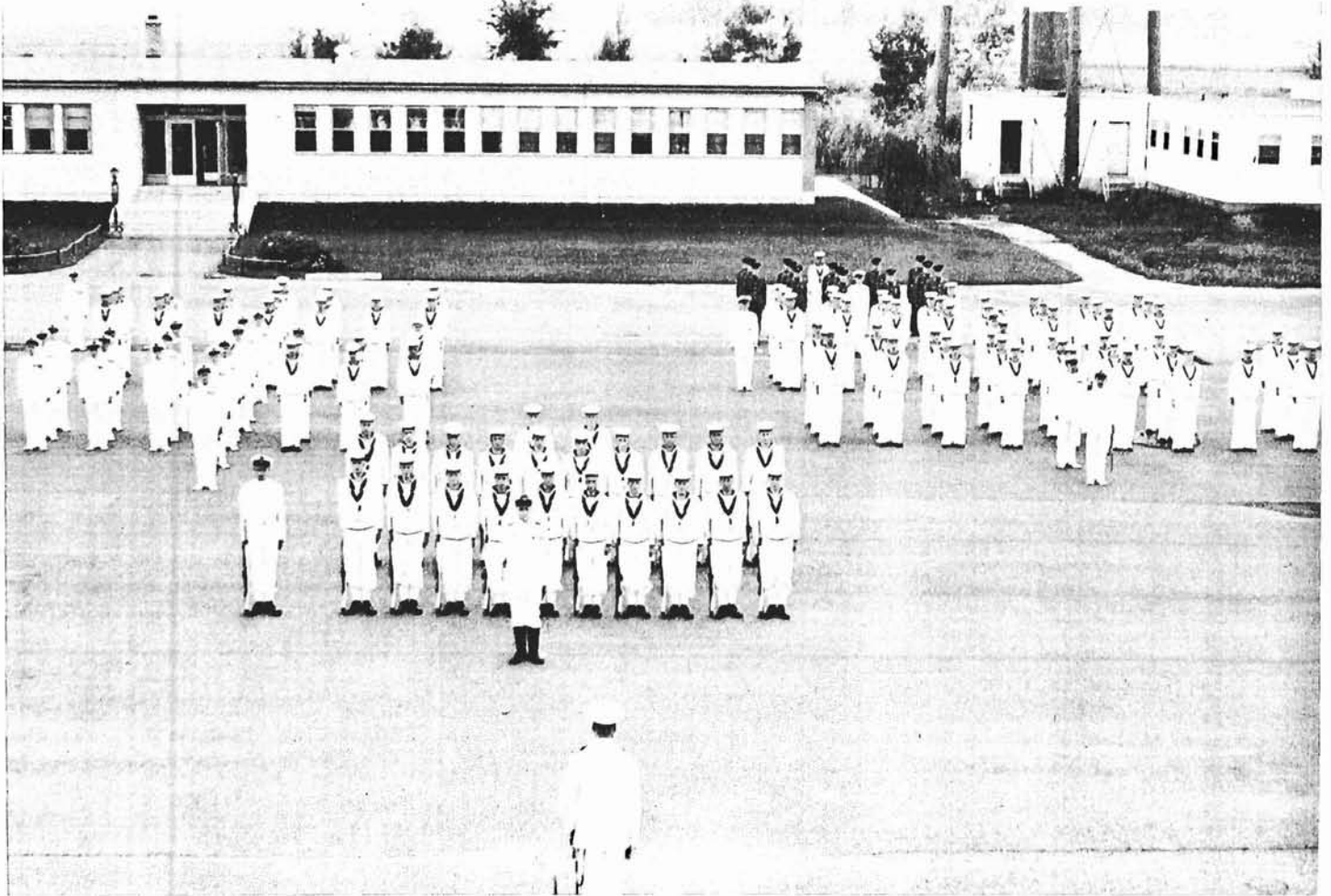
Reserve seamen from all corners of the country also journeyed to the two coasts during the summer as the RCN(R) launched its new general training program to bring the reserves in step with the "New Navy".

With the emphasis on seamanship and weapons the new reserve general training scheme is designed to give the Navy men who would, in time of an emergency, fit into the fleet quickly and usefully.

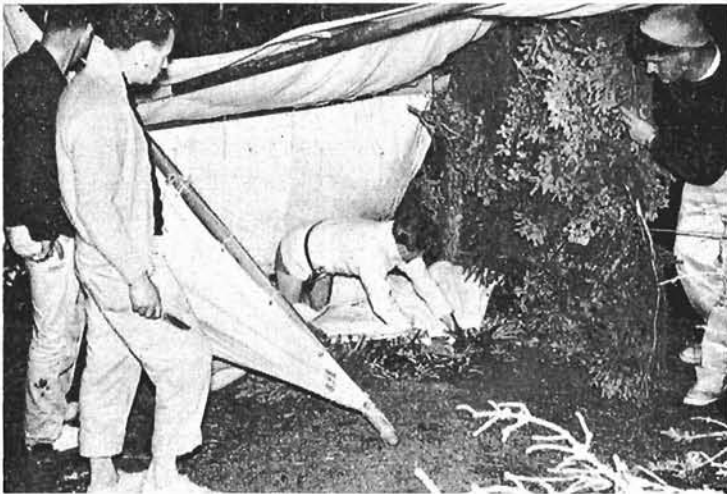
This group is, for the most part, composed of ordinary seamen who have completed their second year of training. During the first year they did new entry training, parts 1 and 2, at their divisions and part 3 at the Great Lakes Training Centre. Last winter they formed part of the first group to undergo general training 1(A) at their divisions and upon successful completion of this and Part B on the coast became eligible for promotion to able seamen.

During their two weeks on the coast the reservists were put through a rapid and hectic routine that had them busy at all times. This included weapons underwater, parade training, small arms familiarization, sailing and pulling, fire fighting, a glimpse of naval diving and P&RT.

The successful candidates are now back at their respective divisions doing general training 2(a) as they start on the road that will take them from an able to a leading seaman.—M.S.B.



Personnel of HMCS Gloucester, communications school near Ottawa, were photographed by AB Ernest Lindsay, of the Gloucester pay office, during ceremonial divisions on August 11. Gloucester men are frequently required to take part in ceremonies in the national capital. This occasion was their own, with the salute taken by Cdr. A. P. Johnson, commanding officer. The officer in the foreground is Lt.-Cdr. D. B. Steel, executive officer. The khaki-clad figures in the background are soldiers of the Canadian Army on course.



RN submariners, based in Halifax, have established a reputation for strenuous outings. Their latest effort of this kind, in August, involved one group cycling to Clam Harbour while another proceeded from Halifax to the same point by sea. The sailors then became cyclists and vice versa. The pictures, taken by Chaplain (P) William Water, show the arrival of the cyclists, the whaler being hauled ashore for the night, the preparation of a snug bivouac of sails and cedar bows and a scene on board the whaler during one of the less boisterous moments of the journey.

Outward Bound

Trip Produces Rescue Story

Seven Royal Navy men from the Sixth Submarine Squadron in Halifax were saved Wednesday afternoon August 16 from disaster by a good Samaritan from Dartmouth, according to a story the next day in the *Halifax Herald*.

'The group was sailing a whaler from Ship Harbour to Halifax when a severe electrical storm whipped up heavy seas.

'They were heading for shore when they were spotted by James Arthur, of Dartmouth; who has a summer home at Hawkeye Island near Three Fathom Harbour on the eastern shore.

'Seeing they were headed for submerged rocks, Mr. Arthur and his son rushed to the shore and waved them off. A fishing boat then put out and

towed the whaler to safety on a sandy beach.

'Mr. Arthur then put his summer home at their disposal and they spent the night there drying themselves and their gear out. The whaler spent the night safely moored at the Government Wharf at Three Fathom Harbour.'

A somewhat less dramatic account of the storm appears in the adjoining columns. The boat's crew included an RCN padre, Chaplain (P) William J. Walter, who collaborated with Lt. J. Nigel Stevenson, RN, in producing the story.

Chaplain Walter begins the tale and Lt. Stevenson chimes in, in italics, with details not within the ken of the padre.

PHYSICAL FITNESS, self-reliance, initiative, and sundry other similar ideas passed through my mind when I first heard of the "Outward Bound" organization last fall in the United Kingdom. It was a little difficult to discover exactly what the thing was all about, beyond the fact that it promised to be extremely interesting and very well worthwhile. At last the opportunity was offered to observe this expedition training in action, for, on August 14, a scheme moved off from HMC Dockyard in Halifax.

Seven members of the RN's 6th Submarine Division set out from *Stadacona* boat shed in a whaler for Clam Harbour, some 40-odd miles by road along the Eastern Shore. Another group of five set out on its unsteady way upon an assortment of bicycles, which had been kindly loaned by Haligonians as a result of an appeal through news media.

Both teams arrived at Clam Harbour beach without incident. In fact the

cyclists made the trip all in one day, arriving about 2100, while the whaler camped the night in Jeddore Inlet, a few miles short of its destination.

Both teams, but particularly the whaler, were helped on their way by a following breeze. On each morning this started blowing very gently, increasing as the day wore on so that Monday afternoon found the whaler running under mizzen and fores'l only and still making from four to five knots. This was accompanied by a mildly uncomfortable sea which encouraged the coxswain to go quite far into Jeddore to find shelter for the night.

Next morning, setting out about 0900, the breeze proved too light to sail the whaler out against the tide, so the next hour was spent pulling until the wind got up as less-sheltered water was reached. Sail was then set and the whaler beached at its destination about 1230.

It was regrettable that I was unable to cycle up to the rendezvous with the second party but, joining them by car at about 1800 on the 15th at Clam Harbour, I found a splendid camp fire built on rocks, complete with benches and a most effective windbreak. This was set between a spruce wood and a beautiful sandy beach on which the sea, driven by a steady onshore breeze was breaking in a very business-like fashion. Around the rocky point was a sandy cove in which the whaler was beached. After a meal of wieners and beans, we hauled the whaler higher up the beach to leave her safe for the night from the rising tide.

The next task was to rig shelters for the night. The party that had sailed up used the boat's mainsail and mizzen to form a protection, and this proved very efficient, with the aid of spruce bows for a windbreak. The cyclists, meanwhile, built a marvellous haven from rain and wind purely from branches of evergreen.

Wrapped in an assortment of blankets or sleeping bags, we passed a mediocre night—each man sleeping in proportion to the degree in which fatigue overcame lumpy ground or knotty spruce mattresses. One or two of us can vouch for the fact that the wind continued to blow steadily onshore all night and this did little to help us when we launched the whaler the following morning, trying to kedge off the beach, which was not only a lee shore but also close bounded by rocks.

For four hours we beat steadily to windward, crouching low against the cold of the wind and spray that dashed over us from time to time. Abeam Jed-

dore Rock, we were able to make one long tack across the near Three Fathom Harbour. We were not long on this tack, however, when an ominous booming was heard ahead. The customary argument arose as to whether it was gunfire or thunder, but the coxswain was right as usual when he forecast storms.

Off Story Head, the rising sea combined with wind squalls and rain to make life quite unpleasant, and we made a couple of unsuccessful attempts to find a sheltered cove to beach the boat before we finally reached the shore at Hackeye Island. As we approached, a couple of figures appeared on the beach, directing us to a safe landing. Hauling the whaler up the beach put the finishing touches to our dampened feelings and we were now for the most part thoroughly soaked from wading waist deep in the cold sea.

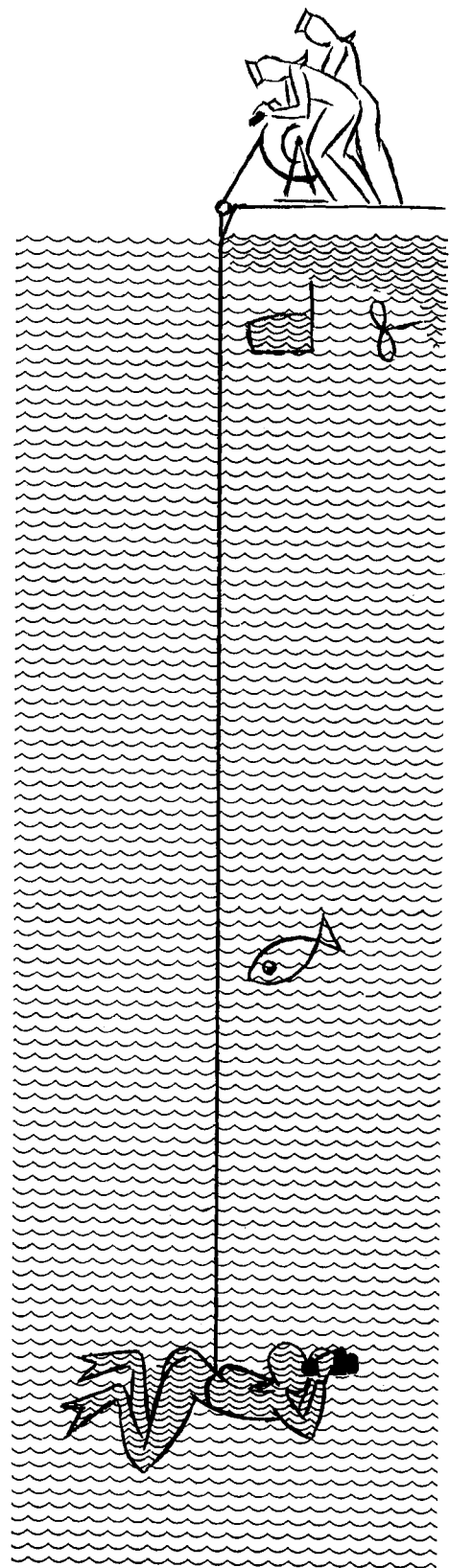
The anonymous "natives" now proved to be very good friends indeed. On holiday in their cabin, they took us in, dried us out before a roasting fire, entertained us to a magnificent chicken dinner, and put us up for the night.

At 0930 the next day we ran easily out to sea before a shore breeze, which unfortunately died down almost to nothing, and we spent a slow day beating against fitful puffs of very light wind. We did not come abeam of Devil's Island until about 1600, but as we did so, a rather brisk breeze got up from the southwest, giving us hope of a long reach up the harbour. Strictly in character, however, the wind veered almost immediately and we had a great deal of trouble beating up Eastern Passage in the face of the ebb tide. At last we came alongside *Stadacona* boat shed—not long before 2000.

What conclusions could be reached? Only this: in our present state of material wealth, we in Canada fall sadly behind many other countries in physical fitness and endurance. It seems that there is an urgent need for greater participation in sports programs of all types.

Expedition Training is calculated not only to improve the physical condition and moral fibre of both officers and men, but these schemes are almost invariably enjoyed immensely and will provide a welcome break for the participants from normal Service routine.

The "Outward Bound" aim, "Character Training through Adventure", may well be advanced in the RCN through such expedition training schemes as the one recently accomplished.—W.W. and J.N.S.



"With eyes like AB Blodgett's, who needs VDS?"

A Mace for Dartmouth

IN 1950 the Royal Canadian Navy presented a mace to the City of Halifax to commemorate the long association the RCN has had with the city. On January 1, 1961, Dartmouth was incorporated as a city, and it was considered appropriate that the RCN should present the new city with a mace in recognition of the long and happy association that has existed between the Service and the community.

The presentation was made by Rear-Admiral K. L. Dyer, Flag Officer Atlantic Coast, at the Dartmouth city hall on October 17.

Rear-Admiral Dyer pointed out that the association between Dartmouth and the Navy dated back more than 200 years. During the command of Vice-Admiral Boscawen, the first British naval commander at Halifax, the Dartmouth area provided much-needed fresh water to ships at anchor in the harbour.

Dartmouth's phenomenal growth, which led to its incorporation as a city, dated to the Second World War, said the admiral.

"It was during this period that the Navy's stake in the community became apparent. The naval complex in this area included the Bedford magazine, the Naval Armament Depot, Albro Lake Radio Station and various waterfront facilities—all of which became permanent installations.

"In the post-war years, HMCS *Shearwater* was commissioned and the Naval Research Establishment of the Defence Research Board was provided with a new home here.

"Today these establishments are manned by approximately 2,300 naval personnel and employ in the neighbourhood of 1,700 civilians."

Rear-Admiral Dyer said the Navy's stake in Dartmouth was more than an economic one.

"Hundreds of sailors and their families live among you as neighbours, whether it be in service housing developments at Shannon Park and *Shearwater*, or as private residents of the city. They participate in all aspects of your community life—and are proud to do so."

He presented the mace to the mayor and city council, with the assurance that the Navy would continue to work with them for the bright future in store for the City of Dartmouth.

The Halifax mace was constructed in the Engineering Division of the Fleet School (formerly known as the Me-



Three members of the Engineering Division of the RCN's Fleet School, Halifax, with their handiwork—a mace for the City of Dartmouth. Left to right, CPO Norman C. Brumm, Cd. Off. Donald G. Smith and PO John Edwards, who were largely responsible for the design and construction of the mace, which was presented to the city on October 17 by Rear-Admiral K. L. Dyer, Flag Officer Atlantic Coast. (HS-65749)

chanical Training Establishment) and, therefore, this division was called upon to fashion one for the new city. Chief Petty Officers N. C. Brumm and C. R. Howe of the division seized eagerly upon the idea and produced a design which was acceptable to the city council. The machine work and construction of the mace were undertaken by CPO Brumm and PO John Edwards. Cd. Off. D. G. Smith, of the Engineering Division, constructed the patterns for the coat of arms and badges that are mounted on the mace, as well as supplying the actual-size drawings to reproduce the ornate emblems that surround the base.

The design of the mace incorporates seven "flats" or facets to denote the seven wards that amalgamated to form the new city. On each facet is mounted a coat of arms or a badge. These are the coats of arms of Canada, the Province of Nova Scotia and the City of Dartmouth and the badges of HMCS *Stadacona*, HMCS *Shearwater*, HMS *Alderney* and the Defence Research Establishment. These establishments have enjoyed long association with the City of Dartmouth, and it was thought

fitting that their badges should be borne on the new mace. *Alderney* was the name of the ship that brought the first settlers to the new land, and hence its badge was also included. The present *Alderney* is an RN submarine, which has seen considerable service with the Sixth Submarine Division, operating out of Halifax.

The seven scalloped edges on the apex of the mace head are intended to denote that "in peace and war ships of all countries have sailed past the City upon their lawful occasions on the seven seas". Three lines below the scalloped edges denote the waves that wash upon the city's shores. The remainder of the mace was designed the same as that donated to the City of Halifax. This was to signify the common bond that has long existed between the two cities.

Nearly every shop of the school contributed some part to the construction of the mace and the case in which it rests. The personnel take pride in the fact that their efforts have taken a material form that will be a reminder of their place and that of the RCN in the communities in which they live.

AFLOAT AND ASHORE

PACIFIC COMMAND

HMCS *Cape Breton*

The repair ship *Cape Breton* has again proved her versatility in an unusual role as "Princess of North Vancouver".

On September 15, she embarked approximately 300 North Vancouver boys and girls, cadet, school and Air Force bands, precision drill teams and their supervisors for transportation to Powell River, B.C., where they participated in a tri-service cadet corps searchlight tattoo.

A parade was held in nearby Westview with the commanding officer, Cdr. M. F. Oliver, acting on behalf of the Flag Officer Pacific Coast, taking the salute. The skirl of pipes and the roll of drums, mixed with rock and roll music, provided entertainment of an unusual type aboard one of HMC Ships.

Both the outward and homeward-bound passages were carried out in perfect weather constituting a never-to-be forgotten weekend for the youthful passengers.

This was only the second time in 18 years that the *Cape Breton* has returned to the port of her origin. The first time was during August when she participated in the PNE celebrations, and was berthed at Lapointe Pier a few hundred yards from the ways where she was laid down in 1943.

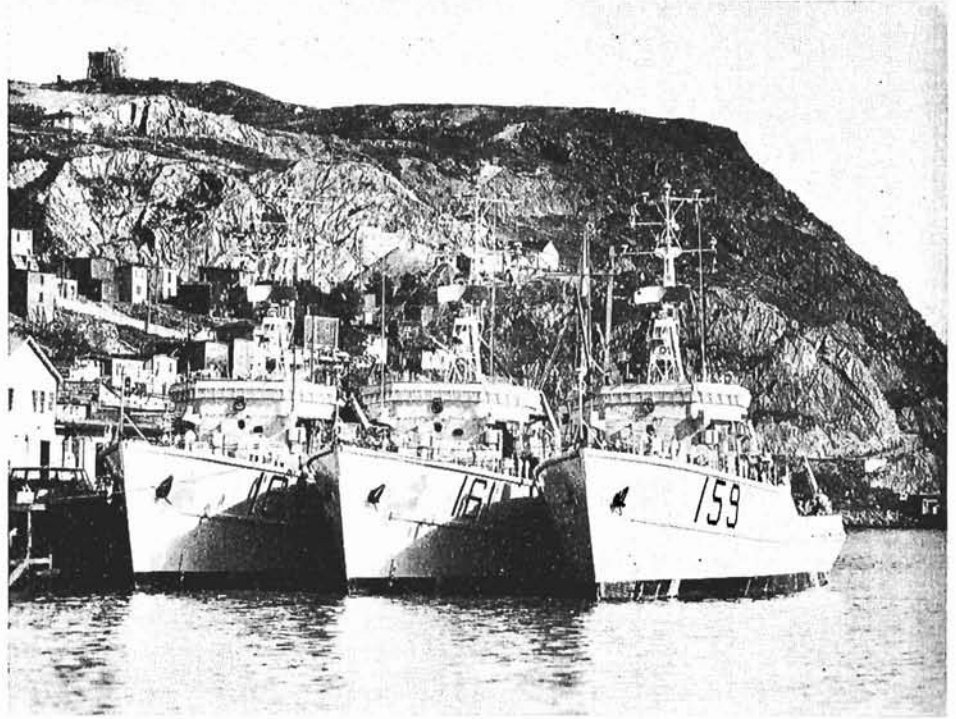
On the second occasion she berthed at the same jetty in North Vancouver where she was fitted out as HMS *Flamborough Head* for the Royal Navy.

ATLANTIC COMMAND

HMCS *Stadacona*

Late September saw the culmination of months of planning for the new chief and petty officers' mess at *Stadacona* with the official sod-turning ceremony conducted at the site of the new building.

In attendance at the ceremony was the Commodore, RCN Barracks, Halifax, Commodore M. A. Medland; Cdr. E. P. Earnshaw, executive officer; CPO Robert Semple, mess president, and R. Stewart,



Historic Signal Hill looming behind them, three of the minesweepers of the First Canadian Minesweeping Squadron are shown in St. John's Harbour during the celebrations connected with the opening of the new buildings of Memorial University. Left to right are the *Chaleur*, *Thunder* and *Fundy*. (NFD 6220)

president of Cameron Contracting Ltd., builders of the new mess.

Dedication prayers were conducted by both Protestant and Roman Catholic chaplains, after which the first sod was turned by Commodore Medland. In his address, Commodore Medland expressed faith in the contractors and the hope that it would not be much longer before *Stadacona* CPOs and POs could "luxuriate" in their new home after enduring more than two and a half years of temporary accommodation.

The new chief and petty officers' mess replaces the old building which was destroyed by fire in February 1959. Since that time, *Stadacona* has been without permanent accommodation for the senior men. Two wartime buildings were pressed into service—one for living quarters and the other for cafeteria and recreation facilities.

The new four-storey building is estimated to cost \$750,000 and will provide up-to-date living quarters with every modern convenience, including an ultra-modern galley and spacious cafeteria, together with two lounges, billiard and

TV rooms, reading, writing and games rooms on the main floor and roomy cabins with laundry, drying rooms, ironing and pressing facilities and kit storage space on each of the upper stories.

It is hoped that the new mess may be ready for occupancy by Christmas 1962.

—J.T.M.

HMCS *Lauzon*

The middle of June saw the *Lauzon* slip from Jetty Two in Halifax and make her way up the St. Lawrence Seaway.

After a brief stop at Crysler Park and participation in ceremonies marking the opening of Upper Canada Village, she continued on to Hamilton where she established her headquarters for the three busy months ahead.

Under the operational control of the Commanding Officer Naval Divisions, the *Lauzon* made five cruises. Each cruise was of two weeks' duration and each had the object of providing a basic sea training program to Reserve new entries. The individual cruises featured

one or two ports of call and each weekend found the frigate lying quietly alongside in a different port while her ship's company scattered through town taking advantage of the many kind facilities which were offered.

Although the *Lauzon* was alone when she visited such ports as Milwaukee, Windsor, Toronto, Kingston and Collingwood, she spent a great many days at sea working with the *Buckingham*, which was employed in the same manner.

During the hours the two ships operated together there was certainly no time at which boredom reared its ugly head. From early morn to late evening their two bows sliced the lakes as they criss-crossed and turned through OOW manoeuvres. The air rang with the sharp cracks of line-throwing rifles as side by side the ships effected jackstay transfers, it rang again to the heavy explosions of four-inch guns as they insulted various surface targets, and even the cloak of darkness did not always settle peacefully, for many a starshell shoot was conducted.

When the work palled late in the afternoon the two ships glided to rest and the water about them boiled with splashing, cannonballing, swimming seamen. Mid-way through the summer a two-ship regatta took place for the lofty (if obscure) crown of "Cock of the Walk, Great Lakes." Good-natured, optimistic challenges issued boldly forth. Boats were turned out, lowered, and pulled with a vengeance, one against the other for the honour of the ship. Upper decks lined with loyal supporters reverberated catcalls, threats, insults and cheers while the quieter bridges exchanged well-mannered dark looks. The *Lauzon* emerged from the fracas firmly holding the coveted crown, with brooms hoisted at every yardarm.

Before leaving the Lakehead for the return journey, the *Lauzon* celebrated Navy Day in Port Arthur. The ship and her company were fine examples of naval ceremonial splendour and environmental flexibility. She was clean, neatly dressed, as were her men. She was well organized, as were the evolutions performed both aboard and



Navy Day was celebrated in Port Arthur last summer on the occasion of the visit of HMCS *Lauzon*, during the frigate's summer training cruise on the Great Lakes. The *Lauzon* entertained visitors on board the ship and staged a variety of demonstrations, culminating in a modified version of the sunset ceremony. Pictured are Ldg. Sea. R. J. Crockett with some young visitors; AB J. R. Dallaire extinguishing an oil fire; members of the ship's company launching a life raft, and Lt. D. N. MacGillivray marching the *Lauzon* guard through the gateway of the Lakehead division. (COND-7325; 7323; 7327; 7318)

ashore. Throughout the day scores of Lakeheaders treated themselves to sights of the Navy in action. Navy Day afternoon events, while visitors thronged the ship, included firefighting demonstrations, flaghoisting and semaphore displays, 20-man liferaft drill, away sea-boat crew, divers attacking and divers defending the ship.

The coming of evening found the streets of Port Arthur filled with music from *Griffon's* band and the sound of marching feet as *Lauzon's* 25-man guard paraded through town. Sunset was ob-

served with a modified version of the traditional naval sunset ceremony, and an hour later a ship-board pyrotechnics display terminated the Navy Day activities.

Having undergone a short self-maintenance period in Hamilton, the *Lauzon* made her final call of the summer at Toronto. Here she embarked members of the Naval Officers' Association and their dependents in small parties for four short cruises.

On September 12 she steamed past Montreal and reverted to the operational



control of Canflaglant. Three days later she slid back into the berth from which she had sailed.

Of the trip to the lakes many things will be said: "It was too hot. It was too long. It was too quiet."

All the adverse opinions, however, will be voiced by non-natives of the Great Lakes Area. While the cruise may have been something less than exquisite for some, it was a labour of love for others. Those whose birth places lay within reach of any of the ports of call will smile quietly and say: "A good Navy this."—W.H.K.

RADIO STATIONS

HMCS Gloucester

The annual mess dinner of the chief and Petty Officers of HMCS Gloucester was held in their mess on Saturday, October 26. Rear-Admiral P. D. Budge, Chief of Naval Personnel was guest of honour.

Other guests included Cdr. A. P. Johnson, Senior Officer Supplementary

Radio Stations, Lt.-Cdr. J. McMullen, Deputy Director of Supplementary Radio Activities, Lt.-Cdr. D. B. Steel, executive officer and Chaplain (P) Robert Shannon. Also present were warrant officers and senior NCOs from the Ottawa area, representing the Canadian Army, RCAF, RCMP, U.S. Marine Corps and U.S. Navy.

NAVAL DIVISIONS

HMCS Queen

Sub-Lt. (W) L. I. Fritzler and five wrens from the Regina naval division attended the reunion of Reserve wrens October 7, 8 and 9 at HMCS Chippawa in Winnipeg.

By all reports the get-together was an overwhelming success and further cemented the fellowship within the wrens.

The officers and wrens of Queen have expressed their warmest congratulations to those of Chippawa who devoted their time and energy to making the occasion a memorable one.

HMCS Cabot

The wrens of Cabot, the St. John's naval division commenced celebrating their 10th anniversary in the Reserves by holding a dinner for present and former wrens of Cabot.

The guests were Cdr. H. Garrett, VRD, RCN(R) (Ret), former commanding officer, and Mrs. Garrett, and Lt.-Cdr. F. H. Carter, executive officer, and Mrs. Carter. Cdr. G. G. R. Parsons, commanding officer, was unfortunately out of town.

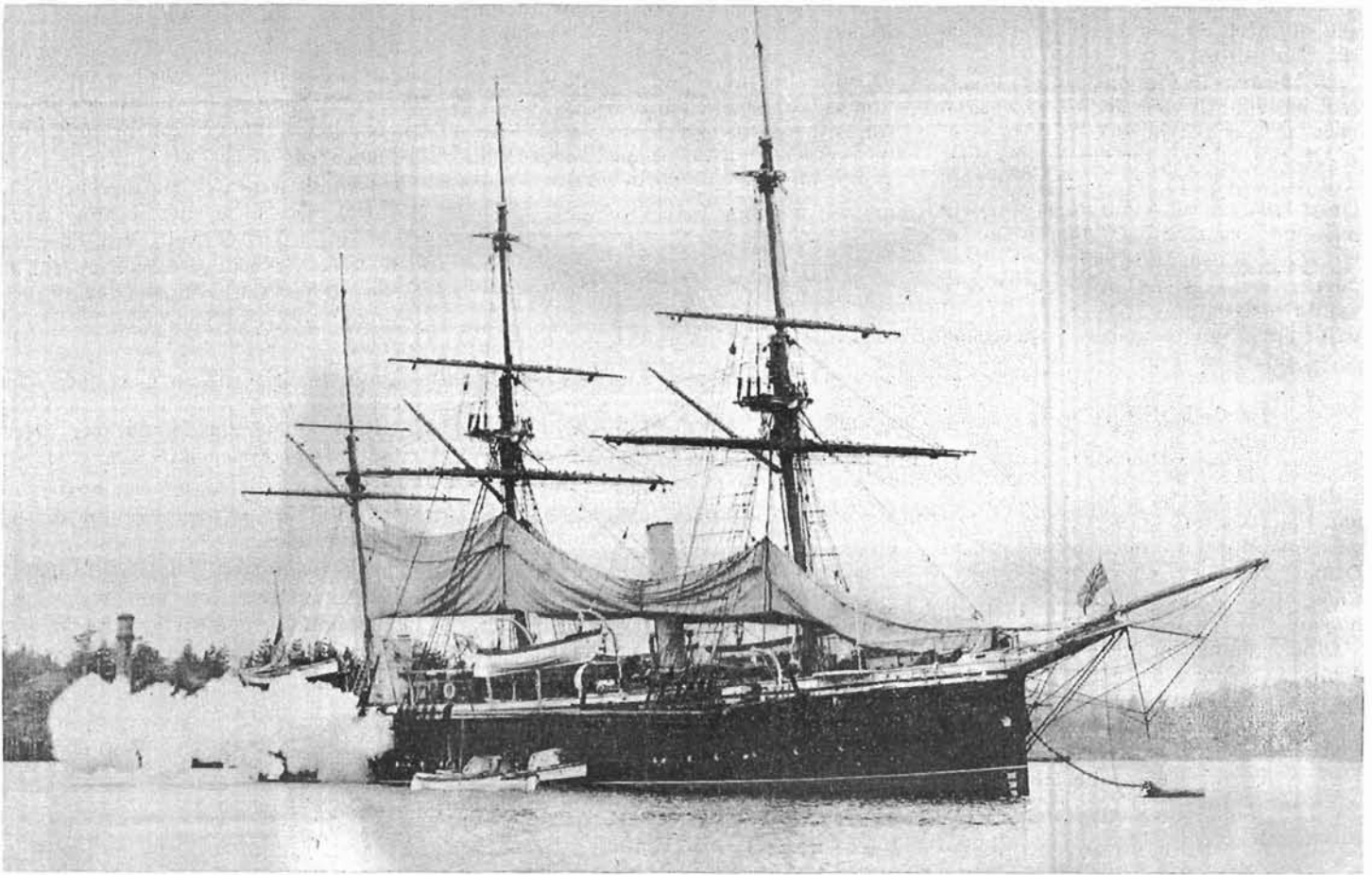
Approximately 50 wrens and ex-wrens were present including Lt. (W) E. Crichton, and Sub-Lt. Thelma Brett Oates, former divisional officer.

A dance was held by the wrens in Cabot on Friday, October 27, to continue the celebrations.

The present wren divisional officer and petty officer, Sub-Lt. (W) P. J. Griffin and PO Anne Kieley, were interviewed on television to publicize the anniversary.



Sixteen years after the old "Bones" was driven ashore near East Point, Prince Edward Island, she is still waging her last and losing fight against the elements. One of the famous fighting ships of the Second World War, the destroyer Assiniboine was being towed to the scrap heap when she was stranded. The battered hulk was photographed last summer by W. Farrell of "The Charlottetown Guardian" and copies of the pictures came to "The Crownsnest" via Lt.-Cdr. J. B. Lamb, RCN(R), (Ret), publisher of "The Daily Packet and Times", Orillia, Ontario.



A PICTURE on file at Naval Headquarters had long offered an apparently insoluble puzzle. It was known that the ship was a surveying vessel, HMS *Egeria*, that the picture was taken in Esquimalt harbour and that the occasion must have been a solemn one, for jack and ensign were at half mast.

But why the disorder of her awnings?

The answer to this question was provided by Sub-Lt. Arthur Walpole, RNVR, of England. He is writing the story of his service in the navy more than half a century ago and asked the Naval Historian in Ottawa for certain information and pictures of ships in which he had served in Canadian waters. The above picture of the *Egeria* was one of the photographs sent to him.

In his letter of acknowledgment, Mr. Walpole said he was in the *Egeria* when the picture was taken, the occasion being the firing of the 81 minute-guns on the day of Queen Victoria's funeral, February 2, 1901. The ship had been housed in for the winter, the awnings covering her completely.

"When the first gun was fired," wrote Mr. Walpole, "the sparks from the vent block reached the awnings and there was danger of them catching fire. Two boys, of which I was one, were detailed to hold a shovel over the vent blocks of each of the two guns used. The force of the explosion blew the head of the shovel right through the awnings and they had to be triced up hurriedly as they are seen in the picture." (E-40018)

Another occasion on which the firing of minute guns resulted in a certain amount of embarrassment is recalled in the August issue of *The Bermudian*, in

the following words:

A curious incident occurred in Bermuda on the morning after the King's [George V's] death. The battery at St. David's Island was ordered to fire 70 minute guns, signifying the years of the late monarch's life. Steaming over the horizon, bound for HMC Dockyard for refitting, came the Colombian destroyer *Antioquia*. Her British commander, Captain Clive Trenchman, at first interpreted the gunfire as an official salute to the Colombian Navy, but suddenly, not far ahead of his ship, a huge geyser rose skyward. Clearly the battery was firing live shell instead of blank.

"Great Scott! yelled the startled Captain, "They're firing at us!"

Fearsome thoughts raced through his mind; was Britain at war with Colombia? Was there a revolution in Bermuda? Or was it simply a bunch of irresponsible pongos playing with a big gun? Well, his orders were to dock in Bermuda, so dock he would. The battery went on firing but no more shells fell near his ship.

When Captain Trenchman got ashore he learned the truth of the matter. When the order to fire the 70 minute guns was received by the battery commander he found himself with only 23 rounds of blank, so he ordered the gun's crew to fire live shell until the *Antioquia* approached the range of the gun, then fire the 23 round of blank, which would last until the destroyer was safe, then complete the firing with live shell .

"All very well, but . . ." remarked Captain Trenchman, exhibiting what he claimed was a handful of hair newly turned grey.

FOR LOVERS OF THE SEA AND SHIPS

BOOKS APPEAR from time to time whose contents and format demand that they be read, enjoyed, studied and treasured. Such are *Greyhounds of the Sea* and *Queens of the Western Ocean*, to whose preparation years of loving care have been devoted by Carl C. Cutler.

These two volumes are finely and lavishly illustrated, meticulous of truth, and large; when one considers the dusty decades of research and the years of painstaking organization behind them, it is no exaggeration to call them monumental. They are books which no student of the sailing ship can afford to be without, and which no lover of the sea will be able to pass by.

For the general reader both books, in their earlier chapters, offer shrewd and original commentary on the social, historical and economic forces that produced the finest sailing ships and some of the ablest merchant captains the world ever knew; and, conversely, on the surprising extent to which these ships and their captains modified and directed those forces, and shaped their nation's destiny. If the superiority of the ships and the calibre of their commanders are urged upon us at times with a slight excess of native pride, this is something that may be taken or left, and it need not detract either from the pleasure of those that read for enjoyment, or from the confidence of those that seek information.

Queens of the Western Ocean tells the story of the sailing packet ships that plied the Atlantic and expanded the American coastal trade between 1815 and 1860; of their long battle of supremacy with steam and of their eventual submission to the inevitable. The last decade of this period was the brief, splendid, unforgettable era of the Yankee clippers, whose story is told in *Greyhound of the Sea*.

The seeker after pleasure will begin each book at the front, will read along happily, encountering occasionally such near-poetry as:

"One can no longer write to quicken old memories. It is now too late to sense that keen, though homely, satisfaction. The burly figures that yesterday stamped the streets of our little seaport towns have vanished. Their stentorian tones are silenced. One cannot always walk the quarterdeck making new records for an applauding world. Along with the beautiful, beautiful ships, the last living representatives of

BOOKS for the SAILOR

an age-old era are gone, and with them, an irreplaceable something of beauty and courage, of quaintly mingled courtesy and bluff heartiness, and a vast store of practical knowledge and shrewd wisdom dearly bought with 50 centuries of hardships." (Preface to *Greyhounds of the Sea*).

He will read along thus until he realizes that the narrative is gradually becoming a catalogue of ships, their particulars and their achievements. In all probability he will then be beguiled from his reading by the numerous pictures.

The seeker after information however, will doubtless begin at the back, where he will find mines of factual gold. Voluminous appendices list ships, their measurements, their record runs, their owners, masters and a score of fascinating et ceteras. There are accurate drawings of ships' lines and sail plans, photographs of hull models and extracts from ships' logs. And the fact-seeker will read on, revelling in the accounts of individual voyages, until he comes upon the pleasure-seeker who began at the front, and they will meet on the common ground of their admiration for the pictures of the ships that were among the highest and loveliest creations of mankind.—H.R.P.

GREYHOUNDS OF THE SEA and QUEENS OF THE WESTERN OCEAN, by Carl C. Cutler; United States Naval Institute, Annapolis, Md., U.S.A., singly \$12.50 or \$20 the set.

PADRES UNDER SAIL

"The sailor's life in the days of sail was hard. He knew deprivation in many forms, and might be called upon at any hour to forego ease and comfort for labour hard and perilous. Of all vocations that men have followed none demanded more in self-sacrifice. Men capable of these things deserved the best spiritual ministry that chaplains could bring. The Navy fought and trained to fight battles, some to increase the power of Britain, more to defend her. The Navy's ultimate mission was not fighting, however, but maintaining peace, order and civilization. In the carrying out of this task religious faith was a strong ally, and such it can always be."

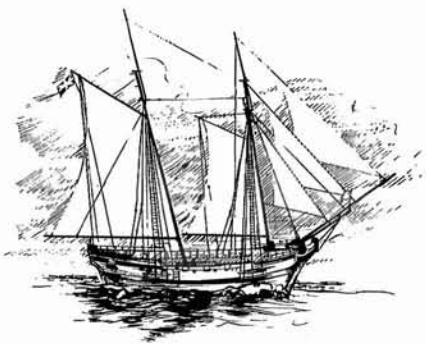
THESE WORDS are from the epilogue of *The Navy and Its Chaplains in the Days of Sail*, by Dr. Waldo E. L. Smith, professor of church history at Queen's Theological College and associate professor of history at Queen's University, Kingston.

In most writings about the sea, the chaplain is rather a shadowy figure but Dr. Smith, through careful and extensive research has unearthed material that provides a lively, instructive and entertaining picture of the padre of long ago.

Perhaps, in his enthusiasm for his subject, he credits some of yesterday's naval heroes (and chaplains, too) with more piety than they actually possessed. Nevertheless, he tells a convincing tale of chaplains serving with courage and devotion in trying surroundings and with little financial reward.

As Rear-Admiral H. F. Pullen, RCN (Ret), expresses it in his foreword to the book:

"Chaplains have had a 'rough passage' through the centuries. Rarely have there been enough to meet the demands of the fleet. They have had to put up with many difficulties, disappointments and indignities, but through all this they have remained faithful to their calling, and have played their part in forwarding the cause of Christianity at sea."



It is to be hoped that Dr. Smith will find encouragement and support to write a sequel to this volume to bring the story of the chaplaincy service at sea up to modern times and, in particular, to tell of the devoted service of the chaplains in the Royal Canadian Navy.

The unusually attractive jacket of the book is the work of Douglas Baker, long

associated with the Naval Art Section, and the author credits E. C. Russell, Naval Historian, with giving him a number of valuable leads.—C.

THE NAVY AND ITS CHAPLAINS IN THE DAYS OF SAIL, by Waldo E. L. Smith, published by The Ryerson Press, Toronto; 197 pages, illustrated; \$4.50.

HORROR AND AVARICE

IF YOU HAVE never heard of the wreck of the *Royal Charter*, it is because it happened more than 100 years ago, but it is one to match with the *Titanic* and the *Andrea Doria*. In her day she was the crack clipper (iron-hulled, ship-rigged, with auxiliary screw) on the Australian run, making the passage from Liverpool to Melbourne in 59 days.

She stranded on the shore of Anglesea, off the north coast of Wales, in the early hours of October 27, 1859, in one of the few hurricanes that have crossed the British Isles. She carried a crew of 123 and nearly 400 passengers. Of these 39 survived, none of them women or children. This, only seven years after the loss of the *Birkenhead*, increased the sensation caused by the wreck, and it was further heightened by gold from the Australian diggings — £322,440 worth in shipments and an unknown amount in the possession of returning miners in coin, nuggets and dust.

The story has a grim theme and passages of horror. Most of the dead were not drowned but beaten to death or torn to pieces on the rocks. More might have survived had they not clung so long to their gold. One who lived to tell the tale had had the foresight to convert his to a cheque before he sailed—in a waterproof money belt it caused him little inconvenience.

The book is a synthesis of newspaper reports, proceedings of the coroner's court and the Board of Trade inquiry, contemporary books and correspondence. The author also visited the site in Moelfre Bay and explored it with skin-diving equipment; he found no gold, but did see the hidden rock ledges on which the ship broke up. They inspired him

to write the book to clear the reputation of the ship's master. It is competently done, though perhaps the author could have used some expert advice on the use of nautical terms.—Ph. Ch.

THE GOLDEN WRECKS; *the True Story of a Great Maritime Disaster*, by Alexander McKee, London, Souvenir Press, 1961. 201 pp. plates, "List of Witnesses" (i.e. sources). Published in Canada by Ryerson Press, \$4.50.

OLD FRIEND

OUT OF PRINT for several years, *The Far Distant Ships*, the operational history of the Royal Canadian Navy during the Second World War, written by Joseph Schull, has been re-issued by the Queen's Printer.

During the 11 years since it was first published, the book has proved a most valuable reference work for those seeking to understand the magnitude of the task undertaken by the RCN during the Second World War.

The Far Distant Ships is both literate and interest-holding. Many of its chapters carry tales of high adventure and throughout there are passages of tense drama. This is to be expected from an author who has become one of Canada's best-known radio and television dramatists and who had dramatic facts to draw on.

Serving in Canada and overseas, ashore and afloat for nearly five years, Lt.-Cdr. Schull was able to clothe the bare bones of the facts from headquarters files with his own personal knowledge and understanding of the events of the Second World War and the part the RCN played in them.

There is reason to be grateful to the Queen's Printer for re-issuing this volume so that the great tradition of the RCN, born during fateful years, may become known to a younger generation of Canadians.—C.

THE FAR DISTANT SHIPS, by Joseph Schull; published by the Queen's Printer, Ottawa; 527 pages, illustrated; \$5.

JOSEPHINE

THE ROBUST silhouette of the *Foundation Josephine* was a familiar one in Halifax from early 1947 until late 1952, when she was returned to the Royal Navy and resumed her wartime name, *Samsonia*.

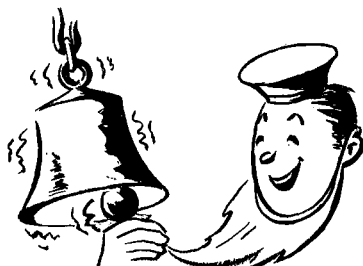
She was built as a convoy rescue ship, capable of towing a disabled 10,000-ton freighter for 1,500 miles at from eight to ten knots. The war was over when she entered the service of *Foundation Maritime*, but it cannot be said she found peace. In her first year and a half of service with the Canadian salvage company she rescued or contributed to the rescue of 21 ships.

Now, in a book with the somewhat fanciful title of *The Serpent's Coil*, Farley Mowat has told the story of one of her most dramatic and determined rescue efforts—one that proved almost fatal, and that after the *Foundation Josephine* and her charge, the Liberty ship *Leicester*, seemed to have reached a safe haven.

The events of the story occurred in 1948, a year when the North Atlantic was lashed by a succession of hurricanes, whence the name of the book. Caught in a hurricane, the *Leicester* was abandoned when her ballast of Thames mud, stowed between decks, shifted and left her adrift almost on her beam ends. She remained afloat, but her close call gave an immediate and convincing clue to the fate of 14 other Sam class Liberty ships which had disappeared at sea without trace and without so much as a distress call going out.

Farley Mowat, in this gripping and dramatic epic of deepsea salvage, has written a worthy companion to his story of the *Foundation Franklin*, which appeared three years ago under the title *The Grey Seas Under*.—C.

THE SERPENT'S COIL, by Farley Mowat; published by McClelland & Stewart Limited, 25 Hollinger Road, Toronto 16; 189 pages, illustrated with drawings and end-paper maps; \$5.



THE NAVY PLAYS

CPO Strachan Wins McDonald Trophy

The Lt.-Cdr. Charles McDonald Memorial trophy, awarded annually to the "one who has, through his own achievements or efforts contributed most to sports in the Pacific Command throughout the year" has been awarded to CPO J. H. Strachan, of *Naden* and recently of HMCS *Skeena*.

Honorable mention has been accorded CPO N. K. Jones, of the *St. Laurent*, twice winner of the trophy, for his continued interests and activity in sports.

Both men have been congratulated on their sports leadership by Rear-Admiral E. W. Finch-Noyes, Flag Officer Pacific Coast.

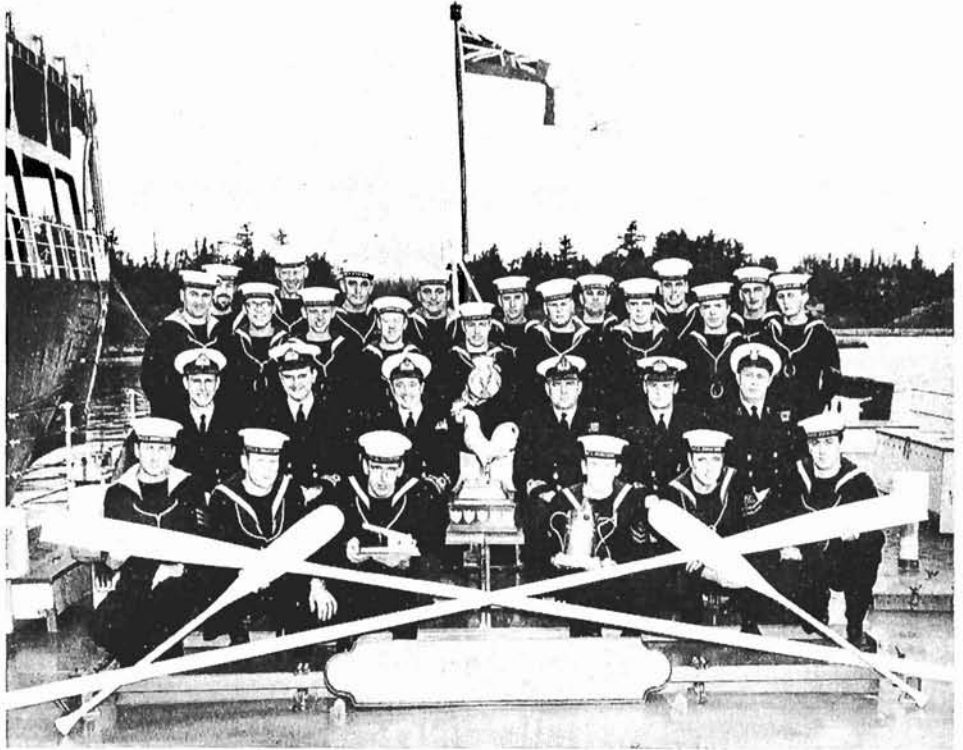
Lt.-Cdr. McDonald, in whose memory the award is made, died in February 1949 after many years of service in the Physical and Recreational Training branch of the RCN. An outstanding athlete himself, he was an ardent supporter of athletic events of all kinds. He was awarded the MBE in 1944 for a "wholehearted devotion to duty which has done much to improve the morale and spirit of the service".

Jonquiere Top Regatta Contender

The *Beacon Hill's* three-year reign as Cock of the Fleet in boat pulling came to an end at the Pacific Command's fleet regatta in Mayne Bay, Barkley Sound, on September 23. The decisive winner this year, with 96 points out of a possible 112, was the *Jonquiere*.

It was frigates nearly all the way in the final results of the regatta, which was held under ideal conditions. The *Fraser*, first in the war canoe race, was the only destroyer escort mentioned in the final results and the mobile repair ship *Cape Breton* managed a second in one of the pulling events.

Each ship had six representative entries from all departments for the boat-pulling classic—operations, engineering, supply, weapons, chief and petty officers and wardroom. The *Jonquiere* collected three firsts, the *Beacon Hill* two and the *Antigonish* one. Two seconds and a third kept the *Jonquiere* in the money in every boat-pulling event.



Here are the sailors who pulled the *Jonquiere* to a decisive victory in the Pacific Command fleet regatta and won for their ship the handsome and coveted Cock of the Fleet trophy, held for the past three years by the *Beacon Hill*. (E-63830)

After this noble showing the *Jonquieres* had to be content with sixth place in the war canoe race, in which the *Fraser*, *New Glasgow* and *Sussexvale* were one-two-three.

Runner-up for the championship was the *New Glasgow*, with 85 points. The *Beacon Hill* and *Antigonish*, with 73 points each, tied for third.

Two Qualify for Bisley Team

PO L. A. Williams, RCN (R), of *Chip-pawa*, the Winnipeg naval division, and CPO H. M. Oliver, of *Stadacona*, placed among the top 18 contestants in the Bisley Aggregate at the Dominion of Canada Rifle Association meet at Connaught Ranges, Ottawa, in August and thereby qualified for the 1962 Canadian Bisley team.

In the face of a much higher standard of competition than in other years, PO Williams placed 11th and CPO Oliver 18th.

This is the third occasion on which there has been naval representation on

the Canadian Bisley team. CPO Oliver was successful in gaining a place on the 1958 team and Lt. G. A. Grivel, of *Naden*, made the 1961 team.

Cabot Returns To Hockey Fray

HMCS *Cabot* has for the first time in many years entered a hockey team in the St. John's Civil Service League "B" Division. Five teams are participating, *Cabot*, Fisheries, Highways, RCMP and Finance.

In its first exhibition game *Cabot* pulled an upset, tying Buckmaster's of the "A" Division 3-3.

Chief and POs Win at Soccer

Cdr. R. W. J. Cocks, executive officer of HMCS *Cornwallis*, recently presented the *Cornwallis* Inter-Part Soccer trophy to PO T. L. Lowney, team captain of the chief and petty officers' soccer team, winners of the 1961 *Cornwallis* Inter-Part League.

The chief and petty officers' team won all its league games and played and defeated the Communication Division team in a two-game total goal playoff series by the over-all margin of 5-3.

This is the second consecutive year that both teams have met in the finals, with the identical result.

The league ended 1961 play with the championship game on Thursday, October 26.

St. Laurent Champ On Third Try

For the third consecutive year the *St. Laurent* team advanced to the finals in the Pacific Command softball championship but, unlike the two previous seasons when it lost out in the finals, this year trounced its opposition, *Naden*, 17 to 5.

To take the silverware the *St. Laurent* first defeated *Skeena* 9-6, *Sussexvale* 25-0, *Minron* 21-7 and *Assiniboine* 20-12.

To win Draw "B" *Naden* downed *Royal Roads* 17-12, *Comsuptpac* 23-7 and thumped *Apprentices* 19-10.

Two Navy Hockey Teams at West Coast

The West Coast Navy has entered a team in the new Esquimalt and District Hockey League, making the second Navy hockey team in the west.

All games will be played on Fridays in the four-team league which includes Navy, Army, Victoria College and Esquimalt. In this league, it is intended that new talent should receive as much notice as established stars.

Coaching will be CPO Dick Barwis and assisting as manager is CPO Skip Bryan.

The other team, defending champions in the Vancouver Island Amateur Hockey circuit, is working out with a nucleus of last year's prize winners, coached by Lt.-Cdr. E. R. Webber and managed by Lt.-Cdr. A. E. Shirley.

Squash Expert Visits Halifax

Mahmoud A. Kerim, former world's professional squash champion, arrived in HMCS *Stadacona*, September 20, to give instructions to RCN personnel in *Stadacona*, HMC Ships, *Shearwater* and to civilian members of the *Stadacona* Squash Club.

Born in Cairo, Egypt, 49 years ago, Mr. Kerim has won every squash pro-

fessional title to be worn since he turned pro in 1931.

Since 1955 he has been the club professional at the Montreal Amateur Athletic Club and also instructs in tennis, badminton and golf.

During his 10-day visit in Halifax he gave 163 half-hour squash lessons to 65 students in the *Stadacona* and *Shearwater* courts.

His instructions and knowledge passed on to many should do much to improve the game in the area. His efforts are expected to be felt later on in the season when, with practice and more tournaments, players should show much improvement.

Headquarters Curling Begins

Rear-Admiral P. D. Budge, Chief of Naval Personnel, on behalf of Vice-Admiral H. S. Rayner, Chief of the Naval Staff, curled the first stone on October 27 to open officially the sixth

year of activity for the RCN Curling Club (Ottawa).

The club, which now has 170 male and 100 female members, is located at Dow's Lake on the grounds of HMCS *Carleton*.

Pipers Charles Bell and Alan Lumhynne were on hand for the opening to provide the appropriate Gaelic atmosphere.

President Ed Lavalley welcomed a large group of guests, all of whom are well known in Ottawa Valley curling circles.

Club play began on the morning of Saturday, October 28, with a two-game mixed bonspiel, which ended with a buffet supper and prize-giving during the evening.

RCN Track Team Wins B.C. Area Title

The RCN has won the B.C. Area Tri-Service track and field championship for the third straight year, and this with some of the Navy's big names at sea.



HMCS *Scotian's* rifle team has won the John Labatt trophy for the second year in succession. The trophy is presented for annual small-bore competition among naval divisions across Canada and is under the direction of the Dominion of Canada Rifle Association. Competition lasts from October to May. *Scotian* captured the trophy this year with an aggregate of 3,928 out of a possible 4,000. The closest competitor, HMCS *Malahat*, Victoria, had 3,799. The Halifax team's monthly average was 491, with an individual average of 95.2. Seated, holding the trophy, is Sub-Lt. (W) J. E. Hudson. The other *Scotian* team members are, left to right, PO C. A. Noseworthy, Lt.-Cdr. R. E. LeMoine, AB E. V. Petipas, Lt. H. A. McDowell and AB J. E. Cutler. (HS-66435).



Wren CPO Phyllis Bayley holds the sports trophy won by Cornwallis in the wrens' inter-establishment meet in October. Visiting competitors were from Stadacona, Shearwater and Shelburne. Others in the picture are, left to right: Wren PO Kittie Geale, Wren PO Rosalee Auger and Lt. M. R. Peers, of Stadacona, Wren PO Ruth Heisler, of Shelburne, and Ord. Wren Phyllis LeBlanc and Lt. D. M. Gower, of Cornwallis. (DB-15830)

The new, more youthful members of the team took over and scored 12 of a possible 16 first-place finishes.

Navy placed first in all track events, including the 100, 220, 440 and 880-yard dashes, one- and three-mile races, the 440 relay and the one-mile medley relay. They also took first place in all jumping events—pole vault, high jump, broad jump and hop, step and jump.

In the four throwing events they placed as high as second, but by then they had the points needed for victory.

Cornwallis Wins Wren Sports Meet

Cornwallis wrens were both hostesses and winners of the fourth biennial inter-establishment sports meet attended in late October at the Annapolis Valley training base by wren officers and wrens from Stadacona, Shearwater, and Shelburne.

Four wren officers and 87 wrens were present at the meet, most of them participating in basketball, volleyball and bowling.

Competitive sports were run on Saturday, October 20, from 0900 to 1700. Shelburne wrens were outstanding at basketball, but Cornwallis wrens gathered in the honours for volleyball and bowling. Final point standings were: Cornwallis, 32; Shelburne, 23; and Stadacona, 16.

A buffet supper in Conestoga block on Saturday evening was attended by Captain R. M. Steele, commanding officer of Cornwallis, Mrs. Steele, members of the P&RT staff and their wives, and wren officers and wrens.

After supper the sports trophy was presented by Captain Steele to Ord. Wren Phyllis LeBlanc, of Cornwallis,



and Conestoga XX new entry wrens gave a much enjoyed program of entertainment that included a skit on their introduction to Navy life.

Banquet Ends Golf Season

Shearwater Golf Club ended the 1961 season with a field day at Brightwood and a banquet at the base.

Elected officers for next season were: Lt. R. Kerr, president; PO John McCormack, vice-president; Ldg. Sea. E. Gagnon, secretary-treasurer, and PO John Eden and Ruth Britton, publicity.

Air Force Awarded Softball Trophy

The Tri-Service softball championships, held at Naden on September 29, ended after a single round robin. Air Force was ahead with two wins no losses, Army had a win and a loss and Navy two losses.

Weather forced cancellation of the second round robin and Air Force was awarded the trophy.

Engineers Take Cock-of-Barracks

HMCS Naden's summer Cock-of-the-Barracks trophy went to the Engineers for compiling 142 points in the inter-divisional sports program, lasting from April to the end of September.

Standing were: Engineers—142, Supply—125, Band—115, Operations—106, Academic—98, RCNH—96, Weapons—95, and Wardroom—65.

RETIREMENTS

CPO REGINALD CLARENCE BUCK, C1CM4, of Calgary, Alberta, served in RCNVR and RCNR between May 1936 and January 1941, transferred to RCN January 20, 1941, served in Prince Rupert naval division, *Meander, Naden, Armentieres, Prince David, Stadacona, Niobe, Peregrine, York, Givenchy, Uganda, Ontario, Cornwallis, Hochelaga*; awarded CD; retired October 12, 1961.

CPO WILLIAM HENRY BULPIN, C1ET4, of Bristol, Gloucestershire, England, joined RCNVR September 24, 1935, transferred to RCN March 10, 1937, served in *Stadacona, St. Laurent, Skeena, Cornwallis, HMS Salisbury, Haida, Magnificent, Saguenay, Algonquin, Crusader*; awarded RCN Long Service and Good Conduct Medal; retired October 27, 1961.

CPO WILLIAM EVERETT CAVANAGH, C1SG4, of Finhorn, Scotland, joined RCNVR March 15, 1935, transferred to RCN January 5, 1937, served in *Stadacona, HMS Victory, HMS Glasgow, Restigouche, Skeena, Ottawa, Naden, St. Clair, St. Hyacinthe, Venture, Assiniboine, Peregrine, Niobe, Norfolk, HMS Searcher, HMS Norfolk, Shelburne, Warrior*; awarded RCN Long Service & Good Conduct Medals; retired October 31, 1961.

CPO ARTHUR WOODFORD HOLMES-DALE, C2CK3, of London, England, served in RCNVR June 12, 1940-November 19, 1945, and the RCN(R) December 2, 1946-July 15, 1947, transferred to RCN July 16, 1947, served in Saskatoon naval division, *Naden, San Peur, Armentieres, Stadacona, Wasaga, Avalon, Protector, Peregrine, Discovery, Unicorn, St. Stephen, Cornwallis, Crescent, Algonquin, Shelburne, Swansea, St. Laurent*; awarded CD; retired October 7, 1961.

CPO ALBERT JOSEPH HURTUBISE, C2BN3, of Ottawa, Ontario, served in RCNVR July 3, 1941-August 27, 1944, transferred to RCN August 28, 1944, served in Ottawa and Montreal naval divisions, *Stadacona, Malpeque, Swift Current, Transcona, Givenchy, Naden, Swansea, Peregrine, Niobe, Cornwallis, Scotian, Warrior, Magnificent, Donnacona, St. Stephen, Crescent, Iroquois Montcalm, D'Iberville, Chignecto, Ungava, St. Laurent, Cayuga*; awarded mention in Despatches October 24, 1944; retired October 14, 1961.

CPO JOHN PIERRE DAVID MASON, C2BN3, of Victoria, served in RCN May 7, 1940-October 18, 1946, rejoined October 6, 1947, served in *Naden, Stadacona, Niobe, Saguenay, Comox, Orillia, William Head, Givenchy, Prince Robert, Sioux, HMS Excellent, Peregrine, Kootenay, Malahat, Antigonish, Magnificent, Iroquois, Catarqui, Cornwallis, Crescent, New Liskeard, La Hullose, Nootka, Algonquin, Shearwater*; awarded CD; retired October 5, 1961.

CPO WALTER REX MITCHELL, C2ER3, of Lloydminster, Alberta, joined RCNVR October 6, 1941, transferred to RCN September 1, 1942, served in *Naden, Wolf, Givenchy, Wentworth, Gananoque, Peregrine, Beacon Hill, Grou, Ontario, Athabaskan, Sioux, Unicorn, Fraser*; awarded CD; retired October 5, 1961.



Two Royal Netherlands Navy sailors stand before the Halifax cenotaph following a wreath-laying ceremony by Commodore A. Van Es, Commander of Netherlands Squadron Five. (HS-66053)

CPO JOHN FREDERICK MYERS, C1WS4, of Gordon Bay, Ontario, joined January 19, 1937, served in *Stadacona, Saguenay, Venture, Fundy, Ottawa, St. Francis, Shelburne, Cornwallis, Elk, Peregrine, Scotian, Donnacona, Revelstoke, Lloyd George, Warrior, Portage, Haida, Niobe, HMS Excellent, Iroquois, Bytown, Niagara, Magnificent, Carleton*; awarded RCN Long Service & Good Conduct Medal; retired October 7, 1961.

CPO CECIL SMITH, C1ER4, of North Shields, Northumberland, England, joined the RCNVR June 25, 1941, and the RCN

February 26, 1946, served in Montreal naval division, *Naden, Wolf, Stadacona, Ottawa, Nonsuch, Peregrine, Swansea, Donnacona*; awarded CD; retired October 18, 1961.

CPO NORMAN CHARLES TOWN, C2WU4, of Swift Current, Sask., joined September 16, 1940, served in *Naden, Courtenay, Stadacona, Cornwallis, Chilliwack, Niobe, HMS Ferret, Milltown, Peregrine, Battleford, Grandmere, St. Laurent, Arnprior, Charlottetown II, Ontario, Athabaskan, Crusader, Sault Ste. Marie, Queen, Fraser*; awarded CD; retired October 9, 1961.

LOWER DECK PROMOTIONS

Following are lists of men selected by Naval Headquarters for promotion. These selections are subject to confirmation by the RCN Depot and the concurrence of the commanding officer in each case. The effective date of promotion is September 1, 1961. Names are grouped according to trade.

Pacific Command

For Promotion to Petty Officer Second Class

LSBN3	J. D. Jenkins	24877-E
LSBN2	G. W. Troughton	24174-E
LSPC2	G. Spicer	10014-E
LSSN2	B. S. Spencer	27685-E
LSSN3	W. L. Wavryk	27789-E
LSRP2	S. G. Hlasny	17386-E
LSRP2	R. Bailey	25672-E
LSSG2	R. H. Wilson	7909-E
LSSG2	L. T. Dale	7949-E
LSRM2	D. J. Sinclair	27677-E
LSEM2	R. C. Wilson	24876-E
LSEM2	H. R. Wrigley	9337-E
LSEM2	J. A. Gorman	16851-E
LSEM2	S. Cook	34266-E
LSET3	F. V. Fast	28699-E
LSET3	R. E. McCallum	18423-E
LSET3	L. K. Bergum	27603-E
LSET3	R. C. Reimer	33025-E
LSET3	P. B. Daly	7830-E
LSAW2	D. R. Keenan	17071-E
LSAW3	J. D. Fawcett	14753-E
LSAW2	G. C. Fuller	28464-E
LSAW2	W. M. Frampton	9759-E
LSVS2	J. W. Hall	10765-E
LSNS2	D. G. Riehl	7989-E
LSNS2	J. Nicholson	8162-E
LSCK2	E. J. Sheplaw	10034-E
LSSW2	R. A. Cummings	12496-E
LSMA3	G. C. Gendre	34848-E
LSMA3	W. N. Lennox	28800-E
LSMA3	J. A. Rait	27861-E
LSMA3	L. C. Murray	24885-E
LSCD3	R. J. Thompson	17406-E
LSPH3	W. L. McNaughton	18025-E

ABRM1	J. P. Rafferty	24007-E
ABRM2	R. R. Sutton	31559-E
ABRM2	E. Stormer	39494-E
ABEM1	L. M. Benton	33172-E
ABEM2	W. F. Tyler	17836-E
ABEM1	R. G. Buchanan	28162-E
ABEM1	S. C. Vadeboncoeur	32908-E
ABLM2	R. A. Southwood	38660-E
ABLM2	R. W. Mountford	35311-E
ABLM2	G. Walters	31601-E
ABLM2	W. H. Davies	33495-E
ABLM2	D. G. Duffner	38480-E
ABLM2	R. K. Richardson	35221-E
ABLM2	W. L. Palmer	38477-E
ABLT2	G. N. Paul	35091-E
ABHM1	B. T. Callaghan	17199-E
ABHM1	S. A. Grenda	31550-E
ABAW1	C. J. Parenteau	17699-E
ABAW2	D. K. Campbell	28043-E
ABPW1	L. H. Sorsdahl	28205-E
ABVS2	J. R. Henry	30584-E
ABNS2	K. A. Rollier	24277-E
ABCK1	E. J. Burney	23834-E
ABCK2	K. E. Stewart	15720-E
ABCK2	R. N. Calles	33309-E
ABSW1	E. Balshaw	39401-E
ABMA2	R. K. Parsons	14980-E
ABMA2	H. P. Woznow	38615-E
ABMA2	W. E. Patton	38388-E
ABMA2	D. I. Wise	39478-E
ABCD1	A. J. Lodge	35036-E

LSSG2	G. J. Zehr	16095-H
LSSG2	C. R. Pitt	25367-H
LSSG2	A. G. Low	24578-H
LSSG2	W. J. Corr	26879-H
LSSG2	R. C. McIntosh	12764-H
LSSG2	R. S. James	25338-H
LSSG2	W. J. Anderson	26481-H
LSSG2	A. A. Mayer	32318-H
LSRM2	J. D. Maclean	23511-H
LSRM2	J. E. Gallant	31388-H
LSRM2	G. W. McNichol	7704-H
LSRM2	J. P. Boucher	17884-H
LSRM2	R. J. Roy	29043-H
LSRS3	J. P. Dawson	8539-E
LSRS3	J. A. O'Callahan	18598-H
LSRS3	A. T. Strachan	8110-E
LSRS3	P. C. Kilen	17322-E
LSEM2	W. L. Chareluk	17208-H
LSEM2	T. M. Teepele	10937-H
LSEM2	R. C. Knoll	15868-H
LSEM2	D. J. Boisjolt	29316-H
LSET3	A. J. Chlachern	24577-H
LSET3	A. J. Chiasson	23603-H
LSET3	M. R. Moore	19934-H
LSET3	G. F. Cooper	12790-H
LSET3	G. R. Daye	17894-H
LSET3	M. A. Blacklook	23525-H
LSET3	B. I. Freeman	24596-H
LSET3	V. J. Tarrant	16168-H
LSET3	M. S. Scrimshaw	26912-H
LSET3	E. M. Hunter	31168-H
LSWA2	L. A. Bidinost	8072-H
LSNA3	H. W. Millar	27267-H
LSNA3	J. A. Rioux	14028-H
LSNA3	E. Wilson	34232-H
LSNA3	J. S. Lawther	35490-H
LSAM3	R. W. Niven	11544-H
LSAT2	R. Tremblay	14161-H
LSAT2	J. A. Poirier	13491-H
LSAT2	J. P. Loiseau	12405-H
LSRA3	A. F. Rose	33907-H
LSRA3	S. L. Moore	14591-H
LSRA3	P. A. Cadeau	33939-H
LSAW2	R. O. Cook	19817-H
LSPW2	W. T. Chandler	25056-H
LSPW2	G. E. Roberts	16149-H
LSPW2	W. J. Wagner	15923-H
LSPW2	M. L. Lloyd	12668-H
LSPW2	R. A. Smith	26085-H
LSPW2	J. J. St. Germain	9067-H
LSVS2	G. R. McIntosh	25648-H
LSVS2	J. F. Hartling	12458-H
LSVS2	D. W. Smith	25626-H
LSVS2	S. L. Cannon	17046-H
LSNS2	F. A. Anderson	23380-H
LSNS2	R. S. Holden	17618-H
LSNS2	G. R. Wainman	26133-H
LSCK2	D. D. Love	7113-H
LSSW2	M. Leblanc	33607-H
LSTM3	W. R. Burgess	31075-H
LSRR3	A. Mattila	31975-H
LSMA3	N. J. Nevitt	31406-H
LSMA3	R. A. Rankin	33711-H
LSOR3	B. C. Thomson	35009-H
LSMA3	J. J. Mailhot	35725-H
LSMA3	M. Sailer	32752-H
LSMA3	C. J. Soucy	23678-H
LSMA3	J. W. Woodhouse	36177-H
LSCD3	S. J. Stephenson	12593-H
LSCD3	J. F. Balmforth	16292-H
LSPH3	E. D. Manuel	14308-H



Atlantic Command

For Promotion to Leading Seaman

ABBN1	J. A. Mackie	14895-E
ABWS1	F. A. Robson	31308-E
ABWS2	T. R. Nicks	16865-E
ABFC1	E. N. Butler	35162-E
ABWU1	H. J. Last	32878-E
ABWU1	J. H. Rockwell	23867-E
ABWU2	L. M. Jones	24077-E
ABWU2	B. G. Schley	35249-E
ABSN2	E. C. Curtis	33020-E
ABSN2	D. R. Franklin	7481-E
ABSN3	E. R. Wallace	24281-E
ABRP1	M. F. West	35035-E
ABRP1	J. T. Graham	32951-E
ABRP1	P. M. Northey	23993-E
ABRP2	P. J. Boutin	23949-E
ABRP2	J. M. Gray	35178-E
ABSG2	C. R. Pearce	39535-E
ABSG2	J. C. Anderson	34731-E
ABSG2	J. G. Lennox	38606-E
ABSG2	G. E. Bobosky	38662-E
ABRM1	B. R. Miller	35107-E
ABRM1	V. J. Olson	39334-E
ABRM2	J. L. Metcalf	35223-E
ABRM1	C. C. Corrigan	33931-E
ABRM1	C. A. Brown	34672-E
ABRM1	D. J. Deegan	23960-E

For Promotion to Petty Officer Second Class

LSBN2	R. A. Spence	24981-H
LSBN2	D. J. Levandier	24952-H
LSWS3	A. F. Hammond	28413-H
LSWS3	S. F. Tardiff	19129-H
LSFC3	D. Inson	19680-H
LSFC3	T. F. Newton	16927-H
LSWU3	W. J. Cassidy	28870-H
LSWU3	B. G. Daly	28517-H
LSWU3	G. B. Mandy	28841-H
LSWU2	D. C. Vansickle	24375-H
LSWU3	D. T. Maloney	28421-H
LSWU3	G. J. Bernard	10446-H
LSWU3	A. G. Bodden	25908-H
LSSN2	J. R. Bourgeois	26124-H
LSSN2	B. T. McKenna	26128-H
LSSN2	T. A. MacDonald	14446-H
LSSN3	P. G. Simpson	25688-H
LSSN3	W. J. Turcotte	12826-H
LSSN3	W. L. Foreman	25683-H
LSRP2	K. Snider	25767-H
LSRP2	R. H. Zipfel	24517-H
LSRP2	E. J. Edmunds	11689-H
LSRP2	J. N. Sweeney	13963-H
LSRP2	J. B. Seaward	31836-H
LSRP2	J. H. Schimmel	25789-H

For Promotion to Leading Seaman

ABBN2	J. T. Carey	25266-H
ABWS1	J. Wiscek	30322-H
ABWS1	D. B. Wright	30223-H
ABWS1	P. J. Collins	13754-H
ABWS1	E. L. Lawson	31321-H
ABWS1	C. R. Grant	25329-H
ABWS2	H. E. Knapp	30272-H
ABWS1	W. S. Satterley	19945-H

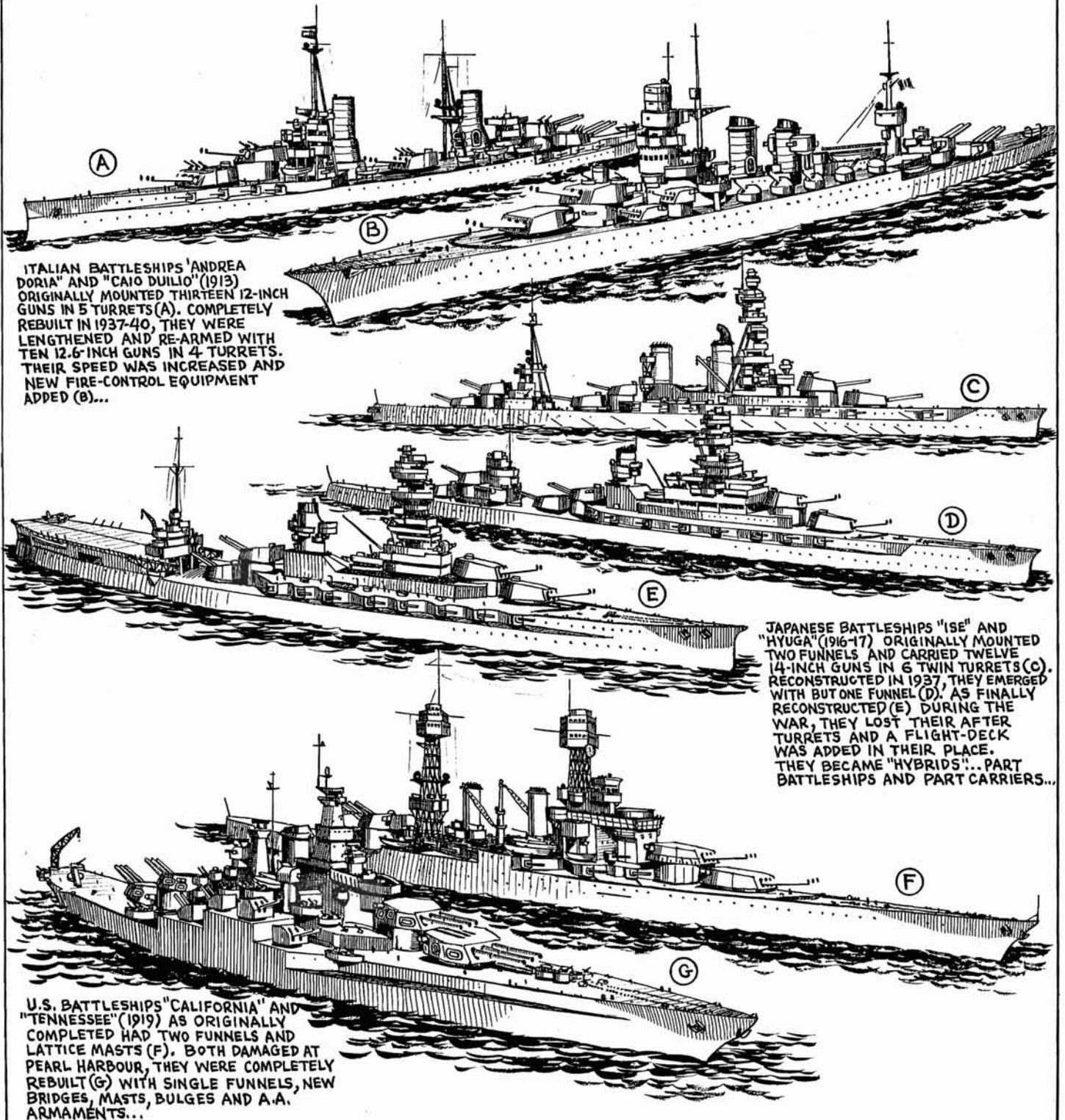
ABWS1	A. J. Currie	26027-H	ABRP2	E. R. Mayne	38990-H	ABEM1	P. A. Spicer	33875-H
ABWS1	C. D. Leeder	31801-H	ABRP2	J. G. Routhier	27387-H	ABEM1	S. B. Wood	16356-H
ABWS1	H. E. Hoffman	30320-H	ABRP2	J. E. Ross	15522-H	ABEM1	T. J. Maguire	35706-H
ABWS1	C. C. Major	13952-H	WANP2	R. M. Heisler	W-34737	ABLM2	M. O. Wauch	32004-H
ABWS1	F. Gervais	31796-H	ABSG2	C. A. Daly	29956-H	ABLM2	M. S. Wurm	37817-H
ABWS1	J. F. Adams	24924-H	ABSG2	R. J. Gervais	38206-H	ABLM2	G. E. Martin	36713-H
ABFC2	F. A. Penney	37586-H	ABSG2	J. Thiessen	42462-H	ABLM2	D. A. Aldrich	44951-H
ABFC2	E. C. Lingley	43041-H	ABSG2	G. G. Crawford	43866-H	ABLM2	J. W. Young	43009-H
ABFC2	R. Sinclair	11885-H	ABSG2	G. W. Snooks	26357-H	ABLM2	A. A. Rogers	43037-H
ABFC2	K. A. Findlay	43302-H	ABSG2	S. R. Femia	39065-H	ABLM2	R. A. Rudback	37594-H
ABFC2	J. R. Sisley	42455-H	ABSG1	G. W. Slade	38132-H	ABLM2	M. W. McCallion	42362-H
ABFC2	W. Scotchburn	42477-H	ABSG2	M. J. Broughton	29909-H	ABLM2	G. W. Weitzel	37937-H
ABFC2	H. J. Charest	43367-H	ABSG2	W. D. Brintnell	37805-H	ABLM2	N. C. Brake	29627-H
ABFC2	D. J. Allard	43175-H	ABSG2	G. Andrews	26956-H	ABLM2	P. K. Doherty	18045-H
ABFC2	D. L. Richards	34762-H	ABSG2	J. R. Cosby	42391-H	ABLM2	R. C. Rhines	38995-H
ABFC2	J. J. Soucy	37275-H	ABSG2	L. J. Deighton	39071-H	ABLM2	R. H. Hollins	38131-H
ABWU2	K. Eccles	36681-H	ABSG2	D. G. Oswald	29910-H	ABLM2	W. G. Barnard	36742-H
ABWU2	E. J. Petrowski	34918-H	ABSG2	H. L. Baxter	42957-H	ABET2	W. R. Albertson	39649-H
ABWU2	M. McKinsty	39030-H	ABRM1	P. J. Frenette	38076-H	ABET2	W. L. Sutherland	36963-H
ABSN2	G. E. Vipond	45570-H	ABRM2	A. C. Thompson	39089-H	ABET2	R. D. Moore	37673-H
ABSN1	L. J. Lunny	28425-H	ABRM2	R. Baines	25223-H	ABLT2	R. J. Seguin	45016-H
ABSN2	H. J. Goodfellow	29935-H	ABRM2	M. Kennedy	27182-H	ABLT2	C. J. Gaul	37227-H
ABSN2	O. Boego	42561-H	ABRM2	R. A. Kelly	38183-H	ABHM1	L. J. Sawatsky	33427-H
ABSN2	J. G. Bell	11315-H	ABRM2	G. J. Porter	39012-H	ABNA2	D. H. Kelly	36915-H
ABSN2	D. C. May	39137-H	ABRS2	K. G. Gerry	35636-H	ABNA2	R. M. Chapdelaine	44926-H
ABSN2	R. D. Neath	42363-H	ABRS2	J. D. Berry	35071-E	ABAM2	K. M. Eddy	24489-H
ABSN2	K. D. Freeland	26185-H	ABRS2	J. J. Kulas	36715-E	ABAR1	M. H. McCluskey	31536-H
ABSN2	N. C. Tinney	42602-H	ABRS2	W. J. Low	30849-H	ABAF1	R. A. Fralic	36531-H
ABSN1	B. W. Sharkey	39926-H	ABRS2	R. C. Mayville	26399-H	ABAF1	R. D. Henwood	34104-H
ABSN2	D. H. Morgan	30038-H	ABRS2	W. E. Morden	35585-H	ABAT2	G. W. Patterson	33986-H
ABSN2	G. J. Laflamme	36901-H	ABRS2	J. C. Fairley	30734-H	ABRA2	M. R. Borrows	37812-H
ABSN2	A. J. Thomas	42408-H	ABRS2	D. W. Chester	39183-H	ABRA2	F. E. Johnson	35105-E
ABSN1	J. M. Smith	43235-H	ABRS2	R. A. Barker	31912-H	ABRA2	C. H. MacDonald	37641-H
ABSN1	D. E. Jones	37536-H	ABRS2	B. H. Hagstrom	36011-H	ABAW2	A. G. Langille	33998-H
ABSN2	G. R. MacMillan	36722-H	ABRS2	R. J. Gallant	29211-H	ABPW2	G. W. Blank	35613-H
ABSN2	M. Irizawa	8521-H	ABRS2	G. R. Burton	42337-H	ABPW2	J. J. Riggins	32835-H
ABSN2	B. V. Nason	42883-H	ABRS2	L. A. Wells	32801-E	ABPW1	R. D. Stewart	33408-H
ABRP1	A. F. Boyles	33975-H	ABRS2	K. R. Duncan	36322-H	ABPW1	J. A. Spencer	38980-H
ABRP1	M. D. Baker	35577-H	ABRS2	D. J. Miller	27943-E	ABPW1	J. W. Shiels	29884-H
ABRP2	R. H. Wood	19511-H	ABRS2	D. S. Manion	36508-H	ABPW1	E. L. Gouthro	34200-H
ABRP2	S. G. Richardson	31220-H	ABRS2	J. J. Monette	38168-E	ABNS1	T. J. McCall	36822-H
ABRP1	J. R. Wright	34053-H	ABRS2	F. W. Finnessy	26469-H	ABCK2	D. T. Lennon	25282-H
ABRP2	E. E. Reding	11099-H	ABRS2	D. B. Preston	23724-H	ABSW1	R. G. Kettle	30957-H
ABRP2	H. C. McIsaac	19246-H	ABRS2	A. E. Pilkington	31948-H	ABSW1	V. D. Evans	23686-H
ABRP2	R. M. Barclay	42877-H	ABRS2	M. C. Wells	32918-E	ABMA2	A. J. Desrochers	32500-H
ABRP1	J. A. Marion	17902-H	ABRM1	C. L. Cooley	32001-H	ABMA2	V. R. Dunham	44042-H
ABRP2	G. A. Geary	26980-H	ABEM1	S. N. Yearwood	38028-H	ABMA2	D. R. Johannesson	37877-H
ABRP2	M. F. Dougherty	23404-H	ABEM2	E. A. Martin	25696-H	WAME2	E. A. Kerr	W-33257
ABRP2	G. J. Bruneau	38258-H	ABEM1	P. J. Baine	36367-H	ABCD2	C. A. Blancher	25982-H
						ABPH2	E. Arndt	10036-H



Naval Lore Corner

Number 99 MODERNIZATIONS (II)

BEFORE AND DURING THE WAR, SOME OF THE WORLD'S LARGEST BATTLESHIPS WERE COMPLETELY REBUILT AND GIVEN A "NEW LEASE OF LIFE". DEPICTED HERE ARE EXAMPLES OF SOME OF THE MOST EXTENSIVE REFITS...



ITALIAN BATTLESHIPS 'ANDREA DORIA' AND 'CAIO DUILIO' (1913) ORIGINALLY MOUNTED THIRTEEN 12-INCH GUNS IN 5 TURRETS (A). COMPLETELY REBUILT IN 1937-40, THEY WERE LENGTHENED AND RE-ARMED WITH TEN 12.6-INCH GUNS IN 4 TURRETS. THEIR SPEED WAS INCREASED AND NEW FIRE-CONTROL EQUIPMENT ADDED (B)...

JAPANESE BATTLESHIPS 'ISE' AND 'HYUGA' (1916-17) ORIGINALLY MOUNTED TWO FUNNELS AND CARRIED TWELVE 14-INCH GUNS IN 6 TWIN TURRETS (C). RECONSTRUCTED IN 1937, THEY EMERGED WITH BUT ONE FUNNEL (D). AS FINALLY RECONSTRUCTED (E) DURING THE WAR, THEY LOST THEIR AFTER TURRETS AND A FLIGHT-DECK WAS ADDED IN THEIR PLACE. THEY BECAME 'HYBRIDS'... PART BATTLESHIPS AND PART CARRIERS...

U.S. BATTLESHIPS 'CALIFORNIA' AND 'TENNESSEE' (1919) AS ORIGINALLY COMPLETED HAD TWO FUNNELS AND LATTICE MASTS (F). BOTH DAMAGED AT PEARL HARBOUR, THEY WERE COMPLETELY REBUILT (G) WITH SINGLE FUNNELS, NEW BRIDGES, MASTS, BULGES AND A.A. ARMAMENTS...

Roger Duhamel

QUEEN'S PRINTER—IMPRIMEUR DE LA REINE

If undelivered return to:

The Queen's Printer, Ottawa, Canada

En cas de non-livraison, retourner à:

L'Imprimeur de la Reine, Ottawa, Canada

