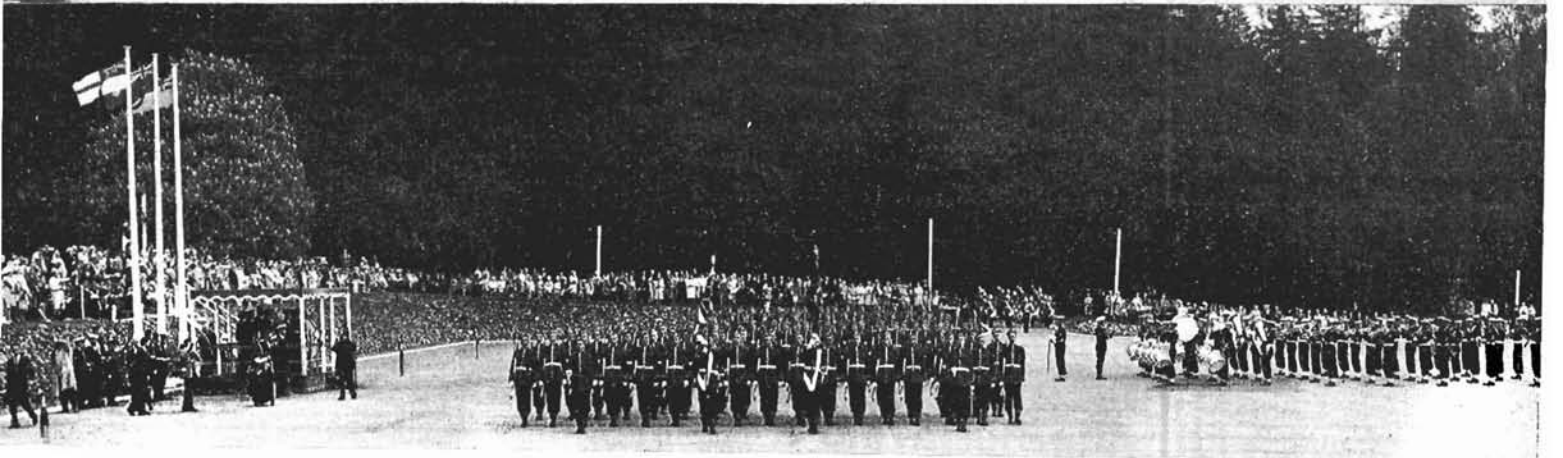
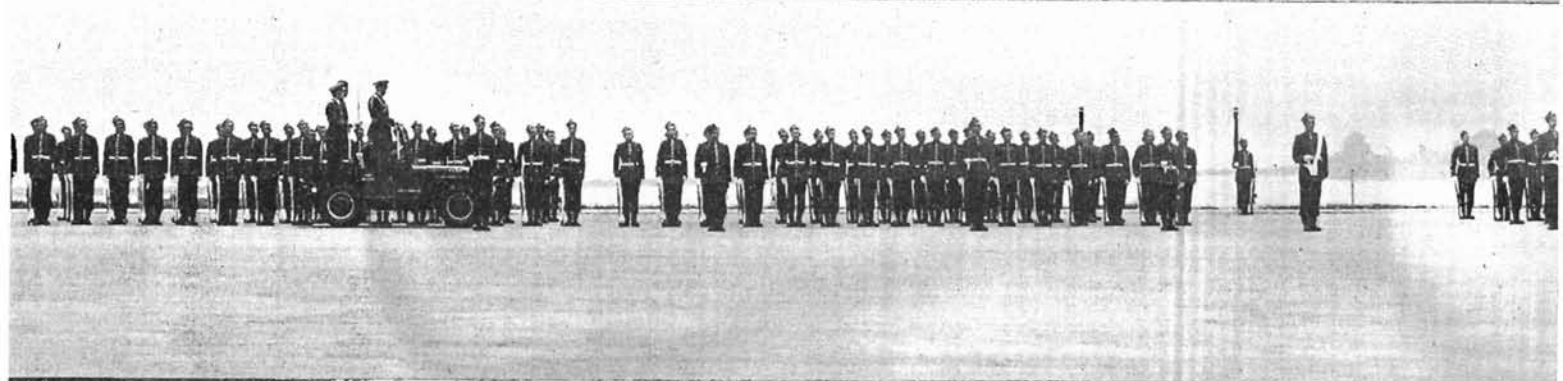
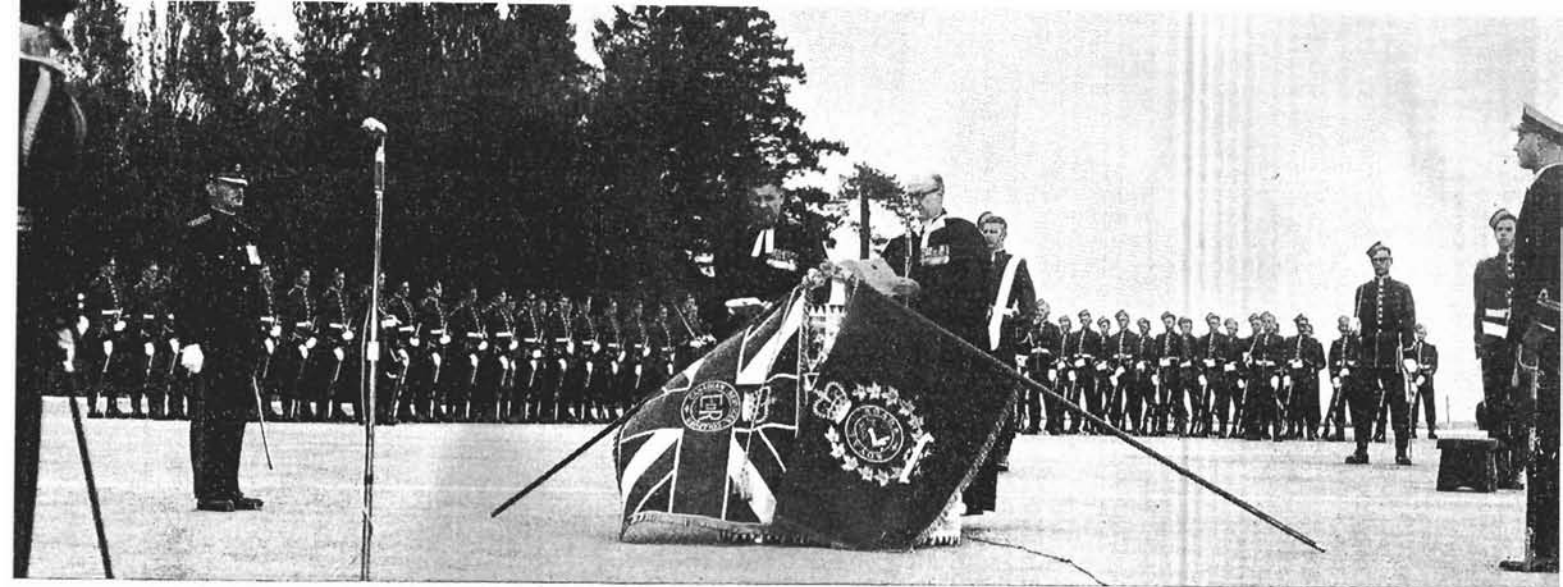


The CROWSNEST



Vol. 14 Nos. 9 and 10

Summer, 1962



The CROWSNEST

Vol. 14 Nos. 9 and 10

THE ROYAL CANADIAN NAVY'S MAGAZINE

JULY-AUGUST 1962

CONTENTS

	Page
<i>RCN News Review</i>	2
<i>Journey into Asia</i>	5
<i>Officers and Men</i>	11
<i>Sea Burial for Commodore</i>	14
<i>The Benevolent Fund</i>	15
<i>MASTU Goes Home</i>	16
<i>Hostess to a Queen</i>	17
<i>Navigation by Eye</i>	19
<i>A Speedy Trip</i>	21
<i>York's Divers</i>	23
<i>Afloat and Ashore</i>	25
<i>Home from the Sea</i>	28
<i>The Plastic Gun Shield</i>	29
<i>Here and There in the RCN</i>	30
<i>Books for the Sailor</i>	32
<i>Retirements</i>	34
<i>Naval Lore Corner No. 107</i>	<i>Inside Back Cover</i>

COLOURS FOR ROYAL ROADS

Brilliant pageantry and military precision were blended in the historical ceremony of the presentation of the Queen's Colour and regimental colour to the Canadian Services College, Royal Roads, on May 25. The presentation was made by His Excellency Governor-General Georges P. Vanier in conjunction with graduation exercises at the college.

Shown on the opposite page (not in chronological order) are the blessing of the colours, the inspection of the officer cadets by His Excellency, the presentation of the regimental colour and the march past.

Consecrating the colours were Chaplain General (P) E. G. B. Foote and Chaplain General (RC) L. A. Costello. (E-66666; E-66660; E-66663; and E-66668)

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 orders 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—Summer brings the White Ensign to Canada's inland seas, the Great Lakes, for the annual reserve training season and on goodwill visits. This accounts for this early summer scene at the Commanding Officer Naval Divisions' jetty in Hamilton. (COND-7751).

RCN News Review



A tug takes charge of the 22,000-ton tanker supply ship *Provider* following her launching at the yard of the Davie Shipbuilding Company, Lauzon, Quebec, on July 5. (ML-11162).

The Provider

THE LARGEST SHIP ever built in Canada for the Royal Canadian Navy was launched July 5 at the shipyards of the Davie Shipbuilding Company Limited, Lauzon, Quebec.

A 22,000-ton tanker supply ship, the vessel was named the *Provider* by Mrs. Wright, wife of Rear-Admiral R. A. Wright, former Naval Comptroller.

When fully loaded, the *Provider* will displace 2,000 tons more than the aircraft carrier HMCS *Bonaventure*. However, the carrier—which was built in Belfast, Ireland—will retain her title as the Navy's "biggest" by virtue of her greater length and size of the ship's company.

The *Provider's* primary purpose will be to enable other ships to extend their period of operations at sea through the supply of fuel, provisions and other necessities.

In fleet operations, the *Provider* will function as a "one-stop" supply ship. This means she will be capable of refuelling ships while at the same time supplying fresh stores, ammunition, spare parts, etc. Usually individual tankers and supply ships accompany the fleet when required at sea.

The facilities of the *Provider* meet NATO specifications which will enable her also to supply units of allied navies at sea.

The *Provider*, 551 feet long, will have 26 cargo tanks capable of holding

12,000 tons of fuel oil, 1,200 tons of diesel fuel, 1,000 tons of aviation gas, plus storage for spare parts, ammunition and 250 tons of food.

A feature of the *Provider* will be a helicopter landing platform and a hangar that will enable her to carry spare helicopters. Provision has been made for the future fitting of workshop equipment for the maintenance and repair of helicopters.

In the event of entering a nuclear fallout zone, the *Provider's* boilers and main engines would be remotely controlled from an enclosed air-conditioned area, free from the immediate effects of fallout and radiation.

Sonar, radio and navigation equipment in the *Provider* will be of the latest design.

The ship is expected to commission in about a year's time.

The *Provider* will be the second ship in the RCN to bear that name. The first was a base supply ship which was completed at Marine Industries Limited in Sorel, Quebec, in December 1942. She

became "mother ship" for a force of Fairmile motor launches of the 73rd Motor Launch Flotilla and operated mostly in the Bermuda area.

The first *Provider* was paid off in 1946 and was declared surplus a year later. She was eventually sold to Empresa Petrolera Fiscal of Lima, Peru, where she is now employed under the name of *Olaya*.

Goodwill Visit Paid to Boston

The destroyer escorts *Iroquois*, *Sioux*, and *Huron* of the Third Canadian Escort Squadron and the escort maintenance ship *Cape Scott* paid a goodwill visit to Boston early in June and participated in Nova Scotia Day observances in the Hub City on June 9.

A *Cornwallis* sunset party, including the band, guns' crews and a 48-man guard, accompanied the task unit and thrilled thousands of Bostonians with their music and precision marching.

The guard and band took part in pre-game ceremonies at Fenway Park, home of the Boston Red Sox, on June 9, highlighting Nova Scotia Day in Boston. Participating in the inspection of the guard were the Hon. E. C. Plow, Lieutenant-Governor of Nova Scotia, Brigadier General T. J. Regan, aide-de-camp to Governor Volpe, of Massachusetts, and Captain G. C. Edwards, Commander of the Third Escort Squadron. Following the inspection, the band

Combined Issue

This enlarged issue combines the July and August editions of *The Crow'snest*. Regular monthly publication will be resumed with the September issue.

played the Canadian and United States national anthems and Lieutenant Governor Flou threw the first ball of the game.

That evening the *Cornwallis* contingent presented the Sunset Ceremony in Copley Square in downtown Boston. The following day, divisions and divine service were held by the task unit and were attended by Rear Admiral R. H. Weeks, senior USN officer present afloat, who inspected divisions, Stuart Hemsley, Canadian vice-consul, Boston, and other guests.

During the visit the *Cornwallis* band presented three concerts on the Boston Common and a special concert for children at the Children's Medical Centre. The ships were open to the public on two occasions while in port.

20,000 View Sunset Ceremony

Cornwallis new entry seamen from across Canada performed the famed Sunset Ceremony before an estimated 20,000 spectators during Dominion Day

observances on Parliament Hill in Ottawa on Monday, July 2.

The performance was carried live on the CBC television network and was also telecast over CTV private stations.

Several thousand Ottawans and visitors viewed a dress rehearsal on Parliament Hill on the evening of June 30.

All 10 provinces and the Yukon were represented among the 132 members of the guard and field-gun crews. The *Cornwallis* band was augmented for the occasion by a number of bandmen from *Stadacona*.

The officer-in-charge was Lt. N. Bruce Pakenham and the guard was led by Lt. Roy B. Bartlett, with Sub-Lt. R. Allen Fatt as second officer of the guard.

Frigates Visit Overseas Ports

An overseas cruise for 150 UNTD cadets got underway June 23 with the sailing from Halifax of five frigates of the Ninth Canadian Escort Squadron.

The five ships (*Cap de la Madeleine*, *La Hullose*, *Lauzon*, *Swansea* and *Buckingham*) fuelled at St. John's, Nfld., then called at Portsmouth, England, July 4-9. They were to visit Dublin, Eire, July 13-18, returning to Halifax on July 27.

The first UNTD summer training cruise, in June, involved visits to ports of the Maritime Provinces. The third cruise will be to the Far North, particularly in Hudson Bay.

Cadets embarked in the frigates were among 450 on annual training this summer at *Cornwallis*.

Chilean Sailing Vessel at Esquimalt

The Chilean Navy's training ship *Esmeralda* arrived at Esquimalt Harbour on June 13 for a five-day visit in connection with Victoria's centennial celebrations.

"Open house" programs from 2 to 6 p.m. on each afternoon enabled Victorians and tourists to go through the visiting ship.

The Navy Will Do Its Share

THE ROYAL CANADIAN NAVY has undertaken to do its share in effecting economies of money and material as a contribution toward strengthening Canada's international financial position.

The essentials of the RCN's economy program have been listed in general message (CANGEN 142) despatched from Naval Headquarters. The text of this message follows:

A series of measures has been adopted by the government to strengthen the Canadian dollar. These measures include, among others, a reduction in government expenditures. With its sister services and other government departments, the Royal Canadian Navy will bear a share of the task of achieving this reduction.

In devising a schedule of economies for the RCN, care has been taken to ensure that:

- (a) The operational strength required for national and international commitments is maintained;
- (b) Existing shipbuilding and replacement programs continue, and
- (c) Service conditions for officers and men remain unchanged.

The principal steps that it has been agreed the Navy will take to effect savings are:

- (a) Personnel strength will be maintained at the present figure of 21,270. This number will permit commitments to be met;
- (b) Some restrictions will be placed on ships' fuel consumption. These will not affect existing commitments or exercises currently being planned;
- (c) VF 870 (Banshee squadron) will be paid off by the end of September instead of the end of December;
- (d) The refit of HMCS *Huron* will be cancelled;
- (e) Travel will be reduced;
- (f) The 1962-63 RCNR program will be held to the level of 1961-62 activity;
- (g) Shore construction projects will be deferred to some extent, as will the procurement of training equipment.

By taking action to reduce spending, the Navy can render an important national service. Specific measures such as those listed above will produce a substantial saving but, if we are to do our full part, it is essential that the very best use be made of the Navy's resources of money, material and manpower and that economy be practised by every individual member of the Navy in the daily performance of his duty.

Amplifying instructions are being issued.

The four-masted schooner was berthed at the Government jetty adjacent to HMCS *Naden*, and personnel of the Pacific Command took advantage of the opportunity of returning the warm hospitality which the navy and the people of Chile have extended to RCN ships which have visited that South American country over the past several years. Early in 1960 four frigates of the Pacific Command's Fourth Canadian Escort Squadron visited Chile and were given an especially warm welcome.

A dance was held for the visiting seamen at the Fleet Club and Chilean sailors were taken on tours of southern Vancouver Island. A reception was held in *Naden* wardroom on June 14.

Built in Spain and completed in 1952, the *Esmeralda* was transferred to the Chilean Navy in 1953. She has a complement of 308 personnel—including 16 officers, 65 naval ensigns, 60 seamen apprentices, 131 ratings, and 36 Petty Officers.

Displacing 3,673 tons when fully loaded, the training schooner is 309 feet in length, and has nearly 27,000 square feet of sail. Her armament consists of two 57-mm guns.

This was the *Esmeralda's* first visit to British Columbia waters.

Help Given with Furniture Storage

Authority has been granted for the storage of part of the furniture and effects of an officer or man when some of it has been moved to a unit without married quarters or where unfurnished married quarters are provided.

This authority became effected on April 1, 1962, in circumstances when, in the opinion of the Minister, it is desirable and in the public interest to exercise it.

The amendment to QRCN 209.84, which contains the authority, also is applicable to movements to remotely situated units which are provided with new transportable homes with no basement and very limited storage facilities

French Solve Tongue-Twister

Captain C. P. Nixon, Commander of the Fifth Canadian Escort Squadron, discovered during the five national NATO air-sea exercise Dawn Breeze that some of the navies operating from Gibraltar were finding his message title a tongue-twister—"Cancomcortron Five".

This was shortened, for purposes of exercise traffic, to "C5" to the satisfaction of all concerned but the French. They christened him, operationally and socially "Charlie Cinq".



Canada's war dead were honoured on the occasion of the visit to Victoria in June of the Chilean Navy's training ship *Esmeralda*. Bearing wreaths in the above picture are His Excellency M. Rodriguez, Chile's ambassador to Canada, and Cdr. Daniel A. Macleod, commanding officer of the visiting ship. (E-66994)

and which are equipped with certain domestic appliances.

Depot Established At Gloucester

The establishment of an RCN depot in HMCS *Gloucester*, radio training establishment near Ottawa, has been approved and it will begin operations October 1.

The depot at *Gloucester* will be responsible for the drafting and personnel administration of men of the Radioman Special trade and all men of that trade will be transferred to the *Gloucester* port division on October 1 and will have the suffix "G" added to their official numbers.

Men of the RS trade will continue to be allowed to state a preferred command for seagoing drafts. Men of trades other than RS, employed in supplementary radio stations or *Gloucester*, are not affected by the new setup.

Fastener-Gun Warning Issued

A recent fatal accident in a Department of National Defence establishment caused by the fastener from a powder-actuated fastener tool passing through the wall and piercing the body of a person in an adjoining room has led to a general message urging extreme care and safety precautions in the operation of power-actuated tools.

Among the precautions urged by the message are the adequate control of powder-actuated tools and the limiting of their use to trained operators; establishing proper authorization for the operation of these tools; the designation

of areas in the vicinity of powder-actuated tool operations as hazardous, including the opposite side of the work, the posting of adequate warning signs, and the alerting of all personnel to the dangers of powder-actuated tools.

Car Insurance Rule Relaxed

The requirement for naval personnel to provide proof of third party liability insurance before they may be authorized to travel on duty by privately owned motor car has been rescinded.

Although General Order 209.25/1 has been amended to the above effect, the Naval Board has said that the advisability of carrying adequate third party liability insurance as a protection against serious financial loss should be self-evident.

RCN Officer Tops Submarine Class

A Canadian naval officer made history in June by topping all 90 of his U.S. classmates in the officers' basic submarine class at the USN Submarine School, Groton, Connecticut.

He is Lt. Clifford J. Crow, who is the first officer from outside the United States to head the officers' basic submarine class in the 45-year history of the school.

Lt. Crow completed the six-month course with an academic average of 3.556 out of a possible 4.0, which works out to 88.9 percent.

The graduation exercise took place Friday, June 22.

Lt. Crow was to report for service in HMCS *Grilse* in July.

JOURNEY INTO ASIA

AT 0900 on Friday, January 5, three destroyer escorts of the Royal Canadian Navy's Pacific Command slipped from Esquimalt and headed southwest toward Hawaii.

So began the longest peace-time cruise ever undertaken by ships of the Pacific Command.

HMC Ships *Assiniboine*, *Margaree* and *Ottawa*, of the Second Canadian Escort Squadron, commanded by Captain Victor Browne, returned home on the morning of Thursday, April 19, almost exactly 105 days after leaving their home port. The three-and-one-half-month cruise took the ships a total distance of 25,000 miles, to nine ports in Asia, and into two major training exercises.

As the ships cleared the Straits of Juan de Fuca and entered the open sea, Captain Browne said in a message to all officers and men: "As we set out on this important cruise, we have before us a formidable task of representing the RCN in an operational role with the U.S. Navy and with Commonwealth navies, plus that of our representational role as Canadian in many countries in the Far East.

"That you will meet these tasks with credit I have no doubt."

The tone of the cruise was set almost as soon as the three destroyer escorts cleared harbour. Gunnery practice began the afternoon of the first day, and this was but a taste of things to come, for the next three and one half months would see the ships exercise intensively among themselves and with ships, submarines and aircraft of the United States, Great Britain and many other countries.

The first of these many exercises took place several days before the ships reached Pearl Harbour when they joined up with units of the United States First Fleet, including the anti-submarine warfare carrier USS *Bennington*, close to 30 destroyers of various types, and a number of submarines.

The Canadian ships gave a good account of themselves, the *Assiniboine* being the first of all participating ships to "kill" a submarine.

Without doubt the Canadian destroyer-escort division profited greatly from working with the United States task group and was able to add still

more to its already considerable store of knowledge of anti-submarine warfare.

As the Canadians left the exercise area south of Hawaii to continue their cruise to Asia, a message was received from The Commander, Anti-Submarine Warfare Force Pacific, Vice-Admiral J. S. Thach, USN. He said: "The ASW team of the United States Pacific Fleet is always delighted to have the opportunity to exercise with their Canadian

By
Lt. R. G. Nightingale
RCNR

teammates. Hope you will return soon and often."

From Pearl, the destroyer escorts headed for Midway and on this leg ran into their first taste of bad weather. A gale greeted the ships two days before they reached the home of the "gooney birds". However, the versatile seaman can take the sea's angry moods in his stride and the ships were quickly closed up for heavy seas and a rough ride.

From Midway, course was set for Japan and on January 29 Fujiyama, the Sacred Mountain, was off the port bow.



A flying fish that landed on the *Assiniboine* near the Philippines was a reminder to Canadian sailors that they were nearing waters celebrated in Kipling's "Road to Mandalay". PO Lawrence Patton was the captor. (CCC2-66)

The naval base at Yokosuka was host to the Canadian ships for eight days while they underwent a period of self-maintenance. The period afforded the opportunity for all hands to visit the vast Tokyo area with its 10,000,000 people, shop along the famous Ginza, sample many strange but delicious foods, and four famous beauty spots in the Tokyo-Yokohama-Hakone-Kamakura areas.

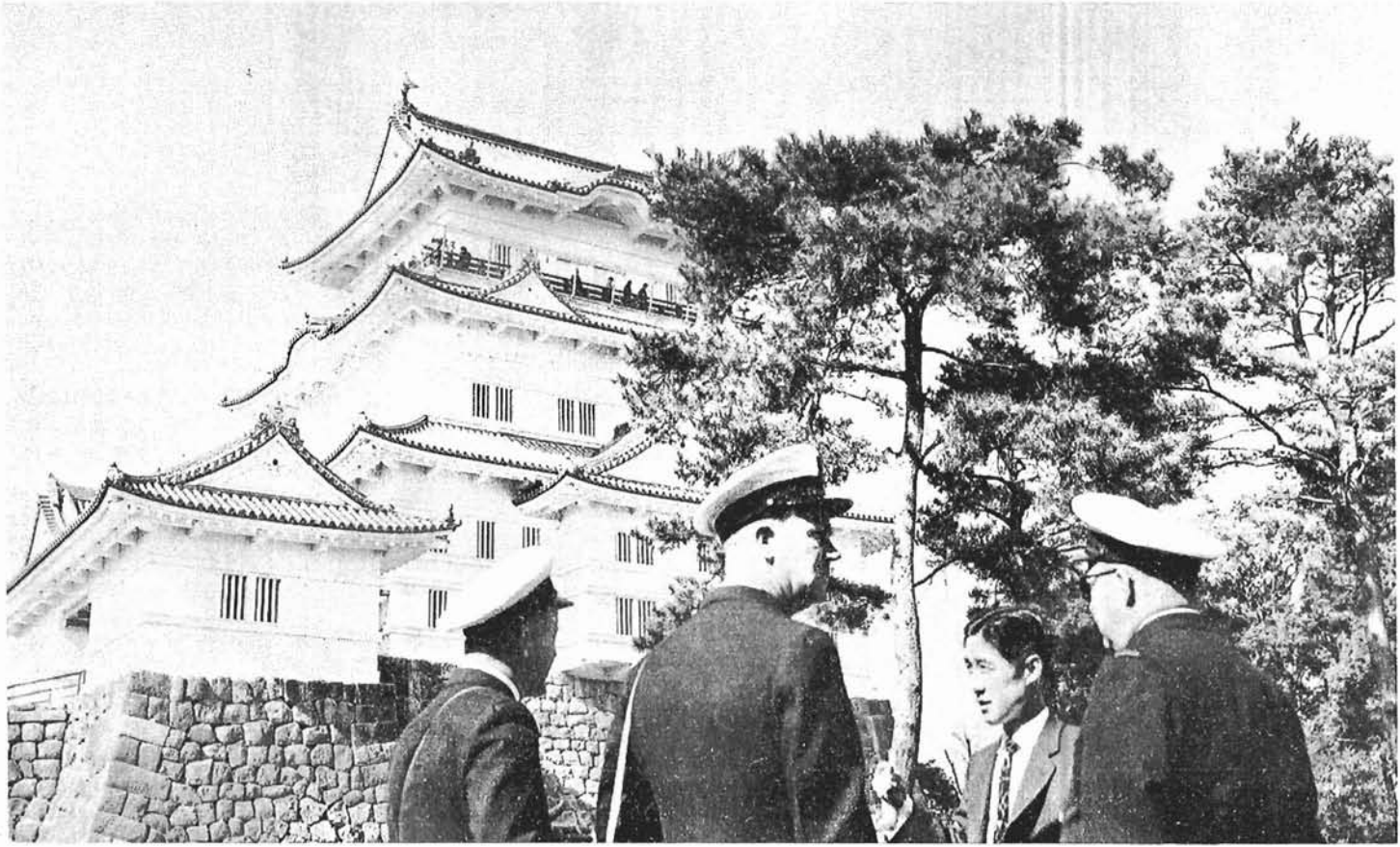
The Canadians also made many new friends among the Japanese and Americans on the base and ashore. Local teams, both Navy and civilian, met Canadian Navy athletics in basketball, soccer, softball, volleyball and hockey. Climaxing the sports activity was a hockey game between the Canadian division and an all-star team drawn from a Tokyo industrial league. Played in Tokyo's famous Korakuen Ice Palace, the encounter saw Navy defeat the fast-skating and expert Japanese 10-3. The Canadian ambassador to Japan, W. F. Bull, officiated at the opening face-off between AB Wayne (Rook) McLeod of Fort Frances, Ontario, and Kodaira Gaku, of Tokyo.

Heartiest congratulations were earned by PO Art Wadlow, of Mirror, Alberta, for his efficient coaching of the Navy team.

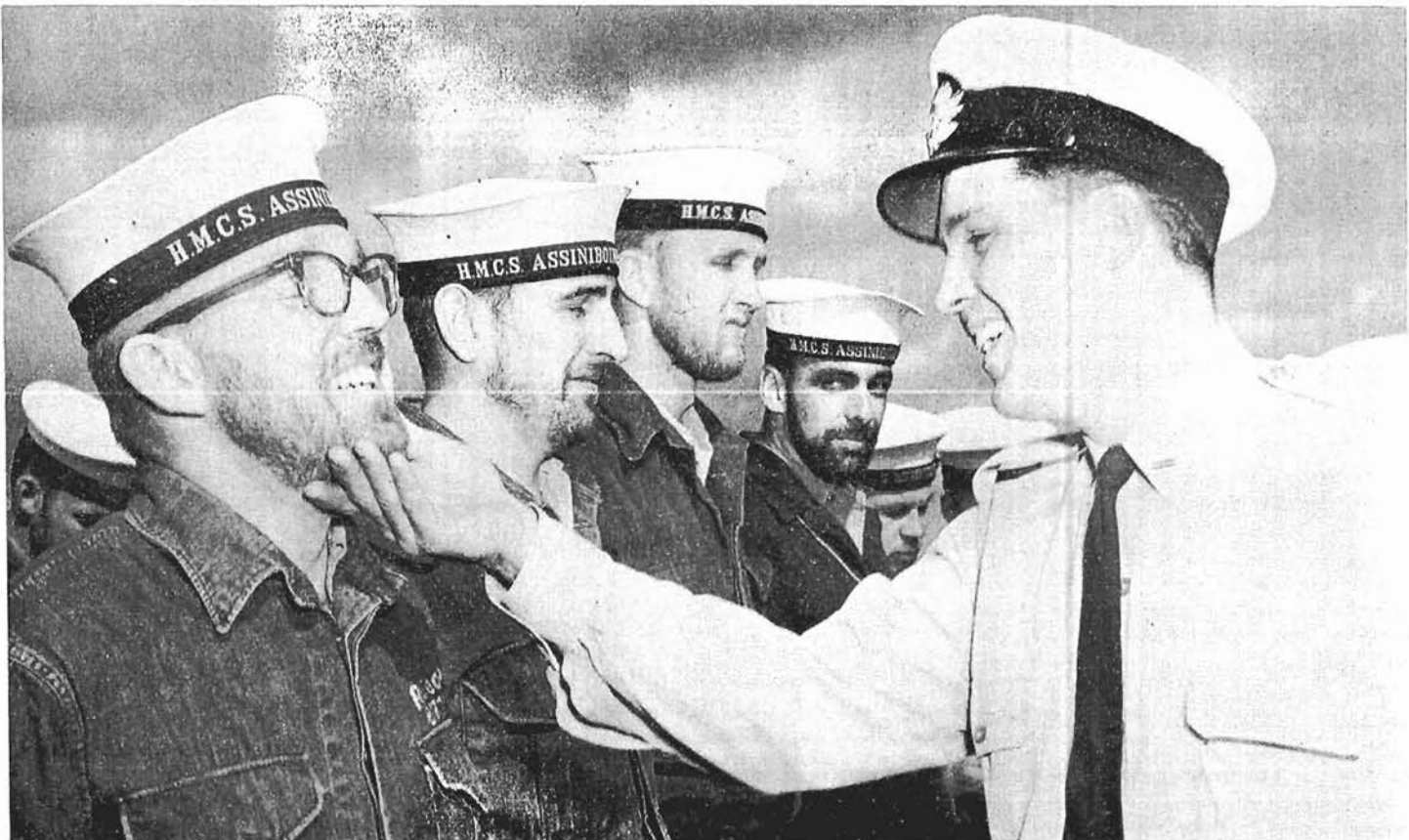
Following the pleasant but busy visit to Japan, the division headed for Singapore by way of Subic Bay in the Philippines. Exercises of various types marked the passage across the China Sea, and the ship's companies quickly adapted themselves to hard work in the hot and humid tropics.

Their course to Singapore took the ships through areas where many of the most famous land and sea battles of the Second World War took place . . . Okinawa, Iwo Jima, Bataan, Corregidor, the Malay Coast, and Singapore itself. Brief descriptions of the historic battles were broadcast throughout the ships as each area was passed.

Two days were spent in Singapore, refuelling and storing for the voyage across the Indian Ocean to Ceylon. The two days afforded an opportunity to see a part of the Orient different again from Japan and to become acquainted with men of the Royal Navy and Royal Malaysian Navy who are stationed there.



A guide tells CPO H. A. Bulmer, PO Robert Sharp and CPO A. E. Bouchard the story of the 16th century castle at Odawara, Japan. (CCC-6224)



One way of gauging the length of a cruise is by the number and luxuriousness of the beards. Here Lt.-Cdr. E. A. Wiggs, executive officer of the Assiniboine, checks on the progress of a set grown by PO Ralph Cooper. (CCC2-572)

Singapore would be visited again later in the cruise.

However, the two-day visit enabled one group of Singapore residents to have a fine afternoon aboard the ships. One hundred children were entertained at a party, playing games, touring the ships, operating some of the equipment, and feasting on candy, cakes, cookies, soft drinks and other goodies. The sound of laughing, squealing children made it clearly evident that they enjoyed themselves immensely.

Singapore meant a parting of the ways for the ships. Once clear of the Straits of Malacca, HMCS *Margaree* headed for Rangoon, Burma, while the *Assiniboine* and *Ottawa* headed across the Indian Ocean for Colombo, the capital of Ceylon.

For the two ships, the Indian Ocean passage included an afternoon of relaxation and hi-jinks. A slight diversion of course during exercises would take the *Assiniboine* and *Ottawa* over the Equator, and lives there a man of the sea who does not want to have the experience of "crossing the line"?

For days before the event, Shellbacks, or those who had previously crossed the line, huddled in secret conclave, seemingly to plan terrible things for the poor young uninitiated Tadpoles who were still unclean and not worthy of entering into the Realm of King Neptune, the Ancient Ruler of the Mysterious Deep.

At noon on February 20, the *Assiniboine* and *Ottawa* crossed the invisible line in longitude 87° 15' E, both ships sounding their sirens loud and long, a signal for all Shellbacks to pounce on the luckless Tadpoles and drag them kicking and screaming to the throne of the King to answer for their sins.

More than 300 officers and men bowed before the Royal Couple, swallowed a terrible pill, allegedly made from a weird concoction of seaweed, fish livers and salt water, and were then hurled backwards off the special chair into a pool of sea water and dunked thoroughly until deemed clean and worthy of becoming members of the illustrious king's realm. The first to face this ordeal was none other than the Squadron Commander, Captain Browne.

Later, all members of the ship's companies, Shellbacks all, gathered on the quarterdecks for the traditional feed of hot dogs and a sing-song.

The next day, it was back to exercises as the ships pushed on toward Colombo. Two days later the island of Ceylon hove into view, and the ships were soon nudging up to the jetty at the capital. Ceylon is one of the most beau-



Canadian sailors ashore in Bangkok, Thailand, found it a city of ornate temples. Left to right are Ord. Sea. Malcolm Nicholson, PO Donald Ferguson and PO Frank McLeod. (CCC2-1011)

tiful islands in Southeast Asia, an overflowing cornucopia of enchanting scenes. The Canadians were welcomed in Colombo and took advantage of the many opportunities provided to explore this small country.

A highlight of the stay in Colombo was a party planned by the Canadian High Commissioner to Ceylon, James George and Mrs. George. Held on the grounds of this charming couples' official residence, Canada House, the party was attended by about 250 officers and men. Mr. George had arranged for a performance on his lawn by the famous Kandy Dancers of Ceylon, natives who dress in brightly coloured costumes trimmed with pure silver and dance to primitive rhythms beaten out on bongo-type drums.

Members of the ships' companies also watched ritualistic demonstrations of fire walking at the Hindu Devale of Pannipitiya, about 10 miles from Colombo.

The capital of Ceylon was also the scene of the first "open house" of the cruise. An estimated 5,000 people took advantage of the opportunity to board the Canadian ships and be escorted on tours by members of the ships' companies.

The visit to Ceylon was the first of several goodwill visits to ports in the Orient, visits which show that representing Canada overseas continues to be as important a function of the Royal Canadian Navy as it has ever been since the Navy began 52 years ago.

Each year, ships of the Navy call at foreign ports, assignments which result from Canada's expanding overseas interests. Their officers and men, in effect, become ambassadors of goodwill, a phrase not as hackneyed as it sounds. Training cruises can be planned to assist this country's diplomatic representatives abroad to interpret this country, its people and its ideals to the citizens of other nations.

The 1962 Far East cruise was an example of just this kind of assistance, and every officer and man played a part in it, from welcoming and entertaining visitors aboard, to shopping in local stores and visiting local shrines, temples and other sites of national and historic importance. In return, the Canadians were able to learn much about Southeast Asia and the problems being faced by the various countries and their peoples.

Travel is said to be one of the best forms of education, and there is no doubt that the 700 Canadians who took part in the cruise returned home with a broader knowledge of the world and its needs.

This is particularly true of the 10 young Royal Canadian Sea Cadets borne in the *Assiniboine* and *Margaree*. These young men, aged 17 or 18, can regard themselves as having been extremely fortunate to have had the opportunity of seeing so much of the world.

Also on the cruise were eight Royal Canadian Naval Reservists from HMCS *Chippawa* in Winnipeg and HMCS *Tecumseh* in Calgary.

For some of them, this was their first taste of extended sea time, and it afforded them a wonderful opportunity to put class-room theory into practical application and at the same time learn of life on board ship.

The reservists and the cadets were unanimous in their enthusiasm, and all

proved to be "able seamen", if a play on words may be permitted.

From Colombo, the ships headed for Trincomalee, the Royal Navy's former base, on the northeast coast of Ceylon, where a large Commonwealth fleet was assembling for *Jet-62*, an extensive maritime warfare exercise involving more than 50 ships. The *Margaree* would also rejoin her sister ships there, having completed her interesting goodwill visit to Rangoon.

All hands looked forward with keen anticipation to the exercise, for this was the main reason for coming this long distance—to spend most of the month of March in intensive exercises with ships of the Royal Navy, the Royal Australian Navy, the Indian Navy, the Royal New Zealand Navy and the Royal Malayan Navy, and with shore-based aircraft of the Royal Air Force, the Royal Australian Air Force and the Royal Ceylon Air Force.

Many ships with illustrious names were assembling at Trinco and elsewhere in the Indian Ocean area: HMS *Centaur*, HMS *Belfast*, INS *Mysore*, INS *Vikrant*, HMAS *Vampire* and HM Submarine *Amphion*, to name but a few. They included aircraft carriers, cruisers, destroyers, frigates, submarines and Royal Fleet Auxiliaries.

It marked the first time that Canadian warships had taken part in Commonwealth fleet exercises in the Far East, *Jet-62* being the 12th successive exercise of its type.



CPO Jim Borthwick, RCNR, of Winnipeg, admires the traditional costume of a little girl in Tokyo. He made the Far East cruise in HMCS *Margaree*. (CCC2-577)

The particular aim of the exercise was to emphasize tactical command and control of Commonwealth naval forces in a realistic setting. Naval commanders of each participating nation, in turn, exercised tactical control of surface forces throughout the period of the exercise.

The strategic setting for the exercise was that "Orange" forces were held on the sixth parallel of an Asian country following the battle of *Jet-61*. Since then, there had been an uneasy truce during protracted negotiations in the UN. Orange forces had refused a resolution to stop work on a large airfield on the Nicobar Islands.

An ultimatum was delivered to Orange to the effect that military action would be taken by "Blue" forces unless work ceased by the 2nd of March 1962.

Orange refused the ultimatum, and the Commonwealth fleet put to sea.

During *Jet-62*, almost all aspects of ocean warfare were exercised. Ships of the Canadian division were provided with the opportunity to participate in a greater variety of tasks than in any previous exercise. Anti-submarine warfare continued to be a major part of the exercise, but so also were air defence, replenishment at sea, air and surface bombardment, and tactical defence against nuclear threats.

The Canadian destroyer escorts, as expected, gave a good account of themselves, participating in several submarine kills, and the ships and their men exercised extensively in all of the above-mentioned phases.



School girls from Kuala Lumpur, Malaya, listen with intent seriousness to AB A. M. Kerr's description of his ship, the *Assiniboine*. (CCC2-944)

The Canadian ships many times came under air attack. Royal Navy Scimitar and Sea Vixen jet fighters and Indian Navy jet aircraft were used during certain periods as Orange forces, striking out of the sun or at low level at the ships.

At other times, the Canadian ships worked closely with the *Centaur*, the Royal Navy carrier, acting as her screen during air strikes against opposing forces. This phase was carried out at high speeds, and the engineroom teams maintained high efficiency in spite of temperatures reaching as high as 122 degrees F.

Working with the Royal Fleet Auxiliaries also proved to be a valuable experience as the Canadian ships took on fuel, food and other supplies by day and night during fleet replenishment periods.

For the younger seamen, Jet activities proved quite a challenge, but under the guiding hand of older, more experienced shipmates, they quickly learned the ins and outs.

As Captain Browne put it later: "Every officer and man in our ships played his part to the fullest and demonstrated that our training is of a high order. The lessons learned and the knowledge gained as a result of Jet cannot but help to be of benefit to all of us as seamen and to the RCN as a whole."

The operational phase of the vast exercise ended for the Canadian ships at the island of Lankawi off the Malaya peninsula, where all the participating ships dropped anchor for a day of rest



The infant son of Lt.-Cdr. R. E. Buddhu, USN, and Mrs. Buddhu was baptized on board the *Margaree* at Yokosuka, Japan, by Chaplain (P) Tom Jackson. (CCC2-616)

on Saturday, March 10. From the beaches of this lovely tropical island, the fleet anchored in the bay made a most impressive sight.

But other ports of call awaited the Canadian ships, and soon the *Assiniboine*, *Margaree* and *Ottawa* were headed for Port Swettenham, the busy port for the Malayan capital, Kuala Lumpur, for a goodwill visit.

Here again the ships were open for public inspection, and parties were held aboard for children. Young people everywhere love a party, and these Malayan tots were no exception. Their initial shyness on coming on board ships from a far distant country was soon overcome by the gaily costumed seamen, and bright smiles quickly lighted the faces of the children.

Visiting Kuala Lumpur proved to be a great pleasure, the friendly people making all who came in contact with them feel quite at home. But one thing else will also be remembered—the heat. Temperatures ranged up to 115 degrees, the highest of the cruise.

The Canadian division next headed for Singapore for a return call of six days of self maintenance and to attend a critique of Jet-62 for officers and senior men of all participating ships. Closing remarks were given by national commanders and by Admiral Sir David Luce, Commander-in-Chief, Far East.

The six days afforded an opportunity for shopping and sightseeing on this historic island off the southern tip of Malaya. It was also a pleasure to meet and talk with men of the other Commonwealth navies who had participated in the exercise and to compare notes.

March 21, the first day of spring back home, saw the Canadian ships heading for Bangkok, the capital of Thailand. Sometimes called "The Land of Smiles", Thailand, or Siam, is a country of many contrasts. Its fabulously beautiful temples are like pages out of the past, yet its modern office buildings, highways, railroads and traffic jams are as new as today.

Thousands of Buddhist images are to be found in Thailand, and guided tours took the Canadians to many of these, much to the delight of the camera fans.

The visit to Bangkok ended all too quickly, and the ships were soon at sea again.

Hong Kong, a bustling city with a western face against an Oriental background, was reached on March 30. Well known to Canadian seamen, this fabulous city on the slopes of beautiful Victoria Island, and Kowloon on the China mainland was looked forward to with keen anticipation by all hands, for it meant an opportunity to look up



PO James Barlow chats with one of the famed Kandy dancers of Ceylon. (CCC2-759)

many old friends among the Chinese and Canadian communities, shop in famous stores and dine in some of the finest sea-food restaurants to be found anywhere in the world.

Hong Kong also meant the paying of humble tribute to more than 500 Canadians who gave their lives in the Second World War. In Saiwan War Cemetery, located on a gentle hill overlooking a peaceful bay, lie men of the Winnipeg Grenadiers, the Royal Rifles of Canada, and other Canadians who gave their lives in December 1941. One battalion of each regiment fought alongside British and Indian Army regiments in the closing days of a dark year over 20 years ago.

In a simple but moving ceremony on Sunday, April 1, the Canadian seamen, joined by members of the local Canadian community, gathered at Saiwan to pay their respects to those gallant soldiers. Captain Browne laid a golden wreath in the shape of a maple leaf at the base of the cenotaph in memory of those who paid the supreme sacrifice.

Dotting the Canadian section of the cemetery are many grave stones which bear the simple inscription "A SOLDIER OF A CANADIAN REGIMENT, KNOWN BUT TO GOD".

The Hong Kong visit ended, the ships were soon at sea again, heading for Yokosuka, Japan, and the voyage home to Esquimalt. Warm tropical weather which had been enjoyed for the past two months ended quickly, and the cold winds of the north could definitely be felt. Off the southern tip of Taiwan, the ships ran into another gale and the



Ord. Sea. William Bedisky is overshadowed by a strange figure guarding the Royal Chapel in Bangkok, Thailand. (CCC2-1016)

passage to Yokosuka can only be described as rough.

Yokosuka was visited overnight on April 5-6 to take on fuel and fresh provisions. The brief stop, however, enabled the ships' companies to renew briefly the friendships made during the earlier visit.

Passage to Adak in Alaska was on the whole uneventful, even pleasant, the usual choppy northern waters not showing up and the sea looked with

favour on the ships to provide smooth sailing. However, fog was encountered for two or three days and nights, and there was something else—two Tuesdays in the week. The ships crossed the international dateline on April 10, thus putting the clocks back 24 hours. Still, plenty of opportunity was provided for jackstay transfers and other evolutions under less than ideal conditions. The *Margaree* underwent inspection for her Index of Fighting Readiness, with squadron assessment teams transferring from the *Assiniboine*.

The craggy, windswept and cloud-shrouded hills and mountains of Adak came into view through the mist on April 12. The ships refueled and spent the night at Adak and then put to sea the next day for Esquimalt.

Further independent and inter-ship exercises marked the 2,000-mile journey home, these particularly involving communicators, weapons surface and weapons underwater departments. The icing on the cake came the last day out from Esquimalt when full power trials were run.

On the morning of April 19, the ships stopped briefly in Parry Bay to pick up Canada Customs officials and mail, then headed into Esquimalt harbour under a warm sun and clear skies.

An enthusiastic welcome was given the ships and the sailors home from the sea by a large crowd of wives and children gathered on the jetty.

The three-and-one-half-month train-



An obliging little resident of Rangoon, Burma, poses with Ldg. Sea. Robert Young and AB Allen Henning. (CCC2-841)

ing and goodwill cruise was over. Many valuable lessons were learned that can be applied to the ceaseless striving of the RCN to maintain the highest standard of proficiency in the business of anti-submarine warfare.

The Canadian ships and their men showed that they are second to none on the seas, while ashore, from Colombo to Adak, they, as expected, lived up to the title of "Seagoing Ambassadors of Goodwill".



Secured alongside of Trincomalee, Ceylon, former British naval base, are HMC Ships Ottawa (foreground) and Assiniboine, destroyer escorts of the Pacific Command during their recent cruise, along with HMCS Margaree, to southeast Asian waters. (CCC2-794)

OFFICERS AND MEN

CPO Trepanier Swim Official

CPO Albert Trepanier was chosen as an official at the Canadian Amateur Swimming Association's swimming and diving championships in Vancouver, July 9-15.

CPO Trepanier, who serves at *Cornwallis*, is an honorary life president of the Nova Scotia Amateur Swimming Association.

His services at Vancouver were requested of the Navy by the president of the CASA.

Course Held for Civil Servants

A two-week course in government administration was recently completed at HMCS *Cornwallis*. It was the fifth year such a course has been held in the Atlantic provinces area and the first time it has been held in *Cornwallis*.

Course members were made up of experienced administrators drawn from federal government departments and agencies in the Atlantic provinces region. The fifth Atlantic Regional Course in Government Administration is one of a number of courses conducted yearly by the Civil Service Commission of Canada.

The course covered the major areas of public administration through the medium of lectures, case studies, discussions and comprehensive participative exercises.

Commodore Goodchild New SNO Toronto

Acting Commodore J. W. F. Goodchild was promoted to that rank and appointed as Senior Naval Officer, Toronto Area, June 30, retaining his appointment as commanding officer of HMCS *York*.

Commodore Goodchild in his new appointment succeeded Commodore R. I. Hendy, who had held the appointment since August 1, 1956, and who retired on June 30.

The new Senior Naval Officer Toronto Area has been associated with the Navy since 1941 when he joined the Royal Canadian Naval Volunteer



The frigate *Inch Arran* had the honour on June 13 of taking Her Majesty Queen Elizabeth, the Queen Mother, on a St. Lawrence Seaway cruise from the model pioneer community, Upper Canada Village, to Prescott, Ontario. Her Majesty is shown here conversing with Commodore Paul D. Taylor, Commanding Officer Naval Divisions, on board the *Inch Arran* at Prescott. (COND-7793)

Reserve as a writer. Commissioned in 1942, he served on the West Coast that year and early in 1944 was appointed to HMCS *Prince David*, infantry landing ship, operating before and after D-Day in the European area.

He was demobilized in 1946 and attended Osgoode Hall in Toronto, graduating as a lawyer in 1949. Transferring to the active list of the RCNR in 1951,

Captain Goodchild became commanding officer of the Toronto naval division in July 1958.

Commodore Hendy, by his retirement, brings to an end 26 years of association with the Navy. He joined the RCNVR as a midshipman in August, 1936, and during the war served in RCN and RN ships and establishments. He was demobilized with the rank of

Commander in September, 1945. Joining *York* at the end of the war, he was promoted in 1951 to the rank of Captain and assumed the appointment of commanding officer. In March, 1952, he was appointed Honorary Aide-de-Camp to His Excellency the Governor-General of Canada. Like Captain Goodchild, Commodore Hendy is a lawyer in civil life.

The Commanding Officer Naval Divisions, Commodore P. D. Taylor, sent this message to Commodore Hendy on his retirement:

"On the occasion of your transfer to the retired list of the Royal Canadian Naval Reserve, I would like to take the opportunity of expressing my appreciation of your long and distinguished service. For more than 25 years you have set an example of enthusiasm and

integrity which I hope every member of the Reserves will attempt to emulate. I wish you the best of good fortune in your retirement though I am sure you will still maintain an active interest in the RCNR through your connections with the Canadian Naval Association and the Canadian Defence Association. Thank you and good luck."

Former Construction Chief Visits Canada

A. N. Harrison, war-time Naval Constructor in Chief of the Royal Canadian Navy and now Director of Naval Construction at the Admiralty, London, visited Ottawa May 27 to June 3. He was accompanied by J. C. Thompson, Director of Electrical Engineering at the Admiralty.

The Perfect Marriage

ON JULY 7, 1959, two aircraft squadrons, VS 880 and VS 881, were united. In spite of the original reluctance of the bride and groom, the amalgamation, known as VS 880, has turned out to be one of the successes of Canadian naval aviation.

On this, the third anniversary of the union, it is perhaps time to look into the record books and examine what has been accomplished. Although it is difficult in times of peace to assess a military force, a few statistics may indicate what has been done to achieve the degree of preparedness which the squadron has reached.

Even to those in the squadron, it comes as a surprise to find out that squadron aircraft have landed on the carrier more than 10,000 times. To those who appreciate the hazards of a deck landing, it might be added that 2,281 of the landings were done at night.

Between these landings, the squadron flew 37,694 hours and 5,450,000 miles passed under the wings of the Tracker aircraft. This is the equivalent of an aircraft being in the air continuously for four and a quarter years, and in the process circling the earth 227 times.

While space does not permit all figures such as gasoline consumption and stores carried to be mentioned, it is evident that squadron personnel were never bored in the preceding three years.

Statistics, however, are only the bare bones of any story, and it is the officers and men behind the achievements, both in an active and support role, to whom the success belongs. The names are too numerous to mention, but it is a direct reflection of the calibre of squadron members, past and present, that VS 880 is an effective operational unit in anti-submarine warfare, and one of the best VS squadrons in the NATO Shield.—*The Navalair*.

They also visited Halifax, and toured Canadian shipbuilding and electrical engineering firms.

In 1942 Mr. Harrison was loaned to the Canadian Government from the Royal Navy and was appointed Director of Naval Construction (later Naval Constructor in Chief), serving in this capacity, in the rank of Captain, until 1948.

He was awarded the OBE in January 1946 for having been "largely responsible for building hundreds of ships during the rapid expansion of Canada's Navy."

USN Midshipmen, RCN Cadets Swap

Two RCN officer cadets who have completed their third year at Royal Military College, Kingston, are training this summer with the United States Navy on an exchange with two midshipmen from the U.S. Naval Academy, Annapolis, Maryland.

This is the second year that an exchange of cadets and midshipmen of the permanent force of the two navies has taken place.

Cadet John E. Croft, and Cadet Jacques J. Duval were at Annapolis for two days before joining the USS *Ft. Berry* and USS *L. Thomas* (destroyer escorts) until July 26, when they were to return to Canada.

Their U.S. Navy counterparts, Midshipmen R. E. Berry and D. C. Hawkins, are taking their summer sea training on board two RCN destroyer escorts of the Pacific Command, the former in the *Fraser* and the latter in the *Ottawa*. They are training with senior RCN cadets from Royal Military College and Canadian universities.

Squadron SO Wins Idea Award

A suggestion by Cdr Kenneth E. Grant, has earned him a cash award from the Suggestion Award Board of the Public Service of Canada and a letter of congratulation from Rear-Admiral P. D. Budge, Chief of Naval Personnel.

Cdr. Grant's suggestion concerning a device to assist in solving tactical problems during anti-submarine operations has been adopted for use in RCN ships.

Cdr. Grant served in the RCNVR for five years during the Second World War and shortly after his demobilization, in 1946, rejoined the naval reserve as a lieutenant. He transferred to the regular force in January 1951. Since February 1961 he has served as commanding officer of the frigate *Cap de la Madeleine* and as Senior Officer of the Ninth Canadian Escort Squadron

Two other suggestions have received similar recognition: CPO Edward J. Black's suggestion concerned the incorporation of a counting device in aircraft armament equipment. It was forwarded to the Board for assessment and has been adopted for use in service aircraft.

CPO Black entered the RCN in 1945 and has served in three successive RCN aircraft carriers, the *Warrior*, *Magnificent* and *Bonaventure*.

Clifford John Baier suggested modifications to electrical equipment thereby increasing the safety factor to personnel. His idea has since been adopted for use in the RCN.

Mr. Baier joined the Civil Service in 1959 and is employed in the fire control shop of the Naval Armament Depot at Esquimalt.

NRE Scientist Goes to England

T. Howard Rogers, colourful scientist who has headed the Dockyard Laboratory at Halifax since it was taken over by the Naval Research Establishment of the Defence Research Board in 1951, has retired and gone to England.

Under the guidance of Mr. Rogers, the Dockyard Laboratory besides normal processing of ship failures, did invaluable work on fatigue failures of aircraft and ship components for the Navy and developed better absorbents for breathing mixtures used by divers. His was the first organization (1951) east of Montreal to have an active radiographic unit to X-ray ship hulls, etc.

Mr. Rogers plans to lecture on corrosion in England.

Highlights of his service in Halifax have included the writing of a book, encouraged by the RCN, called *The Marine Corrosion Handbook* (McGraw Hill 1960), which has had wide international acceptance.

"One of the greatest joys, however," he observed, "has been the co-operation between the Royal Canadian Navy and the scientists in the Dockyard Laboratory. The acceptance by the Navy of the scientist into the 'body of the kirk' has been truly magnificent!"

RCN Officer Tops MIT Class

A Canadian naval officer has topped his graduating class of 28 at the Massachusetts Institute of Technology, on completion of a three-year course in naval construction and marine engineering.

Lt. Thomas Arnold Perry Eyre, came first in a class which also included RCN



LT. T. A. P. EYRE

officers Lieutenants Harold Howard Otto and Ian Baxter Engh.

Lt. Eyre entered the UNTD in April, 1951, transferring to the regular force in September 1952, when he attended Royal Roads. He was appointed to the Royal Naval Engineering College in 1956. He is now serving at Naval Headquarters, on the staff of the Director of Marine and Electrical Engineering.

Lt. Otto entered the RCN as an acting-lieutenant in July 1955 and studied at the Royal Naval Engineering College before returning to Halifax in May 1959. He is also on the staff of the Director of Marine and Electrical Engineering.

Lt. Engh entered the RCN through Royal Military College in September 1954 and attended Queen's University. He is on the staff of the Director of Ship Design and Construction.

Archaeologists Sail in Eastore

The RCN's supply vessel *Eastore* sailed from Halifax in mid-June to take a Norwegian scientific expedition to Medee Bay in the Cape Bauld area on Newfoundland's northernmost tip in

response to a request to the Canadian Government for assistance. The scientists hope to confirm existence of Viking settlements perhaps a thousand years old.

Leading the expedition is Dr. Helge Ingstad, author-archaeologist. His wife, Anne Stine Ingstad, is archaeological leader. Others include Dr. Kari E. Larsen, state geologist, and Hans H. Bang, photographer. All are from the University of Oslo, Norway.

Dr. Ingstad said:

"I have made two expeditions to the eastern coasts of Canada—Quebec, Newfoundland and Labrador (1960-1961). At present I am starting the third. The purpose of the expeditions was to discover and excavate house-sites from the Norse people who came to America about 500 years before Columbus.

"During last year's expedition I had a boat of my own and the members of the expedition were six. We travelled down St. Lawrence River and examined the coasts of Quebec, Newfoundland and Labrador, covered about 4,000 nautical miles.

"We were lucky, discovered some promising old house sites. We started excavations and the archaeological features made it extremely probable that the sites are Norse and pre-Columbian. The main site is at Lance aux Meadows at Epaves Bay at the northern tip of Newfoundland. Another site that is very promising is located at Porcupine Point, a little south of the mouth of Hamilton Inlet (a short way from Cartwright).

"The purpose of this year's expedition is to continue the expeditions and to make further explorations."

RCN Officer Heads Toastmasters

Lt.-Cdr. M. R. Morgan, Staff Officer (Weather) at Atlantic Command Headquarters, was elected president of the Halifax Toastmasters' Club for the 1962-63 term. The annual meeting took place at the city Club in Halifax May 14.

Cash Award for West Coast Officer

A suggestion by Lt.-Cdr. D. H. Benn has earned him a cash award from the Suggestion Award Board of the Public Service of Canada and a congratulatory letter from Rear-Admiral P. D. Budge, Chief of Naval Personnel.

Lt.-Cdr. Benn is on the staff of the Manager, Engineering Staff, HMC yard, Esquimalt.



Sea Burial for Surgeon Commodore

ASHES of the late Surgeon Commodore Archie McCallum, OBE, VRD, CD, RCN (Ret), were committed to the sea off Chebucto Head June 16 with naval honours. Five warships were involved in the service which took place in calm sunny weather.

Commodore McCallum, who retired in 1952 as Medical Director-General of the RCN, died early June 12 in Toronto. His wife, Dr. Arrabelle McCallum, DDS, LDS, DDC, who retired in the same year as head of the Ottawa High School Dental Clinic, and the commodore's sister, Miss Amy McCallum, attended from Toronto.

The service took place on board the destroyer escort *Chaudiere*. The aircraft carrier *Bonaventure* and three other destroyer escorts of the Fifth Squadron were in company during the service just off the port. A flight of three Navy Tracker aircraft flew past just before the service began.

Officiating was Chaplain Bruce A Peglar, of Toronto, Command Protestant Chaplain. Official mourners included Commodore M. A. Medland, of Toronto,

Commodore RCN Barracks, Halifax, representing the Flag Officer Atlantic Coast; Commodore M. G. Stirling, of Rutland, B.C., Senior Canadian Officer Afloat (Atlantic), who returned thereafter by helicopter to the aircraft carrier *Bonaventure*; Commodore A. M. Hope, retired in Chester; senior medical authorities of the services, relatives and professional associates.

Wreaths were cast into the sea at the committal by Commodore Medland, on behalf of Command Officers; Surgeon Captain F. G. MacHattie, on behalf of the family; Surgeon Captain William Chapman, on behalf of the Medical Branch, and Lt.-Cdr. C. M. Leighton, on behalf of the *Chaudiere*.

Commodore McCallum, who served the Navy for 35 years in the regular force and the reserve, was born at Cartier, Ontario, on April 17, 1890. He was educated in Ottawa schools and at the University of Toronto, whence he graduated in medicine in 1916. He joined the Royal Navy as a surgeon-lieutenant in 1917 and was assigned to duty in the naval hospital at Portsmouth, England.

He was next appointed to a mine-clearance sloop, engaged in North Sea convoy duty. He was awarded the King's Badge for mine-clearance duties. After the war, he volunteered to remain with the minesweepers and also saw service in the battle cruiser *Malaya* and aircraft carrier *Argus*.

In 1921, Commodore McCallum was transferred to the Royal Canadian Navy



A casket containing ashes of the late Surgeon Commodore Archie McCallum, RCN (Ret), who died in Toronto at the age of 62 are committed to the deep by Chaplain (P) Bruce A. Peglar, Command Chaplain, in a ceremony on board HMCS Chaudiere off Chebucto Head. Sidemen pipe his remains overboard while the White Ensign is at half mast. Five ships and a flight of three Navy Tracker aircraft took part in the ceremony.

as Fleet Medical Officer. With the termination of his three-year appointment in 1924, he took up private practice in Toronto. A few weeks later he joined the RCNVR there.

On September 3, 1939, he was recalled to active service and went immediately to Halifax to take up duties there as Principal Medical Officer, with the rank of surgeon commander. He was called

to headquarters in February 1940 as Senior Naval Medical Officer.

He was appointed Medical Director-General and promoted to the rank of surgeon captain on July 1, 1942. He transferred to the RCN on October 26, 1944, the day a permanent medical service was established in the Navy. Before that date naval medical officers entered by way of the Royal Canadian Naval Volunteer Reserve.

His retirement in 1952 also brought about his wife's retirement. A third doctor in the family is their daughter Barbara, who graduated in medicine from the University of Toronto in 1948. In 1950 she married Dr. Desmond Blake and began joint practice of medicine at Burin, Nfld. They now reside in Ottawa.

A service was held on June 13 in Porter and Turner Funeral Home, Toronto.

Admiral DeWolf New Head of Fund

VICE-ADMIRAL Harry G. DeWolf, (Ret), was elected president of the Royal Canadian Naval Benevolent Fund at the 17th annual general meet-

ing in Ottawa. Admiral DeWolf was one of the founding members of the RCNBF when application was made to the Secretary of State, in July 1945 for a charter.

He succeeded Vice-Admiral H. T. W. Grant, RCN, (Ret), who had held the office for six consecutive years.

Both were former Chiefs of the Naval Staff, Admiral Grant from 1947 to 1951 and Admiral DeWolf from 1956 to 1960.

In his sixth and final speech to the delegates attending the meeting, Admiral Grant noted that since the incorporation of the fund in 1945 there had been outright grants of \$1,250,000 and loans of nearly \$1,000,000. He had praise for a campaign conducted last fall to make the fund better known within the service. As well as making the fund better known, the campaign resulted in an increase in numbers of serving naval personnel supporting it through assigned pay.

During 1961 the fund assisted 630 persons. Outright grants were up 10 percent, at \$88,067, and loans were up 24 percent, at \$106,601.

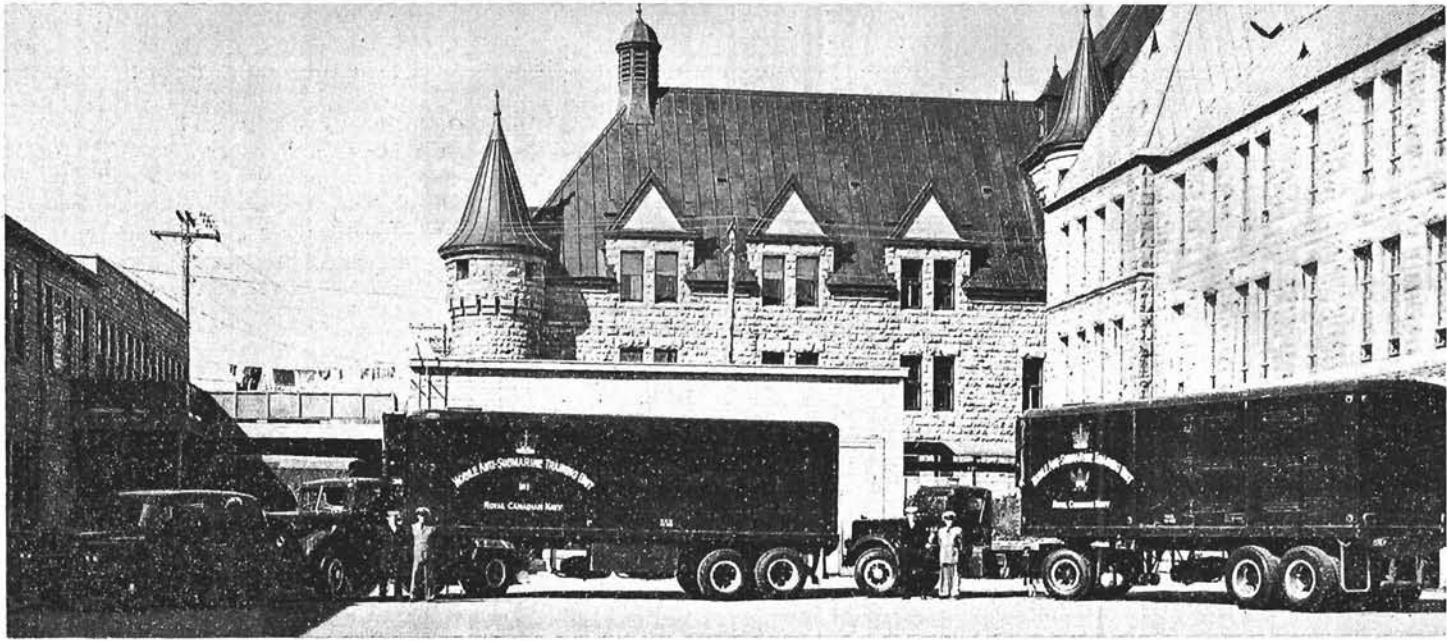
The Board of Directors for 1962 will consist of Vice-Admiral DeWolf, Rear-Admiral W. B. Creery, RCN (Ret), of Ottawa; Cdr. Colin Glassco, RCNR, (Ret), of Hamilton; Rear-Admiral R. A. Wright, of Ottawa; Dennis Evans, of Ottawa; Cdr. D. C. Crone, of Victoria; CPO D. J. Strickland, of HMCS *Cornwallis*; Captain R. P. White, RCNR (Ret), of Ottawa; Captain E. A. Thompson, RCN, (Ret), of Halifax; Miss A. I. McPhee, of Ottawa; A. B. Coulter, of Ottawa; A. B. Campbell, of Halifax; Rear-Admiral P. D. Budge, of Ottawa; CPO F. R. Henderson, of *Shearwater*; Chaplain A. G. Faraday, of Halifax; Lt. W. G. S. George, RCN (Ret), of Victoria, and Cdr. T. R. Durley, RCNR, (Ret), of Montreal.

Lt.-Cdr. Harry McClymont continues as general secretary.

Admiral Creery and Chaplain Faraday were named for a two-year period as vice-presidents and CPO Langton and Commander Durley for one-year periods as vice-presidents.



It has become an established tradition with RCN ships in Hawaiian waters to erase the ravages of time from the monument to Captain James Cook at Kealahou Bay, Island of Hawaii, near the spot where the great navigator was slain. Paying practical homage to the memory of Captain Cook are Venture cadets who sailed to Hawaii on board the frigate *Sussexvale* early this year. (CCC4-1135)



Seven years of service to the Royal Canadian Navy ended on May 23 for Mobile Anti-Submarine Training Unit 1 at HMCS Montcalm, Quebec City's naval division, when the unit made the last call of its 1962 spring training schedule. From Quebec, the unit went to Halifax, from where it first set forth in 1955. (COND-7752)

MASTU GOES HOME

AFTER SEVEN YEARS of training naval reservists across Canada in the techniques of anti-submarine warfare, The RCN's Mobile Anti-Submarine Training Unit returned last May to Halifax where, in the summer of 1955, it was fitted out as an attack teacher on wheels with the intention of providing the officers and men of the RCNR in 15 inland divisions, from Calgary to Quebec City, with an opportunity to learn and practice anti-submarine command, control and operating procedure.

The unit, which consists of two 46-foot tractor trailers, when set up, was as complete as any attack teacher in a shore establishment. The major difference was that it had to be broken down and reassembled every time it moved, and in the course of its seven-year commission it made over 100 moves, visiting 15 inland divisions, *Tecumseh, Nonsuch, Unicorn, Queen, Chippawa, Griffon, Hunter, Prevost, York, Star, Catarqui, Carleton, Donnacona, Montcalm* and the Kitchener tender to *Star*.

At these naval divisions MASTU spent a total of 1,076 days, trained 1,837 officers, 988 UNTD officer cadets and 3,385 men and played host to 8,713 Navy League cadets and sea cadets. In addition, MASTU has been a display at the Canadian National Exhibition, the Quebec Provincial Exhibition and the Weston Fair, not to mention the many

times the unit was open to the general public in the different cities it visited. On these occasions no fewer than 35,000 persons toured through the unit.

MASTU was based at HMCS *Patriot* in Hamilton and operated under the command of the Commanding Officer Naval Divisions. It was normally manned by a crew of six, including the officer-in-charge, all of whom, in addition to instructional duties, were required to drive the vehicles and operate and maintain the equipment. The crew, naturally, changed during the seven-year period, with a total of two officers and two petty officers having charge of the unit and one reserve CPO, four RCN petty officer electricians, three RCN PO sonar men, eight RCN leading seamen and able seamen and three reserve able seamen serving as crew members.

MASTU started its first training trip on September 26, 1955, at HMCS *Griffon*, Port Arthur, and completed its last visit at HMCS *Montcalm*, Quebec City, on May 23, 1962. During this seven-year period MASTU vehicles, which consisted of the two tractor trailers and a staff car, travelled an accumulated total of 175,000 miles of highway in Canada and the U.S. under all road conditions, winter and summer, without accident, and all schedules were maintained.

The MASTU yearly program followed a pattern that was more or less stand-

ard. From mid-January to the end of May training was carried out in the divisions in Ontario and Quebec, June, July and August were spent at *Patriot* to provide a leave and refit period. On occasions MASTU was used as part of the Armed Forces displays at the Canadian National Exhibition and the Quebec Provincial Exhibition. In September the western training tour began and took in the divisions in Alberta, Saskatchewan and Manitoba and HMCS *Griffon*, at the Lakehead. This tour lasted till mid-December.

On June 1, 1962, MASTU was turned over to the RCN, ending seven years as a training unit of the RCNR a period during which 53,000 miles of highway were travelled, highways that passed through small towns and large cities and as MASTU, which was sometimes referred to as "the prairie schooner", rolled along these highways and stopped in the towns and cities, the RCN was put before the eyes of the public in form of two impressive tractor-trailers.

The unit has never failed to evoke comment from the public and it has brought thousands of people, who might otherwise never have given the Navy a thought, into contact with the RCN. MASTU as a training unit fulfilled its purpose. As good advertising for the RCN it had no equal. Anyone who has ever seen the "prairie schooner" under way will agree to this.—T.W.S.



HMCS *Inch Arran*, which proceeded to the Great Lakes in June with the *Victoriaville* for the summer training season, proudly wears the personal flag of Her Majesty Queen Elizabeth, the Queen Mother, who had luncheon on board during a brief cruise of the St. Lawrence Seaway. (COND-7768)

HOSTESS TO A QUEEN

DURING THE VISIT to Canada of Her Majesty Queen Elizabeth, The Queen Mother, HMCS *Inch Arran* was honoured by Her Majesty taking passage from Upper Canada Village, near Morrisburg, Ontario, to Prescott, a few miles above the Iroquois locks of the St. Lawrence Seaway.

Her Majesty, after visiting Upper Canada Village during the forenoon of June 13, was brought to the ship, lying at anchor off the village, by the RCMP vessel *Cutknife*. She was met at the bow by Commodore P. D. Taylor, Commanding Officer Naval Divisions, and Lt.-Cdr. B. A. Mitchell, Commanding Officer of *Inch Arran*. After the presentation of the ships officers, Her Majesty and her entourage proceeded to the wardroom for cocktails and luncheon.

The *Inch Arran* then weighed anchor, and proceeded up river, wearing Her Majesty's personal standard.

After lunch, the Royal party went up to the 4-inch gun deck for coffee, to

enjoy the scenery and to witness the passage through the Iroquois locks. The locks were decorated for the occasion and the embankment on the Canadian side was crowded with spectators, mostly school children, waving flags and cheering.

The 22-mile trip was quiet and peaceful, the sun continued to shine and Her Majesty spent most of the trip on the 4-inch gun deck, which had been specially altered for the occasion. A plexiglass screen was placed around the forward end and a platform was built on which Her Majesty and others could sit to view the scenery better, and to permit her to be seen by all, while sheltered from the sun by an awning.

During the afternoon, Her Majesty spoke for several moments with Ldg. Cadet William Ferguson, RCSCC *Stormont*, of Cornwall, Ontario, who had recently been awarded the Life Saving Medal.

After tea on the 4-inch gun deck, the *Inch Arran* approached the jetty at the

Lower Lakes Terminal, near Prescott, which was crowded with spectators, Sea Cadets, Scouts and Brownies. The *Victoriaville* on the other side of the jetty, manned the ship's side and gave three rousing cheers for Her Majesty as the *Inch Arran* passed.

After coming alongside, the ship's side was manned and all was ready for Her Majesty's departure. While making her way to the gangway, Her Majesty spoke to several of the ship's company, and was introduced to the skippers and crews of the four vessels—two RCMP launches, two U.S. Coast Guard cutters—which had escorted her during the trip.

Her Majesty thanked the commodore and the captain for what she described as a most enjoyable and relaxing trip, and invited the ship's company to splice the main brace.

As Her Majesty drove away from the jetty, the ship's company raised their caps and gave three cheers which were probably heard as many miles away.

COVERDALE'S PICNIC GROUND



This beauty spot is on naval property of HMCS Coverdale, radio station near Moncton, N.B. Shown is the spring run-off over the new dam, built last year to give Coverdale a reliable water supply. (Photo from HMCS Coverdale)

THE NEW WATER supply system at HMCS *Coverdale*, the naval station near Moncton, New Brunswick, has paid more than one bonus.

Until last year the radio station had relied on well water for its needs. The construction of a dam across a stream on naval property to form a reservoir was undertaken in May 1961 and *Coverdale* now has one of the best trout pools in the area, as was happily discovered by anglers from the station on the opening day of the trout season, April 15.

Although the anglers had eyes only for the pool below the dam where the trout lurked, others felt the area—one of considerable natural beauty—could be put to other uses. This led to Operation Blackfly, best described by quoting directly from the commanding officer's monthly report of proceeding for May:

OPERATION BLACKFLY took place on the last afternoon in May. It was not a follow-up of the mosquito control program, as its name might imply, but rather an exploitation of the natural beauty of the water reservoir dam site to improve the area for campers and picnickers. All available personnel participated.

Those from British Columbia were equipped with adze, axe and chain saw to construct a log-cabin-style kitchen shelter in Operation Nester.

Operation Puddle Jump built a suitable footbridge across a creek, Operation Leapfrog built a combination stone stairway and footpath joining the bridge with the kitchen shelter. Operation Humpback transported building and flat rocks to the kitchen shelter.

Operation Waterlog employed a skin diver, boat and crew to remove debris

from the reservoir and beaches. Operation Sluice built a stone culvert across the access road leading to the dam site.

Operation Snakepit, using a rum keg from undisclosed sources piped spring water from a nearby hill to the camping area. This is probably the only rum-flavoured spring water in the province—another "first" for *Coverdale*. The operation was named for the reptiles inhabiting the spring area, i.e. garter snakes and others known locally as "king" snakes. Because female dependents accompany naval personnel to the camping area, the need for piping water out of the "snakepit" becomes obvious.

The final operation of the day was "Scran." Only sailors could survive and thrive on the fare provided: hot dogs, cake and suds.

NAVIGATION BY EYE

The birds and bees, so they say, have a "homing instinct". Used in this sense, the word "instinct", which doesn't explain anything, simply implies that birds and bees have the happy knack of being able to fly around as they please without getting lost.

It has been suggested that birds, in their fall and spring migrations, are able to maintain a true flight path by sensing the "Coriolis effect", which is the apparent force exerted on a body moving from the equator toward the pole, or vice versa.

THE CAPTAIN came on the bridge and took a quick glance at the flotilla leader. "Sub, you are outside your distance and astern of bearing. Get up into station." I checked the statement with the stationkeeper and the compass. He was right: I was a bare quarter of a cable outside for distance and half a degree astern of bearing. But how did he know? It was the snag with these destroyer captains—they could navigate by eye. They could judge distances and bearings without the use of instruments.

I peered down the compass again and wondered if I would ever reach that standard. Again the Captain snapped at me: "Stop moving that compass ring around; it will get red hot. Put that stationkeeper down. Learn to do it by eye. Practice by day and then you will be able to do it by night." I could see I was in for a troublesome watch. This was a long time back. They were fine teachers, these men, and I was grateful in later years for their instruction.

They also had an uncanny knowledge of where they were on the ocean relative to port or to the flagship. They would turn for home or to join the admiral and steady on a course which

As for bees, it is thought they are sensitive to polarized light and thus can detect the direction of the sun even when the day is cloudy.

Poor man, stripped of almost all his instincts when he started to reason, has no built-in inertial navigator, like the birds, or celestial guidance system, like the bees. To make up for these deficiencies he has had to invent the compass, the sextant, the chronometer, radio direction-finding, radar, Loran, Shoran and a host of other devices and methods, none of which he fully trusts.

was never far off from the right answer. I once encountered a Tyne pilot with the same gift. It was in a new destroyer not yet accepted for the Royal Navy and we were out on a 12-hour fuel consumption trial at a steady speed.

He took her to a position well east of the Firth of Forth and at the prescribed moment he turned for home. "That should about make the Shields at the end of the trial," he said. "Steer sou-west by south." I felt a bit nervous about this, so when he was not looking I took a peep at the chart which had lain untouched in the drawer since leaving harbour. To my horror, I found it was a small scale chart covering the whole of the East Coast. I wondered what Their Lordships would have said if they had known that one of their latest destroyers was being navigated on a murky day in the North Sea on what was little better than an Automobile Association map, with no apparent allowance for tides, magnetic deviation, or other maritime errors. But all came well. At the end of the 12 hours, the lights of the Shields were dead ahead one mile and we slipped straight into harbour. It was masterly.

My turn was to come. It was in the winter of 1940 and I was now captain

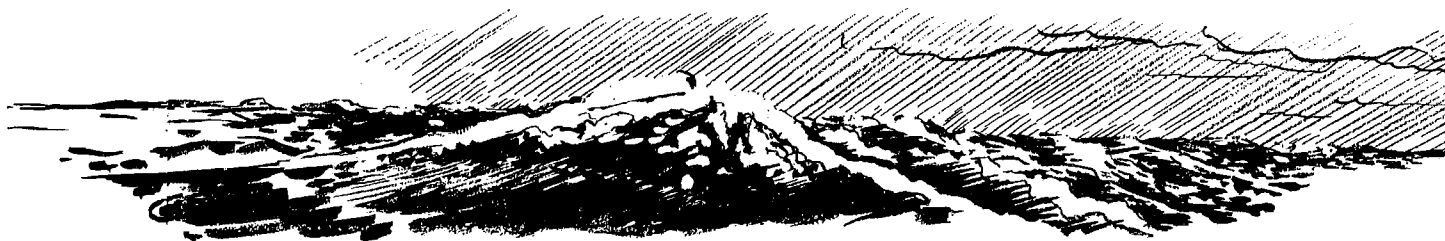
Despite all this, some seafarers seem to have an unhappy talent for getting lost and others the canny ability to go where they want to go with little reliance on navigational aids.

Something approaching a "homing instinct" can be acquired, according to an article that appeared on March 22 in *The Times of London* under the title "Navigation by Eye". Although the article was unsigned, it has since been learned that it was written by Captain G. T. Cooper, OBE, RN, who is retired and living in Surrey. His story follows:

of my own destroyer, which was part of the escort for a homeward bound Atlantic convoy. During the night the convoy was heavily attacked by U-boats and 12 ships were sunk out of 48. One of these, named *Whitford Point*, broke in half when she was torpedoed and sank in 20 seconds. We were quite close at the time and it was shattering to see the two halves rear up on end and disappear so suddenly.

The attack went on for three hours and we were busy charging round firing star-shell and trying to ward off the U-boats from the convoy, which was continually making emergency turns. Soon after midnight the attack ceased and the Commodore of the convoy ordered me to go back to look for survivors. I had no idea where I was as there was no automatic pilot in my ship and we had been too busy to keep an accurate reckoning. I turned the ship towards the west and put my two hands on the compass to form a rough arc in which I estimated the survivors were likely to be and steered down the middle of it.

I ran back at 25 knots for nearly an hour and then sighted a patch of oil.



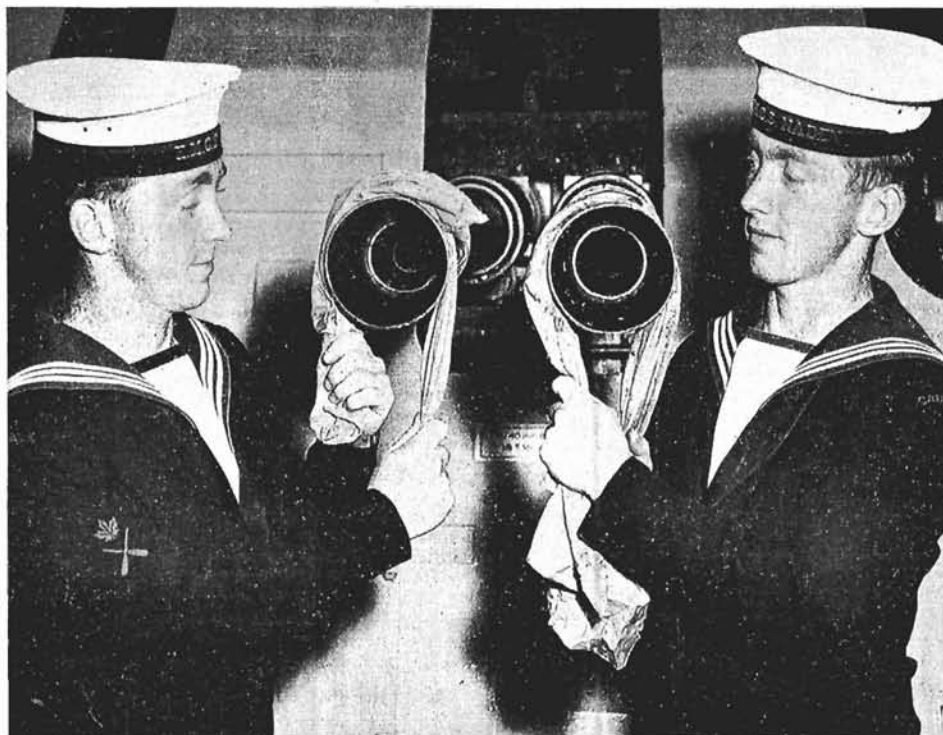
I reduced speed to 15 knots and shortly afterwards I heard in the middle of the ocean 500 miles from land on a darkish night the clear penetrating sound of a whistle blowing. It was very eerie, I immediately stopped and went astern as the way came off my ship I heard a man below me calling out: "Don't go away, that destroyer. Don't go away." I looked over the side and there he was going down my starboard side on a piece of wood "Stop starboard," but I was too late and I washed him off his plank. I could hear him calling: "I can't swim. Don't go away", but I reckoned his lifebelt would hold him, I took the ship back alongside him and picked him up. He was the Chief Officer of the *Whitford Point*. He had been three hours in the water and was, in his own words, waiting for a *Sunderland* in the morning.

This was one of those miracles that sometimes occur at sea. The chances of this man being rescued were practically nil. He had been a minute object in a great ocean 20 miles away and it was a cold winter night, but my navigation by eye had proved so accurate that I almost hit him. He had heard me coming and started blowing his whistle and he could almost have touched the stem with his hands before the bow wash pushed him aside. A little later we picked up two Malays on a raft with their cat. They were the only survivors we found in the area.

Before landing at Londonderry, the officer came and thanked me for saving his life. "Don't thank me," I said. "Thank your Creator for guiding my ship to you, and your whistle." "A friend told me to carry a whistle," he said. "You had better find him and give him a good dinner," I replied. I often wonder what happened to this man and whether his luck held. He was certainly the witness to the most satisfying piece of navigation I ever did.

After the war, I was again the captain of a destroyer. One morning we were cruising down the Clyde and ship was stationed 3,000 yards on the bow of the leader. I came up on the bridge after breakfast and took a quick look round before turning to the Officer of the Watch and saying, "Sub, you are outside your distance and astern of bearing. Get up into station." An amazed look came over his face as if to say "I know, but how did you?" I knew exactly how he felt. It was the snag with these destroyer captains.

Copyright, *The Times Publishing Company, Limited, London, England, 1962. All Rights Reserved. Reprinted, by permission, from The Times of March 22, 1962.*



Yes, you are seeing double! Busy polishing twin barrels of a Bofors gun at the Naval Technical School at Esquimalt are identical twins Dennis R. Beckley and Douglas J. Beckley. That's Douglas on the left. The Navy has overcome the problem of identification by labelling them "Beckley Four" and Beckley Five" in keeping with their official service numbers. (E-66923)

THEY LOOK ALIKE

MEET "Beckley Four" and "Beckley Five."

The two of them have proved one thing to the Navy—you can't tell these players without a number.

Able Seaman Dennis Robert Beckley and Douglas James Beckley are identical 21-year-old twins now taking a weapons course at the Naval Technical School, *Naden*. Dennis' official number is 52004-E and Doug's number 52005-E. Hence the "Beckley Four" and "Beckley Five" routine.

Born in Lloydminster, Sask., the twins were about a year old when their family moved to Victoria. With only a few exceptions they were together in the same classes throughout all their grade school and high school years.

They both joined the Royal Canadian Navy on February 9, 1960, through HMCS *Malahat*, the Victoria naval division.

Needless to say, the two of them have had many unusual and sometimes humorous incidents because of their sameness.

Douglas was caught smoking on the parade ground at *Cornwallis* when they were taking their new entry training.

But it was Dennis who was fined four dollars!

They straightened that out later.

After initial training they were both drafted to the *St. Laurent*. It took their shipmates quite a while to figure out how "Beckley" could be in two places at once.

They started their present course at the Naval Technical School in May.

Dennis and Douglas are both red-haired, both weight 144 pounds (give or take a few ounces), both list fishing and football as their favourite hobbies. Doug is almost a quarter of an inch taller than his twin brother. Each has 5,000 freckles. Count 'em.

Douglas is married; Dennis isn't.

They won't say much about their earlier days but one gathers from their grins that there were some hilarious occasions. They're not talking.

Ask them about their childhood days, and they will tell you their mother had no trouble whatsoever telling them apart.

But with Dad it was different. He cheated. He always had to check for an almost invisible birthmark on Dennis' right wrist.

Speedy Trip for Little Ships

"It was almost as if they could hardly wait to get to Hamilton."

THAT WAS the comment of Lt. Hugh Peden, former executive officer of HMCS *Porte St. Jean*, on the fast trip of the two gate vessels *St. Jean* and *Porte St. Louis*, from Sydney, Nova Scotia, to Hamilton, Ontario, late in June.

The ships, which were being transferred from the Atlantic Command to the Commanding Officer Naval Divisions, left on Monday afternoon, June 18, and arrived early Tuesday morning, June 26, having spent three days in Montreal.

"At one point, we were making good in excess of 15 knots," Lt. Peden said. Lt. Peden was the navigator in *Porte St. Jean*, the lead ship.

This was a result of a favourable tide in the St. Lawrence River, efficient engine-room techniques, and good piloting by the St. Lawrence Seaway pilot, Lt. Peden commented.

Top-rated speed for the ships is around 11 knots, so the ships outdid themselves on the trip. One more factor in the fast trip was the clearance

through the Seaway itself. The two ships left Montreal at one o'clock, Sunday afternoon, June 24, and 20 hours later were in Lake Ontario.

The St. Lawrence Seaway pilot on board the *Porte St. Jean* commented that this was "fast" considering the ships."

The two "Porte" class ships now are employed by COND, with the vessel *Scatari* and the frigates *Inch Arran* and *Victoriaville* to train reservists during the summer at the Great Lakes Training Centre in Hamilton.

"The addition of the *Porte St. Jean* and *Porte St. Louis* to the GLTC fleet will considerably increase our training facilities and allow us to train even more naval reservists through this Hamilton naval base," Commodore P. D. Taylor, Commanding Officer Naval Divisions, said.

The two auxiliary minesweepers are commanded by two reserve officers. Lt.-Cdr. Thomas Anthony Smith, of Windsor, Ontario, is senior officer of the two ships and the *Scatari*. Lt. F. R. Berchem, from Toronto, is in command of HMCS *Porte St. Louis*. Lt.-Cdr. Smith,

who is on the RCNR retired list, was the commanding officer of the *Scatari* for the past two years when the ship was used, as in its present role, to train reserves at GLTC. Lt. Berchem, who was executive officer of the UNTD at HMCS *York*, the Toronto naval division, last winter, served the previous two summers in Royal Navy submarines in the Atlantic command.

Lt. J. H. Ellerton was the commanding officer of the *St. Jean* for the past two years. His ship was commissioned in 1958 and has been used in various duties since. While he was in command the *St. Jean* took part in Wintex, Fallex, and several cruises. One of her main duties was to operate with RCN ships off Bermuda, towing targets. Lt. Ellerton turned over command of the *St. Jean* to Lt.-Cdr. Smith in a special ceremony at the GLTC on June 27.

Lt. Ellerton and most of the RCN personnel from the two ships' companies returned to the Atlantic Command.

Laid down in 1951, the gate vessels were launched in 1952 at the yard of George T. Davie Ltd., Lauzon, Que.—H,A,W,

The Far-Flung Radio Stations

SCATTERED around the perimeter of Canada are a number of naval radio stations, so remote from the centres of population that it is doubtful many Canadians are aware of their existence.

Farthest from the highways or even the byways of Canada are the sailors who man the radio station at Alert, on the north-east coast of Ellesmere Island, only a few hundred miles from the North Pole. Any claim they might make for having the coldest climate, however, might be disputed by the sailors at Inuvik, just beyond the Arctic circle, at Churchill, in northern Manitoba, or at Frobisher, on Baffin Island.

The radiomen at Masset, on the Queen Charlotte Islands, could well argue, with the amount of rainfall received in those regions, they couldn't get any wetter if they went to sea. And Gander, in Newfoundland, could throw in its nickel's worth about the weather, too.

Varied though their climates may be from bad to worse the radio stations

have in common remoteness from the densely inhabited areas and the necessity of personnel adapting themselves to environments that do not offer the standard opportunities for recreation or even for what are regarded as normal, everyday activities.

How do they pass the time at some of the remote radio stations? A perusal of recent reports of proceedings indicates there is more to do at these places than just sit around waiting for the next plane or dog team to come to one's rescue.

Some of the activities are of a kind to be expected at any naval establishment. For instance, the May 1962 report of proceedings from Masset tells of naval personnel observing Battle of the Atlantic Sunday by a parade to St. Paul's Anglican Church in Masset, where the lessons were read by CPO J. W. Wood and Lt. D. A. Potter.

But other things that happened were not quite so routine. During May, both the village of Masset and the nearby

Indian community of Haida suffered heavy losses from fire. On May 12 an idle lumber mill in Masset was destroyed and 11 days later the house of the chief councillor of the Haida Indians was heavily damaged and an elderly man, blind and deaf, the only occupant at the time of the fire, was badly burned. Naval personnel played a major part in controlling the Haida blaze by manning fire fighting equipment.

The Masset sailors also discovered a new way of earning pocket money. Extreme tides early in the month made it possible for them to drag octopuses from their lairs under off shore rocks. They sold their catches to local fishermen, who use the "devilfish" as bait for halibut.

They also played softball, but the senior officer bragged little about the results, although he observed that improved muscular conditioning was resulting in better scores.

Curling, bowling and ice-fishing provided winter recreation at Gander and the annual inter-mess winter carnival, conducted by the RCAF Station in March was a rousing success. During May the station's recreational cabin at Jonathan's Pont was opened for the summer and the fishing there was reported to be good.

Thanks to the presence of the U.S. Strategic Air Command, naval personnel at Frobisher were able to enter a team in a 10-pin bowling league, but curling continued to be the main winter sport.

Although southern Canada was enjoying the onset of spring, April 4 at Frobisher brought a 24-hour blizzard that put a halt to all outside activities. Winds reached velocities up to 80 miles an hour and the temperature sagged to 18 degrees below zero. It was almost 24 hours before the watch could be relieved.

Winter lingered on into May, with low temperatures, high winds and blowing snow but radio station personnel held divisions and attended church on Battle of the Atlantic Sunday. Following the morning services they were hosts at a reception for veterans, members of the armed forces and civilian representatives.

And what was happening at Inuvik?

"Reasonably good weather and the impending inspection of the station spurred on all departments in cleaning away the winter debris and giving the station a spring face-lifting," says the report for May. "Windows were washed, walls dusted, grounds raked, entrances painted and a hundred other little jobs which require doing at this time of year were done."

So keen was the baseball league on getting started that practices were held in the school gymnasium until the ball diamond was clear of snow.

The merry month of May saw not only the annual inspection and its attendant social occasions, but also farewell parties for a departing chief and two POs and the marriage, held locally, of a leading seaman. The arrival of spring in the Far North was celebrated with the initial break in the river ice on May 27.

The foregoing is a mere sampling of how life goes on in the outposts—enough to show that life there is not all peaches and cream and also enough to show that the sailor, wherever he is stationed, is a pretty resourceful person, capable of doing a good job and still having fun under difficult circumstances and in forbidding surroundings.



If man ever reaches the water-poor planet Mars, he may find a landscape much like this one on the arid coast of Lower California, Mexico. Agaves, cacti and scrub that have learned to conserve the scant moisture they receive are examined with interest by Ldg. Sea. Lavern Gillie during last winter's Venture cadet training cruise by HMC Ships Stettler and Sussexvale to Magdalena Bay and other southern areas. (CCC4-1067)



Five-year-old Barbara Lavertz, of Halifax, turned up at Navy Day celebrations in the miniature uniform of a reserve wren of HMCS Scotian, Halifax naval division. The pleasure was mutual as naval fireman Art Webber showed her over a Navy pumper which was part of the display. (HS-68387)



RCNR divers, Cdr. T. C. Turner, Lt. J. J. MacQuarrie and PO Walter Martin, braved five-below weather in January to assist the RCAF in raising an aircraft from Lake of Bays, 140 miles north of Toronto, last January. Above is the scene of the combined operation and, below, Lt. MacQuarrie emerging from the lake. (Photos courtesy Toronto Star)

YORK'S DIVERS

PRAISE FROM the top of the service ladder has been given to HMCS *York's* clearance diving team.

Air Vice-Marshal D. M. Smith wrote to the Chief of Naval Staff in April to "express my sincere appreciation for the willing and effective assistance" rendered by divers from the Toronto naval division to the RCAF last January.

The commendation resulted from the assistance given by *York* divers when an RCAF Otter, on survival exercises, went through the ice on the Lake of Bays, about 140 miles north of Toronto.

York replied to the RCAF request for assistance by assigning the diving team, under Cdr. T. C. Turner. Cdr. Turner and Lt. J. J. MacQuarrie made an inspection trip on the week-end following the Otter crash (January 20) and laid on the salvage operations for the following week-end.

The RCAF flew Cdr. Turner, Lt. MacQuarrie and PO Walter Martin to the scene by helicopter, and the crew immediately changed into their underwater gear in a nearby cottage. They then braved the five-degree-below-zero weather and 20-mile-an-hour winds to dig under the iced-in aircraft.

Each diver made two dips into the icy water that Saturday afternoon before the job was completed. They stayed below for 25 minutes on each dive,

working on the project to detach the engine cowling and to hook slings underneath the fuselage.

Air temperature was so low on the surface that the divers had to be careful each time they came up for tools that their wet hands didn't freeze to their lifelines. In addition, they had to be careful that their breathing regulators didn't freeze. A few seconds in the open air could have clogged this equipment and suffocated them.

Daylight was fading by the time the job was done and the *York* divers left for home with the RCAF salvage crew making the final arrangements to raise the aircraft during the next few days. The RCAF crew finished the job on the following Tuesday, January 30, and the aircraft was carried out by road to Trenton, where it was to be repaired.

If *York's* divers had not been available, the Canadian taxpayers might have lost a \$100,000 aircraft in the 80-foot lake. The prompt co-operation between the forces saved the calling in of civilian divers, and saved the expense of flying in an RCN diving team from the coast.

Captain J. W. F. Goodchild, commanding officer of *York*, had praise for the reserve divers and commented that this reflected the fine, close relationship *York* had with the other services.



To prove further this point of service co-operation, Lt. MacQuarrie and Ldg.-Sea. David Dunk, another *York* diver, went to the RCAF pool on Avenue Road in Toronto following the Otter raising, and there instructed a Canadian Army diving team in Navy methods.

THE CEREMONY OF THE KEYS

A MILITARY spectacle rarely witnessed by Canadians is the Ceremony of the Keys at Gibraltar. Performed when NATO sea-air exercise units of Dawn Breeze VII were at Gibraltar dockyard, it was seen early this year by a number of officers and men of the six Canadian ships then involved in the exercise.

The First Battalion, Somerset and Cornwall Light Infantry (Lt.-Col. W. Hine-Haycock) did it to a "T".

The Keys of Gibraltar have been symbolic of possession of the Fortress ever since Britain took the Rock in 1704. As such they are handed to each new governor with appropriate solemnity upon his arrival. The ceremony recalls the locking up of the fortress at dusk daily.

During the Great Siege (1779-83) the governor wore them at his sword belt except when the Key, or Port, Sergeant locked the gates at sunset under armed escort and opened them in the morning to allow sappers and workmen to strengthen the outer defences.

The garrison band was added later and its martial airs warned non-resident workers that it was time to leave the Rock. This procedure continued every evening for 140 years without interruption until after the First World War. Revived in 1933, it had one more modification. A platoon from the Outpost Company paraded in the Grand Casemates Square facing east half an hour before Retreat.

The fast moving county men (160 paces to the minute), in the forest green uniform of riflemen, were smartly turned out. Armed with the NATO standard rifle now used by Canada's armed forces, they performed drill manoeuvres with the minimum of orders.

Forty-five minutes before the Outpost Platoon appeared on the scene, "Half Hour Dress" was sounded, representing the time gun formerly fired. The Port Sergeant and his escort of one large-voiced non-com and three riflemen moved off with the band after this, parading by Southport Gate and passing the governor's house (The Convent) while the guard there turned out to present arms. They then entered the Casemates Square. A sentry meanwhile was posted at the gate. The Outpost Platoon crashed to attention as they appeared.

As Governor Sir Charles Keightley arrived in full military regalia, the adjutant brought the parade to attention and the band accorded His Excellency a Royal Salute, after which the adjutant reported back to the Governor, now on the saluting base with keys ready. The Port Sergeant moved forward, received the keys and marched back to this original position with the escort.

It was a glorious band, more than 50-strong, whose instrumental balance made for sonorous, organ-like tones as they played the static piece Lohengrin Prelude to Act 3 on arrival. They now marched and counter-marched at slow and quick time (sometimes both at once!). Flawlessly, they played Standard of St. George, S.A.L., Hard Farrant (Band and bugles), Palace Guard (at the slow), Army of the Nile, Prince Albert (bugle fanfare), Light Bob (bugle march), Trombones to the Fore, The Thin Red Line, then halted in front of the Outpost Platoon.

A sunset fanfare and retreat was sounded, flags were lowered and the six o'clock gun was fired. All very smartly done.

The Outpost Platoon, followed by keys and escort, moved off, marched past the saluting base and Governor Keightley and proceeded to the gate. The platoon marched through as though to its outpost duties but keys and escort were halted and challenged by the sentry.

The Port Sergeant then locked the gate and rejoined the escort. The Royal Salute was given and the full National Anthem played. The whole parade moved off, marching past, and then along Main Street to the Convent. His Excellency meanwhile returned there before them, so the Port Sergeant handed him back the keys on arrival, reporting "The fortress is secure and all's well."

Later in the month, the band of this crack county outfit was heard again in the Dockyard. They sounded Retreat on the jetty by the cruiser HMS *Bermuda*, flag ship of Dawn Breeze forces. Synchronized with them was the Sunset Ceremony of the cruiser's Royal Marines. Some people were hard put to decide which of the ceremonies was better performed.

The Royal Canadian Navy was once accorded the honour of performing the Ceremony of the Keys.

HMCS *Prince Robert*, auxiliary cruiser, made several stops at "Gib" while providing AA cover for convoys bound from Britain to the Mediterranean. The Governor asked Captain Adrian M. Hope (now Commodore, Retired) to provide sailors for the Ceremony. This the commanding officer was delighted to do and it was a proud ship's company that landed the necessary officers and men in 1944.—H.C.W.



PO W. S. Whitefield, describes a Bofors gun to Miss E. Leadbetter, principal of the Westville, Nova Scotia, high school and one of her students, Don Wright. The occasion was a schools relations cruise to Pictou, by the Outremont, Halifax-based frigate, which also visited Bathurst, N.B. (HS-68567)

AFLOAT AND ASHORE

ATLANTIC COMMAND

HMCS Algonquin

The past year has been a busy one for the *Algonquin*. During this period she has participated in a number of exercises: Tartan, Fallex 61, Slamex, Trapline and Wintex 62, to mention a few.

One of the more interesting periods was Canedex, in which she exercised with the Netherlands ships *Karel Doorman*, *Limburg* and *Groningen* and units of the First Canadian Escort Squadron, in thick fog.

Visits were paid to Baltimore, Norfolk, Charlottetown, Bermuda, San Juan, Culebra and Charlotte Amalie. The visit to Culebra for bombardment exercises gave rise to a whaler sailing race for the adventuresome of the First Squadron. The course was from Culebra to Charlotte Amalie, south of Sail Rock, a distance of 45 miles, mainly in the Virgin Passage. Contestants arrived at their destination in the order *Haida*, *Algonquin* and *Huron*.

The *Algonquin* participated in Atlantic Command playdown hockey, reached the semi-finals but had to withdraw at that stage due to injuries. The softball team was also active, playing in many of the ports visited.

In association with the *Haida* and *Huron*, the *Algonquin* "adopted" a deaf child for the school year; made regular contributions to the Nova Scotia Association for the Help of Retarded Children and gave more than \$1,500 to various charities since last fall.

The ship went into refit at Canadian Vickers, Montreal, in July for the fitting of a new bow. She is due to return to the fleet in November.

HMCS Lanark

A little over a year ago, the *Lanark's* commanding officer received a letter from a Mrs. Thompson, of Edmonton, to say that she had just formed a Sea Ranger Crew consisting of some 16 girls. As Mrs. Thompson came to Canada from Scotland, the name "Lanark" had appealed to her, and she wrote to the ship to ensure that it would be acceptable if her crew were named "Sea Ranger Ship *Lanark*".



The Sea Scouts Troop of Stadacona held a one-day car wash near the Fleet School's heating plant recently. Shown are Sea Scouts Tony Husher, Paul Crump, Tom Crump, Dick Eldridge, Bruce Leadley, Douglas Baker, Jim Saunders (just his cap) and David Stuart. (HS-68731)



During the *Crescent's* spring visit to the USN Submarine Base at New London, Connecticut, the ship's company was presented with a huge, handsomely iced cake by the ship's company of USS *Fulton*. (Official USN Photo)

Since that time, the ship's company has kept Sea Rangers informed of the *Lanark's* activities, and sent photographs of the ports visited. In addition, photographs of the ship and ship's company have been sent, along with a reproduction of the ship's badge. During the winter, the Edmonton CBC-TV station featured the Sea Rangers, and the *Lanark* received considerable publicity in the west, in spite of being an East Coast ship.

Last Christmas, the Sea Rangers presented a trophy to the ship. This is a replica of a sailing dinghy of the type used by the Sea Rangers, who sail under the guidance of HMCS *Nonsuch*, the Edmonton naval division.

With the *Lanark's* commission coming to an end, the ship's company decided to repay the girls' kindness and sent each of them *Lanark* sweaters.

HMCS *Hochelaga*

The Senior Steward's Refresher and Orientation Course was given to eight members of the Canadian Coast Guard Service in *Hochelaga* from May 7 to 18.

It was primarily an assessment course for officer-like qualities, and to this end, the members of the course attended divisions with *Hochelaga*, as well as taking instruction in general stores, commissary, administration, and non-public funds. It was a busy two weeks for the course members and the results were most gratifying.

Although commissary courses have been given to Department of Transport personnel in both French and English in the past, this course was the RCN's first direct contact with the Canadian Coast Guard Service and proved a most interesting experience.

The course was set up at the request of the Coast Guard and Captain E. S. Brand, RCN (Ret), Director of Marine Operations.

NAVAL DIVISIONS

HMCS *Nonsuch*

Sub-Lt. C. W. Turner, was named winner of the HMCS *Nonsuch* annual award as the most proficient junior officer at the Edmonton naval divisions in the 1961-62 season.

Other awards went to PO Dale Walker, most proficient chief or petty officer; Ord. Sea. Donald Martin, most proficient new entry; and Wren Elsie Briggs, most proficient new entry wren.

The best division award was won by the ship's band.

All winners were honoured at the annual awards night held in mid-June at *Nonsuch*. The awards were presented by Cdr. C. H. Rolf, commanding officer. He also took the salute during the march past.

The evening ended with dancing to music of the *Nonsuch* band under the direction of Lt. J. Achtymichuk.

HMCS *Unicorn*

Awards won by members of the ship's company of *Unicorn*, the Saskatoon naval division, were presented in May following the annual inspection by Captain J. C. Littler, Chief of Staff to the Commanding Officer Naval Divisions.

Representatives of the other armed forces, RCMP, police department and city council witnessed the inspection



FAMILY PORTRAIT—Busy is the word for the mine-sweepers of the Pacific Command, but the ship's company of the *Miramichi* managed to find a few minutes to pose for this portrait. (E-67926).

and the general drill which followed. A feature of the drill was the rigging of a jack-stay from the east to the west bulkheads of the drill deck.

Police Chief Jim Kettles and Assistant City Commissioner Carl L. McLeod, a former commanding officer of *Unicorn*, both volunteered to take the trip from one side of the drill deck to the other.

The awards for the best performances in winter training went to PO H. MacLean for proficiency; AB G. Burlingham for achievement; Ord. Sea. A. W. Rebeyka and Wren H. R. Kaese for best new entries; PO F. Morrison, the Rowney trophy for rifle marksmanship; and Fraser division under Sub-Lt. D. Ravis for outstanding division.

Cdr. D. M. Keith, commanding officer, also presented awards for 100 percent attendance at training.

SEA CADETS

RCSCC Falkland

Presentation of awards to the three top cadets by Vice-Admiral H. S. Rayner, Chief of the Naval Staff, highlighted the annual inspection of the Royal Canadian Sea Cadet Corps *Falkland* in May at HMCS *Carleton*, the naval division at Dow's Lake.

Inspection of the 128 officers and cadets took place in the drill shed before several hundred relatives and friends, including senior naval officers and officials of the Navy League of Canada, which sponsors the Sea Cadet movement. Commanding officer of the *Falkland Corps* is Lt.-Cdr. W. J. Eastwood, RCSC.

The *Falkland* Bell trophy for the cadet showing the "most outstanding qualities of leadership and proficiency" went to Cadet Petty Officer Hugh O'Neil, 19. The trophy was donated by Lt. W. E. F. Bell, recently retired from the RCN, in memory of the four Canadian midshipmen killed during the Battle of Coronel in 1914. The corps is named after the ensuing Battle of the Falkland Islands, which avenged the Coronel defeat.

HMCS *Quadra*

Quadra, the West Coast training establishment on Comox Spit for western Royal Canadian Sea Cadets, is the place where several hundred youngsters are learning what "sail" means in sailing.

The cadets arrive in waves of 250 or so every two weeks for a 14-day training period. When they leave for their

homes, anywhere from Victoria to Fort Frances, Ontario, they have mastered at least the fundamentals of small boat handling.

Accompanied by their instructors from their home corps, all hands get a full two weeks of summer camp routine. But the emphasis is on sailing.

The cadets spend a period each day at the tiller or handling the sheets of a whaler or dinghy. They take away the boats by themselves and must berth them in like fashion.

As might be expected, collisions are commonplace during the first week but the instructors usually look the other way and let the boys get out of their own predicaments. There is always a motor cutter with a rescue crew standing by, so the hazards of a capsized

dinghy are all but removed. Each cadet must have a life jacket before stepping into a boat.

Commodore P. D. Taylor, Commanding Officer Naval Divisions, Hamilton, was a keen observer of this method of seamanship training during a recent informal inspection of the establishment.

Accompanied by Lt.-Cdr. R. L. Gleadow, commanding officer of *Quadra*, Commodore Taylor saw all phases of a day in the life of a cadet at summer camp. He was particularly interested in a colourful chart on the parade square which graphically demonstrated a competition set up for the six divisions into which the cadets are divided. Trophies passed out at the end of each training period are well earned.

LETTERS

The following letter was received recently at the Halifax headquarters of the Flag Officer Atlantic Coast:

My Dear Sirs:

The Canadian ship HMCS *Inch Arran* was anchored for about two weeks at the Port of Palm Beach which is right next door to where I live here in Riviera Beach, Fla.

During the stay of this ship, I had many opportunities to meet and talk with the young men who comprise the crew. On several occasions I gave some of these young men a ride either to Palm Beach or Singer Island.

What I want to tell you is this: I have never seen a finer group of young men during my lifetime. They are perfect gentlemen in every sense of the word and highly intelligent. This has been the opinion of everyone I have talked to in the Palm Beaches. It has been a real pleasure to meet these young men and I hope they come back again soon.

My one regret is that more Americans do not know more about your wonderful country. I am a native of Michigan and have visited Canada many times. I have made it a point to learn all about you. Someday I hope to spend more time in Canada and really learn more about you. Until then,

Best of luck,

JURDEN MOORE

Box 10574
Riviera Beach, Fla.

Dear Sir:

Having finished Captain Heenan's series on *The Little Ships* I thought you might be interested in correcting some

of the records of the 70th Flotilla in Bermuda.

The group photo of the *Q104* does not include Lt. Charles Cooper who came down with the 70th and did a marvelous job of introducing the Canadians to the Bermudians. The officer on the right is Lt. John F. MacLaughlin, now of Vancouver, SO of the 70th, and the left his first lieutenant, Frank Johnson, of Winnipeg.

The MLs were stationed first near Hamilton and later moved to St. George's when HMCS *Provider* returned to Bermuda late in 1944—not the other way around. Also the MLs making the direct trip from Halifax to Bermuda did not use extra tanks. They topped up with gas on the last day and sailed direct at economical speed. I was in command of *Q109* at the time and have copies of the photographs shown as well as many others which may be of interest to the Navy.

Having served with MLs from September 1942 until the end of the war, I enjoyed Capt. Heenan's story and would like to see more of the same type in *The Crow'snest*. It's a fine magazine—keep up the good work.

J. G. W. MACKENZIE
Lt.-Cdr. RCNR (Ret)

144 Beverley Avenue,
Montreal 16, Quebec.

NOTE—The error in identification of the officers in the photograph mentioned here was not Captain Heenan's. The author recalled the order for installing extra tanks in the MLs but not that it had been rescinded.—Ed.



Home from the Sea

Maynard Returned As Head of CNA

The annual general meeting and election of officers of the Canadian Naval Association, held recently in Peterborough, Ontario, saw H. A. Maynard, of Oshawa, returned as national President.

C. E. Moore, of the Toronto Pre-War RCNVR Club, was the choice for executive vice-president. N. J. Yorston, of Toronto, the hard-working and capable secretary-treasurer, was again the unanimous preference in that capacity. The remainder of the executive will be appointed at the next directors meeting, in Brantford, Ontario.

The increasing interest in reunions of naval veterans is reflected in the news that, in addition to the recent reunion held in Kingston under the auspices of the CNA several other functions of this nature are planned for this year. Naval veterans of St. John's, Newfoundland, held a get-together on June 16. Another reunion for naval veterans was planned for June 29 and 30, in Windsor, Ontario. The Main Brace clubs of the Maritimes, several of which are already affiliated with the CNA, are holding a reunion and business convention in Truro during the Labour Day week-end.

Some of these functions will be attended by an authorized delegate with a view to the continued expansion of the CNA.

The possibility of naval veterans convening on a national scale in Winnipeg as part of Canada's Centennial in 1967 was discussed. A letter was sent to *The Winnipeg Free Press* on this subject, and reaction is awaited before further action is taken on this prospect. Joe Vechiola was appointed sports director for the CNA and will co-ordinate the activities of member clubs in this field.

Mr. Maynard proposed a vote of thanks to the Peterborough Naval Veterans' Association, with special refer-

ence to the ladies, for the cordial and generous hospitality it extended at this meeting. This received the unanimous and hearty endorsement of all present.

Several contacts have been made with newly formed naval veterans' clubs with prospects of having them join the CNA.—S.R.P.

Sailors Guests Of Veterans' Club

Members of the ships' companies of RCN vessels engaged in training duties and goodwill visit in the Great Lakes this summer have been frequent guests of the Hamilton Naval Veterans' Association.

The ships have included the frigates *Victoriaville* and *Inch Arran*, and the half-dozen vessels of the First Canadian Minesweeping Squadron.

The veterans' association, in a letter to the press, had some nice things to say about their guests:

"During the recent visit of Royal Canadian Navy ships to Hamilton, we were privileged to have as our guests on several occasions a number of members of the crews of these ships.

"The executive and members of our association wish to go on record as being highly impressed by the deportment and irreproachable conduct of the boys on each occasion. If circumstances permit, we hope they will pay a return visit, as we shall always be proud to entertain them.

"To them, and the officers, our best wishes for the future, and may they enjoy a measure of 'smooth sailing'."

The letter was drawn to the attention of *The Crowsnest* by Mrs. D. Price, of Hamilton.

LETTER

Dear Sir:

In the May issue of *The Crowsnest* we noted the interesting letter from

Mr. J. F. Marr, Royal Marine Association, Hamilton, and gladly support the claim that, when this group (small though it may be at present) turns out on parade, its precision, smart appearance and uniformity of dress, provide an example which many veterans' organizations could emulate to their advantage. From the letter we learn also that Hamilton acquires another first.

Following a procedure inaugurated last year, the Hamilton Naval Veterans' Association again presented a number of awards to sea cadets of RCSCC *Lion* at the annual inspection in May.

Our Saturday night dances, which have been enjoyed so much during the winter months, are being suspended during the summer, but will be in full swing again September 8.

Ten new members were initiated at our last meeting, and the club is progressing quite favourably. Now that we have our own club rooms we anticipate that many more naval veterans in this area will be joining us.

Our annual "Bass Derby" will be held July 29, with a trophy to be awarded the lucky fisherman.

Visits to Sunnybrook Hospital, in the interests of naval veterans in that fine institution, are carried on throughout the year.

The mixed bowling league will be starting up for the winter early in October.

The regular annual picnic, eagerly anticipated by the children, is being held in August.

Plans were well advanced for our annual fall dance on the drill deck of HMCS *Star*, for which we have the kind permission and generous co-operation of CO, Captain W. H. Houghton, to whom we extend our earnest thanks.

Yours sincerely,

SIDNEY R. PINER

241 Hillcrest Avenue,
Hamilton, Ont.

207



Light, tough and weather-resistant are the plastic gun shields developed by the RCN to protect the intricate mechanisms of the 3-inch-50 guns in the destroyer escorts. The shields are visible both fore and aft in this picture of HMCS Skeena. (E-60468)

Plastic Gun Shield

ANY POSTWAR projects have been pioneered by the Royal Canadian Navy in the field of naval equipment and one of these is a plastic gun shield, which has been fitted in almost every destroyer escort of the RCN armed with the three-inch, 50-calibre gun.

Soon all destroyer escorts so armed will be fitted with this worthy development which has increased significantly the efficiency of the mounts by providing protection for the complicated guns and their crews under all types of weather, especially severe weather at sea coupled with icing conditions. Routine maintenance has been made far easier since the shield was introduced to the fleet.

At first, when 3-inch-50s were originally acquired, the RCN considered developing an aluminum shield, a project carried out by the USN in the mid-'50s. But Canadian designers felt they could improve on the weight and

strength factors by using polyester resin reinforced with glass fibres. This sort of shield can withstand energy loads many times greater than an aluminum structure.

The two-ton plastic shield also has a strength many times greater than steel of the same weight. This allows for greater resistance to shell and other battle-produced splinters. Trade-named "Vibrin", the material for the prototype was made for the Navy by Naugatuck Chemicals, of Elmira, Ontario, a division of the Dominion Rubber Company Limited. It is easily molded and immune to salt water.

The prototype was fitted in 1956 to HMCS *Algonquin*, anti-submarine destroyer escort, for trials and tests. An improvement was fitted in HMCS *Saguenay* in 1958 for further trials. Then, as refit schedules allowed, the bare gun shield was mass produced by contract while the fitting of electronics, ventilation and the mounting was carried out through naval resources, thus minimizing the cost of the shields.

So far as is known, no other navy has devised a shield comparable to that fitted in ships of the Royal Canadian Navy.

The RCN-developed plastic gun shield can be seen on the fore of this West Coast destroyer escort, pictured passing beneath the Lion's Gate bridge at Vancouver. (E-57346)

HERE AND THERE IN THE RCN



Reserve wrens from all 21 naval divisions across Canada will have taken a fortnight's new entry training course at HMCS Cornwallis by the summer's end. The class above is engrossed in a written test. (DB-16789).



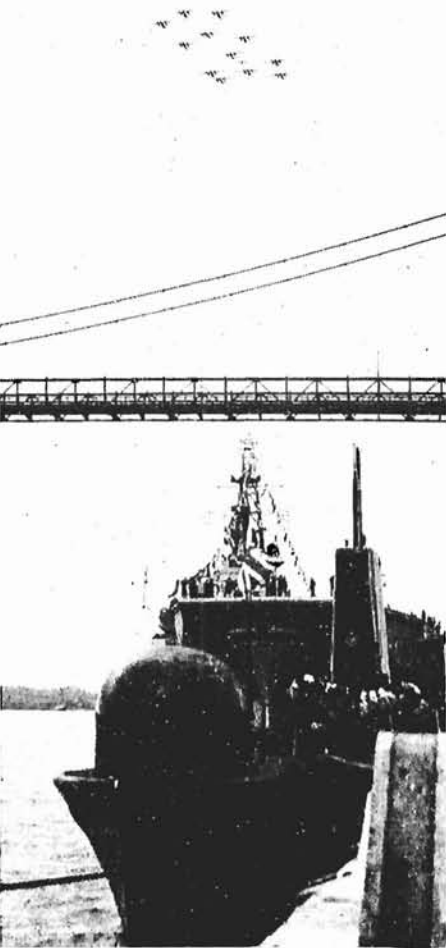
HMCS Porte St. Louis (183) pulls alongside the Porte St.-Jean at the jetty of the Great Lakes Training Centre in Hamilton. The two ships, both gate vessels, were sailed up the Seaway from Sydney in June. The ships are being used to train reservists this summer, each carrying some 30 new entry trainees every two weeks. (COND-7755)



Captain F. C. Frewer, commanding officer of the Bonaventure, helped his ship to set a record 512 pints of blood at a donors' clinic on board the aircraft carrier. The Red Cross attendant is Pat Thompson, of Halifax. In the background, Lt. E. C. Alexander, RCN co-ordinator for the clinic, holds the "Best Effort" shield which is awarded to the ship-board department that provides the highest percent of contributors at a clinic. (BN-4690).



After six years in office, Vice-Admiral H. T. W. Grant, RCN (Ret), has been succeeded as president of the Royal Canadian Naval Benevolent Fund by Vice-Admiral H. G. DeWolf, RCN (Ret). Admiral Grant (left) and Admiral DeWolf, are both former Chiefs of the Naval Staff. (O-14347)



Visitors thronging the casemate of the submarine HMS Alderney pause to watch a formation of Tracker aircraft rumble overhead during Navy Day events in Halifax in May. The Bonaventure lies astern of the Alderney. HS-68385).



St. Laurent division won the bi-monthly new entry boxing championship at Cornwallis recently. Members are left to right Ord. Sea. Jacques Sylvester, who won the flyweight open; Ord. Sea. William Jefferson, welter weight finalist; Ord. Sea. Hector Stevens, who won the light-heavy bout, and Ord. Sea. Fred Wright, light middleweight winner. (DB-16628)

THE STRATEGY OF SEA POWER

IF HISTORY has a lesson for us, it is that the world profits but slowly from the lessons of history. Some reviewers of Captain S. W. Roskill's new book, *The Strategy of Sea Power*, have even expressed surprise, on reading the sad record of the Royal Navy's failure to profit by past experience, that Britain ever attained and maintained her stature as the leading sea power over a period of centuries. The answer would seem to be that other navies profited even less from their past mistakes and successes.

A striking example of this failure to learn from history is drawn by Captain Roskill from the career of Lord Nelson, who had clearly demonstrated how to fight and win at sea. Nelson's great contribution lay in abandoning the rigid line of battle and in giving wide discretion to his subordinates. What he taught was forgotten for a century thereafter.

"It is one of the greatest puzzles of history," writes Captain Roskill, "how a service which has never ceased to worship the *memory* of Nelson has remained so blind to the chief reason for his successes, and after his death followed with almost monotonous regularity the opposite course to that which he himself adopted."

Sometimes a strategic concept is adopted but never fully trusted. Such is the convoy system, which has established itself over a period of hundreds of years as the most effective means of protecting merchant shipping.

However, despite the established efficiency of the convoy system, Admiralty

AIR FORCE COLLEGE JOURNAL ANNOUNCED

An international array of writers on military subjects has been assembled for this year's edition of the *Air Force College Journal*, which will make its appearance in early November.

The *Journal* will contain a selection of the best essays submitted in the 1962 contest and will review new books on military subjects of general interest.

The *Journal* will be available at \$1 a copy from The Editor, *Air Force College Journal*, Air Force College, Armour Heights, Toronto 12. Cheques should include bank exchange and be made payable to the *Air Force College Journal*.

was still arguing against it in January 1917 on the ground that the number of ships assembled in a convoy presented too great a choice of target for the enemy submarine. It was an argument that failed to take into account that the convoy actually reduces the extent of the exposed flank of shipping and permits the concentration of defence forces. This time the Admiralty was overruled by the British government and convoys soon proved their worth.

The opposition to the convoy system had not died, however. In 1937 the Air

BOOKS for the SAILOR

Staff argued that ships massed in convoy would offer easier targets than single ships. It was agreed that the convoy system would only be instituted "if" the enemy resumed unrestricted U-boat warfare.

Captain Roskill regards the sinking of the *Athenia* on the opening day of the Second World War as fortunate, from the strategic viewpoint, since it meant that convoys were organized from the start, that the flow of supplies to Great Britain was maintained and that the U-boat was in trouble by early 1943.

The opponents of the convoy system are bound to be heard from again. They are certain to point to supersonic aircraft, long-range guided missiles, nuclear submarines and nuclear warheads as sure death to ships travelling in company.

Captain Roskill describes the types of weapons and ships essential to maintaining the control of the seas in a future war; but, because of their cost he is less than optimistic that they will be provided.

His observations on the value of the helicopter as an anti-submarine weapon are interesting and closely in line with the thinking of the Royal Canadian Navy:

He says that "Plainly . . . the helicopter or hovering aircraft is the anti-submarine air instrument of the future, and the provision of escort vessels capable of operating them should stand first in the western alliance's trade de-

fence needs. The second most important requirement is in all probability the provision of a long-range anti-aircraft missile."

Captain Roskill's book, compact though it may be, does not limit its discussions to strategy on the high seas. He deals at length with such subjects as the blockade, combined operations and the place of minelaying in warfare.

He is greatly concerned over the loss of bases suffered by Britain and her allies since the Second World War, a loss that can only partially be made good by mobile support facilities along the line of the "fleet trains" in the Pacific. He points out that Malta was able to survive and function despite furious air attacks. The reader may question whether this would have been the case had a single Hiroshima-type nuclear bomb found its mark on that island outpost.

Captain Roskill has built himself a reputation of high stature as a naval historian with his official history "The War at Sea" and the one-volume history of the same period. The Navy at War, 1939-45, as well as other volumes on naval subjects. As a sea officer, his views are practical rather than academic, but he has also obtained recognition in the scholastic world and his present book is based on the Lees-Knowles Lectures delivered by him at the University of Cambridge in 1961.

Understandably, Captain Roskill has little patience with political considerations that stand in the way of military requirements. Readers may take issue with him in such instances and still find the book stimulating and enlightening.—C.

THE STRATEGY FOR SEA POWER, Its Development and Application, by Captain S. W. Roskill, RN; published in Canada by Collins, 10 Dyas Road, Don Mills, Ontario; 288 pages; \$5.50.

VASA - THE KING'S SHIP

IF EVER there was an unlucky ship it was the *Vasa*, for she foundered before fairly leaving harbour on her maiden voyage. She bore the name of the royal house of Sweden and was commissioned in the summer of 1628 at

Stockholm where she was built. She got under way on the afternoon of August 10, kedging—for the wind was foul—along the western shore of the harbour. At its southern angle, she pointed ship east-north-east and loosed her canvas, then slipped the stern rope and sheeted home close hauled on the port tack, reaching the harbour mouth. As soon as she got out of the lee of the high ground to the south she heeled her gun ports under, filled and sank on an even keel. About two hours had elapsed since she had cast off.

The salvage experts of the time were not capable of raising such a large vessel from 20 fathoms, but they were able to recover the brass 24-pounders the *Vasa* was armed with. After that, there was no more profit in salvage work on her and she was allowed to rest undisturbed until 1957.

The *Vasa* is the oldest ship definitely identified and in such good condition

in the world. The nearest approach in age is HMS *Victory*, but her keel was laid when the *Vasa* had already been 130 years on the bottom, and the *Vasa* was in perfect condition and with all her stores and gear aboard when she went down. When she was found in 1957, it was this fact and the probability that her oaken hull was still well preserved, embedded as it was in clay, that excited the marine archaeologists.

Cdr. Bengt Ohrelius, in his book, *Vasa, the King's Ship*, describes the loss of the ship, the court in inquiry (as far as existing records go) and the early salvage attempts; the rediscovery and the raising of the wreck. The *Vasa* is now ashore and housed over as the central exhibit of a special museum. The translation is a competent job, but some help with technical language could have been used to advantage. However, if the seaman will overlook the confusion between warping and

kedging and if the scientific-minded know that natrium is another word for sodium, they will find much of interest.

This book is only the beginning of what will probably be a large literature based on the archaeological evidence that the *Vasa* has preserved for 330 years, for cabins held sea chests with full kits, the galley and spirit room yielded all their utensils, and so on all through the ship. Much of it will be written by the archaeologists, but it is hoped that Cdr. Ohrelius will contribute something more for the general reader in, say, five or ten years time when a sound basis of research will have been laid.—Ph. Ch.

VASA, THE KING'S SHIP by Commander Bengt Ohrelius, translated by Maurice Michael; London, Cassel, 1962. 124 pages, 32 plates besides line drawings; distributed in Canada by British Book Service (Canada) Ltd.; \$5.00.

The Battle of the Restigouche

IT HAS LONG been the contention of Cdr. C. H. Little, who continues to fight the good fight in retirement, that the Navy's part in the conquest of Canada has been sadly underplayed by the historians of the past.

Cdr. Little adds another prop in support of his argument with the publication of *The Battle of the Restigouche*, Occasional Paper No. 10 in the series published by the Maritime Museum of Canada, Halifax.

The title page states that the booklet is about "The last naval engagement between France and Britain for the possession of Canada." Perhaps this is true in its relative importance in the scheme of things but one must not forget the brave, ill-starred engagement fought in August 1760 by Captain Labroquerie on the St. Lawrence River a month after the Battle of the Restigouche.

Like its predecessors, the present booklet is a valuable source of information to the student of Canada's naval history.

The Battle of the Restigouche was fought under unique circumstances. Quebec was captured in 1759. In November of that year the French navy suffered a shattering defeat at the hands of Hawke at Quiberon Bay. Although Quebec had fallen, further inland New France was still unconquered. The homeland was able to muster in the spring of 1760 a pitifully

inadequate relief squadron of a frigate and five small supply ships. Even that small fleet was pursued and scattered by the British so that only three ships reached the St. Lawrence.

Here the French squadron captured a British merchant ship and learned that powerful naval forces were guarding the approaches to Quebec. The French ships, accordingly, set course for the Baie de Chaleur and hid out in the Restigouche River to await further instructions.

An Indian chief informed the British of the presence of the ships and thus came about a battle that saw the small French forces hold at bay for 17 days five British warships with 256 guns. Even with their ships lost the French refused to surrender until mid-October, when they were instructed to do so by Vaudreuil.

The first part of the booklet is from an article, written in French by Mr. Gustave Lanctot and presented in 1918 at a meeting of the Royal Society of Canada, telling of the fate of the last French convoy to Canada. It has been translated and adapted by Cdr. Little.

The second part reproduces a letter written by Captain the Hon. John Byram, RN, on board HMS *Fame* on July 11, 1760, describing the Restigouche engagement.

The booklet is illustrated with pictures of British warships of the time and maps of the area in which the battle occurred.—C.

THE BATTLE OF THE RESTIGOUCHE, edited by Cdr. C. H. Little RCN (Ret); published by the Maritime Museum of Canada; 25 pages; illustrated; 50 cents.

Handy-Dandy Excuses Listed

His own personal drive and his intolerance of slackness in others are well known characteristics of Vice-Admiral Hyman G. Rickover, the officer usually credited with getting the United States Navy into the nuclear submarine business as soon as it did.

A clear indication of what he expects from his co-workers can be found, in reverse, in a small poster tacked to his office wall, according to *The New York Times*. The poster reads:

The list below is the current popularity rating for excuses. Please specify by number:

1. I thought I told you.
2. That's the way we've always done it.
3. No one told me to go ahead.
4. I didn't think it was very important.
5. I'm so busy I just can't get around to it.
6. Why bother? The admiral won't buy it.
7. I didn't know you were in a hurry for it.
8. That's his job, not mine.
9. I forgot.
10. I'm waiting for an OK.
11. That's not in my department.
12. How did I know this was different?
13. Wait till the boss comes back and ask him.

RETIREMENTS

CPO FREDERICK EDWARD ADDY, C2BN3, of Kingston, joined RCNVR July 24, 1940, transferred to RCN June 2, 1941; served in Kingston naval division, *Naden*, *Assiniboine*, *Niobe*, *HMS Excellent*, *Lunenburg*, *Peregrine*, *Caraquet*, *Cornwallis*, *Warrior*, *Scotian*, *Iroquois*, *Portage*, *Stadacona*, *Nootka*, *Magnificent*, *Huron*, *Sioux*; awarded CD; retired June 1, 1962.

CPO CLARENCE ROY ARNOLD, CIHT4, of Vanguard, Sask.; joined RCNR December, 1940; transferred to RCN November 27, 1941; served in Vancouver Naval Division, *Naden*, RNO Prince Rupert, *Chatham*, *Givenchy*, *Burrard*, *Prince Henry*, *Peregrine*, *Royal Roads*, *Uganda*, *Discovery*, *Ontario*, *Niobe*, *HMS Phoenix*, *Crescent*, *Assiniboine*; awarded CD; retired April 7, 1962.

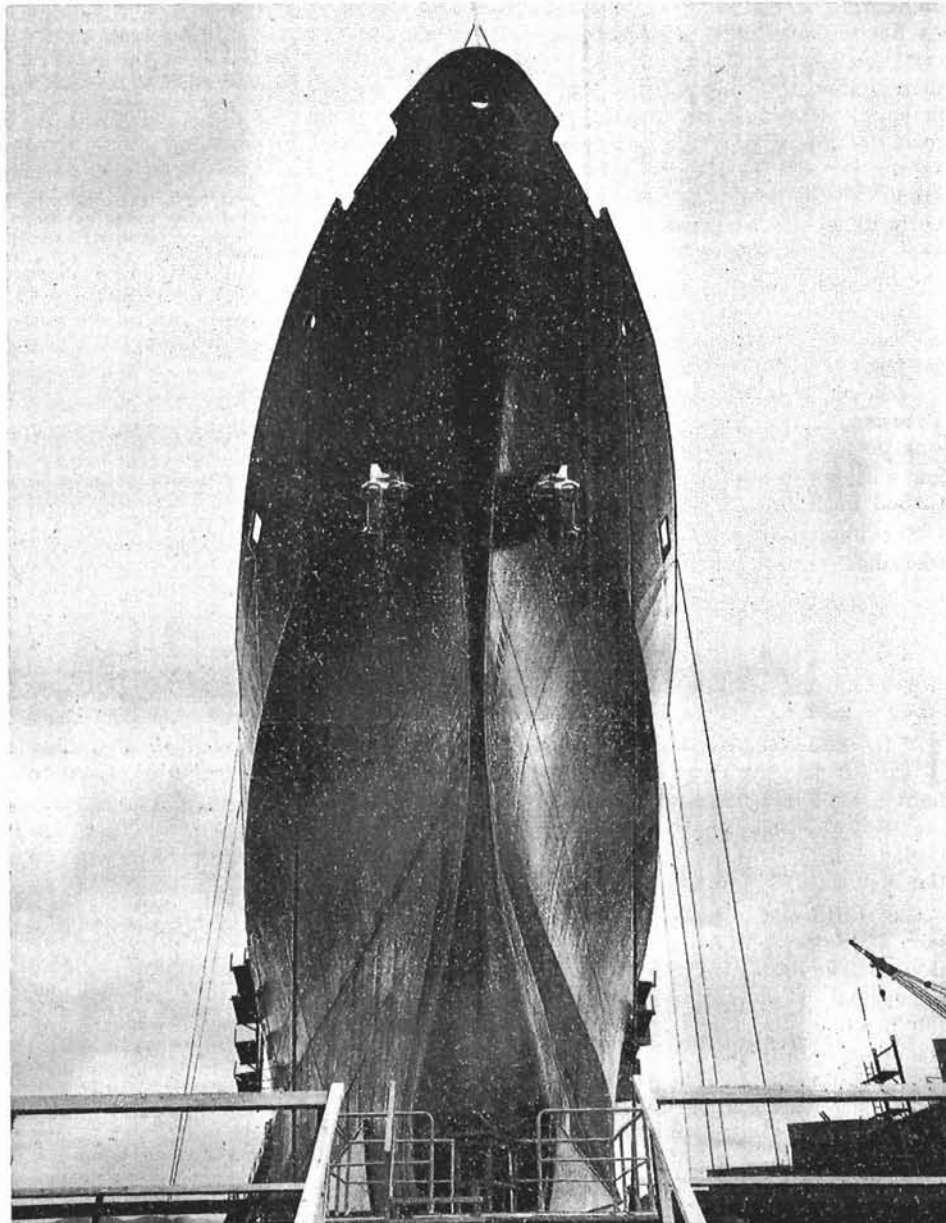
CPO NORMAN FREDERICK BOARD, C2ER4, of Loverna, Sask.; joined May 6, 1940; served in *Naden*, *Saskatoon*, *Moorson*, *Niobe*, *Tillsonburg*, *Avalon*, *Peregrine*, *Avalon*, *Whitby*, *Cornwallis*, *Port Colborne*, *Nipigon*, *Charlottetown*, *Rockcliffe*, *Antigonish*, *Cayuga*, *Crescent*, *Sioux*, *Ontario*, *Athabaskan*, *St. Laurent*, *Skeena*, *Haida*; awarded CD; retired May 21, 1962.

CPO RICHARD PETER BODINTON, C2WV3, of Cirencester, Eng; joined May 10, 1937; served in *Stadacona*, *St. Laurent*, *Skeena*, *HMS Osprey*, *Assiniboine*, *Annapolis*, *Snowberry*, *Cobalt*, *Chilliwack*, *Avalon*, *Swansea*, *Bittersweet*, *New Westminster*, *Dunvegan*, *Captor II*, *Murray Stewart*, *Chaleur II*, *Quesnel*, *Peregrine*, *Capilano*, *Scotian*, *Lloyd George*, RCNAS Dartmouth, *Iroquois*, *Warrior*, *Nootka*, *Haida*, *Cornwallis*, *Wallaceburg*, *Crescent*; awarded CD and clasp; retired May 19, 1962.

CPO GABRIEL HERVE CASWELL, C2ER4, of Rimouski, Quebec; served in RCNR Feb. 21, 1941 to Oct. 11, 1945, joined RCN Jan. 7, 1946; served in *Stadacona*, *French*, *Hochelaga II*, *Q058*, *Venture*, *Star XVI*, *Pictou*, *Q074*, *Fort Ramsay*, *Niobe*, *HMS Squid*, *Peregrine*, *Scotian*, *Montcalm*, *Glenbrook*, *Sans Peur*, *Micmac*, *Iroquois*, *Warrior*, *Magnificent*, *Bytown*, *Assiniboine*, *Outremont*, *Donnacona*, *Hochelaga*; awarded CD; retired June 2, 1962.

CPO ALBERT SYDNEY CLEMENTS, C2BN3, of London, Ont.; served in RCNVR April 10, 1939 to August 7, 1945, joined RCN March 25, 1946; served in London naval division, *Stadacona*, *Fraser*, NCSO Quebec, *Madawaska*, *Venture*, *Murray Stewart*, *Captor II*, *Hochelaga II*, *Charlottetown*, *Avalon*, *Louisburg*, *Napanee*, *Cornwallis*, *Port Arthur*, *Penetang*, *Peregrine*, *Haligonian*, *Warrior*, *Magnificent*, *Prevost*, *New Liskeard*, *Acadia*, *Ottawa*, *Shelburne*, PENB Sydney, *Inch Arran*; awarded CD; retired April 24, 1962.

PO ALBERT COWAN COSGROVE, P1BN4, of Calgary; served in RCNVR Oct. 26, 1931 to March 6, 1934, and June 20, 1938 to February 28, 1946; joined RCN April 10, 1952; served in Calgary naval division, *Naden*, *Marauder*, *Givenchy*, *Miramichi*, *Cougar*, *Stadacona*, *Avalon*, *Peregrine*, *Shelburne*, *Tecumseh*, *Ontario*, *Cornwallis*; awarded Long Service and Good Conduct Medal; retired April 9, 1962.



Almost as high as a seven-storey building, the tanker supply ship *Provider* towers above the launching cradle at the Lauzon shipyard where she is being built for the RCN. The actual height is 65½ feet. Her overall length of 551 feet means that, stood on end, she would match the height of a 55-storey building (ML-11175)

CPO ERNEST WILLIAM COZENS, C1ER4, of Calgary; joined May 10, 1937; served in *Naden*, *Skeena*, *St. Laurent*, *Stadacona*, *Galt*, *Nonsuch*, *HMS Mansfield*, *HMS Newfoundland*, *Niobe*, *Uganda*, *Rockcliffe*, *Ontario*, *Cornwallis*, *New Waterford*, *Sioux*, *Churchill*, *Cape Breton*; awarded Long Service and Good Conduct Medal; retired May 9, 1962.

PO RONALD RYDER DAWSON, P1PR3, of Saskatoon; joined RCNVR Feb 9, 1942 to December 3, 1945; transferred to RCN March 4, 1946; served in *Queen*, *Naden*, *Cornwallis*, *Stadacona*, *Avalon*, *Eyebright*, *Regina*, *Givenchy*, *Chebogue*, *Peregrine*, *Burrard*, *Prince Robert*, *Discovery*, *Uganda*, *Rockcliffe*, *Ontario*, *Beacon Hill*, *Crusader*, *Venture*, *Churchill*; awarded CD; retired May 31, 1962.

CPO ALBERT FREDERICK DODD, C1BN4, of Aleza Lake, B.C.; joined May 10, 1937; served in *Naden*, *Fraser*, *Ottawa*, *Kamloops*, *Stadacona*, *Sambro*, *Hochelaga*, *Calgary*, *Cornwallis*, *Niagara*, *Niobe*, *HMS Excellent*, *HMS Belfast*, *HMS Glasgow*, *Peregrine*, *J3370*, *Ontario*, *Cayuga*, *Bytown*, *Venture*, *Crescent*, *Assiniboine*; awarded Long Service and Good Conduct Medal; retired June 15, 1962.

CPO FRANK DIO DURKEE, C2ER4, of Calgary; served in RCNVR May 30, 1940, to July 25, 1945, joined RCN July 30, 1946; served in Edmonton naval division, *Naden*, *Royal Roads*, *Cowichan*, *Stadacona*, *Nonsuch*, *Cornwallis*, *Sudbury*, *Burrard*, *Nanaimo*, *Malahat*, *Givenchy*, *Uganda*, *Cedarwood*,

Ontario, Quadra, Cayuga, Discovery, Saguenay; awarded CD; retired June 10, 1962.

CPO GORDON FRASER, C2SG4, of Regina; joined RCNVR January 5, 1942; transferred to RCN March 20, 1944; served in Queen, St. Hyacinthe, Stadacona, Turple Head, Niobe, HMS Decoy, Montcalm, Kootenay, Peregrine, Ste. Therese, Antigonish, Naden, Uganda, Discovery, Ontario, Athabaskan, Sioux, Cornwallis, Sault Ste. Marie; awarded CD; retired April 23, 1962.

PO LESLIE WILLIAM GEDDES, P1BN3, of Benito, Man.; joined RCNVR April 22, 1942; transferred to RCN April 1, 1945; served in Unicorn, Naden, Prince David, Givenchy, Swansea, Cornwallis, Uganda, Stadacona, Scotian, Warrior, Magnificent, Shearwater, Bytown, Niagara, Iroquois, Buckingham, Haida, D'Iberville, Fort Erie, York; awarded CD; retired April 30, 1962.

CPO ARTHUR CAMPBELL GEIZER, C1BN3, of Halifax; joined RCNVR February 26, 1930; transferred to RCN September 30, 1947; served in Halifax naval division, Stadacona, Saguenay, SS Calgary, SS Refast, SS Nicoya, Napanee, Protector, Agassiz, Peregrine, Kapuskasing, Scotian, Border Cities, Whitehead, Deeming, New Liskeard, Nootka, Lloyd George, Iroquois, Catarqui, Cornwallis, La Hullose, Shearwater, Magnificent, Prevost, Hunter; awarded CD; retired April 22, 1962.

CPO DAVID EDWARD GRAVES, C2BN4, of Waldeck, Sask.; joined May 10, 1937 served in Naden, Skeena, Fraser, Nootka, Comox, Stadacona, Restigouche, Givenchy, Niobe, HMS Excellent, Chaudiere, Loch Morlich, Peregrine, Discovery, Ontario, Crusader, Cornwallis, Crescent, Sussexvale, Chippawa, awarded Long Service and Good Conduct Medal; retired May 9, 1962.

CPO CECIL CLAYTON HANCOCK, C1ET4, of Sherman, Vermont; served in RCNVR June 13, 1934 to Jan 17, 1937; RCN Jan 18, 1937 to Oct. 18, 1937, served in RCNVR Aug. 8, 1939 to March 19, 1941; transferred to RCN March 30, 1941; served in Ottawa naval division, Stadacona, HMS Dundee, Annapolis, St. Laurent, Columbia, Assiniboine, Cornwallis, Niobe, HMS Vernon, Ontario, Micmac, Bytown, Magnificent, Iroquois, La Hullose, Donnacona, Restigouche, Algonquin, Bonaventure; awarded CD; retired May 18, 1962.

PO ARTHUR JAMES HICKS, P1ER4, of Esquimalt; joined June 6, 1938; served in Naden, Comox, Ottawa, Stadacona, Niobe, Niagara, Avalon, Cornwallis, Regina, Hochelaga II, Riviere du Loup, Red Deer, St. Laurent, Peregrine, Port Hope, Charlottetown II, Crescent, Givenchy, Rockcliffe, Athabaskan, Beacon Hill, Crusader, Ontario; awarded CD; retired June 16, 1962.

CPO ANDREW HOLWERDA, C1ER4, of Boston, Mass.; joined RCNVR Oct. 31, 1941; transferred to RCN May 1, 1942; served in Hamilton naval division, Nonsuch, Naden, Stadacona, Protector II, Avalon, Fort William, Peregrine, Sackville, Niobe, Magnificent, Prevost, Portage, Swansea, Cape Breton, Chaleur, Bytown; awarded CD; retired April 30, 1962.

CPO CHARLES ARTHUR GEORGE HOWE, C1ER4, of Halifax; joined May 25, 1937; served in Stadacona, Saguenay, St. Francis,

Ottawa, Avalon, York, Naden, Givenchy, Hochelaga, Grou, Niobe, Peregrine, Scotian, Cornwallis, Nootka, Cayuga, Athabaskan, Iroquois, Portage, La Hullose, Haida, New Liskeard, Victoriaville; awarded Long Service and Good Conduct Medal; retired May 24, 1962.

CPO CARL SHERMAN KILEY, C2ER4, of Prospect, Halifax; joined April 2, 1940; served in Stadacona, Ottawa, Kamasack, Cornwallis, Renard, HMS Loring, Niobe, J11817, Loch Achanalt, Scotian, Peregrine, Micmac, Scotian, Warrior, Magnificent, New Liskeard, Crescent, Iroquois, Toronto, Nootka, Bonaventure; awarded CD; retired June 30, 1962.

CPO RICHARD LEA, C1ET4, of Liverpool, England; joined July 23, 1948; served in Star, Stadacona, Nootka, La Hullose, Micmac, Niobe, Bonaventure; awarded RCN LS and GC Medal; retired June 23, 1962.

CPO GERALD WILLIAM LISTER, C1ET4, of Regina; joined May 10, 1937; served in Naden, Skeena, St. Laurent, Ottawa, Moose, Stadacona, Hamilton, Cornwallis, Pictou, Acadia, Kootenay, Cayuga, Ontario; awarded Long Service and Good Conduct Medal; retired May 9, 1962.

CPO PAUL LYSENS, C1ER4, of Fort William; joined RCNVR August 25, 1941; transferred to RCN May 1, 1942; served in Port

Arthur naval division, Star, Nonsuch, Naden, Stadacona, Nanaimo, Shelburne, Peregrine, The Pas, Scotian, Port Colbourne, Fort Francis, Iroquois, Swansea, Haida, Wallaceburg, Whitethroat, Huron, Ungava, Magnificent; awarded CD; retired April 30, 1962.

CPO GERALD LAWRENCE MASON, C2ET4, of Ottawa; served in RCNVR Nov. 5, 1941, to April 30, 1942; transferred to RCN May 1, 1942; served in Star, Nonsuch, Cornwallis, Stadacona, Avalon, Charlottetown, Niobe, Magnificent, Crescent, Quebec, Saguenay, Athabaskan, Hochelaga; awarded CD; retired May 5, 1962.

CPO DAVID THOMAS MILAN, C1ER4, of Three Hills, Alta.; joined RCNVR March 17, 1942; transferred to RCN April 24, 1944; served in Tecumseh, York, Stadacona, Cornwallis, Nonsuch, Sarnia, Dundas, Peregrine, Huron, Qu'Appelle, Iroquois, Warrior, Magnificent, Queen Charlotte, Haida, Wallaceburg, Micmac, Donnacona, Labrador, Minas, Chignecto, Sioux, PENB Sydney; awarded CD; retired April 18, 1962.

PO CHRISTOPHER SUTHERLAND MOODIE, PICK3, of Victoria; served Jan. 25, 1940 to Jan. 24, 1947; rejoined April 18, 1947; served in Naden, Stadacona, Prince Henry, HMS Dominion, Niobe, Avalon, Protector, Assiniboine, Cornwallis, Shelburne, Ontario, Sioux, Ste. Therese; awarded CD; retired April 17, 1962.

CPO ROBERT LESLIE RICHARD MURRAY, CICK3, of Portsmouth, Eng.; joined June 1, 1937, served in Naden, HMS Pembroke, Restigouche, Stadacona, Kings, Skeena, Bytown, Cornwallis, Givenchy, Avalon, Peregrine, Crescent, Ontario, Athabaskan, Magnificent, Labrador, Shearwater; awarded Long Service and Good Conduct Medal; retired May 31, 1962.

CPO JEAN PAUL POTVIN, C1PW3, of Hull, Que.; joined May 10, 1937, served in Stadacona, Saguenay, Bytown, Preserver, Cornwallis, Niobe, Haida, HMS Nabob, HMS Cochrane, Peregrine, Fort Ramsay, Shelburne, Dartmouth RCNAS, Magnificent, Quebec, Shearwater, Naden, D'Iberville, Hochelaga, Donnacona; awarded Long Service and Good Conduct Medal; retired May 9, 1962.

PO ROBERT GILBERT ROBERTS, P1SW3, of Tisdale, Sask.; joined June 2, 1941; served in Naden, Royal Roads, Chatham, Miramichi, Stadacona, Arrowhead, Red Deer, Avalon, Peregrine, Cornwallis, Oshawa, Niobe, Warrior, Cayuga, Antigonish, Beaconhill, Ontario, Venture, New Glasgow, Hochelaga, Skeena, Shearwater; awarded CD (due June 2, 1953); retired June 1, 1962.

PO RICHARD LEO RUSSELL, P2WS3, of Victoria; served in RCNVR Oct. 3, 1942 to Oct. 3, 1945; joined RCN March 18, 1946; served in Naden, York, St. Hyacinthe, Cornwallis, Stadacona, Givenchy, SS Saperton Park, HMS Saker, SS Pt Pleasant Park, SS Afrikonder, SS Simonstown, SS West Bank Park, DEMS Philadelphia, Malahat, Charlottetown, Scotian, Iroquois, Swansea, Nootka, La Hullose, Haida, Algonquin, St. Laurent, Bonaventure; awarded CD June 12, 1953; retired June 21, 1962.

OFFICERS RETIRE

CDR. KENNETH BIRTWISTLE, CD, of Charlottetown, joined RCNVR as acting lieutenant June 10, 1940, transferred to RCN February 27, 1946; served in Charlottetown Naval Division, Kings, Fredericton, Stadacona, Prince Robert, Givenchy, Naden, Scotian, Magnificent, Bytown, Niobe, Niagara, Patriot, York; last appointment on staff of Commanding Officer, Naval Divisions at Hamilton; commenced leave on June 28, 1962, retires January 7, 1963.

LT.-CDR. HAROLD MOORHOUSE COLTER, CD, of Regina, joined RCNVR as acting lieutenant October 31, 1940, demobilized and reverted to retired list October 1, 1947, entered active list of RCN(R) March 23, 1952, transferred to RCN May 30, 1952; served in Regina Naval Division, Stadacona, Nonsuch, Drummondville, Lindsay, Cornwallis, Bytown, Discovery, Naden; last appointment, HMCS Bytown on staff of Directorate of Naval Information; commenced leave on June 2, 1962, retires August 30, 1962.

CAPTAIN JAMES STUART ROSS, CD, of Victoria, joined RCNVR as a lieutenant January 3, 1941, transferred to RCN October 31, 1945; served in Stadacona, Venture, Avalon, Shelburne, HMS Niobe, Warrior, Ontario, Uganda, Rockcliffe, Magnificent, Bytown, Cape Breton, Naden; last appointment as Principal Naval Overseer, West Coast; commenced leave on June 18, 1962; retires December 21, 1962.

CPO VICTOR GILBERT SCOTT, C1ER4, of Victoria; joined May 10, 1937, served in *Naden*, *Skeena*, *St. Laurent*, *Comox*, *Trail*, *Hochelaga*, *Stadacona*, *Annapolis*, *Chedabucto*, *Montreal*, *Peregrine*, *Shelburne*, *Uganda*, *Rockcliffe*, *Ontario*, *Cornwallis*, *Antigonish*, *Stettler*, *Athabaskan*, *Saguenay*; awarded Long Service and Good Conduct Medal; retired May 9, 1962.

CPO WARREN ST. CLAIR WALKER, C1RM4; of Deep Brook, N.S.; joined May 14, 1937; served in *Stadacona*, *HMS Victory I*, *Restigouche*, *Saguenay*, *Prince Henry*, *HMS Dominion*, *Skeena*, *Avalon*, *St. Hyacinthe*, *Venture*, *Iroquois*, *Peregrine*, *Niobe*, *HMS Vindex*, *HMS Battler*, *Warrior*, *Albro Lake* radio station, *St. Stephen*, *Crescent*, *Quebec*, *Cornwallis*, *Algonquin*, *Micmac*, *Bonaventure*, *Assiniboine*, *Haida*; awarded Long Service and Good Conduct Medal; retired May 13, 1962.

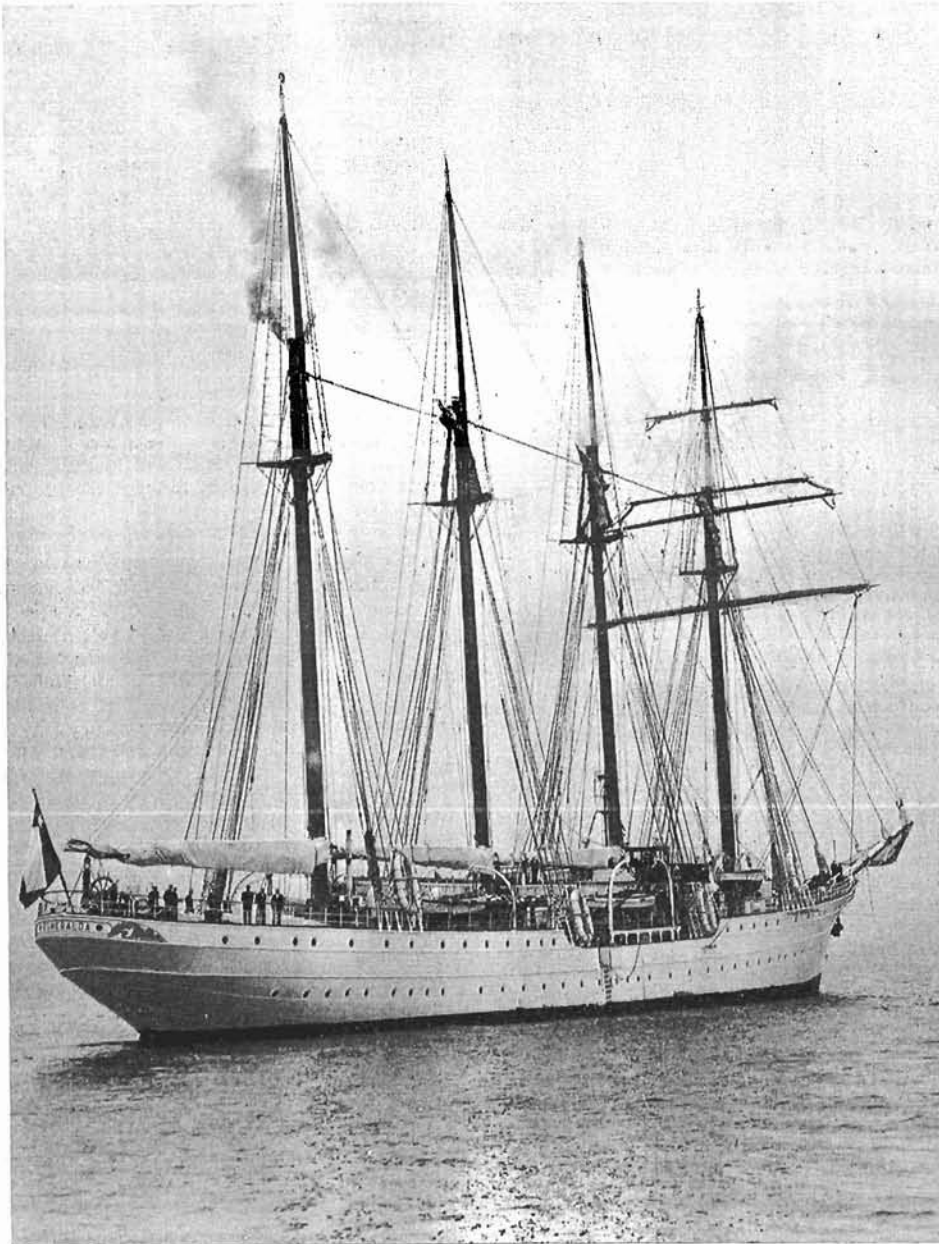
CPO JAMES EDWARD WICKES, C1CM4, of Lashburn, Sask; joined April 4, 1938; served in *Naden*, *Fraser*, *Restigouche*, *Stadacona*, *Royal Roads*, *Avalon*, *Givenchy*, *Uganda*, *Rockcliffe*, *Ontario*, *Venture*; awarded Long Service and Good Conduct Medal; retired April 3, 1962.

CPO WILLIAM JAMES WINGER, C2HT3, of Victoria; joined July 15, 1941; served in *Naden*, *RCN College*, *Ontario*, *Crescent*, *Rockcliffe*, *Sioux*, *Cape Breton*; awarded CD; retired April 2, 1962.

CPO ERNEST GERALD WORTH, C1ER4, of Victoria; joined May 10, 1937, served in *Naden*, *Skeena*, *St. Laurent*, *Stadacona*, *Saskatoon*, *Hochelaga*, *Blairmore*, *Paisley*, *Chaleur*, *Thetford Mines*, *Cornwallis*, *Huntsville*, *Peregrine*, *New Waterford*, *Givenchy*, *Crescent*, *Crusader*, *Ontario*; awarded Long Service and Good Conduct Medal; retired May 9, 1962.

CPO GORDON ALEXANDER WHITE, C2WV4, of Coniston, Ont.; joined RCNVR Jan. 8, 1935, transferred RCN Dec. 1, 1941; served in Ottawa naval division, *Stadacona*, *St. Laurent*, *Preserver*, *Avalon*, *Wasaga*, *Chaleur*, *St. Pierre*, *Peregrine*, *Niobe*, *HMS Glory*, *J3393*, *Warrior*, *Carleton*, *Nootka*, *Swansea*, *Haida*, *Huron*, *Portage*, *Swansea*, *Wallaceburg*, *Quebec*, *Dannacona*, *Cap de la Madeleine Columbia*; awarded CD; retired June 21, 1962.

CPO JOSEPH ALLAN WILDWOOD, C1ER4, of Chatham, Ont.; joined RCNVR Nov 25, 1940; transferred RCN Aug. 12, 1943; served in Toronto naval division, *Naden*, *Prince Henry*, *Amherst*, *Avalon*, *Protector*, *Brandon*, *Stadacona*, *Peregrine*, *Niobe*, *Warrior*, *Magnificent*, *Cornwallis*, *Haida*, *Crescent*, *Micmac*, *Donnacona*, *Hochelaga*, *St. Croix*, *Iroquois*; awarded CD; retired June 12, 1962.



The Chilean Navy's training schooner *Esmeralda* approaches Esquimalt Harbour under auxiliary power on the occasion of her courtesy visit to Canada in June. This beautiful sailing vessel, built in Spain, was acquired by Chile in 1953. (E-67005)

'Local Accents' Raise Problems

The first question of the fourth estate at the post exercise press conference held by the Commander-in-Chief Eastern Atlantic last March on conclusion of the five-nations NATO sea and air exercise Dawn Breeze VII was half expected by the assembly for it had to do with the language problem in communications.

However, when he put the question, Nowell Hall, naval correspondent for *The Daily Telegraph*, London, had a reverse twist. He related that he was embarked for a period of the exercise in the new French aircraft carrier *Clemenceau* and on one occasion overheard the French in voice communication with the British cruiser *Bermuda*, flagship of the exercise.

Mr. Hall related that the French operator could not understand the English operator. Nor could he! The correspondent delicately alluded to the "strong local accent", much to the mirth of the French, and asked if there could not be a set of broad orders for NATO readily understood by all participants.

The reply, in part: "We've had trouble with this before . . . personnel not speaking English correctly and (we make) very determined efforts to keep the use of English to what it really is" (with the English, Scots and Welsh operators).

However, Admiral Sir Wilfrid Woods, who was Deputy Supreme Allied Commander Atlantic before becoming Commander-in-Chief Eastern Atlantic, added:

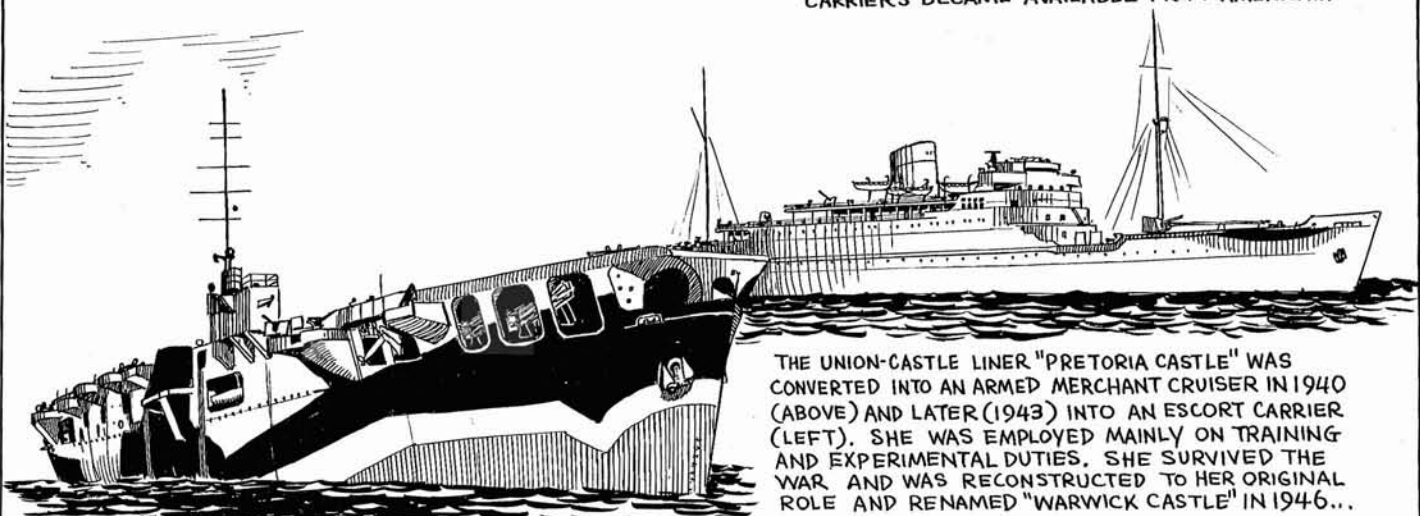
"I don't think you can run the modern kind of anti-submarine war on broad general directives." He added that a plain language code did exist but that it could not be made so specific as to cover the various situations of air and sea combinations in the prosecutions of a submarine contact.

Practising such communications, he pointed out, "was one of the main objects of the exercise".

Naval Lore Corner

Number 107 MAKESHIFT CARRIERS

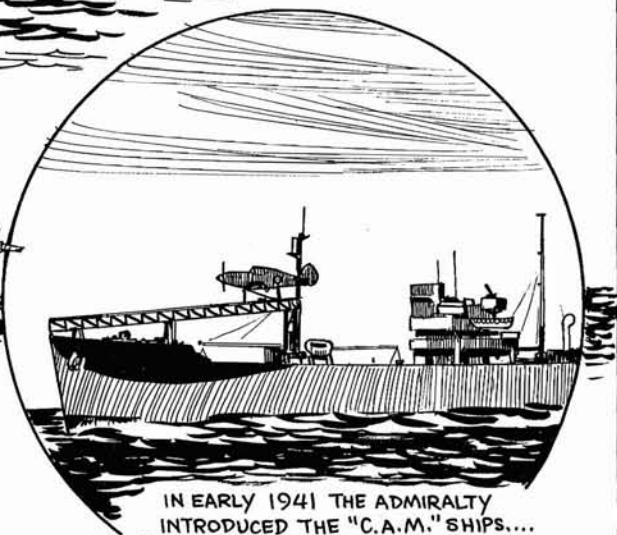
DURING THE EARLY PART OF WORLD WAR II THE LACK OF ESCORTS AND AIR COVER IN THE NORTH ATLANTIC BECAME CRITICAL. THE ROYAL NAVY, DESPERATELY SHORT OF AIRCRAFT CARRIERS, QUICKLY FITTED A NUMBER OF MERCHANT SHIPS WITH FLIGHT DECKS TO "CLOSE THE GAP" UNTIL THE FAMOUS "WOOLWORTH" CARRIERS BECAME AVAILABLE FROM AMERICA...



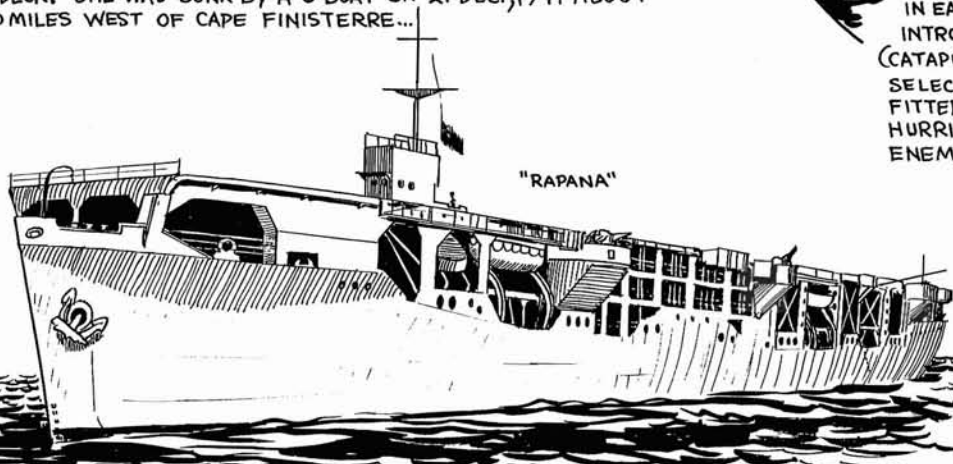
THE UNION-CASTLE LINER "PRETORIA CASTLE" WAS CONVERTED INTO AN ARMED MERCHANT CRUISER IN 1940 (ABOVE) AND LATER (1943) INTO AN ESCORT CARRIER (LEFT). SHE WAS EMPLOYED MAINLY ON TRAINING AND EXPERIMENTAL DUTIES. SHE SURVIVED THE WAR AND WAS RECONSTRUCTED TO HER ORIGINAL ROLE AND RENAMED "WARWICK CASTLE" IN 1946...



THE FIRST OF HER KIND ... H.M.S. AUDACITY (5,537 TONS), FORMERLY THE GERMAN SHIP "MV. HANNOVER," SHE WAS CAPTURED BY H.M.S. DUNEDIN AND H.M.C.S. ASSINIBOINE OFF SAN DOMINGO IN FEB., 1940. FITTED WITH A 420-FOOT FLIGHT DECK, SHE CARRIED SIX "MARTLET" FIGHTERS. AS THERE WAS NO HANGAR, HER AIRCRAFT WERE STOWED ON DECK. SHE WAS SUNK BY A U-BOAT ON 21 DEC., 1941 ABOUT 500 MILES WEST OF CAPE FINISTERRE...



IN EARLY 1941 THE ADMIRALTY INTRODUCED THE "C.A.M." SHIPS.... (CATAPULT ARMED MERCHANTMEN). SELECTED MERCHANT SHIPS WERE FITTED WITH A CATAPULT AND AN HURRICANE FIGHTER TO DEAL WITH ENEMY BOMBERS. ON COMPLETION OF THEIR MISSIONS, THE AIRCRAFT EITHER LANDED ASHORE OR "DITCHED" AT SEA.



LATER IN THE WAR THE "M.A.C." SHIPS (MERCHANT AIRCRAFT CARRIERS) WERE INTRODUCED, (LEFT), THEY WERE GRAIN SHIPS FITTED WITH FLIGHT DECKS AND AIRCRAFT, AND WORE THE RED ENSIGN. THEY PROVIDED AIR PROTECTION FOR THEIR CONVOYS...

Roger Duhamel

QUEEN'S PRINTER—IMPRIMEUR DE LA REINE

If undelivered return to:

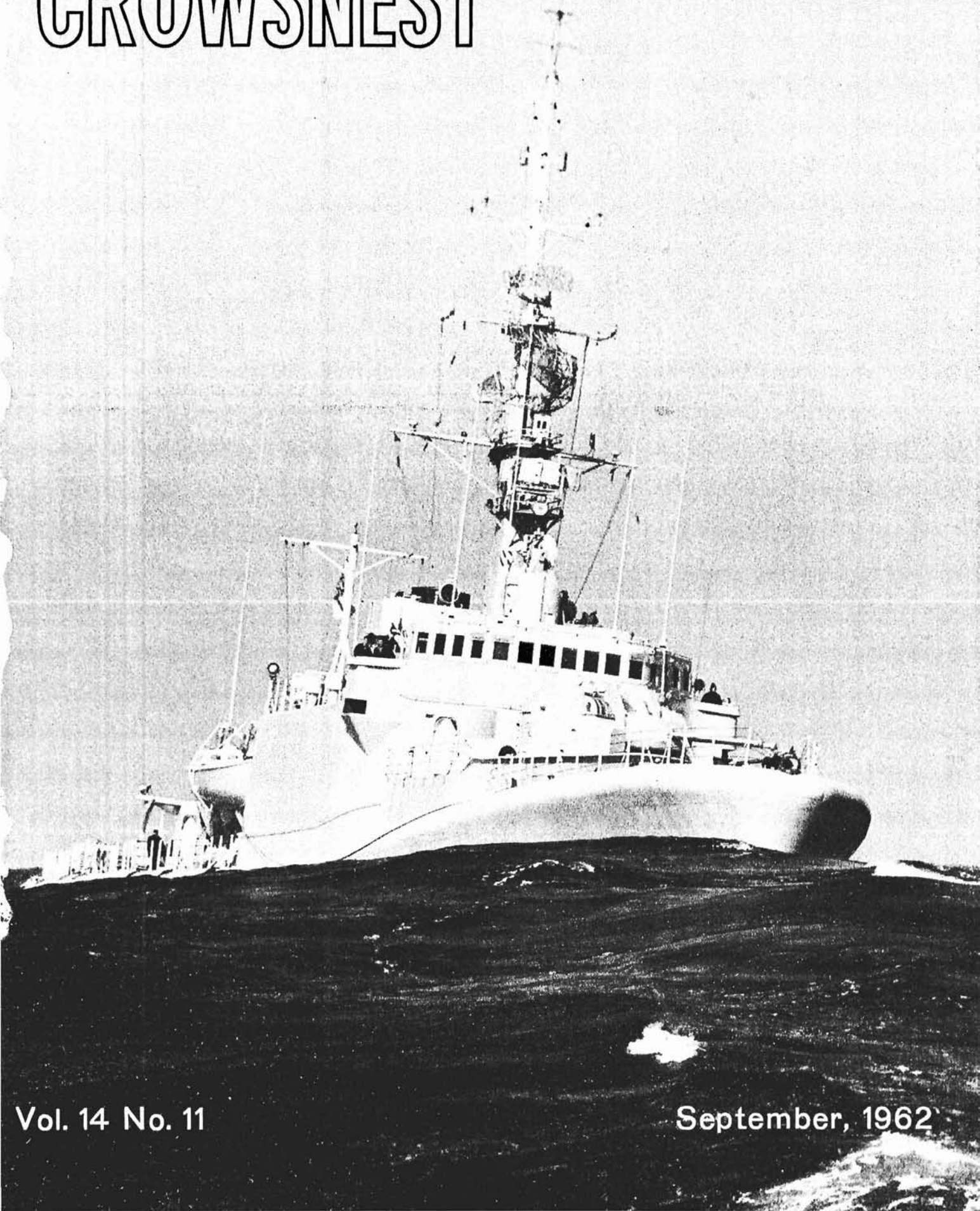
The Queen's Printer, Ottawa, Canada

En cas de non-livraison, retourner à:

L'Imprimeur de la Reine, Ottawa, Canada

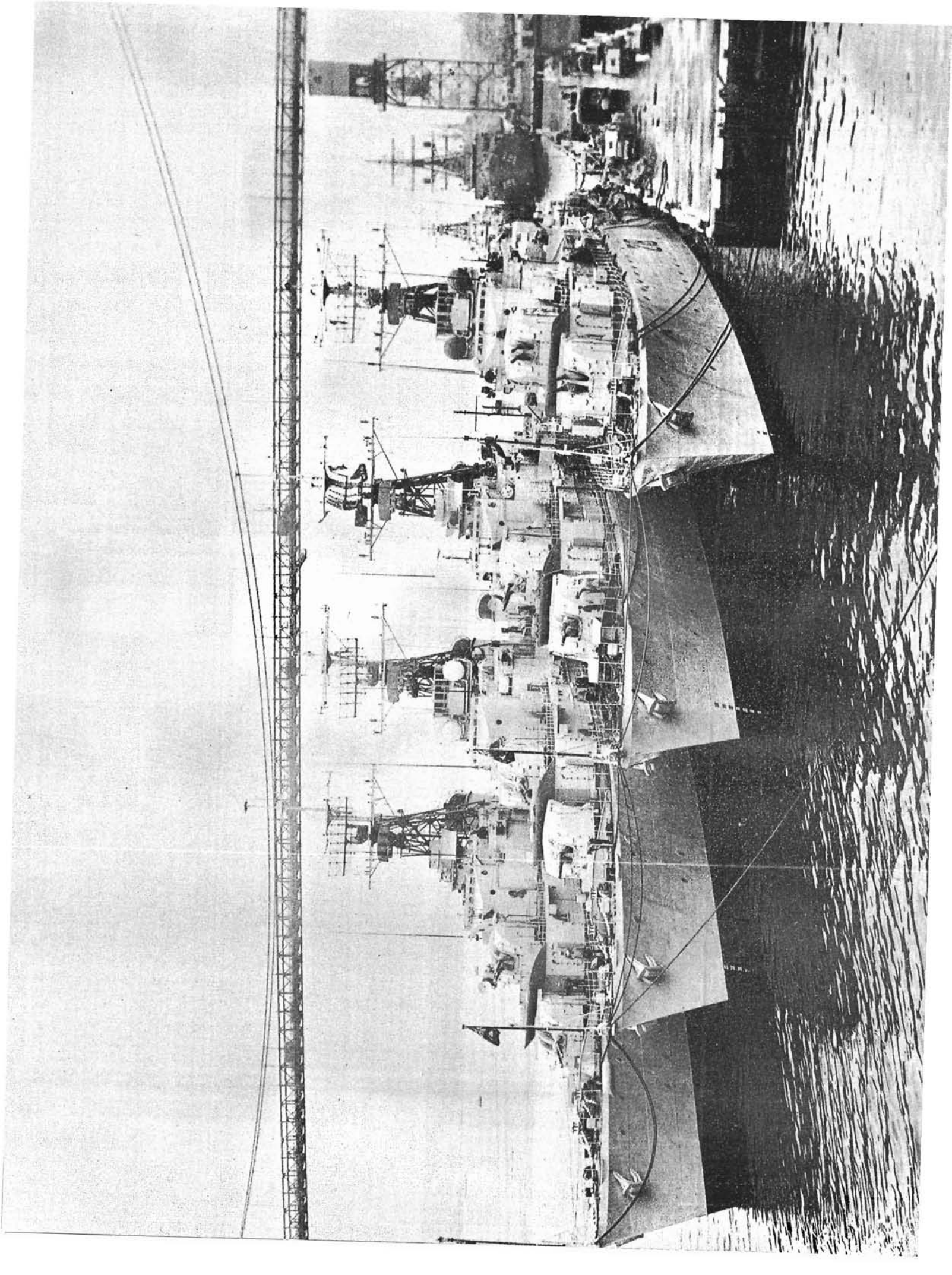


The CROWSNEST



Vol. 14 No. 11

September, 1962



The CROWSNEST

Vol. 14 No. 11

THE ROYAL CANADIAN NAVY'S MAGAZINE

SEPTEMBER 1962

CONTENTS

	Page
<i>RCN News Review</i>	2
<i>Qualifying for a Commission</i>	5
<i>Sour Grapes</i>	6
<i>Officers and Men</i>	7
<i>Single Sideband</i>	10
<i>Science and the Navy</i>	12
<i>Home from the Sea</i>	14
<i>Afloat and Ashore</i>	15
<i>Here and There in the RCN</i>	19
<i>Books for the Sailor</i>	21
<i>Letters to the Editor</i>	22
<i>The Navy Plays</i>	23
<i>Retirements</i>	25
<i>Lower Deck Promotions</i>	27
<i>Naval Lore Corner No. 108</i>	<i>Inside Back Cover</i>

LADIES OF THE MONTH

When the four Canadian-built Tribal class destroyer escorts were berthed together in Halifax during the summer, it occurred to observers that this was an unusual, and probably unique situation.

Since their completion in Halifax after the Second World War, the four Tribals have mostly gone their separate ways and only last spring were re-united in the First Canadian Escort Squadron.

From the jetty, outward, the ships are the *Cayuga*, *Nootka*, *Athabaskan* and *Micmac*. All but the *Micmac* are veterans of the Korean war. (HS-69141)

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 orders 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—The Bay of Biscay is notorious for its bad weather and heavy seas. It lived up to its reputation during Exercise Dawn Breeze last spring, as is testified to by this picture of HMCS *Restigouche* coming over the hill. (HS-67600-215)



RCN NEWS REVIEW

A warm-hearted welcome awaited the *Bonaventure* and ships of the Fifth Canadian Escort Squadron during their July visit to Quebec City. The *Restigouche* and *Gatineau* remained with the aircraft carrier at Quebec while the *Kootenay* and *St. Croix* proceeded up the river to Montreal. The picture was taken from the ramparts of the Citadel. (ML-11191)

Great Lakes Season Ends

The 1962 Great Lakes summer training program for Canadian naval reserves drew to a close at the end of August with the return of the five training vessels to Hamilton.

A total of 550 naval reserves from Canada took sea-training with the ships during this program. Over 400 of them were new entry seamen who received their first taste of sea-life on the Great Lakes. The others included more senior personnel taking specialized training on board.

The first ships to return to Hamilton were the frigates *Inch Arran* and *Victoriaville*, along with the training vessel *Scatari*. The frigates, on loan from the Atlantic Command, sailed again for their Halifax base August 25, having served on the lakes since their arrival early in June. The *Scatari*, permanently attached to the Hamilton base, will winter there.

The last ships to arrive were the auxiliary minesweepers *Porte St. Jean* and *Porte St. Louis*, which have been operating on the Great Lakes since their arrival late in June from Point Edward Naval Base, near Sydney. Returning August 30, the two vessels are remaining in Hamilton over the winter with an RCN maintenance crew.

During the summer, the training ships visited Canadian and U.S. ports on the Great Lakes, travelling as far west as Port Arthur and Fort William at the head of Lake Superior. A highlight of the ships' activities occurred June 13 when the *Inch Arran* had the honour of being host to Her Majesty Queen Elizabeth, the Queen Mother, for a brief cruise on the St. Lawrence River.

Ships Popular With Bostonians

Four destroyer escorts of the Fifth Canadian Escort Squadron made quite a hit during their July 27-30 visit to Boston.

Rear-Admiral C. F. Espe, USN, Commandant of the First Naval District, sent the following message on their departure from Boston to Captain C. P. Nixon, the squadron commander:

"The visit of the famed Barber Pole Brigade was marred only by the fact that it was far too short. The smartness of your ships and crews will be long remembered. Best wishes for fair winds and smooth seas. We're always glad to have the distinctive touch of Cadillacs in our driveway."

The Fifth Squadron ships involved were the *Kootenay*, *Gatineau*, *St. Croix*, and *Restigouche*, all of whom returned to Halifax August 4 after exercising at sea.

During June, Hamilton also was the centre of operations for six units of the First Canadian Minesweeping Squadron from Halifax. The squadron carried out a series of cruises to acquaint high school officials and senior high school students with the navy way of life.

Divers Recover Two Bodies

Divers from the RCN Diving Establishment, Dartmouth, assisted in the recovery of two drowning victims in Nova Scotia over the first week-end of August.

One incident involved a drowning in Pictou harbour in which three divers assisted the RCMP on August 4. The other involved two divers who found a drowned teenager in Albro Lake near Dartmouth. Each victim had been fishing from a small boat.

Stadacona Breaks Blood Clinic Record

A four-day clinic for personnel of HMCS *Stadacona* netted a record total of 815 donations for the Nova Scotia Free Transfusion Service. This exceeded by more than 100 the previous record, in 1960.

The following is the content of a letter received in *Stadacona* from the Canadian Red Cross Society:

"May we of the Free Blood Transfusion Service of the Canadian Red Cross, thank you most sincerely for the splendid response by the personnel of HMCS *Stadacona* at the Blood Donor Clinic concluded 15 August, 1962.

"You are undoubtedly aware by the attendant publicity, that a new record has been set for your establishment and this grand donation coming at this time of the year when the Blood Bank is normally low, certainly assures an adequate supply for the present.

"Will you be kind enough to express our sincere appreciation to all who participated?"

132 New Cadets At Royal Roads

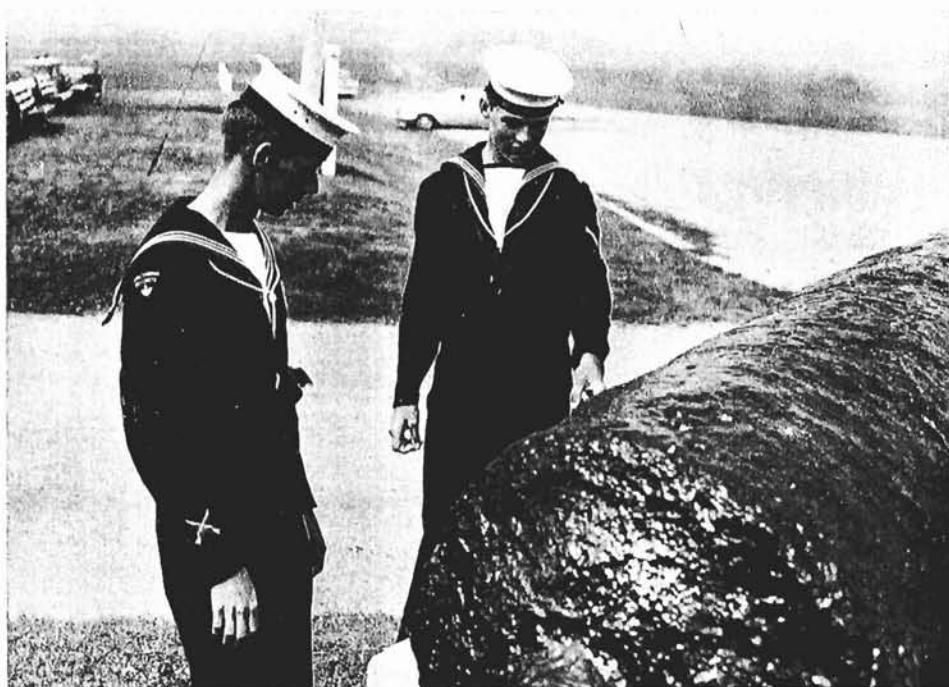
Military careers in the service of their choice started September 5 for 132 young men who arrived at the Canadian Services College, *Royal Roads*. They form the new "junior cadet wing" at the military college—where, for the next two years, they will undergo an extensive program of academic studies and military training.

It was the largest group ever to enter *Royal Roads* as a junior term, reported staff adjutant Lt.-Cdr. Charles Islesy.

The new officer cadets number, by service, RCAF 50, Army 50 and RCN 32.

UNTD Cadets Back From North

Nearly 100 University and college students returned to homes across Canada in early September after a



More than 2,000 Sea Cadets from Winnipeg eastwards took annual naval training at HMCS *Acadia*, Sea Cadet training camp at Sydney, Nova Scotia. Able Cadet Michael Elsie, left of Port Colborne, Ontario, inspects an aged cannon with Able Cadet Ian Knight, of St. John's, Newfoundland, during a trip to the famous old French fort at Louisburg. (HS-69356)

month-long training cruise as officer cadets of the University Naval Training Division.

The students were embarked in five frigates, HMC Ships *Cap de la Madeleine*, *La Hullose*, *Swansea*, *Buckingham* and *Lauzon* which returned to their home port of Halifax after a 6,000-mile voyage to Churchill, Manitoba, Hudson Bay and back.

En route home the warships called at Summerside and Charlottetown, P.E.I., for a two-day visit.

The voyage was the third and final training cruise of the summer for UNTD cadets. A new training season gets underway this fall at reserve naval divisions in major centres across Canada.

During the training cruises the cadets lived in the messdecks, learned basic seamanship, the duties and responsibilities of officers, stood regular watches, and participated in usual maintenance, obtaining a thorough

RCN Salutes Jamaican Independence

BONFIRES blazed on mountain peaks and dotted the valleys all across the lush green island of Jamaica on Sunday, August 5. At the stroke of midnight, and at the conclusion of an hour of meditative prayer, drums rolled and God Save the Queen was sung as the floodlit flag poles were darkened and the Union Jack of the colony was slowly lowered. The green, gold and black flag of Jamaica was raised in silence, and as the floodlights came back on, Jamaicans throughout the land voiced the words of their new national anthem. Jamaica was now independent.

Canadian sailors from HMC Ships *Iroquois* and *Huron* and the 30-man band from HMCS *Stadacona*, in Jamaica specially for the independence

celebrations, had seen the preparations for this moment since their arrival in Kingston on August 2. Now the festivities were underway and the spirit of independence spread over the sugar plantations, bauxite mines, the cities and the small farms of the tiny island.

The Canadian ships, dressed overall by day, put on gay outline lighting at night and the seamen put on their best uniforms and joined in the festivities. They took part in parades, street dancing and social events of all descriptions. The RCN band put on concerts in Ocho Rios, Linstead, Spanish Town, Port Maria and in the Parishes of Clarendon and St. Thomas at Morant Bay.

In the *Iroquois*, at a luncheon given by Captain G. C. Edwards, Hon. Michael Starr, Minister of Labour, presented to Jamaica's Prime Minister, the Hon. Sir Alexander Bustamante, a goodwill message from Canada's Prime Minister, Rt. Hon. John Diefenbaker. Canada's independence gift to Jamaica of scholarships in Canada for Jamaican students, technicians or professional persons was also presented at this time.

Jamaica may experience the difficulties that other nations have experienced in growing to full nationhood, but from what the Canadian sailors saw during the Jamaican Independence celebrations Jamaica will be a proud addition to the nations of the world.

grounding in the overall operation of a warship.

While in northern waters on the final cruise, the cadets marvelled at the awesome sight of towering, majestic icebergs pointed out white whales in Hudson's Bay and met a corps of Eskimo Navy League Cadets at the little settlement of Port Harrison, Quebec.

Cdr. K. E. Grant, squadron commander and commanding officer of the *Cap de la Madeleine*, said he was well satisfied with the cruise.

"It was very interesting and will probably become an annual voyage. It was much easier navigating than was expected, much better than cruising the Grand Banks or poking through the St. Lawrence Seaway", he said. "Icebergs always obey the rule of the road. They're predictable."

Imperial Defence College Tour

Sixteen members of the Imperial Defence College visited Halifax over the second week-end of August in the course of an annual North American tour.

Arriving at the RCN Air Station, *Shearwater*, on August 10 they inspected naval establishments in Halifax, harbour facilities and made recreational visits in the vicinity before leaving by air to continue their tour.

RCN Divers Pay Visit to Italy

Five RCN divers have returned to Canada from a brief but activity-packed visit to Italy.

Back from their ten-day information-exchange sessions with the Italian navy are Lt.-Cdr. Ben Ackerman, officer in charge of the Operational Diving Unit at Esquimalt; Lt.-Cdr. Ross Dickinson, in charge of the RCN diving unit at Halifax; Lt. W. W. Palmer, diving staff officer at Naval Headquarters; CPO N. Nicholson, from Halifax; and Ldg. Sea. R. Lodge, Esquimalt.

Travelling in service aircraft, the Canadian naval divers went to La Spezia, on the north-east coast of Italy. In addition to exchanging information related to many diving matters, the Canadian personnel took an active part in a number of actual diving exercises with the Italian sailors.

The RCN divers made the trip following an invitation from the Italian Navy.

Lt.-Cdr. Ackerman was impressed with the Italian navy, and its emphasis

on naval diving. The Italian Navy, he added, has a greater proportion of divers among its personnel than any other navy in the world.

"They realized the value of a diver as a weapon as early as the First World War," Lt.-Cdr. Ackerman said, "and this is borne out significantly in facts and figures of the Second World War in which the Italians sank more enemy tonnage by divers than any other navy in the conflict."

The RCN diving officer had a number of reflections on his visit to Italy, and particularly on the country's naval service.

"They operate on an entirely different timing compared with us," he recalled. "The navy there starts its day around 7:30 in the morning—breakfast is a rare thing—none of the Italian sailors seem to be interested in a morning meal. They have lunch at 2 in the afternoon—and that's it. Then it's siesta time, and the day's work comes to an end." However, they work a six-day week.

It was possible, he added, that in the near future, a team of Italian naval divers may visit Canada to get a firsthand look at Royal Canadian Navy diving operations.

CMR Cadets Visit England, Germany

The frigate *Outremont* sailed from Halifax on July 5 on a six-week cadet training cruise overseas.

The ship's calls were at Mortier Bay, Newfoundland, July 7-8; Plymouth, England, 16-19; Wilhelmshaven, West Germany, 21-24; Portsmouth, England, 26-31; St. John's, Newfoundland,

Firemen Target Of Cadet Capers

College capers were at a minimum at *Cornwallis* where up to 450 cadets of University Naval Training Divisions across Canada were on summer courses.

The cadets made their mark nevertheless.

A large sign at the corner of Broadway and the exit to the West Gate of *Cornwallis* proclaims:

"Your combined efforts in fire prevention have resulted in this base being free from fire for days."

The naval firemen one morning discovered charred ruins where the large sign had stood—a most embarrassing end to the fire-free period!

The cadets just as mysteriously replaced the sign, which they had actually hidden, once the firemen's faces had faded to a dull, rosy glare.

August 7-8; Montreal, 11-15; returning to Halifax August 18.

Embarked for annual summer training afloat were cadets of College Militaire Royal de St-Jean, Canadian Services College in St.-Jean, Quebec. The frigate is commanded by Lt.-Cdr. J. A. Fulton.

Bonaventure Pays Visit to Quebec

The *Bonaventure* and five ships of the Fifth Escort Squadron left Halifax July 3 for exercises in the Cabot Strait and Gulf of St. Lawrence.

The carrier, accompanied by the destroyer escorts *Restigouche* and *Gatineau*, visited Quebec City July 6-13. The other destroyer escorts, *St. Croix*, *Kootenay* and *Terra Nova*, called at Montreal, July 7-13.

HMS *Alderney*, of the Royal Navy's Sixth Submarine Division, exercised in the Gulf of St. Lawrence with the force following her July 7-13 visit to Quebec City. Another Sixth Division submarine, HMS *Astute*, was involved for part of that period.

The ships returned to Halifax on July 20.

Calgary Gets New Recruiting Centre

A new Tri-Service Recruiting Centre has been officially opened in Calgary. The new premises in the Calgary Public Building provide for the independent operation of RCN, Army and RCAF recruiting while giving all three units larger and more usable space.

Col. F. Le P. T. Clifford, commander of the Calgary Garrison, cut the ribbon at the opening ceremonies. He was assisted by Cdr. A. R. Smith, commanding officer of HMCS *Tecumseh*, and Squadron Leader R. L. Phillips, senior accounts officer at RCAF Station Lincoln Park.

Trophy Given for ASW Proficiency

A trophy to be presented annually to the ship in the Atlantic Command judged to be the most effective in anti-submarine proficiency has been donated by members of the Third Weapons Officers' Course (Qualifying).

In thanking course members for the gift, Rear-Admiral K. L. Dyer, Flag Officer Atlantic Coast, commended them for their initiative in presenting an award to encourage competitive efficiency in the fleet. Rules for the annual competition will be promulgated.



Here are the three graduates who topped the Limited Duty Officers' Qualifying Course No. 4 at Naden last spring. CPO Russell Riguse (left) had a class average of 83.2 per cent and was closely followed by PO Lilly Arnold, with 82.5 per cent, and CPO J. K. Fyfe, who earned 81.8 per cent.

Qualifying for a Commission

THIS FALL a new group of potential officers from the lower deck begins training at the RCN Preparatory School in HMCS *Naden*, as members of Limited Duty Officers' Qualifying Course No. 5.

This strenuous bout of academic training was formerly known as the Branch Officer Candidates' Educational Course, but the name was brought in line during the year with the present personnel organization of the Navy.

How the members of last year's course spent their term should be of interest to those who will more or less withdraw from the human race during the coming months, with an eye on a commission in the spring. It may also interest those who may be recommended to it in the future to learn that the course can be survived.

The senior chiefs and petty officers who made up the 1961-62 class were drawn from seven branches, but the engineers had a definite numerical advantage, with ten Engine Room Artificers and four Air Artificers. Another unusual aspect of the class was the presence of two wren petty officers. This was the first time wrens had participated in this training and the degree of their success assures the presence of wrens in future courses. The Atlantic Command was well represented, with only four "bi-coasters", in the class.

The six academic subjects covered by the course were supplemented by many activities designed to better equip the future officers for their new status in the fleet. This included leadership training, public speaking, debating, lecturing, work studies and participating in ad hoc committees.

The curriculum included an energetic sports program which was specifically designed to instruct, as well as to aid in relaxing the tensions built up by long hours of study.

The social aspect was not forgotten, either, and the class members and their families had many pleasant memories to take with them when they left Preparatory School. During the course visits were made to many points of interest in the Victoria area, including the Dominion Astrophysical Observatory, local TV, radio and press, the British Columbia Legislature, Royal Roads and the British Columbia Telephone Company.

The academic standing of LDOQC No. 4 compared favourably with the high standard set by the previous classes. The class average was 73 per cent. The top man in the class was Russell Riguse with an average of 83.2 per cent closely followed by one of the wrens, Lily Arnold, with 82.5 per cent. Taking up

third position was J. K. (Jack) Fyfe with an average of 81.8 per cent.

The successful candidates were promoted to the rank of Commissioned Officer on Wednesday, May 30, 1962, in *Naden*. Upon completion of this ceremony, they were entertained by the officers of the Pacific Command in the *Naden* wardroom.

Crowning the day's activities was the graduation party in the Ingraham Hotel. This was a dinner-dance and commenced with a reception at 1930. It was a gala affair and the many cares of the previous seven months of study were soon forgotten as everyone present enjoyed the fine food, excellent music and sparkling entertainment. It was also the long awaited opportunity for the men to make amends to their wives, who so equally and admirably shared in the tensions and apprehensions of the previous months.

On May 31, the newly commissioned officers left for a well earned 30 days' leave, many of them going south to the Seattle World Fair before starting the long trip to the east coast.

The class was reunited on June 29, when they reported to HMCS *Cornwallis* to commence the Divisional Officer's Administration and Leadership Course, part of which was given in HMCS *Hochelaga*.

SOUR GRAPES

THE CAPTAIN sat at his desk, idly riffling through the stack of letters, reports and forms arranged before him. A small cloud of smoke curled up from his pipe as he surveyed the paper mountain. Some of it was correspondence of vital and absorbing interest—plans, policies, operations, and so on—but the great bulk of it consisted of routine forms and most of it dealt with one subject—MAINTENANCE.

It was a tremendous problem, he thought, reaching for the grapes on the dish beside him. He had long since run out of space in which to stock replacement parts and units, and when the A & A came through to install that new Automatic Russian Language Broadcast Detector and Simultaneous Translator—back in 1972, that was—they had even removed the galley, bakery and victualling stores to make room. Not that the reconstituted meal capsules those slot machines doled out in the mess-decks were so bad, in fact some of them were downright tasty, but they did get boring. He pulled some more grapes off their stem and popped one into his mouth. It was a good thing, he mused, that no ships were expected to stay at sea for more than four days at a stretch.

The CO shuddered a bit, thinking of those tough days back in the '60s and forced his thoughts back to the business at hand. Maintenance was a problem. Even though Headquarters had finally recognized that some of the men showed greater aptitude for maintenance than for operating, and had paved the way for the establishment of "maintainer" sub-specialists a couple of years ago, the PMS, FMs, WMs—Plotter Maintainers, Fire-control Maintainers and Weapon Maintainers, and so on—were badly overworked, and, worst of all, the sharing of the workshops by men of four different divisions was getting to be a bit of a bind. Too many supervisors were necessary, for one thing, and the petty rivalries had a serious effect on the men's efficiency.

"Why can't they learn to work as a team?" he pondered. Everybody wants to be thought of as a real wheel—the most important man in the ship. Nobody wants to be the steadying influence in the background.

Stop dreaming, old man, he chided himself, and get on with the paperwork. Maybe some day you'll think of a good answer for it.

II

"SUB!"

The roar came from the Captain, and echoed down the passageway.

"Sub! Get up here, young'un!"

A blond, crew-cut youngster with hardly a trace of fuzz on his cheeks came bursting from his cabin, a novel with a lurid cover in one hand, and wearing a plaid jacket. Good Lord!



thought the Captain, an old-fashioned smoking jacket! I never thought one of mankind's favourite garments would degenerate into a fad.

"Sir? Did you call? I was on my off-duty shift, Sir."

"Oh, sorry, Sub. I can't get used to this new duty system. Look here, can you come in just for a minute? I can't figure out this message, and it's got something to do with you."

The young sub-lieutenant, who was looking after the Communications Division while the Comm. O. was on leave, entered the Captain's cabin and bent to look at the message form.

"CANAVHED NOUNCE REORG SHIPS WITH FORMN MTNCDIV X ALL MTNCPERS WILBE REORG INTO NEW DIV TO PERF MTNC ALL EQUIP X OPPERS WILL CONT ONLY OPDUTS X RECRT OFFS FROM UNIV AS SPEC MTNCOFFS TO BEG IMMED X NEW OFFS WILBE XMT LINEDUTS AND WILBE DSTG BY GRN CLTH BETW LACE X SUG-GAWD AND CANMEDAWD SUBLT WM NEWBLOOD HMCS RICHELIEU X".

"Why, Sir, this is wonderful news! I didn't dream they'd accept it!"

"Accept what, you young fool? It's a lot of gobbledygook to me! Why on earth did they ever adopt this FASTOK? It takes longer to figure it out than it would to put it into English in the first place." The Captain was obviously irritated that the young officer beside him should not only understand such gibberish, but be so elated by its meaning before he himself had any notion what it was all about.

"It's about my submission to the Suggestion Award Committee, Sir. They've accepted it and awarded me a cash award and the Canada Medal!"

The excitement in the sub-lieutenant's voice was undisguised.

"What kind of a suggestion did you make that could cause this much of a flurry, for goodness' sake?"

"Well, Sir, it's this problem of maintenance. The ships are carrying so many maintainers in each division that the shops are full of people falling all over each other, so I put in a suggestion to amalgamate them all into one division, and this message is announcing the formation of the Maintenance Division. I think it's terrific!"

The Captain began to feel a little dizzy.

"And see, Sir, it says they are going to do all the equipment maintenance. And recruiting of specialist officers is to begin immediately. Of course, they will be too busy to do general line duties, and to distinguish them, they are apparently going to wear a strip of green cloth between their gold lace stripes. What a clever idea! And, Sir—? Sir? Are you all right, Sir?"

"Ye-yes, I'm OK, sub. You can go now. Help yourself to some grapes as you leave. I find them a bit sour to my taste, I'm afraid."—R.L.

OFFICERS AND MEN

Sailors Swim Reversing Falls

Three crew members of HMCS *Lauzon*, in what is believed to be a first performance of its kind, swam through the Reversing Falls at Saint John last June under water, in a friendly competition.

The naval frogmen, Cd. Off. J. C. Wilson, Ldg. Sea. J. J. Bechard and AB R. C. Downey, swam through the waters, at a depth of 15 feet, with AB F. M. Harkness standing by in a surface boat.

The swimming stunt arose when a cadet whaler, scheduled to compete against cadet whalers from the *Buckingham* and *Cap de la Madeleine*, was unavailable and it was decided the three men would swim in the com-



REAR-ADMIRAL A. H. G. STORRS

petition while the whalers were pulled by oars.

The swimmers reported that they couldn't see bottom due to turbulent water.

The winning crew from the *Cap de la Madeleine* had as coxswain Lt. Leonard Forrest. Sub-Lt. W. O. Shead was coxswain for the *Buckingham* crew.

Rear-Admiral Storrs Retires from RCN

Following nearly four years' service as commandant of the National Defence College in Kingston, Rear-Admiral Antony Hubert Gleadow Storrs proceeded on leave on August 8 and will retire from the RCN on February 17 next. He has been succeeded at the National Defence College by Major-General Cameron B. Ware, DSO, CD, who was promoted to the rank on assuming the appointment.

Rear-Admiral Storrs joined the Canadian naval service early in the Second World War. He served throughout the war as an officer of the Royal Canadian Naval Reserve, composed of officers and men who were professional seamen in civilian life, and transferred to the RCN in early 1946. He was to

become the first former reservist to attain the rank of rear-admiral in the RCN.

Experience in inshore navigation during his time with the Chinese customs service was to stand him in good stead during the war when he commanded the 31st Canadian Minesweeping Flotilla off the French coast before and after D-Day. Attention was drawn to his experience and ability in this regard in the citation to the award of the United States Legion of Merit, in degree of Officer, on November 16, 1944:

"Operating in a cross tide during extremely adverse weather conditions, Acting Commander Storrs manoeuvred his ships with the utmost skill and courage under cover of darkness through enemy-mined waters, sweeping and marking the channels necessary to ensure the safe approach of the main assault force to its predetermined position off the coast."

Rear-Admiral Storrs was born in Overton, England. He was educated at St. Nicholas School, Southampton, Weymouth College and the Thames Nautical Training College, England and received his early naval training in the Royal Naval Reserve.

Before entering the Royal Canadian Naval Reserve in November 1940, he was employed as a revenue ship commander with the Chinese Maritime Customs.

Early in 1941 he was appointed in command of HMCS *Armentieres*, West Coast minesweeper, and in October of

Weddings

Sub-Lieutenant Donald G. Bauder, *Shearwater*, to Anita Marie Boutillier, of Halifax.

Sub-Lieutenant John H. Birks, *Shearwater*, to Donna Watts, of Toronto.

Sub-Lieutenant Stanley William Brygadyr, *Shearwater*, to Mary Virginia Rogers, of Halifax.

Sub-Lieutenant John Dennis Cole, *Restigouche*, to Cecilia Patricia Ryan, of Halifax and North Sydney, N.S.

Lieutenant Roger R. Davidson, *Cataraqui*, to Cherie Elizabeth Mackenzie, of Victoria.

Leading Seaman D. J. Finnessy, *Crescent*, to Ann Shaban, of Moncton, N.B.

Sub-Lieutenant Dale E. Gibb, *Huron*, to Joan Beverly Crouse, of Halifax.

Petty Officer Peter Hannaford, *Bytown*, to Gisele Marie Belanger, of Hull, Que.

Able Seaman H. H. Hobeck, *Stadacona*, to Jean Esther Messervy, of Halifax.

Sub-Lieutenant Lionel J. Hudon, *Cornwallis*, to Mary Helen Hamilton, of Kingston.

Sub-Lieutenant T. C. R. Milne, *James Bay*, to June Waller, Swannick, Derby, England.

Able Seaman George E. Moffat, *Stadacona*, to Kathryn Lois Dodge, of Sarnia, Ont.

Lieutenant Hugh R. Peden, *Porte St. Jean*, to Mary Eleanor Walsh, of St. John's, Nfld.

Leading Seaman Clark G. Savage, *Terra Nova*, to Margaret Marie Hutson, of Ingersoll, Ont.

Ensign R. Strijkers, Royal Belgian Navy, *James Bay*, to Joan Fletcher, of Victoria.

Able Seaman E. P. Stroeder, *James Bay*, to Louise Holstine, Taber, Alberta.

Sub-Lieutenant Thayne Margaret Walkey, *Stadacona*, to Lieutenant Charles R. South, of the RCAMC.

Able Seaman John E. G. York, *Cape Breton*, to Kathleen Ruth Greenslade, of West Summerland, B.C.

Births

To leading Seaman E. J. Archer, *James Bay*, and Mrs. Archer, a son.

To Leading Seaman C. D. Algate, *James Bay*, and Mrs. Algate, a daughter.

To Leading Seaman Larry S. Collins, *Churchill*, and Mrs. Collins, a daughter.

To Lieutenant-Commander J. L. Creech, Naval Headquarters, and Mrs. Creech, a daughter.

To Leading Seaman E. J. Cyr, *Bytown*, and Mrs. Cyr, a daughter.

To Sub-Lieutenant B. V. Hagen, *James Bay*, and Mrs. Hagen, a daughter.

To Able Seaman D. A. Kay, *Churchill*, and Mrs. Kay, a son.

To Leading Seaman E. T. O'Donnell, *Margaree*, and Mrs. O'Donnell, a son.

To Petty Officer Norman Paine, *Churchill*, and Mrs. Paine, a daughter.

that year became commanding officer of HMCS *Dawson*, corvette. Later he commanded the corvette *Drumheller* and the Bangor minesweeper *Caraquet*. Early in 1944 he became Senior Officer of the 31st Minesweeping Flotilla which played an important part in clearing the channels to the Normandy beachhead.

For outstanding service while Senior Officer of the 31st Minesweeping Flotilla, Rear-Admiral (then Commander) Storrs was awarded the Distinguished Service Cross, a Bar to the DSC, the United States Legion of Merit, the French Croix de la Legion d'Honneur and the Croix de Guerre avec Palme.

Rear-Admiral Storrs transferred to the regular force in March 1946 and a month later became Deputy Director (later Director) of Naval Plans at Headquarters. He was appointed Director of Naval Operations two years later and held this post until appointed in command of the destroyer *Nootka* in August 1948. He left the *Nootka* in September 1949 to become Naval Member of the Directing Staff, National Defence College, Kingston, and in August 1951 he again became Director of Naval Plans and Operations at Headquarters.

He was appointed in command of *Shearwater*, RCN air station, in February 1953 and two years later he took command of the aircraft carrier *Magnificent*.

In August 1956 he was appointed to Naval Headquarters as Assistant Chief of the Naval Staff (Warfare) and on the reorganization of the Naval Staff on September 1, 1957, he took up the combined appointment of Assistant Chief of the Naval Staff (Air and Warfare).

Rear-Admiral Storrs was promoted to his present rank on taking up the appointment of commandant of the National Defence College, Kingston, where he has served since September 1958.

Benevolent Fund Officer Dies

Captain Charles L. Waterhouse, retired superintendent of pilots in the Port of Halifax, a vice-president of the Halifax branch of the Navy League and an officer of the RCN Benevolent Fund, died at his home at Martin's River, Nova Scotia, August 8. He was buried at Mahone Bay, on August 10 after a service in the United Church there.

He had retired in 1956 to end a 44-year association with the sea, 24 years

of it as an active mariner. He began with the T. B. Roydon shipping firm in Liverpool, England, as an midshipman; served in the RNR in the First World War; then joined the Royal Mail Steam Packet Company, coming to Halifax for the first time in 1919. He married the former Ethel Bent of Halifax in 1926.

In 1931, Captain Waterhouse began sailing as a master with Canada Steamship Lines in Montreal and was with that company until 1936. He came ashore as Supervising Examiner of Masters and Mates, Department of Transport, and in 1940 became Superintendent of Pilots at Halifax.

He was appointed an MBE for services in heading Halifax pilotage in the Second World War when as many as 100 ships a day entered and cleared port.

Concessions Raise \$1,200

Profits of \$1,200 were realized by refreshment concessions operated by the Pacific Command of the Navy during its centennial "Salute to Victoria" held in Beacon Hill Park through August 9, 10 and 11.

The naval "salute" was the Command's major contribution to the City of Victoria's centennial celebrations.

To complete that "salute", the RCN has presented a cheque of \$1,200 to Mayor W. B. Wilson, the money to be used for charitable purposes.

Bandmaster at School of Arts

The bandmaster at *Cornwallis*, Cd. Off. Peter Medcalf, LRAM, joined the staff of the sixth annual Nova Scotia Junior School of the Arts opening August 2, at Camp Kadimah, Lake William. The school is sponsored by the Arts Committee, Nova Scotia Federation of Home and School Associations, and was of four weeks' duration.

Cd. Off. Medcalf, bandmaster at the RCN establishment for 18 months, previously instructed assistant bandmasters at the RCN School of Music on the West Coast. He transferred to the RCN in 1954 from the Royal Marines.

Dietitian Joins Naval Service

Sub-Lieutenant (MT) Elizabeth MacKenzie, of Halifax, was attested by the RCN area recruiting officer July 27. She became chief dietitian at the Canadian Forces Hospital, succeeding Lt.-Cdr. (MT) Margaret M. Brooke, who has retired.

A graduate of St. Francis Xavier University with a BSc in home economics, she did post graduate work in community nutrition in Toronto. In 1948-49, she was provincial nutritionist for the Nova Scotia Red Cross, and also taught for two years at the Vocational High School in Halifax. Before joining the Navy, she was on the dietetic staff of the Victoria General Hospital in the port city.

Her husband was the late Dr. D. H. MacKenzie. She has three children.

Ex-Cadet Club Planned at St. Jean

The incorporation and first annual reunion of a club intended to bring together all former students of the College Militaire Royal de Saint-Jean was arranged to coincide with the college's tenth anniversary celebrations on October 13.

Known officially as "The CMR Ex-Cadet Club", the organization accepts as ordinary members only those who will have been given a College number. A thousand former cadets are eligible. This does not include 500 cadets still studying at the college or at the Royal Military College of Canada, Kingston.

Associate membership is granted to professors and officers who have served at the college, and generally to any person who serves the club in some significant manner.

The brunt of the initial organization work is being borne by former cadets Michel Morin and Captain Don Lefroy, both of the original intake in 1952, and Pierre Fortier who entered in 1954.

Retired Officer Heads Bureau

Lt.-Cdr. John B. Bugden, who retired recently from the RCN (he was First Lieutenant-Commander at *Shearwater*) was appointed director of the Halifax City Tourist and Convention Bureau on July 16.

He was educated at Memorial University in St. John's, Newfoundland, and served overseas in the Second World War. He was selected for the city post from 21 applicants.

Civil Servants Tour Kootenay

Nearly 80 civilian employees from Naval Headquarters visited Montreal on July 12 and were taken on a conducted tour through HMCS *Kootenay*. Simultaneously 300 members of the Naval Officers' Association of Montreal and their families were being shown through the *St. Croix*.

Two other ships of the Fifth Escort Squadron, the *Restigouche* and *Gatineau*, were at the same time paying a goodwill visit to Quebec City along with the *Bonaventure*.

Many of the Ottawa civil servants, although employed by the Navy for the past 10 to 15 years, had never before trod the decks of a warship. The conducting officers, Lieutenant-Commanders K. D. Lewis and G. P. Johnson, of Naval Headquarters, reported that the courteous manner and cheerful attention of the ship's company put everyone quickly at ease.

On completion of the tour, the commanding officer and officers of the *Kootenay* received the visitors on the flag deck and light refreshments were served.

McGill to Observe COTC Anniversary

The McGill University contingent of the Canadian Officers' Training Corps, formed two years before the outbreak of the First World War, will celebrate its 50th anniversary in October.

A reunion mess dinner for past and present members of the contingent will be held on October 12 in Bishop Mountain Hall to mark the occasion.

The McGill COTC was the first of its kind in the British Empire, outside Britain. Two McGill men won the Victoria Cross in the First World War.

During the Second World War, the COTC was called on to train officers rather than supply complete units, as it had done in the previous war. Men from the COTC served in all branches of the Army and many with the Royal Canadian Navy and the Royal Canadian Air Force.

Friend of RCN Dies in Bermuda

A long-time friend of the Royal Canadian Navy in Bermuda, Major W. J. Cookson, of Inwood Cabin, Paget, died on August 30.

Before Major Cookson's last illness, the Cooksons were most hospitable to officers of visiting HMC Ships and their kindness will be long remembered.

Columbia Sailors Head Blood Appeal

Forty sailors from the destroyer escort *Columbia* were eleventh-four saviours of an emergency Red Cross blood donor clinic in Halifax July 5. Their arrival at the clinic in the closing minutes enabled the Red Cross to ful-

fil a Halifax-wide appeal for 200 pints, chiefly of life-giving "A" and "O" positive types.

Retired RN Officer Master of Yacht

An old friend of Nova Scotia, whose master is an old friend of the RCN, visited Halifax in August.

The iron-hulled schooner *Freelance*, which in 1908 had her masts fitted in a Bluenose yard, came back to Nova Scotia waters for a second time with owner J. Noel Macy, New York newspaper publisher, and his wife embarked.

Master of the *Freelance* (86 feet long, with a crew of six) is Captain W. L. M. Brown, RN (Ret), who was Assistant Chief of Naval Staff (Air) in Naval Headquarters while on loan to the RCN in 1953-55.

The Macys had Rear-Admiral K. L. Dyer, Flag Officer Atlantic Coast, and Mrs. Dyer as guests while they cruised to Yarmouth and Lunenburg from Halifax towards the middle of August.

The Scottish-built *Freelance* served overseas in both World Wars, in the latter as a barrage balloon carrier. She is based at Antigua in the British West Indies.

VOLUNTEER FIREMEN



Basic fire fighting principles learned in the Navy helped these four reserve sailors check a fire that had started in a vacant Hamilton house recently. Left to right are AB Phillip Elliott, of HMCS Chippawa, Winnipeg; Ord. Sea. Brett Morrison, of HMCS Carleton, Ottawa; AB Frank Lavery, of HMCS Prevost, London and Ord. Sea. Frank McRae, HMCS Catarauqui, Kingston. A temporary replacement for a damaged cap tally accounts for a discrepancy in the picture. (COND-7856)

"BUT SIR, we were helping to put out a fire," panted the young seaman to the duty officer when reporting one minute late to HMCS *Star* on July 18.

Sub-Lt. G. C. Wright was finally convinced that four reserve sailors, from four different divisions, had indeed been helping to extinguish a blaze in a vacant frame house.

In fact, in the opinion of the Hamilton Fire Department, if AB Frank Lavery and Ord. Sea. Frank McRae had not been on the spot and applied basic fire-fighting principles learned in the Navy, the house might have been totally destroyed.

After arousing a neighbour and getting the use of his garden hose, the two attacked the flames and the sound of breaking glass attracted two other passing sailors to the scene. The neighbour called the fire department.

AB Phillip Elliott and Ord. Sea. Brett Morrison, who had taken a special fire-fighting course at HMCS *Naden* the previous summer, were the two who joined AB Lavery and Ord. Sea. McRae in battling the fire.

AB Lavery is from HMCS *Prevost*, Ord. Sea. McRae from HMCS *Catarauqui*, AB Elliott from HMCS *Chippawa* and Ord. Sea. Morrison from HMCS *Carleton*.

SINGLE SIDEBAND

AN ARTICLE on the revised communication set-up early this year in *The Crowsnest* referred to the AN/URC 32 single sideband transceiver, which has been adopted for use in the RCN.

What is single sideband?

To answer this question we must first consider the equipment now fitted in the Fleet. At present, ships have amplitude modulated high frequency transmitters and receivers. Amplitude modulation (AM) is a common technique and is used in conventional household and automobile radios.

In AM radio, the carrier wave, which is the highway for transporting voice intelligence, is changed or modulated in accordance with the inflections of the user's voice. This modulation produces a complex wave consisting of the original carrier and two identical side bands carrying fluctuations. To picture this, consider the white line down the centre of a highway as the carrier and the pavement on each side of the line as the sidebands. These sidebands are mirror images of each other and carry identical information. Because amplitude modulation produces these two sidebands it is often referred to as double sideband or DSB.

When a voice-modulated carrier arrives at a receiver it is amplified and converted to a low, easy-to-handle frequency and then goes through a process called demodulation. Demodulation strips the two sidebands off the carrier and discards one of the sidebands with no loss of intelligence (since the same information is available in both sidebands). The carrier contains no intelligence and is used only as part of the demodulation process.

If one of the sidebands can be filtered out before transmission, the same intelligence can be carried to the receiver in the remaining sideband. In this case, one-third of the transmitter power is concentrated into one sideband whereas only one-sixth of the total power is available to each sideband in a DSB system. If the carrier power is reduced, more power can go into the transmitted sideband. This process results in a suppressed-carrier SSB system which we commonly call SSB. Actual "talking power" in a suppressed-carrier SSB system is theoretically increased by a factor of four.

Use of SSB technique reduces the bandwidth, or amount of frequency spectrum required for transmission, by one half, thereby doubling the number

of channels available in the high frequency portion of the spectrum. In AM systems the bandwidth is the pavement on both sides of the white line. In SSB systems it is one half of the road. The right lane can be called the upper sideband and the left hand lane the lower sideband. We can use either lane to carry intelligence and, with more sophisticated equipment, transmit different forms of intelligence independently on each sideband.

In long distance high frequency DSB systems one sideband may be affected by multi-path transmission under some ionospheric conditions. This delays that sideband and causes it to interfere with or cancel the other, producing distortion or complete loss of communications. SSB is not so affected and is therefore much more reliable in poor propagation conditions.

In a nutshell, a single sideband system offers twice as many channels for the same radio spectrum as a DSB system; talking power, and hence range, is increased, and intelligibility is improved. The military requirements for greater range and reliability can be met to a much higher degree by single sideband systems.—J.L.C.

The Case for Gunboat Diplomacy

"GUNBOAT DIPLOMACY" may be a nasty expression nowadays, and a practice in which no respectable nation would think of indulging. Yet it is still probably the best way there is of localizing a situation and establishing stability, with maximum economy and minimum damage.

So contends Captain S. W. Roskill, RN (Ret), the eminent British naval historian, in his latest book, *The Strategy of Sea Power* (a review of which appeared in the Summer issue of *The Crowsnest*).

Says Captain Roskill, "It seems . . . that in the first flush of enthusiasm for the nuclear strategy, we forgot that all visible instruments of power have in them an inherent deterrent capacity of a far more flexible nature, and have in the past constantly and successfully been used by the British statesmen to make known their views and purposes.

This was because the power of visible instruments *could be used*, initially with moderation, and then, if necessary, with gradually increasing pressure, culminating perhaps in the application of a carefully controlled degree of force; and the nation whose actions had attracted their presence *knew that such instruments could be used*. Their arrival gave early warning of the purposes of the statesmen who directed them, while the pressure they exerted could be increased or relaxed from day to day and even hour to hour. It is hard to understand how such a concept has come to be discredited as 'gunboat diplomacy', at a time when a large section of the British people is apparently prepared, to accept that, in certain not very clearly defined circumstances, weapons of mass destruction might be used to achieve similar ends."

Captain Roskill admits that "it can reasonably be argued that it has been mainly our ability to retaliate with nuclear weapons that has preserved the precarious peace of the past fifteen years." He decries, however, the apparent failure to foresee the time when East and West would reach a state of nuclear parity and to adjust policy to forestall "the worst of its consequences—which is that the stalemate in the nuclear field acts as an incentive to minor aggression, which the deterrent strategy is powerless to prevent."

Drawing upon the lessons of the past, Captain Roskill develops his thesis that the principles of sea power are as valid today as they ever were in the past, and to abandon them as being obsolete is to commit once again an error which invariably has placed the nation in peril.

Specifically, Captain Roskill urges the formation of highly mobile inter-service task groups, with emphasis on the amphibious aspect; the improvement and strengthening of sea-air defence forces and the establishment, on an operational basis, of an integrated and balanced NATO fleet.

Until such time as there is an enforceable international agreement for the abolition of strategic nuclear weapons, he recognizes the need to retain the deterrent. But why maintain an expensive array of delivery systems when the nuclear submarine offers such clear advantages in regard to mobility, concealment and operating cost?

Captain Roskill calls on the western nations not only to strengthen and em-

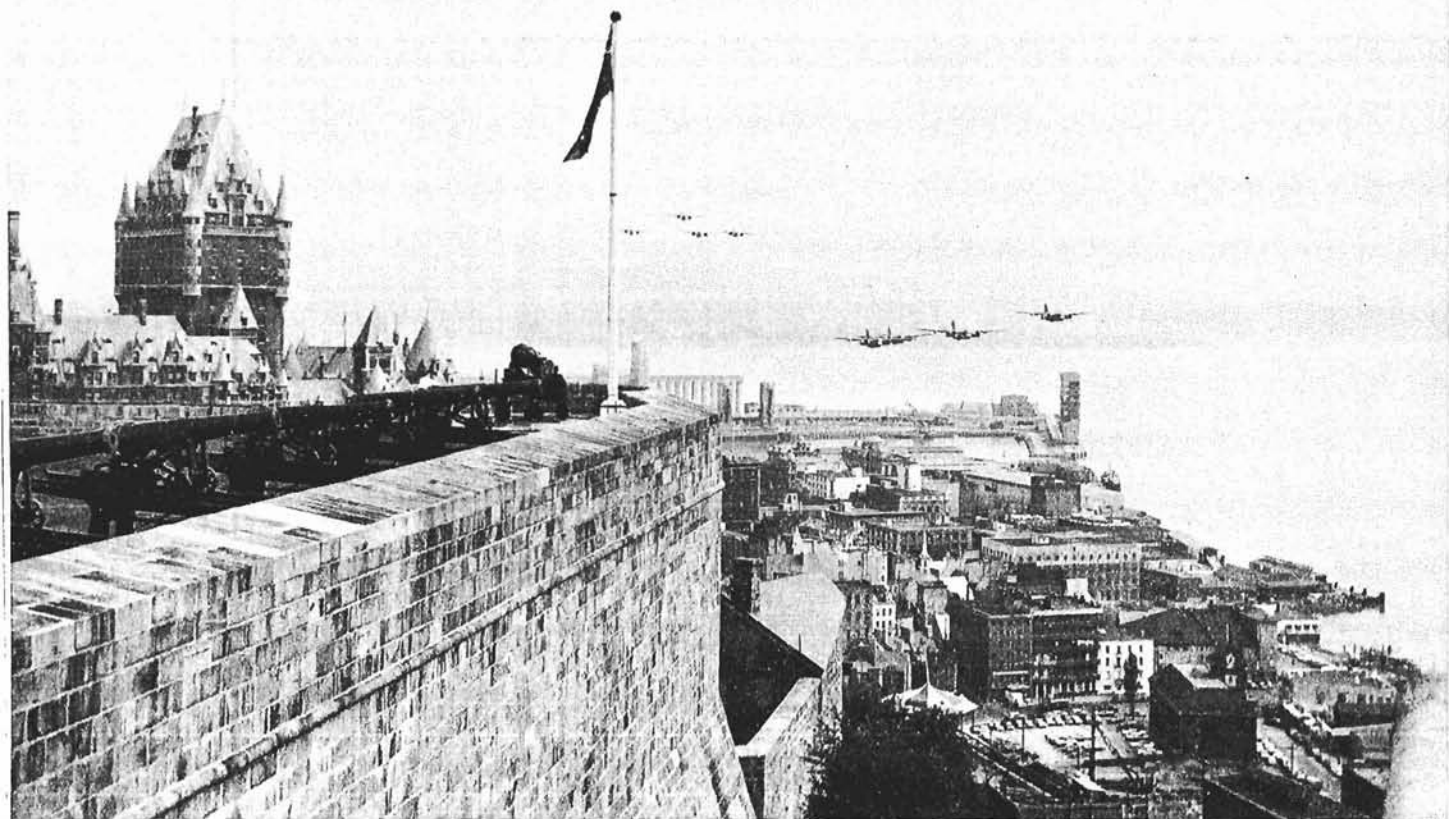
Floating School Run by Ex-officer

A former Canadian naval officer who is a New York school teacher runs a unique classroom afloat for youngsters interested in sailing. Anthony Keasbey operates the 52-foot schooner *Heralda* out of Chester, Nova Scotia, and takes as many as 50 boys and girls to sea in the 12-ton vessel in the course of a summer.

Nova Scotia waters are the main area of instruction but Mr. Keasbey, a retired instructor lieutenant, RCNR, has sailed the *Heralda*, which sleeps 12, to Newfoundland or New England on occasion.

ploy their sea power in the military context, but also as a contribution to world peace and progress.

"The ability to move goods and raw materials fast and efficiently all over the world could serve to help in fostering good relations with the 'uncommitted' nations, all of whom are, very properly, anxious to increase their industrial capacity and raise their standards of living. By arranging favourable terms for the carriage of the imports they need and of the exports they must sell, and by ensuring—so far as it is within our power—the expeditious handling of cargoes, we could bring home to them our common dependence on sea transport. That would surely help to awaken in them a clearer understanding of the influence of maritime power on the attainment of the aims they have set themselves in peace, and their survival in war."—R.C.H.



Tracker aircraft swoop over Quebec's famous Lower Town and past the ramparts of the Citadel during the Bonaventure's July visit to the storied capital of La Belle Province. (ML-11195)

SCIENCE AND THE NAVY

NRC Checking on Meteor Sightings

The National Research Council Associate Committee on Meteorites is anxious to receive reports of sightings of very bright meteors or fireballs and officers and men of the Armed Forces are especially requested to report any sightings.

A fireball is a bright meteor with a luminosity which equals or exceeds that of the brightest planets and is usually seen moving rapidly across the sky and occasionally leaving a trail of glowing particles. The meteor may explode with a burst of light and a loud sound. This may happen several times during its fall.

Reports of sightings should be forwarded to Air Force Headquarters through normal service channels as soon as possible and include as much of the following information as possible:

- (a) Date time group (GMT).
- (b) Condition of sky (clear, cloudy, haze, etc);
- (c) Location of observer;
- (d) Number of bursts and approximate positions along path;
- (e) Luminosity (brightness compared to planets or moon and occurrence of shadow cast by nearby object, if any);
- (f) Colour (distinguish between colour of fireball and any persistent train or trail after passage of fireball);
- (g) Size in relation to moon and shape;
- (h) Duration;
- (j) Description of sound and time interval between sighting the fireball and hearing the sound;
- (k) Position in sky of beginning and end of fireball path, both azimuth and elevation;
- (m) Any other unusual observations.

Scientists Study Deep Sea Sounds

Scientific personnel are monitoring both behaviour and noises made by deep sea creatures at the world's first permanent deep water biological acoustic-video research station.

The U.S. Office of Naval Research is sponsoring the program as part of its hydrobiology program.

The station located on the ocean floor in the Florida Straits, using both hydrophones and a television camera to pick up underwater activity. It relays its information through a cable connected to the Lerner Marine Laboratory on Bimini Island in the Bahamas.

False targets, caused by noise and movements of deep sea creatures, interfere with sonar and related acoustic operations. These creatures not only produce sounds of their own but scatter and absorb other underwater sounds. This poses problems for sonar men listening for submarines.

Data collected at the Lerner Laboratory will be used in studies directed toward solving these problems.

At first, studies will be made of general underwater background noise. Tape recordings and behaviour studies of marine animals will be made through the station's hydrophones and video cameras.

Marine animals, such as snapping shrimp and barnacles, all native to the Florida Straits, emit sounds which increase the total underwater sound level.

Future studies will concentrate on identifying and analyzing individual sounds made by sea creatures. They will also be studied by means of television cameras.

Sound levels will be recorded at numerous depths for comparison with recordings made from test animals.—AFPS.

DRB Grants Go To Royal Roads

Grants totalling \$16,550 have been awarded by the Defence Research Board to five faculty members at the Canadian Services College *Royal Roads*.

Recipients of the grants and the amount of each are: Dr. John Duffus, head of the college's physics department, \$9,500; Dr. A. G. Bricknell, head of the chemistry department, \$4,300; Dr. W. C. Horning, chemistry department, \$1,600; Dr. H. L. Grigg, physics department, \$600; and Dr. Henry Montgomery, chemistry department, \$550.

Dr. Duffus, assisted by Lt.-Cdr. Bruce Arnold, of the mathematics department,

and Prof. J. K. Kinnear of the physics department, received his grant for continuation of his geomagnetic research, related to airborne facilities for underwater detection. This is the third consecutive year Dr. Duffus has received a grant from the DRB, the three grants totalling approximately \$30,000.

Increased knowledge on effects of radiation on living chemical processes is the target of research being conducted by Dr. Bricknell. Last year he received a \$5,000 grant for early stages of such research. Working with him on the project is Dr. R. F. Grant, member of the *Royal Roads* chemistry department. A secondary project, covered by the same grant, involves tracer investigation of certain properties of ions in solution.

Dr. Grigg, whose \$600 grant matches that awarded him last year, is working on a complicated project related to density structures of upper levels of the sea. This too is related to underwater detection research.

Detailed studies into the sizes of ions in transition metals are being conducted by Dr. Montgomery. He has spent close to two years on the project, and works in conjunction with the University of Washington. His attentions are being directed primarily to 10 specific ion studies; four of which have been completed to date.

Nuclear Subs Twice as Costly

A nuclear-powered attack submarine costs twice as much to build and operate over a period of 20 years as a conventional submarine.

Admiral George W. Anderson, U.S. Navy Chief of Naval Operation, has told the U.S. Congress that the cost ratios of nuclear propulsion for surface ships and attack submarines are about as follows:

Four-reactor carrier, 1.3 to 1 over conventional aircraft carrier; cruiser 1.3 to 1; frigate 1.4 to 1; attack submarine 2 to 1.

The *Navy Times* quotes Admiral Anderson as saying the figures are based on a 20-year operating period, including initial cost of a ship amortized over 20 years, fuel, personnel, and maintenance and operating costs.

The submarine ratio does not include Polaris-firing nuclear submarines because there are no conventionally-powered craft of this type on which to base a comparison.

Sailors 'Mother' Baby Turtles

A report that the United States Navy was trying to change the migration habits of green turtles to assure residents of certain Caribbean islands of a supply of fresh meat has been matched by one from the Royal Navy.

This time the sailors weren't trying to save the natives from extinction—just the turtles.

Reporting of this strange undertaking of the British sailors, the *Admiralty News Summary* says:

Villagers living along the East Coast of Malaya peered out of their huts with surprise recently. The unusual sight that met their eyes was a Royal Navy bus laden with grinning sailors. The villagers, colourfully dressed in sarongs, crowded around excitedly as the sailors man-handled their bus down the steep banks and on to the tiny, ramshackle ferries that cross the jungle rivers.

The sailors, from HMS *Terror*, accompanied by students from the University of Malaya, were taking part in "Operation Turtle". This was an attempt to save the rare leather-backed turtle from extinction. The giant turtles, weighing over half a ton and as much as eight feet long, nest mainly on a short stretch of beach in the State of Trengganu.

Leather-backed turtles have never appeared as soup on the menu of a Lord Mayor's banquet, but their eggs are much sought after as a delicacy by the local Malaysians. When the turtles leave the sea and make their slow sobbing climb up the Trengganu beaches to lay their eggs, the natives are waiting for them. The eggs are laid in batches of over a hundred in nests dug deep in the golden sand. But, despite the efforts of the female turtle to camouflage her nest, hardly an egg escapes the hungry eyes of the Malaysians. There has been much concern in the country that if this practice continues, the leather-backed turtle will die out completely.

During July this year, members of the Malayan Nature Society spent a week on the beaches. They collected over 9,000 eggs and re-buried them in special hatcheries. In mid-August, the baby turtles, weighing little more than an ounce, began to hatch out. The sailors from Singapore travelled across

rivers and through jungle in a week-end dash of over 1,000 miles to help protect them and give them a chance of getting out to sea.

The sailors camped on the beach and very soon made friends with the Malays from the nearby kampong. They spent the night patrolling the beach in a tropical thunderstorm, counting and observing the turtles. As the sun rose from out of the South China Sea, they donned aqualungs and prepared to accompany the adult and baby turtles into the water. All this with the aim of finding out as much as possible about these animals of which so very little is known.

Lt. D. Lynd, RN, who led the team, said the operation was entirely successful and, if it could be repeated each year, there would be hope for the continued survival of the largest of all living turtle species. Lt. Lynd took a number of eggs back to Singapore and succeeded in hatching some of them—an achievement which caused a considerable stir in local naturalist circles. These baby turtles have now been presented to the Marine Zoology section of the University of Malaya for further observation and study.

Baffin to Survey Southern Waters

A number of Canada's hydrographers, who spend each summer in the Far North charting ice-infested waters, are going to spend their winter months charting tropical seas.

Commencing in January 1963, CHS *Baffin*, of the Canadian Hydrographic Service, Department of Mines and Technical Surveys, will work with a Royal Navy vessel charting the channels between islands in the Caribbean Sea and possibly the coast of British Guiana.

The *Baffin*, ordinarily engaged in charting Canada's Arctic waters is equipped with the most modern navigational and hydrographic electronic instruments.

In her new work the *Baffin* will chart the channels between the islands, which contain navigational hazards, including coral reefs. Before this, however, it will have to establish control (latitude and longitude) in the area where position is now out as much as five miles for some of the islands.

The project gives Canada an opportunity to reciprocate with the British Admiralty for the excellent charts of Canadian waters it prepared years ago before the Canadian Hydrographic Service came into being. Some of these charts have yet to be replaced.

OPERATORS CAUSE BOATING MISHAPS

A special U.S. Coast Guard analysis of small outboard boating accidents shows that about three-fourths of them are caused by boat operators themselves. And in an awful lot of mishaps, water skiers figured prominently, according to the *Navy Times*, published in Washington.

The latest complete year's statistics—for 1960—listed 3,562 vessels involved in accidents. Three-fourths of these were less than 26 feet long. Many were less than 18 feet long. That's the size range that people haul on trailers.

Hence the Coast Guard made a special study of all accidents involving that size of boats between January 1, 1961, and June 31, 1961.

There were 1,010 boats involved in the accidents, with some accidents involving two boats.

In the case of 413 boats, the accident really was "the other fellow's fault." Sometimes the "other fellow" was a skier, a passenger or the operator of another craft.

Of the 597 cases of operator fault, 215 were caused by lack of vigilance. One of the oddest reported was the case of a man who took his eye off his navigating to pet his dog (dog was what the report said, anyway). While his attention was distracted he was hit by a low-hanging tree limb.

Another operator, looking back at the water skier he had in tow, hit a boat in front of him.

Failure to comply with common sense safety rules was to blame in 161 accidents. An instance cited was that of a man who sat on the gunwale while towing a skier. The boat hit a log, threw the operator in the water and then ran over him.

Lack of operating experience was cited in 121 accidents. A common cause in this class was starting the outboard in gear. Before the surprised operator could get control of the boat, he had hit something or somebody.

Excessive speed while docking turned up as another hazard among boat operators who haven't had much experience.

Only 100—about a sixth—of the accidents involved actual violation of the rules of the road.

An instance given involved two boats approaching in a narrow channel. Neither slowed down. Neither blew his whistle. And one got on the left hand side of the road.

Before they knew what was happening, they collided.

Home from the Sea



Sarnia Naval Veterans Organize

After a successful naval reunion, the Essex-Kent Naval Veterans' Association has been formed in Windsor, Ontario, by members of the Naval Reunion committee, with Jack Walsh as president of the new association.

The association was formed under the guidance of Tom Bradley, president of the Sarnia Naval Veterans' Association and a director of the Canadian Naval Association.

"The association will serve many purposes," said Mr. Walsh. "Some of these will be to get veterans together for reunions, to help out with Sea Cadet work, to supply scholarships and many other things."

Executive members are: Lt.-Cdr. Murray Mitchell, DSC, RCNR(Ret), honorary president; Jack Walsh, president; John Dowell, vice-president; Amos Higginbottom, secretary-treasurer; Larry Richer, recording secretary, and Albert Julian, master-at-arms.

In October the Essex-Kent Naval Veterans' Association will apply for its charter at the Canadian Naval Association meeting in Brantford.

Main Brace Holds Annual Meeting

The annual meeting of the Atlantic council of the Main Brace Naval Veterans' Association, an affiliate of the Canadian Naval Association, was held in Truro, Nova Scotia, on the first week-end in September. Some 45 members of Main Brace clubs in Nova Scotia, New Brunswick and Prince Edward Island attended.

Elected president of the Atlantic council for the coming year was Rudy Gaudet, of Moncton. Danny Brown, of Dalhousie, N.B., was named vice-president; Paul Bouchard, of Campbellton,

N.B., secretary-treasurer, and Harold MacNeil, of Moncton, recording secretary. Wendell Doyle, of Campbellton, and Harry Matthews, of Truro, were also named members of the executive.

Cdr. J. M. Clark, assistant training officer, *Stadacona*, addressed the annual dinner on the Navy's educational requirements and opportunities. Delegates were welcomed by Mayor Hector Hill, of Truro, and Vernon MacLellan, chairman of the Truro branch of Main Brace.

Chief Turns Hobby Into Business

A former naval chief petty officer's hobby is now his living. Ron Butler, president of Twin City Furniture Refinishers Ltd., once did refinishing as a spare-time hobby while in the Navy but it grew into a full time business at Port Wallace, Nova Scotia, in June.

His wife a registered cost accountant, is secretary-treasurer and they employ a craftsman who came to Canada from Italy in 1957.

HU 21 Big Helicopter Coloring Book



FROM HS 50 I am a pilot, I can fly. Colour my straight even teeth white. Make my skin tan except my nose. It is red. Make my eyes red too.



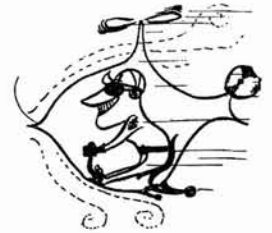
C. O. 's are simple people. My Epaulets are gold, My medals are red, white and blue. My wings are gold. I have wings on my underwear too.



This is my flying machine. It is a helicopter. I call it other names too. Especially when it won't run. Colour my thoughts dirty.



Flying is easy. Flying is fun. Colour my face green. my knuckles are white. The butterflies are yellow and blue.



This is our X. O. He is brave, dashing, daring and rugged. He is out of his mind. We lock him up at night!

Overwhelmed by financial problems, Shearwater's weekly newspaper "The Navalaire" suspended publication (temporarily, it is to be hoped) in August, but not before contributing this merry bit of nonsense to posterity.

AFLOAT AND ASHORE

PACIFIC COMMAND

HMCS Assiniboine

Donations totalling approximately \$4,000 were made by HMCS Assiniboine to a number of charitable and sports organizations of the Greater Victoria area.

The money came from the ship's fund—proceeds of canteen business conducted aboard the ship. The Assiniboine has paid off and is undergoing a major refit and conversion from which she will emerge with a helicopter platform and variable depth sonar.

The St. Joseph's Hospital Building Fund has received a total of \$500; and the Conquer Cancer Fund has been presented with \$125.

The following donations have also been made:

Queen Alexandra Solarium, \$1,400, where the Assiniboine is completely sponsoring an entire ward; Esquimalt Minor Hockey League, \$100; Minor League Hockey, \$200 (the ship will sponsor a team next season); Armed Services Centre, \$100; The Colonist 500 Club, \$200 (for next Christmas); Salvation Army, \$200; and the Triangle Little League club of Goldstream, \$200 toward the purchase of uniforms and other equipment.

Donations were also made to several naval organizations, including the RCN Benevolent Fund, the Pacific Command Sports Fund, Maritime Museum of British Columbia, the Well Baby Clinic of HMCS Naden, and the Naden Hospital Comfort Fund.

HMCS Saguenay

With eight third-year ROPT cadet-midshipmen embarked for summer training, the Saguenay left Esquimalt on June 8 in company with the Fraser, Margaree and Ottawa for a month's cruise to California.

On the afternoon of June 11 the division rendezvoused with the carrier USS Ranger and her two escorts, the destroyers Thomas and Somers. The next two days and nights were spent sharing plane guard stations, providing a new experience and valuable practice for the Saguenay. Early on June 14 the division bade farewell to the Ranger and her consorts and headed south to spend two days exercising with the USS Blueback, a conventionally-powered submarine with an Albacore-type hull.

The week of exercises was completed when the Canadian ships arrived in Long Beach, California, on June 16.

This was an important moment for the ship's company, for it was the ship's first visit to a port outside Canada since the Saguenay entered refit at the end of July 1961. For many on-the-job trainees, it was their first foreign liberty port. As always, the hospitality of the American hosts made the short visit most enjoyable. Through the kindness of the general manager of the Los Angeles Dodgers baseball team, 25 free tickets to see the Dodgers in action were made available to the ship's company.

The ships sailed June 18 to spend four days in anti-submarine exercises with HMCS Grilse and the USS Diodon.

On Friday, June 22, the Saguenay arrived in San Diego and went alongside the familiar jetty at the Fleet Landing by the foot of Broadway Street. For many the eight-day stay gave an opportunity to renew old friendships, make new friends, and revisit familiar places. The hospitality of the host ship was wonderful; the Saguenay's host was the USS Morton and the two ships had an opportunity to compete in softball as well as exchange tours and luncheon visits.

On June 30 the ship sailed bound for San Francisco. At about 1930 a distress

Saguenay Aids Injured Youth

Some highly favourable publicity for the RCN in general and HMCS Saguenay in particular resulted from a mercy mission undertaken by the Pacific Command warship off the coast of California.

The story of the mission was recounted in The San Diego Union of July 6, in the following words:

A Canadian warship which reversed course at flank speed to aid a San Diegan injured in a sailboat race was praised Thursday by Douglas Giddings, owner-skipper of the K-50 Windy.

The K-50 Windy's injured crewman was Bill Stump, 17, junior commodore of the San Diego Yacht Club, who lives at 422 San Antonio Ave. Stump was dismissed Thursday from Mercy Hospital.

It was first believed that Stump had been injured internally by a jenny block that carried away, Giddings

said. It developed that a parted line gave Stump a "severe whiplashing," breaking three ribs and causing internal bruises.

The mishap occurred late Saturday afternoon off San Clemente Island during the 17th running of The San Diego Union's sailboat race.

Giddings said he radioed the Coast Guard at Long Beach and his message was overheard by the Canadian destroyer escort Saguenay (DDE 206), returning north after a midshipmen's cruise to San Diego.

Saguenay said she had a doctor aboard and would rendezvous with K-50 at 7:50 pm. at San Clemente Island's Pyramid Avenue.

"We will rendezvous with you," the warship insisted when Giddings thanked her and replied that a Coast Guard helicopter was en route. As it

turned out, Giddings said, it was well Saguenay did.

"The Saguenay was at least 30 to 35 miles away," he continued. "That meant she had to reverse course.

"She made a most beautiful sight, moving at flank speed. She came up, made a beautiful lee in rough water, and her doctor was quickly aboard."

Stump was hoisted aboard in a wire litter and placed on the warship's fantail, where the Coast Guard helicopter could make the lift.

Giddings pointed out that because of the K-50 Windy's rigging, the helicopter could not have hoisted Stump from the sailboat.

Stump was shuttled to a Coast Guard amphibian on the island's airstrip and flown to San Diego.

"Here was a ship in United States waters who went out of her way to render assistance," Giddings said. "The way she did it was simply wonderful."

call was received by the *Saguenay* from the sailing yacht *Windy*, which was south of San Clemente Island. She reported one of her crew members had been injured. As the *Saguenay* had a doctor on board and was exercising independently nearby, she immediately went to the injured man's aid. At the scene, a U.S. Coast Guard cutter was standing by and a helicopter and amphibian aircraft were circling overhead.

The yacht came alongside and was boarded by Surgeon Lt. Fred Soucek, who suspected the crewman had suffered broken ribs. The injured man was placed in a stretcher, hoisted to the *Saguenay's* quarterdeck, and then transferred to the helicopter, which took him to an air-strip on San Clemente Island for transfer to the amphibian that took him to hospital in San Diego.

The remainder of the trip to San Francisco was without incident and the ship arrived July 2 for a short three-day visit before sailing for home.

After steaming 5,553 miles the ships arrived in Esquimalt on the morning of July 8, the sailors happy to be back

with their families again. All were agreed it had been a good cruise and they had gained valuable experience. The only things that marred the trip were the generally cold, damp, foggy weather and choppy seas.

The *Saguenay*, *Fraser* and *Ottawa* sailed for northern waters on July 16 for the second phase of the ROTP Cadet Midshipmen's summer training. For five days the ships carried out mortar and gunnery exercises, seamanship evolutions, and officer-of-the-watch manoeuvres.

The *Fraser* and *Ottawa* departed to pay a visit to Juneau, Alaska. With Captain V. Browne, squadron commander on board, the *Saguenay* proceeded to Prince Rupert to embark His Honour, Major General G. C. Pearkes, VC, Lieutenant Governor of British Columbia.

Leaving Prince Rupert on Sunday July 22, the *Saguenay* began a six-day cruise of northern British Columbia waters to enable His Honour to visit some of the more remote communities of the province. Visited in turn were Stewart, Masset, Queen Charlotte City, Bella Bella, Ocean Falls and Namu.

Everywhere he went, His Honour was enthusiastically received. The Indians performed their tribal dances for him and escorted him through their villages. He showed deep interest in their customs, progress and hopes for the future.

During the week the wardroom entertained the lieutenant-governor at a mess dinner. The ship's company held a concert on the quarterdeck, featuring skits, music and a barbecue, and ending with a sing-song.

On Saturday, July 28, General Pearkes left the *Saguenay* at Port Hardy and the ship headed for Victoria to refuel before proceeding on further exercises for the cadet midshipmen.

August 3 saw the *Saguenay* and *Fraser* greeted in Seattle by dancing girls, bands, the Seafair Pirates, and the Seafair Queen, as the ships arrived for the annual Seafair.

As usual the American hospitality was wonderful and the ship's company enjoyed themselves immensely. Entertainment included street dancing, a torchlight parade, a USO military ball and a view of the Gold Cup hydroplane races. Many were able to get a look at

FAMILY PORTRAIT—Members of the ship's company of HMCS Cayuga posed for this group picture while their ship was in Bermuda last spring. The photograph was taken by E. Roberts, of St. George's, Bermuda.



the World's Fair as a preview to the ship's visit to the fair during Canada Week in September. The ships sailed for home Monday, August 6.

The busy summer training period closed as the *Saguenay* and the other ships of the Pacific Command took part in the Navy Salute to Victoria. The *Saguenay*, *Fraser* and *Ottawa* made four two-hour "Sailor for a Day" cruises to give the children of Victoria an opportunity to view shipboard life. One hundred and thirty children were taken on each cruise and they were shown mortar firings and simple ship manoeuvres, and were shown through the ship.

On Saturday, August 11, the ships staged a mine-sweeping and anti-submarine demonstration off Beacon Hill Park. At the close of the exercises the *Saguenay*, *Fraser*, *Skeena* and *Ottawa* executed a formation anchorage off the Park and, after dark, the four ships switched on ceremonial illumination. The evening ended with a brilliant display of fireworks. At midnight the ships weighed and proceeded in to Esquimalt.

Monday, August, 13, saw the beginning of a well-earned leave period after an interesting and busy summer.

HMCS James Bay

Following three sweeping exercises early this year, the *James Bay* took leave of the fleet for a six-week maintenance and repair period.

Before entering the shipyard the ship's company went to ceremonial divisions, which offered the last opportunity for the captain Lt.-Cdr. R. A. Orton, to see and speak to those he had commanded for the past two years. He has taken up a new appointment in *Cornwallis*.

When the maintenance period was over the *James Bay* proceeded on a two-week period of intensive working-up exercises under Lt.-Cdr. J. E. Hobbs, the new commanding officer. There were many new faces in the ship's company and these men needed plenty of practice in order to become familiar with the intricate equipment on board a minesweeper.

During a brief stay in Bedwell Harbour a "banyan" was held ashore, and a good time was had, with the executive officer, Lt. D. H. C. Gurr, master of ceremonies, leading the singing.

The first operational task for the *James Bay* was to assist in the RCN's "Salute to Victoria" during the Victoria centennial celebrations. The ship's

company cleaned and polished the ship until she was sparkling. Some hands were required to assist in building the second Minesweeping Squadron's float an almost longer than life reproduction of a minesweeper and others were required in the marching contingent for the parade.

The big effort brought its reward. More than 2,500 visitors came on board the *James Bay* during the three days she was on show in Victoria's inner harbour, and Victorians in their thousands turned out to see her, together with other ships of the Pacific Command, carrying out exercises off Beacon Hill Park.

ATLANTIC COMMAND

Ninth Escort Squadron

Variety was the keyword of UNTD summer cruises in 1962, when 400 cadets joined the Ninth Canadian Escort Squadron to cruise more than 15,000 miles from Cape Cod to Portsmouth, and from Dublin to the icy solitude of Hudson Bay.

"Cruise Alfa", from May 21 to June 15, provided the cadets with an unglamoured look at everyday life in the RCN, as the five frigates carried out the task of duty squadron off Nova Scotia. Although there were no romantic foreign ports during this period, the "Alfa gang" enjoyed the unique advantage of hunting actual submarines, manning the squadron's surface and anti-aircraft weapons during half a dozen gunnery shoots, and exploring a number of remote anchorages rarely seen by modern-day mariners. One highlight of the cruise was a chance meeting with more than 50 Soviet trawlers on George's Bank on a sunny June morning.

The only recreation port during Cruise "Alfa" was Saint John, New Brunswick, where cadets staged their own "June Ball" in HMCS *Brunswick* on June 9.

Embroidery Rare Hobby

Bert H. Osborne, husky six-footer, who is a technical officer at the Naval Armament Depot, Dartmouth, devotes his spare time to picture embroidery.

In the past 10 years he has completed a dozen pictures, all on display at the Halifax Memorial Library. Most intricate is his version of Da Vinci's "The Last Supper", which took him 2,500 hours over a three-year period.

The burly ex-sailor picked up the art form while a hospital convalescent.

Next day, cadet crews from the *Cap de la Madeleine* and *Buckingham* topped their earlier exploits by pulling whalers through Saint John's famous Reversing Falls, an ordeal which required nearly four hours toil amid the hissing whirlpools and constantly shifting back eddies.

Unable to lower a whaler because of an inboard berth, the *Lauzon* sent a team of clearance divers to swim through the dreaded cataracts, followed by a local motorboat. The swimmers succeeded but announced "Never again" as they wearily climbed aboard their own ship.

The trans-Atlantic cruise of the 1962 UNTD program was "Cruise Bravo", from June 23 to July 27, which took 154 cadets to Portsmouth and Dublin.

This proved to be the really "jammy" voyage of the year, with the North Atlantic as calm as a mill-pond for the entire 10-day eastbound crossing. After passing the sun-baked cliffs of Cornwall and Devon, the squadron anchored for a day off Brixham to touch up paintwork, then entered Portsmouth on July 4 for a five-day visit.

During this stay all cadets and members of the ships' companies enjoyed a 48-hour leave, most heading for London. On July 6 the squadron was honoured by a visit from Canada's High Commissioner to England, Hon. George Drew, and by the Naval Member, Canadian Joint Staff, Commodore A. G. Boulton.

The squadron proceeded to Dublin after a week's sea exercises off Portland and in the Bristol Channel, entering the River Liffey at daybreak Friday, July 13. The next five days provided some of the most fabulous entertainment and hospitality ever experienced by RCN libertymen anywhere.

Although many Canadians thought they had already become acquainted with Ireland's friendliness at Londonderry and Belfast, the natives of Dublin set out to prove that Ireland, too, has its own special brand of "southern hospitality". Bus tours, horse races, salmon fishing, sailing, souvenir hunting, "singing pubs" and fine cooking were only a few of the countless attractions of the Emerald Isle, now regarded as a "must" among European ports by the Ninth Squadron.

After an uneventful passage, chiefly given to cadet lectures and exams, the squadron arrived in Halifax on July 27.

Cruise "Charlie", from August 13 to September 7 saw the five ships of the Ninth, carrying 104 cadets, enter Hudson Bay for a five-day visit to Churchill, Manitoba.

HMCS *Sioux*

The *Sioux* landed three platoons in St. John's, Newfoundland, on July 1, Memorial Day, to participate in remembrance services for Newfoundlanders who lost their lives in the First and Second World Wars and the Korean conflict.

The Lieutenant-Governor of Newfoundland, His Honour Campbell Macpherson, and his official party were embarked in the *Sioux* on July 7. The ship sailed from St. John's shortly before midnight for visits to ports in northern Newfoundland and Labrador.

During the period July 7-22 the *Sioux* visited 10 different ports. In all settlements His Honour was greeted enthusiastically by gunfire and cheers of welcome by the local inhabitants. While ashore His Honour made tours of schools, hospitals, provincial and federal facilities and visited frequently with senior citizens. The high esteem in which His Honour was held by the people was clearly evident on all occasions.

The ship's company took frequent advantage of the excellent fishing opportunities. Fish stories reigned supreme and the catch varied in size from a very small mud trout to a 9½-lb. cod, which was jigged out of the water from the ship's side and which netted its catcher a cash prize in the ship's fishing contest. The ship's soccer team went down in hard-fought defeat to the local team from Woody's point in Bonne Bay.

In Cartwright, Labrador, on July 15, His Honour was the guest of honour at a mess dinner in the wardroom. In appreciation of services rendered, His Honour presented to the ship a silver tray suitably inscribed to commemorate his time spent in the *Sioux*.

COLLECTOR SEEKS CAP TALLIES

A cap tally collector of long standing, W. F. Wiley, of 4606 Henry Street, Vancouver 10, B.C., is interested in obtaining ribbons, not only from Commonwealth ships, but also from ships of other nations.

His collection won first prize in its class at the Pacific National Exhibition's Hobby Show in 1959.

On arrival in Corner Brook on July 22 His Honour took official leave of the ship. Ceremonial divisions were held on the Bowater's company jetty. His Honour inspected his guard and the ship's company. On completion the ship's piper PO Kenneth MacLeod, led the Protestant members of the ship's company to church. The service was attended by His Honour, Cdr. C. A. Law, commanding officer of the *Sioux*, and the official party. After Divine Service the ship's company marched past and His Honour, took the salute in front of the church.

The *Sioux* returned to Halifax on July 24 for six weeks of self-maintenance and annual leave for the ship's company.

NAVAL DIVISIONS

HMCS *Montcalm*

Acting Cdr. W. G. Mylett has been recalled from the RCNR retired list and appointed commanding officer of HMCS *Montcalm*, the Quebec City naval division, with the additional appointment of honorary aide de camp to the Lieutenant Governor of Quebec.

Cdr. Mylett succeeds Acting Cdr. P. H. C. Langlais, who has been in command of the division for nearly four and a half years. Cdr. Langlais will retain his appointment as honorary aide de camp to His Excellency the Governor General.

First associated with the division in 1947, Cdr. Mylett previously commanded *Montcalm* from October 1952 to April 1958. Before taking over from Cdr. Mylett, Cdr. Langlais had commanded the University Naval Training Division at Laval University.

SEA CADETS

RCSCC *Skeena*

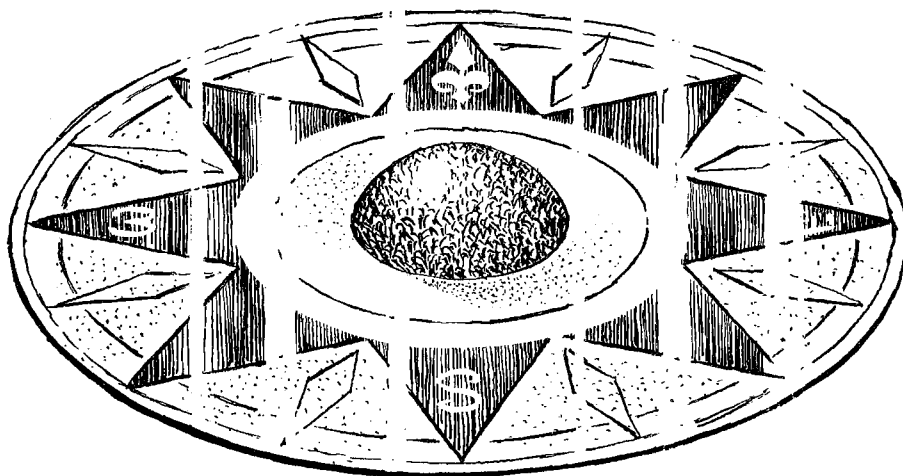
The *Skeena* Marina, an ambitious project undertaken by Port Hope's 60-member Royal Canadian Sea Cadet Corps, provided round-the-clock service for pleasure boats visiting the Lake Ontario community during the summer.

The *Skeena* cadet corps, which also operates a marina at nearby Cobourg, has operated a port-of-call at Port Hope for pleasure craft since 1956. It consisted of one fuel pump and a shack.

This year it was decided to expand. In June, as a result of the collaboration of the Harbour Commission of Port Hope, the town, the Navy League of Canada, Ontario Division, and Imperial Oil, the new marina opened.

It included 1,500 feet of dock space, fuel, electricity, water and ice, telephones and canteen, showers and lounge.

The idea was to raise money to pay off the remaining \$3,000 of a debt incurred in construction of the *Skeena* corps barracks which replaced quarters destroyed by fire in 1956.



HERE AND THERE IN THE RCN



Lt. (W) M. C. (Cassie) Whiteside, of HMCS Discovery, the Vancouver naval division, was the only woman officer taking the naval control of shipping course at the Great Lakes Training Centre, Hamilton, this past summer. Here she finds her wren officer's hat somewhat out-numbered. (COND-7865)



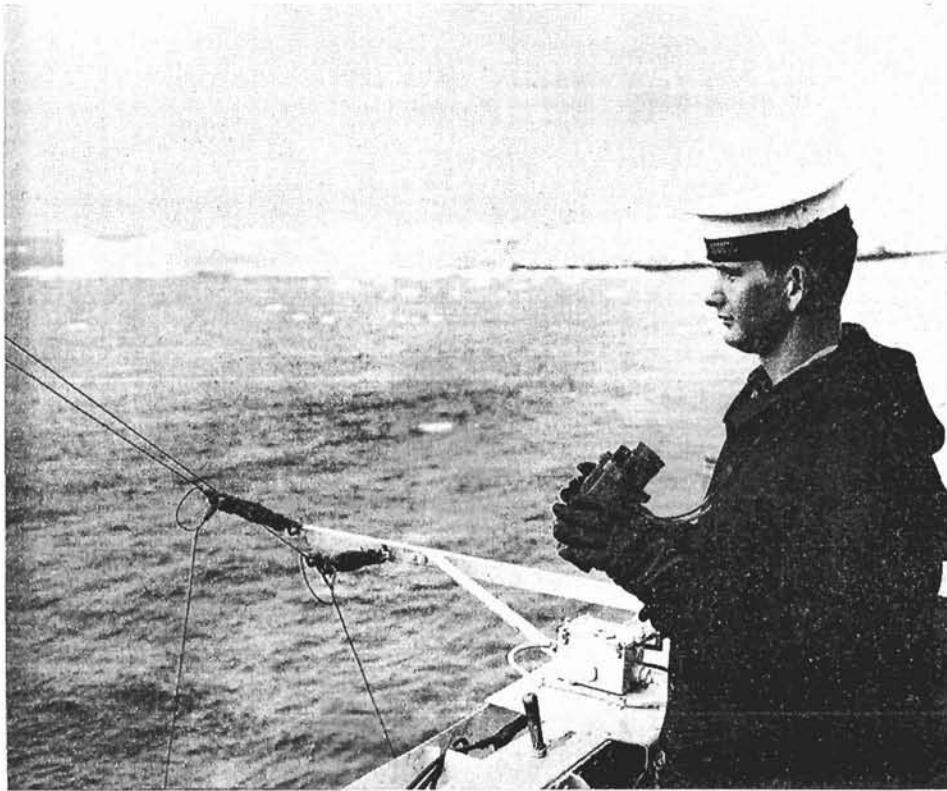
Miss Evelyn Fahrbach, Ogdensburg, New York, International Seaway Festival Queen, welcomed the commanding officers of HMC Ships Porte St. Louis and Porte St. Jean as they arrived in the St. Lawrence River port to take part in the festival. Left to right are Howard Welt, Chamber of Commerce secretary; Lt.-Cdr. T. A. M. Smith, commanding officer of the Porte St. Jean; Miss Fahrbach; Lt. S. M. Berchem, commanding officer of the Porte St. Louis; Mayor Edward J. Keenan, and John Missert, president of the Ogdensburg Chamber of Commerce. (COND-7888)



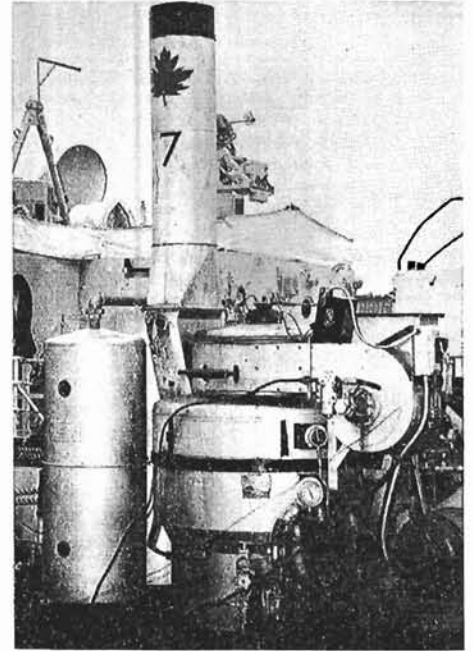
The destroyer escort Sioux is piped in and out of harbour by one of her weaponmen, PO Kenneth R. MacLeod, dressed in Highland regalia. PO MacLeod was photographed as the Sioux entered St. John's, to take Lieutenant-Governor Campbell L. Macpherson on his annual visit to Old Colony outposts. (HS-69100-5)



An old muzzle loader and a Boffin mounting gained for the Naval Armament Depot, Dartmouth, a first prize in the Armed Forces Division of floats entered in the Halifax Natal Day Parade, July 30. Entitled "Progress", it earned a second place in the same category in the Dartmouth Natal Day Parade, August 8. In 1961 the Depot's progress entry was more marked and also more dramatic. The muzzle loader was offset by a 3-inch-50 gun whose sheer size resulted in an unfortunate joust with Halifax trolley coach wires overhead. (HS-69296).



Unusually heavy ice prevented the Sioux from taking Newfoundland's Lieutenant-Governor Campbell L. MacPherson on a scheduled visit to some Labrador settlements early in August. Off the northern tip of Newfoundland lay this immense iceberg. The lookout is Ord. Sea. Raymond C. Fisher. (HS-69100-36)



Something was added to the Seventh Canadian Escort Squadron this past summer. Appreciative of the warmth provided by the steam bogey on the Gunwharf in Halifax during a chilly leave and self-maintenance period, personnel of the Fort Erie and Outremont "adopted" the contraption and dubbed it "Yogi's Bogey" in honour of the then squadron commander, Cdr. L. B. Jensen, whose nickname throughout the fleet is "Yogi". (HS-69410)



Last fall a team of CBC personnel travelled with frigates of the Pacific Command on a training cruise to various California ports. From it, the CBC cameraman and writers produced a 25-minute documentary, which was subsequently shown on the national network. In June a copy of the film was formally presented by the CBC to Rear-Admiral E. W. Finch-Noyes, Flag Officer Pacific Coast. Presenting the film is Hugh Palmer, in charge of TV productions for the B.C. area. Looking on, from left are: Captain E. T. G. Madgwick, Commander Fourth Escort Squadron; Bill Herbert, regional news director; and Cdr. Henry Vondette, commanding officer of the frigate Stettler, which played a leading role in the film. (E-66760)



An officer cadet wearing the Canadian Forces Decoration on his uniform presented an unusual sight to old salts on board the Terra Nova during summer training phase with the UNTD cadets. Cadet Brian Wyatt served seven years in the RN before transferring to the RCN in 1954. He attended the RCN Preparatory School in Esquimalt in 1958 and entered the University of Western Ontario under the College Training Plan, receiving a BA degree at the 1962 spring convocation. He has since been promoted acting sub-lieutenant. (HS-68706)

TO ENCOURAGE THE OTHERS

A FEW YEARS ago a television series *Famous Trials of History*, re-enacted "The Court Martial of Admiral Byng". To the viewer unfamiliar with the case, it must have seemed that the writer and producer surely had taken some liberties in preparing the script; for on the evidence presented in the play, it was well-nigh impossible to believe that a court composed of brother-officers could have convicted Admiral Byng and thus condemned him to death.

Now has come a book that tells in detail, and with extensive documentation, the full story of the events that culminated in the death of Admiral Byng before a firing squad on the quarterdeck of HMS *Monarch*, March 14, 1757. After reading the book it is difficult to disagree with the author when he calls this "one of the most cold-blooded and cynical acts of judicial murder in the whole of British history".

Byng has his modern counterpart in the baseball manager who is fired for failing to win with the material, however inferior it may be, that is provided by higher authority. Only the baseball manager usually lands on his feet, with little lost but pride. Byng wound up in

a coffin. Byng was sent to do a job—defend the key Mediterranean naval base of Minorca—too late and with too little. By the time he arrived the French had landed 15,000 troops and captured all but one defended fort; just over the horizon was a covering French squadron, about equal numerically to Byng's but distinctly superior in metal, speed and fitness.

BOOKS for the SAILOR

Byng unhesitatingly gave the order to engage, taking his tactical direction from the rigid and out-dated *Fighting Instructions*. The ensuing battle was inconclusive but with some of his ships badly damaged, 411 men sick and 162 wounded, Byng felt compelled to withdraw to Gibraltar to repair, recuperate and perhaps be reinforced. The field was left clear to the French.

The first report to reach England of the battle was that of the French

admiral. Naturally, he claimed a victory. On the basis of this Byng was recalled, in disgrace. When Minorca fell the public outcry was so great and so angry that the government feared for its life. A scapegoat had to be found—and the choice was Admiral Byng. The story of men occupying the highest stations in the land, in politics and the Navy, scheming and lying to save their own skins is a sorry one indeed. In this book it is told in full, and often in these men's own words, for the first time.

It was Byng's execution that led Voltaire, in his *Candide*, to ascribe to an Englishman the explanation that "In this country it is thought well to kill an admiral from time to time to encourage the others".

The quotation became famous, but it was facetious. Byng was sacrificed to appease the mob, and the knowledge of this had Britain's admirals looking cautiously over their shoulders for many years thereafter.—R.C.H.

AT 12 MR BYNG WAS SHOT, by Dudley Pope; published in Canada by McClelland and Stewart Limited, 25 Hollinger Road, Toronto 25; 358 pages; \$7.50.

Nelson's Missing Dinner Plate

SOMEONE in Canada may have it within his power to make the Senior Supply Officer of the Royal Naval Barracks, Plymouth, England, exceedingly happy. All he needs to do is produce a silver dinner plate—one of 23 once owned by Vice-Admiral Lord Nelson.

The Senior Supply Officer knows the location of 20 of the plates. Of the three that are missing, one is believed to have gone down with HMS *Courageous* when she was torpedoed on September 17, 1939, and another, stored in what was considered safe custody in Portsmouth, was lost in the blitz in 1941.

The third? There is just a chance it may still be in existence in Canada or abroad.

The dinner plates were presented in 1919 by the Navy League of Britain to 23 individual ships. Three years ago it was noticed that the records of the whereabouts of the plates in the Port

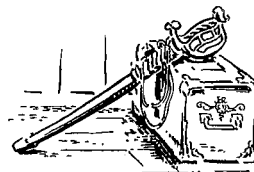
Trophy catalogues at Portsmouth were inaccurate and incomplete. The Port Supply Officer launched a search that eventually provided definite information on the location of 20 plates. He assumes that two of the plates are irrevocably lost but he still hopes he may learn of the existence of No. 23.

The plate was originally presented by the Navy League to HMS *Repulse*. Three days after Britain declared war on Germany, the *Repulse* landed the more valuable of her trophies at HMC Dockyard, Halifax. The battle cruiser *Repulse* was sunk along with the new

battleship, the *Prince of Wales*, on December 10, 1941.

Inquiries in recent years have indicated that no receipts were issued for the black boxes containing the trophies when they were brought ashore. Dockyard facilities in Halifax had to be expanded many times during the war, old warehouses were torn down, new buildings were erected and supplies and stores were moved from here to there and back again. It is not surprising that the *Repulse's* trophies, including Nelson's dinner plate, vanished from official ken. Inquiries in Britain, on the chance the trophies had seen shipped back there after the war, brought no results.

Now the search has turned to Canada where, its historical value unappreciated, the relic may be doing duty as a sandwich tray in some private home. If so, the Senior Supply Officer at Plymouth would like to know—just so he can complete his records.



The White Ensign and the RCN

Dear Sir:

In the March issue of *The Crownsnest* there appears an article, "The Red Ensign Flies Again", in which the following statement is made:

"Two British sources say this authorization (PC 2843) was not immediately effective and that 'legal' use of the White Ensign in ships of the RCN did not begin until 1913."

The author of your article has informed me that the two sources referred to are W. G. Perrin, *British Flags* (published 1922) and Admiral G. Campbell and I. O. Evans, *The Book of Flags* (published 1950).

It is fairly obvious that Mr. Perrin was misled by the fact that the agreement made at the 1911 Imperial Conference concerning the wearing of the White Ensign by Canadian and Australian ships was not embodied in KR&AI (*King's Regulations and Admiralty Instructions*) until the 1913 edition.

The fact is that RCN ships "legally" flew the White Ensign from the time of their arrival in Canada, first in deference to an Admiralty request forwarded by the Colonial Office on October 15, 1910, then in accordance with a ministerial order of January 24, 1911, and finally by authority of PC 2843, which was gazetted on December 30, 1911.

It might conceivably be argued that the wishes of the Admiralty and the British Government, and later a ministerial order, were not sufficient grounds to make the wearing of the White Ensign by RCN ships "legal". This would however be a weak argument. *The Naval Service Act of 1910* (Article 48) stated that KR&AI, provided they were not inconsistent with Canadian legislation and regulations, were applicable to the RCN. Article 118 of KR&AI (1906) was therefore applicable, and this states that "All His Majesty's Ships of War in Commission shall wear a White Ensign..." There was never any doubt about the *Niobe* and *Rainbow* being HM Ships of War.

There can also be no question about the "legality" of RCN ships wearing the White Ensign after the gazetted Order in Council, PC 2843, on December 30, 1911. *The Naval Service Act of 1910*, Articles 45 and 46, states

that: "The Governor in Council may make regulations for...the Naval Service. Such regulations shall be published in *The Canada Gazette*, and upon being so published they shall have the same force in law as if they formed part of this Act."

It is interesting to note that during the discussions between the Canadian and British authorities in 1910 about the ensign to be worn by HMC Ships, suggestions were made that they wear either a White Ensign with the Canadian Coat of Arms in the fly or one defaced by a green maple leaf on a white disc, placed in the centre of the St. George's Cross. Needless to say, these suggestions were not favourably received.

E. C. RUSSELL
Naval Historian

Naval Headquarters,
Ottawa

Dear Sir:

We are pleased to announce that a Tri-Service Medical Museum has been opened at Canadian Forces Medical Service Training Centre, Camp Borden, Ontario. Most of the Museum pieces were inherited from the Royal Canadian Army Medical Corps School Museum, and consequently pertain to the Canadian Army Medical Corps and the Royal Canadian Army Medical Corps.

Because of the large number of candidates from the three services who

pass through our training centre, we are extremely anxious to develop a truly Tri-Service Museum.

With this thought in mind, I write to you, hoping to use your magazine as a medium to appeal to your many readers for items of historical interest. Suggested items are uniforms and accoutrements worn by medical officers, historical records, photographs, medical instruments, and other paraphernalia of war, particularly those which pertain to medical operations in the RCN.

All items will be gratefully acknowledged and the name of the donor will appear on each item in the Museum; items on loan will also be appreciated. Items should be sent to:

The Curator,
Canadian Forces Medical
Service Museum
Canadian Forces Medical
Service Training Centre
CAMP BORDEN, Ont.

I would like to take this opportunity to once again thank the many readers of your magazine who donated articles to the RCAMC School Museum, and extend a cordial invitation to visit our new Museum at any time.

Yours sincerely,
I. H. BARCLAY,
Group Captain,
Commandant.

CFMS Training Centre,
Camp Borden,
Ontario.



Two senior officers from the Royal Norwegian Air Force and a senior officer from the Royal Norwegian Navy spent two weeks in mid-summer at the Joint RCN-RCAF Maritime Warfare School at Stadacona. They sat in on lectures on anti-submarine warfare tactics and strategy. Seated around the conference table with directors of the school are, left to right, Lt.-Col. F. Schonberg and Lt.-Col. S. A. Hauge, both of the Royal Norwegian Air Force, Cdr. B. O. Dingsor, Royal Norwegian Navy; Cdr. J. R. Coulter, RCN director, and Wing Commander A. M. Halkett, RCAF Director. (HS-69592)

THE NAVY PLAYS

B.C. Scores in Sea Cadet Regatta

The first National Sea Cadet Sailing Regatta, sailed on Lake St. Louis, near Montreal, was an outstanding success—particularly for British Columbia corps, which captured the first three places in the final standings.

The regatta, organized by R. C. Stevenson, of Montreal, with the Royal St. Lawrence Yacht Club, of Dorval, as host, was held at the beginning of August.

Fourteen crews, of two sea cadets each, sailed 13-foot Flying Junior dinghies in a total of five races. First and third standing was taken by RCSCC *Captain Vancouver*, of Vancouver; second by RCSCC *Cougar*, of Shawnigan Lake, B.C., and fourth by RCSCC *Admiral Hose*, of Riverside Ont.

They were followed by: *John Travers Cornwell*, VC, Winnipeg, *Dreadnought*, Glace Bay, N.S.; *Moncton*, Moncton, N.B.; *Kenya*, Sundrae, Alta.; *Undaunted*, Calgary, *Skeena*, Port Hope, Ont.; *Assiniboine*, Moose Jaw; *Rawalpindi*, Prince Albert, Sask.; *Swiftsure*, Brandon, and *Terra Nova*, St. John's.

The winners were presented with the Challenge Trophy by C. K. McLeod, of Montreal, former national president of the Navy League of Canada, donor of the trophy.

During the regatta the sea cadets were billeted at HMCS *Hochelaga*. They subsequently journeyed to HMCS *Acadia* for their summer sea cadet training.

Oliver on Two Winning Teams

One of the RCN's crack shots, CPO H. M. (Howie) Oliver, of Cornwallis, was a member of Canadian rifle teams that brought back two major trophies from the meet at Bisley, England, in July.

He was a member of the special 12-man team, picked from the 18-man Dominion of Canada Rifle Association team, that won the Mackinnon Trophy for Canada for the first time in 10 years. The team scored 1,044 out of a possible 1,200, shooting at 900 and 1,000 yards. Scotland scored 1,039; England 1,021; Ireland 1,020 and Wales 980.



The Reid brothers hold the handsome trophy their family has given the Atlantic Command Handgun Club for competition, in memory of the late Police Constable Roy Wallace Reid, of Toronto. CPO Walter Wallace Reid, left, is an electronic technician in the Fleet School at Halifax. PO Roy William Reid is a naval photographer. (HS-68610)

A 12-man Canadian team also retained the trophy in the Senior Overseas Match, beating Guernsey by 20 points. CPO Oliver was one of the top scorers in this match, he and Pte. John Thompson, of Stellarton, N.S., each scoring 101 points toward the team total of 1,178 out of a possible 1,260.

Handgun Club Holds First Tourney

The Atlantic Command Handgun Club held its first annual Handgun Tournament at Bedford Range in June. It was a classified tournament, consisting of 11 classified and three unclassified matches.

The two-day event was most successful and was attended by upwards of 32 competitors from such various parts of Nova Scotia, including Yarmouth, Digby, Truro, RCAF Greenwood and the Halifax-Dartmouth area clubs.

A strong cross-wind was present for the greater part of the tournament but did not appear to handicap many shooters.

The Oland Trophy for the highest grand aggregate of the tournament went to Gary McMahon, 1960 Canadian Olympic pistol team member, with a score of 1711 out of a possible 1800. Mr. McMahon also won the Maritime Moving and Storage Trophy for the highest club's member's aggregate.

Scores of grand aggregate winners in their respective class, out of a possible 1800, were:

Open Class (Master): G. McMahon, Dartmouth, 1711; H. Campbell, Truro, 1678, M. Armstrong, Halifax, 1569.

Expert Class: Sgt. N. Credico, RCMP, Halifax, 1513; CPO Walter Redid, *Stadacona*, 1509; R. Nice, Halifax, 1285.

Sharpshooter Class: M. Maxwell, Bedford, 1450; PO Ed Sharples, *Bonaventure*, 1441; Larry Mandy, *Stadacona*, 1402.

Marksman Class: PO R. Moore, Canadian Forces Hospital, Halifax, 1350; I. Pyn, Digby, 1309; Sgt. Despattie, RCAF Greenwood, 1292.

The North American Van Lines Trophy for the top marksman of the tournament went to PO Moore.

There were three unclassified matches in the tournament: The 9mm Service Pistol Match was fired as a short course event of 30 rounds and was won by Sgt. "Nick" Credico, of the Halifax detachment of the RCMP.

The Roy Wallace Reid Memorial trophy competition, to promote interest and skill in handgun shooting, used a moving vest target at which two strings of five rounds each were fired. The winner was G. McMahon, who stepped down in favour of H. Campbell.

The Rapid Fire Silhouette Target contest, fired from 20 yards at five swinging targets, was won by D. Withers of Halifax.

Army Apprentices Win Track Meet

The naval technical apprentices journeyed from *Naden* to Chilliwack for the annual summer sports meet with the RCA apprentices. The program consisted of track and field, softball and a sailing regatta.

The track and field meet was a thrilling affair with both teams running neck and neck down to the final event, which was the tug-o'-war. The Army, by win-

ning two pulls to one, became the meet champion.

The softball game was a scorekeeper's nightmare, with Army winning 32-19.

In the sailing regatta, held on Cultis Lake, the naval apprentices, with their superior knowledge of seamanship and the rules, were able to walk away with the trophy.

New Zealanders Keen Sportsmen

A sports-minded crew from HMNZS *Royalist* crammed nine sporting events into their seven-day visit to Victoria, from August 6 until August 13.

On August 7 an RCN water polo team composed mostly of last year's "rep" team proved too much for the visitors when they tallied a 15-2 win.

On the same day *Naden's* .22 rifle team retained the Ontario Bugle (a trophy for competition between the two Navies) by scraping through with a 553 to 532 score.

In basketball a team from the Second Canadian Escort Squadron defeated the *Royalist* 64.26. The *Fraser* provided the softball opposition and scored a 15-0 win over the visitors, who showed promise but lacked finish.

The New Zealanders won handily at their own game of rugby when they defeated a very capable Oak Bay team 35-3. The following day the James Bay Rugby Club, strengthened from other city clubs tied the *Royalist* 3-3.

The RCN soccer team won 8-0 at soccer and Cape Breton tied 1-1 in grass hockey.

The Victoria Cricket Club downed the *Royalist* eleven 184-39.

The outstanding feature of the competition was the fine sportsmanship displayed by the New Zealanders.

Officer Double Winner At Shoot

Lt. George Grivel, of *Naden*, who won the Macdougall match with a perfect score at the Connaught Ranges near Ottawa in August, received another honour at the Canadian Rifle Association shoot.

Lt. Grivel was named winner of the Macpherson Memorial Trophy as the competitor with the highest combined score in the Macdougall and Connaught matches. Lt. Grivel won with a combined score of 46 x 50.

Shearwater Takes Soccer Title

Shearwater captured the Atlantic Command soccer championship when it drubbed Seventh Escort Squadron

15-0 in the tourney's final game. The championships were played at *Shearwater*.

In the previous game, *Stadacona*, which finished in second place, defeated First Escort Squadron, 4-3.

Final standings showed *Shearwater* with nine points, *Stadacona* with seven, First Escort with five and Seventh Escort with three.

Sailing Title Goes to Kynaston

The 1961 RCN Sailing Association championship has been won by former PO K. Kynaston, of the Halifax squadron, who amassed 1,649.8 points in last year's sailing events.

The championship is decided on the basis of points scored in races sailed between May 1 and December 1 of each year.

Navy, Army Meet Keenly Contested

Naden lower sports field was the scene of a closely matched track and field competition as the Army (1st Battalion PPCLI) and the Navy vied for honours. The keen competition was evident in the final results which showed the teams tied with 79 points each.

Oranges Launched Norway's Air Age

A bombardment of oranges launched Norway into the Air Age, it was recounted in connection with the celebration of the 50th anniversary of Norwegian aviation this past spring.

Ceremonies to mark the country's first heavier-than-air flight were held in Norway over the four-day period, May 31 to June 3. They recalled the accomplishment of Lt. Hans Dons, RNoN, a submarine officer, who flew from the vicinity of the Horten naval base to Frederikstad, across the mouth of the Oslofjord, on June 1, 1912, to become the first Norwegian to fly an aircraft in Norway.

Some time earlier a Swedish pilot, it is said, flew from Sweden to the naval base at Horten and cheerfully bombarded the Norwegian navy with oranges. Norwegian naval officers responded by contributing to a fund to pay for the training of one of their number in aviation and also to hire a plane.

Lt. Dons was sent to Germany for a 10-day course in flying and a German aircraft called the "Start" was hired. The historic flight of June 1, 1912, followed. That same year the Royal Norwegian Air Force was founded.

The "Start", which Lt. Dons flew, has been preserved and was on display during this year's celebrations. Observers of the crudely constructed machine wondered that it had ever flown.

To make the afternoon complete, three men tied for the individual aggregate with eight points each.

Golfing Chief's Last Try Succeeds

On his final try before proceeding to retirement CPO Tom McIntyre succeeded in winning the RCN Golf Association open tournament at the George Vale Golf Club, Victoria.

CPO McIntyre, an ardent golfer throughout his naval career, had to play consistently good golf to take the honours as 60 "divotees" participated in the tournament.

UNTD Cadets Top Tennis Meet

UNTD cadets posted 39 points to take top team honours in the annual Atlantic Command tennis championships staged at *Stadacona* in late July. In second place was *Stad* with 24, followed by *Shearwater* 18, *Cornwallis* 17 and *Ships* 11.

Results of the individual competitions:

Men's Singles — Andrea defeated Langlois, 7-5, 7-5. Campbell defeated Lemieux 6-1, 6-2. Rushton defeated Albrow, 8-6, 1-6, 6-3. Campbell defeated Rushton 6-1, 6-0. Final—Campbell defeated Andrea, 6-4, 6-4.

Men's Doubles—Rochon, Flewelling defeated Rushton, Briton 6-0, 6-4. Smith, Baker, defeated Bradley, McNeil, 6-3, 6-1. Fowler, Speight defeated Rochon, Flewelling, 6-0, 6-4. Final—Fowler, Speight defeated Smith, Baker, 6-4, 6-3.

Mixed Doubles—Final: Fowler, Pratt defeated Baker, Baker, 7-5, 6-2.

Ladies Singles—Final: Mrs. Pratt defeated Mrs. Corfe, 6-0, 6-1.

Cadet Called Up By Farm Team

Cadet Jack Drover, aged 17, member of the University Naval Training Division at Memorial University, St. John's, Newfoundland, has left for St. Catharines, Ontario, to join the Teepees (being renamed Black Hawks) junior hockey team.

Cadet Drover, a starry right defenceman, has been signed up for the 1962-63 season with the Chicago Black Hawks sponsored team in the Ontario city.

St. John's hockey experts consider him a hot prospect for the National Hockey League in a very few years. After his year of hockey, Cadet Drover's plans may include attendance at McMaster University in Hamilton.

RETIREMENTS

CPO ROYAL REGINALD ADAMS, C2RM4, of Edmonton; joined July 14, 1937; served in Naden, Stadacona, HMS Victory, Skeena, Pictou, Beaver, Avalon, Sackville, St. Hyacinthe, Chaleur II, Dunver, Givenchy, New Glasgow, Peregrine, Ottawa, Stettler, Woodstock, Iroquois, St. Stephen, RCNAS Dartmouth, Aldergrove, Beaconhill, Rockcliffe, Crescent, Sioux, Cayuga, Ontario, Cornwallis, Discovery; awarded CD; retired July 13, 1962.

PO SPURGEON BAXTER, P1SW3 of Canso, N.S.; served in RCNVR April 15, 1941 to Sept. 20, 1945, joined RCN Nov. 30, 1945; served in Stadacona, Avalon, Arvida, Cornwallis, Scotian, Haligonian, Uganda, Micmac, RCNAS Dartmouth, St. Stephen, Cayuga, New Liskeard, Naden, Magnificent, Huron, Swansea, Toronto, Penetang, Hochelaga, Assiniboine, Crescent, Micmac; awarded CD; retired July 30, 1962.

CPO NORMAN CHARLES BRUMN, C1ER4, of Petawawa, Ont.; joined July 12, 1937; served in Stadacona, Saguenay, Naden, Skeena, Cornwallis, York, Givenchy, Niobe, Sioux, Peregrine, Scotian, Crusader, Micmac, Magnificent, Cape Breton, Lauzon; awarded RCN Long Service and Good Conduct Medal; retired July 11, 1962.

CPO GEORGE ROMEO BOUDREAU, C2CM4, of Petit Rocher, North, N.B.; joined July 12, 1937; served in Stadacona, Ottawa, Naden, Avalon, Givenchy, St. Hyacinthe, York, Cornwallis, Warrior, Ontario, Royal Roads, Saguenay; awarded Long Service and Good Conduct Medal; retired July 11, 1962.

CPO RONALD LAIRD BUTLER, C2HT4, of Halifax; joined RCNVR Aug. 13, 1943, transferred to RCN Oct. 12, 1944; served in Stadacona, Fort Ramsay, Charny, Kings, Peregrine, Niobe, Ontario, Micmac, Iroquois, Cornwallis, Quebec, Shearwater, Sault Ste. Marie, Bonaventure, Cape Scott; awarded CD; retired August 12, 1962.

CPO ARTHUR ALAN CAMPION, C1ST4, of Nelson, B.C.; joined July 19, 1941; served in Saskatoon naval division, Naden, Givenchy, Wolf, Stadacona, Avalon, Peregrine, Unicorn, Niobe, HMS Demetrius, HMS Ganet, Warrior, Antigonish, Sioux, Athabaskan, Crescent, Hochelaga; awarded CD; retired July 18, 1962.

CPO JOHN ALEXANDER CARIOU, C1WO4, of Jasinin, Sask.; joined July 15, 1941, served in Regina naval division, Naden, NOIC Vancouver, Prince Henry, Givenchy, Stadacona, Niobe, HMS Marlborough, HMS Nigeria, HMS Jamaica, Peregrine, Niagara, Ontario, Wallaceburg, Crusader, Skeena, Stettler; awarded CD; retired July 14, 1962.

CPO STANLEY LEWIS COOPER, C1CM4, of Victoria; joined July 12, 1937; served in Naden, St. Laurent, Stadacona, St. Francis, Preserver, Avalon, Kootenay, Shelburne, York, Chatham, Uganda, Crescent, Magnificent, Cape Breton, Shearwater, Quebec, Cornwallis, Acadia; awarded Long Service and Good Conduct Medal; retired July 11, 1962.

CPO DAVID LACEY CROWE, C1ER4, of Victoria; joined July 12, 1937, served in Naden, Ottawa, Stadacona, Nanaimo, St.

Clair, Prince Henry, Hunter, Givenchy, Niobe, Baddeck, Cornwallis, Thetford Mines, Peregrine, Gatineau, Ontario, Magnificent, New Liskeard, Cayuga, Stettler, New Waterford; awarded Long Service and Good Conduct Medal; retired July 11, 1962.

PO NORMAN ELLISON, PIAT3, of Vancouver; joined RCNVR May 17, 1941, transferred to RCN Aug. 21, 1944; served in Vancouver naval division, Naden, Stadacona, Ville de Quebec, Alberni, Sarnia, Peregrine, Niobe, HMS Turnstone, HMS Fledgling, HMS Kestrel, HMS Condor, HMS Pintail, HMS Owl, Warrior, Shearwater (18CAG), Cornwallis, Shearwater (30CAG), Magnificent (30CAG), Shearwater (VF870), Naden, Malahat (VC922); awarded CD; retired August 11, 1962.

RCNVR Sept. 3, 1930, transferred to RCN Aug. 30, 1940; served in Winnipeg naval division, Naden, Vancouver, Skeena, DEMS Empress of Russia, Quesnel, Ungava, Stadacona, Niagara, Burrard, Nipigon, Cornwallis, Givenchy, New Glasgow, Avalon, Niobe, HMS Ferret, Chippawa, Naden, Ontario, Crusader, Athabaskan, Fraser, Nonsuch, Discovery; retired Aug. 29, 1962.

CPO GORDON ROSS FRICKETT, C1LT4, of Roblin, Man.; joined RCNVR June 19, 1942, transferred to RCN Feb. 27, 1947; served in Unicorn, York, St. Hyacinthe, Cornwallis, Stadacona, Bytown, Donnacona, Uganda, Naden, Churchill, Athabaskan, Gloucester, Newport Corners, Huron, Shearwater, Haida; awarded CD; retired July 31, 1962.

CPO THOMAS HENRY HUTCHINSON, C2ER4, of Ogema, Sask.; joined RCNVR June 18, 1935, transferred to RCN July 12, 1937; served in Stadacona, St. Laurent, Skeena, Ottawa, Comox, Prince David, Naden, Caraqueet, Nonsuch, Niobe, Glasgow, Uganda, Givenchy, Rockcliffe, Ehkooli, Sault Ste. Marie, Cornwallis, Cayuga, Antigonish, Stettler, Sioux, New Waterford, Patriot; awarded Long Service and Good Conduct Medal; retired July 11, 1962.

CPO ARTHUR THOMAS REA INGLIS, C1WV4, of Edinburg, Scotland; joined July 15, 1941; served in Windsor naval division, Naden, Canfisco, Stadacona, Standard Coaster, Transcona, Cornwallis, Peregrine, Provider, Scotian, Dundurn, Iroquois, Warrior, Magnificent, Nootka, Micmac, Portage, Wallaceburg, Inch Arran, Fort Erie; awarded CD; retired July 28, 1962.

CPO LEONARD DOUGLAS LYCETT, C2ER4, of Liverpool, England; joined August 28, 1937; served in Naden, St. Laurent, Fraser, Assiniboine, Stadacona, St. Croix, Rimouski, Agassiz, York, Arvida, Chaleur II, Buckingham, Peregrine, Stormont, Tilsonburg, Scotian, Warrior, Rockcliffe, Chippawa, Magnificent, Fort Erie, Outremant, Cayuga; awarded Long Service and Good Conduct Medal; retired August 27, 1962.

CPO JOSEPH BERNARD MALONE, C2AT4, of Norquay, Sask., joined June 2, 1941, served in Naden, Royal Roads, Edmuntson, Stadacona, Grand-Mere, Cornwallis, Givenchy, Peregrine, Niobe, Moose Jaw, New Glasgow, Uganda, Warrior, RCN College, RNAS Worthydown, Shearwater, Magnificent, (30 CAG) Labrador HU 21, Bytown; awarded CD, retired 13 July, 1962.

CPO FREDERICK CLARKE MARR, C1ER4, of Mannhurst, N.B.; joined July 12, 1937; served in Stadacona, St. Laurent, Skeena, Buctouche, Niobe, Huron, Strathadam, Carriplace, Peregrine, Kincardine, Scotian, Warrior, Magnificent, Haida, Bytown, Bonaventure; awarded Long Service and Good Conduct Medal; retired July 11, 1962.

CPO ROBERT JOHN McLELLAN, C1BN4, of Vanguard, Sask.; joined July 12, 1937; served in Naden, Fraser, Stadacona, Assiniboine, Nipigon, Cornwallis, Hochelaga II, St.

Chief's Son Saves Amateur Diver

Darelle Kay, son of CPO Lloyd Kay, one time chief electrician at the RCN Diving Establishment, knew what to do and where to go when a tyro Scuba diver got into trouble in Halifax harbour off Shannon Park naval married quarters.

A summer visitor with a naval family in the Park decided to try out his new Scuba gear, with near-disastrous consequences.

Young Kay fished him out of the water and had him whisked by naval ambulance off to the Diving Unit for possible recompression and other treatment.

The naval doctor and divers discovered "no apparent bends" and a spokesman said the victim's condition was good. "He is suffering from exposure and lack of experience", was the official, tongue-in-cheek observation.

The novice diver was reported at the time of treatment to be offering his Scuba gear for sale, cheap.

CPO RONALD EDGAR FENWICK, C1LT4, of Saint John, N.B.; served April 7, 1938 to Nov. 14, 1945, rejoined Jan. 1948; served in Stadacona, Venture, Skeena, St. Hyacinthe, Brantford, Donnacona, Scotian, Peregrine, Victoriaville, Avalon, Captor II, Brunswick, Scotian, Coverdale, Haida, Wallaceburg, Magnificent, Albro Lake, Micmac, Montcalm, Sioux, Bonaventure; awarded Long Service and Good Conduct Medal; retired July 30, 1962.

PO BRIAN GRANARD FORBES, P1SN4, of Winnipeg; joined July 15, 1941, served in Vancouver naval division, Naden, Stadacona, Columbia, Avalon, Cornwallis, Summerside, HMS Arethusia, Niobe, Algonquin, Peregrine, Scotian, Givenchy, Uganda, Ontario, Antigonish, Athabaskan, Wallaceburg, Chatham, HMS Vernon, Ste. Therese, Crescent; awarded CD; retired July 18, 1962.

CPO DAVID HENRY ROGER FREEMAN, C2BN3, of St. Eustache, Man.; joined

Pierre, Kootenay, Protector, Scotian, Ontario, Sioux, Beacon Hill; awarded Long Service and Good Conduct Medal; retired July 11, 1962.

PO WILLIAM JAMES MEADMORE, PICK3, of Calgary; joined RCNVR July 28, 1942, transferred to RCN June 18, 1945; served in *Naden, York, Burrard, Peregrine, Burrard, Givenchy, Crescent, Uganda, Cornwallis, Sioux, Beacon Hill, Antigonish, Ontario, Hochelaga, Ste. Therese*; awarded CD; retired July 14, 1962.

PO ALBERT SAMUEL MELVIN, PIER4, of St. John's, Nfld.; joined RCNVR July 15, 1941, transferred to RCN March 14, 1946; served in *Stadacona, Protector, Sambro (Sackville), Medicine Hat, Niobe, HMS Duke of York, HMS Norfolk, HMS Victory, Ontario, Chebogue, Peregrine, New Liskeard, Verraine, Warrior, Magnificent, Iroquois, Haida, Wallaceburg, Micmac, Nootka, Bonaventure, Sioux, St. Croix, Granby*; awarded CD; retired August 4, 1962.

CPO DOUGLAS JAMES PEARSON, CIER4; of Victoria, joined July 12, 1937; served in *Naden, Fraser, Nootka, Armentieres, Stadacona, St. Croix, Port Arthur, Niobe, Lock Alvie, Peregrine Cornwallis, Warrior, Givenchy, RCN College, Cayuga, Beacon Hill, Magnificent, Ontario, Crescent, Assiniboine*; awarded Long Service and Good Conduct Medal; retired August 7, 1962.

CPO DOUGLAS CYRIL RIPLEY, CIER4, of Stellarton, N.S.; joined July 12, 1937; served in *Stadacona, Skeena, Columbia, Burlington, Assiniboine, Avalon, Algonquin, Peregrine, Iroquois, Haida, Warrior, Magnificent Cabot Cornwallis, Naden, Quebec, Donnacona, Ottawa, Cape Scott*; awarded Long Service and Good Conduct Medal; retired July 11, 1962.

CPO JOHN ROGERS, C1BN4, of Lethbridge, joined July 12, 1937; served in *Naden, Fraser, Wasaga, Baddeck, Sackville, Avalon*

Helping Hand Brings Reward

The ship's fund of HMCS *Porte St. Jean* has been enriched by an unsought \$100 as a result of an incident during the gate vessel's summer training season on the Great Lakes.

The cheque was sent to the ship by Edward B. Benjamin, of New Orleans, in appreciation of the assistance given by the *Porte St. Jean* to his sailing yacht, the *Indra IV*.

"A breakdown in my propulsion engine, plus a complete lack of facilities at Cobourg, Ontario, and for some 80 or 90 miles on either side of Cobourg along the north shore, made it necessary for the *Indra IV* to be towed to Rochester, which the *St. Jean's* command graciously volunteered," Mr. Benjamin wrote to Commodore Paul Taylor, Commanding Officer Naval Divisions, Hamilton, in explanation of the gift.

"Over and above this, the officers and crew showed the very essence of courtesy in assisting with communications, watering, etc."

Stadacona, Peregrine, Givenchy, Griffon, Athabaskan, Cornwallis, Saguenay; awarded Long Service and Good Conduct Medal; retired July 11, 1962.

PO ROBERT AUGUST SAEDAL, PIER4, of Bolduc, Man.; served in RCNVR Sept. 11, 1940, to July 26, 1945, joined RCNR Feb. 15, 1946, transferred to RCN Aug. 1, 1962; served in Winnipeg naval division, *Stadacona, HMS Royal Sovereign, Sambro, (St Clair), Fort Ramsay, Cobalt, Scotian, Peregrine, Chippawa, Ontario, Naden, Beaconhill, Athabaskan, Cayuga, Magnificent, Sioux, Cornwallis, New Liskeard, Lauzon, Bonaventure*; awarded CD, retired July 31, 1962.

CPO EARL SEALY, C1BN4, of Regina, joined RCNVR Feb. 28, 1932, transferred to RCN July 28, 1938; served in *Naden, Ottawa, Stadacona, Skeena, HMS Drake, Cornwallis, Restigouche, Hamilton, Peregrine, Niobe, Uganda, Rockcliffe, Ontario, Royal Roads, Margaree*; awarded Long Service and Good Conduct Medal; retired July 27, 1962.

CPO WILLIAM SHERLOCK TAYLOR, C1ET4, of Montreal; served in RCNVR Aug. 2, 1940 to Jan. 11, 1946, joined RCN Oct. 21, 1946; served in Montreal naval division, *Stadacona, St. Croix, Columbia, Cornwallis, Avalon, Peregrine, Scotian, Naden, Donnacona, Nootka, Haida, Quebec, HMS Flamborough Head, Sydney, Lauzon, Terra Nova, Stadacona (SM6)*; awarded CD; retired August 12, 1962.

PO ERNEST JOHN THOMAS, P1RP3, of Hamilton; joined July 15, 1941; served in Hamilton naval division, *Naden, Stadacona, Annapolis, Trillium, Peregrine, Saskatchewan, St. Hyacinthe, Niobe, Warrior, Magnificent, La Hullose, Micmac, Labrador, St. Laurent, Cayuga, Shearwater, Bonaventure, Star, York*; awarded CD; retired July 14, 1962.

PO JAMES ALFRED THOMPSON, P1RP3, of Revelstoke; joined July 15, 1941, served in *Naden, Givenchy, Stadacona, Annapolis, Chignecto, Stockham, Niobe, HMS Spartiate, Ribble, Peregrine, St. Hyacinthe, Warrior, HMS Dryad, Discovery, Ontario, Beacon Hill, Cornwallis, Cayuga, Quadra, Antigonish, Discovery*; awarded CD; retired July 14, 1962.

PO JOSEPH HERBERT THRELFALL, P12A4, of London, England; served in RAF from Aug. 1940 to April 30, 1946, joined RCN Oct. 7, 1946; served in *York, Naden, Cornwallis, Stadacona, Athabaskan, Oriole, Bytown, Niagara, Saguenay*; awarded CD, retired August 31, 1962.

CPO JOHN KENNETH WALKER, C1TL4, of Montreal; joined RCNVR April 14, 1937, RCN Aug. 28, 1938; served in *Stadacona, Ottawa, St. Laurent, Venture, St. Hyacinthe, Scotian, Newport Corner, Warrior, Magnificent, Albro Lake, Nootka, Quebec*; awarded Long Service and Good Conduct Medal, retired August 27, 1962.

CPO RICHARD WILLIAMS, C1FC4, of Victoria; joined July 12, 1937; served in *Naden, St. Laurent, Stadacona, Saguenay, Bytown, Cornwallis, Niagara, Deep Brook, Niobe, HMS Excellent, HMS Nigeria, HMS Jamaica, Peregrine, Ontario, Crescent, Crusader, Star, Stettler, Antigonish, Royal Roads*; awarded RCN Long Service and Good Conduct Medal; mentioned in Despatches, Sept. 6, 1953; retired July 11, 1962.

OFFICERS RETIRE

LIEUTENANT STEPHEN WILLIAM DERBYSHIRE, CD, of Halifax, joined RCN April 10, 1938, as an A/EA 4/C; promoted to A/Warrant Electrician on October 16, 1943. Lt. Derbyshire served in *Stadacona, HMS Vernon, Assiniboine, Fraser, Restigouche, Cornwallis, Naden, NOIC Shelburne, Avalon, Bytown, Avalon, Niobe, HMS Daedalus, HMS Dipper, HMS Condor, HMS Caroline, Warrior, Shearwater, Magnificent, Ontario*; last appointment, *Stadacona*, for Engineering Division; commenced leave on August 22, 1962; retires March 17, 1963.

COMMANDER MARTIN EDWARD DOYLE, CD, of Ottawa, joined RCNVR June 30, 1941, as a Writer; promoted to Pay Sub-Lieutenant on April 15, 1943; transferred to RCN Nov. 14, 1945. Cdr. Doyle served in Ottawa naval division, *Stadacona, Venture, Kings, Captor, Protector, Bytown, Naden, Warrior, Iroquois, Quebec*; last appointment, Assistant Director Naval Program Control (Personnel and Armament); commenced leave on July 4, 1962; retires on January 6, 1963.

CDR. LIONEL DOUGLAS HALL, MBE, CD and Clasp, of Edmonton and Victoria, joined RCN as writer April 1, 1931, promoted acting warrant writer January 1, 1941; served in *Naden, Skeena, Fraser, Ottawa, Assiniboine, Stadacona, Bytown, Niobe, Haida, Bonaventure*; last appointment as secretary to the Flag Officer Pacific Coast; commenced retirement leave September 1, 1962, retires May 12, 1963.

LIEUTENANT ARTHUR CYRIL SHELTON, of Halifax, joined RCN Nov. 16, 1943 as a Mechanician I/C; promoted to Acting Commissioned Engineer May 1, 1951. Lt. Shelton served in *Niobe, HMS Furious, HMS Minotaur, Ontario, Warrior, Naden, Cayuga, Cornwallis, Magnificent, Stadacona, New Liskeard, Outremont, Lauzon*; last appointment, *Stadacona* on staff of (Principal Naval Overseer); commenced leave on July 7, 1962; retires on January 10, 1963.

LIEUTENANT-COMMANDER ARNOLD BENJAMIN SOUTHON, MBE, CD, of Victoria, RCN, as a Writer, promoted to Acting Warrant Writer on January 1, 1941. Lt.-Cdr. Southon served in *Naden, HMS Vivid II, HMS Victory II, HMS Warspite, Ottawa, Givenchy, Bytown, Scotian, Stadacona, Haida, Portage, Wallaceburg, Cayuga, Niagara*; last appointment, *Niagara* as secretary to CANAVUS; commenced leave on July 1, 1962; retires on January 26, 1963.

COMMANDER GEORGE FRANCIS YELLAND, CD, of Ottawa; joined RCNVR, Sept. 18, 1939, as a A/ERA 4/C; transferred to RCN March 7, 1946; promoted to Warrant Officer (SB) on Sept. 1, 1940. Cdr. Yelland served in Montreal naval division, *Stadacona, Venture, Scotian, Bytown, Naden, Hochelaga*; last appointment, Principal Naval Overseer, St. Lawrence Area; commenced leave on August 16, 1962; retires on March 4, 1963.

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, 1962. Names are grouped according to trade.

Atlantic Command

For Promotion to Chief Petty Officer First Class

C2WS4	H. Heppell.....	4455-H
C3WS4	W. D. Wales.....	5561-H
C2FC4	L. E. Hampton.....	18157-H
C2WU4	G. J. Clare.....	6996-H
C2SN4	C. S. Smylie.....	6135-H
C2SN4	A. R. Watson.....	4776-H
C2RP4	P. E. Boyle.....	5872-H
C2RM4	A. R. Maynard.....	5944-H
C2RS4	W. C. Paly.....	6208-E
C2RS4	J. J. Purcell.....	5123-H
C2ER4	M. C. Coates.....	25455-H
C2ER4	W. N. Goodwin.....	22287-H
C2ER4	R. N. Papi.....	22283-H
C2ER4	J. Phillips.....	34240-H
C2ER4	B. A. Turner.....	25005-H
C2ET4	G. Pilkington.....	22051-H
C2HT4	W. R. Mombourquette.....	12131-H
C2AM4	G. D. Mooney.....	5387-H
C2AT4	L. W. Turner.....	22942-E
C2RA4	J. W. Freeman.....	50792-E
C2WR4	F. C. Randall.....	50603-H
C2ST4	R. F. Currie.....	51717-H
C2CM4	G. D. Blakeney.....	51075-H
C2CM4	W. J. Lawrence.....	50223-H
C2LA4	D. M. Halverson.....	50018-H
C2CD4	J. H. Wilson.....	4891-H
C2PH4	F. Polischuk.....	4839-H

For Promotion to Chief Petty Officer Second Class

P1BN3	W. G. Clayton.....	11158-H
P1BN4	K. B. Graham.....	7172-H
P1WS4	E. G. Brimble.....	51988-H
P1WS3	J. A. Clingan.....	6499-H
P1WS3	J. P. Drake.....	18637-H
P1WS3	D. R. Lonnee.....	5899-H
P1WS4	L. Roy.....	5083-H
P1FC4	S. H. Bell.....	10404-H
P1WU4	E. A. Bray.....	6749-H
P1WU4	J. A. Gaudet.....	15264-H
P1SN4	G. C. Edwards.....	10603-H
P1SN4	V. E. McKinnon.....	10394-H
P1SN4	G. J. Quesnel.....	23298-H
P1SN4	W. M. Stokes.....	10112-H
P1RP4	H. S. Morrison.....	6469-H
P1RM3	R. G. Dennis.....	5891-H
P1RM3	R. Deschenes.....	5986-H
P1RM3	R. E. Morehouse.....	10509-H
P1RS4	G. T. Finnie.....	7669-E
P1RS4	M. K. Love.....	6868-H
P1RS4	J. R. Westall.....	13135-H
P1ER4	J. T. Charter.....	10157-H
P1ER4	T. B. Edwards.....	25496-H
P1ER4	R. J. Gravelle.....	22956-H
P1ER4	W. G. Humphries.....	22544-H
P1ER4	R. E. Laeroix.....	22356-H
P1ER4	E. C. Large.....	23146-H
P1ER4	M. McCartney.....	8682-H
P1ER4	K. J. Orchard.....	22388-H
P1ET4	J. W. Muir.....	6282-H
P1ET4	G. A. Young.....	51444-H

P1LT4	N. E. Dugal.....	6905-H
P1LT4	A. K. Zahn.....	14305-H
P1HT4	J. N. McGraw.....	22510-H
P1WA4	E. R. Cant.....	50160-H
P1NA4	K. O. MacLean.....	17161-E
P1AM4	J. G. Goode.....	5889-H
P1AT4	R. W. Davidson.....	22918-E
P1AT4	G. L. Thompson.....	50430-H
P1EA4	J. E. Anderson.....	51583-H
P1RA4	L. W. Storey.....	12854-H
P1ST4	K. M. Hurl.....	50908-H
P1CM4	C. W. Hall.....	51952-H
P1CM4	W. Kowk.....	51689-H
P1CK3	J. W. McGill.....	50569-H
P1RR4	D. E. Crowe.....	51925-H
P1BD4	R. R. MacKay.....	50855-H

For Promotion to Petty Officer First Class

P2BN3	J. E. Parsons.....	6109-H
P2BN3	L. H. Stymest.....	7072-H
P2WS3	E. M. Coleman.....	10572-H
P2WS4	R. J. Houle.....	18986-H
P2WS2	A. J. McGuire.....	5919-H
P2WS3	W. McLeod.....	25506-H
P2WS3	J. C. Paul.....	26414-H
P2WS2	E. P. Wood.....	10532-H
P2FC3	C. L. Downey.....	15980-H
P2FC3	F. G. Morris.....	16832-H
P2FC3	L. J. Richard.....	6952-H
P2WU3	C. J. Ashton.....	9181-H
P2SN3	D. Clelland.....	10929-H

P2SN3	B. W. Pask.....	10217-H
P2SN4	L. R. Snow.....	12264-H
P2RP3	D. G. Cox.....	7402-H
P2RP3	G. E. Crouch.....	11772-H
P2RP3	C. H. Wood.....	12174-H
P2SG3	W. Archibald.....	16207-H
P2SG3	C. A. Chafe.....	13624-H
P2SG3	G. Griffin.....	12120-H
P2SG3	D. J. Marsh.....	10240-H
P2SG3	R. M. McLean.....	13827-H
P2SG3	R. J. Tate.....	16404-H
P2RM3	F. W. Wilson.....	18247-H
P2RS3	A. A. Atkins.....	15321-H
P2RS3	C. N. Gee.....	6729-H
P2ER4	J. E. Beaudry.....	23336-H
P2ER4	J. A. Carlson.....	43879-H
P2ER4	L. A. Carter.....	36449-H
P2ER4	G. L. Cayea.....	11304-H
P2ER4	D. J. Edwards.....	7334-H
P2ER4	J. W. Hilton.....	51994-H
P2ER4	D. R. Kennedy.....	12566-H
P2ER4	E. Kverme.....	38384-H
P2ER4	D. B. Jones.....	30000-H
P2ER4	G. J. Laplante.....	9025-H
P2ER4	W. S. Lethbridge.....	11996-H
P2ER4	W. M. Parker.....	36205-H
P2ER4	T. A. Poolton.....	42688-H
P2ER4	S. C. Omdal.....	9727-H
P2ER4	W. W. Robertson.....	36716-H
P2ER4	W. A. Salter.....	10881-H
P2ER4	D. G. Sheehan.....	27672-H
P2ER4	M. R. St. Onge.....	26415-H
P2ER4	H. W. Towner.....	39595-H
P2ER4	J. M. Watt.....	42416-H



The Canadian Highway Safety Council says that the use of seat belts could save 1,000 lives a year in Canada. In this Council photo, Mrs. Robert Dunn shows six-year-old daughter Monica how easily a seat belt may be adjusted. Mrs. Dunn's husband is a retired naval officer, who has been with External Affairs for many years. (Cliff Buckman, Photo Features)

P2ER4 G. R. Webster.....31313-H
P2ET4 J. R. Burrell.....26998-H
P2ET4 J. R. Culligan.....19887-H
P2ET4 D. A. Lynch.....8089-H
P2ET3 R. W. Pratt.....12759-H
P2ET4 J. A. Theriault.....23339-H
P2LT4 G. A. Faulkner.....26966-H
P2LT3 R. H. Frowley.....18198-H
P2LT3 H. F. King.....9634-H
P2LT3 K. L. Redman.....15934-H
P2LT4 B. J. Reynolds.....10756-H
P2HT3 T. C. Lyons.....30693-H
P2NA3 D. J. Coakley.....25578-H
P2AM3 J. J. Mills.....10226-H
P2AT3 W. A. Gratto.....12129-H
P2AT4 J. A. Turner.....10380-E
P2EA3 A. S. Nemeth.....8145-E
P2RA3 P. R. Cochran.....9352-H
P2AW3 J. D. Smith.....34230-H
P2AW3 P. K. Smoth.....23052-H
P2VS3 S. J. Carey.....16264-H
P2NS3 K. A. Pettigrew.....10545-H
P2NS3 J. L. Richard.....9899-H
P2CK3 G. Aucoin.....12088-H
P2CK3 A. J. Boucher.....41575-H
P2CK3 D. R. Croxall.....7220-H
P2CK3 E. J. Eisen.....12320-H
P2CK3 W. C. Gould.....10516-H
P2SW3 J. R. Fortin.....9867-H
P2SW3 C. G. Hicken.....15233-H
P2SW3 J. R. Rousseau.....14107-H
P2SW3 G. D. Woynar.....17649-H
P2MA3 L. A. Butland.....14655-H
P2OR3 A. L. Campbell.....23482-H
P2LA3 M. I. Jones.....37955-H
P2LA3 J. R. MacPhee.....25217-H
P2MA3 G. A. Rinneard.....31167-H
P2MA3 R. M. Stevens.....23401-H
P2PT3 J. Gill.....7083-H
P2MO3 W. J. Adamson.....13104-H
P2BD3 R. C. Knight.....14407-H
P2BD3 C. S. Potts.....30894-H

P2PH3 G. C. Apps.....13288-H
P2WP3 R. M. Auger.....W-32987

P1MA4 E. L. Thomas.....32724-E
P1PH4 R. C. Duiven.....5897-E

Pacific Command

For Promotion to Chief

Petty Officer First Class

C2BN4 G. C. Vanderhaegen.....3154-E
C2WS4 D. R. Allen.....4056-E
C2FC4 S. H. Shaw.....4973-E
C2FC4 J. K. Slater.....3432-E
C2SN4 F. R. Andrews.....4077-E
C2ER4 J. Blythe.....21614-E
C2ER4 A. E. Wise.....3642-E
C2LT4 L. W. Larson.....5032-E
C2WR4 V. E. Judson.....4907-E
C2ST4 C. P. Sondors.....40905-E
C2CM4 J. M. Vollet.....6199-E
C2BD4 C. G. Anslow.....51835-E

For Promotion to Chief

Petty Officer Second Class

P1BN4 H. Diek.....21902-E
P1FC4 E. A. Chadwick.....51529-E
P1SN4 G. Goossen.....17401-E
P1SN4 W. J. Henderson.....17186-E
P1ER4 H. G. Harper.....22173-E
P1ER4 F. R. McLean.....22735-E
P1ER4 P. Severny.....10031-E
P1ET4 S. W. Brynildsen.....51451-E
P1ET4 J. P. Frederick.....5379-E
P1ET4 T. D. Lavery.....6400-E
P1LT4 G. S. Tory.....5104-E
P1HT4 F. W. Hoyle.....17517-E
P1NS3 P. Dunae.....50598-E
P1CM4 R. E. Utley.....51081-E

For Promotion to Petty Officer First Class

P2BN3 J. M. Maybin.....14968-E
P2WS2 W. McArthur.....5772-E
P2WS2 H. G. Ross.....24178-E
P2FC2 E. W. Crawford.....14758-E
P2FC3 G. W. Stinson.....10366-E
P2WC4 R. M. Czop.....24265-E
P2SN3 F. T. McLeod.....6434-E
P2SN3 G. C. Smith.....3717-E
P2RP3 A. McLean.....6426-E
P2RP3 B. A. Thackeray.....5637-E
P2SG3 N. Clarkson.....15088-E
P2SG3 R. M. Negrich.....7710-E
P2RM3 L. R. Edmonds.....10359-E
P2RM3 J. W. Ellis.....8229-E
P2RM3 M. L. Millar.....8208-E
P2ER4 L. K. Carlstrand.....28666-E
P2ER3 R. D. Pollard.....18589-E
P2ER4 L. E. Stevens.....36440-E
P2ET3 R. J. Banwell.....18154-E
P2ET3 K. E. Johnson.....17174-E
P2LT3 J. W. Jewell.....7602-E
P2LT4 H. B. Payne.....9728-E
P2LT3 J. A. Yakabuski.....10025-E
P2HT4 D. S. Fitzgerald.....14872-E
P2AW3 J. D. Ghanam.....9583-E
P2NS3 J. R. McAndrews.....10327-E
P2CK3 L. A. Tysowski.....50692-E
P2SW3 W. J. Shewehuk.....17423-E
P2SW3 A. Wurban.....17276-E
P2RR4 R. F. Hall.....30279-E
P2LA3 T. W. Moore.....18326-E
P2OR3 J. E. Woods.....24172-E
P2CD4 J. G. Verschuere.....5938-E
P2PT3 K. Jones.....8286-E
P2BD3 G. W. Dickie.....8558-E



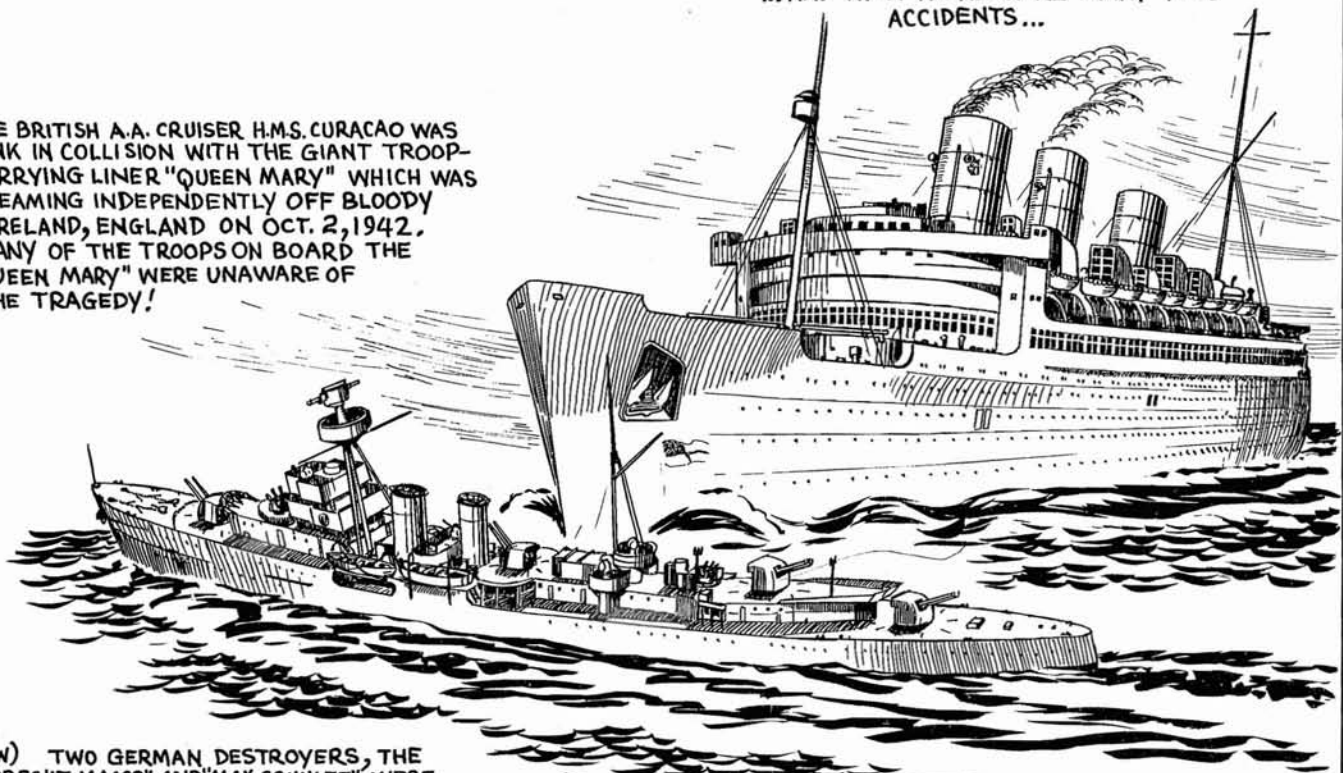
A lot of amusement was provided for residents of Victoria when the RCN carried out anti-submarine exercises of a sort on the city's main thoroughfares. Mounted on motorized go-carts were several models of destroyer escorts and another of the submarine Grilse. Ships and submarine alternated in the roles of pursuer and pursued, and wildly gyrated along the course of the Victoria Day parade. (E-66583)

Naval Lore Corner

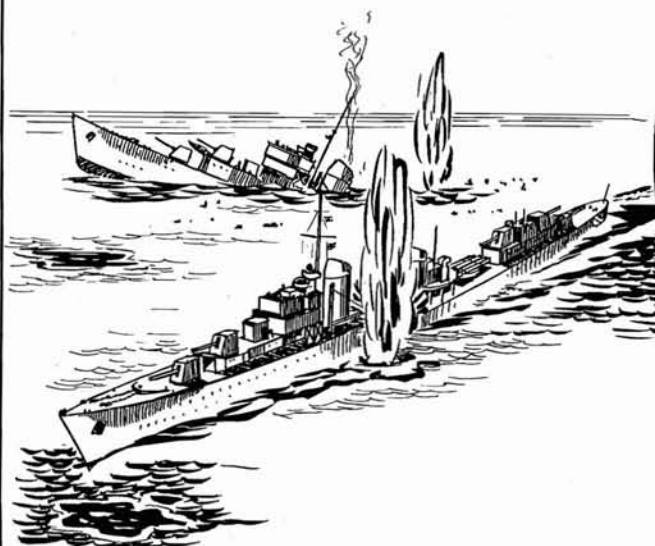
Number 108 "ACCIDENTS of WAR"

NOT ALL THE CASUALTIES SUFFERED DURING THE WAR WERE INFLICTED BY THE ENEMY. MANY WERE THE ATTACKS BY AIRCRAFT AND SHIPS ON THEIR OWN FORCES... PARTICULARLY UPON SUBMARINES ... AND THEN THERE WERE MANY "PURE" ACCIDENTS...

THE BRITISH A.A. CRUISER H.M.S. CURACAO WAS SUNK IN COLLISION WITH THE GIANT TROOP-CARRYING LINER "QUEEN MARY" WHICH WAS STEAMING INDEPENDENTLY OFF BLOODY FORELAND, ENGLAND ON OCT. 2, 1942. MANY OF THE TROOPS ON BOARD THE "QUEEN MARY" WERE UNAWARE OF THE TRAGEDY!



(BELOW) TWO GERMAN DESTROYERS, THE "LEBERECHT MAASS" AND "MAX SCHULTZ" WERE SUNK IN THE NORTH SEA ON FEBRUARY 22, 1940 BY AIRCRAFT OF THE LUFTWAFFE, WHICH HAD MISTAKEN THEM FOR BRITISH DESTROYERS! SIX MONTHS EARLIER, THE "MAX SCHULTZ" HAD SUNK THE GERMAN TORPEDO BOAT "TIGER" IN COLLISION OFF BORNHOLM!



THE BRITISH "TRIBAL" CLASS DESTROYER H.M.S. PUNJABI WAS SUNK IN 1942 IN COLLISION WITH THE BATTLESHIP H.M.S. KING GEORGE V

Roger Duhamel

QUEEN'S PRINTER — IMPRIMEUR DE LA REINE

If undelivered return to:

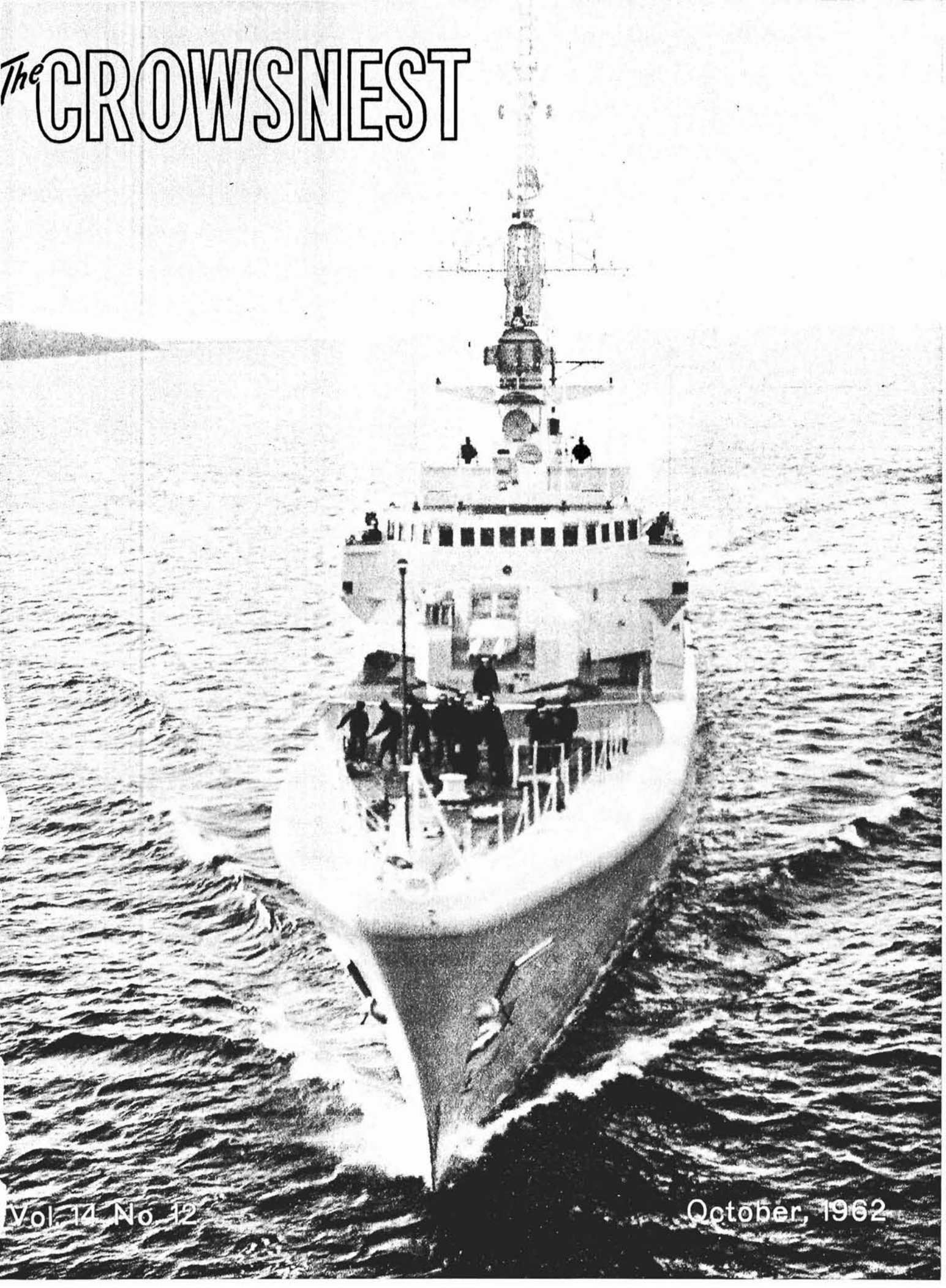
The Queen's Printer, Ottawa, Canada

En cas de non-livraison, retourner à:

L'Imprimeur de la Reine, Ottawa, Canada

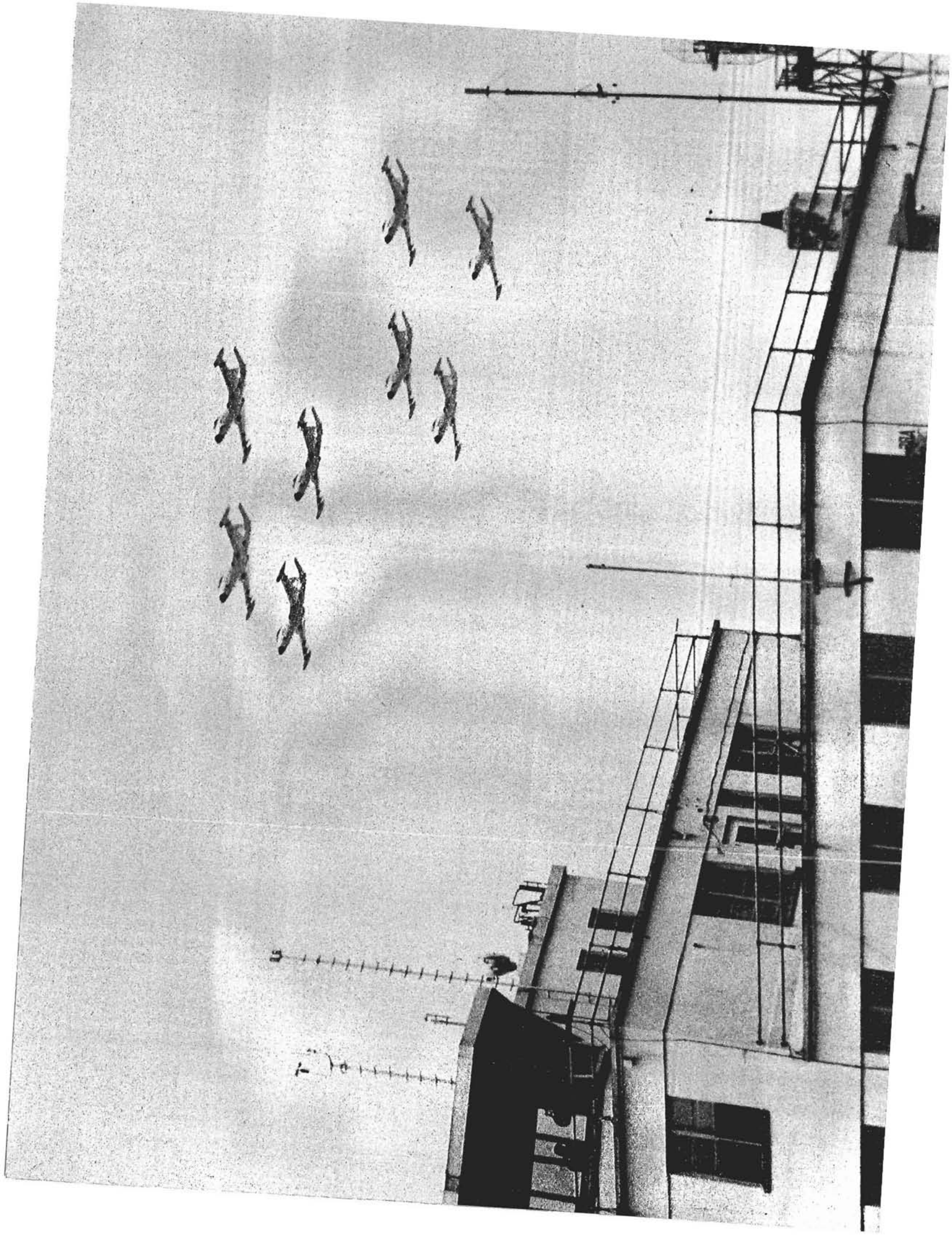


The CROWSNEST



Vol. 14, No. 12

October, 1962



The CROWSNEST

Vol. 14 No. 12

THE ROYAL CANADIAN NAVY'S MAGAZINE

OCTOBER 1962

CONTENTS

	Page
<i>RCN News Review</i>	2
<i>HMCS Mackenzie</i>	5
<i>Two Admirals Retire</i>	7
<i>Promotions and Appointments</i>	8
<i>Home from the Sea</i>	10
<i>Officers and Men</i>	11
<i>Mid-Atlantic Rescue</i>	15
<i>Here and There in the RCN</i>	18
<i>Afloat and Ashore</i>	19
<i>Cadets in Eskimoland</i>	23
<i>Books for the Sailor</i>	25
<i>Retirements</i>	27
<i>Naval Lore Corner No. 109</i>	<i>Inside Back Cover</i>

The Cover—The foc'sle party busies itself with last-minute preparations as the brand-new destroyer escort *Mackenzie* enters the outer approaches of Halifax harbour for the first time.

(DNS-29786)

FAREWELL

Six years ago the Royal Canadian Navy entered the Jet Age with the acquisition of F2H Banshee all-weather jet fighters, which also signalled the arrival of the Missile Era when they were armed with Sidewinder guided missiles.

The Banshees and the officers and men of VF 870 who flew and maintained them gave sterling service to the Royal Canadian Navy at sea with the *Bonaventure*, supporting NORAD, co-operating with the Canadian Army in field manoeuvres, and sharing in exercises with the RCAF.

Now, aging and their speed unequal to the task of intercepting more modern aircraft, the RCN's Banshees have been "paid off". The picture on the opposite page shows their farewell flypast over the RCN air station, *Shearwater*, in September. (DNS-29439)

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 orders 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.



RCN NEWS REVIEW

Air Marshal Hugh Campbell, retiring Chief of the Air Staff, is accorded a gun salute and a guard on arrival at the RCN Air Station, Shearwater, late in August. He was on his final tour of the Maritimes. (DNS-29541)

First Sea Lord Visits Canada

The First Sea Lord, Admiral Sir Caspar John, GCB, accompanied by Lady John and Captain D. Williams, RN, visited Canada at the invitation of the Chief of Naval Staff, Vice-Admiral H. S. Rayner, between October 2 and 13.

During this period he visited Ottawa, Halifax and Esquimalt and attended the commissioning of HMCS *Mackenzie* at Montreal.

This was Admiral John's second visit to North America since his appointment as First Sea Lord in February 1960. In November of that year he stopped in Ottawa while on a tour to Canada and the United States.

Commendation For Saving Life

Ldg. Sea. Charles Musgrove, a fire-controlman in the destroyer escort *Sioux* received a commendation from the Chief of the Naval Staff on board the *Sioux* alongside in the Dockyard on September 25.

The CNS Commendation, in the form of a signed certificate, praises his rescue of a shipmate off Bermuda last February. Rear-Admiral K. L. Dyer, Flag Officer Atlantic Coast, made the presentation in a brief ceremony.

Ldg. Sea. Musgrove was one of nine men getting a motor cutter into the water to recover practice torpedoes the ship had been firing off Bermuda when an unexpectedly large wave caught the boat, swamping it and casting its occupants into the sea.

He grabbed his badly injured shipmate and urged other crewmen to stay together in the heavy seas until their rescue seven minutes later by the destroyer escort *Kootenay*, which was in the vicinity at the time of the mishap.



Major-General M. P. Bogert, retiring General Officer Commanding Eastern Command, paid a farewell visit to Rear-Admiral K. L. Dyer, Flag Officer Atlantic Coast, in late August. They are shown in the Admiral's office at Maritime Command Headquarters, Atlantic, in HMC Dockyard, (HS-69580)

The shipmate he seized had suffered a badly broken arm, broken leg and severe arterial cut in his left leg and was bleeding badly when Ldg. Sea. Musgrove came to his aid. He would not have survived had it not been for his rescuer's efforts.

The commendation, signed by Vice-Admiral H. S. Rayner, Chief of the Naval Staff, reads as follows:

"You are commended for the prompt action and initiative which you displayed in saving the life of a shipmate after your ship's motor cutter was carried away and demolished in heavy seas off Bermuda on 7 February, 1962."

Cdr. Aggett Again Heads Navy League

Cdr. F. C. Aggett, RCNR (Ret), of Toronto, was returned as president of the National Council of the Navy League of Canada at the 67th annual meeting in St. John's, Newfoundland, in September. R. J. Bicknell, of Vancouver, continues as immediate past national president.

Captain T. D. Kelly, RCNR (Ret), of Toronto, was returned as first vice-president and T. E. Waddington as vice-president at large. Newly elected as second vice-president is Dr. H. D. Roberts of St. John's. New vice-presidents at large are D. W. Brown, of

Victoria; A. N. Morris, of Regina, and W. G. Brookie, of Winnipeg.

Patrons and honorary presidents remain the same with the addition of E. B. Frost of Winnipeg as an 11th honorary president. New honorary chaplains are Rev. Harry Ploughman and Rev. J. F. Whelly, respective Protestant and Roman Catholic Chaplains of the Fleet at Naval Headquarters.

New honorary vice-presidents include Cdr. T. R. Durley, RCNR (Ret), Montreal; Rear-Admiral M. G. Stirling, Ottawa; Rear-Admiral W. M. Landymore, Esquimalt, and D. W. Cathers, Hamilton. Returned were Rear-Admiral K. L. Dyer, Halifax; J. R. K. Millen, Winnipeg; C. F. Ritchie, Montreal; Commodore P. D. Taylor, Hamilton, and the national president of the Naval Officers' Association.

New members on the 12-strong board of management are: A. N. Morris, of Regina; Captain A. W. Baker, of



Vice-Admiral E. R. Mainguy, RCN (Ret), left, former Chief of the Naval Staff, and Sir Leonard Outerbridge, first lieutenant-governor of Canada's 10th province, exchange remembrance gifts at the Crow's Nest, famous sea-going officers' club in St. John's, which they established when Admiral Mainguy was Captain "D" Newfoundland in the Second World War. The admiral, now president of the Ontario Division of the Navy League of Canada, was a special guest of the still functioning club September 13 during the annual meeting in St. John's of the League's national council. (NFD-7389)

Hearers Thrilled By Anthem Rendition

When the national anthem of newly independent Jamaica is played in the future, it may well have a Canadian accent.

At a concert in Kingston, Jamaica, during the independence celebrations in early August, the *Stadacona* band, conducted by CPO E. L. Spiers, played its own arrangement of the new anthem.

The stirring rendition so impressed the secretary of the Independence Celebrations Committee that he arranged to have it tape-recorded with a view to seeking its adoption as the official version.

The arrangement of the anthem was made by PO E. T. Hemingway from a piano score clipped from the *Kingston Daily Gleaner* the day after the anthem had been chosen by the legislature and mailed to Halifax.

If the acceptance of the RCN arrangement comes about, it will not have been the first honour paid to the band by Jamaica. It was chosen to play before Her Royal Highness, the Princess Royal, at the State Banquet.

One observer had this to say of the band's visit:

"Despite irritating little problems, the heat and the tiring travel, late hours and the overwhelming entertainment showered on them by a grateful public, they always seemed ready to give a sparkling performance. They travelled to many parts of the island and everywhere they went they proved to be the best possible ambassadors that Canada could have sent to Jamaica.

"Their unassuming manner and friendliness captured the hearts of their audiences, who made a great fuss over them in their spare moments."

Beaverton, Ont; Vice-Admiral E. R. Mainguy, of Toronto, and W. G. Brockie, of Winnipeg.

H. R. Gillard of Toronto continues as national secretary-treasurer and general manager. Appointed to serve jointly with Mr. Gillard was Rear-Admiral P. D. Budge, who stepped down from his appointment as Chief of Naval Personnel to proceed on retirement leave in mid-September. Chairman of operating committees for hostels and clubs in Halifax, Sydney and Louisburg, N.S. remain the same. New chairman of the important committee on Sea Cadets, Navy League Cadets and Wrenettes is W. G. Brockie of Winnipeg.

The Royal Patron is Her Majesty the Queen and Admiral, Sea. Cadets is H.R.H. The Prince Philip. Other patrons are the Governor-General, Prime Minister, Defence Minister and Lieutenants-Governor of all provinces.

Honorary presidents are: Hon. Leon Balcer, of Ottawa; V. L. Brett, of Halifax; N. R. Crump, of Montreal; David H. Gibson, of Toronto; C. K. McLeod, of Montreal; D. C. Maclachlan, of Toronto, S. R. Noble, of Montreal; Vice-Admiral H. S. Rayner, of Ottawa; J. F. Ruttan, of Winnipeg; Col. the Hon. C. Wallace, of Vancouver, and E. B. Frost, Winnipeg.

Returned to the Board of Management: Cdr. Aggett, Mr. Bicknell, D. W. Brown, of Victoria; J. G. Dunlop, of Cobourg, Ont.; Captain Kelly; Dr. Roberts, R. C. Stevenson, of Montreal, and T. E. Waddington, of Edmonton.

Legal counsel is S. D. Thom, QC, of Toronto, and medical adviser is Surg. Captain C. H. Best, RCNR (Ret), of Toronto.

Ships Attend Celebrations

Ships of the RCN took part in two separate celebrations marking the independence of the new nation formed by the union of Trinidad and Tobago in August.

The celebrations began on August 28 with the arrival of Her Royal Highness the Princess Royal in Trinidad by RCAF Comet jet. On the morning of August 30, HMCS *Iroquois* arrived at Port of Spain, Trinidad, and HMCS *Huron* at Scarborough, Tobago.

The calls normally associated with visits to other lands were waived on this occasion. However, Captain G. C. Edwards, commanding officer of the *Iroquois* and squadron commander, had the acting Canadian high commissioner, D. K. Doherty, and Rear-Admiral J.

F. D. Bush, Flag Officer Flotillas, Mediterranean, as luncheon guests.

That afternoon the *Iroquois* gave a party for 50 children while another 200 were being entertained on board visiting Royal Navy units.

Meanwhile, the *Huron*, anchored a half mile offshore at Tobago on August 30 and 31, landed armed guards on two occasions for ceremonies and took on board on separate occasions 50 adults for a reception and 90 children for a party.

The *Huron* rejoined the *Iroquois* at Port of Spain on September 1. That evening the ships were joint hosts at a reception for 120 Trinidadians and Canadians. A men's luncheon on board the *Iroquois* the next day was driven below decks to the wardroom by a heavy downpour but the guests proved adept at carrying loaded plates of food down two ladders.

The two ships jointly landed an armed guard on September 3 and this paraded through the western section of Port of Spain as the concluding event in RCN participation in the independence ceremonies.

Previously the *Iroquois* and *Huron* had helped to celebrate Jamaican independence, having been in harbour at Kingston from August 2 to 10.

Argentine Cruiser Visits West Coast

The Argentine training cruiser *La Argentina* arrived at Esquimalt on Thursday, August 23, for a two-day visit to the Pacific Command of the RCN.

As she approached Esquimalt Harbour, the 7,600-ton ship fired a 21-gun national salute to Canada. The salute was returned from McCauley Point.

La Argentina secured at the government jetty adjacent to *Naden*, where the *Naden* band played upon her arrival.

Later the ship's commanding officer, Captain Juan Carlos Gonzales Llonas, paid official calls.

That evening a Command reception was held on board HMCS *Cape Breton* (host ship) for officers of the visiting Argentine cruiser. For the reception, the *Cape Breton* was secured at "A" jetty of HMC Dockyard. During the evening, a guard and the band of *Naden* presented a Sunset Ceremony on the jetty in honour of the visiting Argentine naval personnel. Several social and sports events and a number of sightseeing tours were arranged for the visitors.

Page four

On the evening of August 24 the Argentine cruiser held a reception on board.

The cruiser left Esquimalt the next morning and proceeded to Vancouver.

U.S. Ship Bears Historic Name

When the USS *Lawrence* called at Halifax on October 3, and 4, en route from a shakedown cruise in the Great Lakes, she marked the first appearance in that port of one of the U.S. Navy's new guided missile destroyers.

The *Lawrence*, commanded by Cdr. Thomas W. Walsh, evoked considerable naval curiosity since approval has been given for construction in Canada of eight general purpose frigates incorporating guided missile systems.

Her visit rang a bell among local historians as well. She is named in honour of Captain James Lawrence, USN, whose dying words in the 1813 battle of HMS *Shannon* and USS *Chesapeake*, "Don't give up the ship!" became an inspiration to officers and men of the U.S. Navy.

Sailors Rescue Girl from Harbour

PO Paul Huffman and AB Dennis O'Hara, of the *Cap de la Madelaine*, rescued a young girl from the harbour in St. John's, Newfoundland, in mid-August, after she apparently slipped from a wharf near the old U.S. Army Dock.

The seamen heard cries for help and saw the girl floundering in the water.

They both dived from the ship and managed to bring her to shore.

They placed the soaking wet girl in a taxi and she went home, without identifying herself.

The girl told the sailors that she was waiting on the wharf to "wave the ships goodbye" when she lost her footing and fell into the water.

Street Recalls First Margaree

A street in West Vancouver was earlier this year named after HMCS *Margaree*, destroyer sunk in a convoy collision in October 1940 with the loss of the commanding officer and 141 of the ship's company.

The present *Margaree* is a St. Laurent class destroyer escort attached to the Second Canadian Escort Squadron and based at Esquimalt. The ships were named after the Margaree River, a noted salmon stream in Cape Breton Island.

6 Ships Share in 'Sharp Squall 6'

Six ships of the Atlantic Command took part in a NATO anti-submarine and fleet exercise centered in the western approaches to Britain from October 2 to 18.

Taking part in the exercise, named "Sharp Squall Six", were the *Bonaventure*, *Nootka*, *Micmac*, *Cayuga*, *Crescent* and *Athabaskan*. The destroyer escorts are units of the First Canadian Escort Squadron.

Also taking part were forces from Britain, Denmark, The Netherlands and Norway, along with a squadron of RCAF Maritime aircraft.

The ships sailed from Halifax on September 17 and proceeded to Rotterdam before taking part in the exercise. En route the *Bonaventure* and *Athabaskan* participated in search and rescue operations in connection with the loss at sea of a Flying Tiger airliner.

Dutch Warship Visits Esquimalt

The anti-submarine destroyer *Limburg*, of the Royal Netherlands Navy, visited Esquimalt in mid-September.

Commanded by Cdr. J. C. H. Van Den Bergh, and carrying approximately 270 officers and men, the *Limburg* entered Esquimalt Harbour on the morning of September 14. The 3,070-ton, 380-foot destroyer berthed at the government jetty adjacent to *Naden*.

A number of sports and social events were arranged for officers and men of the Netherlands warship. These included sightseeing tours, smokers, visits to local industries, church services, and recreational programs.

The Dutch destroyer, in company with a sister ship, was originally due in Esquimalt last March but the two ships were rerouted following a change in operational commitments.

Six Awarded Cash for Ideas

Cash awards from the Suggestion Award Board of the Public Service of Canada and letters from the Chief of Naval Personnel have been earned in the past few months by six naval personnel, whose suggestions have been adopted by the RCN.

PO G. L. Thompson, *Shearwater*, PO Byron G. Freeman, *Bonaventure*, PO George S. Tory, *Saguenay*, PO F. J. Micallef, *Cornwallis*, and AB James E. Orpen, *Shearwater*, all suggested modification of naval equipment.

AB Michael P. Houlihan, *Naden*, suggested a carrying handle for four-gallon milk cans.



HMCS Mackenzie, the newest addition to the RCN fleet, is shown here on the St. Lawrence River. After commissioning on October 6, the ship sailed for Halifax where she arrived on October 15. (ML-11178)

HMCS Mackenzie

HMCS *Mackenzie*, name ship of a new class of destroyer escorts, was commissioned on October 6 at the shipyard of Canadian Vickers Limited, Montreal.

A chilling northeast wind and rainy skies gave the ship a taste of the weather she might expect later in her commission as the Red Ensign was replaced by the White Ensign.

Guests braved the weather and filled two tent pavillions to watch the ceremony.

Among the distinguished guests were Admiral of the Fleet Sir Caspar John, First Sea Lord of the British Admiralty; Vice-Admiral H. S. Rayner, Chief of the Naval Staff; Georges Valade, MP, for Ste. Marie, who represented Hon. Douglas S. Harkness, Minister of National

Defence; Rear-Admiral K. L. Dyer, Flag Officer Atlantic Coast, and R. C. Pearce, president of Canadian Vickers Limited.

The *Mackenzie* was accepted by Commodore John Deane, Deputy Chief of Naval Technical Services, who represented Rear-Admiral J. B. Caldwell, Chief of Naval Technical Services.

Guests were introduced by Captain A. Graham Bridgman, Principal Naval Overseer, Montreal.

Admiral Rayner, in his address, said the *Mackenzie* and the ships to follow would help ensure the Navy was up-to-date and ready in all respects to perform its role in the years ahead.

He continued: "The purpose of the RCN can be simply stated: it is to en-

sure that Canada, in co-operation with allied and friendly nations, will have unrestricted use of the seas in peace and war.

"The RCN might be thought of as Canada's share of an insurance program underwritten by those nations for whom the sea is a vital avenue of commerce and who also stand for the doctrine of the freedom of the seas."

Admiral Rayner paid tribute to the men who built the *Mackenzie*. He said:

"We in the Navy are proud of the record achieved by the St. Laurent and Restigouche class ships, especially in the anti-submarine role. We are grateful to the shipyards that built them and to the numerous associated industries that equipped them.

"As the shipyard worker takes pride in the ship he builds, so does the sailor take a pride in the ship he mans. And just as new equipment and techniques require the shipyard worker to work to higher standards, so do the new ships and new equipment make higher demands of the sailor."

Of her commanding officer, Cdr. A. B. German, her officers and men, Admiral Rayner observed:

"Much will be asked of this ship and her ship's company. They will be called upon to operate day and night, in winter and summer, in gales and in hurricanes, in the chilling cold of the northern regions and in the thick heat of the tropics.

"The ship's personnel have been trained for this task. In addition to training, however, they have another important attribute, they are adventurous men. And it is love of adventure that has carried ordinary men to great accomplishment through the ages."

The Protestant ceremony was conducted by Rev. A. G. Faraday, Chap-



lain (P), while the Roman Catholic ceremony was conducted by Rev. J. E. Whelley, Chaplain-of-the-Fleet (RC).

Following the raising of the White Ensign, Cdr. German spoke to his ship's company.

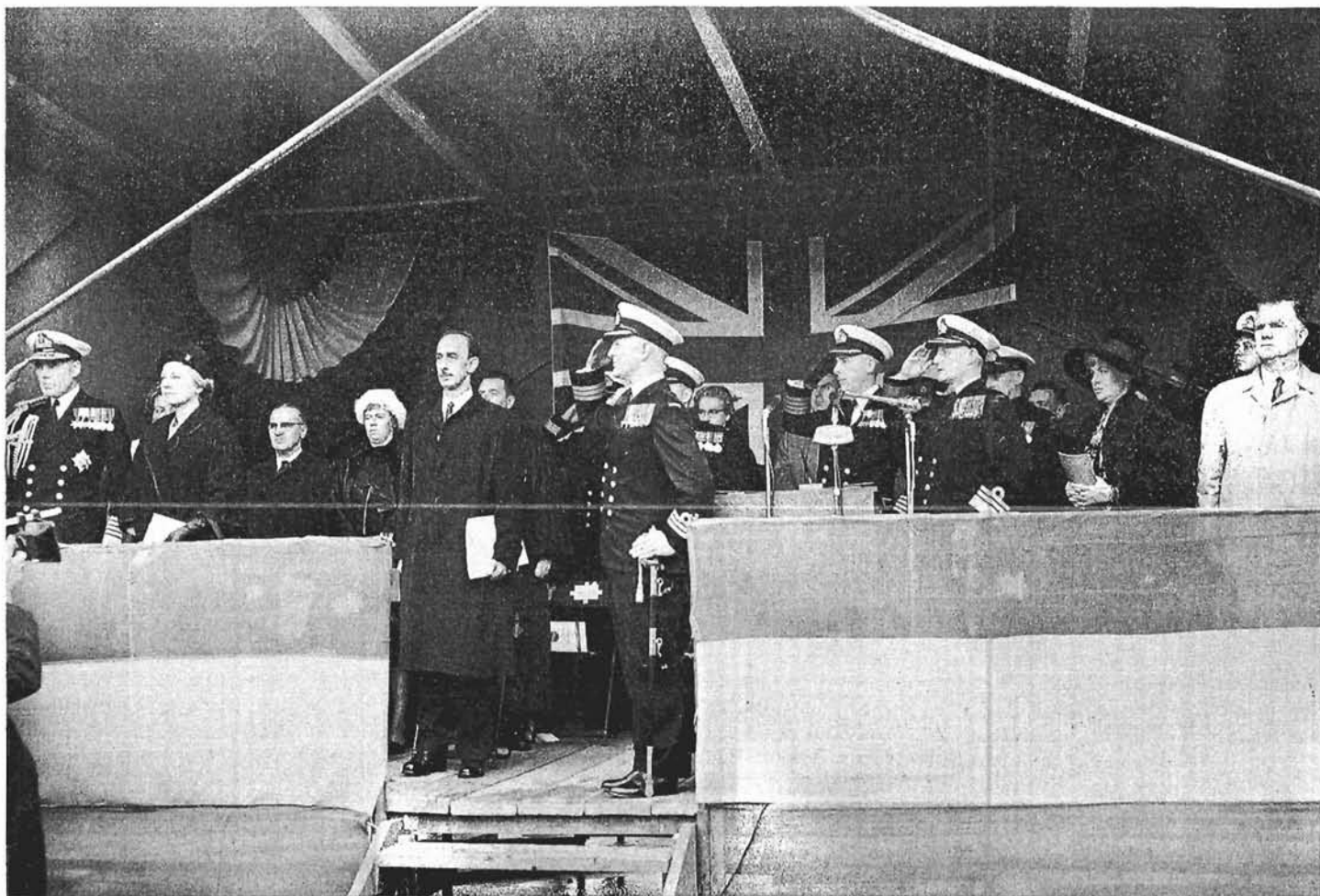
Music during the ceremony was provided by the band from HMCS *Stadcona*.

The *Mackenzie* is basically similar to the earlier *Restigouche* class destroyer escorts, but with modifications and improvements.

On December 15, 1958, Mrs. Somers, wife of the late Captain J. S. Somers, then Principal Naval Overseer, Montreal, officiated at the keel-laying ceremony. On May 25, 1961, Mrs. Freeborn, wife of Commodore Frank Freeborn, former Naval Constructor-in-Chief, sponsored the ship during launching ceremonies.

The *Mackenzie* commissioned with 12 officers and 235 men. She has an overall length of 366 feet, a beam of 42 feet and a mean draught of 13.5 feet. Her displacement is 2,900 tons.

The *Mackenzie* is named after the Mackenzie River in the Northwest Territories, and her colours are scarlet and gold.



Cdr. A. B. German, commanding officer of HMCS Mackenzie, (centre) is shown as the White Ensign is hoisted on board his ship during commissioning ceremonies at Montreal on October 6. Also shown are Admiral of the Fleet Sir Caspar John, First Sea Lord of the British Admiralty (extreme left), Georges Valade, MP for Ste. Marie, who represented Hon. Douglas S. Harkness, Minister of National Defence, (on Cdr. German's right); Captain A. Graham Bridgman, Principal Naval Overseer, Montreal, and Vice-Admiral H. S. Rayner, Chief of the Naval Staff. (ML-11499)

Admirals Finch-Noyes and Budge Retire

A NUMBER of important changes in senior appointments within the Royal Canadian Navy have occurred within recent weeks—some of them occasioned by the retirement of two widely known officers of flag rank.

Proceeding on retirement leave this autumn were Rear-Admiral Patrick D. Budge, whose departure to civilian life coincided with the announcement that, commencing in January, he would serve jointly with H. R. Gillard as national secretary of the Navy League of Canada until Mr. Gillard's retirement, and Rear-Admiral Edward W. Finch-Noyes, Flag Officer Pacific Coast, who had requested early retirement for reasons of health.

As a result of the retirement of Admiral Finch-Noyes, Commodore William M. Landymore, who had served only since mid-summer as Senior Canadian Officer Afloat (Atlantic), flying his broad pennant in the *Bonaventure*, was appointed Flag Officer Pacific Coast in the rank of rear-admiral on November 1.

Rear-Admiral Budge was succeeded as Chief of Naval Personnel by Rear-Admiral Michael G. Stirling, who had preceded Admiral Landymore as Senior Canadian Officer Afloat (Atlantic). Admiral Stirling had held the rank of commodore.

A third officer promoted to flag rank was Rear-Admiral Desmond W. Piers, who became Chairman of the Canadian Joint Staff at Washington on August 27. He succeeded Air Vice-Marshal Max M. Hendrick, RCAF.

The appointment of Senior Canadian Officer Afloat (Atlantic) has been assumed by Commodore Robert P. Weland, who has been succeeded as Assistant Chief of Naval Staff (Air and Warfare) by Commodore A. B. Fraser-Harris, who was promoted to that rank.

Also promoted to his present rank was Commodore James C. Pratt, who has become Chief of Staff to the Flag Officer Pacific Coast.

Promoted to the rank he now holds was Commodore H. A. McCandless, Deputy Naval Comptroller at Naval Headquarters.

Commodore H. G. Burchell, who had been attending the National Defence College at Kingston, in late August became Director General Fighting Equipment at Naval Headquarters.

Commodore Harold V. W. Groos, who had been Director General Support Facilities at Naval Headquarters was appointed to succeed Air Commodore (now acting Air Vice-Marshal) James B. Millward as Director Regular Officer Training Plan at National Defence Headquarters.

Commodore John McGregor Doull, who succeeded Commodore Groos as Director General Support Facilities, was promoted to his present rank.

REAR-ADMIRAL EDWARD WILLIAM FINCH-NOYES, CD

Rear-Admiral Finch-Noyes was born in Hamilton, in June 1909.

He entered the Royal Canadian Navy as a cadet in September, 1926 and underwent the normal period of training for junior officers with the Royal Navy.

Returning to the Royal Canadian Navy in 1931, he served as a lieutenant in the destroyer *Champlain*. In 1935 he completed the long communication course in England and returned to Canada to serve in the destroyer *Vancouver*.

He was promoted to the rank of lieutenant-commander in June 1939 and was appointed to Naval Headquarters where he carried out the duties of

training officer under the Director of Naval Personnel.

After leaving Naval Headquarters in March 1942, he served in the auxiliary cruisers *Prince Henry* and *Prince Robert*. He then served in the destroyers *Annapolis*, *Kootenay*, *Ottawa*, *Saskatchewan* and *Qu'Appelle* until 1944, when he assumed command of an ocean escort group with the acting rank of commander.

In July 1945 he was appointed in command of the Tribal class destroyer *Iroquois* and at the same time was confirmed in the rank of commander. In October of the same year, he assumed the duties of executive officer of the cruiser *Uganda*.

His first shore appointment after the Second World War was as executive officer of HMCS *Stadacona*, Halifax, where he served until January 1948. At that time, he was appointed to Greenwich, England, for the naval staff course. On completion of the course he was appointed chief of staff to the Flag Officer Atlantic Coast.

On July 1, 1949, he was promoted to the rank of captain and soon after assumed command of the naval air station, *Shearwater*. His next appointment was to Naval Headquarters as Deputy Chief of Naval Personnel.



REAR-ADMIRAL E. W. FINCH-NOYES



REAR-ADMIRAL P. D. BUDGE

In September, 1953 he was appointed in command of the *Quebec* (ex-*Uganda*) where he served until August 1955. He was then promoted to the rank of commodore and appointed as Commodore RCN Barracks, Halifax. In April 1958 he was appointed Commanding Officer Naval Divisions in Hamilton.

Rear-Admiral Finch-Noyes became Flag Officer Pacific Coast and was promoted to his present rank in June, 1960.

REAR-ADMIRAL PATRICK DAVID BUDGE, DSC, CD

Rear-Admiral Patrick D. Budge was born in Dover, England, on December 10, 1904, and joined the Royal Navy as a boy seaman at the age of 16. In 1928, when his parents moved to Canada and settled in Toronto, he transferred to the Royal Canadian Navy as an able seaman. He later qualified as a torpedo gunner's mate, then joined the destroyer *Saguenay* for a three-year period. Leaving her, he returned to the United Kingdom to qualify for promotion to warrant rank.

In May 1936, he rejoined the *Saguenay* in the warrant rank of Gunner (T), and served in her until the outbreak of the Second World War, when he joined the destroyer *Assiniboine*. While serving in her he was mentioned in despatches for "good services in an attack on an enemy U-boat".

In 1941-42 he served on the East Coast, working up warships for convoy escort duties. He was appointed to HMCS *Huron* as executive officer when the Tribal class destroyer was commis-

sioned in July 1943. In June 1944, while serving in the *Huron*, he was awarded the Distinguished Service Cross "for good services in action with a destroyer force".

While he was in the *Huron*, the destroyer escorted convoys to North Russia, took part in the sweeps along the Norwegian coast and was engaged in offensive operations in the English Channel and the Bay of Biscay, during which she engaged in several successful actions with enemy forces.

In February 1945 Rear-Admiral Budge took command of the destroyer *Ottawa* and in August 1945 he was appointed commanding officer of HMCS *Gatineau*, another destroyer.

He later served successively as first lieutenant and assistant to the training commander in HMCS *Naden*. In August 1947 he was appointed executive officer of the cruiser *Ontario*.

Rear-Admiral Budge came ashore in April 1949 as executive officer of *Cornwallis*. In January 1952 he took command of the *Quebec* and in September 1953 became chief of Staff to the Flag Officer Naval Divisions, at Hamilton. A year later he took up the appointments of Commodore, RCN Barracks, and Officer-in-Charge, RCN Depot, Esquimalt.

Rear-Admiral Budge was appointed chief of staff to the Flag Officer Atlantic Coast in March 1958 and in October 1959 was appointed Deputy Chief of Naval Personnel. He was promoted to the rank of rear-admiral and appointed Chief of Naval Personnel on June 30, 1960.

PROMOTIONS AND APPOINTMENTS

Promotions and appointments of interest during the summer and early fall have included the following:

CAPTAIN KAI HUGH BOGGILD was promoted to his present rank. He is on the staff of the Vice-Chief of Naval Staff at Naval Headquarters.

CAPTAIN DOUGLAS SEAMAN BOYLE was appointed Commander, Fourth Canadian Escort Squadron, effective September 28. He was granted the acting rank of captain while holding the appointment.

CAPTAIN VICTOR BROWNE has been appointed Chief of Staff to the Flag Officer Pacific Coast. He had been Commander Second Canadian Escort Squadron.

CAPTAIN ANDREW L. COLLIER was promoted to his present rank of captain and appointed to Halifax for duty with the Flag Officer Atlantic Coast.

CAPTAIN DAVID ALAN COLLINS was appointed Director of Material Supply Control at Naval Headquarters and was promoted to his present rank on taking up his new appointment.

CAPTAIN PETER COSSETTE was appointed to Naval Headquarters as Director of Naval Manning and promoted to the rank of captain.

CAPTAIN GORDON C. EDWARDS has taken command of the naval air station HMCS *Shearwater*.



REAR-ADMIRAL D. W. PIERS



REAR-ADMIRAL M. G. STIRLING



REAR-ADMIRAL W. M. LANDYMORE

CAPTAIN JOHN C. GRAY was appointed Principal Naval Overseer West Coast effective August 20.

CAPTAIN GODFREY H. HAYES, former Director of Officer Personnel at Naval Headquarters, has been appointed Commander Second Canadian Escort Squadron in the Pacific Command.

CAPTAIN THOMAS C. PULLEN has been appointed to take command of the 22,000-ton tanker supply ship *Provider*, when the vessel is commissioned into the RCN in mid-1963.

A/CAPTAIN LESLIE EUGENE SIMMS was appointed Principal Naval Overseer, East Coast, at Halifax, and granted the acting rank of captain while holding the appointment.

CDR. WILLIAM H. I. ATKINSON has been appointed in command of the destroyer escort, HMCS *Haida* and promoted to that rank.

CDR. DONALD S. BETHUNE has been promoted to that rank and appointed in command of HMCS *Fort Erie* and as Commander Seventh Canadian Escort Squadron, based at Halifax.

CDR. ARNOLD S. BRONSKILL has been promoted to that rank and appointed Assistant Director of Material Supply Control (Mechanical Stores) at Naval Headquarters.

CDR. ANDREW B. C. GERMAN took command of the Navy's newest ship when the destroyer escort HMCS *Mackenzie* commissioned on October 6 at Montreal.

CDR. DONALD S. JONES was appointed Assistant Director Fleet Maintenance (Repair and Repairs) at Naval Headquarters effective August 27 and promoted to his present rank on taking up the appointment.

CDR. JOHN W. MASON has been promoted to that rank and seconded to the Defence Research Board as Naval Liaison Officer at the Naval Research Establishment, Dartmouth.

CDR. DONALD C. McKINNON has taken command of HMCS *Hochelaga*, Naval Supply School in Montreal.

CDR. IAN A. McPHEE was appointed in command of HMCS *Cape Breton*, effective July 25.

SURGEON CDR. HENRY OLIVER has been appointed Officer-in-Charge Central Medical Establishment, at the Institute of Aviation Medicine in Toronto.

CDR. JOHN W. ROBERTS was appointed in command of HMCS *Gatineau*, of the Fifth Canadian Escort Squadron based at Halifax, effective August 22.

CDR. DONALD C. RUTHERFORD was appointed in command of HMCS *St. Croix*, a unit of the Fifth Canadian Escort Squadron based at Halifax, effective July 22.

CDR. DOUGLAS ELLIOTT SAMSON was promoted to that rank and is attending the University of Western Ontario for a course in business administration.

CDR. WYLIE CARLYLE SPICER was appointed in command of the frigate *Fort Erie*, with the additional appointment of Commander Seventh Canadian Escort Squadron, based at Halifax.

CDR. BERNARD C. THILLAYE was appointed in command of HMCS *Restigouche*, a destroyer escort of the Fifth Canadian Escort Squadron based at Halifax, effective August 8.

CDR. REGINALD CALVIN THURBER has taken command of the destroyer escort HMCS *Fraser*, a unit of the Second Canadian Escort Squadron.

CDR. THOMAS C. TREHERNE was appointed Manager Supply Atlantic Coast, and Officer in Charge of the Naval Supply Depot, Halifax.

CDR. W. BRUCE WILSON was promoted to that rank and appointed to the staff of the Director General of Fighting Equipment at Naval Headquarters.

CDR. JOHN B. YOUNG has been appointed in command of HMCS *Terra Nova*, of the Fifth Canadian Escort Squadron.

LT.-CDR. ROBERT C. BROWN has taken command of the frigate HMCS *New Waterford*, of the Seventh Canadian Escort Squadron based at Halifax.

LT.-CDR. BRIAN A. CARTWRIGHT was appointed in command of HMCS *Swansea*, of the Ninth Canadian Escort Squadron based at Halifax.

LT.-CDR. JAMES M. CUTTS was appointed in command of HMCS *Micmac*, of the First Canadian Escort Squadron based at Halifax.

LT.-CDR. ROBERT F. GLADMAN has been appointed in command of HMCS *Stettler* of the Fourth Canadian Escort Squadron based at Esquimalt.

LT.-CDR. JOHN E. HOBBS was appointed in command of HMCS *James Bay* of the Second Canadian Minesweeping Squadron based at Esquimalt.

LT.-CDR. JOHN R. H. LEY, was appointed in command of HMCS *Outremont*, of the Seventh Canadian Escort Squadron based at Halifax.

LT.-CDR. ALAN G. LOWE has been appointed in command of HMCS *La Hullose* of the Ninth Canadian Escort Squadron based at Halifax.

LT.-CDR. ANDREW C. McMILLIN was appointed in command of HMCS *Beacon Hill* of the Fourth Canadian Escort Squadron based at Esquimalt.

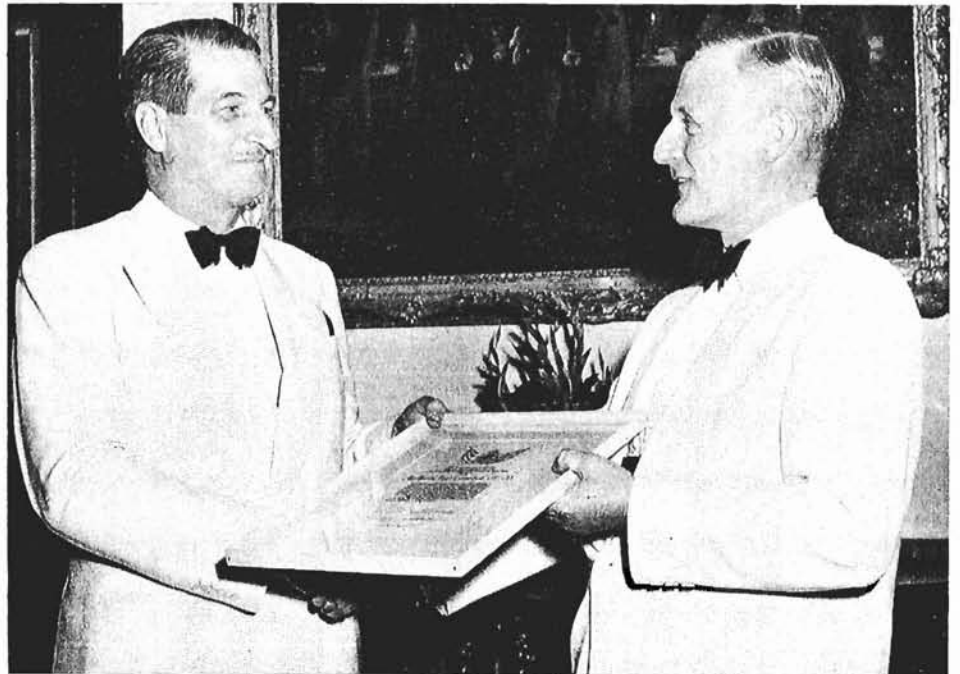
LT.-CDR. MICHAEL A. MARTIN has been appointed in command of HMCS *St. Therese* of the Fourth Canadian Escort Squadron based at Esquimalt.

LT.-CDR. ROBERT T. MURRAY has been appointed in command of HU 21, helicopter utility squadron, based at *Shearwater*.

LT.-CDR. JOHN M. REID, has been appointed in command of the frigate HMCS *Lanark*, a unit of the Seventh Canadian Escort Squadron based at Halifax.

LT.-CDR. SHELDON MacDONALD ROWELL has been appointed in command of VX 10 experimental naval air squadron based at *Shearwater*.

LT.-CDR. ANTHONY N. TURNER was appointed in command of HMCS *Sussexvale* of the Fourth Canadian Escort Squadron based at Esquimalt.



Vice-Admiral H. S. Rayner (right), Chief of the Naval Staff, presents Air Marshal Hugh Campbell, retiring Chief of the Air Staff, with an illuminated testimonial. The scroll expresses the appreciation of the Naval Board to Air Marshal Campbell for his "outstanding contribution to the joint RCN-RCAF task of providing and maintaining Canada's defences against seaborne attack." (O-14512)

Home from the Sea



Sarnia Site of 1963 Reunion

Next year's naval veterans' reunion will be held in Sarnia, Ontario, on the Victoria Day week-end.

A decision to this effect has been made by the Canadian Naval Association to give veterans planning to attend the event ample time to make preparations. The host club at the reunion will be the Naval Veterans' Association of Sarnia.

The setting of the actual dates of the reunion will await the Dominion government announcement of whether May

20 or May 27 will be the day chosen for observance of the holiday.

Members of the CNA have observed that increasing interest is being shown in the reunions as the years roll by. The CNA feel that the get-togethers serve a number of useful purposes. They spell out the unity of purpose of the naval veterans, their continuing awareness of Canada's obligations at sea and their readiness to meet new challenges. The reunions also provide the opportunity of recalling the part of the veterans themselves have played in Canada's maritime history and the debt owed to less fortunate shipmates.

The reunions are a test of the ingenuity and initiative of the host clubs, who tend to strive to outdo the previous year's host in arranging a program of varied interest. The Sarnia branch has assured the CNA that it intends to make the 1963 reunion a memorable occasion, surpassing anything previously attempted. In view of the success of past reunions the CNA executive feels this is setting a pretty high objective.

What the theme of the 1963 reunion will be has not yet been decided. However, it has been pointed out that the RCNVR, which has since become the RCNR, was founded in 1923 and the reunion could well celebrate the 40 years of service the naval reserves have given to Canada.—S.R.P.



His Royal Highness the Prince Philip, Duke of Edinburgh, patron of the Naval Officers Associations of Canada is shown accepting from A. P. (Sandy) Gregory, president of the Associations, a model 1812 cannon. The presentation was made in Vancouver during the 17th annual meeting of the NOAC last June. Looking on, centre, is C. H. (Chuck) Wills, past president, and at the left is Edward Phipps-Walker, of Kingston, who made the gun. The top of the barrel carries the Royal coat of arms and the NOAC crest which is the naval crown. On front of the carriage is the badge of HMS Ramillies in which ship Prince Philip and Phipps-Walker served as sub-lieutenants. With Royal permission the cannon was fired to open the annual dinner of the NOAC. (Photo by Campbell, Vancouver)

Article Uncovers Past Friendship

Last spring, an unsigned article in *The Times* of London caught the eye of Rear-Admiral H. F. Pullen, former Flag Officer Atlantic Coast, who is retired and living at Chester Hill, Nova Scotia.

He thought the content of the article might be of interest to readers of *The Crownsnest* and so, with permission of *The Times*, it was published in the summer issue of this magazine.

It was learned that the author of the article was Captain George T. Cooper, RN (Ret), and he was informed that Admiral Pullen had suggested that the article be reprinted.

Enter the long arm of coincidence—in this case more than 20 years long. Captain Cooper remembered Admiral Pullen and asked that his "kind regards and best wishes" be passed on to him.

"Before the war," wrote Captain Cooper, "he was gunnery officer of the 2nd Destroyer Flotilla in *Hardy* and I was first lieutenant of *Hereward*. I remember him well. I have never seen him since."

OFFICERS AND MEN

Three Promoted From Lower Deck

Three men have been promoted to the rank of commissioned officer in the Royal Canadian Navy.

They are: CPO John Archibald Mac-Glashen, who joined the navy in September 1939; CPO Chester Frank Lay, who entered the navy in July 1946 and PO Max Ian Love, who entered the service in July 1948. Before their promotion they were serving in ships of the fleet.

Navy Swimmer Rescues Soldiers

The Navy came to the rescue of the Army on July 25 when a former British Empire trials swimmer rescued two young militiamen at Lawrencetown Beach, near Dartmouth.

A party of militiamen from the Halifax Armouries was swimming at the beach when three of the contingent were swept seawards by waves and a powerful undertow. One made his own way to shore and the other two were

brought in by Ldg. Sea. Lawrence Uwins, of HMCS *St. Croix*.

At the same time Jack Simmonds, of Dartmouth, also enjoying the fine weather at the Lawrencetown beach, raced to a private home nearby and called the RCAF's rescue co-ordination centre in Halifax. Within minutes a Tracker aircraft and a helicopter were dispatched to the scene from *Shearwater* naval air station.

The two rescued were Privates R. Edstrom and D. Lopez of the Halifax Armouries Militia. They were taken to the Canadian Forces Hospital at HMCS *Stadacona* where they were treated and released.

Ldg. Sea. Uwins told this story:

"About 3.30 p.m. I had just come out of the water and was drying off when I saw three young fellows waving from about 200 yards off shore.

"As I swam out one of them made his own way in. I got to Lopez first. The waves were about 12 feet high and I had to swim in at an angle. Then I went after Edstrom who seemed just about gone. I towed him to shore,

thumping his stomach at the same time to help clear the water out."

He also applied artificial respiration when he reached shore with Edstrom.

A strong swimmer, Ldg. Sea. Uwins swam in the British Empire trials at Vancouver in 1954.

He said the two privates told him afterwards they had waded out to their chests when a wave picked them up and carried them beyond their depths.

Naval Teams Win First Aid Contest

Two teams of medical assistants, in their first attempts, placed first and second in the Nova Scotia Military Trophy, offered annually by the St. John Ambulance Association to the top regular or reserve first-aid team in the Eastern Command.

The winning team, captained by AB R. J. Sturrock, consisted of Able Seamen D. W. McLean, W. J. Kern, William Brown and R. T. Jackson, all from the Canadian Forces Hospital, *Stadacona*. The second team captained by AB George Karaki, included Able Seamen



The Navy took first place in its first try for the St. John Ambulance Nova Scotia Provincial Trophy for first aid team competition in 1962. Winners were these medical attendants from the Canadian Forces Hospital, *Stadacona*. Left to right are Able Seamen W. J. Kern, D. W. McLean, R. J. Sturrock (team captain), R. T. Jackson and W. M. Brown. (HS-69930)

B. R. Oster, C. C. Bingleman, J. M. Jossinet and F. J. Butt, all from *Stadacona* sick bay.

The tests, in the form of situation response, were run off earlier in the year. Examiners were impressed with the efficiency of teams composed of such relatively junior men. They were coached by CPO K. D. Powell, himself a medical assistant.

Presentation of the trophy took place early in October at the Canadian Forces Hospital. Taking part in the ceremony were: Dr. C. B. Weld, Provincial President Commissioner; M. H. Sarty, Provincial Secretary Superintendent; Rear-Admiral K. L. Dyer, Flag Officer Atlantic Coast; Surgeon Captain G. W. Chapman, Command Medical Officer, and Surgeon Captain F. G. W. MacHattie, commanding the hospital.

14 UNDT Cadets Receive Awards

Fourteen cadets of University Naval Training Divisions received awards at the conclusion of annual summer training at *Cornwallis*.

Rear-Admiral K. L. Dyer, Flag Officer Atlantic Coast, presented the awards at cadet ceremonial divisions at *Cornwallis* on August 30.

The sword for the best second year cadet went to Cadet B. R. Leslie, science

student at the University of British Columbia, Vancouver. The runner-up telescope went to Cadet S. Gill, of the Ontario Agricultural College, Guelph, Ont.

A shield for the best first year cadet was awarded to Cadet P. A. Smith, science student at the University of Alberta, Edmonton. He also won the boat-swain's call award as the best cadet of his division training in *Cornwallis*.

Best cadets in each of the remaining divisions were as follows:

T. D. McGee, Victoria College, Toronto; S. R. Bonnycastle, Queen's University, Kingston; J. R. Wright, University of Toronto; J. D. Taylor, Victoria College; D. G. Shewell, Carleton University, Ottawa; J. Clarkson, Carleton University, Halifax; A. E. J. Pitts, Dalhousie University, Halifax; L. W. Maguire, Assumption College, Windsor; W. J. Shambrooke, University of Toronto; J. J. Caldwell, University of Manitoba and R. S. Hutchings, Memorial University, St. John's, Nfld.

Nursing Sister Leaves Service

Honoured in 1961 by appointment as Queen's Honorary Nursing Sister, Lt.-Cdr. (MN) Mary J. Russell, Deputy Matron-in-Chief, Canadian Armed Forces, proceeded on retirement leave on October 15.



LT.-CDR. (MN) MARY J. RUSSELL

Lt.-Cdr. Russell was born in Loggieville, New Brunswick, and graduated as a registered nurse from the Royal Victoria Hospital, Montreal, in 1939. She served as assistant head nurse at the RVH and later was in charge of the surgical floor of the Ross Memorial Pavilion.

She entered the RCN as a nursing officer in November 1944 and served in the RCN hospital at *Stadacona* as ward dietician. In January 1949 she became the assistant matron and, in April 1949, she was appointed matron of the RCN hospital at *Cornwallis*.

She returned to the *Stadacona* hospital in April 1950, served in *Cornwallis* again for eight months in 1951 and then received a two-year appointment to the RCN hospital in *Naden*.

In September 1953 Lt.-Cdr. Russell went to Montreal for a course in nursing administration at McGill University. She was appointed matron of the RCN hospital at Halifax in 1954.

Her appointment to Naval Headquarters on the staff of the Surgeon General was made on August 15, 1960.

Japanese Post For RCN Officer

Cdr. Noel Cogdon has taken up the appointment of Naval, Military and Air Attaché to the Ambassador of Canada to Japan. He is the first naval officer to serve in this capacity since the tri-Service appointment was instituted in 1956. He holds the acting rank of captain while in the appointment.

Captain Cogdon succeeded Col. William K. McConnell, of Toronto who had held the appointment since August 1959.



As a spare-time project Chief Petty Officer John McGuire, LRAM, composed and arranged a concert march entitled "Salute to Victoria", which was presented for the first time by the band of HMCS *Naden* on Thursday, August 9, in Beacon Hill Park—scene of the Navy's centennial salute to Victoria. The concert march "Salute to Victoria" is a lively selection, featuring national and local themes with a liberal dash of nautical airs. (E-67990)

Captain Cogdon was born in England but lived in London, Ontario, from 1923 until he entered the Royal Canadian Navy as a cadet in 1940. During the Second World War he served in ships of the Royal Navy and the Royal Canadian Navy. He qualified as a naval pilot in 1947.

He has served with and commanded air groups and squadrons in *Shearwater* and in the *Magnificent*.

In 1957 he was appointed in command of the *Huron* and later commanded a sister ship, the *Micmac*.

Captain Cogdon came to Naval Headquarters in 1958, serving first as Staff Officer Logistics and, after March 1959, as Deputy Director of Officer Personnel.

Reserve Wren Becomes CPO

Wren Chief Petty Officer Second Class Jean T. Proceviat, of Chippawa, the Winnipeg naval division, has come up through the ranks to a unique position in the Royal Canadian Naval Reserve.

Wren Chief Proceviat is the first reserve wren to enter from shore as an ordinary wren and achieve her rank. She did it on the strength of 11 years outstanding attendance and a flawless training record.

Reserve wrens were organized in 1951, a year after the outbreak of the Korean War, and Wren Chief Proceviat was among a group of 35 Winnipeg girls who entered the service. Of that number, five are still on the active list.

After her basic seamanship training, Wren Chief Proceviat entered the communications branch as an able wren.



The first reserve Wren to reach her rank in the Royal Canadian Naval Reserve, Wren Chief Petty Officer Second Class J. T. Proceviat, of HMCS Chippawa, Winnipeg naval division, is congratulated by Commodore P. D. Taylor, Commanding Officer Naval Divisions. Wren Chief Proceviat was promoted while undergoing training at the Great Lakes Training Centre in Hamilton last summer. (COND 7867)



Pilots of VC 922, reserve naval air squadron based at Victoria International Airport, pose before a Tracker anti-submarine aircraft at the RCN Air Station, Shearwater. They recently completed a two-week period of flying the twin-engined aircraft while attached to Utility Squadron 32. Front row, left to right: Lt. W. E. Forman, of Vancouver, and Lieutenant-Commanders D. J. Slader and G. J. Laurie, both of Victoria. Rear: Lieutenants C. A. McKenzie, Vancouver; M. J. Wood, Victoria; A. C. Morgan, Vancouver, and D. G. Strang, Victoria. (DNS-29696)

Her early courses were in visual communications and then crypto.

Teletype communications were introduced into the reserve training scheme in 1955 and Wren Chief Proceviat began a program of self-study on that subject that resulted in her achieving the rank of Wren Petty Officer Second Class by July, 1956.

In civilian life, Wren Chief Proceviat works as an expediter in the purchasing department of the Winnipeg office of the Department of Transport.

Badminton and public speaking are her hobbies. However, she spent the better part of last year helping to organize and conduct a reserve wrens' 10th anniversary celebration.

More than 100 wrens and ex-wrens from all parts of Canada attended the affair, held at HMCS Chippawa early in October 1961. It, like Wren Chief Proceviat's career, was an unqualified success.

Radio Stations Change Command

Two naval officers, who joined the RCN as seamen, have taken command of naval radio stations.

Lt.-Cdr. Donald William Smith has been appointed as officer-in-charge of the station at Inuvik, NWT.

Cd. Off. Edward Arthur Burke has been appointed officer-in-charge of the station at Masset, B.C.

Lt.-Cdr. Smith joined the Navy as a boy seaman in April, 1939. During the Second World War he served in HMCS *Prince Robert* (auxiliary cruiser), the converted yacht HMCS *Fifer*, and the destroyers *Saskatchewan* and *Huron*. He was commissioned in August 1951 and since October 1960 had been serving in Washington on exchange to the USN.

Cd. Off. Burke joined the Royal Navy in June 1943. After three years' service, he came to Canada in June 1948, entered the RCN Reserve, transferring to the regular force in September 1950. He was promoted to commissioned rank in August 1959.

Commodore Plomer Begins Retirement

An officer with distinguished operational service in the Second World War and the Korean War, Commodore James Plomer, of Ottawa, proceeded on retirement leave on September 24.

Commodore Plomer was born in England, on August 5, 1911, and moved with his family to Winnipeg in 1928. He joined the former RCNVR at Winnipeg in 1932 and five years later went to Saint John, N.B., where he transferred to the naval division with the rank of lieutenant.

He went on active service in 1939 and while on loan to the Royal Navy became Commander of the Fifth Anti-Submarine and Minesweeping Group.

In January 1943 Commodore Plomer was appointed commanding officer of HMS *Sunflower*, a corvette and, for the part his ship played in damaging a German U-boat, he was awarded the Distinguished Service Cross. He received a Bar to the DSC in April 1944 after the *Sunflower* sank two U-boats.

He returned to Canada in 1944 to become officer-in-charge of the Joint Navy-Air Force Tactical School at Halifax.

Following the war he served on board HMCS *Warrior* and as Senior Officer Ships in Reserve, Halifax. He took a staff course in Britain in May 1950 and a year later was appointed commanding officer of the destroyer *Cayuga*. He was awarded the Order of the British Empire and the United States Legion of Merit for his service as senior officer of RCN destroyers operating in the Korean war.

Commodore Plomer commanded *Cornwallis*, from July 1952 until December 1954. In 1955 he attended the Imperial Defence College and in January 1956 became Deputy Chief of Naval Personnel, Ottawa.

In October 1959 Commodore Plomer was appointed Senior Canadian Officer Afloat (Atlantic). He has served at Naval Headquarters since September 1961.

Officer Earns Masters Degree

Lt.-Cdr. Ernest McCubbin was awarded a Master's Degree in Aeronautics and Astronautics by the Massachusetts Institute of Technology, Boston, Mass., at graduation ceremonies. He is a graduate of the Calgary Central High School and the University of Toronto.

Lt.-Cdr. McCubbin was born in Edmonton in November 1928 and entered the Royal Canadian Navy in July 1948. He has served on both coasts and at sea on board HMC Ships *Haida*, *Ontario*, *Quebec* and *Crusader*, as well as at Naval Headquarters. He is with the Weapons Division at *Stadacona*.

Appointments for Two Wren Officers

Changes of appointment for two wren officers took place during the summer.

Lt. Alma Doupe was appointed to Halifax as executive officer's assistant and wren divisional officer in HMCS *Stadacona*, effective August 6.

Lt. Muriel Berryman was appointed to succeed Lt. Doupe in Ottawa, on the staff of the Director of Officer Personnel at Naval Headquarters, August 2.



Lt. F. J. Miffin receives the Oland Memorial Award for the highest standing in the recent 13-month weapons officers' course at the Fleet School of the RCN Atlantic Command, from Don Oland, representing his father, Col. S. C. Oland, Halifax. Lt. Miffin has joined the staff of the Weapons Division of the Fleet School at *Stadacona*. (HS-69730)

Lt. Doupe served as a wren with the Women's Royal Canadian Naval Service from August 1944 until she was demobilized in March 1946. She re-entered the navy as a Reserve naval airwoman, at HMCS *York*, Toronto naval division, in October 1951 and was commissioned as an acting sub-lieutenant a year later. Lt. Doupe served as a watchkeeping officer in the operations room of the Maritime Commander, Atlantic, in HMC Dockyard, Halifax, before assuming her appointment at Naval Headquarters in February 1960.

Lt. Berryman entered the RCNR in September 1952 and transferred to the regular force in December 1956 as an acting sub-lieutenant. She has served in HMCS *Coverdale*, naval radio station near Moncton, N.B., and other shore establishments.

Nearly Half-century Service to Navy

A long and active career that spanned nearly half a century with the Royal Canadian Navy in service and civilian capacities was honoured on September 12 when Cdr. Stanley F. Conquer, RCNR (Ret) of Ottawa, was presented with a gift certificate and a certificate of service to mark his retirement. Rear-Admiral P. D. Budge, Chief of Naval Personnel, made the presentations, which included a corsage for Mrs. Conquer.

Brief addresses were given by Admiral Budge, and by A. R. K. Anderson, Supervisor of Civilian Personnel, on behalf of the Minister of National Defence. Mr. Anderson mentioned that Mr. Conquer's combined civilian and service career covered 48 years.

About 150 naval civilian personnel crowded into the Board Room at Naval

Headquarters to witness the ceremony and to wish Mr. Conquer well in his retirement.

Mr. Conquer was born in Chatham, Kent, England, in September 1897 and came to Canada with his parents in October 1911.

From August 1914 to September 1919 he served in Canada's naval service. He was demobilized after the First World War and began his civil service career.

In July 1924 Mr. Conquer joined the RCNVR at the Ottawa division as a chief petty officer. He received his commission in the reserve in July 1926, with the rank of pay lieutenant, and in July 1934 was promoted to pay lieutenant-commander.

On September 10, 1939, Mr. Conquer was called into active service with the RCNVR. In July 1944 he was promoted to the rank of pay commander and was confirmed as a commander on demobilization in October 1945.

Mr. Conquer then resumed his employment with the civil service. He had held the appointment of Deputy Director of Naval Personnel, (Records) since July 1948.

Mr. Conquer has been a member of the Masonic Order for 43 years, and has served as secretary of the United Services Institute of Ottawa for 17 years. He is also first vice-president of Branch 16 of the Canadian Legion, and is a director of the Department of National Defence Recreation Association.

New Appointments For Chaplains (P)

Appointment changes of Five Protestant chaplains of the RCN occurred during the summer months.

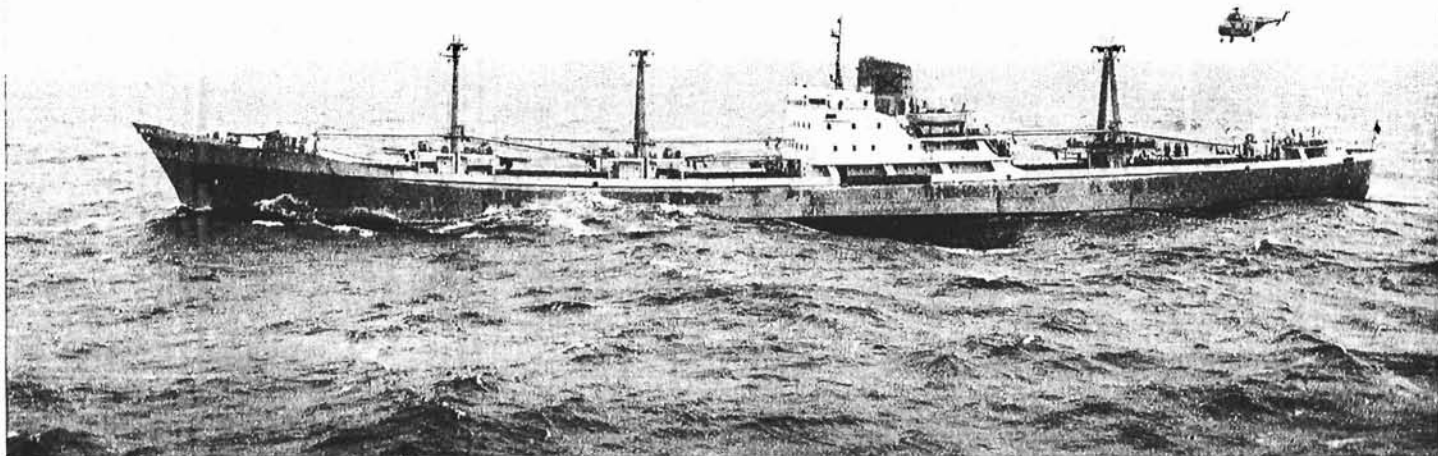
Chaplain Ivan R. Edwards was appointed to Naval Headquarters as Deputy Chaplain of the Fleet (P) on August 1.

Chaplain Charles Howe MacLean succeeded Chaplain Edwards as Assistant Command Chaplain (P) Western Command on July 3.

Chaplain William Bruce Taylor was appointed to HMCS *Fraser* as Chaplain, Second Canadian Escort Squadron, based at Esquimalt.

Chaplain Arthur Gordon Faraday who had been on the staff of the Command Chaplain (P) Eastern Command, relieved Padre Taylor on the staff of HMCS *Hochelaga* on September 4.

Chaplain Hugh A. Mortimer previously serving in *Cornwallis*, moved to the West Coast on the staff of the Flag Officer Pacific Coast at Esquimalt for duty as Chaplain (P) for the Dockyard and ships without chaplains.



The 9,041-ton Swiss merchant vessel *Celerina* was nearest to the spot when failure of three engines forced a Flying Tiger Airlines plane down in mid-Atlantic. She rescued 48 survivors, four of whom were later brought on board the *Bonaventure*, whose rescue helicopter is seen hovering over the stern of the ship. (BN-4786) ✓

Mid-Atlantic Rescue

THE ODDS against anything like it happening appeared impossibly long, but they shortened and struck when, on September 23, three engines of a Super Constellation, winging its way over the North Atlantic, failed one by one and forced the giant aircraft into the sea 500 miles from Ireland.

When the long search for survivors was at last abandoned the death toll among the 76 U.S. passengers and crew of the Flying Tiger Airlines plane was 28. The ship closest to the scene when the disaster occurred was the Swiss freighter *Celerina*, which took on board the 48 survivors and a number of dead.

At the moment of the disaster and nearly 500 miles to the southeast, HMCS *Bonaventure*, with the destroyer escorts *Crescent*, *Athabaskan*, *Cayuga*, *Micmac* and *Nootka* in company, was steaming eastward, Rotterdam-bound. The aircraft carrier, with the *Athabaskan*, immediately altered course toward the scene of the disaster. Aircraft from the carrier were over the search area shortly after dawn on September 24 and the two Canadian warships reached the scene about noon that day.

Other ships, which had been closer to the scene, were searching in the vain

hope of recovering survivors. Commodore W. M. Landymore, Senior Canadian Officer Afloat (Atlantic), flying his broad pennant in *Bonaventure*, co-ordinated the search, in which about 10 ships were participating.

An immediate requirement was to provide medical attention for the survivors on board the *Celerina*. The freighter was visited by a medical team from the carrier and it was found that the injuries of four of the lost airliner's passengers were such that they required immediate hospital attention. They were flown by helicopter from the *Celerina* to the *Bonaventure*.

By evening, the Swiss ship had proceeded on her voyage to Antwerp, after transferring three bodies to the carrier, the *Athabaskan* was on her way to Plymouth to fuel and merchant ships in the area were encouraged to continue their voyages. The *Bonaventure* remained on the scene with two weather ships, one of which had nine bodies on board.

The remaining ships and the *Bonaventure* searched on through the night and the carrier's aircraft resumed combing the sea at dawn the next day. The area was lashed by strong winds

and high seas. It became apparent, long before the *Bonaventure* again set course eastward at sundown, that no more survivors would be found. Before she departed the nine bodies from weather ship Juliett were brought on board.

On the morning of September 27, as the *Bonaventure* reached the Irish coast, the survivors and dead were flown by helicopter to Shannon airport.

Two of the injured survivors brought on board the *Bonaventure* were Major R. Elander, of the U.S. Army, and his wife. Before he left the ship he told the story of the disaster in these words:

"Our first intimation that there was anything amiss occurred when we were given a second more thorough ditching drill. This time all passengers put on their life jackets and were then told to remove their shoes, socks or stockings, jewellery pins and so forth.

"Although we knew a ditching was about to happen, an air of quiet calm prevailed in the cabin. As the aircraft started its descent we put our heads down between our knees and held on tightly. The cabin lights went out and all that could be heard was a high whine as we came lower and lower.

"These last minutes were terrible. We had been briefed to expect three impacts with the water but in fact there was only one big crash. Our seats on the port side were thrown forward bodily. Mrs. Elander received a blow on the head and I had my leg trapped. The cabin must have started filling for I could feel water round my feet.

"As I struggled to get clear I saw Mrs. Elander climbing out through the escape hatch and I figure about six or seven others followed her out before my turn came. Water was coming in through the hatch which looked very small.

"My wife meanwhile had gone from the wing into the water and was hanging on the side of a life raft which had not inflated. By the time I finally left the aircraft. I had no idea of where she was but, seeing something floating in the water with people around it, I made my way over and held on. The next person to me was my wife. The life raft finally inflated and we began boarding.

"We both had to be hauled into the raft, for my arm was hurt and my wife had dislocated her shoulder. Being among the first on board, we found ourselves in the centre where the fabric bottom sags the most. As more and more people came on board, more and more water slopped over the sides, so the tighter we were packed and the deeper the water became.



Hon. George Drew, Canadian High Commissioner to Britain, addresses the ship's company of the Bonaventure at Shannon, Ireland. (O-14584-11)

"Ultimately, when everyone we could see was in, I found myself with my left arm crooked about my wife's head, just able to keep her mouth and nose above water. We were in this position for about six hours, until taken on board the *Celerina*.

"A flashlight was found but it was decided to restrict its use to signalling,

some hymns were sung and an attempt was made by people on the perimeter of the raft to bail it out. This effort was rendered completely ineffective by both the large numbers in the raft and the amount of cold water coming in from the large swell and whipping spray.

"Our time was wholly occupied by trying to keep my wife's mouth and nose above water, made even more difficult by the movement of people around us. As the raft rode over the swell one of three people pressed against my wife slid below the water.

"We found ourselves rather hazy about that time in the raft, I remember watching the tail of the plane slide straight down below the surface, I remember seeing an aircraft circling overhead and I remember seeing a yellowish light in the darkness which proved to be the *Celerina*, our rescue ship.

"Our recollections of the ship are equally fleeting—bright lights—ropes and a dangling Jacob's ladder—three or four of us left in the raft—a body lying across my wife—the water in the raft hideously filthy with blood and vomit and then, finally, blessed sleep in a warm bunk."

This was the end of Major Elander's account, but he had a further wry comment to make:

"When I get back to the States I'll make sure the car is fitted with safety belts."



Survivors who required medical care are brought on board the Bonaventure from the rescue ship *Celerina* and taken to the carrier's sick bay. (BN-4785)



Major C. R. Elander and his wife, Lois, were two of the four crash survivors to receive special medical care in the *Bonaventure's* sick bay. (BN-4782)

A report from the *Bonaventure*, based on interviews with the survivors, gave further details of the ditching of the plane in darkness in a sea whipped up by winds of 45 to 50 knots.

Not only had the navigator of the Super Constellation carried out excellent position report, thus speeding rescue aircraft to the scene, but he is credited with having given ditching drill, advice and a running commentary on what was happening so that the passengers were as well prepared as possible for the moment the plane would crash into the sea. All, survivors and dead, were found to have donned life jackets.

If the pilot, under conditions in which the plane went down, lands the aircraft at right angles to the swell, it is certain to be torn to pieces. His one chance is to set the plane down in a trough parallel to the crests. This the pilot did and the plane remained afloat long enough for the passengers and crew to escape into the sea. Unfortunately the impact ripped away the port wing, taking with it two of the life rafts.

The seats on the port side broke loose and hurtled forward. The most serious injuries, bruises, cuts, missing teeth,

and in two cases, broken bones, occurred among the port-side passengers.

When a medical officer and sick-bay attendant from the *Bonaventure* arrived on board the *Celerina* by helicopter, they found the survivors sitting around the lounge or in their cabins, some talking quietly among themselves, others saying nothing and seeing nothing.

The ship's crew had provided what clothing they could and the results ranged from the nondescript to ludicrous. But the colonel swathed in a blanket and the stewardess in a seaman's jacket and oversize dungarees worried little about their dignity.

During that afternoon the *Bonaventure's* rescue helicopter made 13 trips under difficult conditions. The helicopters also played an important part in the vain search for other survivors. Winds of 25 knots continued throughout the search. From time to time showers reduced the otherwise good visibility and the sea swell was from 10 to 12 feet in height.

Landbased aircraft of the RCAF, USAF and RAF were early on the scene after the stricken aircraft had sent out the first distress calls. Surface craft that hastened to the area included

merchant ships, a U.S. Coast Guard vessel and two weather ships, in addition to the first ship on the scene, the *Celerina*.

On the arrival of the *Bonaventure* in the Shannon estuary the Canadian High Commissioner to Britain, the Hon. George Drew, who had flown from London, came on board by helicopter and personally congratulated the flyers and medical team that had assisted in the rescue operation. For the occasion a guard and band was paraded and the ship's company was fallen in on the flight deck at which time Mr. Drew conveyed the praise of the Rt. Hon. John Diefenbaker, Prime Minister, for the ship's part in the rescue and added his own commendation.

Plaque Honours Rescue Efforts

The assistance given by HMCS *Bonaventure* in the rescue operations following the ditching of the Flying Tiger airliner in the North Atlantic has been recognized by the U.S. Air Force in Europe by the award of a plaque to the aircraft carrier.

The plaque was sent to National Defence Headquarters by General Truman H. Landon, commander-in-chief of the USAF in Europe, "in recognition of the immediate response and unselfish assistance" rendered by the *Bonaventure* during the rescue operations. The downed plane was under contract to the USAF.

In sending the plaque to the ship, the Naval Secretary made the following additional observations:

"Naval Board viewed with much pleasure and appreciation the splendid way in which this rescue operation was performed. The success of this operation reflected credit on the entire Royal Canadian Navy. The reputation of the Navy was considerably enhanced both within Canada and without.

"I am desired by the Naval Board to extend their congratulations to the Senior Canadian Officer Afloat Atlantic, the commanding officer, officers and men of HMCS *Bonaventure*, similarly to the officers and men of the embarked detachments of VS 880, HS 50 and HU 21 Squadrons and HMCS *Athabaskan*."

Earlier, R. L. Gilpatrick, Deputy Secretary of Defence, Washington, had sent this message to Hon. Douglas S. Harkness, Minister of National Defence:

"Please convey to Canadian naval personnel our deep appreciation for their dedicated efforts in the tragic aircraft accident off the Irish Coast this week. They have earned the gratitude of all Americans. It was a heartening demonstration of the friendship that has traditionally marked the relationship between our peoples."

HERE AND THERE IN THE RCN



Pretty, young patients at the famous Grenfell Mission Hospital, in St. Anthony on Newfoundland's northern tip were visited by Canadian sailors from HMCS Sioux during the ship's visit there with Lieutenant-Governor L. Macpherson of Newfoundland embarked. Left to right are Ord. Sea. Dennis Dziuba; Doreen Gleg, of North West River; AB Eddis L. Fisher, and Viola Williams, of Cartwright. (HS-69100-29)



AB Brian Spencer answers questions posed by Admiral of the Fleet, Sir Caspar John, during inspection of a guard mounted in the First Sea Lord's honour at Stadacona on October 11. Sir Caspar was on a three-day visit to Halifax. The vertical sword is held by the officer of the guard, Lt. F. J. Mifflin. (HS-70037)



Miss Dorothy Cross, of the Naval Supply Depot, Halifax, who was elected "Miss Fire Prevention Week 1962" under auspices of the Base Fire Department in early October. (HS-69914)



There was a rush of applicants to join the University Naval Training Division at the University of New Brunswick as fall recruiting opened. Here a beanie-topped freshman, Donald A. Bonnell, of Fredericton, discusses prospects with Cadet G. T. Dixon. (Photo by the Harvey Studios, Ltd., Fredericton)

AFLOAT AND ASHORE

PACIFIC COMMAND

HMCS *Jonquiere*

At the beginning of July the *Jonquiere* embarked 25 ROTP cadets for their annual summer training and sailed on a two-week pilotage cruise through the Gulf Islands. For many, this was the first time in this part of the world and the splendour of the Garden of Canada was a new experience to some of the inlanders.

During the pilotage cruise there was ample time in the long summer evenings for the ship's teams to play baseball ashore and pull the whaler in preparation for squadron competition during the trip to Long Beach and Pearl Harbour. An enthusiastic water-ski school was started by the captain, who brought his motor boat along for the trip.

At Plumper Sound the squadron regatta gave the *Jonquiere* a chance to show her mettle when, just out of refit, she came second (to the *Stettler*) by one point. This loss was, however, completely erased the next day when the

Jonquiere's cadet whaler-crew won by a large margin.

A helicopter transfer demonstration (courtesy VU-33) qualified the *Jonquiere's* Chief ER for a "small set of wings" by virtue of a trip up and down on the hoist.

A four-day visit to Long Beach was utilized by most in the ship to visit many interesting spots in the Greater Los Angeles area.

For the first three days of the cruise from Long Beach to Pearl Harbour the fierce competition for "Cock of the Squadron" trophy continued, but the detachment of three ships for Esquimalt, while disappointing, did not dampen the competitive ardour of the remaining four.

The *Jonquiere* won the ship's-company and senior cadet flag-hoisting but was unable to rival the *Stettler's* earlier gains in boat pulling and sports despite superhuman efforts.

In the newly created Squadron Anti-submarine Trophy competition, the *Jonquiere* did herself proud by placing second.

The *Jonquiere* returned to Esquimalt with the rest of the Fourth Escort Squadron at the end of August to a month of leave and self-maintenance.

HMCS *Antigonish*

The *Antigonish* sailed with two other frigates of the Fourth Escort Squadron, the *Beacon Hill* and *Ste. Therese*, from Esquimalt on May 22 to start the first phase of the first and second year ROTP cadets' summer training program.

This phase covered the basic ship familiarization and introduction to navigation for the first year cadets and practical pilotage, ship conning and engineering training for second year cadets. There was plenty of boatwork for both ships' company and cadet crews, and softball practice for the ship's team, including a match versus the cadets that resulted in a victory for the ship's team. After pilotage training, the ships sailed on June 4 for the ocean phase, and a visit to Hawaii. Training evolutions and competitive boatwork continued on the 11-day passage to Pearl Harbour. The *Antigonish* maintained a lead over the other ships throughout, for points towards the cruise Cock o' the Walk trophy.

Arriving in the Hawaiian Islands area the *Antigonish* detached to enter Pearl Harbour early to land an officer for hospital. The ship's company took this opportunity to vote in the Canadian federal election and, after completion of voting, the ship sailed to join the squadron at Kealahou Bay, Island of Hawaii, where the ships anchored on June 14. Kealahou Bay is famous as the place where Captain James Cook, RN, the discoverer of the islands, was killed by the natives on February 14, 1779.

Working parties from the three ships landed to clean the area of the Cook monument and spruce up the monument itself. Following the short visit, the ships weighed anchor and proceeded north to scenic Maalaea Bay, Island of Maui.

Next day, the squadron carried out an indirect bombardment on the American bombardment range on the Island of Kahoolawe. The bombardment was a successful and valuable experience for all, and rounded off the training of



The 3,070-ton, 380-foot anti-submarine destroyer *Limburg* of The Netherlands Navy arrived in Esquimalt Harbour in mid-September, for a four-day visit to the Pacific Command of the RCN. Commanded by Cdr. J. C. H. Van Den Bergh, and carrying approximately 270 officers and men, the *Limburg* is the first Dutch warship ever to visit the West Coast naval base. (E-68500)



Ldg. Sea. Charles David Musgrove was congratulated on board HMCS *Sioux* in Halifax on September 28 by Rear-Admiral K. L. Dyer, Flag Officer Atlantic Coast, on his receiving a commendation from the Chief of the Naval Staff. The *Sioux* sailor saved the life of Ldg. Sea. Frederic Bichard, when the destroyer's motor cutter was carried away and demolished in heavy seas off Bermuda on February 7. (HS-69866)

this passage. The next morning saw the arrival of the ships at Pearl Harbour for a four-day good will visit. When they left the keen competition for the Cruise Trophy continued. The competition for it and in cadet training results ended well for the *Antigonish*, which won the Cock o' the Walk, and for two of her cadets, Cadet Captain A. J. Smith, who was awarded the Queen's Canadian Sword, and Cadet D. G. Mitchell, who won the Stubbs Memorial shield for outstanding efforts in sports. Cadet J. Q. Jackson of the *Ste. Therese*, was nominated for the Department of National Defence award of the officer of the watch telescope for highest marks.

Cruise Alpha ended with the happy return to Esquimalt on July 1. After a short stay in port, during which the Cruise Alpha cadets landed and the second group embarked, the *Antigonish* sailed again for the pilotage phase of Cruise Bravo.

An interdepartmental softball tournament was played off, which ended in a tie between Supply and Engine Room. On July 22, the squadron—both divisions reunited—sailed for Long Beach, California. During the four-day stay in Long Beach from July 27 to 31 cadets and ship's company visited famous attractions.

The *Antigonish's* softball team added another victory to its honours, defeating the team of the host ship, USS *Hubbard*, 21 to 3.

After leaving Long Beach training continued, together with preparations for Pearl Harbour. However, the three frigates were ordered to return to Esquimalt.

The division arrived in Esquimalt in time for the highlight of the Victoria Centennial, the naval salute to Victoria. Also visiting at this time was Her Majesty's New Zealand Ship *Royalist*, so New Zealanders also had the opportunity to enjoy the three-day program of the Navy's salute.

The season concluded with training off the west coast of Vancouver Island and a quick look at some of the outstanding scenery of the inlets in the Nootka Sound area.

Early in the morning of August 18 the ships proceeded independently, the *Beacon Hill* to Gold River, the *Ste. Therese* to Zeballos, and the *Antigonish* to Tahsis.

The town of Tahsis is located 20 miles up Tahsis Inlet, a long, narrow, crooked finger of water pointing almost due north. The inlet is extremely narrow and much too deep for anchoring.

At 1100 in driving rain the ship came alongside one of the two jetties, Tahsis

is a "company town" of 1,300, owned, developed and operated by the Tahsis Company, a subsidiary of the Danish East Asiatic Company. Gold River, which is a subsidiary to Tahsis, and famous for fishing as well as lumber, is on the company road to Campbell River—the only road out of the area.

The town of Tahsis hugs the lower slope and is dwarfed by towering, green clad hills. Its economy is based on the lumbering carried out by the company in the area and on the company sawmill, which prepares the timber for export all over the world. Deep sea cargo ships call at the port regularly but the *Antigonish* was the first Canadian warship to visit the town since early in 1961.

Facilities ashore are limited to a movie house and company stores, but the residents of Tahsis entertained generously and gladly. The ship's company attended the United and the Roman Catholic churches and many of the townspeople visited on board.

It was not the originally planned visit to Hawaii but it was one that will long be remembered with pleasure.

ATLANTIC COMMAND

HMCS *Sioux*

The *Sioux*, after a period alongside during which most of the ship's company went on annual leave, sailed on September 10 and, after making a rendezvous the next day with the *Iroquois* and *Huron*, proceeded in company with them to St. John's, Nfld.

The Third Squadron took an active part in the ceremonies surrounding the annual meeting of the Navy League of Canada in St. John's. For the *Sioux* it was an opportunity to renew old Newfoundland friendships.

Two familiarization cruises to the harbour approaches had been planned but one had to be cancelled due to bad weather. However, the *Sioux*, with the *Huron* in company, did sail on September 15 with delegates of the Navy League. Reserves from HMCS *Cabot*, Sea Cadets from the St. John's area and friends of members of the ships' companies embarked. The visitors were treated to officer-of-the-watch manoeuvres, squid and AA firings and large helpings of ice cream, cake and cookies for the children.

The next day, with the hills flanking the harbour entrance covered with spectators, the Third Canadian Escort Squadron steamed out of St. John's. The Signal Hill area resounded with echoes

of car horns as the onlookers showed their appreciation of the efforts made by the officers and men of the ships' companies to make the visit a successful one.

En route to Halifax the Commander Third Escort Squadron, Captain G. C. Edwards, was transferred to the *Sioux* by jackstay to carry out annual sea inspection.

On arrival in Halifax September 18, the *Sioux* returned to a period of self-maintenance and shore training.

A farewell reception for the squadron commander, Captain Edwards, was held in the wardroom of the *Huron* during the evening of September 22. A gift was presented to Captain Edwards on behalf of the commanding officers and officers of the squadron by Cdr. C. A. Law, commanding officer of the *Sioux*, who succeeded Captain Edwards as squadron commander on October 1.

HMCS Cape Scott

Primarily a mobile repair ship to keep the Atlantic Fleet on the go during extended operations, HMCS *Cape Scott* went into the hotel business last summer.

Her clients were some 240 members of the standby crew of the *Bonaventure*, which was undergoing refit and docking at Davie Shipbuilding Limited, Lauzon, Que. The *Cape Scott* provided, among other things, living accommodation for the "Bonnie" sailors who had to be on hand to help with the refit of the 20,000-ton carrier.

The repair ship, commanded by Cdr. A. H. Rankin, headed for Lauzon from her normal base in Halifax on July 22. The *Bonaventure*, normal crew pared down from 1,200 officers and men and otherwise lightened, sailed the following day from Halifax.

The "floating hotel" berthed at the entrance to the Champlain Dock in Lauzon, a handy home for the *Bonaventure* personnel. She also undertook minor repair and maintenance work for the carrier in her capacious and well-equipped machine shops.

HMCS Lanark

Over a year ago, the commanding officer of the frigate *Lanark* received a letter from a Mrs. Thompson, of Edmonton, to say that she had just formed a Sea Ranger Crew of some 16 girls. As Mrs. Thompson came to Canada from Scotland, the name *Lanark* appealed to her. She wrote to the ship to ensure that it would be acceptable if her crew were named "Sea Ranger Ship *Lanark*".

Since that time the *Lanark* has continued to keep the Sea Rangers informed of her activities and to send photographs of the various parts visited. In addition, photographs of the ship and ship's company have been sent along with a reproduction of the ship's badge. Last winter, the Edmonton CBC-TV station featured the Sea Rangers and the *Lanark* received considerable publicity in the West, in spite of being an East Coast ship.

The Sea Rangers have presented a trophy to the ship, which is now available for competition. This trophy is a replica of a sailing dinghy of the type used by the Sea Rangers, who sail under guidance of HMCS *Nonsuch*, the Edmonton naval division.

In turn the ship's company decided to repay the girls' kindness and have sent them all *Lanark* sweaters.

NAVAL DIVISIONS

HMCS Cabot

On September 27, the opening drill night for Memorial University Naval Training Division, Cdr. G. G. Pearson, commanding officer of *Cabot*, the St. John's, Newfoundland naval division, presented Cadet R. S. Hutchings with a boatswain's call.



At this moment David Flemming became an ordinary seaman in the RCNR. Attesting him is Lt. J. W. Conway, recruiting officer in HMCS *Cabot*, the St. John's, Newfoundland, naval division. Standing at the right is Ord.-Sea. Fleming's father, Lt.-Cdr. C. W. Fleming, staff officer in *Cabot*. (NFD-7364)

Cadet Hutchings earned the award as the best cadet in his division at HMCS *Cornwallis* during the summer. He was on cruise when the annual awards were presented at *Cornwallis* by Rear-Admiral K. L. Dyer, Flag Officer Atlantic Coast.

HMCS Carleton

Cdr. J. M. Robertson took command of *Carleton*, Ottawa's naval division on October 11. He succeeded Captain W. R. Inman, who had been in command of the reserve division since September 1956. Captain Inman has been appointed to the retired list of the Royal Canadian Naval Reserve.

Cdr. Robertson, *Carleton*'s executive officer since September 1960, served in the Royal Canadian Naval Volunteer Reserve at Ottawa from 1933 to 1936 and afloat and ashore throughout the Second World War.

Carleton's executive officer since September 30, 1960, Cdr. Robertson is a civil service administration officer with the National Research Council in Ottawa.

Captain Inman was born in Prince Edward Island on Aug. 31, 1911. He joined the RCNVR in February 1942 as a probationary sub-lieutenant. He served in the corvette *Rimouski* for a number of months before taking a long

navigation course in the United Kingdom. Following his return to Canada, he served in the destroyers *Restigouche* and *Ottawa*. He was promoted to the rank of lieutenant in February, 1943.

Demobilized in November 1945, he went on the peace-time naval reserve active list on December, 1946, at *Carlton*. Appointed executive officer of the division in July, 1947, he became commanding officer in September 1956. He was promoted to the rank of Captain on January 1 of this year.

Captain Inman is a senior scientific officer in the Department of Mines and Technical Surveys.

HMCS Montcalm

Perhaps the busiest summer that the Quebec City division has ever experienced has come to an end.

From May 1 to July 27 more than 32 warships, representing the United States, Great Britain, France and Canada, paid formal or informal visits to this capital city of Quebec Province. Among the visiting ships were the French ship *Commandant Bourdais* (successor to the *L'Aventure*), the carrier *Bonaventure*, the submarine *Alderney* and the 45,000-ton carrier *Intrepid*, flagship of COMCARDIV 16, which incidentally recovered astronaut Scott Carpenter.

The many details involved, such as pilots, berths, berthing parties, health pratiques, customs clearance, aircraft and helicopter clearances, logistics, official calls, receptions, luncheons, dances for the ships' companies, transportation, sports activities, etc., were programmed and executed by the RCN staff of the division.

It is of interest to note that during the stated period more than 225,000 people visited the ships, more than 5,000 official invitations were extended for the varied and many functions and more than 10,000 officers and men proceeded on short leave to seek out the historical places within the old walled city. Many considered this port of call the finest that they had ever visited—a high tribute to the citizens of Quebec City.

SEA CADETS

Cdr. F. C. Aggett, national president of the Navy League of Canada, on the occasion of the 67th annual meeting of the National Council of the Navy League of Canada in St. John's, Newfoundland, in September, announced the name of the Sea Cadet of the Year.

He is Sea Cadet Petty Officer (First Class) T. J. Metcalfe of the Royal Canadian Sea Cadet Corps *Columbia*, Aldergrove, B.C.

Qualities for selection included regular attendance, personality, training accomplished and, most particularly, outstanding qualifications for leadership.

The Navy League of Canada has close to 20,000 Sea Cadets, Navy League Cadets and Wrenettes in 220 centres across Canada.

PO Metcalfe joined RCSCC *Fraser* in New Westminster after two years' membership in the Navy League Cadets and transferred to RCSCC *Columbia* in 1959. In addition to attaining the rank of petty officer (first class), he qualified for badges as boatswain, communicator, marksman and in first aid.

He has instructed in the Aldergrove-based corps as well as helping in its general administration. His example of leadership was a major factor in the development of an esprit de corps which has placed his corps in the top ranks of those in the Pacific area. In *Columbia*, PO Metcalfe achieved 100 per cent attendance at regular drills,

Lady at Sea But She Didn't Know

The elderly lady sat in the wardroom of the frigate *Victoriaville*, enjoying her tea, charmed by the conversation and thrilled by the presence of uniformed naval officers.

The three hours of her visit on board passed quickly and she was at last told that the ship was back in port and visitors were going ashore. It was a startled lady visitor who learned for the first time that she had just completed a two-and-a-half-hour "sea voyage".

The incident occurred last June in Toronto when it was considered the presence of the *Victoriaville* would add a little colour to a ceremony marking the completion of the new Pier 24 by the Toronto Harbour Commission. The pier is the location of the new skyscraper-high 450-ton crane that dominates the waterfront scenery.

The ship herself was involved in another ceremony, marking the retirement of Commodore R. I. Hedy as Senior Naval Officer Toronto. Invited for the occasion were his successor, Captain (now Acting Commodore) J. W. Goodchild, and about 100 guests. A cruise on Lake Ontario was part of the program.

Some of the onlookers at the pier ceremony assumed the *Victoriaville* was holding "open house" and came on board with the commodore's guests. One gentleman didn't discover his error until the ship had left the dock. On his plea that he had an urgent meeting to attend, he was landed by cutter.

The elderly lady, showered with attention by the wardroom staff, didn't learn of her mistake until the cruise ended.

shore activities, rifle range practices, cross-country runs and general work parties.

For summer training, he attended annual camps at HMCS *Quadra* in 1959 and 1960, went to *Naden* in 1961 for a boatswain course, and to *Cornwallis* this year for the advanced boatswain course.

He had outstanding scholastic achievements—class president in 1961 term, president of numerous school clubs and was selected to represent his school on a student exchange with one from the U.S. He was also named valedictorian for the 1962 graduating class and was awarded the High School Citizenship trophy. He is a member of Brookwood volunteer fire department, the local civil defence unit, chairman of the physical activities committee of a youth organization and treasurer of the local adult bowling league. His academic average from grades 9 to 12 was "A".

PO Metcalfe was awarded the Mathematical Association of America Pin in 1961 and 1962. He intends to take his senior matriculation at the local high school and then apply for entry in the Regular Officer Training Plan.

PO Metcalfe has been awarded the David H. Gibson Challenge trophy with a plaque for his permanent retention, and other opportunities for rewards and recognition.

Sea Cadet Petty Officer J. Morrison, of RCSCC *Warspite*, Kitchener, Ontario, placed second in the competition.

In 1961, the first place award was also made to a West Coast corps. Sea Cadet Petty Officer Philip E. Perry, of RCSCC *Captain Vancouver*, last year's winner, has this year been awarded a Navy League Scholarship valued at \$300 as a first year student at the University of British Columbia.

Cdr. Aggett also announced winners of the League's national attendance and general trophy proficiency trophies.

National Attendance: RCSCC *Terra Nova*, of St. John's, won the senior classification and RCSCC *Revenge*, of Penticton, B.C., the junior. Senior runner-up was RCSCC *Swiftsure*, of Brandon, Man., the junior runner-up being RCSCC *Parrsboro*, in Nova Scotia.

General Proficiency: Senior winner was RCSCC *Lion*, of Hamilton, and Junior, RCSCC *Illustrious*, Weston, Ont. Senior runner-up was RCSCC *Swiftsure*, Brandon, and junior runner-up, RCSCC *Wetaskiwin*, in Alberta.

Each corps winning the general proficiency competition receives a naval officer's sword for use on ceremonial occasions.



Second from the right is Lt. S. T. Mallon, commanding officer of Canada's first (and, until now, only) Eskimo Navy League Cadet Corps, receives a badge of the *Cap de la Madeleine* from Cdr. Ken Grant, captain of the ship, and Ldg. Cadet Atani Nuvalinga receives the badge of HMCS *La Hullose* from Lt. J. W. Smallwood, *La Hullose's* executive officer, while the ships were at anchor in Hudson Bay off Port Harrison. (CCC9-259)

Cadets in Eskimoland

By

Lt. Norman Pascoe, RCNR

ONE THOUSAND miles due north of Ottawa, on the eastern shore of Hudson Bay, is the sub-Arctic village of Povungnituk, Quebec. In this tiny settlement is a Navy League Cadet Corps composed of 22 boys from 11 to 15 years of age.

The corps is the most remote, by far, of any in Canada; but what really makes it unique is the fact that all its members are Eskimo boys.

Last summer these boys experienced a "once-in-a-lifetime" thrill when they made a rendezvous with two Royal Canadian Navy warships at Port Harrison, 100 miles down the coast from Povungnituk. The boys, all neatly uniformed, made the trip in a 40-foot fishing boat and rendezvoused with the frigates *Cap de la Madeleine* and *La Hullose* at Port Harrison, the nearest harbour to Povungnituk at which the ships could anchor.

Besides the 22 cadets, the entire population of Port Harrison, comprising about 30 whites and 400 Eskimos,

flocked out in a variety of small boats to greet the first warships ever to call at the little community.

The young cadets presented a smart appearance as they stood at attention on the deck of their boat, the *Tobiak*, coming alongside the *Cap de la Madeleine*. Each saluted properly as he stepped on board the warship.

Commanding officer of the cadet corps is Lt. S. T. Mallon, bearded school principal at Povungnituk. A native of Belfast, Ireland, he came to Canada in 1954, learned to speak Eskimo and moved to the Arctic village in December 1959.

He decided to start the Navy League Cadet Corps (junior Sea Cadets) in January 1961 as a spare time activity for his young students. The corps, NLCC *Nanuq* (meaning Polar Bear) is

administered by the Quebec division of the Navy League with headquarters in Montreal.

The corps has just acquired a naval whaler, delivered recently by the Department of Transport icebreaker *Montcalm*, in which the cadets are learning navy-style seamanship, although the Eskimo lads are natural boat builders. They have named their whaler *Nanungua*, which means "make believe polar bear".

The cadets were given the run of the *Cap de la Madeleine* during her 30-hour stay at anchor off Port Harrison. Local residents also boarded both frigates and displayed keen interest in the guns, anti-submarine weapons, machinery and sailors.

Cadets and visitors were taken on a two-hour cruise and given a demonstration of jack-stay transferring with the ships steaming along at 12 knots only 80 feet apart; anti-submarine mortar firing; four-inch gun surface shoot; man overboard drill, and small arms



Ldg. Sea. M. W. Tye shows Eskimo Navy League Cadets Eli Tuaiti and Simon Elutak how to handle an FN rifle. (CCC9-253)

firing with the cadets and some of the Eskimo hunters participating.

The hunters were greatly impressed by the automatic FN rifles. Howard Dove, manager of the local Hudson's Bay Company store, said he expected a flood of orders for FN rifles.

"They're all of the opinion there would be nothing better for caribou hunting," he said.

The cadets joined the sailors for lunch and supper in the seamen's cafeteria, and later were shown a movie. After dark, both ships put on a spectacular display with star shell, rockets and searchlights.

Next morning, steel-helmeted University Naval Training Division officer cadets from both ships, training with the squadron, landed with full battle gear on a nearby uninhabited island with orders to "demolish a radio station secretly set up by a foreign power". The exercise was successfully carried out with demolition charges being set off while the Eskimo cadets watched from the *Cap de la Madeleine*.

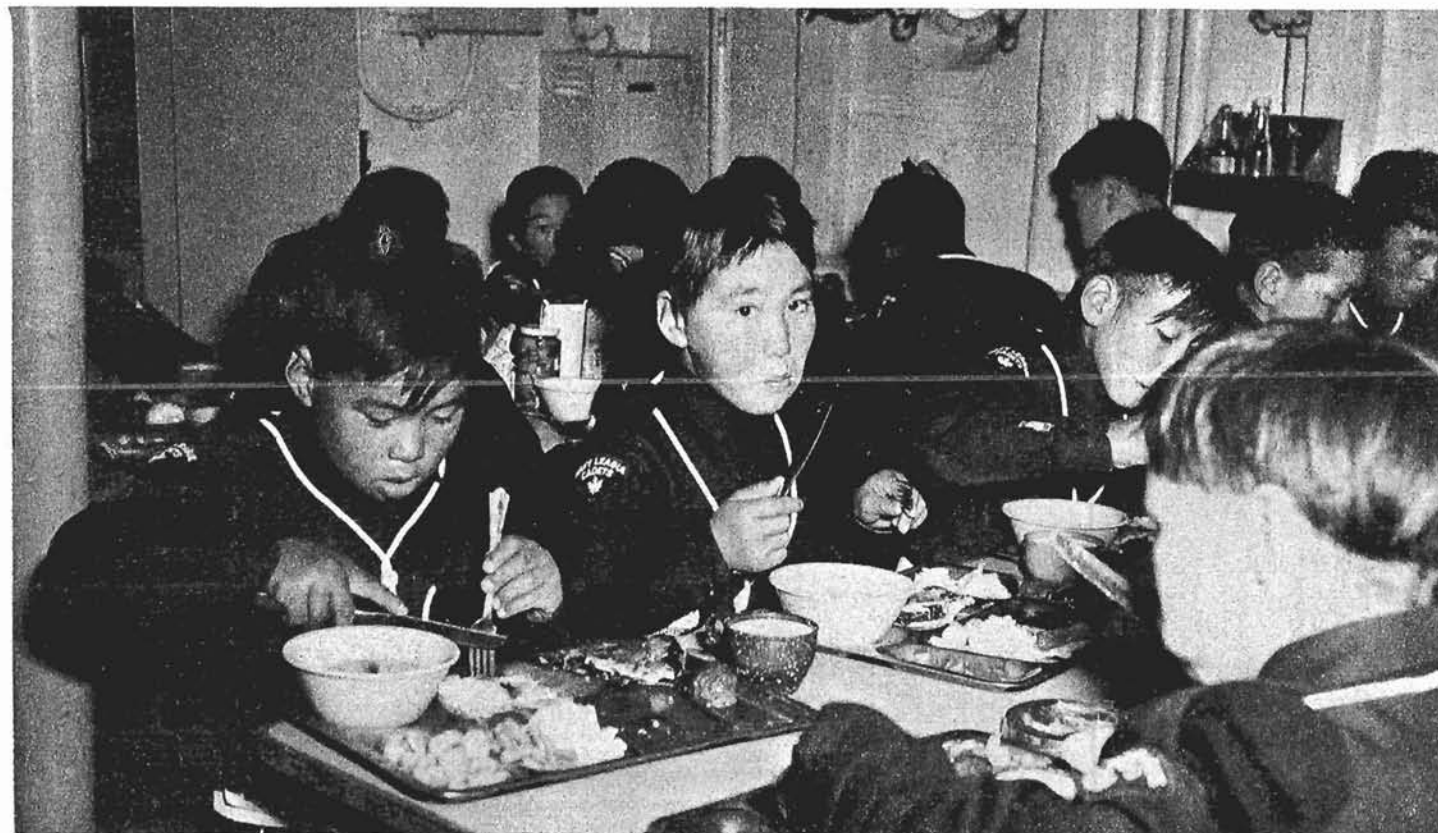
The warships sailed soon after, after the Navy League Cadets had boarded the fishing boat *Tobiak* for their return voyage to Povungnituk complete with cap tallies, lanyards, bosun's calls, a display board of knots and splices, sundry rope and other spare gear scrounged for them by the sailors. Ship's badges from the *La Hullose* and *Cap de Madeleine* were presented to Lt. Mallon.

"This has been like a dream," he said. "My lads will never forget it. Nothing as big as this has ever happened, or is likely to happen in an Eskimo's lifetime."



An Eskimo Navy League cadet gives the quarterdeck of the *Cap de la Madeleine* a brisk salute as he comes on board the frigate. (CCC9-243)

The *Cap de la Madeleine* and *La Hullose* then sailed across Hudson's Bay to join their sister ships, *Swansea*, *Lauzon* and *Buckingham*, at Churchill, Manitoba. The squadron visited the grain port for a few days and refueled before starting the 3,000-mile return voyage to Halifax.



No finer compliment could have been paid to the ship's cooks than the gusto with which these members of the Navy League Cadet Corps of the sub-Arctic village of Povungnituk tackled their shipboard dinner. (CCC9-258)

THE RCN's SAGA RE-TOLD

WHEN THE Royal Canadian Navy decided to publish an account of its operations during the Second World War, it entrusted the task of writing it to an established Canadian author who had served in the Navy and who had a first-hand knowledge of the subject.

The choice was a good one. Joseph Schull, in *The Far Distant Ships*, came up with a gripping and superbly readable account of the triumphs and tragedies of a young, untried naval service that withstood the test of global war and made a substantial contribution to Allied victory.

Now Mr. Schull, a former lieutenant-commander who served ashore and afloat, in Canada and overseas, has re-told the story for younger readers and has thus brought it within the reach of a post-war generation that ought to know how and why nearly 100,000 Canadians, many of whom had never before seen ship or ocean, lived, fought and died at sea for Canada.

Ships of the Great Days (the title is not quite as stirring as that of the original) is a valuable addition to the Macmillan series "Great Stories of Canada", to which Mr. Schull has contributed two previous volumes, *The Salt-Water Men: Canada's Deep-Sea Sailors* and *Battle for the Rock: The Story of Wolfe and Montcalm*. The series has already grown to 26 volumes and contains a half-dozen or more titles of direct interest to those who love the sea and ships.

The excellence of the present volume is augmented by the drawings of another naval veteran, Ed McNally, whose bold pen strokes catch the dramatic intensity of the tales told in the text. These illustrations record with startling impact a rugged kind of life and types of ships that have already receded into the past.

And, speaking of the passage of time, the Navy's current crop of recruits includes youths born since the Second World War to whom that conflict must look like ancient history indeed. For their sake and for the sake of those who follow them, it is regrettable that the procession of the years has resulted in a number of avoidable errors creeping into Mr. Schull's text.

For example, the description of mine-sweeping procedures on page 116 gives a wrong explanation for the sweepers steaming in "staggered" formation (the author's word) saying that it is "so that

BOOKS for the SAILOR

they would not become entangled in their 'sweeps', the long saw-toothed cables which ran out behind each ship, dragging a little below the surface." The young reader would not guess from this that the actual reason for each following ship taking up position off the quarter of the one ahead was to afford the protection of a swept channel to all but the lead ship. The reviewer's recollection of sweep wires is that they were rough, but not saw-toothed, and that steel cutters fixed to the wires took care of the moorings of the mines.

There are statistical errors, all on the low side, in references to the dimensions, speed and endurance of the six River class destroyers with which the RCN began the war. In addition, four

of the "five smaller vessels which were described as 'Bangor-class minesweepers'" were, in fact, coal-burning Fundy class 'sweepers and the fifth was a trawler type, the *Armentieres*.

These and other slips do not spoil the general excellence of the book. But they are there and they need not have been.

It is particularly to Mr. Schull's credit that in preparing this shorter version of his earlier book he has not "boiled down" the more dramatic story of the war at sea but has given them the full narrative attention they deserve. Those of the post-war generation who have the opportunity of reading the present volumes will have a better understanding of the Navy's problems and accomplishments of 20-odd years ago and of its purpose and worth today. —H.M.C.

SHIPS OF THE GREAT DAYS, Canada's Navy in World War II, by Joseph Schull; published by the Macmillan Company of Canada, Toronto; 156 pages; illustrated; \$2.50.

COMMUNIST SHIPPING

ONLY SINCE the Second World War has Russia been thought of as a growing maritime power. Although she had one of the world's longest coastlines, her geographic position denied her ready access to the sea. Many of her harbours were icebound in winter and the same applied to her northern shipping routes.

Now the hammer and sickle is seen on every ocean from the Arctic to the Antarctic. She has had a nuclear-powered icebreaker at sea since 1959, her fishing fleets are continually in the news, her intensive oceanographic research program is watched with in-

terest and sometimes concern and, although she may be regarded as an intruder on what other nations think of as their preserves, she is no longer considered an inept one.

Russia has an able ally, with an ancient maritime tradition, in Poland, whose shipyards are building efficient, modern vessels for both countries. To a smaller degree, the merchant fleet of the Communist bloc draws support from East Germany, Bulgaria, continental China and the landlocked and lesser Communist countries.

This emergence of the Communist countries as shipbuilders and operators of merchant fleets is surveyed in detail by Instructor Lt.-Cdr. John D. Harbron, RCNR (Ret) in *Communist Ships and Shipping*. The writing and compilation of this volume was a task for which Lt.-Cdr. Harbron was well equipped. He made a study of Japanese merchant shipping tonnage for the RCN during the Second World War and turned his attention to Communist shipping during the Korean conflict.

He apparently encountered less resistance in garnering facts about Polish shipbuilding and ships than in his surveys of the shipping of other Iron



Curtain countries and the section of his book dealing with Poland is the lengthiest and most detailed. This is not to say that he has skimmed his presentation of the facts concerning Russia and other Communist countries.

An interesting feature of the book is the reproduction of numerous line drawings of ship profiles by Kenneth R. Macpherson, another RCNR veteran.

The book is generously illustrated with half-tones, supplemented by maps, diagrams and tables that all make their contribution to Lt.-Cdr. Harbron's important, instructive and interesting survey.—H.M.C.

COMMUNIST SHIPS AND SHIPPING, by John D. Harbron; published in Canada by Clarke, Irwin & Company Limited, 791 St. Clair Avenue, W., Toronto 10; 264 pages, with 61 plates, 34 ship profiles and 25 maps and tables; \$10.75.

LADY IN DISGUISE

TOUCHED UPON lightly in accounts of Louis de Bougainville's voyage around the world in the 18th century is the fact that a woman, disguised as a sailor, made the journey, her sex undiscovered until the ships arrived in the South Seas.

There are some who would have us believe that Jean Baret (her *nom de voyage*) was smuggled on board by the solemn naturalist, Monsieur Commercon (or Commerson), who had connived with her in her plans to become first woman to circumnavigate the globe.

Lt.-Cdr. A. C. Ellison, RCNR (Ret), a former commanding officer of HMCS *Queen*, the Regina naval division, who has also retired from legal practice and is a resident of Victoria, adds a different twist to the story.

In a swift-moving romantic novel, *The Breton Wench*, Lt.-Cdr. Ellison portrays Jean Baret as a high-born tomboy who, in rough sailor disguise, signs on with the expedition to avoid an unwelcome betrothal and marriage.

The story could well have become ribald in the telling but the author hews closely to the rules of circumspect romance and Jean Baret née Joan Cartier, arrives safely home in France, a heroine of unsullied honour.

How these stories are brought to the attention of Elstree or Hollywood, this reviewer does not know, but the novel has all the elements of suspense, adventure and virtue-in-peril that are regarded as essentials in a popular movie.

Lt.-Cdr. Ellison has in the past contributed some whimsical and entertaining tales of life in the pre-war RCNVR to *The Crowsnest*. It is to be hoped that his venture into larger-scale writing will meet with success.—C.

THE BRETON WENCH, by A. C. Ellison; published by Vantage Press, Inc., 120 W. 31 Street, New York 1, N.Y.; 217 pages; \$3.95.



The most prized trophy in the RCN's Ninth Escort Squadron of five frigates is a battered naval cutlass used at the Battle of Trafalgar in 1805. Receiving the cutlass above is Ldg. Sea. John Everick, captain of the four-inch gun's crew of the *Laouzon* which won the trophy with a score of 140 points during a recent squadron shoot. Cd. Off. J. C. Wilson, gunnery officer of the winning ship, is a proud onlooker as Cdr. K. E. Grant, squadron commander, makes the presentation. The "Corron Nine Cutlass" can be won at any time by a ship setting a new squadron record and has changed three times in 1962. (HS-69827)

Radar Trap Nabs Ship for Speeding

Ever hear of a warship getting picked up for speeding and by a radar speed trap at that?

It happened to the frigate *Victoriaville* last summer.

She was steaming up river through the Thousand Islands area of the St. Lawrence River where speed restrictions, in statute miles an hour, are posted along the channel to keep wharfs and cottages from being washed into the river by the powerful stern waves of huge cargo steamers.

The *Victoriaville* was carefully observing the notices but stepped up speed a bit on reaching relatively open water near Alexandria Bay, New York, in darkness. It was just a case of trying to maintain the required average speed of advance.

But a radar speed trap had nailed the ship and a polite message from the U.S. Coast Guard came over the seaway control radio inviting the captain to conform to speed limits.

What tickled the ship's company, apart from the idea of anyone speeding in a Prestonian class frigate, was the fact their captain, Lt.-Cdr. W. P. Rikeley, is a naval aviator, accustomed to flying aircraft around at a great rate of knots.

RETIREMENTS

CPO CHARLES McCALLUM FORRESTER, C2ER4, of Stevenson, Scotland, joined RCNVR Sept. 15, 1942; transferred to RCN April 22, 1943; served in *Naden, Stadacona, Cornwallis, York, Avalon, Collingwood, Peregrine, Swansea, Niobe, Crusader, Crescent, Uganda, Ontario, Churchill, Quebec, Cayuga, Brockville, Stettler, Susservale, Ste. Therese, Margaree*; awarded CD; retired Sept. 14, 1962.

CPO ANTON THOMAS GASPER, C2AT4, of Bruno, Sask.; joined RCNVR April 20, 1942; transferred to RCN April 1, 1944; served in *Unicorn, Star, Naden, Givenchy, Stadacona, York, Peregrine, Niobe, HMS Kestrel, HMS Gannet, HMS Wagtail, RCNAS Dartmouth, Cornwallis, Shearwater, (18 CAG), Magnificent (30 CAG), Shearwater (VU 32), Bytown*; awarded CD Jan. 1, 1956; retired Sept. 19, 1962.

PO ARTHUR GEORGE HARRY GOODMAN, P1BN4, of Victoria; joined Sept. 21, 1937; served in *Naden, Fraser, Stadacona, SS Alaunia, Prince David, Hochelaga, Goderich, Givenchy, Uganda, Rockcliffe, Cornwallis, Ontario*; awarded Long Service and Good Conduct Medal; retired Sept. 20, 1962.

PO ALBERT EDWARD GROSVENOR, P1ER4, of Toronto; served in RCNVR May 15, 1941-Aug. 31, 1945, RCNR July 30, 1947-Dec. 28, 1949; transferred to RCN Dec. 29, 1949; served in Toronto naval division, *Stadacona, Hochelaga, Drummondville, Cornwallis, Gananoque, Protector, Peregrine, Carplace, Shelburne, York, Naden, Portage, New Liskeard, Huron, Micmac, Huron, Saguenay, Lanark*; awarded CD; retired Sept. 8, 1962.

CPO RONALD STEWART HAMLIN, C2WU3 of Calgary; joined September 13, 1937; served in *Naden, Fraser, Stadacona, HMS Victory, HMS Osprey, Restigouche, Trillium, Chippawa, Lethbridge, Avalon, Kipawa, Bay Bulls, Peregrine, Kelowna, Heatherton, Givenchy, Antigonish, Beacon Hill, Cornwallis, Athabaskan, Portage, Malahat, Comox, Discovery, Patriot, Crescent, Assiniboine*; awarded CD; retired Sept. 12, 1962.

CPO ARTHUR ELBERT MacLEAN, C1HT4, of Calgary; joined RCNVR May 17, 1941, transferred to RCN July 24, 1941; served in *Stadacona, Avalon, Naden, Prince Robert, Peregrine, Scotian, Warrior, Diving Tender 3, Givenchy, Rockcliffe, Ontario, Bytown, Montcalm, Ottawa*; awarded CD; retired September 29, 1962.

CPO JOHN WARWICK McMASTER, C1ER4, of Oshawa; joined RCNVR April 17, 1942, transferred to RCN March 20, 1944; served in *Star, Naden, Givenchy, York, Stadacona, Niobe, HMS Kestrel, HMS Wolfhound, Peregrine, Cornwallis, Warrior, Magnificent, Iroquois, La Hullose, Micmac, Huron, Crescent, Algonquin, Brunswicker, Bytown, St. Laurent, Cormorant, Loon, Mallard, Donnacona, Hochelaga, Saguenay, Athabaskan*; awarded CD; retired Sept. 5, 1962.

CPO HAROLD SAMUEL MOODY, C2BN3, of Ebber Vale, Wales; joined September 13, 1937; served in *Stadacona, Skeena, Ottawa, Assiniboine, Prince Henry, Cornwallis, Stettler, New Waterford, Haligonian, Nootka, Magnificent, Sioux*; awarded RCN Long Service and Good Conduct Medal; retired Sept. 12, 1962.

PO EDWARD ARTHUR MORRISON, P1CK3, of Edmonton; joined September 30, 1937; served in *Naden, HMS Rajputana, Nootka, Stadacona, Annapolis, Bittersweet, Chaleur II, Givenchy, Cornwallis, York, Puncher, Peregrine, Warrior, Rockcliffe, Beacon Hill, Ontario, Sioux, Skeena*; awarded RCN Long Service and Good Conduct Medal; retired Sept. 29, 1962.

CPO GRANVILLE BAYER NICKERSON, C2RM3, of Halifax; joined September 14, 1937; served in *Stadacona, HMS Victory, Ottawa, W/T Station, Bytown, St. Francis, Hochelaga, Outremont, St. Hyacinthe, Ville de Quebec, Avalon, Peregrine, Scotian, Albro Lake radio station, Warrior, Magnificent, Shearwater, Magnificent, Cornwallis, Haida, Huron, St. Croix*; awarded RCN Long Service and Good Conduct Medal; retired Sept. 13, 1962.

CPO DONALD WILLIAM PAINTON, C1BN4, of Eston, Sask.; joined September 13, 1937; served in *Naden, Fraser, Restigouche, Stadacona, Reindeer, Beaver, Annapolis, ML 051, ML 081, Dauphin, Lunenburg, Peregrine, Kootenay, Cornwallis, Levis 2, Grou, Givenchy, Rockcliffe, Discovery, Beacon Hill, Ontario, Athabaskan, Cayuga, Ste. Therese, Skeena*; awarded CD; retired Sept. 18, 1962.

CPO CECIL JOHN O'HEARN, C1BN4, of Dartmouth, N.S.; joined September 16, 1933; served in *Stadacona, Skeena, Ottawa, Rimou-*

ski, Protector, Cornwallis, Avalon, Peregrine, RCNAS Dartmouth, Iroquois, La Hullose, Haida, Magnificent, Shearwater, York, Patriot, York; awarded CD and 1st clasp; retired Sept. 15 1962.

CPO STANLEY HOWARD RHODES, C1BN4, of Galt, Ont.; joined July 12, 1937; served in *Stadacona, Columbia, Niagara, Cornwallis, Grou, Prevost, Niobe, Excellent, Micmac Swansea, Shearwater, Naden, Magnificent, Hochelaga, Gatineau, Cornwallis*; awarded Long Service and Good Conduct Medal April 3, 1952; retired Sept. 4, 1962.

CPO GEORGE MATHEW SIMMS, C1ER3, of Russell, Manitoba; joined Sept. 13, 1937; served in *Naden, Fraser, Nootka, Chilliwack, Stadacona, Arrowhead, Niobe, HMS Berwick, Niobe, Uganda, Givenchy, Athabaskan, Star*; awarded RCN Long Service and Good Conduct Medal; retired Sept. 12 1962.

CPO HORACE WALTER EDWIN SWANNELL, C1LT4, of Winnipeg; served in RCNVR March 15, 1938-Nov. 9, 1945, re-entered April 9, 1946; transferred RCN Sept. 29, 1946; served in Winnipeg naval division, *Naden, Malaspina, Givenchy, Quesnel, Stadacona, St. Hyacinthe, Newport Corners radio station, Peregrine, Chippawa, Malahat, Sumas, Rockcliffe, Ontario, Cayuga, Stadacona, Athabaskan, Montcalm (PNO) Lauzon, Aldergrove*; awarded CD; retired Sept. 6, 1962.

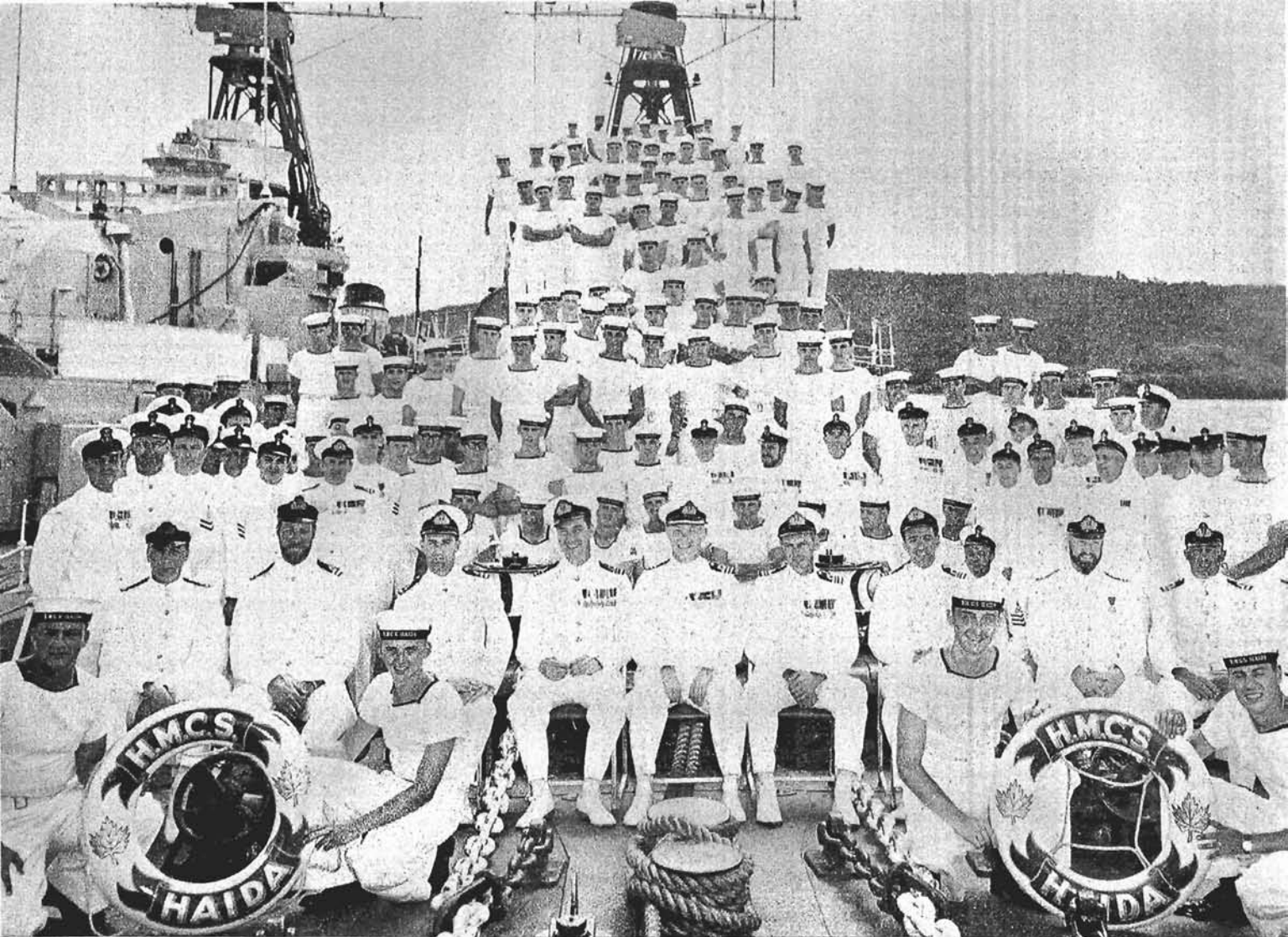
CPO HUGH EDWARD TAYLOR, C2BN3, of Parrsboro, N.S.; joined Sept. 13, 1937; served in *Stadacona, Saguenay, Restigouche, Cornwallis, Hochelaga II, Blairmore, Givenchy, Waskesiu, St. Catharines, Grou, Naden, Peregrine Warrior, Queen Charlotte, Montcalm, Haida, Huron, Iroquois, Hunter, Ottawa, Kootenay, Hochelaga*; awarded RCN Long Service and Good Conduct Medal; retired Sept. 27, 1962.

CPO HERBERT ALFRED THOMAS, C1WS4, of Calgary; joined Sept. 13, 1937; served in *Naden, Armentieres, Fraser, Stadacona, Venture, Prince David, Hochelaga, Georgian, Annapolis, Cornwallis, Hochelaga II, Chaleur II, Cap de la Madeleine, Avalon, Peregrine, St. Therese, Scotian, Charlottetown, Ontario, Crescent, Rockcliffe, Crusader, Quebec, Micmac, Athabaskan, Cape Breton*; awarded CD and First Clasp; retired Sept. 12, 1962.

CPO NOEL FRANCIS WILLIAMS, C2S63, of Pontypredd, Wales; served in RCN March 1, 1937-Oct. 30, 1945, re-entered May 13, 1946; served in *Naden, Skeena, Stadacona, HMS Victory, HMS Dunedin, Ottawa, HMC Signal School, St. Laurent, Snowberry, St. Laurent, Amherst, Avalon, St. Hyacinthe, Sorel, St. Francis, Kentville, Chippawa, Givenchy, Churchill, Ontario, Cedarwood, Sioux, Porte Quebec, Cornwallis, Venture, Stettler*; awarded CD; retired Sept. 10, 1962.

CPO ARTHUR VINCENT WORTH, C1HT4; of Nanaimo, B.C.; served in RCNVR April 22, 1941-Sept. 17, 1945; RCN Feb. 26, 1946; served in *Naden, Prince Robert, Givenchy, RNO Yarrows, Orkney, Protector, Malahat, Ontario, Rockcliffe, Queen, Montcalm, Cape Breton, Assiniboine*; awarded CD; retired Sept. 28, 1962.





FAMILY PORTRAIT—A lot of water has slipped under the keel since this picture was taken on board the Haida at Charlotte Amalie, Virgin Islands, during exercises in the Caribbean early in 1962. (CS-1055)

OFFICERS RETIRE

CAPTAIN JAMES DUNBAR ARMSTRONG, CD, of Regina; joined RCNVR August 12, 1943, transferred to RCN August 15, 1946; served in *Queen, Naden, Givenchy, Burrard*, Naval Headquarters, *Stadacona, Ontario, Cornwallis, Niobe*; last appointment *Bytown* additional on secondment to RCAF; commenced leave on August 27, 1962; retires December 15, 1962.

LIEUTENANT REGINALD STEVENS BAKER, CD, of Victoria; joined RCN(R) March 27, 1950; transferred to RCN February 15, 1951; served in *Niobe, Stadacona, Shearwater* and *Naden*; last appointment, *Naden* as Technical Maintenance Officer; commenced leave on November 4, 1962; retires February 15, 1963.

LIEUTENANT (N/S) NORMA MARY BERNARD, of Tignish, P.E.I.; joined RCN October 15, 1952; served in *Queen Charlotte, Stadacona, Cornwallis, Shearwater, Naden, Catarqui*; last appointment *Cornwallis* for Naval Hospital as Matron; retired November 4, 1962.

COMMANDER JOHN FREDERICK FRANK, CD, of Ottawa; joined RCN October 15, 1942; served in *York, Stadacona, Niobe, HMS Drake, HMS Berwick, HMS Indomitable, HMS Zodiac, HMS Nelson, HMS Thunderer, HMS Victory, HMS Duke of York, Shearwater, Magnificent*, Naval Headquarters, *Bonaventure*; last appointment *Bytown* on staff of Director General Aircraft as Director Aircraft Design and Production; retired October 1, 1962.

LIEUTENANT (N/S) MARY CONSTANCE LAMBERTUS, CD, of Eganville, Ont.; joined RCN October 15, 1942; served in *Montreal, Stadacona, Naden, York, Coverdale, Shearwater*; last appointment *Stadacona* for Canadian Forces Hospital, *Halifax*; commenced leave November 1, 1962; retires on April 14, 1963.

CAPTAIN JOHN CALDECOTT LITTLER, CD, of Grimsby, Ont.; joined RCNR November 21, 1940, transferred to RCN December 12, 1945; served in *Naden, Givenchy, Chaleur II, Venture, Stadacona, Acadia, Niobe, HMS Belfast, HMCS Uganda, HMS Dryad, HMS President, Micmac, Huron, Crescent,*

Crusader, Niobe, Ontario, Naval Headquarters, *Patriot, York*; last appointment *Patriot*, on staff of Commanding Officer Naval Divisions as Chief of Staff; commenced leave on November 1, 1962; retires on March 24, 1963.

LIEUTENANT - COMMANDER GEORGE YOUNG MOYES, CD, of Victoria; joined RCN February 1, 1937; served in *Naden, Skeena, HMS Excellent, HMS Royal Sovereign, HMS Pembroke, Restigouche, Stadacona, Avalon, Cornwallis, Stadacona, Givenchy, Niobe, Ontario, Rockcliffe*, Naval Headquarters; last appointment *Naden* on staff of Superintendent Naval Armament Depot as Inspector Naval Ordnance West Coast; commenced leave October 28, 1962; retires on June 1, 1963.

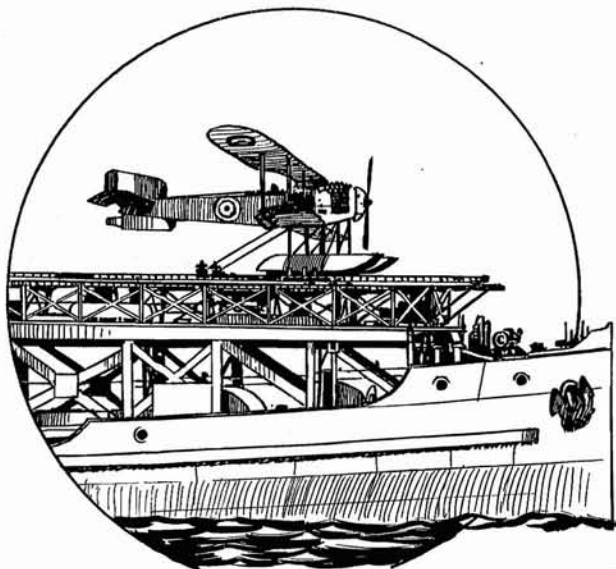
LIEUTENANT WARREN ALLISON STEVENS, CD, of Dartmouth, N.S.; joined RCN July 13, 1937; served in *Stadacona, Saguenay, Chaleur, Bytown, Cornwallis, Montcalm, Scotian, Magnificent, Cape Breton*; last appointment *Stadacona* on Staff of Assistant Superintendent (Production) as Repair Co-ordinator; commenced leave on October 30, 1962; retires May 12, 1963.

Naval Lore Corner

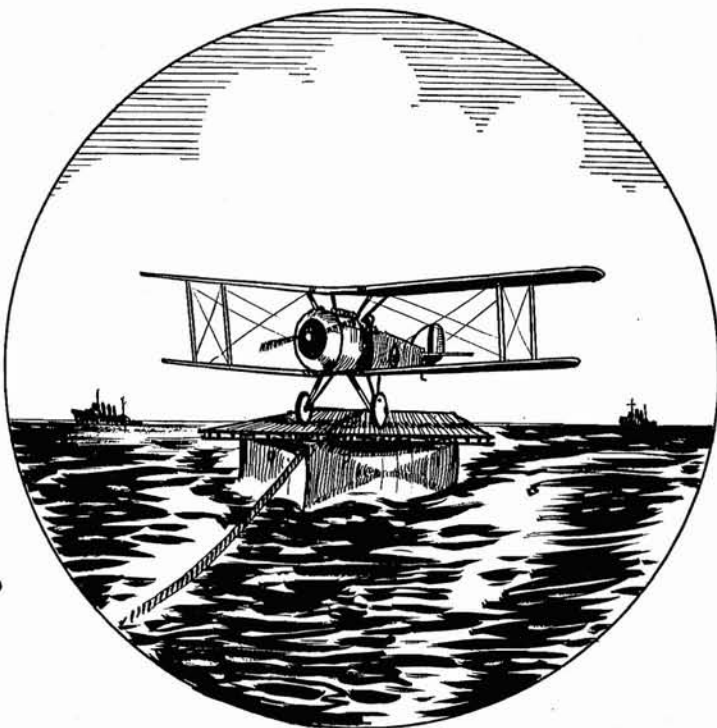
Number 109

THE NAVY TAKES TO WINGS

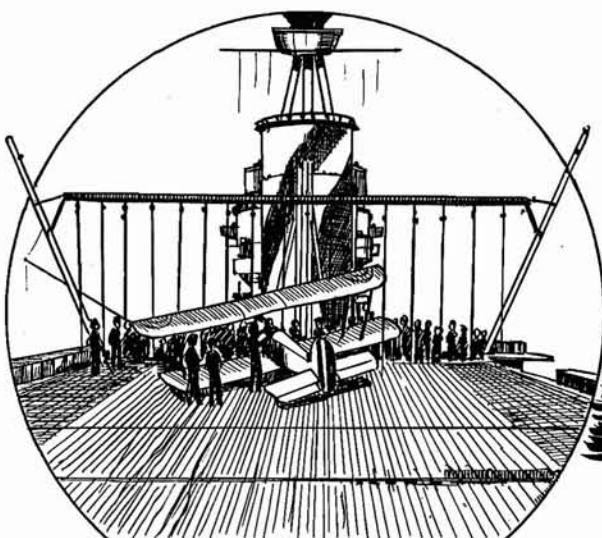
AS WORLD WAR I PROGRESSED, THE ROYAL NAVY'S INTEREST IN AIRCRAFT INCREASED, AND MANY EXPERIMENTS TOOK PLACE IN THE OPERATION OF AIRCRAFT AT SEA. BY 1918, MOST OF THE HEAVY GRAND FLEET SHIPS CARRIED AIRCRAFT, AND THE FIRST AIRCRAFT CARRIERS HAD APPEARED..



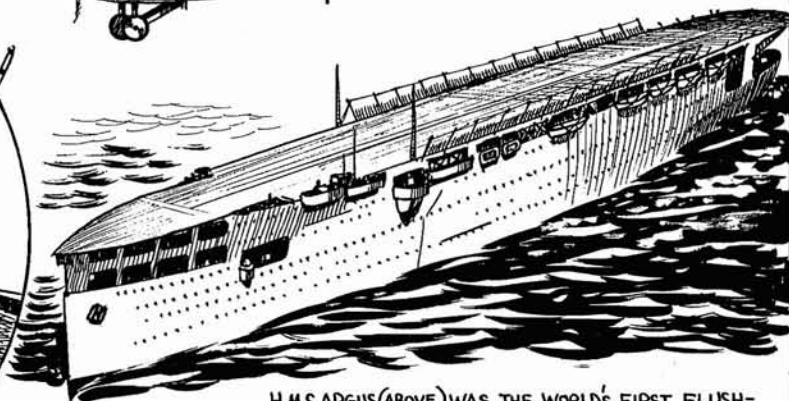
ONE OF THE FIRST SEAPLANE CARRIERS WAS H.M.S. 'SLINGER' (1917), EQUIPPED WITH A LAUNCHING CATAPULT ON THE FOC'SL (ABOVE). A CONVERTED DREDGER, SHE WAS EMPLOYED ON EXPERIMENTAL WORK...



IN 1918 THE ROYAL NAVY EXPERIMENTED IN FLYING OFF A SOPWITH 'CAMEL' FROM A LIGHTER TOWED BY A DESTROYER AT 36 KNOTS (RIGHT). LATER IN THE WAR, THIS METHOD ENABLED THE SHORT-RANGED AIRCRAFT TO ATTACK GERMAN ZEPPELIN BASES,...



EARLY DECK LANDINGS ON H.M.S. FURIOUS WERE HAZARDOUS AFFAIRS. AFTER HER SECOND CONVERSION, SHE STILL RETAINED HER 'MIDSHIPS' SUPERSTRUCTURE, AND A ROPE BARRIER WAS ERECTED ABAFT THE FUNNEL TO STOP AIRCRAFT THAT WERE NOT ARRESTED BY THE "FORE AND AFT" GUIDE WIRES (FOREGROUND) AS THEY LANDED ON, OVER THE STERN....



H.M.S. ARGUS (ABOVE) WAS THE WORLD'S FIRST FLUSH-DECKED AIRCRAFT CARRIER, MAKING DECK LANDINGS RELATIVELY SAFE (NOTE PALISADES ON FLIGHT DECK). CONVERTED FROM THE HALF-COMPLETED LINER 'CONTE ROSSO' SHE COMMISSIONED IN SEPT, 1918, TOO LATE FOR OPERATIONS IN WORLD WAR I. SHE SERVED IN WORLD WAR II, AND WAS SCRAPPED IN 1947...

Roger Duhamel

QUEEN'S PRINTER — IMPRIMEUR DE LA REINE

If undelivered return to:

The Queen's Printer, Ottawa, Canada

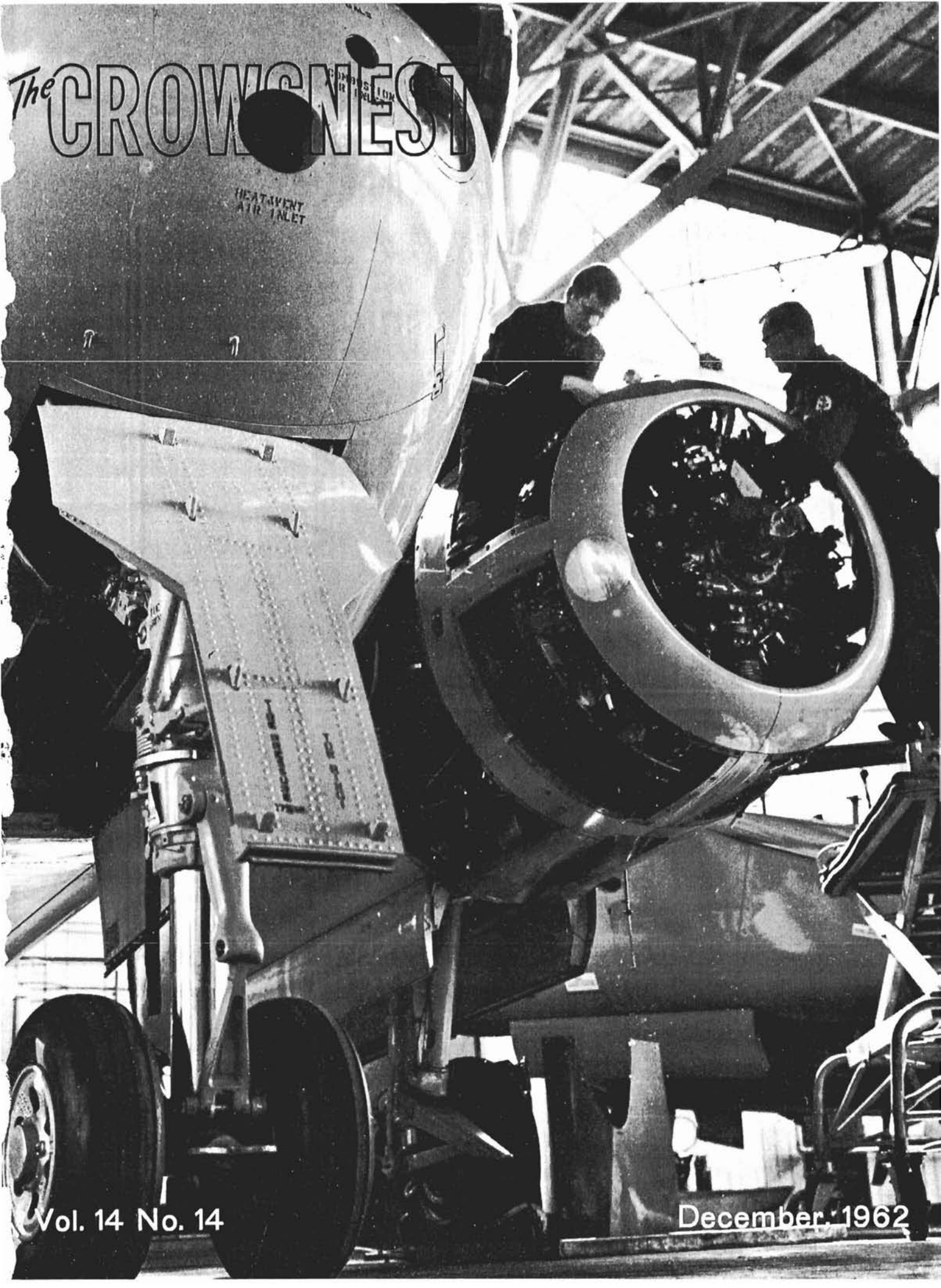
En cas de non-livraison, retourner à:

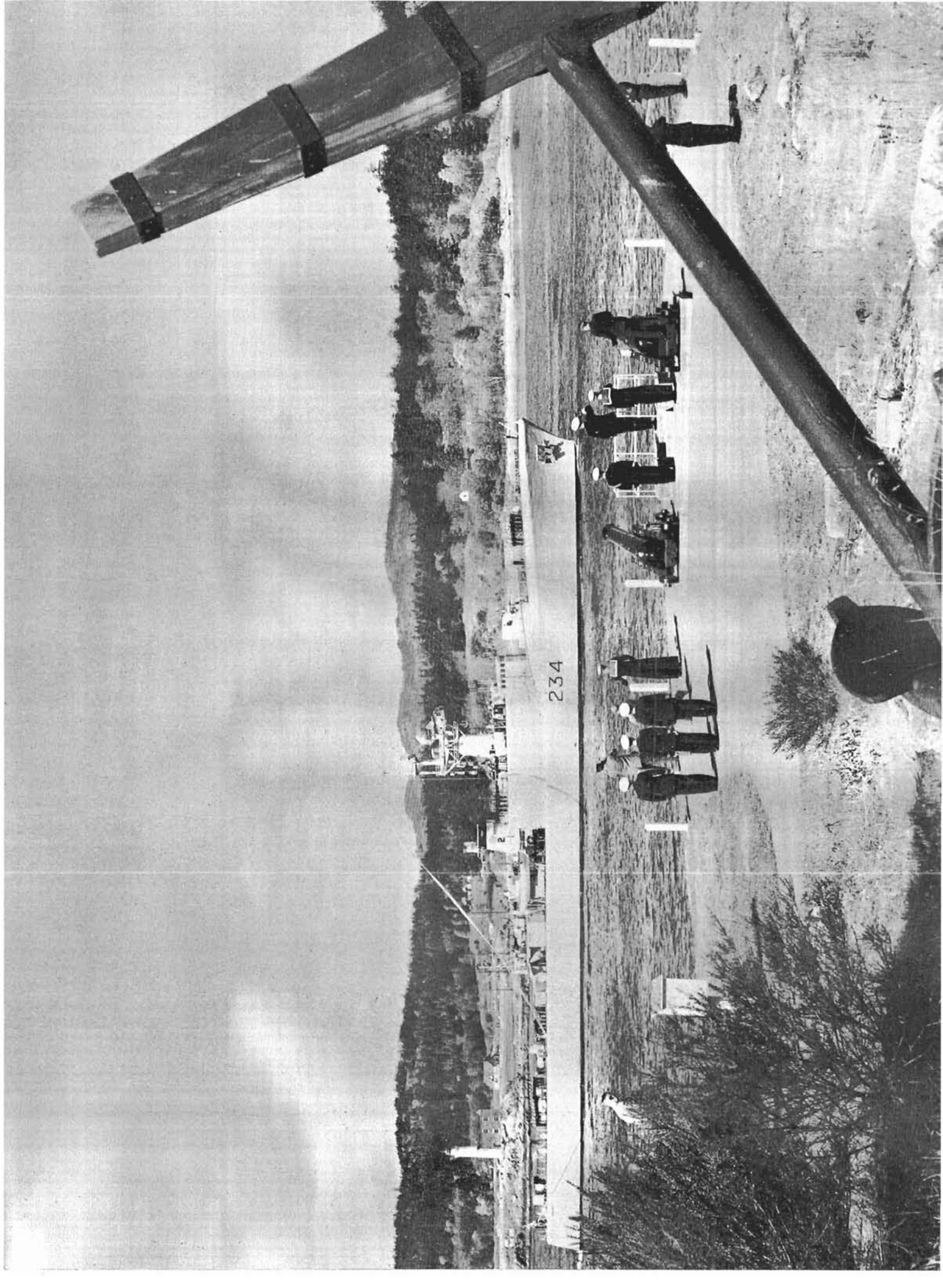
L'Imprimeur de la Reine, Ottawa, Canada



The CROWNEST

HEATVENT
AIR INLET





The CROWSNEST

Vol. 14 No. 14

THE ROYAL CANADIAN NAVY'S MAGAZINE

DECEMBER 1962

CONTENTS

	Page
<i>RCN News Review</i>	2
<i>Sunset Ceremonies</i>	4
<i>Back-Seat Drivers</i>	5
<i>Home from the Sea</i>	8
<i>Officers and Men</i>	9
<i>Alouette</i>	12
<i>Whalers and Sailors</i>	14
<i>Afloat and Ashore</i>	18
<i>Here and There in the RCN</i>	21
<i>Science and the Navy</i>	23
<i>Books for the Sailor</i>	25
<i>Letters</i>	26
<i>The Navy Plays</i>	27
<i>Retirements</i>	28
<i>Naval Lore Corner No. 111</i>	<i>Inside Back Cover</i>

The Cover—The past year's performance of the RCN's Tracker aircraft and their record in anti-submarine exercises reflected credit not only on the pilots and their aircrew but on the ground crews who keep them flying. Here trained air mechanics work on the port engine of a Canadian-built Tracker in a maintenance hangar at *Shearwater*. (DNS-29176)

LADY OF THE MONTH

At the moment HMCS *Assiniboine* does not present a ladylike appearance as shipyard workers go about the job of transforming her into a ship with new and more deadly anti-submarine capabilities.

When the picture on the opposite page was taken last summer, she was flying the paying-off pennant that signified her withdrawal from active duty to prepare for the long ordeal from which she will emerge with variable depth sonar and helicopter platform and hangar.

Her sister ship, HMCS *St. Laurent*, is undergoing a similar transformation. (E-66101)

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 orders 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.



RCN NEWS REVIEW

In a grey November setting, a CS2F-2 Tracker aircraft prepares to land on HMCS Bonaventure to end another anti-submarine patrol. Glimmering amid the general gloom is the mirror landing aid on the flight deck. The photograph was taken from the Bonaventure's plane guard, the destroyer escort Terra Nova. (HS-70380-18)

Trackers Score High in Exercise

The sea-going detachment of Air Anti-Submarine Squadron 880 had a total of 59,360 miles pass under its wings as it maintained its Tracker aircraft airborne 24 hours a day in NATO naval exercise Sharp Squall overseas, October 13 to 18.

VS 880 was operating from the aircraft carrier *Bonaventure* at the time with helicopters of HS 50. The Canadian carrier and ships of the First Canadian Escort Squadron from Halifax were working with surface units of the Royal Navy, submarines from Norway, Denmark and Britain, and additional air cover of Argus aircraft, from the RCAF and other Trackers from the Royal Netherlands Navy.

The success of VS 880 exceeded all expectations and the fine co-operation of the ships allowed Canadian Trackers the opportunity to record the greater proportion of the submarine detections and "kills."

St. Laurent Gives Funds to Charity

The United Appeal campaign of the RCN's Pacific Command received a \$186 boost from the ship's fund of HMCS *St. Laurent*, when she paid off for refit and conversion.

Profits from the ship's canteen were disbursed in accordance with the wishes of the crew. In all, more than \$2,300 was donated to charitable funds and organizations, most of them in the Greater Victoria area.

Included among the recipients of these donations are the Royal Canadian Navy Benevolent Fund, \$348; the Salvation Army, \$232; the "Conquer Cancer" campaign, \$186; the *Times* and *Colonist* Christmas funds, \$186 each; St. Joseph's Hospital building fund, \$69; Royal Jubilee Hospital, \$69; the Queen Alexandra Solarium, \$46; and the Armed Services' Leave Centre, \$116.

COs of Naval Divisions Meet

The 14th annual conference of commanding officers of Canada's 21 naval divisions was held in Hamilton November 27-29 at the headquarters of Commodore P. D. Taylor, Commanding Officer Naval Divisions.

Senior naval officers from Naval Headquarters, Ottawa attended the conference for one day, November 28.

The Ottawa officers included Rear-Admiral M. G. Stirling, Chief of Naval Personnel; Rear-Admiral C. J. Dillon, Naval Comptroller; Commodore H. G. Burchell, representing Chief of Naval Technical Services; Commodore A. B.

Fraser-Harris, Assistant Chief of Naval Staff (Air and Warfare); Captain Raymond Phillips, Director of Naval Organization and Management, and Captain E. P. Earnshaw, Director of Naval Training.

Naval reserve matters discussed included personnel, training, administration, supply, maintenance, financial control, University Naval Training Divisions and Royal Canadian Sea Cadet Corps.

Old Jetty Zero To Be Rebuilt

The Foundation Company of Canada has been awarded a \$381,390 contract for the repair and rebuilding of Jetty 1 at HMC Dockyard, Halifax.

Scheduled for completion within 12 months, the contract calls for demolition of the present superstructure, leaving the creosoted bearing piles, bracing and wales (horizontal timbers) intact.

A new crane support system of pre-cast, reinforced concrete piles and concrete beams is to be constructed, and the superstructure will consist of creosoted pile caps supporting a composite timber and concrete deck.

New creosoted timber fender piles will be driven around the perimeter of the jetty, and bollards and ladders will be installed at various locations.

The existing jetty is 470 feet long and 50 feet wide. It was acquired during the Second World War and, until recent times, was known as Jetty Zero.

ASW Commander

Visits Halifax

Vice-Admiral E. B. Taylor, USN, Commander Anti-Submarine Warfare Forces Atlantic, visited Maritime Command Headquarters in Halifax October 17-18.

He was accompanied by Rear-Admiral G. P. Koch, USN, Commander Fleet Air Wings Atlantic; Rear-Admiral C. B. Jones, USN, Commander Destroyer Flotilla II, and a number of the staff.

Diving Course

For Officers

A seven-month clearance diving course for officers will begin in the spring of 1963, according to Cangen 173, promulgated in September. The course will include four months of training at the RCN Diving Establishment (East Coast) and three months with a United States Navy diving facility.

Previous restrictions limiting the course to former executive branch officers have been waived and entry is open to lieutenants with less than six years' seniority. The work involved, qualifications required and career prospects are outlined in GO 49.60/6.

Present intentions are to employ officers, who complete the course, in two clearance diving appointments, separated by a general service appointment. Any further clearance diving appointments will be on a voluntary basis only.

Submarine Under

New Command

Lt.-Cdr. George C. McMorris has taken command of HMC Submarine *Grilse*. He succeeded Cdr. Edmund J. Gigg who has been appointed to the staff of the Director Naval Ship Requirements and promoted to his present rank. He had commanded the *Grilse* since her commissioning into the RCN in May 1961.

Lt.-Cdr. McMorris was on the staff of the Director of Naval Training until August of this year when he went to the United States for further submarine training.

Born in Edmonton on August 10, 1926, he joined the navy as a midshipman in July 1945, took his early training with the Royal Navy, served in Canadian destroyer escorts, and later returned



LT.-CDR. G. C. McMORRIS

to Britain where he qualified as a submariner and became first lieutenant of the RN submarine *Scythian* in May 1953. He commanded HM Submarine *Selene* from June 1955 until August 1956.

Lt.-Cdr. McMorris returned to Canada in January 1957 and served as executive officer of the destroyer escort *Fraser* from June 1957, until January 1959.

Supply Has New Message Centre

A new message sub-centre went into operation at Naval Headquarters, Ottawa, on December 18 and is expected to do much to relieve the overburdened facilities of the Naval Communications Centre.

The new facility, located at the headquarters of the Director General Naval Supply, 147 Albert Street, goes by the title of CANAVSUPCON (Canadian Navy Supply Control) and will handle all messages relating to routine logistics and supply matters generally which are of interest only to the DGNS organization. Although completely separate from the Communications Centre at Naval Headquarters, CANAVSUPCON is capable of communicating with any other authorized message address.

Institution of the sub-centre was undertaken to relieve the main message centre of the burden of the hundreds of messages daily referring to routine logistics and supply matters, which are of no interest to other than the sender and the addressee, both usually within the supply organization.

The new system provides a closer link between the Headquarters inventory control points and the supply depots. With about 300,000 items on the line in the Navy's inventory control, the receipt, distribution and dispatch of the materials and the messages referring to these stores is an acute problem unless there are close communications between the facilities. The new system is expected not only to increase the efficiency of the supply control system but also to avoid a certain amount of duplication and will effect certain economies.

The sub-centre is under the control of the Director of Naval Communications and is manned by civilian communications personnel.

Before CANAVSUPCON went into operation the Naval Communications Message Centre handled 18,000 messages a month, about 6,500 originating at Naval Headquarters and 11,500 from outside sources. An average of 50 copies is made of each message, making a total of about 1,000,000 copies of messages being distributed each month. Of these, about 300 a day or 9,000 a month concerned supply. With the advent of CANAVSUPCON the message traffic in and out of the main message centre has been cut sharply. The reduction will be about 30 per cent because messages concerned with policy will still be handled by the Communications Centre.

Depending on the success of the new message set-up, consideration is being given to installing separate communications facilities at the Naval Supply Depots at Halifax and Esquimalt, to give the Navy's main supply centres direct communications with each other and with the inventory control points.

Porte St. Louis

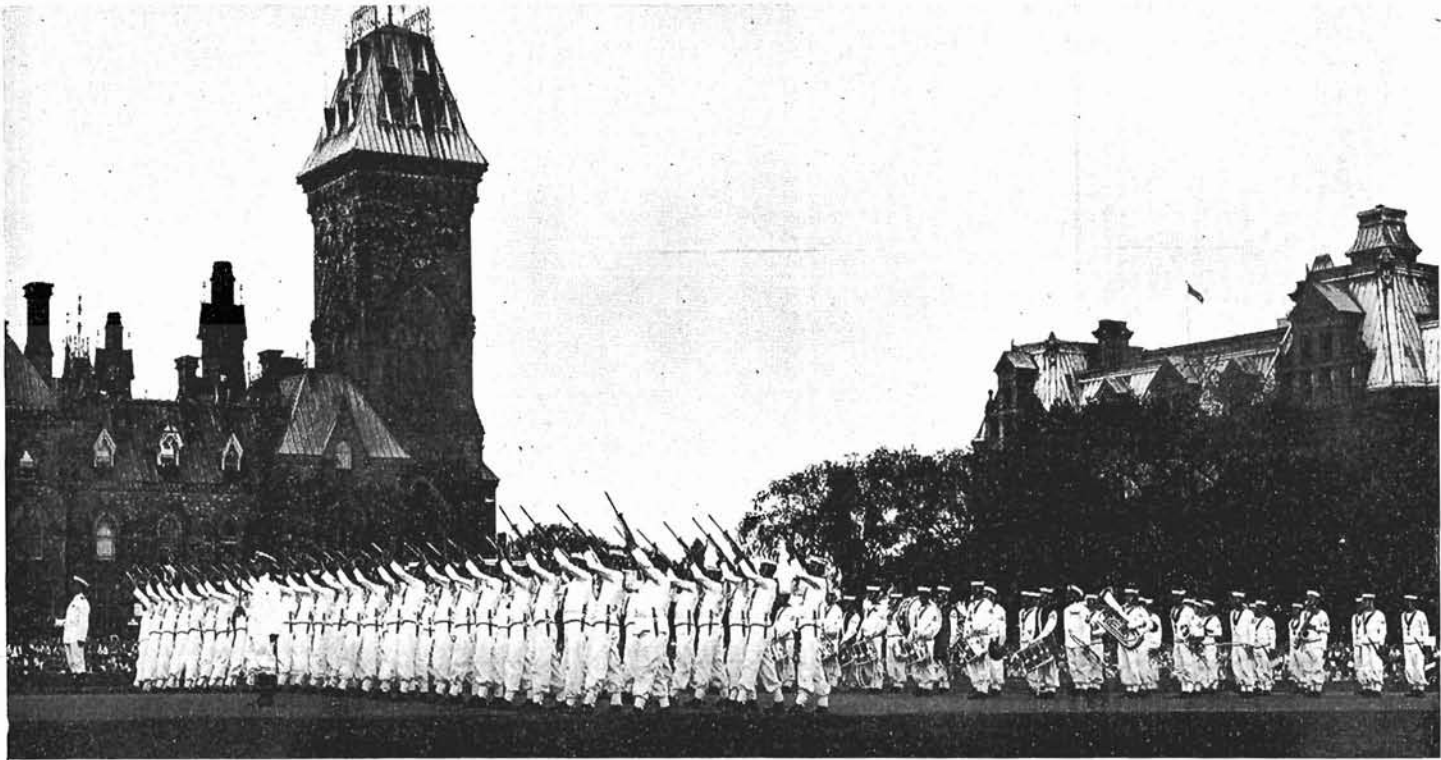
Returns to Coast

HMCS *Porte St. Louis*, one of three training vessels under the Commanding Officer Naval Divisions, sailed for Halifax November 19 to assist in winter trials programs being carried out from the Atlantic Command base.

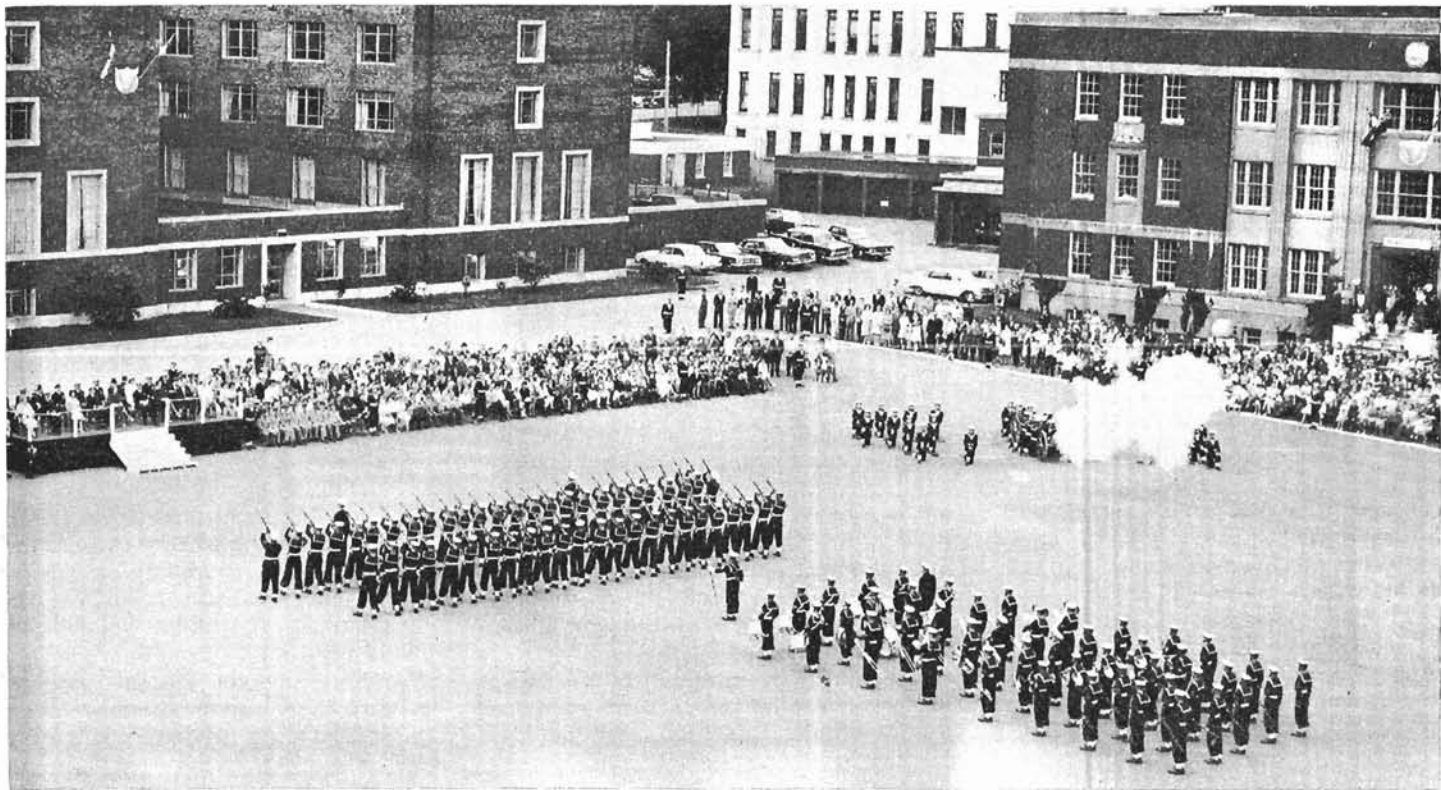
On completion of her duties with the Atlantic Command next spring, the *Porte St. Louis* will return to Hamilton to rejoin the fleet of RCN ships taking part in the 1963 naval reserve training program on the Great Lakes.

For her Hamilton-Halifax passage, the *Porte St. Louis* was commanded by Lt.-Cdr. James Butterfield, with a crew of 23. The complement was made up of officers and men who came to Hamilton from Sorel, Quebec, where they had delivered the destroyer escort *Athabaskan* for long refit.

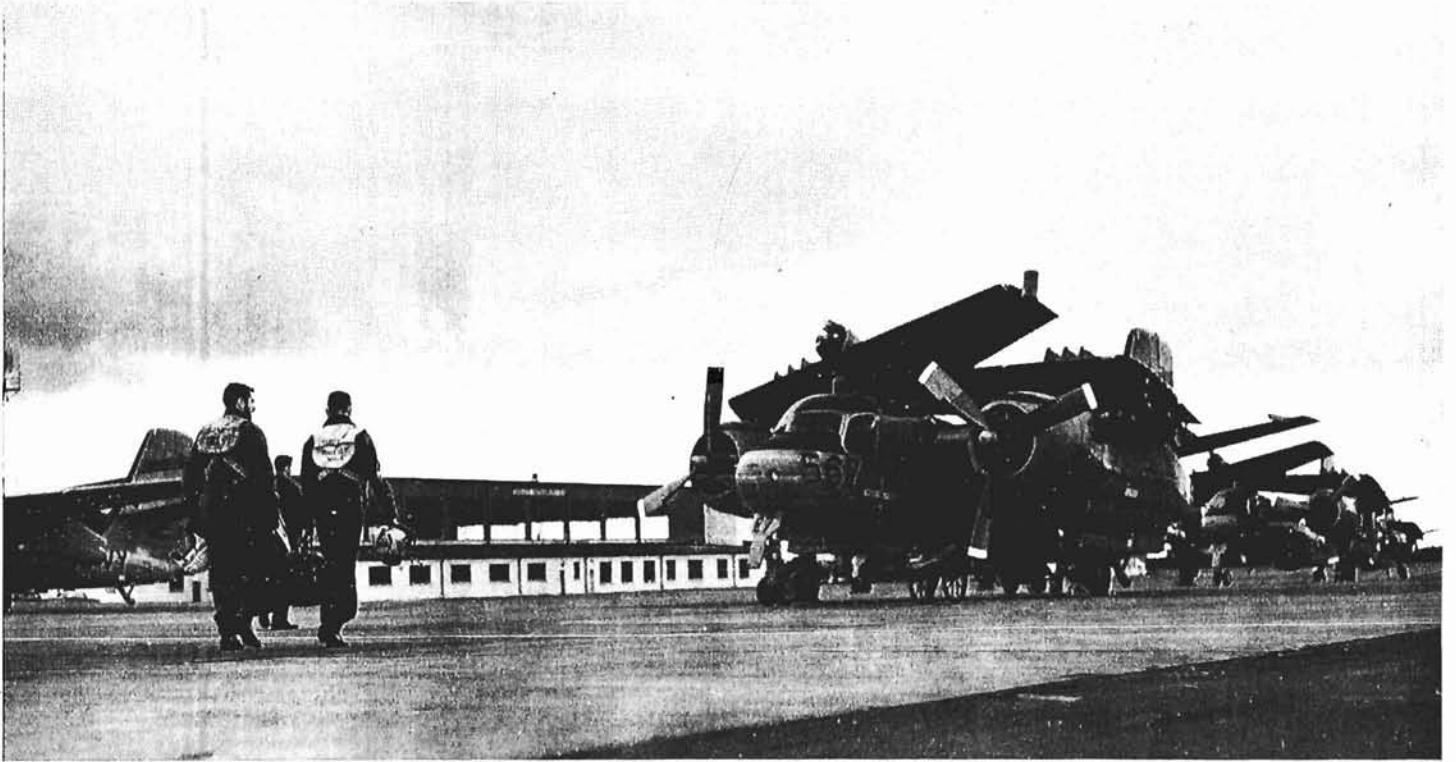
Last Summer's Sunset Ceremonies



Naval personnel who presented the Sunset Ceremony before a crowd of 20,000 persons on Parliament Hill on July 2 were congratulated by Vice-Admiral H. S. Rayner, Chief of the Naval Staff, in these words: "Congratulations to all personnel who took part in the Sunset Ceremony on Parliament Hill this evening on your excellent performance. You have upheld the high standard which has been set by the naval contingents on Parliament Hill in previous years." (O-14419).



Following their Dominion Day triumph in Ottawa, the Cornwallis sunset guard and guns' crews, with a combined band from HMCS Ships, Stadacona and Shearwater, presented the Navy's Sunset Ceremony on the night of Thursday, July 12, at Stadacona. The general public from Halifax-Dartmouth area as well as a large group of sailors from visiting American ships attended the ceremony and were thrilled by the precision of movements of the guard and band. (HS-69171).



Back - Seat Drivers



A back-seat driver in both "Turkeys" and Trackers, Cd. Off. Ken Bullock is the author of this article on the naval aircrewman trade. (O-14649)

WE WERE taking part in air exercises with the Fleet Air Arm of the Royal Navy. AB Jimmy Spicer, usually very quiet, was seated in the mid-upper position of our Canadian Grumman Avenger; he was peering around the sky for the first sign of a formation of RN de Havilland Hornets, coming to attack us. The pilot, now Lt.-Cdr. John Riley, was holding formation and waiting too for the practice strike.

Suddenly the quiet of the inter-com system broke and a voice warned: "Look out, John! They're right on top

of us". In the excitement of the moment little Jimmy had broken the tradition of service protocol to warn of the intercepting fighters.

In our branch, when we talk of the good old days, memories need only adjust as far back as 1950 when the first observer's mate course graduated at HMCS *Shearwater*.

In this short span of 12 years many of the old faces are gone, some commissioned or transferred, some, alas, killed on duty, others honourably discharged. Only a few remember such

Particularly timely is the accompanying story on the naval aircrewman trade. Applicants are being sought for this trade in both Halifax and Esquimalt port divisions.

The decision to apply may be a little more difficult for the westerners because the transfer will involve spending much of their service career away from their home port division. It still will not be a hard decision for anyone who catches the enthusiasm for the trade with which Cd. Off. Ken Bullock has infused his article.

The author went to sea at the age of 16 in the British Merchant Navy. Graduating from an observer's mate course in 1951, Mr. Bullock has served in 743 and 881 Squadrons, helped commission *Shearwater's* first ground controlled approach unit and is now naval aircrewman training officer and divisional officer of VS 880 in the *Bonaventure*. At present he is the only commissioned naval aircrewman in the RCN.

The photographs were taken by naval aircrewman Ldg. Sea. J. G. D. Thompson, a former naval photographer, whose hand on the shutter has not lost its cunning.



CPO Paul Martin, after 14 years of flying, finds himself explaining what's in those mysterious black boxes to two new squadron naval aircrewmen. (O-14643)

characters as "Ace" Harnell, the observer's mate who could detect a floating bottle on radar at four miles and read the message inside!

As time inevitably passed other faces appeared to thrill us with exploits. Remember the time when "Chuff" Carlson ditched? He was sitting in the rear seat of a "Turkëy" (TBM Avenger) when the aircraft hit the sea in a nose-down attitude, he dived out of the back door and then hung suspended in mid-air. He had forgotten to undo his rather strong helmet cord attachment!



CPO Bob Tuckwood follows the tactics of a VS 880 crew in action at the flight simulator unit at Shearwater. A naval aircrewman with 2,000 flying hours to his credit, Chief Tuckwood lends a valuable hand to the training of new Tracker crews. (O-14648)

And so the observer's mates manned the radio and radar sets of the aircraft squadrons based at *Shearwater* and in the *Maggie*. With each succeeding year new ASW equipment provided more work for our Navy's only non-commissioned flyers.

The complement of the branch wavered between 30 and 50 strong as the young trade struggled for a firm foothold within the growing organization of the Royal Canadian Navy.

In 1956 the long-awaited CS2F1 Grumman Tracker arrived at *Shearwater* from de Havillands at Toronto. Previously, with Avengers, the crew structure had been set at pilot, observer and observer's mate. Now, with the introduction of the Tracker, the crew structure changed. The observers disbanded, many changing to pilot status or integrating with the fleet, and the new crew formed as two pilots and two observer's mates. So began a new era, training, training, and more training.

By 1960 the old name of observer's mate disappeared and the naval aircrewman came into existence. The branch had grown considerably now, and NAs were serving in other fields besides VS 880. Flying in the Tracker was considered a piece of cake.

Today the tempo of training new aircrewmen has reached a new high. Candidates from many branches in the Navy have been selected for the NA qualifying courses, subsequent to meeting the required standards and passing the selection board held at the aircrew division at *Shearwater*. On successful completion of an extremely intensive and diversified course, the naval aircrewman, Trade Group Two, is drafted to the operational squadron VS 880.

What then does a naval aircrewman do when he is flying and chasing submarines? Well, first of all he has a relationship to the radioman (RM) and radioman special (RS). He is required to send and receive Morse code at least 18 words a minute, operate a voice circuit, and be conversant with CW procedures, brevity and cryptographic systems and other electronic mysteries.

Like the radar plotter (RP) the naval aircrewman operates a radar set. In this case airborne radar, and he must effect different types of radar homing and master radar navigation.

He is comparable to the sonarman (SN) by virtue of his utilizing passive sono techniques and explosive echo ranging, and, in the near future, he will be required to fly in helicopters operating dunking sonar.



CPO Ted Churlish has taught the principles of air navigation to hundreds of budding aircrewmen at Shearwater. A veteran RN observer who has been with the RCN since 1951, Chief Churlish is shown explaining the intricacies of the Dalton computer. (O-14645)

His work with magnetic anomaly detection equipment is unique in the Navy, for this ASW device is only carried in Tracker aircraft. Here, the NA watches stylus-pen deflections on a recording device. The deflections, representing changes in the earth's magnetic field, are more pronounced when the aircraft flies over a submarine. Thus the experienced NA will indicate an accurate position to attack the sub with homing torpedoes.



"All equipment serviceable," is the report made by Ldg. Sea. W. F. Peavey, a sonarman turned naval aircrewman, to his crew commander before a training exercise off the Nova Scotia coast. (O-14647)



PO D. D. Ruttan, who started his naval career as a radar plotter, now is in the ground controlled approach business and here is shown aligning his scope to bring home a Navy Tracker returning to base in foul weather. (O-14644)

In addition to the equipment that must be operated, subjects such as meteorology, armament, anti-submarine warfare, survival, air navigation, situation analysis and tactics all become part and parcel of an NA's tool kit as he progresses through a squadron tour.

For ground duties the NA does administrative tasks or helps to maintain a day-by-day training schedule to improve the efficiency of all the squadron NAs.

After at least four years of squadron service, serving at *Shearwater*, on board the *Bonaventure* or in other detached areas, the NA, with many operational and training exercises under his belt, is ready for a shore billet.

Perhaps the best known of these is ground controlled approach. This is where the operator, utilizing a special radar, guides an aircraft down an invisible glide path to a safe position to land on the runway. GCA has proved to be a valuable friend to pilots wishing to land at airports in very poor weather conditions.

The aircrewman, however, may be selected for duties in the flight simulator. As part of crew training, the flight simulator plays an important role and its ability to simulate actual flight conditions is something just short of being phenomenal.

An elaborate target generating and tracking system allows the flight simulator team to develop a typical air-

borne ASW action and, after the flight is all over, the crew is de-briefed and suggestions are made to improve the crew's efficiency for when they are actually flying.

Another draft for the experienced NA is VX 10, the experimental squadron. Soon after his arrival the aircrewman finds himself involved in projects that some day will improve the effectiveness of the Tracker and its crew.

"Service 56—*Shearwater* tower—duty runway 16 right—the wind 180—gusting 25—altimeter 29,96—cleared to join down wind-number one in approach."

The familiar voice of the *Shearwater* air traffic controller gives landing instructions to a Navy Tracker. This duty has been almost exclusively fulfilled by selected Chiefs and POs of the non-flying naval airman (AM) branch for many years. Today senior NAs are being selected for this responsible position and soon NAs and AMs will be working together to provide a valuable service to all aircraft based at the *Shearwater* naval air station.

Fleet School Air (Aircrew Division) has a continuing requirement for naval aircrewmen instructors to teach NA courses at all trade group levels. So the cycle evolves, the seven months of an aircrewman's basic course seems to spin by, a brief ceremony at wings parade and the NA qualifier is drafted to the operational squadron to begin his challenging career.



And, if the worst comes to worst, the naval aircrewman has had thorough instruction in how to increase his chances of survival. PO C. D. Laming is warm and dry inside his immersion suit during wet dinghy drill in the "gym" pool at *Shearwater*. (O-14642)



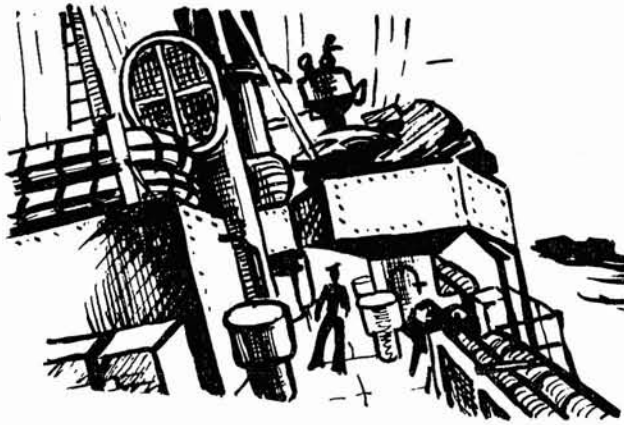
The sea-going equivalent of ground controlled approach is carrier controlled approach. PO R. J. Fletcher receives the message on board the *Bonaventure*: "Stand by to recover four Trackers". (O-14646)

While the shore billets provide a certain diversion from squadron routine, an essential part of the air direction team on board the *Bonaventure* is staffed with naval aircrewmen. Carrier controlled approach, similar in concept to GCA guides carrier-based aircraft to a visual position to land on board in bad weather conditions.

Thus the demands upon naval aircrewmen are heavy. He must be in good physical shape because, almost without notice, he may find himself involved in a complete escape and evasion exercise at Camp Gagetown, with all the trimmings of a concentration camp if he gets caught by the Canadian Army defenders!

While we have talked of NAs and their work, a word or two about someone else is needed to make the picture complete. As elsewhere in the Navy, responsibility of bringing up a family while Dad is away can be trying and tedious to the naval aircrewman's wife. A vote of thanks is therefore extended to all our gals and the next time that baby wakes as a Tracker flies overhead, we know you'll understand!

For the future, our Navy flyers can expect new fields of endeavour. In the years to come it is envisaged that NAs will fly in helicopters serving with DDEs as well as the carrier. In this respect our NAs may have a first hand opportunity to renew old acquaintances in former branches and observe the intricate procedures performed by officers and men of the fleet in which we serve.



Home from the Sea



NOAC Honours Admiral DeWolf

The creation of the position of honorary vice-president of the Naval Officers' Association of Canada and its conferral on Vice-Admiral H. G. DeWolf, retired former Chief of the Naval Staff, was among the transactions of a meeting of the NOAC board of directors in Ottawa in November.

The honorary president, Rear-Admiral Walter Hose, founder of the RCNR and first officer of the RCN to be entitled Chief of the Naval Staff, was present at the meeting.

Under the chairmanship of A. P. (Sandy) Gregory, president, the meeting was attended by C. H. Wills, past

president; N. M. Simpson, honorary counsel; vice-presidents H. R. MacDonald (Maritimes), E. W. Burns (Quebec), C. V. Laughton (Ontario), W. R. Hickey (Prairies), R. Rich (West Coast) and Captain G. A. Brown (Reserves), and R. G. Bundy, chairman of the information committee; N. J. MacDonald, chairman of the public relations committee, and Harry McClymont, secretary.

The meeting was addressed by Vice-Admiral H. S. Rayner, Chief of the Naval Staff; Commodore A. B. Fraser-Harris, A/CNS (Air and Warfare), Commodore John Deane, Deputy Chief of Naval Technical Services; Commodore R. L. Hennessy, Deputy Chief

of Naval Personnel, and Cdr. R. C. Hayden, Director of Naval Information.

The meeting decided not to revive the *NOA Journal* but to send a quarterly newsletter to all paid-up members and later consider a monthly news letter.

The annual general meeting of the NOAC will be held in London, Ontario, on June 6, 7 and 8. It will be preceded on June 5 by a meeting of the board of directors.

York Honours Captain Baker

Professor A. W. Baker, of Beaverton, Ontario, was presented with a scroll on Dec. 5 at HMCS *York* by Commodore J. W. F. Goodchild, commanding officer of the reserve establishment. The scroll was in recognition of the work that Professor Baker has done in fostering interest in the sea and the Royal Canadian Navy through the Navy League of Canada. It was presented on behalf of Vice-Admiral H. S. Rayner, Chief of the Naval Staff.

In presenting the scroll, Commodore Goodchild said,

"Many years before the Second World War, although on the staff of the Ontario Agricultural College at Guelph, Professor Baker was closely associated with the Hamilton branch of the Navy League of Canada, a branch which for nearly half a century has boasted a fine sea cadet corps. Subsequently, under his leadership, a vigorous branch of the league was established in Guelph.

"Early in the Second World War, our guest became a naval officer and was immediately assigned the important duty of organizing University Naval Training Divisions across Canada from which many of our present day officers, including many ex-sea cadets, graduated. His success is evident, as he was promoted to the rank of captain."

Professor Baker thanked the ship's company assembled at evening quarters, and wished them success.



Two of the honoured guests at the annual Trafalgar Ball held by the Sault Naval Veterans' Association, Sault Ste. Marie, Ontario, were Cdr. G. R. Gislason, USCG, and Mrs. Gislason. The guard for the occasion was supplied by RCSCC Royal Sovereign. Other guests included Lt.-Col. N. S. Currie, 49th MAA Reg., and Mrs. Currie, Lt.-Col. John L. Elder, USAF, and prominent residents of Sault Ste. Marie. Left to right are Ldg. Cadet W. Dukes, Ldg. Cadet M. Jargan, Ldg. Cadet P. Pelleran and PO Cadet M. McInnes presenting arms as Ldg. Cadet P. Johnson pipes Cdr. and Mrs. Gislason aboard. (Photo courtesy Sault Daily Star)

OFFICERS AND MEN

Bursary Goes to Elizabeth Parker

Miss Elizabeth Marie Parker, 17-year-old daughter of CPO and Mrs. Joseph Parker, has been awarded the King's College Naval Bursary.

The bursary, established in 1958 and currently worth \$300, will assist her in a science course at King's. Hitherto she attended Mount Saint Vincent Academy and, in seven subjects involving 10 provincial exams, averaged 73.4 per cent.

Miss Parker, whose father is an electronic technician at *Stadacona*, was born in St. Hyacinthe, Quebec, her father being stationed at the famous wartime signal school there. She attended school in Lower Sackville, Nova Scotia, before entering the Mount for three years. A former Girl Guide, Miss Parker hopes to join a debating group at King's.

In order to commemorate the unique and valuable relationship between the University of King's College and the Royal Canadian Navy during the Second World War, ships and establishments of the Atlantic Command set up a bursary to enable a student to attend King's. Applicants for the bursary

must be children of either officers and men serving in the Royal Canadian Navy or retired from the RCN on pension and must also be acceptable to, or registered in, King's College.

The bursary is awarded annually but it is intended to be tenable by the same student to the completion of his course at King's College, provided he makes acceptable progress. The bursary will be withdrawn in the event of academic failure or withdrawal from King's College for any reason.

Mementoes of Ship Sought

The new HMCS *Saskatchewan* will have something old to link her with the past when she is commissioned into the Royal Canadian Navy in mid-February.

The "something old" will be a colour print of the first HMCS *Saskatchewan*, presented to Cdr. Mark Mayo, commanding officer designate, by Captain John Garrard, commanding officer of *Malahat*, Victoria naval division. Several pieces of the war-time ship's silverware including a large bowl and

a cigar box, are being returned for the commissioning.

The new destroyer escort, a sister ship to the recently commissioned HMCS *Mackenzie* is being completed at Yarrows Ltd., Esquimalt, shipyard.

New Commander For 6th Division

Cdr. Kenneth Vause, RN, of Bolton, England, arrived in Halifax in October to take command of the Royal Navy's Sixth Submarine Division. He succeeds Cdr. Stephen Jenner, RN, who has returned to the United Kingdom.

The Sixth Submarine Division, which at present consists of the submarines *Astute* and *Alderney*, provides anti-submarine warfare training for ships and aircraft of the RCN and maritime aircraft of the RCAF.

Cdr. Vause entered the Royal Naval Reserve as an ordinary seaman in March 1943 and received his commission later that year when he entered the submarine branch. During the Second World War he served in the submarines *Upshot*, in home waters, and *Vigorous*, in the Far East.

From 1946 to 1948 he served successively in the submarines *Sturdy*, *Trade-*



ELIZABETH MARIE PARKER

U.S. Ship Flies Canadian Flag

A USNS tanker, phased out of service, on charge to the United States Air Force, leased to a Canadian company, manned by a Canadian crew and flying U.S. colours at the foremast and the Canadian Red Ensign at the ensign staff.

A story in the December 1962 issue of *Sealift Magazine* of the Military Sea Transport Service discloses that the USNS *Chestatee* arrived at the Naval Supply Depot, Seattle, Washington, dressed in this manner.

According to the magazine it came about in a devious way. In 1957 after the ship had completed five years, manned by a Canadian crew, on the DEW Line re-supply, it was decided there was no further need for her and she was to be phased out of service to the Reserve Fleet. Here the U.S. Air Force stepped into the picture and asked that she be transferred to them. They in turn leased her to a Canadian company, Northern Transport, Ltd., who transported petroleum products to northern defence outposts until recently when she was returned to MSTs and laid up with the Reserve Fleet at Olympia, Washington.

Five other USAF-leased, Canadian-operated ships continue with the schedule.



CDR. KENNETH VAUSE, RN



The No. 62 Officer's Course last summer re-enacted a dramatized version of the famous Battle of the Barents Sea in the Second World War. The improbable photograph taken in front of the Leadership Division at Cornwallis shows, from left to right, Captain Stange (Cd. Off. Jack Lysne), Admiral Kummetz (Cd. Off. Aubrey L. Wright), Captain Hartmann (Cd. Off. Clifford Stainfield), all representing the German principals in the battle, and Cdr. Kinloch (Cd. Off. Edward Hopps), Admiral Burnett (Cd. Off. Harry Krys), and Captain Sherbrooke (Cd. Off. Neil Sutherland), representing the principal Royal Navy officers. The Battle of Barents Sea has been re-enacted many times by course officers in the Leadership Division. This was the first occasion that the battle was put on by the new Limited Duty Officer's course, recently graduated from the Leadership Division.

wind, *Artemis* and *Alderney* in United Kingdom waters. He transferred to the Royal Navy in 1949 and that year became executive officer of the submarine *Scorcher*. During the next four years he commanded the midget submarines XE 7 and XE 8, served as executive officer of HMS *Artful*, and commanding officer of HMS *Seraph*, both submarines.

Cdr. Vause was executive officer of the destroyer *Carron* from 1955 to 1957, when he took command of the submarine *Amphion* of the Sixth Submarine Division at Halifax. He returned to the United Kingdom in 1958 and for the next two years commanded the submarine *Narwhal*.

He was appointed to the staff of Flag Officer Submarines at HMS *Dolphin* in 1960 as submarine training commander and later as flotilla officer matériel. He was promoted to commander in December 1960.

RCNR Personnel On Survival Course

Knowledge and skills acquired during a two-week National Survival Training course at Camp Gagetown, New Brunswick, last summer are being passed on by the RCNR participants to their home naval divisions during the winter training season.

Ten officers, chief and petty officers took part in the Canadian Army course,

which included lectures on the National Survival program and its administration, together with practical demonstrations of rescue methods and first aid.

RCNR participants were from Halifax, Saint John, N.B., Quebec City, and Ottawa, Toronto, Windsor, and Kitchener, Ontario.

New Executive Officer for UNTD

Sub-Lt. Edward C. Fudge, of Moncton, has succeeded Lt. David McLay as executive officer of the University Naval Training Division at the University of New Brunswick.

Dr. McLay has joined the Department of Physics at Queens University. The

appointment of a new executive officer was announced by the commanding officer, Lt.-Cdr. D. G. Sedgewick.

Sub-Lt. Fudge is in his final year of electrical engineering at UNB. He joined the UNTD during his freshman year and after completing his three years of training was promoted to sub-lieutenant. He has been acting as an instructional and divisional officer with the division for the past two years.

Four Given Awards For Suggestions

Two petty officers of the Royal Canadian Navy and two civilians employed by National Defence (Navy) have earned cash awards for suggestions submitted to the Suggestion Award Board of the Public Service of Canada.

PO Byron G. Freeman, *Bonaventure*, suggested a modification to radar displays.

PO Frank W. Smith, *Shearwater*, suggested a modification to CS2F Tracker aircraft.

Robert Cowan and Arthur Raincock both of HMC Dockyard, Esquimalt, devised jointly a new method for packing grease in vehicle bearings.

Parade Promotes Safe Driving

Naval motor transport operators in Halifax-Dartmouth area marked Safe Driving Week in early December with a parade of motor vehicles through HMC Dockyard, Halifax.



Identified as a wolf eel, this five-foot, two-inch denizen of the deep was speared in 60 feet of water off Royal Roads by a diver from HMCS Cape Breton. The nine-pound eel is seen being (ugh) admired by naval diver AB Donald R. Moriarty. Cdr. Ben Ackerman, in charge of the diving school, says the wolf eel is one of the few dangerous underwater species in the Esquimalt area. (E-69259)



Point Edward Naval Base employees in Sydney, N.S., received the fire prevention "message" during Fire Prevention Week from the base fire department. Demonstrating the mouth-to-mouth respiration technique at a typical lecture are Fire Lieutenant S. Aucoin and his victim, H. Hicks, (HS-70138-58)

Bearing safe driving signs and slogans, the transport procession proceeded along the Dockyard waterfront to the North Gate from the Motor Transport Pool.

George Little, Command Safety Officer, had all rolling stock wearing black-on-yellow bumper stickers with safe-driving messages.

The unit safety officer is Cyril White. The motor transport sections located in the Dockyard, Redford Magazine and *Shearwater*, in shore support of the fleet and naval aviation, embrace several hundred vehicles, including mobile cranes, flat bed trailers, trucks, buses, wagons, cars, jeeps and "mules".

Department of National Defence personnel and dependents were urged to co-operate and accept their responsibilities as motorists and pedestrians not only during the week but throughout the year.

"It is better to be five minutes late arriving at one destination than to be 50 years too early at another", was the food-for-thought message with which Rear-Admiral W. M. Landymore, Flag Officer Pacific Coast, urged all personnel of the Pacific Command to appreciate the present and future values of National Safe Driving Week.

As a grim reminder of tragic results of careless driving, the twisted wreck of an automobile was displayed near the main gate of Esquimalt Dockyard. A sign across the front of the car read:

"... and sudden death."

Dockyard Master Attendant Jack Wolfenden hoped the mangled car, with its grim message, would serve as a reminder for safe and careful driving at all times.

In co-operation with the Command's efforts to reduce driving accidents, a Victoria motor firm provided free of charge a complete safety check of any care whose owner produced a Department of National Defence identification card. The company's service continued throughout Safe Driving Week.

Naval Base Jetty To Be Repaired

A contract for repair work to the main jetty at Point Edward naval base at Sydney, Nova Scotia, has been awarded to T. C. Gorman (Nova Scotia) Limited, of Halifax, by the Department of Public Works. The firm's bid, the lowest of eight submitted, was \$367,416.57.

The repair work, which is scheduled for completion in 12 months, consists of the reconstruction of the superstructure and fendering system of the jetty to provide berthing facilities for ships of the RCN. The jetty is about 1,375 feet long by 50 feet wide.

The work represents the second of a three-stage repair and dredging program at Point Edward. The dredging is near completion and the third stage, to be undertaken later, will consist of repairs to the quay wall.

ALOUETTE

NAVAL communications are expected to draw important long-term benefits from the successful launching of Alouette, the first international satellite to be built by a nation other than the United States or Russia, at Vandenberg Air Force Base in California, at 11.06 PDT on September 28.

The satellite was designed and built by scientists, engineers and technicians of the Defence Research Telecommunications Laboratory at Shirley Bay, near Ottawa.

By December 11, Alouette had completed its 1,000th orbit of the earth and had been sending back a wealth of

information, including valuable new data about the top regions of the ionosphere, a layer of the atmosphere that reflects radio waves.

Dr. Jack Meek, superintendent of the laboratory, said at that time that the satellite had already provided a complete "profile" of the ionosphere. An important long-range objective of the research, according to Dr. Meek, is accurate forecasting of the ionospheric "weather" so that radio communicators can be informed in advance of radio frequencies best suited to conditions.

At a press conference that followed the launching, Dr. Hugh Dryden, deputy administrator of the U.S. National Aeronautics and Space Administration, and his associates were high in their praise of the DRTE staff members who designed and built "one of the most complex satellites to be placed in orbit".

Scientific information about the high regions of the ionosphere, provided by the satellite, is being reduced and analysed by DRTE's Communications Laboratory.

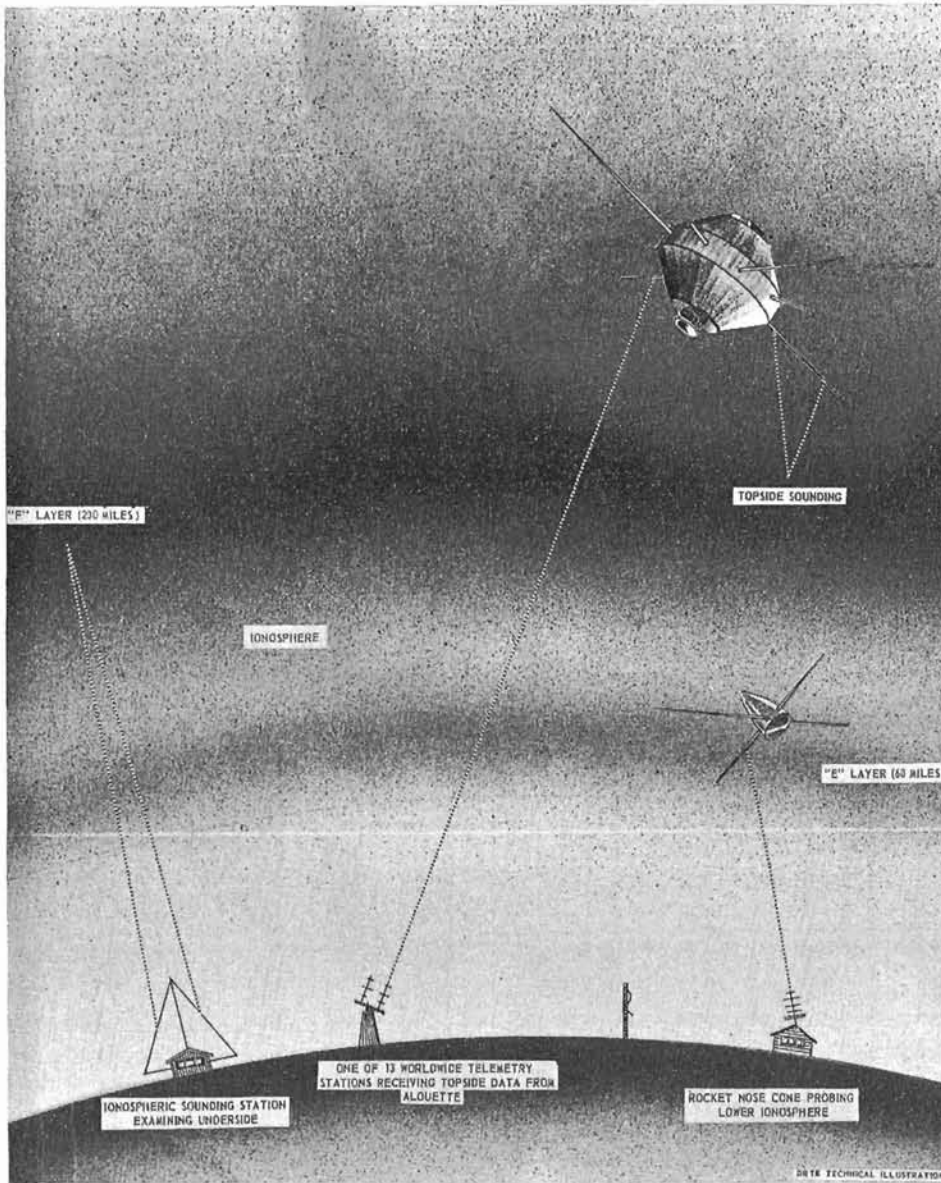
The launch of the ionospheric topside sounder satellite into a planned near-circular orbit of 630 miles altitude around the earth was made with a two-stage Thor-Agena B vehicle.

The Alouette project is part of the Topside Sounder Program under the technical direction and management of NASA's Goddard Space Flight Centre at Greenbelt, Maryland. The Alouette and the U.S.-sponsored S-48 satellite, to be launched in 1963, will support each other in ionospheric investigations.

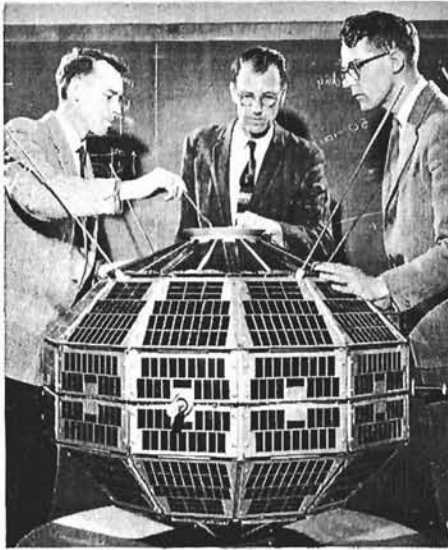
The Alouette, an oblate spheroid in shape, is conducting four experiments, three for DRTE and the fourth on behalf of the National Research Council.

A fabrication technique, originated in Canada, gives the satellite a unique feature—a 150-foot radio antenna, believed to be the longest to date in a space vehicle. Associated with it is another antenna, 75 feet from end to end. Both are made of thin, heat-treated steel and were stored on drums within the satellite, much like the tape of a carpenter's rule. They extended after the satellite separated from the launch vehicle.

The 320-pound Alouette was launched in a southeasterly direction into a nearly circular orbit of 80 degrees in-



Much of the ultraviolet radiation from the sun is "stopped" or absorbed in the earth's atmosphere at heights ranging approximately from 50 to 250 miles. Some of this energy splits air particles into electrically charged ions and electrons, creating, in effect, an electrical conductor high in the atmosphere. This region, which surrounds the earth and has the properties of a spherical reflecting mirror for radio waves because of its shape and composition, is called the ionosphere. The successful launching of the Canadian satellite, Alouette, permits the study of the ionosphere from above. (Photo from DRTE)



Three key members of the Defence Research Board team responsible for designing and building the topside sounding Alouette satellite discuss some features of the prototype model. All staff members of the Electronics Wing of the Defence Research Telecommunications Establishment, of Ottawa, they are, left to right, Dr. Colin Franklin, K. R. Brown and Dr. John Barry. (DRB Photo)

clination. It orbits the earth about every 105 minutes, approaching 10 degrees of latitude from the north and south poles.

Approximately 6,500 solar cells, covering the outer spacecraft shell, provide power for the research instrumentation within by converting sunlight into electrical energy to charge the satellite's batteries. The instrumentation was designed to function for up to a year.

The primary Alouette experiment uses topside-sounder sweep frequency equipment to probe the ionosphere below the orbiting spacecraft. The sounder will attempt to measure the way the number of free electrons in the ionosphere varies with the time of day and latitude. This is being accomplished by sending out "sweeping" radio signals from 1.6 to 11.5 megacycles.

Two other DRB experiments are measuring the galactic radio noise that appears to originate in outer space and the radio noise produced within the ionosphere itself.

NRC instrumentation is conducting the fourth experiment which is observing cosmic rays, high energy particles that enter the earth's atmosphere from the sun and cosmic space. A "bonus" from this experiment, unforeseen during the early planning stages, is the information the satellite is providing about the artificial radiation belt created high above the earth following nuclear tests.

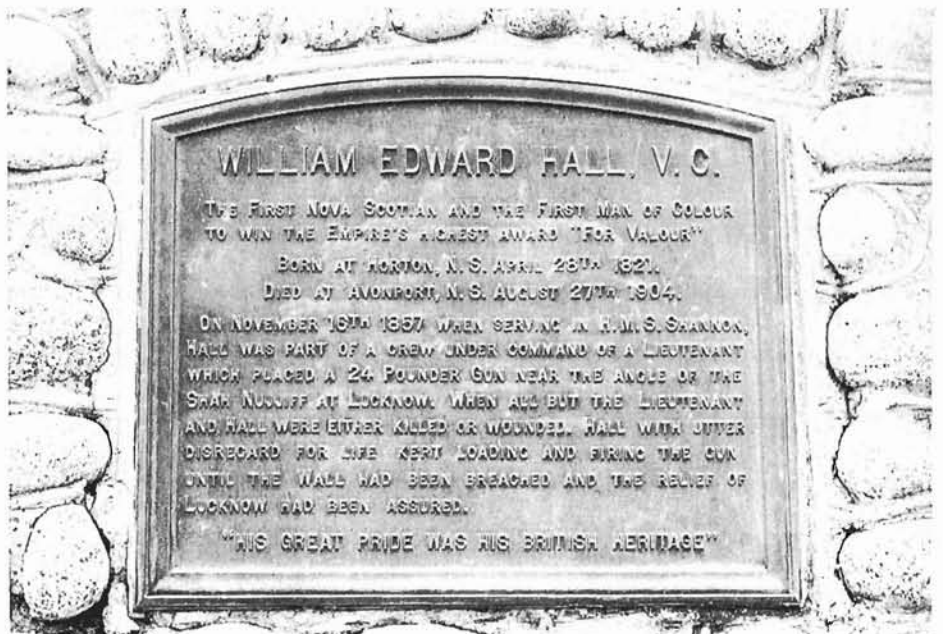
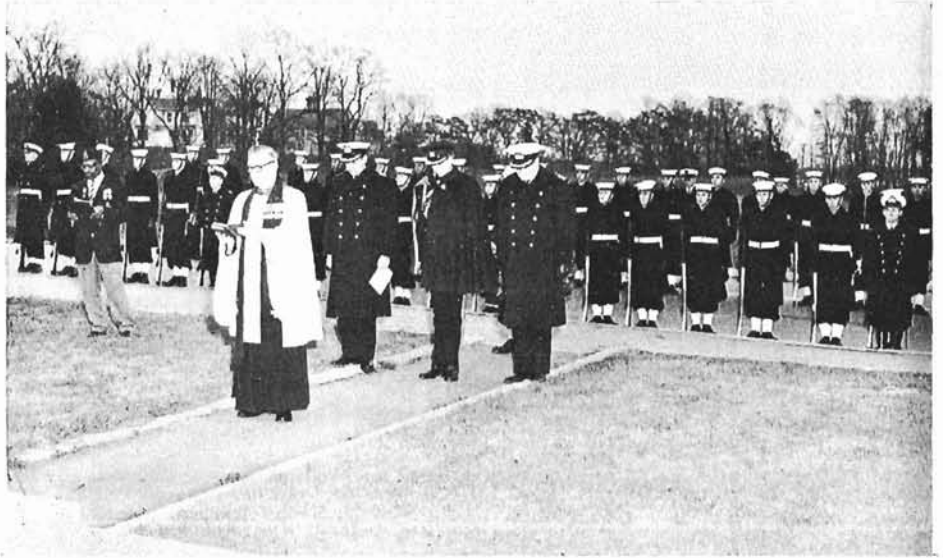
Scientific data are being obtained at 13 ground stations, three constructed in Canada by DRB and manned by Canadian personnel, two, one at Singapore and the other in the South Atlantic, operated by Britain, and eight NASA stations.

While the long antennae are sounding the top levels of the ionosphere from above, the lower layers are being sounded at various locations by ground-

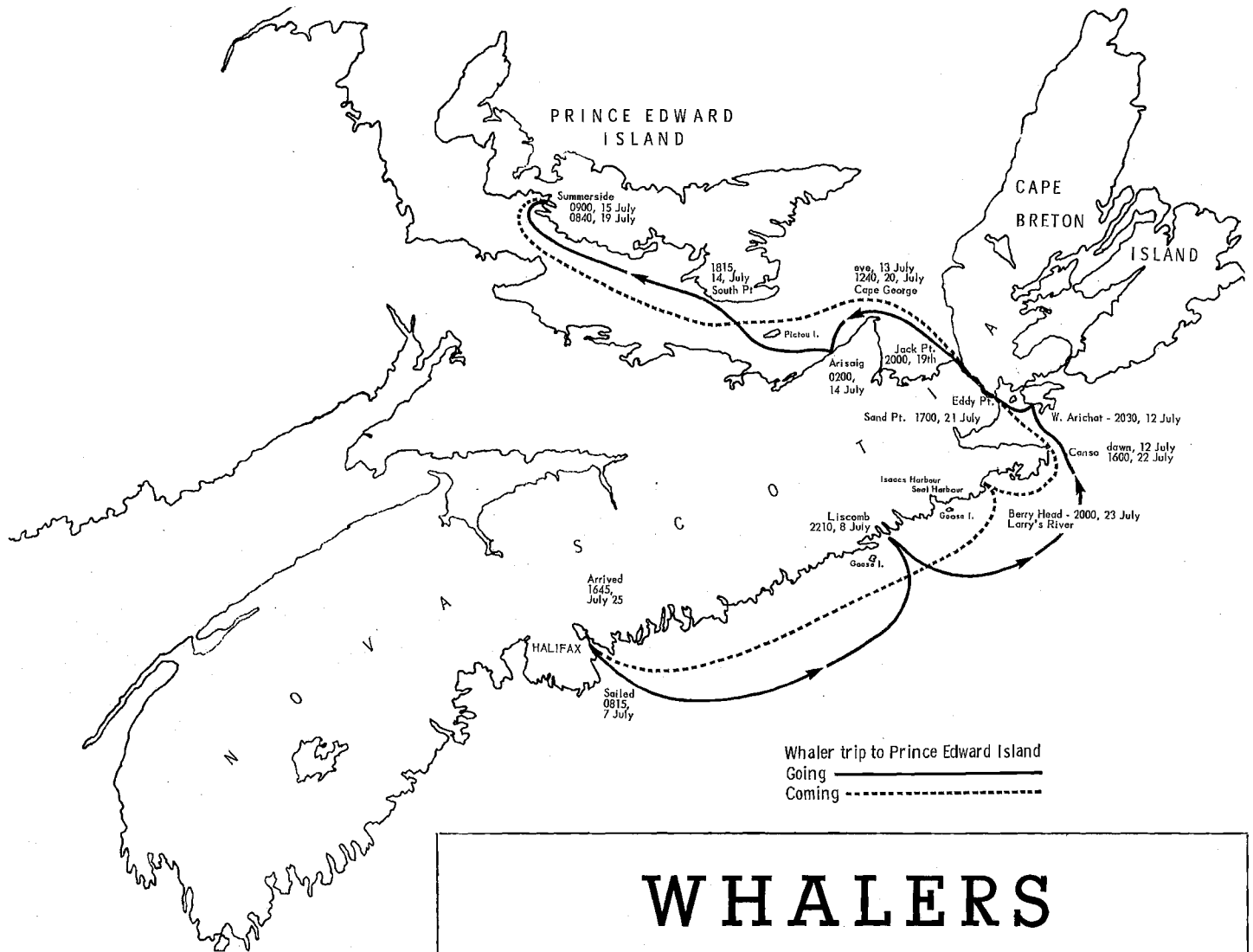
based equipment. Comparisons of the topside and underside results will give scientists clues to the structure and effects of the ionosphere.

The scientific information obtained from the satellite has a direct bearing on radio communications and will be forwarded to world data centres, where it will be available to scientists of all nations.

Canada's First Naval VC



On November 18 Cdr. H. Shorten, representing the commanding officer of Cornwallis, and a guard from the training base attended the William C. Hall memorial services at Hantsport, Nova Scotia. First officer of the guard was Lt. J. V. Ouellette and second officer-of-the-guard Cd. Off. D. P. Raven. The guard was made up of new entries under the direction of PO B. E. Boughton. The service was conducted by Chaplain (P) B. A. Peglar. Cdr. Kenneth Vause, commanding officer of the Royal Navy's Sixth Submarine Division in Halifax, represented the Royal Navy at the Ceremony. (DB-17309; DB-17312)



WHALERS and SAILORS

TWO STRENUOUS voyages by whaler this past summer—one along the rugged coast of Nova Scotia, the other along the almost equally rugged shore of Georgian Bay—have established that the new 27-foot plastic whaler is a safe, rugged boat, capable of navigating heavy seas for long distances.

Crews of both whalers, as a result of their experience, have suggested certain modifications to the design which should prove useful in future production of this class of workboat.

EARLY last summer, after HMS *Astute*, of the Sixth Submarine Squadron, had been invited to participate in the Summerside Lobster Festival, several crew members, always keen on an expedition, decided to sail a service whaler from Halifax to Prince Edward Island, and return, and rendezvous there with the *Astute*, and with

two other crew members who would pedal overland by bicycle. The total distance by sea, return, is about 650 miles. They all achieved their objectives: the cyclists apparently without incident, since their journey is unchronicled, the *Astute* in her usual efficient fashion, and the men in the whaler with high adventure.

Six submariners, under the command of Lt. J. V. DeButt Gray, RN, borrowed a plastic whaler from HMCS *Stadacona*, made a few necessary repairs, fitted it with a canvas cover for protection from the elements while sleeping, loaded it with stores sufficient for the trip and, at 0815 on July 7, set sail. During the next nine days, they spent a damp existence in strange surroundings, pelted by rain, shrouded in fog, hove to in gusts

and gales or becalmed by fickle winds which forced oars out to pull the boat. The return trip took seven days. Once, out of sheer necessity, they illegally secured their boat to a whistle buoy until a fisherman put them on course.

The first night saw them at sea off Eastern Nova Scotia, drenched by almost continuous rain. They arrived at Liscombe at 2210 on July 8, sailed the following morning and for the next two days, with little or no winds, in rain and fog, they beat their way up the coast to Cape Canso, sheltered the night of July 12-13 in West Arichat Harbour, Cape Breton Island.

By noon they had locked through the Gut of Canso causeway, were off Cape George that evening and arrived at Arisaig, two hours after midnight on

July 14. There they spent the balance of the night.

The following morning, in pouring rain, work was carried out on the sails and some minor repairs were made to the boat. Sail was set in the afternoon and Pictou Island, which they at first mistook for Prince Edward Island, was put abeam to port. With following winds, course was set for South Point, P.E.I. This was sighted about 1815. Sail was kept set throughout the night, Seacow Head was rounded and the boat was alongside at Summerside on July 15 in time for breakfast.

The two cyclists arrived the following morning and the *Astute* made harbour on July 17.

The sailing party remained with their boat, at a cannery, where they could repair their gear and keep watch on it at the same time.

For the next two days, despite the distractions of the Lobster Festival, the boat party worked on their gear, topped up their provisions and made ready for the return journey. As for lobsters, it wasn't until the proprietor of a drug store overheard a chance remark by a crew member, that they managed to get a lobster feed. With the mayor's permission the proprietor bought seven lobster dinners and delivered them to the boys on the cannery wharf.

On the morning of July 19, and having changed two of their crew members for the two cyclists, they again set sail,

under fickle winds, finally putting Cape George abeam at 1240 on July 20. Canso Lock was raised at 0040 on the 21st and once through they secured for the night, to make a late start at 1115 for a tedious beat down the Strait. That night, with poor visibility and a 20-knot gusting wind, they put into harbour at Sand Point on the Strait of Canso.

A late start on the 22nd with poor winds, poor visibility and navigational hazards, brought the boat into Canso Harbour, across Chedabucto Bay, in the late afternoon.

Sail was set at 0620 on July 23, but by afternoon the fickle winds had dropped and they were becalmed off Berry Head. The covers were removed and the boat was pulled into Larry's River for the night. The next morning, July 24, Larry's River was cleared at about 0920 and the plastic whaler headed into an uncomfortable swell. The wind, however, was good and allowed the try sail to be goose winged, but as the day progressed the weather managed to send rain, thunderstorms and fog.

By now the submariners were anxious to raise Halifax, and decided to press on. Accordingly, while the fog was with them, they navigated from whistle buoy to whistle buoy until the fog finally lifted about 2030. The wind lasted longer, breathing its last at 0230 on July 25. Then at 0430 it suddenly got up from the opposite direction pro-

ducing a choppy sea. Finally at 0600 it became moderate until 0900, when they were again becalmed.

With an afternoon wind from the southeast, they were beating round Devils Island at 1430, and at 1645 made it alongside at the Dockyard.

From their memorable trip they discovered several things, among them what they would and wouldn't do on their next excursion. They also made several sound suggestions and recommendations concerning modifications to the particular type of plastic whaler they used for the trip, which could well result in a better product for the RCN.

At most of their overnight stops they were alongside fish wharves, the people they met at sea were all fishermen and a good deal of their own time was spent—fishing. Because of this it was inevitable that fish would be featured on their menu. For this reason, possibly, one item they feel should be left out of future provisions is chicken haddie.

A DAY AFTER the *Astute's* expedition began and more than 1,000 miles away, another similar cruise started, this one involving a plastic whaler and five sailors from HMCS *Inch Arran*, which, with her sister frigate *Victoriaville*, was visiting Georgian Bay in Lake Huron.

For the purpose of the cruise from Parry Sound 140 miles southward to Collingwood on Nottawasaga Bay, the *Inch Arran's* whaler was given the call sign "*Tally Ho*", a famous name in submarine annals, although the intention was to sail waters no rational submariner would approach.

With Lt. H. L. Davies as skipper, the 27-foot craft was manned by PO A. R. Hamilton, Ldg. Sea. L. F. Girvan, Ldg. Sea. L. E. Turner and AB E. E. Patterson. No radio transmitter was carried, but, hopefully, the crew felt it could keep in touch with the *Inch Arran* via Department of Transport or private stations along the way.

On July 8, the *Tally Ho* slipped from Parry Sound in light westerly breezes and shaped a course for Snug Harbour about 17 miles away. The breeze freshened, and camp was made four a half hours later. The weather then deteriorated, until rain arrived at dawn the next morning. In retrospect, the most amusing incident occurred when the cook left dinner unwatched for a few moments, and helplessly watched as steaks were scoffed by a flock of seagulls in nothing flat. For this oversight, the cook was awarded two nights stoppage of mosquito netting.



The crew of the *Tally Ho*, as the *Inch Arran's* whaler was dubbed for the cruise on Georgian Bay, found they could make good as much as eight knots in the brisk breezes they encountered.

The following morning dawned wet and windy. It was not decided to sail until 1045. The *Inch Arran* was reached on the commercial radio installed in a local fisherman's boat. As the owner hadn't been able to get it to work for many months, Ldg. Sea. Girvan examined it with his professional eye, made a switch, and watched it burst into life, thus earning the undying thanks of the impressed owner.

After the whaler had cleared Snug Harbour, the wind proved stronger than expected, gusting to 20 knots, so two reefs were taken in the mainsail. Course was shaped to meet the *Inch Arran* as she was due to leave Parry Sound. Due to the high winds and the confined harbour, the ship's sailing was delayed until the next day.

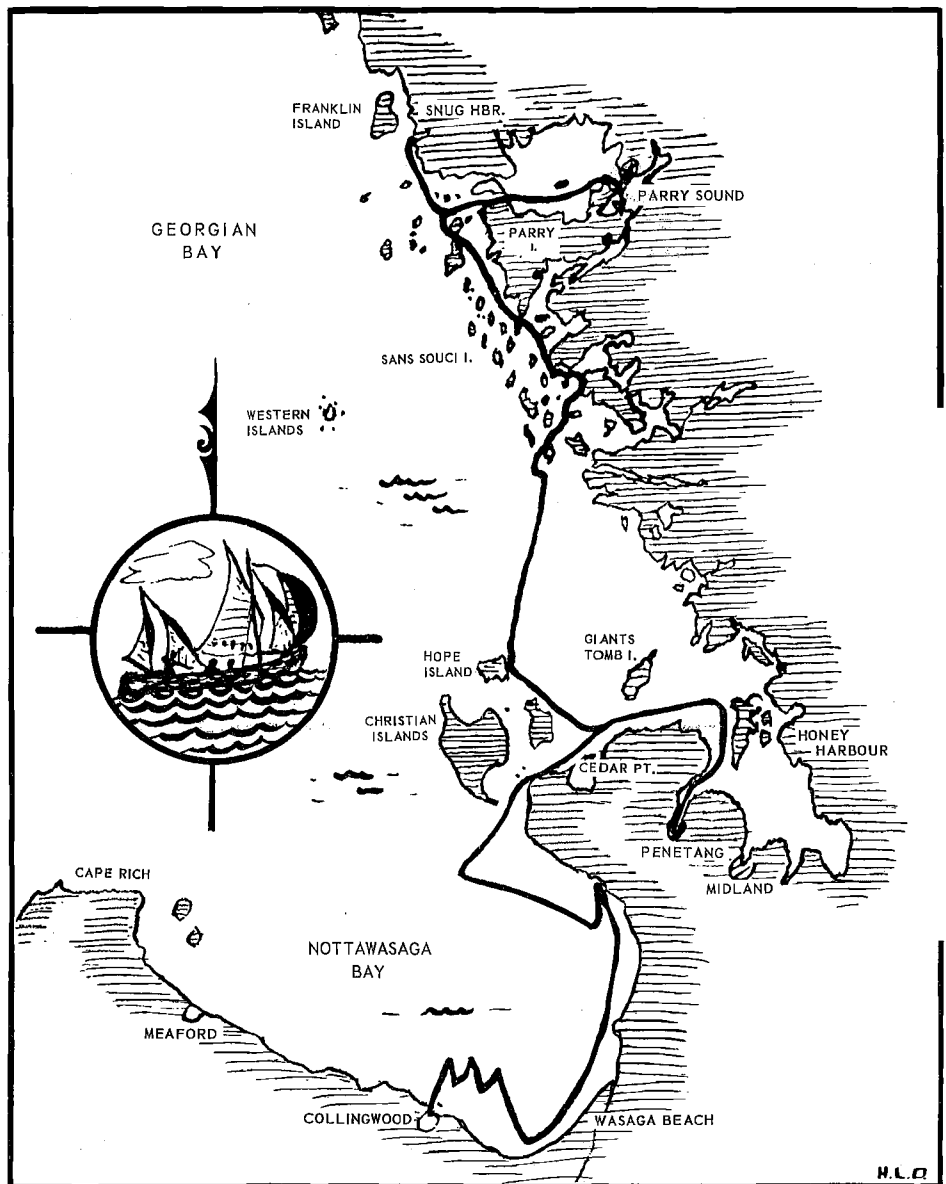
After a few miles of sailing in open water, the lee of the offshore islands was gained and first one, and then the other, reef was shaken out and a speed of eight knots was maintained.

A quick lunch of the inevitable beans was taken on one of the islands, and the *Tally Ho* moved out into the open Bay. The wind having increased to 25 knots and backed to the northwest, speed of approximately four knots was made good under foresail and mizzen only. After two hours of these winds, and with a seven-foot swell running, it was obvious the weather was going to worsen. Course was altered to take shelter behind the islands. Through this whole period, when considerable water was taken over the windward bow, one member of the crew managed to sleep soundly.

After arriving at Sans Souci and on learning that the *Inch Arran* had not sailed, the *Tally Ho* phoned the ship and passed an arrival report. Then it was learned that a resident of Snug Harbour, seeing the whaler there overnight, assumed that the *Tally Ho* was in trouble and informed Parry Sound. As a result the ship's motor cutter had been searching since noon.

Rested and refreshed, the freshwater sailors proceeded down the inside channel for another three miles and set up camp for the night. However, it was not to be an uneventful evening. Shortly after supper, a seaplane was slowly moving about the water, apparently lost and looking for a place to secure.

After being signalled, the pilot approached, but his engine died before a line could be passed, and the plane started to drift rapidly down on a reef a cable and a half away. The whaler was promptly launched, oars and crutches were shipped and the *Tally*



Ho pulled hard to the aircraft, just beating a motor boat with the same aim in mind.

A line was passed, and the aircraft was pulled to safety, while the modern motor boat stood off with a certain amount of respectful awe. The airmen were poured a strong cup of coffee to settle their nerves while they told their story of having an engine failure just above the water, being forced to land across the rough swell and sustaining some damage. When two other aircraft arrived to help, the little island began to look like a small aerodrome.

Shortly after 0900 the next morning the *Tally Ho* raised sail and began the lengthy beat out into the open bay. After a pleasant and uneventful day's sail through the Christian Islands, past Giant's Tomb Island, she reached Penetang harbour, just as the wind died. As it was then two miles from any suit-

able dock, the local cottagers and townspeople were treated to the unusual sight of a whaler rigged for sail being pulled up the harbour.

Penetang proved to be most hospitable. Rain was threatening and the owner of the *Penetang 88*, a converted RCN Fairmile, used for excursions on Georgian Bay, offered the facilities of his craft. This was gratefully accepted. After a welcome wash and shave, the crew spent the evening exploring the historic town, once a naval base, active in the War of 1812-14.

The next morning, after stocking up on supplies, the sailors left Penetang at 1030. The wind then looked promising and they hoped to go as far as Meaford that day. However, after an hour of good sailing, the wind died down and it became apparent the *Tally Ho* wouldn't get far. Eventually Cedar Point was reached, after covering only

19 miles. Camp was made on a good sandy beach, and later in the evening the crew watched *Inch Arran* and *Victoriaville* carry out a starshell shoot, some 15 miles to the north.

Friday morning dawned with 18-knot northwesterly winds, and, under five sails (having added spinnaker and mizzen staystail), the whaler ran down the shore, making good eight knots for some two hours. While following the coastline of Nottawasaga Bay, the crew had an excellent opportunity to look at Wasaga Beach, a densely populated and popular resort area, boasting a beach no less than nine miles long. In the middle of this beach there is a large midway, with ferris wheels etc., and three "pubs". Weather conditions did not, however, favour beaching the whaler for a look around.

The southern end of Wasaga Beach proved to be rocky and shallow, entirely unsuitable for beaching the whaler for the night. There was no alternative but to proceed straight to

Collingwood where the whaler arrived at 2330, two hours after the *Inch Arran*.

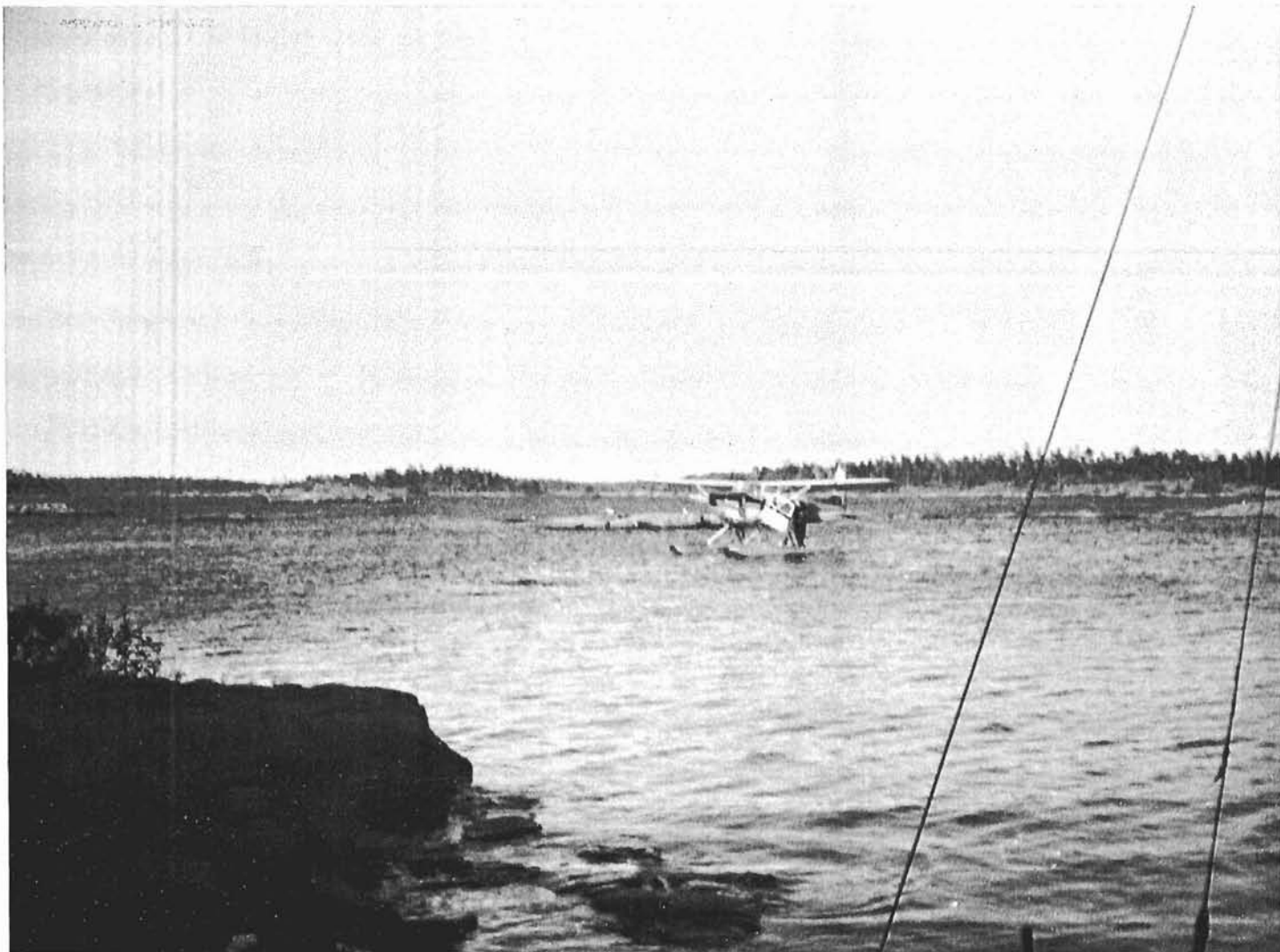
For the trip several modifications were made to the plastic whaler. As the outboard motors ordered for this class of boat had still not been delivered, and as experience had shown that under severe sea and wind conditions, a considerable amount of water was shipped through the motor well, a semi-permanent cover was fitted. The design of drop-keel box in this class of whaler also permits water to enter the boat while under way in any swell. This too was blocked.

A halliard was rigged to the mizzen mast to carry the stay-sail borrowed from the ship's service sailing dinghy. This sail proved quite useful on every point of sailing but close hauled. The spinnaker was hoisted on the foresail halliard, sheeted through deadeyes secured to crutch sockets abaft the shrouds, and a boat hook was used as a whisker pole. The spinnaker, also borrowed from the ship's sailing dinghy, was most useful when running or

broad reaching and largely contributed to the several runs on which a speed of eight knots was maintained for some time. A boat's compass was permanently secured in the stern sheets.

A busman's holiday, this trip may seem to many, but to the five who made the trip, it was more than just a pleasant week away from the daily routine of a frigate. After sailing 140 miles in Georgian Bay in all types of weather conditions, a lot had been learned. Each person took his own watch, did his own navigation, decided on what sails to use and had them set as he wanted them. After the one particularly rough day, it was found out from practical experience that what the seamanship schools had taught for years is quite true—the whaler is a safe, reliable seaboat in rough weather.

"We had a lot of fun on the trip, we also worked hard, and after it was over, there was a certain sense of accomplishment in having made it." said the skipper.



The *Inch Arran's* whaler came to the rescue of a float plane, which had been forced down on Georgian Bay by an engine failure and was drifting toward the rocks and islets along the shore.

AFLOAT AND ASHORE

PACIFIC COMMAND

HMCS James Bay

On August 20 the *James Bay* was in company with the ships of the Second Canadian Minesweeping Squadron as they slipped and proceeded in close diamond formation out of Esquimalt harbour. The squadron was on the first leg of a six-week cruise to Southern California.

Having encountered some rough weather off the North Pacific Coast, it was a pleasure to enter calm California waters and berth at Treasure Island in the San Francisco Harbour. Although the visit to San Francisco entailed replenishment of stores and consequently was a fairly short stay, everyone had an opportunity to see the beautiful city and to view such famous landmarks as the Golden Gate Bridge, Alcatraz Island, Chinatown and "The Top of the Mark".

The squadron next proceeded south to the U.S. Naval Base Long Beach. Here they joined a large number of units from the U.S. Pacific Minesweeping Force for a comprehensive and arduous minesweeping exercise along the California coast and the off-shore islands in the Santa Barbara area. The RCN units gained valuable experience and were also able to observe the methods used by the USN.

Before commencing passage back to Esquimalt the squadron paid a short visit to San Diego and again to Long Beach. During the second visit to Long Beach, officers and men were afforded the opportunity to meet the members of U.S. MINDIV 93 and exchange views and information. The five ships of this division were to join the squadron in a fall exercise at Prince Rupert, B.C.

On September 27 the *James Bay* entered Esquimalt Harbour. All departments of the ship were well prepared for the annual admiral's inspection,

which was carried out from October 5-12, with the Chief of Staff, Captain Victor Browne, representing the Flag Officer Pacific Coast.

On November 5 the *James Bay* together with the remainder of the Second Canadian Minesweeping Squadron and their friends in the five MSOs (Minesweepers Ocean Class) of U.S. MINDIV 93 sailed from Esquimalt for the exercise area off Prince Rupert.

The American friends were impressed with the rugged British Columbia scenery, although the weather, mostly rain, was not too acceptable.

During the exercise close liaison was maintained between all ships. On one occasion divers from the *James Bay* and *Cowichan* were able to assist USS *Guide* in carrying out underwater repairs.

Before bidding the U.S. ships farewell the commanding officer, Lt.-Cdr. John E. Hobbs, presented ship's badges to the *James Bay's* guests ships, the USS *Enhance* and USS *Lucid*.



The president and the past president of the Naval Officers' Association of Canada chat with the Chief of the Naval Staff and a former Chief of the Naval Staff during the meeting of the 17th board of directors of the NOAC in Ottawa in early November. Left to right are A. P. (Sandy) Gregory, president of the NOAC; Vice-Admiral H. S. Rayner, Chief of the Naval Staff; Rear-Admiral Walter Hose, head of the RCN from 1920 to 1934, and C. H. Willis, past president of the NOAC. (O-14652)

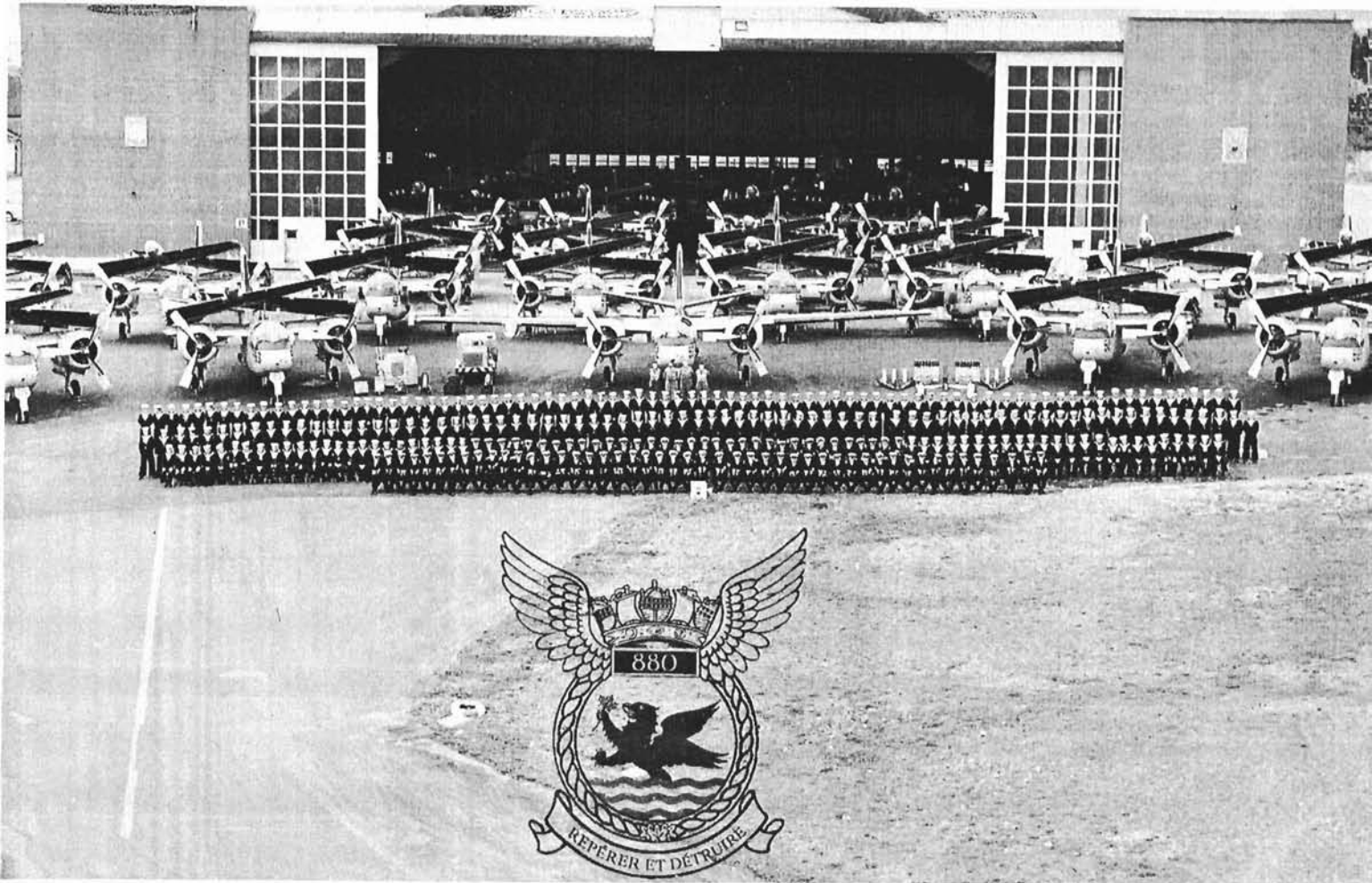
ATLANTIC COMMAND

VS 880

VS 880 sailed in the *Bonaventure* from Halifax on September 17. The cruise was initiated to conduct submarine exercises in the Western Approaches to Europe. The first week at sea was used to requalify all the pilots on board in deck-landings and also entailed a great deal of crew training flights to work up for the forthcoming exercise. When bad weather precluded flying, lectures were held to improve combat readiness.

On Sunday, September 24, at 2130 the ship's company was informed that the *Bonaventure* has answered a distress call from a Flying Tiger Airline aircraft that had been forced to ditch 300 miles to the north, and that course had been altered towards the area, with the *Athabaskan* in company. This started an historic search and rescue in which the *Bonaventure* figured prominently as search area commander.

The first flight of Trackers was launched at 0400 the next day after the squadron armourers and other personnel had worked in poor conditions on the flight deck to fit each aircraft with a 20-man liferaft in the bomb bay.



FAMILY PORTRAIT— "Repérer et Détruire"—"Seek out and Destroy"—is the motto of 880 Squadron, whose personnel, assembled here in front of a Shearwater hangar with their fleet of Trackers, maintain and fly a substantial portion of the RCN's anti-submarine capability.

The aircraft were in the search area at first light. But they were certainly not the first on the scene, for by this time the air was becoming crowded with USAF aircraft flying out of Keflavik, Iceland, and Prestwick, Scotland, and the RAF out of St. Mawgan, in Cornwall.

The first survivors were picked up by the Swiss freighter *Celerina*. Tracker flights continued over the area and at noon Cdr. D. M. MacLeod, the squadron commanding officer with his crew relieved a USAF aircraft at the scene and became the search area commander until the arrival of the *Bonaventure* at 1730. The conditions for the search certainly were not ideal—high winds and 10 to 15 foot seas. This only enhanced the RCN aviators' respect for the pilot of the downed aircraft whom they considered must have done a remarkable job in ditching.

Tuesday broke with similar weather conditions and the helicopters were then widely used in that phase of the search.

That afternoon, Pedro, the ship's rescue helicopter, executed several transfers under most difficult flight conditions. The helicopter took Wing Cdr. Coons, RCAF, *Bonaventure's* Principal

Medical Officer, over to the *Celerina* and returned with the more seriously injured and the dead.

The search continued throughout Wednesday with no success.

The fatalities recovered by other ships were transferred to the *Bonaventure* by Pedro. At 1800 the carrier departed the area and proceeded to Shannon to land the survivors. They were flown off by HS 50 at 1000 on Friday.

On Friday the ship weighed and proceeded to Spithead for much needed fuel. Upon departure from Spithead on Saturday afternoon, a Tracker was launched for Rotterdam with the Senior Canadian Officer Afloat (Atlantic), Commodore (now Rear-Admiral and Flag Officer Pacific Coast) W. M. Landymore on board. The ship arrived in Rotterdam on Sunday morning, passing down the New Waterway, which is lined with a fantastic array of docks.

Because of the delay en route, the program in Rotterdam was somewhat crowded. In spite of this, many good tours were arranged and representative teams from the *Bonaventure* played against the Royal Netherlands Navy.

Following departure from Rotterdam bound for Plymouth, VS 880 Trackers

flew crew training and other routine missions. Saturday and Sunday were spent at anchor in Plymouth Sound and, on Sunday, a Canadian soccer team played against the Royal Navy and lost in the first round of the NATO soccer tournament.

The *Bonaventure* sailed from Plymouth on Monday for Exercise Plymex. This was a week of workups preceding the main exercise.

The week of October 13-18 saw the *Bonaventure*, Cancortron One, HS 50 and VS 880 working with surface units of the RN, submarines from Norway, Denmark and Britain, and additional air cover of Argus from the RCAF and CS2Fs from the Royal Netherlands Navy in Exercise Sharp Squall. The success realized by VS 880 exceeded all expectations.

For the first time in the *Bonaventure's* history, an officer of the full rank of admiral was on board in the person of Sir W. J. Woods, KCB, DSO, an old submariner, now appointed as Commander-in-Chief Portsmouth.

After this intensive five days, VS 880 and the other Canadian forces enjoyed a week's stay in Portsmouth, allowing a 72-hour short leave to everyone. Many tours were made of the surrounding

countryside, plus visits to Hawker and Rolls Royce for the aircrews, all of which were thoroughly enjoyed.

Coincident with a better weather forecast and the rising tension over Cuba, the *Bonaventure* and *Cancortron One* (less the *Nootka*) sailed a day early. The *Nootka* stayed to provide transport for personnel who did not receive the recall notice in sufficient time. The *Nootka* proved an excellent host according to those who took passage in her to Halifax.

Naval Air Facility Camp Debort

One of the smallest but perhaps most public-spirited naval fire departments in the RCN Atlantic Command, that of the Naval Air Facility at Camp Debort, N.S., spearheaded a busy Fire Prevention Week program in the Debort area in October.

Base Fire Chief Joseph Saxton, three other fire officers and 15 men:

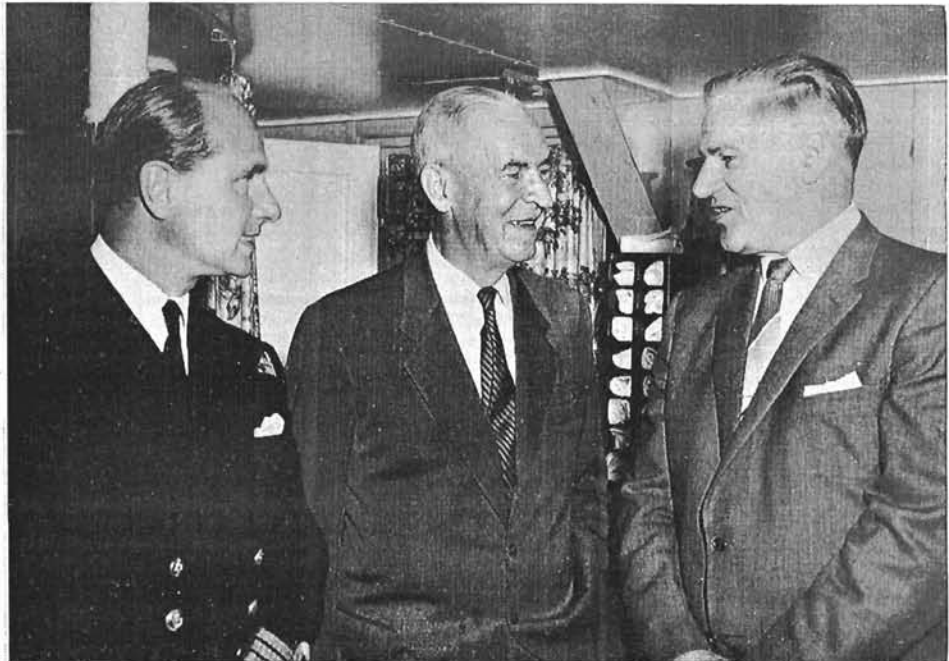
- were hosts to Truro and District Boy Scout, Girl Guide, Cub and Brownie organizations at live displays and instruction, followed by open house in the Fire Hall;
- inspected buildings, holding fire evacuation drills and lecturing to Camp personnel each weekday;
- held open house each evening at the Camp fire hall for service and civilian personnel;
- launched a Fire Prevention Week essay contest for pupils of Grade IV-VII at Debort Village School;
- on the final night, moved displays to the Onslow Fire Department where further lectures were followed by a dance.

The naval firefighters, organized but a few months before the 1961 Fire Prevention Week, nevertheless won an honourable mention certificate for their efforts.

One of the main National Defence components in the Camp Debort complex is the Naval Air Facility, which makes use of the airfield—hence the existence of the naval fire protection body there. The camp commandant, Capt. S. T. Jessome, RCOC, gave his naval firefighters full co-operation in their endeavours.

RADIO STATIONS HMCS Gloucester

The annual dinner of the chief and petty officers at HMCS *Gloucester* was held in their mess on Friday, November 2, with Commodore R. L. Hennessy, Deputy Chief of Naval Personnel, as guest of honour.



Ships of the Third Canadian Escort Squadron from Halifax lent a hand last September in activities associated with the first annual meeting of the national council of the Navy League of Canada to be held in St. John's, Nfld. Chatting with luncheon guests on board HMCS *Sioux* is the commanding officer, Cdr. C. A. Law, Rear-Admiral R. E. S. Bidwell, RCN (Ret), of Halifax, is in the centre and on the right is Dr. H. D. Roberts, president of the Newfoundland division of the League, which was host to 70 delegates from across Canada. (NFD-7287)

Other head table guests included Cdr. J. B. C. Carling, Director of Supplementary Radio Activities; Cdr. A. P. Johnson, Senior Officer Supplementary Radio Stations and commanding officer of *Gloucester*; Lt.-Cdr. L. P. Mann, 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 and U.S. Marine Corps.

NAVAL DIVISIONS HMCS York

Retirements are taking their toll of the senior Chiefs at HMCS *York*. Four went ashore in November and December.

All will be sorely missed, as each contributed greatly to the operation of Toronto's naval reserve establishment. They were: CPO W. R. Franklin, CPO E. T. Izzard, CPO James Henry and PO A. J. C. Morgan.

Chief Izzard, who two years ago was named "Man of the Year" at *York*, was one of the senior men in the ship, having a total of 34 years service. He joined on April 27, 1928, and served in the RCNVR in a good number of ships during the war and in peace time. He also served with the Royal Navy during the war. In the last few years at *York* he was in the regulating office.

Chief Henry has been one of the stalwarts on the drill deck, keeping *York* looking right and marching right for the past eight years.

PO Morgan, who served in the Royal Navy from the late 1920s until 1950, came to *York* in 1956 and has been a valuable asset since.

CPO Franklin, better known throughout the service as "Swede", has been like an institution at *York*, serving actively almost from the day he entered the reserve in 1934 until last November. The bearded and tattooed chief won a mention in despatches in 1943 for his part in the rescue of some 44 stranded merchant seamen in a raging blizzard on the North Atlantic.

The merchant seamen were on board the stern section of a ship that had been torpedoed off Newfoundland. "Swede", taking part in the rescue, dived into the freezing waters several times to pull feeble survivors to safety. Once in the RCN minesweeper, the men were placed in "Swede's" charge, and he nursed them back to port.

He did this by keeping the worst cases of frost-bite in ice. Doctors in Newfoundland said this action helped save the lives of those most affected.

Commodore J. W. F. Goodchild, commanding Officer HMCS *York*, commenting on the retirements, said the Navy wishes them all good sailing in the years ahead.—A.W.

HERE AND THERE IN THE RCN



The Pacific Command of the RCN bade farewell to one flag officer and welcomed another during ceremonies in HMC Dockyard, Esquimalt, on November 1. Retiring after more than 36 years with the naval service was Rear-Admiral E. W. Finch-Noyes, at left. Succeeding him was Rear-Admiral W. M. Landymore. At extreme right is Cdr. J. L. Neveu, Admiral's secretary. (F-69376)



A modest building with a modest staff at Point Edward Naval Base in Sydney with a vital role in the RCN is the Naval Records Section where official files, pruned to essentials, eventually find their way. Naval Fireman J. Bennett, of the base Fire Department, checks a fire extinguisher against a background of neatly shelved folders. (HS-70138-57)



The photographic staff of the aircraft carrier Bonaventure made international news in September by their motion picture and still coverage of the search and rescue operations involving the ditching of a passenger aircraft in the Atlantic. Left to right are Ldg. Sea. William Cardiff, Ldg. Sea. William Parrell and CPO Fred Polischuk.



Children from a sunshine camp at Harbour Grace, Newfoundland, were treated to a diving display and goodies by crew members of HMCS Sioux last summer. The destroyer escort was taking Lieutenant-Governor Campbell L. Macpherson on his annual visit to Old Colony outposts. Shown are Ldg. Sea. Charles D. Musgrove, who doubles as a Clearance Diver Ships; Audrey Penny, of Harbour Grace, and AB Daniel F. Quinn, on engineering mechanic. (HS-69100-18)



Sub-Lt. Heather Marie Anderson, a former school teacher, on October 29 became the captain's secretary and wren division officer of HMCS Cornwallis. (HS-69744)



Kenneth Troughton, 1st Shearwater "C" Pack, was awarded his 14th Proficiency Badge (Observer Badge) by Mrs. K. Booth, District Cubmaster, recently at the RCN Air Station. This is the first occasion in Shearwater Wolf Pack records that a cub has obtained all of the badges that could be earned. Kenneth has been a two-star cub for one year and serves in the pack as Senior Sixer. The present Cubmaster of "C" pack, PO G. A. Troughton, Ken's father, looks on with justifiable pride. (DNS-29863)



New faces appeared for the opening of fall training at HMCS Scotian, the Halifax division. Among them was that of Donna M. Thompson, shown being sworn in by Lt. D. J. Gillis, recruiting officer for Scotian. (HS-69756)



PO John Albert Harris receives a blood donor certificate from Mrs. H. M. Warne, of the Red Cross branch in Digby, N.S., following an autumn clinic at Cornwallis. (DB-17050)

Reviewing officers paused in admiration before Ldg. Sec. David J. Neill, during ceremonial divisions of the Ninth Canadian Escort Squadron at Halifax. Left to right are Cdr. K. E. Grant, squadron commander; Lt. Michael Hodgson; Lt. Darrach MacGillivray, and Ldg. Sec. Neill, who is a weaponman in the frigate Lauzon. (HS-70139)



SCIENCE AND THE NAVY

Oceanographic Charts Produced

An important advance in the rapidly developing science of oceanography in Canada is the regular production, in HMC Dockyard at Halifax, of charts depicting oceanographic conditions off Canada's East Coast.

At present used mainly by the research worker, these charts may well prove valuable in future to the fisherman in the location of new fishing grounds.

The charts are somewhat similar to weather maps for they depict sea-temperature distribution, variation of sea temperatures etc. They represent the first Canadian effort to present data on short-term changes in the characteristics of the temperate seas bordering Canadian coasts. They are produced in the Dockyard from reports of observations, made and sent by radio, from a number of federal agencies: the Royal Canadian Navy, the Royal Canadian Air Force, Defence Research Board,

Fisheries Research Board, the Department of Mines and Technical Surveys, and from U.S. vessels as well.

Warships, government survey vessels, and other craft, by pre-arrangement, make bathythermographic observations (the bathythermograph is a device for recording water temperatures down to a depth of several hundred feet). They radio their findings to the Dockyard which receives hundreds of reports a month from all parts of the Northwest Atlantic Ocean. In the case of sea-surface temperature, some 200 reports are received daily.

By showing changes in sea temperatures, the charts should prove most useful to the fisherman. The cod-fishing grounds in the Northwest Atlantic, for instance, shift from year to year, and these movements are apparently associated with changes in temperature. With more study it should be possible to use these charts to indicate the probable direction of these movements.

The new Bedford Institute of Oceanography will be a valuable new source

of assistance in the production of the charts. Not only will the Institute direct research to developing improved methods of processing the data for the charts but its ships will be additional sources of information on the waters in which they work.

Cameron Directs Marine Sciences

Dr. William M. Cameron, an international authority in oceanography and a former Director of Scientific Services for the Royal Canadian Navy, has been appointed director of the recently established Marine Sciences Branch of the Department of Mines and Technical Surveys. The appointment was announced October 11.

Dr. Cameron has been chief of the branch's division of oceanographic research since early in 1960.

In his new position, Dr. Cameron will direct the oceanographic research and hydrographic survey program of the Department of Mines and Technical Surveys—a sizeable task for, under the five-year research program set up recently by the Canadian Committee on Oceanography, the Department has been charged with the major responsibility of meeting Canada's expanded oceanographic requirements not specifically biological in nature.

The Marine Sciences Branch comprises the Canadian Hydrographic Service under Dominion Hydrographer Norman Gray; the Division of Oceanographic Research; the new Bedford Institute of Oceanography under D. W. N. English, and a new Ship Division under Rear-Admiral A. H. G. Storrs, RCN (Ret).

Famous Survey Ship Paid Off

The Royal Research Ship *Discovery II* arrived home at Plymouth in September for the last time after 33 years of service, mainly on scientific research, all over the world.

The ship, operated for the National Institute of Oceanography by the Admiralty's Royal Fleet Auxiliary Service, was paid off.

Since she was built in 1929 she had been adapted several times to take an



HMS Devonshire, the Royal Navy's first guided missile destroyer, is shown in port after completing sea trials with the Seaslug anti-aircraft guided missile. Behind the missile launchers is the radar beam rider which guides the missile onto its target. (British Information Service)

ever-increasing amount of scientific apparatus and navigational equipment, and although she is 1,065 tons gross (larger than most research vessels) the National Institute of Oceanography commented:

"The point has finally been reached when space in which to live—let alone in which to work—has become an acute problem. In view of this, and of her age, the *Discovery II* is being replaced by a new vessel now building and expected to be completed towards the end of the year."

When the *Discovery II* was first commissioned for the Discovery Committee her task was the investigation of whale biology and their oceanic environment. Since then she has steamed some 700,000 miles, most of them in the stormiest seas of the world. She has been as far south in the Antarctic as it is possible for a ship to go to study the breeding grounds of the shrimp-like krill on which whales feed, and much of her work has been carried out in the ice and dangerous water of the Antarctic.

As a result of her work there the nature of the Antarctic Ocean is probably better known than that of any other ocean. The results of her work take up 32 volumes and, although she has paid off, there is still a back-log of unpublished reports to be dealt with.

Bedford Institute Officially Opened

Even before its official opening on October 25, the Bedford Institute of



Oceanography, Canada's new centre of marine sciences on the Atlantic Coast, had begun functioning; by then about a third of the full staff of 300 scientists and supporting staff were at work in the new institute.

The full complement, which will include oceanographers, hydrographers, fisheries research scientists, geophysicists, underwater geologists and engineers, is expected to be reached by 1965.

The new institute is located on the outskirts of Dartmouth on the shore of Bedford Basin. The director of the institute is Dr. W. N. English, one of Canada's foremost authorities on marine physics.

The institute was planned and built at a cost of \$4½ millions to house and centralize federal scientists and engineers of the Department of Mines and Technical Surveys and of the Fisheries Research Board, involved in the study of Canada's Atlantic and sub-Arctic waters and underlying seabeds.

In line with the federal policy of co-ordination of effort in oceanographic research, the new institute will work

with the Royal Canadian Navy, other federal agencies and universities interested in oceanography. These include Dalhousie University, which has set up an Institute of Oceanography for the training of scientists, many of whom will later be employed in the new institute.

The new marine sciences centre consists of a modern laboratory and office building, an equipment depot and workshop for minor repairs to ships, and specialized equipment, docks and jetties to accommodate up to 10 ships. The laboratory and office building is 345 feet long and 55 feet wide, with an exterior of brick masonry with sandstone trim, and porcelain-enamelled panels of marine blue.

The building contains 22,000 square feet of laboratory space and is designed throughout for maximum flexibility in laboratory layout. Its laboratories are fitted with the latest in laboratory and scientific equipment.

In the office wing, there are 55 offices for scientific personnel, a board room, a library and a cafeteria.

The equipment depot and workshop building houses carpenter, machine, welding, electrical and paint shops; facilities for minor repairs; a large storage area, and offices for the depot manager and section foreman.

The ship's berthing facilities comprise a 700-foot quay wall and a 500-foot jetty, which may be expanded to three jetties.



Next-door-neighbour to Shannon Park naval married quarters on the outskirts of Dartmouth, N.S., is the New Bedford Institute of Oceanography, which was officially opened on October 25.

DECISION AT TRAFALGAR

AMONG ALL the books written about Nelson, and about Trafalgar, there was none, in Dudley Pope's opinion, that "set out to describe the most famous naval campaign and battle in history from all practicable points of view."

Having drawn this postulate, Mr. Pope bravely undertook to fill the gap. And, with his *Decision at Trafalgar*' he has succeeded in blending an assortment of separate material into a single, readable product.

One of his principal aims was to "tell the story of the actual battle as it was seen through the eyes of the contending British, French and Spanish admirals, captains, lieutenants and ratings, frequently using their own words." At the same time he tried to present a picture of life and events in Britain and France during the period.

Thus embellished, his account of the battle takes a form different from any others. Fortunately for the reader, it is accompanied by a series of charts and diagrams depicting the more significant developments and actions. Without these, it would be a laborious business trying to trace and retrace the course of the battle.

Not only was Trafalgar decisive from the military standpoint, but it had far-reaching political and economic effects as well. Those effects, says Mr. Pope, are still felt in Britain today, more than 150 years later.

"Something which in the long run may prove more valuable than the material benefits still remains . . . Nelson and Trafalgar established a tradition of bold tactics, a standard of personal bravery, of devotion, and a lesson in dedication to duty which has become a part of the British character."

Regrettably, says the author, there is another element of the Trafalgar-inspired character that at times has placed Britain in a position of great peril. This is the heroic but illogical and dangerous belief that the British, like virtue, always will triumph in the end, regardless of any initial lack of preparedness.

Mr. Pope wryly suggests, as have other authors, that Nelson today would not even be able to get in the Navy. "By the standards of a welfare state, Nelson at any period in his life was an undersized weakling.

"Nor did the sea strengthen that thin body; in fact, tropical sickness, and the wounds of war conspired to shatter even further his fragile constitution . . .

BOOKS for the SAILOR

Born a weakling, he was constantly ill at sea . . . his health was ruined by fever . . . at Copenhagen the cold almost killed him . . . spasms of perpetual coughing . . . his head buzzed with toothache . . . his muscles knotted with rheumatism . . . a regular pain in his chest." Says Mr. Pope, "In the gallery of great war heroes, Nelson is the odd man out."

For all this, he set a shining standard whose eminence, brilliance and

purity have wholly withstood the passage of time.

What were the qualities that made Nelson such a great leader, that won for him such great devotion? There was his humanity—a rare thing in those harsh times; his loyalty, upward and downward; his example, and the trust in others that inspired even greater trust in return.

There are those who say we can get too much Nelson. Is it that Nelson and the things he did and the things he stood for are regarded by these people as being no longer valid? We trust this is not so.—R.C.H

DECISION AT TRAFALGAR (published in England as ENGLAND EXPECTS), by Dudley Pope, J. B. Lippincott Company, New York.

WHITHER RUSSIA?

THE AIR FORCE College Journal for 1962, although it is regrettably lacking in naval contributions, offers a rich and stimulating bill of fare that admirably carries on the Journal's policy of providing an open forum for the discussion of military and international affairs.

Some interesting conclusions on Russia's aims are drawn in the leading article, "Flux in the Red World", by Mark Gayn, Toronto editorial writer

and columnist, conclusions he agrees may be upset by the early death of Khrushchev and his succession by a more reckless leader, by the departure of Adenauer and a subsequent move in West Germany toward rapprochement with Moscow or by China attacking U.S. forces in Asia and involving her reluctant ally, Russia, in war with the West.

Mr. Gayn finds that the "new Soviet Society . . . is literate and sophisticated." It is a country coming increasingly under the control of the intellectuals, scientists and technologists, where the desire for affluence is replacing revolutionary fervour.

"Being an optimist, I believe the gap between the Soviet Union and us, but not yet between China and us, is narrowing. I believe that it is possible to deal with these people on terms of sanity. But though it is possible, it will never be easy."

Colonel G. M. C. Sprung, director of the Historical Section, Canadian Army Headquarters, writes on "The Defence of Western Europe". Although he does not draw the parallel, it is obvious from his discussion that Canada is not the only place where nuclear policy is the subject of soul-searching debate. Britain's decision in 1957 to become a nuclear power, ranking next to the United States and Russia, appears five years later, to have been of questionable wisdom, says the author.

Maybe Mommy Has the Answer

What's the rest of it? Who wrote it? Where was it first published? These are questions bothering a correspondent of a Toronto press clipping service who recalls only a fragment of a war-time poem entitled "What Did You Do in the War, Mommy?"

The remembered lines are:

"I was a Wren,
With a stroke of my pen
I lost 50 men
Who were never, thereafter,
Heard from again."

The inquiry was directed to the National Press Clipping Services Ltd., of Toronto, in the hope there might be some ex-Navy types with long memories among its clientele.

"Britain has weakened her conventional air and army forces stationed in Europe without rivalling the two major nuclear powers."

Even in the larger sphere of NATO there are unsolved nuclear problems. Do the U.S. missiles installed in NATO countries (Britain, Italy and Turkey) belong to NATO or the U.S.? "Their targets have been allotted by the NATO air staff but clearly there is even today

no agreed NATO procedure for deciding to shoot them."

"NATO and the Future" is the contribution of Brigadier General S. L. A. Marshall, USAR (Ret), military historian and commentator who warns that we should not expect too much of NATO and, at the same time, not forget that NATO has, for 13 years, been the chief deterrent to nuclear disaster.

The foregoing is just a sampler from a wide range of military subjects dealt

with in this issue of the Journal. The winner of this year's prize essay is K. J. Radford, Director of Systems Evaluations at Air Force Headquarters, whose subject is "The Expected Performance and Utility of the Supersonic Transport".—C.

AIR FORCE JOURNAL, 1962; published by the Air Force College, Armour Heights, Toronto 12; \$1.

LETTERS TO THE EDITOR

Dear Sir:

For many years *The Crowsnest* has, in a very interesting and attractive form, disseminated news of our Navy, both at work and play. In recent years it has widened its scope to include news of the naval veteran and the various activities of the naval veteran movement. This has been very gratifying to ex-naval personnel and warrants further thought and utilization by those in this category.

When in a reminiscent mood, the naval veteran must often wonder what many of his war-time messmates are doing, and would be interested to know how fate has dealt with them since. The possibility of *The Crowsnest* bringing former shipmates together was recently exemplified by my own particular case. I received a letter a few months ago from a Bill Murphy, with whom I had served in HMCS *Battleford* in the early days of the war and of whom I had no news. He had noticed my name at the bottom of something I had written to *The Crowsnest*, and decided that he would find out if I was, in fact, the old shipmate he knew.

He is now Chief Officer aboard an Imperial Oil tanker and, by all accounts, enjoying the life and the extensive travel which is involved. Undoubtedly is the envy of many a land-bound ex-matelot, who would welcome the chance to sail the seas once more.

Thanks to *The Crowsnest*, through correspondence we have relived some of the old days and have been able to exchange news of some of the old crew.

Some of the *Battleford* boys may recall Hugh Garner, who recently made headlines in the literary world with what is expected to be a Canadian best seller, *The Splendor on the Shore*, and wish him further success in his chosen vocation.

The annual reunions serve a similar purpose in bringing together erstwhile

shipmates, but, until such time as we can hold a truly national reunion, the columns of *The Crowsnest* could provide a medium whereby we would keep in touch with each other even across the wide national scene. Hoping for further developments, and thanking *The Crowsnest* for its generous co-operation, I remain,

Yours sincerely,

SIDNEY R. PINER

241 Hillcrest Ave.,
Hamilton, Ont.

Dear Editor:

What I need is a "learning machine", whatever that is.

The reason I need a "learning machine" is because of the large numbers of new words coming on the word-market these space-age days. Some of these words are way-out, as far as I'm concerned, and most of them I glean from advertisements, articles and manuals on modern-day technology.

For instance, one article about a machine in use in the RCN mentioned "write-in", and it didn't mean a letter

to the editor. Further on, the same story used the terms "computer print-out", "slow-scan" and "over-condensed". Fairly simple, I guess, to someone with even a limited technical background, but when it went on to say, "in-line readout display" and later "convert computer target data output into real-time radar signals", I was lost.

Unfortunately I'm neither engineer nor technician and I can't be "computerized". I don't even know what "checkout systems" are, except that I know they have nothing to do with supermarkets. And the little item "modes of heat transfer in solids and in single- and two-phase fluids". Most of that is simple, but what in the name of a "thermionic generator" is a single- or two-phase fluid. I thought a fluid was a fluid, though it may be linked to the "hydrodynamics of mixed flow", or even the "liquid metal boiler". Which reminds me, is the liquid metal boiler a boiler of liquid metals?

No matter, because I'm also stymied on "nano-second pulse transmitters and receivers" and on "incremental velocity changes" and "cryogenic temperatures".

The one thing I do know is a "turbine helicopter with an eight-minute foldability" and believe me, in this day and space age, that it something.

For a while I thought there might be hope for me, despite being over 40, but this illusion was dispelled recently when my grade-two son came home from school and announced that he was going to be an astronaut and could hardly wait to be strapped into his space capsule and say: "All systems go, and 'A' OK". A clear case of an 18,000-knot son of a 30-knot father. Such is progress.

L. W. TURNER,
Lieutenant, RCN

Naval Headquarters,
Ottawa.



THE NAVY PLAYS

Golf Trophies Presented

The 12th annual dinner and trophy presentation night of the RCN Golf Association was held in the Dockyard Recreational Hall, Esquimalt, on December 5.

Major trophies were awarded as follows: The Corby Wiser trophy to Ldg. Sea. A. Murray; the Ontario trophy to Ldg. Sea. "Con" Bergstrom; and the open trophy to CPO Tom McIntyre. Awards were presented by Commodore J. A. Charles.

Officer Awarded Memorial Trophy

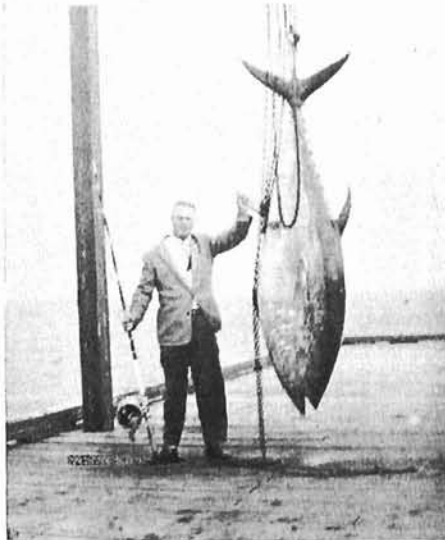
A proud moment for Lt.-Cdr. Douglas Williams came on November 26 when he was presented the Charles McDonald Memorial trophy by Rear-Admiral W. M. Landymore, Flag Officer Pacific Coast. The trophy is awarded annually to the individual contributing the most to the sports program of the Pacific Command.

Given honourable mention were PO Michael Shymkovich, *Naden*, and Sub-Lt. J. C. Slade, who serves in the destroyer escort *Ottawa*. The ship was at sea at the time of the presentation ceremony. Present for the ceremony was Lt.-Cdr. R. (Doc) Savage, in charge of the Pacific Command's physical and recreational training program.

Lt.-Cdr. Williams is course officer at the Preparatory School in *Naden*. Since first being appointed to Esquimalt in 1954 he has been continually active in a wide variety of sports, with emphasis on rugby. At one time he either managed or coached, or both, three rugby teams in the command at the same time. He has also played an active part in organizing basketball teams, water polo games, and volleyball contests.

Most Friday evenings find him at the *Naden* swimming pool, working with other off-duty naval personnel who are teaching crippled children to float, swim, or just get some wholesome exercise in the water. He also works with the Vancouver Island Chapter of the Multiple Sclerosis Society and is an executive member of that organization.

Lt.-Cdr. Williams was born in Wales and between 1940 and 1946 served with



That's a 426-pound tuna being displayed proudly by Lt. E. W. Rowe, of HMCS Avalon, and it represents the first tuna taken in the first boat built in Newfoundland specifically for tuna fishing. The boat, *Tina Marie*, was built by William Rowe at Chance Cove, Trinity Bay, Nfld., for his son Reg, of St. John's. The boat was being operated by Reg's brother Max, who invited Bill (Lt. Rowe) along to Conception Bay to take up the tuna chase. Boating the bluefin took an hour. It was the season's 25th tuna for the province. The *Tina Marie* is 36½ feet long and will do 12 knots.

the Royal Naval Volunteer Reserve. He came to Canada in 1952 and went first to Windsor, Ontario. He joined the Royal Canadian Navy in the summer of 1953. Early the following year he went to *Venture* for a two-year appointment. Later he served with the Atlantic Command in Halifax and, early in 1959, returned to the West Coast and the "Prep" School at *Naden*.

Carry Me Back To Old Cornwallis

The *Cornwallis* 1962 spare-time landscaping and beautification program, in which every officer and man took a hand at one time or another, backfired when the UNTDs under training there were "asked" to do their share.

Lt. J. D. Connors, a Haligonian on the cadet training staff in *Cornwallis* and normally Staff Officer (Training) at *Carleton*, Ottawa naval division, had a spell of what became known as "Green Thumb Officer"—co-ordinating the spadework and planting to be

carried out by cadets around their portion of the big shore training establishment.

A group of them left after the spring planting for UNTD Cruise Bravo overseas. Some of them made it a point to ask Lt. Connors and their *Cornwallis* buddies to write them about how their "corn and taters" were coming along. The cadets, being college students, were quick to grab the fad name and soon all flowers, shrubs and exotic plants embellishing the base (located in Nova Scotia's beautiful Annapolis Valley) were called "corn and taters".

The Bravo group returned in about a month and their first question was: "How are our corn and taters?" The lieutenant, finally and thoroughly suspicious, made careful rounds of the lovely gardens upon which the group had lavished so much care.

Peeping through the shrubbery and blooms which make HMCS *Cornwallis* a delight to the eye were, sure enough, "corn and taters"—and carrots—and turnips!

Origin of the Jack

While the Canadian "jack" is not the one worn by the Royal Navy, it is nevertheless, still referred to as a "jack" and its origin is the same.

A jack, according to an early seaman's manual, is a flag to be flown only on the "jack" staff, a staff on the bowsprit or forepart of the ship.

It is believed the term "jack" is derived from the abbreviated name of the reigning sovereign, King James I, under whose direction the flag was constructed, and who signed his name "Jacques". An alternative derivation may have been from the "jack" or leather surcoat worn over the hauberk from the 14th to the 17th century inclusive, and which was emblazoned with the St. George's Cross. Jack is a contraction of "Jazerine", a corruption of Ghiazzerine, Italian for a clinker-built boat, the jack being formed of overlapping plates of metal covered with cloth velvet or leather.

In 1660 the Duke of York (afterwards James II) gave an order that the Union Flag should be worn by the King's ships. From its naval use the Union Flag became generally known as the Union Jack.

It is interesting to note that virtually every navy in the world flies a "jack". The "jack" worn by the Royal Canadian Navy was authorized in 1911 to be the Blue Ensign.

RETIREMENTS

CPO WALTER ALFRED HUBBARD CLEMENTS, C1SG4, of Glasgow, Scotland; joined RCNVR June 13, 1934, transferred to RCN Jan. 18, 1940; served in Saskatoon Naval Division, Naden, Fraser, Stadacona, Snowberry, HMS Dominion, Ottawa, St. Hyacinthe, Hochelaga, Drummondville, Givenchy, Avalon, Prince Rupert, Kokanee, Seacliffe, Uganda, Royal Roads, Sioux, Cornwallis, Crescent, Assiniboine, Saguenay; awarded CD; retired December 30, 1962.

CPO JOHN RICHARD AITKEN DAVIES, C2ER4, of Edmonton, joined December 5, 1942; served in Nonsuch, Star, York, Naden, Givenchy, Stadacona, Niobe, Scotian, Tillsonburg, Ontario, Uganda, Tecumseh, Rockcliffe, Cayuga, Ste. Therese, Digby, Crescent, Assiniboine, James Bay; awarded CD, retired December 10, 1962.

CPO PETER RUSSELL HEROLD, C2LT4; of Reist, Alberta; served from Sept. 13, 1937 to Feb. 14, 1946, re-enrolled May 27, 1946; served in Naden, Fraser, Nootka, Stadacona, Ottawa, Venture, Sambo, Saguenay, Trail, Fort Ramsay, St. Hyacinthe, St. Laurent, Peregrine, Niobe, Ontario, Tecumseh, Givenchy, Crescent, Rockcliffe, Cornwallis, Antigonish, Crusader, Star, Patriot, Assiniboine, Jonquiere; awarded L. S. & G. C. Medal; retired December 22, 1962.

CPO HOWARD WOLFE LIBBEY, C1ER4, of Sydney, N.S.; joined RCNVR June 17, 1941, transferred to RCN Feb. 23, 1945; served in Stadacona, Hochelaga II, Calgary, Cornwallis, Avalon, Sherbrooke, Hallowell, Peregrine, Jonquiere, Scotian, Warrior, Magnificent, Iroquois, La Hullose, Micmac, Haida, Wallaceburg, Algonquin, Portage, Cape Breton, Nootka; awarded CD; retired December 16, 1962.

CPO CHARLES EUSTACHE GRANT NOBLE, C2WV4, of Halifax, N.S.; joined March 19, 1934, transferred to RCN Nov. 10, 1944; served in Stadacona, Champlain, Fraser, Laurier, Prince David, Regina, Avalon, Peregrine, Donnacona, Hochelaga, Scotian, Haida, Swansea, Huron, Whitethroat, Portage, Quebec, Micmac, Naden, Sioux, Patriot, York; awarded L. S. & G. C. Medal; retired December 14, 1962.

CPO MERVILLE JACKSON PATTERSON, C1ER4, of Granville Ferry, N.S.; joined November 18, 1940; served in Naden, Stadacona, Avalon, Pictou, Cornwallis, Kamloops, RNO Port Arthur, Border Cities, St. Catherines, Portage, Iroquois, Nootka, La Hullose, Magnificent, Fort Erie, Huron, Bonaventure, Outremont; awarded CD; retired December 13, 1962.

CPO NORMAN ELIJAH SELLARS, C2FC4, of North Sydney, N.S.; joined RCNVR Sept. 23, 1942, transferred to RCN May 4, 1944; served in Stadacona, Cornwallis, Sydney, Red Deer, Runnymede, Avalon, Lauzon, Niobe, J-3393, Warrior, Magnificent, Iroquois, La Hullose, Haida, Wallaceburg, Nootka, Haida, New Liskeard, Assiniboine, Crescent; awarded CD; retired December 21, 1962.

OFFICERS RETIRE

LT.-CDR. DAVID MARTIN WALTON, CD, of Ottawa; joined the RCNVR as a writer January 10, 1940, promoted to paymaster sub-lieutenant August 15, 1942, transferred to the RCN August 15, 1946; served in Stadacona, Venture, Prince Henry, Naden, Cornwallis, Naval Headquarters, Micmac, Iroquois, Haida, Algonquin, Niobe, Carleton; last appointment Supply Officer, HMCS cember 15, 1962, retires June 10, 1963.



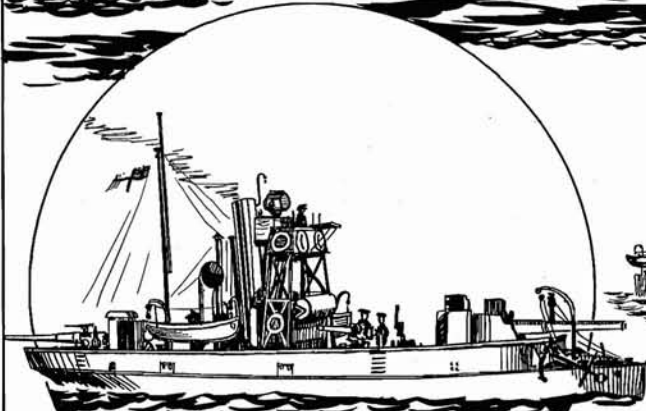
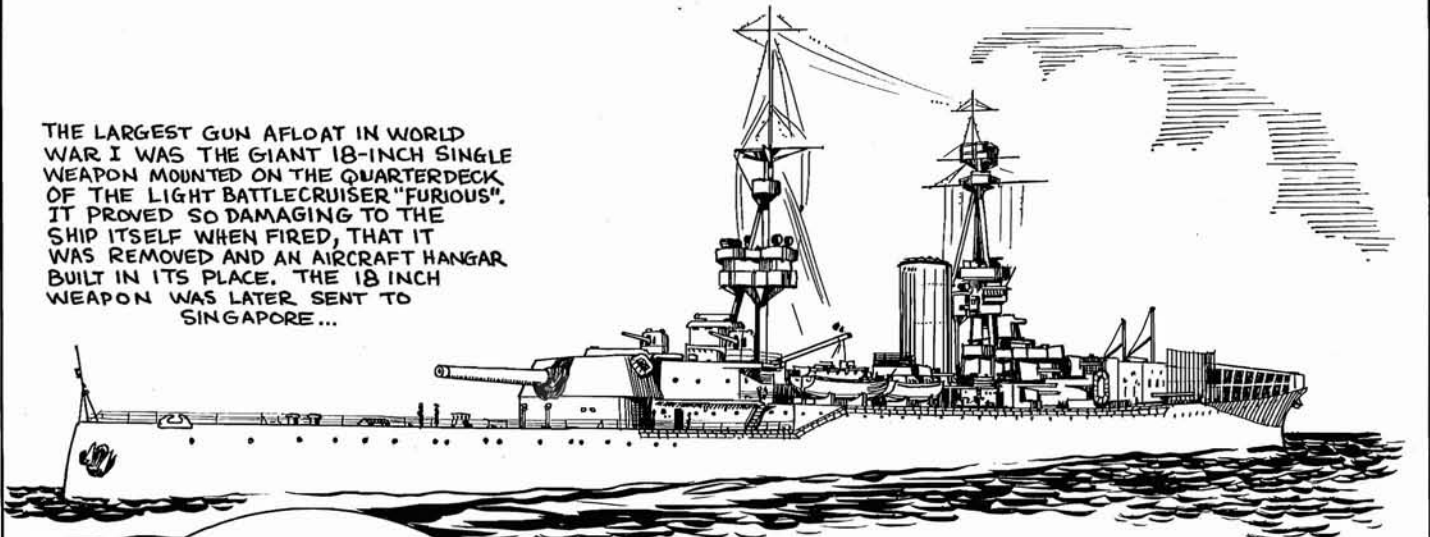
Here are 32 naval technical apprentices who graduated on November 9 with the rank of petty officer second class after completing 39 weeks of study. Left to right, front row: Douglas Miller, Edwin Dalgety, William Thomson, Walter Corbett, George Landerkin, Glendon Jones, Thomas Scott and Euclde Chaisson. Centre row: David Gray, Lawrence Davis, Gordon Kenyon, James Lang, John Burnett, Douglas Grainger, Stefan McPherson, Adrian De Bruyn, Keith Olsen, Alwin Stennes, John Dench and George Tufnail. Rear row: Robert Boswell, John Osborne, Joseph Wright, William Fisher, Floyd Ruttan, Donald Marshall, Raymond Bergen, Leslie Lane, Kenneth Tomalty, Horace Teed, Eric Brown and Earl Stone. Absent is Lawrence Sheperd, who also graduated. (E-69499)

Naval Lore Corner

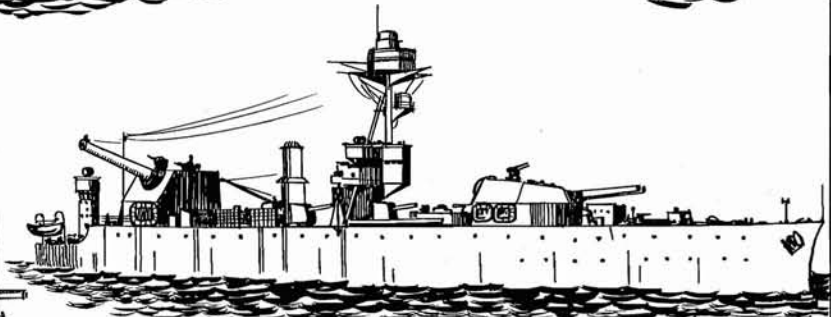
Number 111 THE LARGEST GUNS AFLOAT

IN MODERN NAVAL ORDNANCE, THE LARGEST WEAPONS FOUND GENERALLY PRACTICAL WERE THOSE OF 16-INCH CALIBRE. HOWEVER, EVEN LARGER GUNS WERE ATTEMPTED... AND IN SOME CASES PROVED LESS THAN SATISFACTORY...

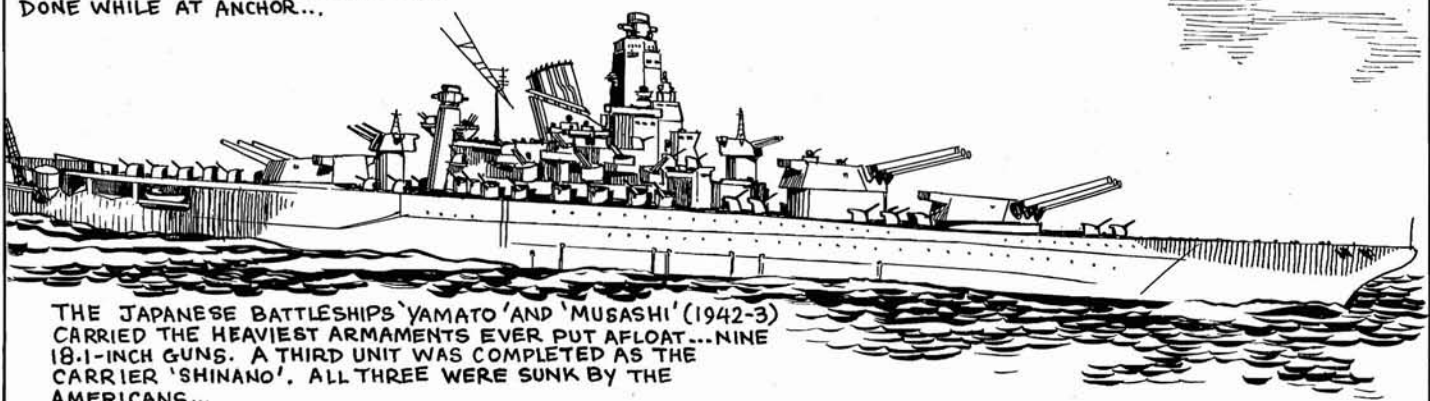
THE LARGEST GUN AFLOAT IN WORLD WAR I WAS THE GIANT 18-INCH SINGLE WEAPON MOUNTED ON THE QUARTERDECK OF THE LIGHT BATTLECRUISER "FURIOUS". IT PROVED SO DAMAGING TO THE SHIP ITSELF WHEN FIRED, THAT IT WAS REMOVED AND AN AIRCRAFT HANGAR BUILT IN ITS PLACE. THE 18 INCH WEAPON WAS LATER SENT TO SINGAPORE...



H.M.S. BUSTARD...A 'FLAT-IRON' GUNBOAT REFITTED TO BOMBARD THE BELGIAN COAST (1915) WAS ARMED WITH ONE 9.2-INCH GUN, ONE 6-INCH GUN AND ONE 4-INCH GUN...SURELY THE HEAVIEST ARMAMENT MOUNTED ON SO SMALL A VESSEL! HER SHOTS WERE DONE WHILE AT ANCHOR...



THE MONITORS H.M.S. LORD CLIVE AND H.M.S. GENERAL WOLFE (1915) WERE BUILT TO MOUNT TWO 15-INCH GUNS. IN 1918 EACH WAS FITTED WITH A GIANT 18-INCH GUN IN A FIXED TURRET. (THE SHIP HAD TO BE TRAINED). THE GUNS HAD BEEN 'SPARES' FOR THE "FURIOUS".



THE JAPANESE BATTLESHIPS 'YAMATO' AND 'MUSASHI' (1942-3) CARRIED THE HEAVIEST ARMAMENTS EVER PUT AFLOAT...NINE 18.1-INCH GUNS. A THIRD UNIT WAS COMPLETED AS THE CARRIER 'SHINANO'. ALL THREE WERE SUNK BY THE AMERICANS...

Roger Duhamel

QUEEN'S PRINTER—IMPRIMEUR DE LA REINE

4

If undelivered return to:

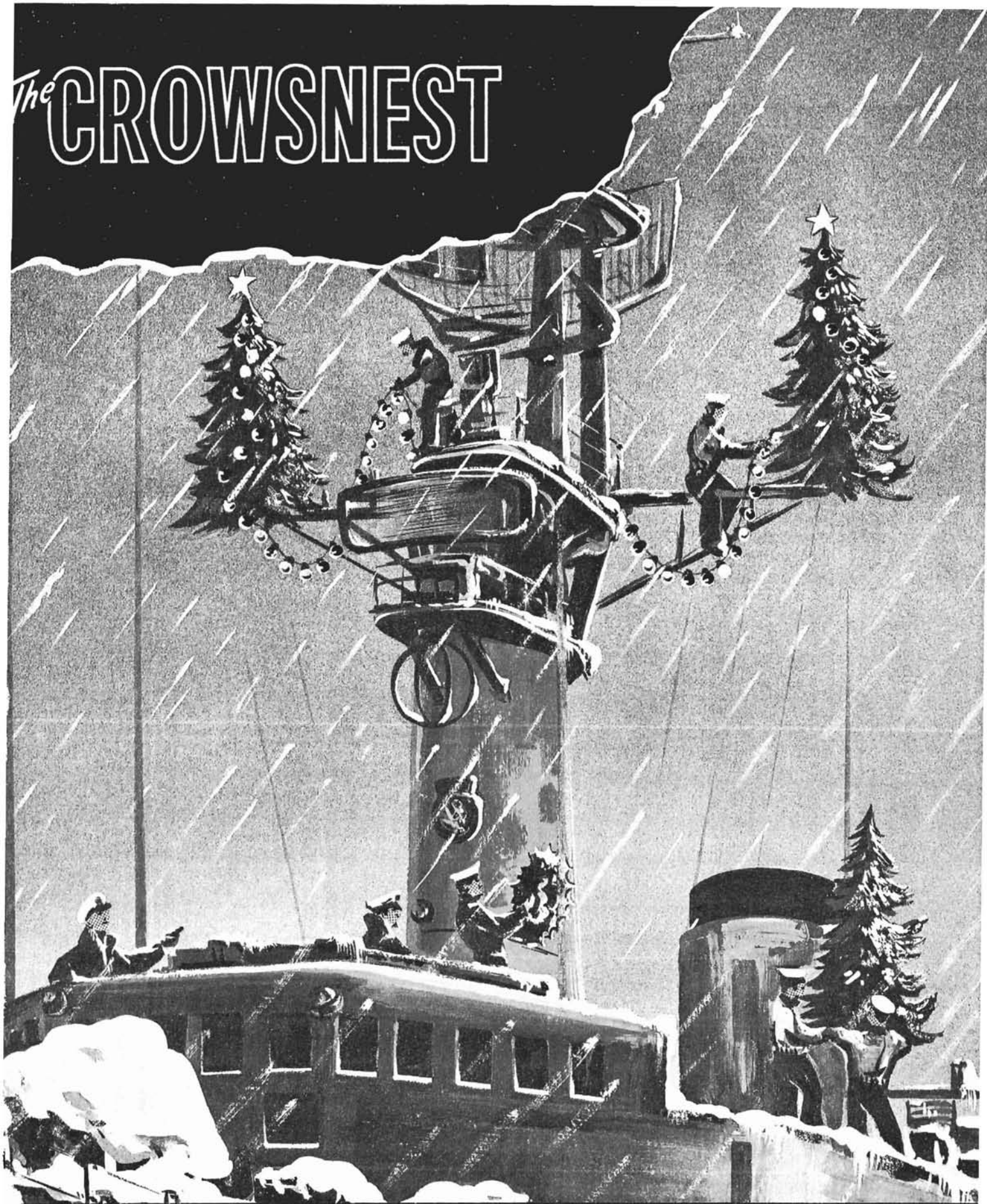
The Queen's Printer, Ottawa, Canada

En cas de non-livraison, retourner à:

L'Imprimeur de la Reine, Ottawa, Canada

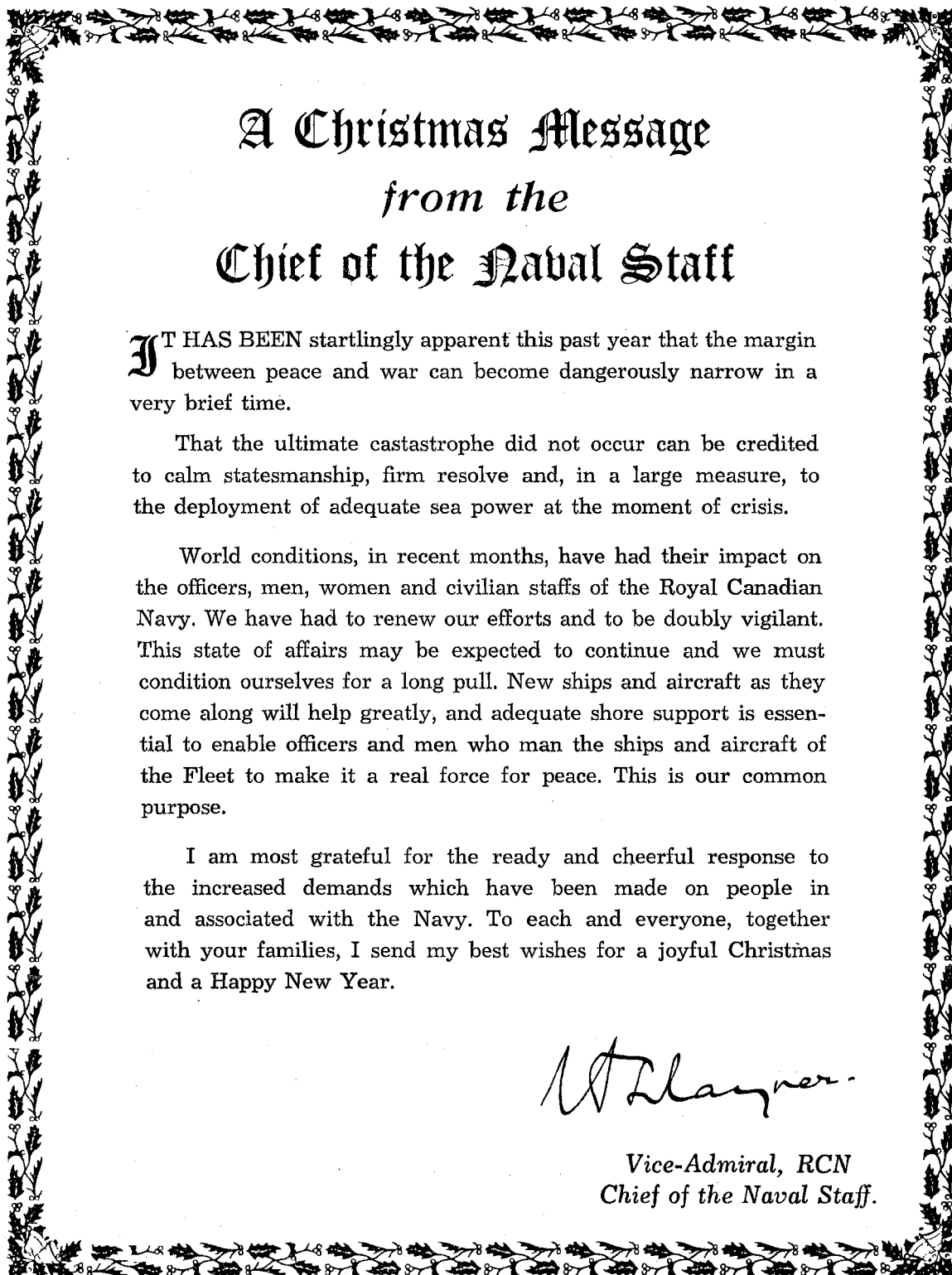


The CROWSNEST



Christmas, 1962

R



A Christmas Message *from the* Chief of the Naval Staff

IT HAS BEEN startlingly apparent this past year that the margin between peace and war can become dangerously narrow in a very brief time.

That the ultimate catastrophe did not occur can be credited to calm statesmanship, firm resolve and, in a large measure, to the deployment of adequate sea power at the moment of crisis.

World conditions, in recent months, have had their impact on the officers, men, women and civilian staffs of the Royal Canadian Navy. We have had to renew our efforts and to be doubly vigilant. This state of affairs may be expected to continue and we must condition ourselves for a long pull. New ships and aircraft as they come along will help greatly, and adequate shore support is essential to enable officers and men who man the ships and aircraft of the Fleet to make it a real force for peace. This is our common purpose.

I am most grateful for the ready and cheerful response to the increased demands which have been made on people in and associated with the Navy. To each and everyone, together with your families, 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. 13

THE ROYAL CANADIAN NAVY'S MAGAZINE

NOVEMBER 1962

CONTENTS

	Page
<i>RCN News Review</i>	2
<i>Keeping the Navy Fit</i>	5
<i>The New A/S Helicopter</i>	7
<i>Officers and Men</i>	9
<i>Weddings and Births</i>	9
<i>Banshee Farewell</i>	11
<i>Gone Are the Days</i>	15
<i>Afloat and Ashore</i>	17
<i>Books for the Sailor</i>	21
<i>The Navy Plays</i>	23
<i>Home from the Sea</i>	25
<i>Retirements</i>	26
<i>Lower Deck Promotions</i>	27
<i>Naval Lore Corner No. 110</i>	<i>Inside Back Cover</i>

The Cover—A modernization of a painting by Cdr. C. A. Law, which appeared on several Christmas issues of *The Crowsnest* back in the early '50s, the present cover has also appeared before—in 1958—and is repeated on the principle that one good tradition deserves another.

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 orders made to the Receiver General of Canada, should be sent to:

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



RCN News Review

A following wind left her paying off pennant with little support as HMCS Iroquois steamed through the narrow harbour entrance of St. John's Newfoundland, bound for Halifax and retirement to operational reserve. (FD-7336)

Iroquois Paid Off to Reserve

The destroyer escort *Iroquois*, first of the RCN's famed Tribals, paid off on October 24 in a brief ceremony at HMC Dockyard in Halifax.

The *Iroquois* was to remain in Dockyard hands for approximately one month before being placed in operational reserve at Sydney, N.S.

The paying-off of the *Iroquois* is part of a long-range RCN program of gradually replacing older ships with newly-commissioned vessels. The first of the new Mackenzie class destroyer escorts, HMCS *Mackenzie*, arrived in Halifax a few days earlier for service with the fleet.

Completed in Britain late in 1942, HMCS *Iroquois* was the first of the Canadian Tribal class destroyers. Her first action came in July 1943 off Portugal, while part of the escort for the ill-fated troop carriers *California* and *Duchess of York*. A plaque on board commemorates her role as a rescuer, for the *Iroquois* picked up 638 survivors.

She served that year on the Murmansk run and Norwegian coastal patrols.

After a refit in Halifax, the *Iroquois* played a major part, beginning in August 1944, in disrupting German coastal supply, sinking or assisting in the sinking of 15 ships and damaging others, including a German destroyer.

One of the last of her varied war-time duties was escorting of Crown Prince Olaf of Norway on his triumphant return to Oslo from exile.

The *Iroquois* was placed in reserve at Halifax at the end of the war, but shortly thereafter was commissioned as

depot ship of the reserve fleet. Later she provided training afloat for cadets of University Naval Training Divisions. She was paid off in 1951.

After extensive modernization, the ship emerged as a destroyer escort, geared particularly to anti-submarine warfare. She was soon off to war again, sailing from Halifax on April 21, 1952, to join the United Nations fleet in the Korean war theatre. The *Iroquois* served three tours of duty in the Far East, during the first of which a direct hit on one of her guns killed an officer and two men.

Her main activity in the Korean War was remote from actual anti-submarine warfare, for she carried out gunnery duels with Communist shore batteries, blasted away at North Korean supply trains and guarded against reinforcement by sea of the red armies. Her Korean tours ended with her return to Halifax in March 1955.

When the First Canadian Escort Squadron was formed in December of that year, the *Iroquois* became a member, remaining in service until November 1957, when she was paid off at Halifax for refit.

The destroyer escort was recommissioned on October 17, 1958.

Iroquois Donations To Care for Child

When HMCS *Iroquois* paid off at the end of October the ship's company was forced to cancel plans to adopt an orphan through the Children's Federation. But they were unwilling to give up the idea completely so, as an alternative, they donated \$375 from their canteen funds to the support of a child.

Later, the general secretary of the RCN Benevolent Fund revealed that the *Iroquois* had also donated \$434.19 to the RCNBF, bringing donations from the ship since 1954 to \$2,316.02.

Nor had the ship's wardroom been idle. Total donations to the Benevolent Fund from this source amounted to \$216.66, of which \$83.48 was given on the ship paying off.

Visiting Officers See RCN, Industry

Thirteen senior naval officers from 11 countries, in October, made a week-long tour of naval establishments and industrial complexes in Canada. They were all members of the 1962 Naval Supply Management Course for Senior Foreign Officers conducted by the United States Navy. The one Canadian officer on the course was Cdr. John W. Maxwell, Liaison Officer for the Canadian visit was Cdr. J. W. Thomson, Staff Officer Supply and Logistics to the Naval Member Canadian Joint Staff, Washington.

Represented were officers from Belgium, Italy, Republic of China, Norway, Canada, Japan, Greece, Colombia, Philippines, Argentina and Viet Nam.

Visits included HMCS *Hochelaga*, a tour of the St. Lawrence Seaway; meetings with the Senior Naval Officer St. Lawrence River Area, the Commanding Officer *Hochelaga*, and the Officer-in-Charge of the Naval Supply Depot, Montreal and a tour of these facilities; talks in Ottawa with the Director General Naval Supply and his staff; a tour of the de Havilland Aircraft plant, Toronto, and a sightseeing tour of Niagara Falls. Later they flew to Victoria and visited HMCS *Cape Breton* and HMCS *Margaree*; toured the Naval Supply Depot, Esquimalt, the Canadian Services College, *Royal Roads*, and HMC Dockyard, Esquimalt.

They returned to Washington from Victoria on October 27.

COND Vessels Join Celebration

Three naval vessels and 175 members of the naval reserve from five southern Ontario cities took part in the colourful celebration of the 150th anniversary of the Battle of Queenston Heights on October 13-14.

They joined with Canadian and U.S. Army units and other organizations in the two-day international ceremony at Queenston Heights October 13 and at nearby Niagara-on-the-Lake on October 14.

The naval reservists, including a combined band of 40, represented naval establishments at Toronto, Hamilton, Kitchener, London and Windsor.

The three naval vessels, HMC Ships *Porte St. Jean*, *Porte St. Louis* and *Scatari*, berthed near the historic Navy Hall on the Niagara River.

The ships, commanded by Lt.-Cdr. T. A. Smith, Lt. F. R. Bercham and Lt.-

Cdr. J. W. Mock, were formed up as a task group under Commodore J. W. Goodchild, Senior Naval Officer, Toronto.

On Sunday afternoon, October 14, a parade through Niagara-on-the-Lake to Fort George was headed by the naval contingent and band, made up of reservists from HMCS *York*, Toronto; HMCS *Star*, Hamilton; Kitchener Tender, Kitchener; HMCS *Prevost*, London, and HMCS *Hunter*, Windsor. Following the Navy were sea cadets from St. Catharines RCSCC *Renown*.

Appointments Made to Board

Appointment of a number of business men and educationists to the Canadian Services Colleges Advisory Board was announced in October by Defence Minister Douglas S. Harkness.

The board, formed in 1954, advises and makes recommendations to the de-



fence minister on all matters pertaining to the Royal Military College of Canada, Kingston; Royal Roads, Victoria, and Collee Militaire Royal de Saint-Jean, Saint-Jean, Que. Composed of 15 members, a number of whom are rotated every year upon completion of a three-year tenure of appointment. The board visits one college each year.

New members are Lt.-Col. C. C. I. Merritt, VC, of Vancouver; Prof. Jean L. Corneille, of l'Ecole Polytechnique, Montreal; Prof. A. G. C. Whalley, of Queen's University, Kingston, and Prof. William Y. Smith, of the University of New Brunswick, Fredericton.

Commendation For Ldg. Sea. Uwins

Ldg. Sea. Lawrence Frank Uwins has been awarded the Commendation of the Chief of the Naval Staff for saving the lives of two young militiamen at Lawrencetown Beach, Nova Scotia, on July 25, 1962.

The soldiers were members of a 40-man swimming party from the Student Militia Program, Halifax Area.

Ldg. Sea. Uwins, a polio victim in 1945, is a Red Cross Water Safety Swimming Instructor. He competed for a place on the Canadian team in the 1954 British Empire Games at Vancouver, placing fifth in the mile swim.

He was born in Quebec City on July 12, 1935, and joined the RCN in Montreal in March, 1953.

Uwins, now at *Shearwater* was serving in the *St. Croix* at the time of the rescue. He lives with his wife and two children at 142 Albert Street, Halifax.

Navigation Course For Coast Guard

The RCN conducted a fortnight's navigation refresher course in HMCS *Stadacona* in early November for benefit of officers of the recently formed Canadian Coast Guard.

Lt.-Cdr. Donald Thexton, one-time navigation instructor with the Department of Transport and now on the staff of the Operations Division of the Fleet School in *Stadacona*, was the course instructor.

The refresher was the first of a series of courses the Navy will hold periodically for Coast Guard officers. The class spent the final two days of the course at sea in the Canadian Coast Guard Ship *Tupper* for practical application, under supervision, of the classroom instruction received.

First Casualties Of RCN Recalled

Tribute to the memory of the first Canadian naval casualties of the First World War was paid by officers and cadets of HMCS *Venture* at a special annual service on Sunday, November 4, at St. Paul's Naval Garrison Church, Esquimalt.

The service honoured the memory of four Canadian naval midshipmen serving in the British cruiser HMCS *Good Hope*. With many others, they lost their lives in the Battle of Coronel on November 1, 1914, when their ship was sunk by units of the German fleet.

More than 200 New Officer Cadets

The 1962-1963 academic year for aspirants to commissions in the RCN is now well underway with 165 cadets enrolled under the terms of the Regular Officer Training Plan, 32 attending HMCS *Venture* under the *Venture* Plan and eight former seamen attending the University of British Columbia under the College Training Plan.

The ROTP, a tri-service plan, educates cadets to university degree level and upon graduation they are granted a degree and commissioned in their respective service.

Of the 165 naval ROTP cadets, 74 are at Canadian Services Colleges and 91 are attending Canadian universities.

The 32 high school graduates accepted under the *Venture Plan* enter the Navy on a seven-year, short-service appointment, although they may apply for the regular force if successful in their first year. Midway through their second year cadets selected for naval aviation report to RCAF flying schools, while other graduates go to sea for further training.

New Appointments For Three Officers

Recent appointments have included:

Cdr. Harold D. McFarland as Director of Naval Works, Naval Headquarters;

Cdr. Peter C. Berry in command of HMCS *Algonquin*, of the First Canadian Escort Squadron, at Halifax, and

Cdr. Vincent J. Murphy, in command of HMCS *Nootka*, also of the First Escort Squadron.

CPO Qualifies As Watchkeeper

CPO Charles (Shady) Lane has been granted a Certificate of Competency for bridge watchkeeping duties in a minor warship or vessel. The presentation was made in October at ceremonial divisions at *Stadacona*.



CPO CHARLES LANE

For some years, certain chief and petty officers have carried out ship-board duties as assistant officer of the watch at sea and as assistant officer of the day in harbour. CPO Lane is the first in the Atlantic Command to be certified in accordance with the recent General Order 5:00/1.

In essence, the order authorizes the commanding officer of a sea-going ship to grant the certificate to a petty officer first class or above, professionally passed for boatswain, trade group three, provided he meets the required visual standard, has served as A/OOW and A/OOD for six months running, has thorough and practical knowledge of

pertinent articles of QRCN and has passed exams at the nearest Fleet School in Rules of the Road and Fixing to the same standard as an officer qualifying for an upper deck watch-keeping "ticket".

A further step is planned. CPO Lane, on his own, can write a Minor Warship Course to gain Part Two of the certificate. Formal courses for this latter step are being actively considered.

Captain Pullen CO of Provider

Captain Thomas C. Pullen has been appointed to take command of the 22,000-ton tanker-supply ship *Provider*, when she is commissioned in mid-1963.

Captain Pullen was born in Oakville and entered the Royal Canadian Navy as a cadet in 1936.

After early training with the Royal Navy, he served in the destroyer *Assiniboine* and, as executive officer of the destroyer *Ottawa*, survived her sinking in September 1942. He later commanded the destroyer *Saskatchewan*. After the Second World War, Captain Pullen commanded the destroyers *Huron* and *Iroquois* and the frigate *La Hullose*.

In February 1956 he took command of the Arctic patrol ship HMCS *Labrador* and was in that vessel in 1957 when she charted a southerly route through Bellot Strait for deep-draught ships making the Northwest Passage.

Captain Pullen commanded the naval air station *Shearwater* from July 1960 to September 1962.

Gratitude from Victoria City Council

The co-operation extended by the Royal Canadian Navy to the City of Victoria in connection with the celebration of the 100th anniversary of the city's incorporation was the subject of a resolution passed by the Victoria city council in September.

A copy was sent to Hon. Douglas S. Harkness, Minister of National Defence, who, in turn, passed it along to the Navy. The resolution was:

"That the members of this Council express their compliments and hearty congratulations on the outstanding success of the "Salute to Victoria" program presented by the Royal Canadian Navy (Pacific Command) on the 9th, 10th and 11th of August, 1962, in recognition of the 100th Anniversary of Victoria's Incorporation as a City on the 2nd of August, 1862;

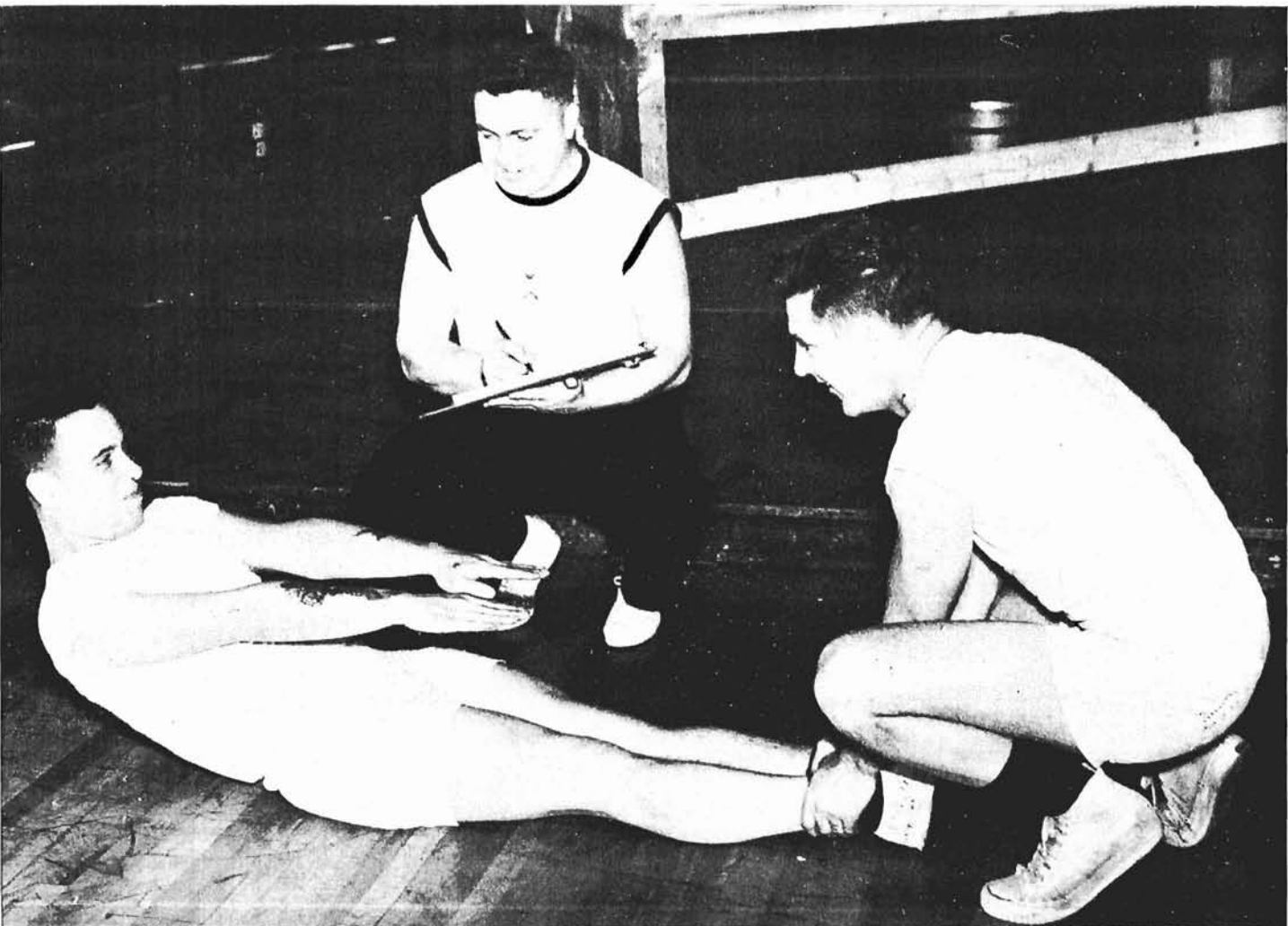
"That the members of Council place on record their deep appreciation of the ambitious nature and high standard of the whole undertaking, its original and novel features, interesting and entertaining cruises, shows, demonstrations, exhibits and ceremonies, the attractive and popular parade, and splendid illumination and fireworks displays;

"That they recognize and admire the exhaustive arrangements painstakingly made in this connection, the excellent and effective teamwork, and the altogether smooth, efficient functioning of the whole organization, which all spoke volumes for those responsible and won ample acknowledgement of the very high regard and warm esteem of Victorians for the Royal Canadian Navy;

"That they note the praiseworthy manner in which those who participated in the carrying out of the program did so with real zest and pleasure and thereby demonstrated a spirit which added materially to the enjoyment of the public;

"That the members of Council convey their sincere thanks for this wonderful program to Rear-Admiral E. W. Finch-Noyes, CD, RCN, Flag Officer Pacific Coast, Royal Canadian Navy, and through him to his officers and the personnel involved;

"And that a copy of this resolution be sent to him and to the Honourable Douglas S. Harkness, Minister of National Defence, Ottawa."



Naval physical conditioning standards, already above the national average, are being raised higher in a program launched November 1. Doing sit-ups in Stadacona's gym is AB W. A. Lusty, assisted by Ldg. Sea. K. W. Murray. Keeping score is PO Rowan Carroll, a PTI and playing-coach of the Stadacona Sailors, Atlantic Conference football team. (HS-70351)

KEEPING THE NAVY FIT

THE RCN'S physical fitness level, already above the national average, is due to be raised even further under the new program of P and RT introduced on November 1.

The program, designed to produce and maintain a high level of physical fitness, will ensure that all personnel participate and benefit. To achieve the best results, tests will be conducted semi-annually, with performance measured against established standards.

"To begin with," said Lt.-Cdr. Reg P. Mylrea, chief draftsman of the scheme, "we have set minimum standards just above the national average. Over the next few years as the program progresses these standards will gradually be raised. Personnel not

meeting the standard will engage in a more active program."

He stressed that the "aim is not to build a navy of supermen but mainly to make sure all men are able to assist themselves, and, if necessary, others, in time of emergency.

"With the Navy steadily becoming more scientific and more technical, there is an increasing demand on the sailor's mental faculties and fewer and fewer duties requiring physical strength and skill. Nevertheless, if officers and men are to perform their normal duties efficiently, they must be in good physical shape; and there are times when strength and stamina are essential."

P and RT is a most important part of the training of officers and men entering the Navy and one object of the new plan is to ensure that this physical conditioning is maintained.

Because sailors' environments differ—from ships at sea to isolated radio stations to large and well equipped training establishments—a variety of means is prescribed for them to carry out their PT. These include formal PT in gymnasiums, instruction in sports fundamentals, group and individual exercises and organized sports and games.

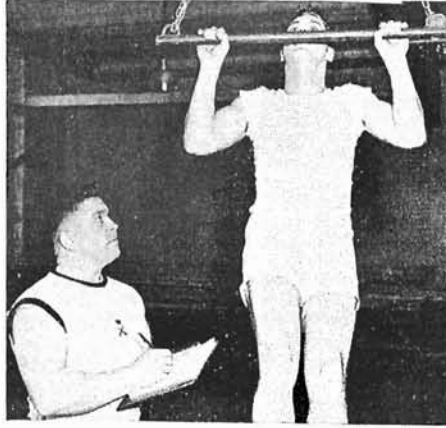
The prescribed tests are simple, require no special equipment and can be conducted ashore or afloat with equal ease. They consist of a series of push-

ups, pull-ups, sit-ups, standing jumps, broad jumps and running endurance tests. All officers and men under 40 will be required to meet the minimum standard which will vary according to age group, with one group under 29 and the other group from 29 to 39. Personnel will be tested in four of the basic physical endeavours, thus allowing flexibility in testing men at sea or in small ships. They may undertake the pull-ups or the push-ups, the jump and reach or the standing broad jump, the stationary run or the 300-yard shuttle, and they must do the sit-ups.

The requirements are: 16 or 14 push-ups, 4 or 3 pull-ups, 25 or 21 sit-ups, 14 or 12 inches (two attempts) jump and reach, 76 or 74 inches standing broad jump, 240 or 210 counts in the three-minute-stationary run, and 64 or 68 seconds for the 300-yard shuttle, normally six 50-yard laps, depending on category.

By and large, the method by which personnel keep themselves fit is left pretty well to the individual's own discretion unless his semi-annual fitness test reveals that he is not meeting minimum standards. Then the P and RT staff will step in with a more vigorous program.

Over the next few years, as the fitness level goes up, the minimum standards will be raised, although even now ships and establishments may set



Ldg. Sea. K. W. Murray chins himself during semi-annual testing for physical fitness at Stadacona. Keeping score is PO Rowan Carroll, of Stad P and RT staff.

higher minimum standards than those outlined in the order.

As in the past, a great deal of importance is attached to team sports and recognition is given to the value of organized competitive sports as a supplement to the physical training program, as a contribution to morale and as a means of developing leadership and team spirit. Priority is to be given to sports providing a high participation rate as opposed to those limited to select teams.

Personnel are being urged to spend at least three hours a week, in and

out of working hours, keeping themselves physically fit. For many this will be nothing new, judging from the vast numbers belonging to leagues, clubs and associations, playing baseball, football, soccer, cricket, basketball, broomball, volleyball, badminton, tennis, golf, curling, bowling, lacrosse and many other games.

There will be no increase in the sports grant, \$4 for every person in a ship on commissioning, and \$2 annually towards the upkeep and maintenance of sports gear. This amount, however, does not approach requirements and today more than 80 per cent of money for sports and equipment in the ships and establishments comes from non-public funds, such as canteen profits. In the case of the large establishments, investment in equipment may amount to from \$10,000 to \$30,000. Even the insurance to protect this investment represents a considerable outlay.

Gymnasiums, however, are fully outfitted with the usual gear such as wall and parallel bars, mats, box horses, trampolines etc., and most establishments have swimming pools, although some, including HMCS *Gloucester* and HMCS *Aldergrove*, have built their own with private funds.

Details of the program may be found in Chapter 50 of QRCN and related General Orders and amendments.



Twenty-six nursing sisters and medical technicians dined Lt.-Cdr. (NS) Mary Russell, Matron-in-Chief of the RCN, Naval Headquarters, Ottawa, and Lt. (NS) Constance Lambertus, Canadian Forces Hospital, Halifax, in the Stadacona wardroom on October 20. Both have retired from the service. Special guests at the dinner were Lt.-Cdr. (NS) Mary Nesbitt, former Matron-in-chief of the Armed Forces; Lt.-Cdr. Faye Rutledge, former Matron-in-Chief of the RCN, and two other retired naval nurses, Lt. (NS) Kathleen Howe and Lt. (NS) Maude Huntingdon. Following the dinner, a reception was attended by about 100 present and former naval nurses. (HS-70182)



This is the HSS-2, the all-weather anti-submarine helicopter that is to be acquired for operation by the Royal Canadian Navy. Negotiations are now under way for the procurement of eight machines. The twin-turbine helicopter will be equipped with detection devices and anti-submarine weapons, including "dunking" sonar and homing torpedoes. The new helicopters will operate from the Bonaventure, Shearwater naval air station and destroyer escorts now being fitted to carry helicopters. (CN-6386 from Sikorsky)

THE NEW A/S HELICOPTER

APPROVAL has been given for the commencement of a program to equip the Royal Canadian Navy with helicopters of the most modern type, it was announced by Hon. Douglas Harkness, Minister of National Defence, on November 20.

The helicopter selected is the Sikorsky HSS-2 and negotiations to acquire eight of these machines for the RCN in 1963-64 are now under way.

The HSS-2 will replace the HO4S-3, an earlier Sikorsky type that for the past seven years has been operated by

the anti-submarine Helicopter Squadron 50 from the aircraft carrier and the naval air station *Shearwater*.

Due to the long production time required for some of their weapons systems, the first three aircraft will not be fully equipped until 1964. Until then, these helicopters will be used primarily for crew training. Later, Helicopter Squadron 50 will be re-armed with six HSS-2s.

Selection of the new helicopter was made after thorough study of all available types.

The twin-engine turbine-powered HSS-2 will be the first RCN helicopter designed and equipped to conduct all-weather, night and day anti-submarine search and attack missions. Earlier types lacked the all-weather and night-flying capability.

Significant also is the fact that the hull-shaped fuselage provides an emergency water landing capability and that automatic folding of the rotor blades and tail section simplifies on-board stowage.



The HSS-2 will be equipped with the most modern helicopter navigation, detection and weapon systems including "dunking sonar" and homing torpedoes. These will give the HSS-2 the capability of locating, tracking and attacking any submarine.

Each helicopter will have a crew of four, two pilots and two sonar operators. Normal operational weight will be approximately 17,000 pounds.

As the new helicopters come into service a progressive program of fitting RCN ships with helicopter handling facilities will be well under way. Two Mackenzie class destroyer escorts, the

Annapolis and *Nipigon*, now under construction, are being equipped with helicopter platforms. The seven St. Laurent class destroyer escorts will undergo a conversion, part of which involves the fitting of helicopter facilities. Work on the first two, the *Assiniboine* and *St. Laurent* has commenced.

The decision to equip destroyer escorts with helicopters follows extensive trials carried out by the RCN to determine the feasibility of operating helicopters from escort vessels and to assess the capability of the helicopter in the anti-submarine role. Temporary platforms were fitted, first in the fri-

gate Buckingham, then in the destroyer escort *Ottawa*, and from these ships helicopters were thoroughly tested under various sea conditions and in exercises with submarines.

The addition of the helicopter to its weapons systems will have the effect of greatly increasing a destroyer escort's radius of search, detection and attack. Of particular benefit will be the ability it will give a ship to deliver a long-range attack on a target that is beyond the reach of shipborne weapons.

The plan to place helicopters in ships will result in a major improvement in the anti-submarine capability of the RCN.

Some Thoughts on Trafalgar Day

Editorial in

THE DAILY PACKET AND TIMES

ORILLIA, ONTARIO

WHO RULES the sea, rules the world.

This maxim, which has been reiterated and proven time and again through all the years of recorded history, is as true today as it ever was, with the added proviso of "and the air above the sea". Yet it is one of the supreme ironies of our time that the English-speaking people of the world who owe their survival, their power, and their prestige almost entirely to their control of the sea at crucial periods of their history neither acknowledge nor comprehend their utter dependence upon this great principle of world power. Hidden behind the mass of legend and illusion, of foolish pomp and cherished tradition which passes for our history, lies the hard backbone of seapower; the unseen, uncomprehended member upon which the whole fabric of our civilization is built.

To this very day, most Englishmen believe that their nation owes its survival in World War Two to the "Famous Few" who defeated the German Luftwaffe in the Battle of Britain, or to the ringing victories of Montgomery, Alexander or Eisenhower. They believe that it was Wellington who saved the world from tyranny when he defeated Napoleon at Waterloo, and that North America was won from the French by Wolfe on the Plains of Abraham.

Yet in each instance, it was command of the sea which ALONE was the vital ingredient; control of the sea made victory inevitable and defeat impossible. It was control of the sea which allowed the Allies to concentrate troops and supplies at any point they chose, which gave them the initiative to choose the time and place of attack at the same time that it denied the Axis any extension beyond the limits of Fortress Europe. It was seapower which made it possible for Wellington's tiny British army to bedevil the hordes of Bonaparte in Spain, Portugal, and finally in France itself; seapower which could land or embark an army at any chosen point, and sustain

it with supplies and carried freely from around half the world. It was British seapower which isolated America from the French, which brought across and maintained an army to capture it, and ensured its retention by destroying the French fleet on which alone could have reversed the decision. French Canada would have fallen if Wolfe had never lived, just as Napoleon's dreams of world dominion were irrevocably doomed at Trafalgar, nine years before the necessary anti-climax at Waterloo.

Of all the seamen who ever lived, none had so clear an understanding of the strategic potential of seapower, nor a more inspired grasp of the tactical principles involved, than Vice-Admiral Horatio Nelson who won, and died, at Trafalgar 157 years ago. Yet it is a curious fact that the nation, and the service which so revered his memory promptly forgot his teachings, so that, in every major conflict since, both nation and navy have been made to suffer grievously for their neglect. It was a Nelsonian maxim that in war, one should bend every possible resource to either fight or flee; nothing should ever be attempted with half a heart. Yet at Gallipoli the loss of a few obsolete ships, of no possible value elsewhere, was enough to deter a faint-hearted Admiral from an operation which could have shortened the war and saved millions of lives. Had but a Nelson been there!

At Jutland, rather than risk the uncertainties of a night action, a British admiral allowed the main German force to steam home unscathed through the wake of the Grand Fleet; but had a Nelson been there!

As in the past, so today and in "space age" future. Nuclear rockets, valuable as a deterrent in time of peace, are but suicidal "last ditch" weapons in time of war. The basic principle remains the same; he who controls the sea, and the skies above it, controls the destinies of the world. On this, the 157th anniversary of Trafalgar, the West should recognize this principle anew; already the control of the seas is passing from us. If we lose the seas and the air, we lose all.

OFFICERS AND MEN

University Training For Eight Sailors

Eight young men who joined the Royal Canadian Navy as seamen have been promoted to officer cadets and are attending the University of British Columbia under the Navy's College Training Plan.

They are: PO Michael George Chorney, Ldg. Sea. John James Delarge, Ldg. Sea. Donald Robert Franklin, Ord. Sea. Colin Isham, AB John Gordon Foot, Ord. Sea. William Leyland Ross, AB Robert James Savage, and AB Jacob J. Contant.

The qualifications for CTP are similar to those of the Regular Officer Training Plan but apply specifically to navy men who have been selected as officer candidates. While attending university, for which all expenses are paid, the CTP cadets receive the same professional training as their ROTP counterparts.

Following graduation, and having received their degree, the cadets will be commissioned as sub-lieutenants.

33 Apprentices Complete Course

November 9 was graduation day for 33 technical apprentices of the Naval Technical School at *Naden*.

Averaging 22 years of age, the young men completed a thorough 39-month course and are qualified tradesmen in their chosen profession. They graduated with the rank of petty officer, second class.

Weddings

Lieutenant Glen Harry Brown, *Shearwater*, to Myrna Isobel Everett, of Halifax.

Sub-Lieutenant Larry G. Lott, *Shearwater*, to Linda Pauline Lithgrow, of Leamington, Ont.

Sub-Lieutenant Paul H. Newcombe, *Skeena*, to Joyce Margaret Rogers, of Victoria.

Leading Seaman Albert Ottway, *Churchill*, to Gwen Wells, of Churchill, Man.

Sub-Lieutenant (MN) Janet L. Shears, *Stadacona*, to Lieutenant J. M. Slaughter, HMS *Astute*.

Sub-Lieutenant Robert D. Stewart, *Stadacona*, to Ann Marie Davies, of Esquimalt.

Births

To Sub-Lieutenant J. W. Alexander, *Jonquiere*, and Mrs. Alexander, a daughter.



Personnel from HMCS *Cornwallis* are frequently asked to search the wooded areas near the training base for missing hunters and anglers. This involves land "navigation", which ordinarily isn't part of the Navy's curriculum. Search and rescue experts of the RCAF from 103 Squadron, Greenwood, passed on some of their lore in a course attended by a dozen officers and men from *Cornwallis*. Map reading is explained here by Corporal D. Stanger to (left to right) AB B. R. Oster, Lt.-Cdr. W. C. Wilson PO G. A. Friis, CPO F. S. Meyers and Lt. A. B. Posthuma. (GD-10103)

Lt.-Cdr. Jim Boyd, in charge of the apprentice training program, reported the graduating class included 22 engineering technicians and 11 hull technicians. It was the largest single class to graduate to date from the school. They started their training in July 1959, immediately after a 15-week basic naval training course at *Cornwallis*.

Graduation ceremonies were held during ceremonial divisions on the parade ground of *Naden*, with certificates and special awards presented by Commodore J. A. Charles, Commodore RCN barracks and commanding officer of *Naden*.

Special awards were made to three naval apprentices who distinguished themselves throughout the lengthy training program. To PO Raymond P. Bergen went the special award of being judged the best all-round apprentice in the graduating class.

PO Robert R. Boswell received an award for best marks among the engineering technicians. The equivalent award for highest marks among the hull technicians went to PO William J. Fisher.

On graduation, most of the young engineers and hull technicians go directly to ships of the fleet. Approximately 16 of them were taking a naval clearance diving course with the Operational Diving Unit of the RCN's Pacific Command before joining their ships.

Sailors Attend Land Search Course

A dozen officers and men from *Cornwallis* attended a land search course sponsored by the 103 Rescue Squadron of RCAF Greenwood between October 22 and 26.

In the past, *Cornwallis* has often been called upon to conduct searches for lost hunters and fishermen in the area. As naval personnel are often not in their best element when conducting searches on land, it was decided that more formal training was necessary. The Rescue Squadron in Greenwood, which is involved in searches of this type all over the Maritimes, was eager and able to provide the necessary instruction.

After a brief, one-day classroom discussion on map work and wood lore, the hardy sailors were sent out into the woods under the supervision of Sgt. W. Armstrong, of 103 Squadron, to learn how to conduct actual searches.

Various types of searches were experimented with and many tired bones were felt at the end of the day after tramping through the woods searching for "lost" victims. Lt.-Cdr. W. C. Wilson, First Lieutenant-Commander at Cornwallis and a member of the team, expressed the Navy's gratitude to Greenwood for providing informative training for Cornwallis personnel.

It is hoped that from time to time future courses of this nature will be held so that there will be always a nucleus of trained personnel in Cornwallis to provide confident search teams. As far as it is known, this is the first course of this type in which naval personnel have participated.

Safety Proposal Brings Award

A suggestion by Clifford John Baier, of Victoria, has earned him a cash award from the Suggestion Award Board of the Public Service of Canada and a congratulatory letter from the Chief of Naval Personnel.

Mr. Baier's suggestion concerned modifications to electrical equipment thereby increasing the safety factor to personnel. His idea has since been adopted for use in the RCN.

Mr. Baier joined the Civil Service in 1959 and is employed in the fire control shop of the Naval Armament Depot at Esquimalt.

Guinea Pig Duty For Servicemen

Six soldiers from the Army's Central Command, Oakville, Ontario, have been accepted as the first of three groups of volunteer human experimental subjects at the Defence Research Medical Laboratories, Downsview, Ontario, to undertake environmental research studies.

The purpose of the experimentation is to find out the factors that affect men and women in the performance of their duties in the RCN, Army and RCAF, in peace and war.

With this information the Armed Forces can make plans and design systems to ensure the most effective use of human capabilities and to compensate for human weaknesses.

Chemicals, test tubes, electronic instruments, mechanical apparatus and experimental animals provide only

some of the answers to human problems. Human experimental subjects are therefore required.

Three of the six soldiers will be replaced after three weeks; the remainder will be relieved after six weeks. The RCAF will provide volunteers for a further period of six weeks while the RCN is slated for a final period.

Questions for which answers are required include: What effect has clothing on a man's ability to solve problems in the heat? What causes the feeling of dizziness when a person is rotated? What conditions affect one's ability to see a very fine line?

Additional questions are: Does the amount of meat in the diet before exposure to heat or cold affect a man's reaction during a subsequent exposure? Does noise increase or decrease the

ability for mental concentration? How do we learn? What factors influence memory? How should the knob, scales, tables, writing surfaces and viewing screens in a cockpit, control panel or command position be placed to minimize the chances of mistake by the human operator? What conditions affect the maintenance of alertness by a man performing a vital but inherently monotonous job?

The duties of some of the volunteer subjects will be light. However, other subjects, as determined by the nature of the experiment, may be on duty 24 hours a day for several days or weeks.

The Institute of Aviation Medicine, Toronto, will medically supervise all volunteer subjects participating in the test program.

HOPE FOR YOUNG CHUL

THE FUTURE of Kwak Yung Chul, 12-year-old Korean boy, has a bright, new outlook thanks to the crew of the frigate *Cap de la Madeleine*.

The sailors recently became joint foster parents to Yung Chul through the international Foster Parents' Plan. The adoption came at an opportune moment because it had just been learned that a previous foster parent was no longer able to help.

The *Cap de la Madeleine* is a unit of the Ninth Canadian Escort Squadron based at Halifax.

Before the Korean war, the boys' parents lived in North Korea, where the father was a merchant. At the outbreak of war, Yung Chul, then six months, and his two-year-old brother, were taken south by their parents, who joined thousands of fleeing refugees.

Yung Chul's sister had reached school age when the father suddenly died leaving the mother destitute, with three children to support. Her strength was taxed to the utmost washing and doing odd jobs for the neighbours, but it was a losing battle and the family was actually starving when they found help at a nearby feeding station.

The plight of the family came to the attention of Foster Parents' Plan and aid was extended through the adoption of Yung Chul.

Through regular contributions from the ship's company of *Cap de la Madeleine*, Yung Chul is able to continue his education, receive medical care, parcels of clothing and food, and a cash grant of eight dollars a month. Of equal im-



KWAK YUNG CHUL

portance is the friendship, encouragement and warm interest on the part of his new Canadian friends.

Yung Chul has shown great improvement since receiving help. He is better nourished and dressed, and is certainly happier and more hopeful of his future. Having had to drop out of school when in the second grade, he is now in fourth grade, studying hard and doing well. He is active, sociable and very popular with his schoolmates.

When asked what he would like to do after growing up he replied that he just wanted to be able to continue his studies and "be a fine person".



VF 870 pilots approach their aircraft August 3 to make the final operational flight of the squadron before its disbandment. (DNS-29436)

BANSHEE FAREWELL

"VF 870 has been disbanded as of 30 Sep 62".

SO STATED the message that marked the end of an important era in the Royal Canadian Navy, for it meant "finis" to the naval fighter.

VF 870 (V for heavier than air, F for fighter squadron) operated twin-jet, all-weather Banshees for a six-year span. The United States-built aircraft were the last of a notable line of fighters in the brief 17 years that naval aviation as a whole has existed in Canada.

The first fighters to serve the RCN on the birth of its naval air arm in 1945 were the British-built Seafire and the Fairey Firefly.

The Seafire was a tail-hook version of the famous Spitfire. Its shortcomings for carrier-borne operations were its very short range and endurance and weak undercarriage, which was not for some years modified to take the heavy vertical and side loads of carrier landings. The Seafire was in service in the RCN until mid-1948.

The Firefly, designed originally as a two-seat fighter reconnaissance plane was a sturdy aircraft with a strong airframe and so was modified to fill

many roles. In the attack role, with four 20mm cannon and an ever-increasing bomb load, it proved very useful. But in the RCN it was employed gainfully as an anti-submarine aircraft, modified to carry rockets and depth charges and underwater listening equipment. It continued in RCN service until 1950.

The direct successor in the RCN to the Seafire was the Sea Fury, which entered service in 1947. Acknowledged as the world's fastest piston driven fighter, this British aircraft continued in service until 1956.

Then the Navy decided to enter the jet age.

About 17 years ago the United States Navy awarded a contract to the McDonnell Aircraft Corporation to design, construct and test what was later known as the XF2H-1. That plane was later recorded in U.S. naval aviation as the F2H Banshee jet.

A later version, the F2H-3, joined the Royal Canadian Navy late in 1956. It was among the most dependable single-seat, all-weather fighter aircraft in squadron service anywhere in the world and was well capable of carrying out the air defence task assigned to it on the broad ocean.

The Banshee was a large aircraft, weighing in at about 13½ tons fully loaded and fuelled for take-off. It had a top speed of about 600 mph, a range of 2,250 miles when equipped with tip tanks, a ceiling of 45,000 feet and was armed with four 20mm cannons, rockets, bombs and, latterly, the famous Sidewinder guided missile. It was also equipped with an ejection seat, an automatic pilot and had an all-weather radar fire control system.

FEW PEOPLE knew it, but the Maritimes had one of the best air defended sectors in Canada, thanks to the Navy's Banshee jet fighter, the Sidewinder guided missile it carried, and sophisticated naval ground control techniques which all combined to create a very high intercept factor.

First and foremost, the Navy jets were charged with defence of the fleet. However, there were many times when they were made available for the North American Air Defence system. On the East Coast, the Banshee in fact formed for a long time the only air-to-air missile squadron in Canada. They proved themselves in NORAD exercises, whose post mortems attributed to them high "kill" potential.

The Sidewinder missile was married in 1958 to the Banshee. Named after a desert rattlesnake, it did much to increase the capability of the aircraft. This gave a rather old fighter new life. The missile is guided by an infra-red or heat-seeking device and, after release from the launching aircraft, rushes relentlessly to the hot tailpipe of a jet or the engine exhaust of a propellor driven target. Comparatively simple in design, it weighs 155 pounds, is nine feet in length and is supersonic in speed. With few moving parts, it required little special technical training for assembly and maintenance.

For firing the Sidewinder, the pilot did not take precise aim as he had to when firing cannons or rockets. He merely assessed when the missile had electronically selected and "locked on". A target signal told him when the Sidewinder had detected the heat source it was to attack. The missile, developed from a five-inch, air-to-ground rocket, is capable of destroying any aircraft. The Banshee carried two of them, attached to launching pylons fixed to the underside of each wing.

VF 870 had 12 fully operational Banshees and four T-33 Silver Star jets for training. The Banshee's normal armament was two Sidewinders and four 20mm cannon. Without modification it could carry 16 rockets or six 500-pound bombs, or a combination of all!

Banshees played an important role in Army co-operation. Every year the Navy's fighter pilots trained with the Army in this role at the Canadian Joint Air Training Centre, at Rivers, Manitoba, and at Camp Gagetown, New Brunswick. This Army co-operation involved naval predecessors to the Banshee, the Sea Fury and, earlier, the Seafire. The squadron also trained at Naval Air Stations Key West, and Cecil Field, Florida, and Royal Naval Air Stations Yeovilton, Sydenham and Belfast, overseas with the RCAF, particularly in NORAD exercises.

Guiding the Banshee to an area where its own radar could make a target interception is a carrier control system, which was an important aspect of the attack potential of the aircraft. The *Bonaventure* has such an organization, similar to a land-based control intercept station.

When embarked in the *Bonaventure*, the Sidewinder-armed Banshee provided fighter defence for the fleet and protection against observation and attack by reconnaissance aircraft operating with submarines. When operating

from the RCN Air Station, the jets still were responsible for defence of the fleet, in its home base of Halifax and adjacent waters. In doing this task, the Navy fighters and their guided missiles also provided aerial defence for the Canadian eastern seaboard.

Naval jet fighters, armed with the Sidewinder soon came to the peak of their effectiveness. Thus, the RCN achieved its objective: to perfect a versatile fighter arm.

THE SQUADRON which flew these fighter aircraft, VF 870, had its roots in the Royal Navy. The ancestor was 803 Squadron which, by 1945, had become an all-Canadian squadron in the RN Fleet Air Arm. It was transferred en masse to the Royal Canadian Navy late in 1945 to join the newly-established naval aviation branch of the RCN. In 1951, in a reshuffle of squadron designations, 803 became VF 870.

In 1959 the old VF-871 and VF-870 amalgamated to form the now retiring VF-870. The squadron built for itself an impressive record, which the Navy will remember with pride. The last commanding officer was Lt.-Cdr. K. S. Nicolson, known throughout the Navy as "Big Nick".

The first major public appearance of the Navy jets outside of the Maritimes was in 1956 when four of them flew to the Canadian International Air Show in Toronto and made for the Navy a particularly favourable impression on the many thousands watching performances of the various entries. And there were other shows at Halifax; Flin Flon, Rivers and Winnipeg, all in Manitoba; Quebec City; Miami, Florida; plus various centres along the eastern seaboard. For the 1959 *Shearwater* Air Show and Open House, they

commanded the attention of 18,500 visitors with a team of six crack aerobatic pilots who called themselves "The Grey Ghosts".

Their last show was a farewell flypast on August 3, 1962, over Halifax and Dartmouth in conjunction with ceremonial divisions at the RCN Air Station. They wheeled through the sky in tight formations, then broke off to land one by one, the last time VF 870 flew operationally in the RCN.

Rear-Admiral K. L. Dyer, Flag Officer Atlantic Coast, sent this message as the last aircraft landed on:

"On behalf of the Atlantic Command I thank you for your farewell flypast salute. I would like you to know how much we have all admired the high morale of your squadron which has resulted in maintaining your efficiency until the last day of operational flying. I will personally thank your officers and men on their return from leave."

Admiral Dyer fulfilled his promise on September 6, in the course of his annual inspection of *Shearwater*. The Flag Officer spoke of the sadness accompanying any paying off, conveyed the personal appreciation of the Chief of the Naval Staff, and noted his own associations with naval fighter squadrons in HMCS *Warrior*, Canada's first aircraft carrier, and in her successor, the *Magnificent*, which he commanded for part of her Canadian commission.

THE BANSHEE program was not without its problems. In June 1957 all of the fighters were grounded while an investigation was conducted on reasons for two fatal crashes in the previous month. The trouble, metal fatigue in a wing folding part, was quickly discovered and modifications were made that enabled the fighters



quickly to resume their operational and training commitments.

That the squadron soon reached a high level of excellence was proven in 1959. The Wilkinson Trophy, which goes to the squadron making the most contributions to the efficiency and effectiveness of naval aviation in the RCN, was won for that year by VF 870. The trophy was donated several years before by Lt.-Cdr. L. D. Wilkinson, RNVR (Ret), who commanded the first RCN fighter squadron, 803, formed at the close of the Second World War.

In 1961, the handwriting on the wall became evident as the first Banshee to retire from service, Serial Number 12644, reached her allotted life span. Her last flip was made on July 20 of that year and then she was scrapped. Other Banshees from the outset had been written off for one reason or another, but "old 44" was the first to retire of old age.

With airframes fast approaching the limit of service, the fate of the Banshees was inevitable. No satisfactory replacement which could operate from the aircraft carrier *Bonaventure* was to be found. It was decided to pay off the squadron at the end of 1962, thus terminating a noteworthy contribution to Canadian naval aviation. But, in the face of nation-wide economy, the end of the Banshees was accelerated. They flew operationally for the last time on August 3. Leave period and dismantling followed and finally the terse but melancholy message went out "VF 870 has been disbanded as of 30 Sep 62."

But they were not forgotten:

"It is with a sense of real loss that we of the Canadian Joint Air Training Centre Rivers bid a final farewell to fighter squadron 870.

"The paying off of the squadron brings to a close an era of close joint professional and personal association spanning some 15 years during which this station has bid farewell to 803 and 883 squadrons and their Seafires, 18 and 19 Carrier Air Groups and their Sea Furies and VF 871 with its Banshees. Each of these groups and squadrons, however, was succeeded by a unit either re-organized or re-equipped to meet changing times. Unfortunately it has become VF 870's unhappy lot to write finis to a long line of able and capable fighter squadrons, aircraft, pilots and men.

"The Canadian Joint Air Training Centre joins all in saluting you, Fighter Squadron 870 and all those you represent."



The last operational fly past of the Navy's Banshee all weather interceptor from VF 870 Squadron was held at HMCS Shearwater August 3. The participating pilots were, left to right: Lt. H. C. Fischer, Lt. F. C. Willis, Lt.-Cdr. J. K. Dawson, Lt. G. E. Edwards, Lt. C. S. Forsythe, Lt. M. J. Roberts, Lt. William Park and Lt. W. J. Fuoco. (DNS-29437)

The VF 870 Rivers deployment for five weeks early last summer had an interesting statistical summary. The jets flew 433.9 hours in 506 sorties and used more than 235,000 gallons of aviation fuel. They fired 10,000 rounds of 22mm ammunition, 390 three-inch rockets, 702 five-inch rockets, dropped 912 11½-pound bombs, 30 500-lb. bombs and dropped a total of 63,738 lbs. of high explosives. The squadron rectified 720 unserviceabilities, maintained an average serviceability of 70.5 per cent and did ten minor inspections at Rivers. The pilots spotted for 450 rounds of 105mm artillery fire. In the face of such a list, the final figure is the most staggering: 16,200 holes of golf!

The squadron last spring received a letter of commendation from the United States Navy concerning their five-week deployment at NAS Cecil Field, Florida, which began early in February 1962. It was forwarded to the commanding officer with a covering letter from the Chief of Naval Operations, who added his personal best wishes and the traditional U.S. Navy "Well done".

The letter of commendation, from the commanding officer of Cecil Field, reads as follows:

"Due to the large number of aircraft based at the Naval Air Station, Cecil Field, safe and orderly flow of high speed traffic depends entirely upon the

pilot's knowledge and compliance with course rules and instructions.

"While deployed at Cecil Field, VF 870 pilots consistently demonstrated superior airmanship by their knowledge and conformance to local rules, adherence to air traffic instructions and by practising excellent radio discipline. The professional attitude and technique displayed by your pilots reflect credit upon your squadron and the Royal Canadian Navy.

"It is with great pleasure I extend to you and your squadron my personal commendation for the attitude and professional skill displayed during your tour at Cecil Field. It has been a distinct pleasure to have such an outstanding squadron aboard. (Signed) T. W. Hopkins."

The Canadian squadron flew 641.1 hours and carried out a total of 854 successful intercepts during that particular deployment.

RAF STATION Beaverbank had a farewell mess dinner for the 870 pilots on September 13. Wing Cdr. E. R. Heggveit, then commanding officer of the station, was absent on duty at Air Defence Command but sent a letter which read in part:

"Looking back on the past three years and my association with VF 870, I can-

not help but be impressed with the unique contribution which they made, not only to the air defence of the eastern portion of the Pinetree chain of this continent, but also the very direct way in which they contributed to the high standard of control that was possible in our control staffs. Indeed there are many periods in which Nick and his boys of 870 Squadron provided us with an air defence capability that was not available within NORAD resources. Already you know how sorely we have missed them since their absence in performing other roles at Rivers, Manitoba and Gagetown, New Brunswick.

"I know that Nick and his fine officers will gather no small measure of pride in knowing how tangibly they contributed to the defence of this continent, and how splendidly they made interservice operations such a rewarding and pleasant process.

"My deep regret at the disbandment of 870 Squadron, and intense personal regret at being unable to be on hand on this occasion, is tempered by the

knowledge that this Squadron served its country in a manner that left nothing to be desired.

"Please tell Nick and all his boys Happy Landings from us."

From Group Captain A. U. Houle, Sector Commander, Fredericton NORAD Sector. Personal to Lt.-Cdr. Nicolson and the officers and men of his fighting 870 Squadron RCN:

"Your team made a marked contribution to the defence posture of this sector. Your re-assignment to other duties breaks an operational and a social link which was firmly forged by respect and friendship. All personnel from the sector join me in thanking you for your efforts on our behalf and wish you rapid promotion and success with your new tasks... The partnership shown by Station Beaverbank and the 870 is an excellent example of interservice liaison. May you enjoy this evening to the fullest."

From the Acting Commander of the Northern NORAD Region:

"The disbandment of 870 Sqdn is a somber occasion for the Northern Norad

Region and also I am sure for the Royal Canadian Navy. The contribution of the Squadron to the Air Defence activities of the Region has been outstanding and cannot go unnoticed at your farewell ceremonies. The willingness of the squadron personnel to provide as many aircraft as possible and to stand at readiness and to fly long missions regardless of the weather has earned the squadron a reputation of operational integrity second to none. On behalf of the Northern Norad Region I would like to extend our sincere appreciation for a job well done and wish all squadron personnel good luck for the future. Air Commodore P. A. Gilchrist."

The wake was not done yet. A bang-up fighter pilots' re-union was held at Shearwater and attracted a galaxy of present and former pilots from various naval air squadrons and those "fish-heading" in the fleet. Those pilots in ships elsewhere contrived their own re-unions, particularly in the case of the Third Escort Squadron visiting at St. John's, Nfld., which boasted a preponderance of ex-pilots in its hierarchy.



VF 870 personnel pose for a portrait on September 6, the day Rear-Admiral K. L. Dyer bade the squadron his personal farewell before its disbandment. (DNS-29588)



Gone Are the Days

IN THE GOOD old days when there were no modern distractions such as TV or SRE, when a radio was a treasured possession, usually of one particular mess, ingenious were the ways in which sailors amused themselves and passed the time at sea during their off-duty hours.

Activities ran the gamut from rug-making to muck-raking, from planned raids on other messes to relieve them, if we could, of various eating utensils which were always in short supply, to group discussions on the collective idiosyncrasies of the officers, including their real and imagined backgrounds, together with their forebears and progeny. How the hearts of the latter-day Bureau of Current Affairs organizers would have warmed to the spirited dissertations which took place on such occasions!

Of course, there were always the wily entrepreneurs ready with schemes, some nefarious, designed to separate the naive from their hard-earned, meagre pay. Included were those who, for a fee, would "point and graft" your hammock clews (always the bane of ordinary schemers (I beg your pardon—seamen) or some, more wily than the rest, who would reap a harvest merely because they were the sole owners of the only pressing iron or toaster—surely the forerunner of the modern day renters of "do-it-yourself" equipment.

In passing we should not forget those honest toilers in the vineyards who, during the dog-watches, conducted their "dhobey firms" and gave a reasonably fair service for a fair reward. Most such enterprises were fairly dependable except for a certainty you couldn't ever get any dhobeying undertaken until approximately four to five days after pay day, which was also settling-up day, and their funds were again at the usual "dry" level.

We must not forget the specialists of this trade—the "hammock scrubbers". These, despite the vagaries of fate, poor seamanship, and the Captain's Night Order Book, attempted to give a reasonably honest service for a reasonable fee. The uncertainties in this profession can invariably be attributed to the bleaching process which, for obvious reasons, was always carried out under cover of night. Briefly, this process consisted of towing bundles of well-scrubbed ham-

mocks astern at the end of a heaving line, thus introducing the element of suspense, an inevitable accompaniment of entrusting your hammock to the blithe care of one of these firms. A poorly selected line, or one improperly secured at either end, unscheduled or unknown (to the profession) changes in course, speed or manœuvring and you would in all probability be sans hammock, a condition not too worrying to the firm, as the clientele always entered into these transactions under the "caveat emptor" principle.

Dog-watch pastimes also included the usual card games such as crib, euchre, solo-whist, bridge (for the sophisti-

The Author

Nearly 33 years ago, a blacksmith's apprentice in Olds, Alberta, decided he would rather shoo flies on the messdeck than horses on the prairies. Thus it came about that Lt.-Cdr. Harry Shergold can recall many of the traditions, practices and pranks of the navy over a period of nearly 10 years before the Second World War. Some of the old hobbies of the sea, widely practised in those days, have given away to painting by numbers, assembling plastic model kits and listening endlessly to rock and roll. Lt.-Cdr. Shergold here casts a moist eye back to the days when sailors were less sophisticated (or less well-heeled) and more ingenious.

cates) and, naturally, poker; but of course, no gambling ("We were only playing for the matches, Sir!"). Oft-times, too, cubes of African ivory could be heard skittering across the top of the capstan cover, in the upper mess-deck. This was indeed a difficult past-time, played with one eye on the die, the other on the messdeck door, on the *qui vive* for the unexpected visit of the omnipotent Petty Officer of the Watch.

The games which gave rise to the most fun and hilarity to both devotees and kibitzers alike were the nautical variations of common parlour games; among them "The Priest of Paris", "Jack's Kit", "uckers" and many others

whose names are lost to me. "Uckers", in many varied forms, continues as a favourite but the others have long since departed the Naval scene.

The most favoured game in our time was "The Priest of Paris". This was long known in the Navy as "The Priest of the Parish", but in time its name was shortened. The game could be played by any number of persons and consisted of the following characters: "The Priest of Paris", "My Man John" and several assorted bodies who, when the game was played in the more polite strata of society, were known as "Caps": White Cap, Red Cap, Blue Cap etc.. However, when played on the mess deck, the "caps" were usually known as "Dogsbody", "Melonhead", "Dog's Head", "Banana Face", "No-Nose" and other like descriptions. More often than not the descriptive names which members played under featured derogatory and ribald adjectives; which if taken out of context would be downright vulgar. This was not entirely unintentional, the ploy being that the more outrageous and grotesque the name, the more chance that somebody would laugh or grin during the game when called upon to utter it. Laughing and grinning was what you had not to do.

Only one piece of equipment was needed to play the game, that being a stonicky or starter, which could be a rope's end, a belt, or a knotted silk, in which some of the more "playful" members would surreptitiously attempt to secret foreign bodies, so that the punishment would be the more painful.

To be a successful participant you had to be endowed with a good imagination to pick yourself a good name, a good memory to absorb and retain the ritual and dialogue, a quick wit and a calloused hand.

The Priest of Paris was the senior member, the arbiter of rules and awarder of punishment; My Man John was his "crusher" cum first-lieutenant, and the keeper of the stonicky. It was his duty to put caps in and out of Court when they had been "watched". On occasions when Man John himself erred, the Priest would be responsible for putting him in and out of office. Likewise, Man John would place the Priest in and out of office if he erred. Only the more experienced and polished performers held the office of Priest or Man John.

Imagine, if you can, a group of eight or ten eager-eyed, rosy-cheeked young sailors squatting in a circle, arms folded (and having to remain folded). The game and the dialogue would go something like this:

Priest: The Priest of Paris has lost his hat,
Some say this and some say that.

I say, Red Cap!

Red Cap: Who? Me, Sir?

Priest: Yes, you, Sir!

Red Cap: You lie, Sir!

Priest: Who then, Sir?

Red Cap: Blue Cap!

Blue Cap: Who? Me, Sir?

Red Cap: Yes, you, Sir!

Blue Cap: You lie, Sir!

Red Cap: Who then, Sir?

Blue Cap: Black Cap!

And so it would go on. During these interchanges each would be watching the others to ensure there were no overt acts such as the movement of the arms, scratching, grinning, laughing or mistakes in the dialogue.

If, for instance, White Cap observed Green Cap furtively scratching himself

he would immediately say: "Watch Green Cap", and the dialogue would go thus:

Man John: Out of Court! Green Cap!

Priest: (Holding the stonicky aloft) Who demands this most valuable piece of money?

White Cap: I, White Cap, demand that most valuable piece of money, likewise Green Cap! He, being a very good flipper to the front, did foul up this most noble and devout ceremony by scratching himself!

Priest: A most horrible crime, Green Cap! Thus, I punish you Three around! (Whereupon Green Cap is subjected to three blows on the hand from each player, commencing with Man John and finishing with the Priest).

On completion Man John proclaims: "Back in Court, Green Cap!" and the game goes on.

Once a charge has been made you are guilty, no defence is allowed excepting where an alert member may know you are being framed, whereupon, once the "Cap" is giving evidence of your alleged offence, has finished, he can be "watched" and then charged with lying, for which the penalty is usually 10 all round.

Some of the basic rules to remember:

Caps are "Flippers to the Front" and are always put out of and into "Court".

"Priests of Paris" and "Man John" are men in office and are always put out of and into "Office".

Common offences are: scratching, grinning and showing of teeth, unfolding arms, mistakes in dialogue, forgetting to put players in or out of "Court" or "Office".

Well! that's the game, also the end of this reminiscence. Childish pastimes, some will say, but then, who can gainsay that at some time or other all men are not children at heart!—H.S.



Three hundred and fifty years of naval service are represented in this photograph of the Limited Duty Officers' Qualifying Course No. 5 at the RCN Preparatory School in Naden. First to use this title from the outset, the course commenced September 10, a month or more earlier than had been usual in the past. This enabled the families who accompanied the candidates to settle-in during the mild and sunny autumn weather, and to arrive before the start of the school year. Included in the 27 members representing nearly all branches of the RCN, are two wrens, Wren A. B. Knight (on right) and Wren PO D. M. Stretton. The course is under the direction of Lt.-Cdr. D. J. Williams, the course officer. (E-68778)

AFLOAT AND ASHORE

ATLANTIC COMMAND

HMCS *St. Croix*

On October 4 HMCS *St. Croix* celebrated her fourth anniversary since commissioning in 1958. To commemorate the occasion a large cake was baked and a cake-cutting ceremony was held during the noon meal in the ship's cafeteria.

Six members of the ship's company who have been on board since the ship first commissioned were guests of honour, and the commanding officer, Cdr. D. C. Rutherford, did the honours of cutting the cake.

Since commissioning in 1958, the *St. Croix* has had an enviable record of service, steaming 118,000 miles and spending a total of 508 days at sea.

Ninth Canadian Escort Squadron

"Iceberg," called the lookout. "Bear- ing green two zero."

The sharp-eyed UNTD cadet on look- out duty aboard HMCS *Lauzon*, one of five Royal Canadian Navy frigates of the Ninth Canadian Escort Squadron, had earned the captain's plaque for being the first on board to sight an ice- berg during the northward voyage to Hudson Bay.

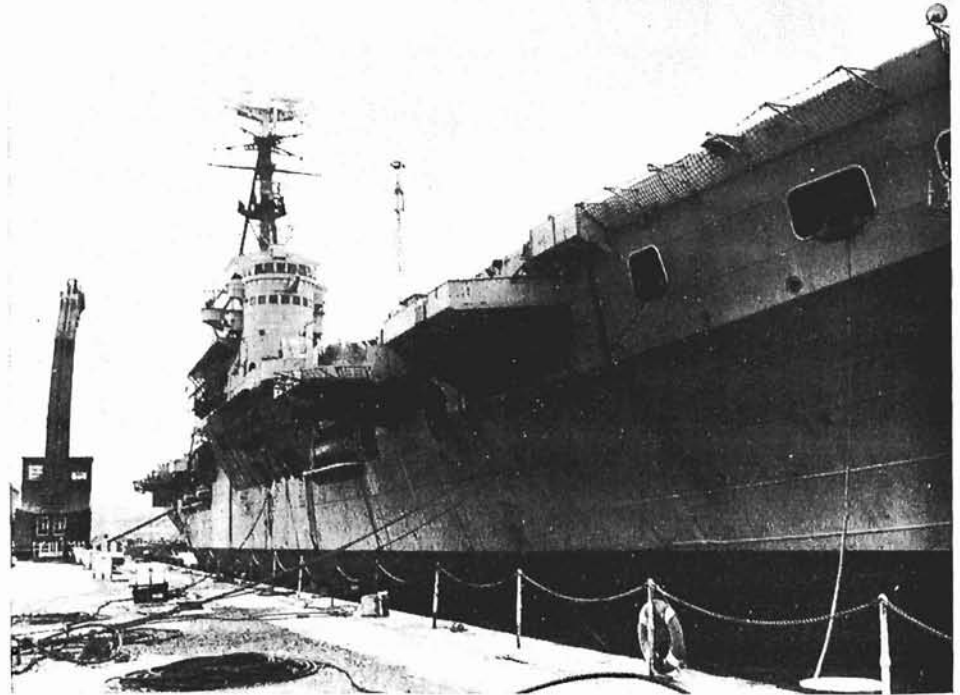
Following the initial sighting, which came two days after leaving St. John's Newfoundland, other icebergs came into view with increasing frequency. The stately procession was heading south on its annual mission to menace the western approaches to the North At- lantic shipping lanes.

It was the first time most of the 100 University Naval Training Division offi- cer cadets embarked with the squadron had seen an iceberg. When a particu- larly large one was sighted at a range of 10 miles, Cdr. K. E. Grant, squad- ron commander, ordered an alteration towards and closed up the four-inch gun crews for some spectacular target practice.

The berg absorbed about 12 hits with high explosive shells which somewhat altered the profile of the towering bulk, estimated to be 150 feet high. The *Cap de la Madeleine* led with her sharp- shooting. First to open fire at extreme



Cdr. D. C. Rutherford, captain of the *St. Croix*, cuts a cake celebrating the fourth anniversary of the ship. Looking on are PO H. E. Brewster, who baked the cake, and six members of the ship's company who have been on board since her commissioning in 1958. Left to right are Petty Officers John D. Race, T. S. Tunis, G. E. Durst, W. Bennett Emery, C. L. Downey and, extreme right, CPO R. L. Morse. (HS-70101)



Officer cadets from le College Militaire Royal de St-Jean, during their summer cruise to Britain in the frigate *Outremont*, saw a bit of Canadian naval history. This was the old "Maggie", for nine years the pride of the RCN, at a Devonport jetty. Her boilers cold and her messdecks silent. The *Magnificent* is earmarked for disposal. (HS-69409)

Besides the *Lauzon* and *Cap de la Madeleine*, the squadron included the *La Hulloise*, *Swansea* and *Buckingham*. range of seven miles, she hit the berg with all six rounds fired. For good measure, the *Lauzon* plastered it with close range Bofors fire in passing. The warships were on a 6,000-mile round trip training cruise from Halifax, around the northern trip of Labrador and Quebec, across Hudson Bay to Churchill, Manitoba, and back.

The *Cap de la Madeleine* and *La Hulloise* detached from the squadron for a side trip to Port Harrison, Quebec, on the east coast of Hudson Bay, to visit an Eskimo Sea Cadet Corps on Tuesday, August 21.

During the voyage, the young officer cadets on board participated in jack-stay transfers from one ship to another, gunnery, boat lowering, watchkeeping, helmsmanship, rocket firing and small arms practice.

At St. John's, Newfoundland, some of the cadets attended a garden party at Government House along with officers of the squadron, where they met His Honour Campbell MacPherson, Lieutenant-Governor of Newfoundland, and Mrs. MacPherson.

PACIFIC COMMAND

Fourth Canadian Escort Squadron

"A Summer Adventure" is the title that aptly describes the cruise of July and August in which the frigates of the Fourth Canadian Escort Squadron carried 150 first- and second-year cadets of the Regular Officer Training Plan far into the Pacific.

The ships visited Long Beach, California, stepping stone to colourful Los Angeles, Hollywood and Beverly Hills. Activities arranged for cadets included trips to Disneyland, professional baseball games, and invitations to the Midshipmen's Ball. Pearl Harbour was the other port of call and it gave a certain tropical paradise flavour to the cruise.

The cruise was not just two months of sunbathing and touring. The cadets worked their passage with rigorous study and practical work in all fields of naval knowledge. A day beginning at 0600 with flashing exercises might continue through lectures in seamanship, engineering, gun and mortar drill, boat-pulling, flag-hoisting, radio and relative velocity exercises, and several hours in the hot sun performing evolutions and general drills. In harbour the evolutions and general drills were replaced by daily periods of strict calisthenics.

To complete a long 16-hour day, the first year cadets stood watch until 2200,

learning the skills of helmsman, communicator and officer of the watch. The second-year cadets systematically plotted the evening stars in their astro-navigation studies. Bunks looked pretty good at this hour but journal writing and studying usually took precedence and time logged "in the pit" was often short.

By the end of the cruise, the cadets were spouting naval jargon with some authority and considered themselves fairly knowledgeable in day-to-day ship routine.

This summer showed that naval cadet training accomplishes something

which educational systems have tried for ages with little real success to do. It enables its students to enjoy themselves while learning. —H.J.S.

NAVAL DIVISIONS

HMCS Malahat

Prolonged absence from divisional drills is a matter normally treated with some concern in the RCNR.

However, when PO David J. Schellenberg reported back on board HMCS *Malahat* late in September after an absence of some six months, he was



THE NOVA TERROR

A FOC'SLE denuded of its 3-inch-70 left the *Terra Nova* and her ship's company somewhat down by the stern. Carrying out her duties as well as she could, but unable to uphold the honour of the Barber Pole Squadron by shooting down passing aircraft in her accustomed manner, the slick ship, with her for'ard mount in sick bay, felt and would continue to feel vulnerable.

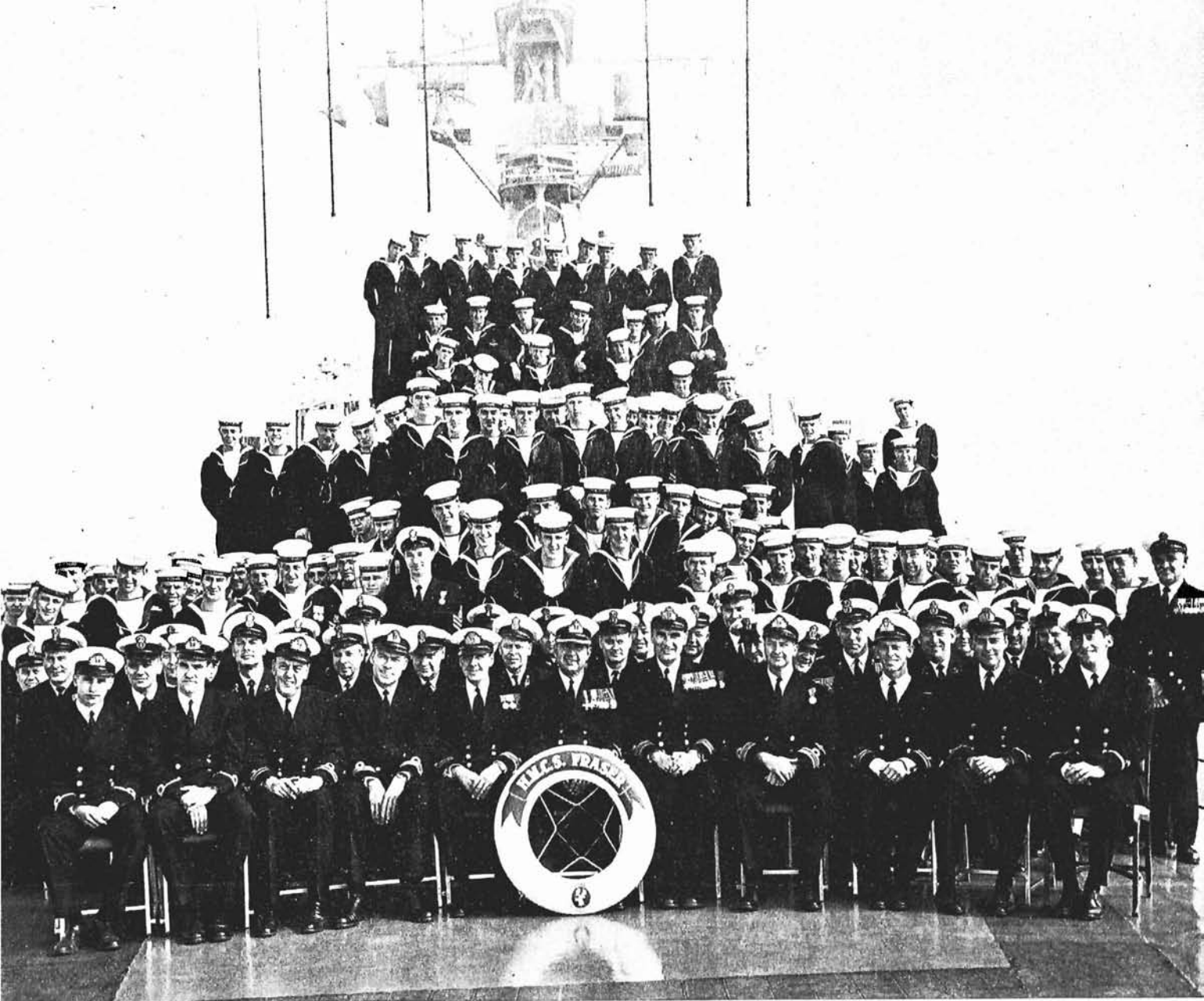
The engineers fixed that. They produced a new secret weapon. They drew on the past for their inspiration. In fact, they went back to Nelson's day and beyond, and came up with the fearsome MK .0001 Thunderflash cannon, a single-barrelled, muzzle-loading fixed-wheel type, noted for its leisurely rate of fire and its powerful bang.

A gun's crew, handpicked for its guts, was soon whipped into shape by Master Gunner Gouldini (a certain facial resemblance to Lt. S. C. Gould

is detected in the picture), learned to fire the thing and dubbed it "Leaping Lena."

The MK .0001 has a couple of bugs that need ironing out before the weapon is adopted by the Fleet. The Squeegee 48 radar tends to keep on revolving at capstan speed and the Gun Direction Officer (Blind), as can be seen by the picture, has his hands full. Despite this, it is claimed that during a recent firing run against an RCAF *Argus* the crew managed one target-triggered burst.

The squadron weapons officer, Lt.-Cdr. W. S. Welbourn, witnessed the trials of the MK .0001 and was asked to assess its merits. He hesitated to commit himself but conceded it had possibilities. Its low ammunition consumption, he thought, would free a lot of valuable cooling space in "A" magazine.



FAMILY PORTRAIT—Officers and men of HMCS Fraser, of the Second Canadian Escort Squadron, based at Esquimalt, posed for this picture before the recent transfer of command from Cdr. D. J. Sheppard to Cdr. R. C. Thurber. (E-68884)

greeted with relief and amazement by all hands.

PO Schellenberg, 27, had made headlines in Victoria newspapers last April 2 when he survived a fall of about 80 feet from the top of an eight-storey apartment building under construction near Beacon Hill Park.

His recovery, despite a broken skull and jaw, broken bones in both arms, a broken right leg and thigh and other internal injuries, has been the subject of much admiration for himself and modern medical methods.

PO Schellenberg, working at his civilian trade as a plumber, was removing equipment from a hoist on the eighth storey when the platform collapsed. It was a free fall to the ground.

A police ambulance rushed him to nearby St. Joseph's hospital where emergency aid was administered and

where he underwent a series of operations. Two months later he was transferred to Gorge Road hospital where a four-month period of physiotherapy was started.

Married seven years and the father of two young sons and a daughter, PO Schellenberg was concerned about his family and home. However, shipmates from *Malahat* pitched in and kept his yard tidy and fellow petty officers taught his wife to drive the family car.

PO Schellenberg, anxious to resume his trade, has not been able to do so at the time of writing because of doctor's orders, but he has been able to help out with instruction in basic training seamanship classes.

Although he can no longer play goal, PO Schellenberg has taken over the coaching of the division's soccer team.

He joined the division in April 1960, after having served in the RCN from 1952 to 1957, and reached his present rank in December 1961.

HMCS Donnacona

Cdr. R. G. Stapley took over command of *Donnacona*, Montreal's naval division, on September 18. He relieved Cdr. R. G. Bell who had commanded the division since July 1958 and now has gone onto the retired list of the Royal Canadian Naval Reserve.

Born in St. James, Manitoba, Cdr. Stapley joined the RCNVR in June 1941 as a probationary sub-lieutenant. He served at sea in the armed merchant cruiser *Prince Henry* until May 1943 then took a long communication course at HMC Signal School, St. Hyacinthe, Quebec. He later served as a signals

officer afloat and ashore until demobilized.

Promoted to the rank of lieutenant-commander on October 28, 1947, he was appointed executive officer of Winnipeg's naval division, HMCS *Chippawa*, in October 1953.

In February 1961 Cdr. Stapley transferred to the active list of *York* where he served on the staff of the Senior Naval Officer, Toronto. In April 1962 he transferred to the active list of *Donnacona*.

In civilian life, he is manager of operations for the Fairview Shopping Centres Ltd., Montreal.

HMCS *York*

Although he was firing an FN rifle on a range, Lt.-Cdr. E. J. L'Heureux, *York's* supply officer, recently qualified as a Second Class Archer—Bow and Arrow, and he's all "strung up" about it.

How come, he wants to know, there was an arrow in the bullseye of his rifle target?

And how come, in the second place, since the arrow was definitely there in the bullseye, he was only classified as a Second Class Archer instead of a Bowman Marksman, or at least a Bowman First Class?

Lt.-Cdr. L'Heureux got so "feathered up" about the arrow bit, that he "shafted" a letter off to the person who so qualified him.

"I will leave any corrective action you may feel necessary to your good judgment," he has written to the Commanding Officer of the Royal Regiment of Canada, Lt. Col. G. K. Bell.

The whole mess came about as a result of a joint operation exercise at the end of October. All three services took part in the operation with the Royal Canadian Naval Reserve represented by HMCS *York*, carrying the Militia, represented by the Royal Canadian Regiment, to Niagara-on-The Lake.

The Royal Canadian Air Force Auxiliary, from the Toronto area, flying in Expeditors and Otters, shot up the militia while the regiment was being landed by the navy.

Lt.-Cdr. D. E. Wick commanded HMCS *Scatari* for the exercise and had in his ship's crew six officers and 16 men. He landed 41 officers and men of the Royal Canadian Regiment on the beaches of Niagara through the use of whalers.

Upon landing, the troops were taken to the rifle ranges and it was there that the "bow and arrow" exercise began—but has not ended as far as Lt.-Cdr. L'Heureux is concerned.—A.W.



The summer of 1922 produced a bumper crop of special trophies for the Queen's harbour-master's office in HMC Dockyard, Esquimalt. Chief Despatcher John Williams, left, holds the Hudson's Bay Company Beaver Club trophy, won by a tug-of-war team he coached at the last Dockyard picnic. Dockyard Pilot Bill Sweeney, centre, and Deputy QHM John Osborn were the builder and designer, respectively, of the comic float "Esquimalt Queen" which captured top honours in its class in several appearances. The silver bowl and ship model trophies were won by the "Esquimalt Queen" in the RCN's Salute to Victoria parade. The same entry also captured top honours in the 1962 Pacific National Exhibition parade in Vancouver and made other successful appearances. (E-68776)



Engrossed in making an eye-splice in a six-inch hawser are Ord. Sea. Jerry G. Howe (left) and Ldg. Sea. Pelham P. Young. They serve in the destroyer escort *Terra Nova*, based at Halifax. (HS-70380-14)

THE WORLD'S MIGHTIEST NAVY

THE MIGHTY United States Navy is drawn in bold perspective in the *Naval Review*, 1962-63, a handsome production of the U.S. Naval Institute.

Written in the main by an articulate and knowledgeable corps of young four-ring captains, the *Review* examines the full spectrum of the political, technological and operational characteristics of the navy. The *Review* deals with the U.S. Navy today in its role as keeper of the world's seas, a description which, after studying the book, indisputably fits. The opinions range through the super-carrier school to the sub-surface proponent who maintains the ruler of the seas will be the one who is master of the depths.

In terms of dollars, what it says is almost staggering to the Canadian mind. One example is that the Polaris weapons system means an ultimate commitment of \$13.2 billions in a program involving 41 submarines. Presumably this includes development costs but it still works out to an average cost of \$322,000,000, in round figures, per boat (a submarine with this status-symbol price tag should hardly be called a "boat"). It's undoubtedly worth it. Former Secretary of the Navy Connally said, in 1961: "I do not think anyone with any degree of success could argue that this Polaris system is not today the greatest single deterrent retaliatory force that this nation has." Mr. Connally could use a new speech-writer but he did make his point.

In his article on "Allied Sea Power in the Cold War 1961-1962", Vice-Admiral B. B. Schofield, RN(Ret), completely ignores the RCN. In his examination of SACLANT's forces, the fact that Canada has 28 anti-submarine escorts available for North Atlantic convoy duty appears in a footnote. On the other hand, he examines other far smaller and less modern navies in detail, one of them being the Pakistan Navy with one cruiser, six destroyers, six frigates (mostly Second World War vintage) and seven minesweepers. His oversight, or lack of information, is hard to understand.

In "No Ships but the Best", Captain John H. McQuilkin does some predicting and the artist's impressions of ships-to-come show some of the ugliest beasts ever designed to take to the seas. In a very general attempt at making comparisons, the RCN general purpose frigate concept stacks up well.

The keynote of the volume is struck by a quotation from John Adams:

BOOKS for the SAILOR

"Liberty cannot be preserved without a general knowledge among the people. Let us dare to read, think, speak, and write."

Editor Frank Uhlig, Jr., suggests in the preface that certain policies of Germany, the doctrine of unconditional surrender, and the commitment of the British to massive night bombing of cities all contained serious flaws that might have been corrected had scrutiny, analysis and discussion been possible.

"The *Naval Review* was conceived with the thought that some phases of

the current policies and operations of the U.S. Navy in particular, and the defence effort at large, could perhaps benefit from these same processes."

This is one of the handsomest "serious" books to have appeared in a long time and this takes into account the white cover, the full-colour end-paper maps of Europe and Asia, and the general make-up and typography. (A kindly hint for readers with dusty offices: Give that beautiful, white cover a prompt coating of plastic spray or it will soon disappear under the thumb prints).

The *Naval Review* is indispensable reading for career sailors and all serious students of seapower.—J.L.W.

THE NAVAL REVIEW, 1962-63, published by the United States Naval Institute, Annapolis, Maryland; 380 pages; extensively illustrated; \$10.

ARCTIC ODYSSEY

DONALD MacMILLAN, Rear-Admiral USNR, is one of the very few left of the exclusive company of northern explorers who have seen it all. This is a man who has run the gamut of Arctic exploration—by sea, by dog sledge, by foot and by air. It is indeed unfortunate that the biographer has had to compress his remarkable life into 300-odd pages.

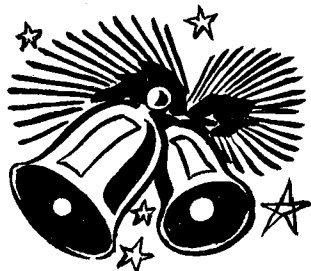
Of necessity, many of MacMillan's polar travels are dealt with briefly and sketchily and consequently do not give the serious reader of Arctic exploration the full account of these incredible voyages and journeys. The book is a sketch rather than a portrait of an Arctic explorer but the biographer skill-

fully applies the essential brush strokes to the broad canvas of a life spent north of the Arctic Circle.

As a boy, Donald MacMillan knew hardship at an early age. His father, skipper of a Banks schooner out of Provincetown, was lost at sea in a winter gale off Newfoundland. His mother died a few years later. At the age of 12, the boy became a man.

Twelve years later, in 1908, he was selected as an assistant by Admiral Pearly to take part in the expedition which culminated in a 500-mile sledge journey across the Polar Sea to the North Pole. Admiral MacMillan is now the sole survivor of this expedition, yet this was only the beginning for his own Arctic career. Between 1910 and 1921, he went north by ship, by canoe and bysledge until finally he managed to finance and build his own schooner, the *Bowdoin*, which became better known to the Eskimo settlements along the Labrador and Greenland coasts than in her home port of East Boothbay in Maine.

"The Labrador" is an ironbound, dreadful coast—a graveyard of stout schooners and fine seamen. Donald MacMillan is still recognized as one of the best pilots on this coast, where in the black night of a winter gale intimate knowledge of the position of reef and shoal can mean the difference be-



tween life and death, when a hard pressed ship is running for shelter. The schooner *Bowdoin* had her share of such incidents during her 25 voyages north to the ice.

The *Bowdoin's* and MacMillan's contributions to our knowledge of the Arctic are many and varied. Hydrography, magnetism, ornithology, radio communications, anthropology — all came within the orbit of his enquiring mind and often times under the most appalling working conditions when a lesser man would have had difficulty

surviving, far less conducting a scientific program.

The biographer touches lightly on the scientific aspect of this explorer's life and many of the hardships are understated but the physical endurance and plain guts of the man require no imagination. MacMillan is described as being a small, quiet, energetic and impatient man. After reading this book, it is also quite evident that he was an outstanding leader in the most demanding of occupations, that of an Arctic explorer.

Arctic Odyssey is a modest book about a modest man who has led a life of high adventure and achieved much. Admiral MacMillan's achievements have been recognized by awards and medals from such august bodies as the Explorer's Club. However, it is suggested that the personal satisfaction he has gained over the years is worth considerably more than any award.—T.A.I.

ARCTIC ODYSSEY, by Everett S. Allen; published by Dodd, Mead & Company (Canada) Limited; 25 Hollinger Road, Toronto 16; 340 pages, illustrated; \$6.

A BELOVED CHIEF GOES HOME

WHEN VICTORIANS think of Thunderbird Park with its collection of carved and vividly-painted wooden masterpieces of the old B.C. Coast Indian way of life, the name of the late Chief Mungo Martin of the Kwakiutl tribe seems to come automatically to mind.

This grand old gentleman represented his people as few others had ever done before. He, by his talent and perseverance, has retained through his totems the almost extinct art of his countrymen of telling their clan histories through these wooden carvings.

His knowledge and skill were often called upon by historians or historical groups to interpret the meanings of symbols or repair and restore the decaying wooden carvings of his race. These surviving relics of a past era were often brought to Victoria for Chief Martin's personal attention in his temporary workshop beside Thunderbird Park.

In 1959, Pacific Command of the Royal Canadian Navy requested Chief Martin to carve a totem to be presented to HMS *Excellent*, the Royal Naval Gunnery School, by the officers and men of the RCN who had done qualifying courses there in the past.

The totem pole was duly sculptured by Chief Martin, who named it "Hosaqami", meaning an instructor. The gift was then taken to the United Kingdom in July 1959 by the Fifth Escort Squadron and, with all due ceremony, was placed in position on the grounds of the RN Gunnery School.

On the death of Chief Martin and on behalf of his people, Chief John Albany of the Songhee Tribe sent a telegram to the Flag Officer Pacific Coast which read in part as follows: "I speak for all West Coast Indians when I appeal to you, Admiral, to convey the late Chief Mungo Martin to his last resting place at Alert Bay. He spoke with a loud voice for our people and this was his last wish, but we have not the

means of fulfilling it. We share our harbours and our waters, so I turn to our lifelong friends in Her Majesty's Navy. This is a big emergency for use".

The Navy's answer was immediate. The yellow cedar casket bearing carvings of the Kwakiutl emblems, the thunderbird and the grizzly, was taken from the Kwakiutl house at Thunderbird Park where Chief Martin had lain in state and transported to HMC Dockyard.

At 6 p.m. the Chief's body was piped across HMCS *Margaree* and on board HMCS *Ottawa*, escorted by naval pallbearers and a guard of honour, and there the flag-encased casket was placed in the centre of the quarter deck.

Four sentries were posted with fixed bayonets around the chief, while all ships and establishments paid their last respects by half-masting Colours from 6 to 7 p.m. that day, August 20, 1962.

Chief Martin was taken to Alert Bay and interred in Mountain View Cemetery. The Chief had "come home" to stay.—*Dockyard News*, Esquimalt.

LETTER

Sir:

I wonder if Sub-Lieutenant Brian Wyatt has broken a record I have been claiming for myself since I was commissioned. You printed a picture in the September *Crowsnest* of Wyatt as a cadet wearing the ribbon of the CD, so he had 12 years of service in by then. On the other hand I had less than 10 years service, but was 31 before being promoted from cadet to sub, and one highlight of my naval career was when I caused, by the mere relation of this fact a not easily disturbed Chief of Naval Personnel to rock back on his heels and exclaim: "Good Lord, how did that happen!"

One distinction that I missed by the skin of my teeth was being a two-badge ordinary seaman. At the end of the war I was a petty officer, RN, with six years service in. After two years in the UNTD, I wrote out a request for my second Good Conduct Badge and had it ready to hand in on the very night that we were informed that we were all promoted from ordi-



nary seamen, stokers second class, probationary writers etc., to cadet.

While on the subject of the UNTD—do any of your readers know the origin of the white cap tally worn by officer candidates? All that I have been able to find out is that it dates from the First World War and was common to the Royal Navy and the British Army before the establishment of the RAF. The Canadian services followed British regulations at that time.

Yours truly,

PHILIP CHAPLIN,
Lt., RCNR

Manotick,
Ontario.

THE NAVY PLAYS

Princess Pats Soccer Champions

HMCS *Naden* was host to seven service teams in competition for the Pearkes Soccer Trophy on October 3, 4, 5, the title going to the 2nd Battalion Princess Patricia Canadian Light Infantry.

With two Nova Scotia teams present, both coasts were represented for the first time.

The single elimination, with a consolation round, started on October 3. RCAF Winnipeg defeated Camp Borden 5-3 while 2nd PPCLI walked over RCAF Uplands, Ottawa 4-0. In the afternoon encounters RCN, Esquimalt, and RCAF Greenwood, N.S., tangled in the best game of the tourney.

Greenwood, 1961 champions, were favoured to win but ended regulation time with a 2-2 tie and in the 20-minute overtime period RCN moved ahead on a goal by Bob Marsden. RCAF tied the game again and in the 50-minute sudden-death overtime the teams matched play for play until John Slade scored to give RCN a 4-3 victory.

Meanwhile RCN 6th Submarine Squadron squeezed out a 3-2 overtime win over RCAF, Moisie, P.Q. Next morning the consolation semi-final matches saw Camp Borden defeat Uplands 6-2 and Greenwood trounce Moisie 6-0. In the semi-final championship draw 2nd PPCLI edged RCAF Winnipeg 2-1, while RCN Esquimalt chalked up a 3-1 win over 6th Submarine Squadron.

On Friday, in the consolation final, Greenwood took a 4-0 victory over Camp Borden. For the championships 2nd PPCLI built up a 2-0 lead before Navy retaliated to start the second half trailing 2-1. In the second half Army continually beat Navy to the loose ball and moved into a 3-1 lead which they never relinquished.

Lieutenant Governor G. R. Pearkes presented his trophy to the 1962 champions. The consolation trophy went to RCAF Greenwood.

Small Arms Trophy Won Second Time

For the second year running, the Weapons Division of the Fleet School, *Stadacona*, won the Senior Officer's



Captain G. C. Edwards, commanding officer of *Shearwater*, throws the first stone to get the RCN Air Station's curling club activities underway on November 1 at the Dartmouth Curling Club. (DNS-29890)

Small Arms trophy. Lt.-Cdr. Peter Pain, RN exchange officer in the division, racked up the highest score, also for the second consecutive year.

The trophy is a magnificent replica of an old fashioned, double-barrelled, hammer-action fowling piece secured to an oblong plaque; inlaid is a brass plate with the names of the annual individual winners.

The trophy is competed for annually by officers' teams from the divisions of the Fleet School.

Teams were entered from the Weapons, Operations and Engineering divisions and from the Joint Maritime Warfare School. Weapons Division was last year's winner.

Stad Golfer Wins Command Title

Cornwallis was host to the annual Atlantic Command golf championships on August 31 and September 1 at the Digby Pines Golf Course.

PO Roger Gravelle, *Stadacona*, shot a sparkling two-over-par 73 to capture the title. He shot 80 on the opening day

and his 36-hole total was 153. He also won the Olands-Keiths Trophy.

Runner-up and winner of the Harris Trophy was Lt.-Cdr. George Emmerson, *Stadacona*, with 80-82—162. Low net for the tournament went to Sub-Lt. J. E. Tucker, *Shearwater*, with 145.

Other prize winners were:—

"B" Division—AB Earl Thompson, *Shearwater*, 177 gross; Lt. N. E. Winchester, *Shearwater*, 144 net.

"C" Division—PO Butch Bouchard, *Shearwater*, 196 gross; CPO Al Trepanier, *Cornwallis*, 145 net.

The Atlantic Command Trophy for four-man team went to *Stadacona* "A" team, and the four-man team net winner was *Cornwallis* "C".

Gravelle's fine score Saturday, one of the best ever posted in Atlantic Command competition, was shot on a course made heavy and wet by rain.

Shearwater Rink Under Construction

Excavation for a prefabricated indoor skating rink at HMCS *Shearwater* was officially started in mid-November

by Cdr. R. V. Bowditch, supply officer for the naval air base, acting on behalf of Captain C. G. Edwards, commanding officer.

The rink will be built in three stages, will cost in excess of \$100,000 and will be built entirely with non-public funds.

The first stage will be erection of the rink building 222 feet long and 122 feet wide. The ice surface will be 180 by 80 feet.

The second phase will be the acquisition of a freezing plant and laying necessary piping.

Final stage construction of seating and changing rooms may take four years to complete, depending on the funds available. *Shearwater* personnel now use the Dartmouth Memorial Rink. The new facilities will be used for hockey and skating open to all base personnel, their dependents, and personnel of ships based in the *Shearwater* area.

The rink will adjoin the recreation centre and swimming pool.

Navy Softball Champs of West

Camp Chilliwack was host to the West Coast Tri-Service softball championship meet in September which saw the title go to the Navy. Taking part were teams from Esquimalt Navy, Sea Island Air Force, B.C. Area Army HQ, and Camp Chilliwack Army. The meet was a single round robin.

The first game, between Camp Chilliwack and RCAF, ended in a 3-all tie.

This was followed by Navy thumping B.C. Area HQ for a 19-0 win, following up half an hour later by coasting to a 9-1 victory over RCAF.

The two Army teams clashed in the evening with B.C. Area winning 8-7, to meet Navy in what proved to be the final game. Navy topped B.C. Area 16-8 to take the meet.

Final results: Navy, 6 points; B.C. Area, 4 points; Camp Chilliwack, 3 points, and RCAF, 1 point.

Shearwater Takes Softball Title

HMCS *Shearwater* captured the Maritime intermediate "B" softball championship in Halifax on October 8, defeating RCAF Summerside 10-6 and 6-5 in the best-of-three series.

Natal Day Swim Record Shattered

Ldg. Sea. Gerry MacKenzie last summer shattered the annual Halifax Natal Day 15-mile swim record by 51 minutes. He covered the course from

Bedford Basin around the Halifax peninsula to the head of the Northwest Arm in the 56-degree water, in seven hours 28 minutes and 15 seconds.

Three rivals, including the defending champion, dropped out, leaving MacKenzie to swim 11½ miles alone.

The 160-pound MacKenzie also won the revived annual five-mile swim that began Aquatic Week. He completed this swim on the Northwest Arm in two hours and 48 minutes in 58-degree water.

In 1961, his first year of competitive swimming, he placed second in both events.

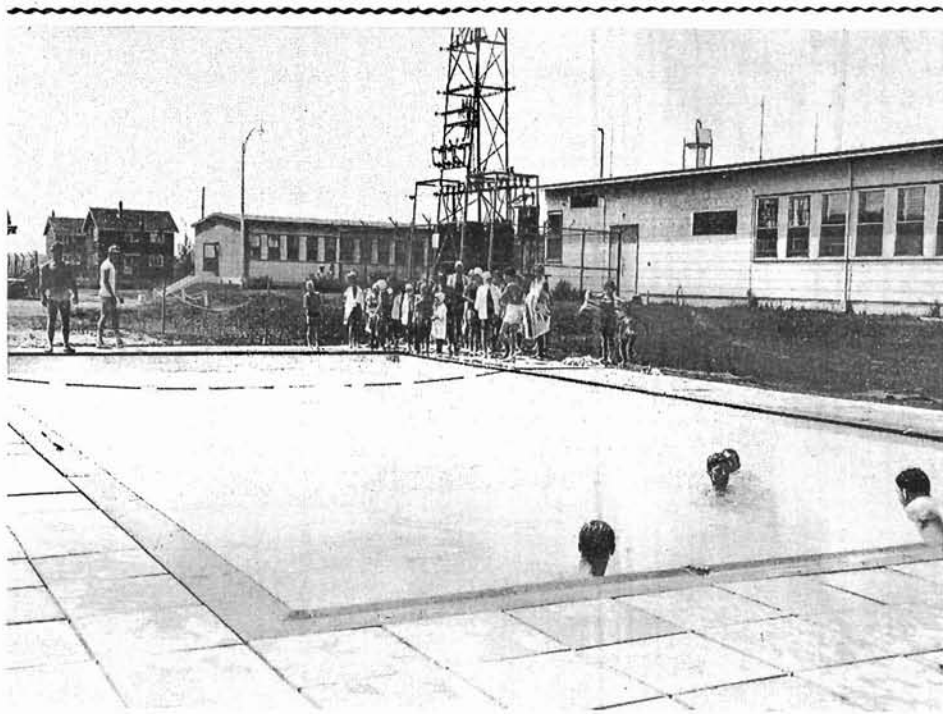
Born in Buckingham, Quebec, on November 26, 1937, Ldg. Sea. MacKenzie attended high school there before join-

ing the Navy in 1955. He has been swimming since he was five, but his only official aquatic qualification is a passing mark in the RCN basic swimming proficiency test.

AB Terry Burns Golf Titlist

The annual Tri-Service golf championship, played at Digby Pines Golf Club in September, was won by AB Terry Burns, *Stadacona*, who shot a 79 on the opening day and an 80 in the final round.

Low net prize went to Captain B. Cummings, Camp Gagetown, 143, and second to Lt.-Cdr. C. E. Bandy, *Haida*, 145.



Gloucester Builds Own Pool

Ever since *Gloucester* became a training establishment for communicators, the thought of having their own swimming pool has stood high in the minds of the ship's company, especially during Ottawa's famous mid-summer heat waves.

On July 20, 1962, thought became reality when a 25-by-50-foot outdoor swimming pool was opened for use by personnel at the establishment and their dependents. Best of all, it was their own pool, bought with their own resources.

For many years the unusual ground conditions in the area—high water table and soft clay—had been a stumbling block to building a pool. Recently, how-

ever, with the development of "Gunite" concrete construction, it was decided to review the situation and National Research Council advice was sought. On the NRC's recommendation it was decided to go ahead.

Lt. Cdr. D. B. Steel, then Executive Officer, drew up plans and specifications for the contractors, the Ship's Fund budget was closely scrutinized and financial assistance was offered by the Chief Petty Officers' Mess and the Wardroom. The contract for a pool with filtration plant, showers, changing rooms, etc., came to \$8,000.

With Naval Headquarters blessing and legal approval, the green light was given to go ahead with the long awaited project. Eighteen days later the first swimmers plunged into the cool, clean water.

Home from the Sea



Legion Branch Headed by Ex-CPO

A former chief petty officer of the Royal Canadian Navy has been named president of Vinton Branch No. 60, of the Royal Canadian Legion.

He is Harry Taylor, of Burlington, Ontario, now chief engineer of the International Harvester Company of Canada. Mr. Taylor, who served in the RCN from 1937 until 1951, has been a member of the Vinton branch for the past five years.

Windsor Club Joins Association

The Canadian Naval Association has added another affiliate to its list with the acceptance of the application of the Windsor, Ontario, Naval Veterans' Association.

The application was considered and approved at the autumn CNA directors' meeting in the clubrooms of the Brant, NVA, Brantford, Ont. Requests for further information have been received from groups at Port Arthur, Ottawa and Brampton, Ontario, and Schefferville, Quebec. All such applications and inquiries are promptly acknowledged and brought to the attention of the directors by N. J. Yorston, executive secretary-treasurer of the CNA.

A delegation from Sarnia, scene of the next annual reunion, reported that progress was being made in preparation for the event. The Sarnia club has chosen as the theme of the occasion "Hands across the border", with Sarnia's neighbour, Port Huron, Michigan, taking an active interest in the reunion.

Joe Vecchiola, sports director for the CNA, said a variety of inter-club and inter-regional competitions would soon be under way.

A resolution advocating a two-year term of office for the executive was

approved for presentation at the next annual general meeting.

Chosen as marshal for the CNA at the Warriors' Day parade at the Canadian National Exhibition was "Hank" Hanson, of the Pre-War RCNVR Club, Toronto, who informed the directors that a dinner and dance to commemorate the 40th anniversary of the founding of the RCNVR would be held at HMCS York on April 16.

A design for a CNA flag was accepted, subject to official approval.

The next meeting will be held in Toronto in January.

Hamilton Veterans Feel Progress Made

Members of the Hamilton Naval Veterans' Association, at the end of another year, feel they may not have had as spectacular a period as some clubs in the Canadian Naval Association, but they still regard their progress as satisfactory.



Growth has been steady, although still short of the potential of the Hamilton area. The club has adhered to, and tried to advance, the aims, objectives and principles for which it was formed.

Regular trips to Sunnybrook Hospital to visit naval veterans and provide gifts and comforts have given great satisfaction.

A successful picnic late in September, favoured by the weather, was enjoyed by a large number of families. A highlight was a whaler race between the officers of RCSCC *Lion* and naval veterans during which the veterans, it was said later, "had to use radar to keep in touch with the fast-rowing sea cadet officers, and this despite the sea anchor which some unscrupulous veteran had attached to the stern of the sea cadets' boat." But, in spite of the anchor, the issue was never in doubt.

In other recreations Shipmate Al Woodward won the fishing trophy for the largest bass, while his brother, Shipmate Russ Woodward, brought home a fine pair of antlers from a hunting expedition.

The association's annual fall dance was again held on the drill deck of HMCS *Star*, an event that proved as popular as ever, with more than 400 attending.

Local publicity has already elicited a large number of enquiries about the annual reunion for 1963, to be held in Sarnia on May 17, 18 and 19.

The Poppy Fund drive went very well, and special mention should go to those members who turned out, along with the Navy League Cadets, to help with the canvass.

In the Remembrance Day parade, Hamilton's veterans' ranks were swelled by the large turn out of naval veterans. Shipmate Bob Fraser, president, laid the wreath.—S.R.P.

RETIREMENTS

CPO JAMES WILLIAMSON BELL, C1BN4, of Balcarres, Sask.; joined June 6, 1938; served in Naden, Restigouche, Stadacona, St. Malo, Stadacona, Prince David, Baddeck, Columbia, Hamilton, Venture, Givenchy, Peregrine, Niobe, HMS Trumpeter, Warrior, Cornwallis, Ontario, Venture, Cape Breton; awarded RCN Long Service and Good Conduct Medal; retired October 14, 1962.

CPO FRANK BODDY, C2BN4, of Winnipeg; joined RCNVR Nov 1, 1940, transferred to RCN Nov 20, 1943; served in Winnipeg Naval division, Stadacona, Orillia, Cornwallis, Niobe, Long Branch, Avalon, Peregrine, Algonquin, Inch Arran, Port Hope, Glace Bay, New Liskeard, Givenchy, Rockcliffe, Chippawa, Naden, Cedarwood, Antigonish, Crusader, Magnificent, HMS Excellent, Ontario, Venture, Beacon Hill; awarded CD; retired October 2, 1962.

CPO ORVILLE BOICEY, C2ET4, of Almonte, Ont.; joined RCNVR June 23, 1942, transferred to RCN Aug. 3, 1944; served in Bytown, York, Cornwallis, Stadacona, Nanaimo, Peregrine, Niobe, Warrior, Magnificent, Wallaceburg, Bonaventure, St. Croix; awarded CD, retired August 9, 1962.

CPO RAYMOND THOMAS BRECKNELL, C2ST4, of Saskatoon; served in RCNVR March 28, 1934—December 17, 1938; RCNR May 12, 1939—October 26, 1939; RCN October 27, 1939—November 19, 1946; re-entered RCN July 4, 1949; served in Naden, Prince David, Prince Robert, Burrard (J847), Givenchy (J847), Peregrine, Fort Ramsay, Crescent, Malahat, Rockcliffe, Beacon Hill, Discovery, Stadacona, Hochelaga, Crusader, Terra Nova, Cornwallis; awarded CD; retired November 30, 1962.

CPO GEORGE ALEX CUMMINGS, C1AT4, of Bengough, Sask, joined June 24, 1946; served in RCAF from May 28, 1940 to March 13, 1945; joined RCN June 24, 1946; served in Tecumseh, Naden, RCNAS Dartmouth, Niobe, HMS Daedalus, Stadacona, Cornwallis, Shearwater (19 SAG, 31 SAG, VH21, HS 50, HU 21), Magnificent, York (VC920); awarded CD; retired November 10, 1962.

CPO BERNARD GORDON, C2HT4, of Verdun; joined RCNVR Oct. 8, 1942, transferred to RCN Jan. 22, 1946; served in Stadacona, Avalon, Peregrine, Scotian, Wentworth, Shelburne, Donnacona, Naden, Magnificent, Quebec, Hochelaga, Iroquois, Huron; retired October 9, 1962.

CPO NORMAN WINBURNE HANSON, C1HT4, of Port Mouton, N.S.; joined RCNVR Sept. 14, 1943, transferred to RCN June 11, 1946; served in Stadacona, Scotian, Peregrine, Sans Peur, Haida, RCNAS Dartmouth, Brunswick, Huron, Magnificent, La Hullose, Shearwater, Crusader, Cape Scott, Athabaskan; awarded CD; retired October 29, 1962.

CPO JAMES MERVIN HAYWOOD, C1WS4, of Port Arthur; joined RCNVR Sept. 27, 1939, transferred to RCN July 30, 1940; served in Port Arthur naval division, Stada-

cona, Columbia, Restigouche, Cornwallis, Niobe, HMS Excellent, Huron, Scotian, Peregrine, HMS Glory, Nootka, Iroquois, Naden, Cape Breton, Bonaventure; awarded Mention-in-Despatches July 11, 1944, DSM Aug. 29, 1944 and CD; retired October 26, 1962.

PO JOHN JOSIAH HEMPHILL, PICK3, of Charlottetown; joined Jan. 2, 1942, transferred to RCN March 2, 1945; served in Queen Charlotte, St. Hyacinthe, Cornwallis, Camrose, Stadacona, Scotian, Haida, Naden, Albro Lake radio station, La Hullose, Coverdale, Cape Breton, Padloping Island radio station, Hochelaga, Magnificent, Outremont; awarded CD; retired Oct. 15, 1962.



CPO JOHN WESLEY LANG, CILT4, of Barrie, Ont.; joined RCNVR March 6, 1931, transferred to RCN Oct. 33, 1946; served in Naden, Skeena, Allaverdy, Haro, Discovery, St. Hyacinthe, Stadacona, Hamilton, Unicorn, Ontario, Aldergrove, Gloucester, Ottawa, Cape Breton; awarded RCNVR Long Service and Good Conduct Medal; retired October 26, 1962.

CPO ROBERT CAMPBELL MILLER, C2BN4, of Victoria; joined RCNR July 5, 1940; transferred to RCN November 13, 1940; served in Naden, Norsal, DEMS Silver Beech, DEMS Llangollen, DEMS San Delfino, DEMS Halifax, Antigonish, Givenchy, Stadacona, Hochelaga, Eastview, Tecumseh, Ontario, Cayuga, Jonquiere, Cornwallis; awarded CD and 1st Clasp CD; retired November 12, 1962.

CPO ALLAN RAY MORASH, C2ER4, of Boston, Mass; joined RCNVR February 24, 1943 transferred to RCN September 24, 1945; served in Stadacona, Protector, Cornwallis, Baddeck, Scotian, Uganda, Iroquois, Eastwood, Swansea, Nootka, Prestonian, Micmac, Bytown, Ottawa, Chaudiere; awarded CD; retired November 6, 1962.

PO FRANCIS JOHN SAVAGE, P1BN4, of Edmonton; joined October 3, 1942; served in Niobe, HMS Excellent, Athabaskan, Stadacona, Cornwallis, Burrard, Givenchy (J847) HMS Excellent, Warrior, Nonsuch, Ottawa, Naden, Coverdale, Magnificent, Donnacona, Hochelaga, Micmac; awarded Mention in Despatches, British Defence Medal, CD; retired November 10, 1962.

CPO JOHN TIZARD, C1ER4, of St. John's, Newfoundland; joined May 17, 1937; served in Stadacona, Saguenay, HMS Drake Columbia, Ottawa, Avalon, Cornwallis, Nene, Niobe, Peregrine, St. Therese, Iroquois, Magnificent, Wallaceburg, Quebec Shearwater, Bytown (Camp Borden) Bonaventure; awarded CD; retired November 15, 1962.

CPO MAURICE MCKEE TUDOR, C1ET4, of Waterdown, Ontario; joined RCNVR November 4, 1941 transferred to RCN May 1, 1942; served in Star, Nonsuch, Stadacona, Cornwallis, Hamilton, Assiniboine, Avalon, Niagara, S343, Uganda, Givenchy, Crescent, Ontario, Rockcliffe, Antigonish, Naden, Crusader, Athabaskan; awarded CD; retired November 4, 1962.

OFFICERS RETIRE

LT.-CDR. ALAN BARTLETT COSH, CD, of Halifax, joined RCNVR as an acting sub-lieutenant on October 2, 1939, transferred to RCN on August 20, 1945. Lt.-Cdr. Cosh served in Stadacona, Acadia, Arras, HMS King Alfred, HMS Tormentor, HMS Quebec, HMS Drake, Kings, Restigouche, Uganda, Prevost, York, Naval Headquarters, Naden, Cayuga and Niagara; last appointment, Stadacona on staff of Maritime Commander Atlantic as Staff Officer Shipping Control; commenced leave December 1, 1962, retires June 19, 1963.

Lt. FREDERICK HAROLD MOIST, CD, of Esquimalt, joined the RCNVR as an ordinary seaman March 18, 1931, promoted to warrant rank July 18, 1943, demobilized March 31, 1947, transferred to RCN December 15, 1948. Lt. Moist served in Naden, Winnipeg Naval Division, Skeena (1), Prince Robert, Burrard, Cornwallis, Stadacona, Rockcliffe, Cedarwood, Comox; last appointment, Naden as Regulating Officer; commenced leave November 29, 1962, retires April 25, 1963.

LT.-CDR. JOHN ADRIAN STOKES, CD, of Victoria, joined RNR as an acting sub-lieutenant on May 1, 1936, transferred to RCNR January 1, 1944, and transferred to RCN September 4, 1947. Lt.-Cdr. Stokes served in HMS Daedalus, HMS Implacable, HMS Condor, Naval Headquarters, Niobe, Stadacona, Shearwater, Magnificent, York, Niagara, Naden; last appointment, on staff of Supreme Allied Commander Atlantic, Norfolk, Virginia; commenced leave on December 10, 1962, retires May 3, 1963.

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, 1962. Names are grouped according to trade.

Pacific Command

For Promotion to Petty Officer Second Class

LSWS2	Boyd, G. H.	11551-E
LSWS3	McKee, D. E.	24838-E
LSWS3	O'Donnell, E. T.	18402-E
LSWS3	Spearey, E. M.	14851-E
LSWS3	Sorensen, E. N.	14888-E
LSFC2	Charters, C. C.	14822-E
LSFC3	Farrell, B. D.	9405-E
LSFC2	Jones, A. K.	28802-E
LSWU2	Colquhoun, G. E.	6227-E
LSWU3	Murphy, T. E.	25147-E
LSWU3	Sheffield, G. A.	17600-E
LSSN3	Burton, R. H.	18454-E
LSSN2	Cottrell, T. M.	19720-E
LSSN3	Wellband, H. J.	32669-E
LSRP2	Hamilton, D. H.	34889-E
LSRP2	Shumanski, W. W.	8118-E
LSRP2	Todd, M. E.	18413-E
LSRP2	Witt, E. R.	24228-E
LSSG2	Breiland, R.	31481-E
LSSG2	Burke, W. J.	17493-E
LSSG2	Logie, D. E.	18493-E
LSSG2	Morehouse, H. J.	31467-E
LSSG2	Vergouwen, P. J.	11034-E
LSRM2	Craigie, D. L.	27586-E
LSRM2	Charpentier, G. L.	34530-E
LSEM2	Cairns, O. W.	26730-E
LSEM2	Carroll, R. M.	11011-E
LSEM2	Corrigan, J. P.	17390-E
LSEM2	Foster, M. R.	14900-E
LSEM2	Hidson, J.	17505-E
LSEM2	Kovits, C. W.	7423-E
LSEM2	Link, G. F.	7792-E
LSEM2	Merkel, F. N.	17485-E
LSER3	Noble, J. P.	16620-E
LSEM2	Prenevost, R. J.	24458-E
LSEM2	Robertson, J. W.	24867-E
LSET3	Brygadyr, D. M.	27503-E
LSET3	MacPhee, R. W.	28632-E
LSET3	Prece, R. G.	34846-E
LSVS2	Plourd, W. J.	24818-E
LSSW2	Clark, J. V.	26695-E
LSCD3	Olkovick, F. W.	15063-E

For Promotion to Leading Seaman

ABBN1	Archibald, W. J.	9420-E
ABBN1	Hogarth, A. J.	18457-E
ABWS2	Baker, L. P.	27917-E
ABSW2	Henery, J. D.	37881-E

ABWS2	Hood, K. J.	27240-E
ABWS1	O'Gorman, J. W.	26579-E
ABFC1	Dadswell, D. G.	8040-E
ABWU2	Carr, W. S.	34776-E
ABWU2	Hunter, A. J.	32854-E
ABWU2	Recknagle, R. G.	18468-E
ABSN2	Clackson, D. R.	14870-E
ABSN2	Fell, M. W.	38674-E
ABSN3	Walker, G. R.	28188-E
ABRP2	Anderson, T. R.	39686-E
ABRP2	Caine, M. L.	19731-E
ABRP2	Cox, H. B.	34742-E
ABRP2	Kelly, L. J.	43956-E
ABRP2	Shaw, J. A.	35318-E
ABSG2	Duy, O.	38364-E
ABSG2	Martin, R. W.	38687-E
ABRM2	Eastick, D. C.	35284-E
ABEM2	Crichton, G. R.	34633-E
ABEM2	Day, R. H.	38416-E
ABEM2	Flynn, M. J.	38621-E
ABEM1	Glaum, C. W.	27501-E
ABEM2	Haldane, R. J.	32815-E
ABEM2	Jones, G. A.	38233-E
ABEM2	Mackie, W. J.	44616-E
ABEM2	Muters, C. R.	38704-E
ABEM2	Olson, M. K.	34712-E
ABEM1	Ritseo, E.	28086-E
ABEM2	Wilkie, A. G.	39479-E
ABEM2	Wilsher, J. D.	39438-E
ABLM2	Cryderman, G. L.	38516-E
ABLM2	Jamieson, F. J.	38467-E
ABLM2	Kyllo, E. F.	39772-E
ABLM2	MacDougall, I. C.	40687-E
ABLM2	Merriam, C. C.	38682-E
ABLM2	Murray, B. D.	43711-E
ABLM2	Paulson, R. B.	39713-E
ABLM2	Peters, H. W.	39589-E
ABLM2	Shelley, L. E.	43891-E
ABLM2	Streifel, C.	39718-E
ABLM2	Taylor, E. H.	34787-E
ABLM2	Wileox, R. D.	34646-E
ABLT2	Maynard, L. A.	38399-E
ABHM2	Chalmers, R.	23848-E
ABHM1	Duncan, B. V.	39344-E
ABHM2	Gibson, B. E.	38612-E
ABHM2	Lecomte, E. J.	33377-E
ABHM2	Smith, D. C.	38498-E
ABPW1	Russell, R. W.	32821-E

ABCK2	Campbell, B. G.	28656-E
ABCK2	Johnstone, P. J.	28565-E
ABSW2	Desmarnis, A. A.	14963-E
ABMA2	Hosie, T. L.	35214-E
ABCD2	Crawford, D. W.	34635-E
ABCD2	Nehring, W. E.	24256-E
ABCD2	Smith, R. C.	33375-E

Atlantic Command

For Promotion to Petty Officer Second Class

LSBN2	Paden, G. J.	38137-H
LSBN2	Tueker, D. R.	31178-H
LSWS2	Barnes, R. J.	16514-H
LSWS2	Doncette, J. W.	7075-H
LSWS2	Drake, J. V.	25685-H
LSWS2	Jodoio, E. J.	13081-H
LSWS2	Knickle, D. E.	12375-H
LSWS2	McCullough, J. P.	7078-H
LSWS2	McDougall, D. W.	16278-H
LSWS2	Reynolds, K. L.	11892-H
LSWS2	Tilley, J. B.	13585-H
LSWS2	Wells, E. L.	13724-H
LSWS3	Williams, W.	27169-H
LSFC3	Guay, J. J.	29304-H
LSFC3	Jardine, W. G.	25849-H
LSFC3	Maidment, A. H.	13928-H
LSFC3	Taphouse, N. E.	30382-H
LSFC3	Williams, D. M.	33823-H
LSWU3	Chase, J. D.	19804-H
LSSN3	Bramwell, P. C.	25596-H
LSSN3	McKinnell, W. G.	31447-H
LSRP2	Prince, J. W.	12587-H
WLSD3	McKenzie, J. A.	W-31995
LSSG2	Spratt, E. J.	31424-H
LSSG2	Talbot, W. F.	24999-H
LSRM2	Seeney, L. E.	30122-H
LSER3	Arnold, A. R.	14000-H
LSER3	Brooker, C. W.	25595-H
LSER3	Brownell, E. D.	34109-H
LSER3	Everson, W. E.	16936-H
LSER3	Diamond, R. G.	29808-H
LSER3	France, J. H.	30656-H
LSER3	Hall, J. R.	24399-H
LSER3	Hutchinson, F. C.	33622-H



LSER3	Kanasevich, M. T.	22224-H
LSER3	Kaulback, E. L.	10536-H
LSER3	Killough, D. R.	30909-H
LSER3	MacDonald, C. T.	12443-H
LSER3	MacDonald, L. R.	33924-H
LSER3	Marki, A.	26375-H
LSER3	McKenzie, D. A.	26318-H
LSER3	McKeag, R. G.	16332-H
LSER3	McQuillen, M. J.	32333-H
LSER3	Menear, E. F.	30774-H
LSER3	Nicholls, I. C.	31903-H
LSER3	Pelchat, J. W.	9785-H
LSER3	Smith, C. D.	24581-H
LSET3	Bedard, C.	32021-H
LSET3	Kamerians, W. E.	23650-H
LSET3	Lahey, M. A.	33963-H
LSET3	Martinell, R. E.	19544-H
LSET3	Moquin, R. J.	9229-H
LSET3	Pattenden, G. P.	30667-H
LSET3	Peletier, R. H.	23914-H
LSLT3	Bayne, R. H.	36545-H
LSLT3	Britnell, E. W.	25420-H
LSLT3	Cartile, C. E.	37414-H
LSLT3	Chapman, I. E.	31791-H
LSLT3	Gauthier, R. A.	28274-H
LSLT3	McGlone, R. J.	36380-H
LSLT3	McLean, L. J.	31811-H
LSLT3	Richter, W. F.	37725-H
LSLT3	Williams, L. B.	30780-H
LSNA3	McCaffery, J. E.	32237-H
LSAT3	MacLeod, G. B.	16428-H
LSRA3	Rice, D. H.	17193-E
LSPW2	Warriner, E. T.	26722-H
LSVS2	Timms, J. E.	10186-H
LSCK2	Bachynski, J. V.	18235-H
LSCK2	Gaudon, G.	13665-H
LSCK2	McLeod, K. E.	19766-H
LSSW2	Desroches, L. J.	27006-H
LSMA3	Brisbin, W. G.	36407-H
LSMA3	Bussard, R. P.	32708-H
LSMA3	Pentecost, B. R.	34268-H

*For Promotion to
Leading Seaman*

ABBN2	Best, G. D.	19802-H
ABBN1	Crocker, C. W.	29539-H
ABBN2	Denomey, D. R.	36855-H
ABBN2	Lavoie, C. H.	39705-H
ABBN2	Longtin, R. J.	28387-H
ABBN3	Picco, T. J.	13548-H
ABWS1	Carter, K. R.	19705-H
ABWS3	Lamond, J. A.	19232-H
ABFC2	Brade, W. A.	46418-H
ABFC2	Brewer, J. R.	44533-H
ABFC2	Cameron, F. L.	44450-H
ABFC2	Corman, R. W.	30060-H
ABFC2	Cote, P. R.	42454-H
ABFC2	Ferguson, T. W.	44897-H
ABFC2	Jany, A. B.	44415-H
ABFC2	Jennings, K. J.	47637-H
ABFC2	Jones, J. H.	42691-H
ABFC2	Lusty, W. A.	16484-H
ABFC2	McAffer, D. R.	39864-H
ABFC2	Phenix, R. J.	36935-H
ABWU2	Corman, G. K.	42345-H
ABWU2	Couture R.	36961-H
ABWU3	Ihighfield B. W.	24358-H
ABWU2	Montgomery, C. E.	44002-H
ABWU2	Wheeler, D. R.	43060-H

ABSN2	Blakey, R. G.	35617-H
ABSN2	Carney, V. T.	39810-H
ABSN2	Charlton, R. H.	45877-H
ABSN2	Cleough, D. B.	35285-H
ABSN2	Dykeman, F. W.	43069-H
ABSN2	Fenerty, J. W.	37596-H
ABSN2	Morrice, J. K.	38598-H
ABSN2	O'Hara, D. W.	45842-H
ABSN2	O'Reilly, R. J.	45216-H
ABSN2	Phillips, W. A.	44481-H
ABSN2	Proulx, D. J.	42702-H
ABSN2	Urie, J. C.	44457-H
ABSN2	Vickery, G. W.	39156-H
ABSN2	Watson, I. A.	43348-H
ABSN2	Wedsworth, J. P.	45593-H
ABRP2	Bagnell, W. T.	25136-H
ABRP2	Cathcart, W. F.	46135-H
ABRP2	Easton, D. W.	30492-H
ABRP2	Schwartz, M. G.	45592-H
ABRP2	Stewart, D. M.	43408-H
ABRP2	Yetman, J. D.	16808-H
ABSG2	Brisbin, B. J.	43787-H
ABSG2	Greene, D. C.	44529-H
ABSG2	Laffin, M. E.	37695-H
ABSG2	Webster, J. E.	23734-H
ABRM2	Bixby, J. E.	42447-H
ABRM2	Davis, A. F.	18359-H
ABRM2	Goode, A. E.	38134-H
ABRM2	Kendell, T. A.	29635-H
ABRM2	Marshall, H. A.	44936-H
ABRM2	Mitchell, E. R.	43184-H
ABRM2	Ruest, M. A.	43111-H
ABRM2	St. Pierre, B. S.	42536-H
ABEM2	Beals, R. J.	44028-H
ABEM2	Blake, J. W.	30844-H
ABEM2	Corkin, T. H.	44342-H
ABEM2	Crowell, C. W.	44049-H
ABEM2	Dean, J. K.	44461-H
ABEM2	Dutnall, K. W.	11028-H
ABEM2	Faloon, G. M.	45548-H
ABEM2	Ferris, F. G.	45612-H
ABEM2	Feth, A. J.	34803-H
ABEM2	Gamble, W. R.	39200-H
ABEM2	Geddes, R. B.	37455-H
ABEM2	Graham, M. W.	39189-H
ABEM1	Greenfield, E. V.	38977-H
ABEM1	Gowthorpe, A.	43416-H
ABEM2	Hainsworth, J.	36968-H
ABEM2	Hambly, A. J.	44480-H

**Supplementary
Radio Stations**

*For Promotion to
Petty Officer Second Class*

LSRS3	Collings, W. E.	31336-G
LSRS3	Fraser, G. T.	25328-G
LSRS3	Harvey, J. G.	25980-G
LSRS3	Hobbs, J. D.	26030-G
LSRS3	Marion, R. J.	17876-G
LSRS3	McDonald, J. C.	19918-G
LSRS3	Newman, D. A.	19747-G

*For Promotion to
Leading Seaman*

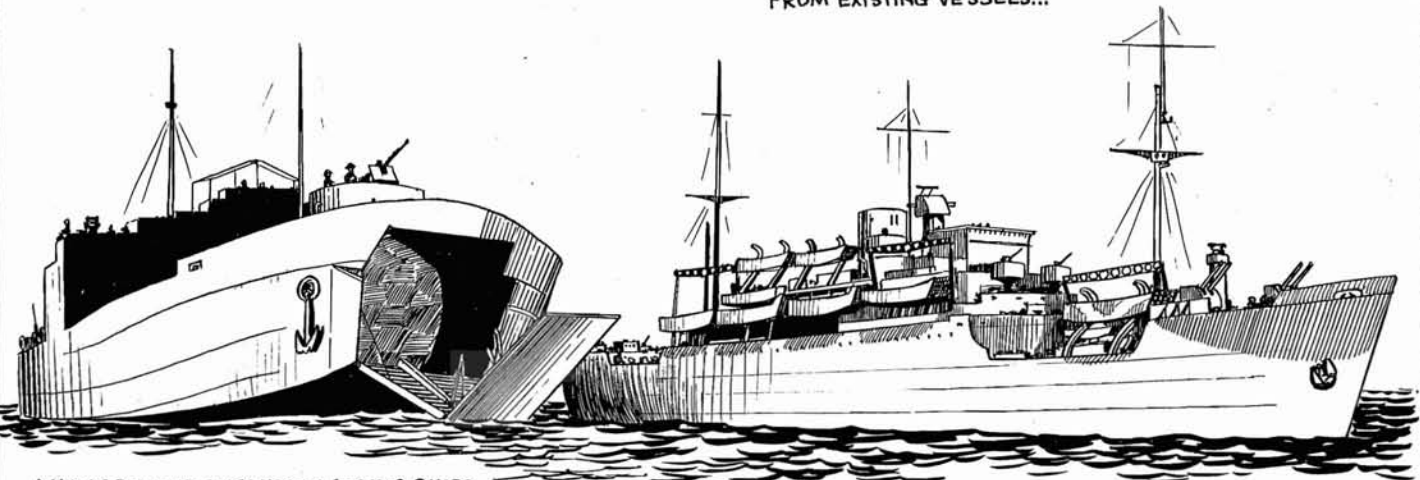
ABRS2	Beemer, M.	36312-G
ABRS2	Cassidy, B. E.	36569-G
ABRS2	Cleghorn, A. J.	33506-G
ABRS2	Huppe, D. J.	38572-G
ABRS2	Kennedy, W. T.	35328-G
ABRS2	McInroy, G. W.	45810-G
ABRS2	Moers, G. H.	42970-G
ABRS2	Molnar, G. R.	28141-G
ABRS2	Peddie, B. A.	36934-G

ABEM2	Hayward, J. W.	37879-H
ABEM2	Hickmott, J. D.	30838-H
ABEM2	Hutton, D. R.	35484-H
ABEM2	Joudrey, L. G.	37526-H
ABEM2	Kay, M. A.	37656-H
ABEM2	Klshinsky, B. L.	44650-H
ABEM2	Leakey, C. W.	39157-H
ABEM2	Leblanc, R. J.	26006-H
ABEM2	Legere, J. W.	24898-H
ABEM2	Marriott, J. R.	43888-H
ABEM2	Martin, L. E.	44035-H
ABEM2	McCallum, A. M.	45576-H
ABEM2	McFee, A. F.	45826-H
ABEM2	Moore, M. A.	38774-H
ABEM1	Plank, T. S.	35566-H
ABEM2	Poirier, K. G.	44095-H
ABEM1	Power, R. A.	37889-H
ABEM2	Service, L.	46133-H
ABEM2	Wentzell, H. N.	37643-H
ABLM2	Devitt, P. R.	45924-H
ABLM2	Eagles, G. J.	45544-H
ABLM2	Edison, W. G.	29598-H
ABLM2	Fleming, D. R.	33695-H
ABLM2	Gaines, B. R.	36771-H
ABLM2	Kearns, P. J.	37909-H
ABLM2	Leblanc, C. C.	44185-H
ABLM2	Tay, K. A.	36982-H
ABLM2	Shypit, J. G.	38593-H
ABLM2	Williams, R. F.	42806-H
ABL3	McKinley, D. J.	17935-H
ABL3	Tremblay, P. J.	28394-H
ABHM2	Cadieux, M. M.	39014-H
ABHM2	Callaghan, G. D.	34817-H
ABHM2	Clark, B. C.	46134-H
ABHM2	Goucher, S. V.	37531-H
ABHM2	Ross, R. B.	37535-H
ABHM2	Smith, N. L.	44437-H
ABHM2	Tibbitts, K. A.	43170-H
ABHM2	Whitehead, G. W.	44113-H
ABNA2	Blake, W. F.	35358-H
ABNA2	Chapdelaine, R. M.	44926-H
ABNA2	Houston, J. L.	44501-H
ABNA2	Lahey, C. B.	46084-H
ABNA2	Lindstrom, L. A.	30069-H
ABNA2	Norman, B. A.	38740-H
ABNA2	Weir, G. W.	39798-H
ABAM2	Downie, A. C.	18771-H
ABAM2	McCann, V. W.	25323-H
ABAT2	Hunt, R. B.	26923-H
ABAT2	Robertson, L. F.	31880-H
ABAT2	Robins, G. E.	23429-H
ABRA3	Cunningham, R. D.	25801-H
ABPW2	Mitchell, P. J.	30437-H
ABNS1	Aird, W. A.	30107-H
ABNS1	Ferguson, P. C.	26548-H
ABNS2	Gauthier, R. J.	29361-H
ABNS1	Jones, R. O.	30813-H
ABNS2	Mailhot, A. L.	32385-H
ABNS2	Pollock, R. T.	29841-H
ABCK1	Bowser, W. A.	34086-H
ABCK2	Jeffrey, E. J.	25105-H
ABCK2	Johnson, A. D.	25674-H
ABCK1	Kealey, M. R.	36528-H
ABCK1	Martel, A. C.	29108-H
ABCK1	Stilson, J. R.	31058-H
ABSW2	Bradley, F. W.	27167-H
ABWS2	Lenire, M. J.	17672-H
ABSW2	Moss, L. N.	13984-H
ABSW2	Walker, J. P.	28884-H
ABMA2	Baker, T. H.	42779-H
ABMA2	Burt, L. T.	42799-H
ABMA2	Morris, R. T.	45984-H
WAME2	Wilson, S. A.	W-46468

Naval Lore Corner

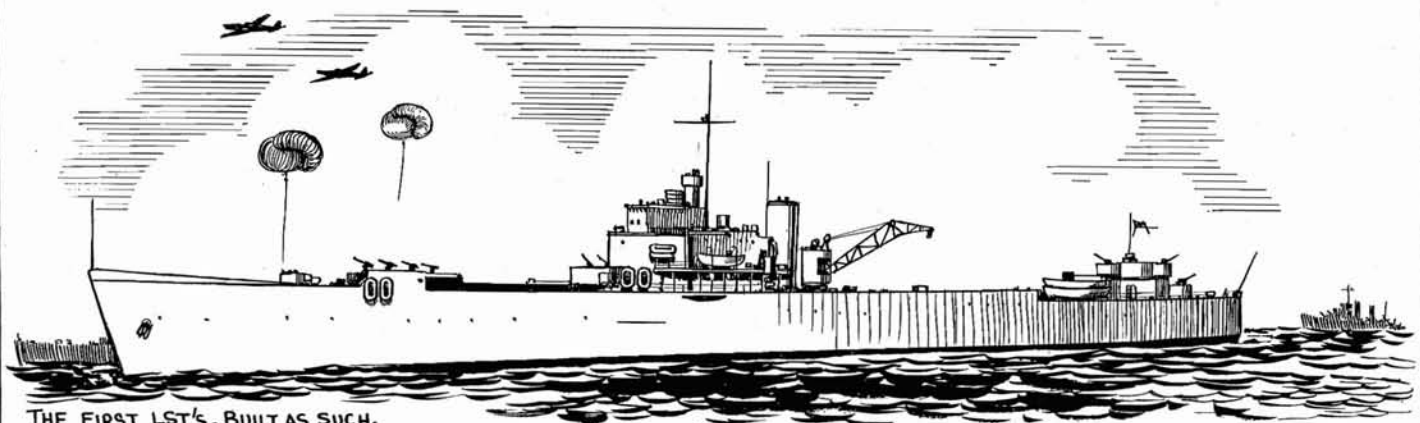
Number 110 EARLY ASSAULT SHIPS

EARLY IN WORLD WAR II, IT BECAME OBVIOUS THAT SPECIAL VESSELS WOULD HAVE TO BE DEVELOPED AND BUILT TO FULFIL THE FUNCTIONS OF COMBINED OPERATIONS EFFICIENTLY. EVENTUALLY THIS FORCE GREW TO BE A VAST FLEET OF SPECIALIZED SHIPS AND CRAFT. AS A "STOPGAP" MEASURE, SOME OF THE FIRST SHIPS ASSIGNED TO DIRECTOR, COMBINED OPERATIONS, WERE CONVERTED FROM EXISTING VESSELS...



AMONGST THE EARLIEST LANDING SHIPS (TANK) WERE H.M. SHIPS "BACHEQUERO", "MISOA" AND "TASAJERO" CONVERTED IN 1941, THEY WERE ORIGINALLY ADMIRALTY TANKERS.

MANY LINERS WERE CONVERTED INTO "LANDING SHIPS, INFANTRY (LARGE), (MEDIUM) AND (SMALL)". THE THREE FAMOUS "GLEN" SHIPS "GLENGYLE", "GLENEARD" AND "GLENROY" BECAME LCI(L)s (ABOVE). THEY COULD ACCOMMODATE 850 TROOPS AND CARRY 12 LCA'S AND ONE LCM.



THE FIRST LST'S, BUILT AS SUCH, WERE H.M.S. BOXER, BRUISER AND THRUSTER, DESIGNATED LST(1)s. FROM THEM DEVELOPED THE LST(2)s, LST(3)s, ETC., ETC., OF WHICH HUNDREDS WERE EVENTUALLY BUILT IN GREAT BRITAIN AND U.S.A.

THE ADMIRALTY OILERS "DEWDALE", "ENNERDALE" AND "DERWENTDALE" (RIGHT) WERE RIGGED WITH GIANT GANTRIES AND FITTED TO CARRY 14 LCM(1)s. (LANDING CRAFT, MEDIUM).



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

