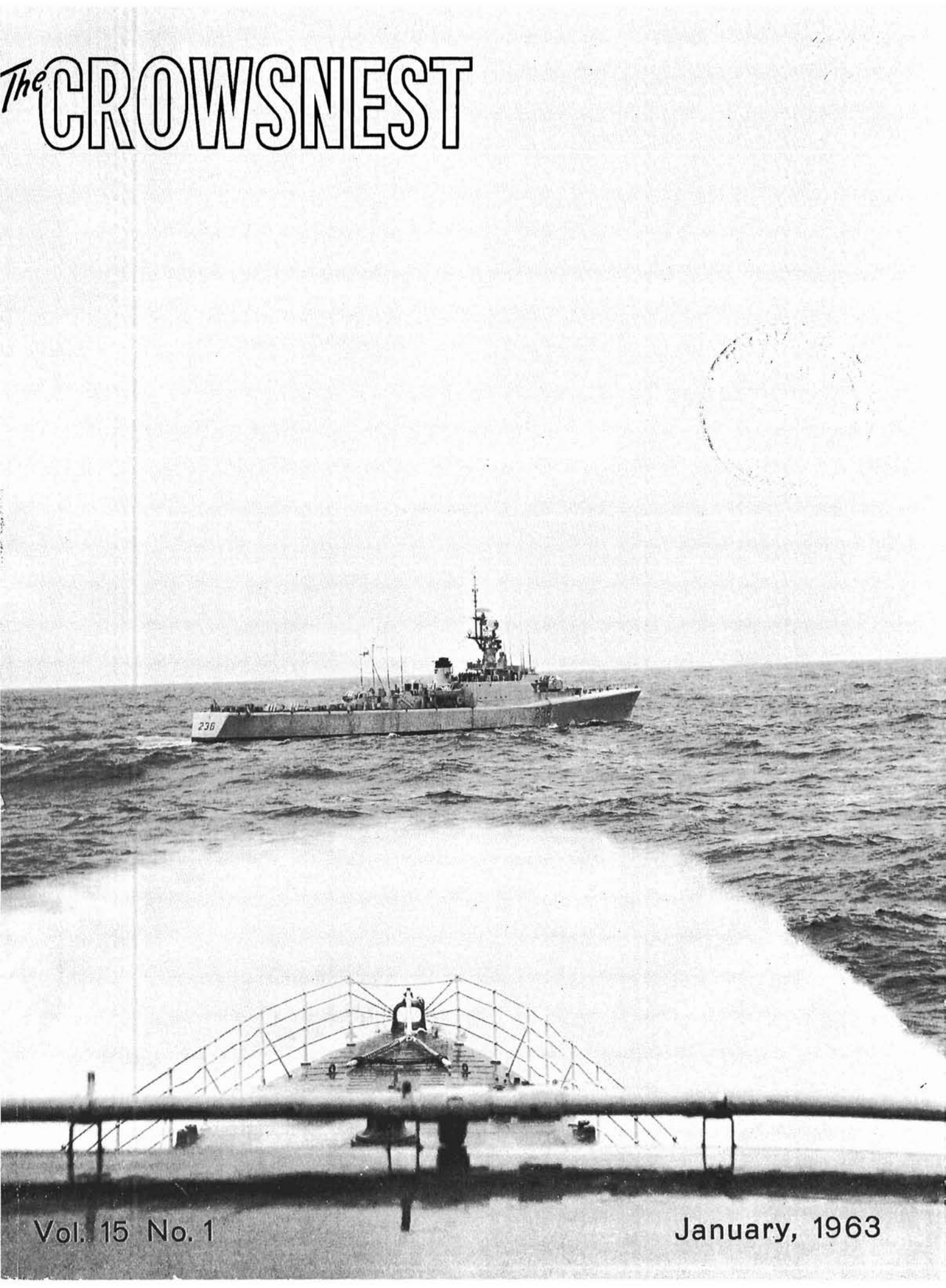
The CROWSNEST



Vol. 15 No. 1 January, 1963

The CROWSNEST

Vol. 15 No. 1 THE ROYAL CANADIAN NAVY'S MAGAZINE JANUARY 1963

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The Cover—The Bay of Biscay was behaving fairly well but there was sufficient swell for the *Terra Nova* to hit a milestone just as PO Ernie Manuel got the *Gatineau* in his camera sights. (HS-70380-23)

LADY OF THE MONTH

Although there are more ships than one in the picture on the opposite page, attention is directed in particular to the leading frigate of the trio on patrol off the East Coast. She is the *Victoriaville,* of the Third Canadian Escort Squadron, and the picture of her on North Atlantic patrol is symbolic of the fact the modernized Prestonian class frigates are continuing to carry their share of the RCN's operational burden.

Last summer the *Victoriaville* sailed warmer, smoother waters as she carried out training duties on the Great Lakes.

Shown astern of her are the *Inch A..an* and the *New Waterford,* both of whom have been designated "Ladies of the Month" in past issues. (DNS-30094)

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RCN NEWS REVIEW

Tribal class destroyers of the First Escort Squadron at Halifax manœuvre off port. Left to right are the Micmac, Nootka and Cayuga. Six tribals are in service and a seventh, the Iroquois, is in operational reserve. (DNS-30118A)

The RCN in 1962

EAST, west, north and south, RCN ships stayed at sea for 7,143 days, logging 1,234,047 miles on training, anti-submarine and operational duties during 1962.

While the surface fleet went about its duties, HMCS *Grilse* logged 16,560 miles in 147 days at sea, much of it underwater, as a target for anti-submarine ships of the Pacific Command and, on the East Coast, the two Royal Navy submarines of the Sixth Submarine Squadron racked up similar mileages on similar duties.

Meanwhile, above the sea, naval aircraft flew 5 million miles in 40,000 hours on training duties, patrol and deck landings.

Naval pilots made 4,269 day and night deck landings on HMCS *Bonaventure,* with only one minor accident, and a Tracker touched down for the 10,000th deck landing since the carrier was commissioned in 1957.

In the course of logging these nautical and air miles Canadian sailors saw Hudson Bay, Canadian and United States ports on the Great Lakes and on the east and west coasts and visited Bermuda, Jamaica, Trinidad, Tobago, Puerto Rico, Mexico, Japan, Malaya, Ceylon, Hong Kong, Singapore, Alaska, Hawaii, Guam, Midway, Germany, Britain, France, Spain, Gibraltar, Ghana, Ivory Coast, Nigeria, Senegal, Holland and Ireland.

Personnel strength at the year's end was 21,573, which included 2,630 officers, 18,246 men and wrens, 543 officer cadets, and 154 apprentices. Strength of the reserve forces stood at 4,051 officers, officer cadets, men and wrens.

Pacific Command divers spent nearly a year underwater, 7,204 hours in training and on public service and service duties.

In October, HMCS *Mackenzie,* name ship of her class, was commissioned at Canadian Vickers, Ltd., Montreal. Another ship of the same class, HMCS *Qu'Appelle,* and HMCS *Provider,* a 22,000-ton fast fleet replenishment ship, were launched during the year at Lauzon, Quebec. They are due for completion this year.

Two destroyer escorts of the St. Laurent class, the *Assiniboine* and *St. Laurent,* were taken in hand for conversion, which will add helicopter platforms and the Canadian-developed variable depth sonar. The Royal Canadian Navy was first to experiment with helicopters operating from anti-submarine escort vessels, starting with HMCS *Buckingham* in 1956. The *St. Laurent* and *Assiniboine* will rejoin the fleet late in 1963.

A new helicopter will soon join the fleet for anti-submarine and other duties. The Sikorsky CHSS-2, a rugged machine designed for anti-submarine operations and able to carry out search and attack missions day or night in all types of weather, will operate from destroyer escorts, the *Bonaventure* and other ships as required. Eight have been ordered and others will follow.

While this building for the future was going on, the Navy was dealing with the problem of obsolescence. HMCS *Iroquois,* Canada's first Tribal class destroyer, a veteran completed in 1942 and a heroine of the Murmansk run, the English Channel, the Bay of Biscay and the Korean Theatre, was paid off into operational reserve.

The Banshee jet fighters, having reached the end of their useful lives, were taken out of service, leaving the *Bonaventure's* air component consisting entirely of Trackers and helicopters.

New Numbers

The January 1963 issue of The *Crowsnest has been designated Volume 15, Number 1, this and future issues being numbered to conform with the calendar year. To bring this about, the November and December 1962 issues were numbered 13 and 14 respectively.*

Announcement was made of a program to provide eight general purpose frigates—3,400-ton, missile-armed ships—to augment present specialized anti-submarine destroyer escorts.

Negotiations were still underway to obtain three conventionally powered, modern, British submarines, primarily for training, but also capable of anti-submarine operations.

In Halifax, an operations trainer, a highly complex installation, went into service to provide training and evaluation ashore for ship's anti-submarine teams.

STATISTICALLY, the RCN had an impressive year. So did the Royal Canadian Naval Reserve.

Fifteen hundred men and wrens of the RCNR completed annual naval training in various RCN ships and establishments. They included 600 new entries, trained at the Great Lakes Training Centre in Hamilton, and 200 new entries from western divisions who completed their training on the West Coast.

Many naval reservists took specialized training in band, medical, supply and other trades. Reserve divers were called on to take part in operational work during the year.

Fifty chief and petty officers from various divisions were trained in instructional techniques at naval academic schools and 50 senior ranks received leadership training at the school in *Cornwallis*. Advanced training at sea was provided for 120 men of the seamen trade in RCN ships attached to the GLTC.

More than 200 communicators received training at the Communications Centre at Hamilton, while others went to sea out of Halifax, Esquimalt and Hamilton. Fifty technical tradesmen in the shipwright, engineering and electrical fields went to sea from either coast.

A program started in 1961 with 18 bandsmen expanded in 1962 to 50 reservist bandsmen from 11 naval divisions. They combined at *Patriot* to form one big band.

One hundred new-entry RCNR Wrens completed their basic training at HMCS *Cornwallis*, while a number of senior Wrens were trained in medical, supply, communications and plotting trades.

Three courses were held during the summer for naval control of shipping officers at Hamilton. From Downsview and Patricia Bay, near Victoria, the two RCNR air squadrons flew 2,850 hours for a total of 420,000 air miles.

Five RCN ships carried out the RCNR training program on the Great Lakes, assisted for three weeks by six units of the First Canadian Minesweeping Squadron. The ships visited 25 Canadian and US ports on the Lakes and, in addition to training requirements, took part in anniversary celebrations and other community events in a number of ports.

From June to September the *Porte St. Louis, Porte St. Jean* and the *Scatari* steamed a total of 12,130 miles on the Lakes with the *Porte St. Louis* out in front with 4,619 miles in 48 days. The *Porte St. Jean* steamed 4,229 miles in 42 days and the *Scatari* 3,282 miles in 52 days.

In this time, too, the *Porte St. Jean* rescued a U.S. yacht off Cobourg, Ontario, and towed her to Ogdensburg, N.Y., and HMCS *Victoriaville* aided a disabled Canadian motor cruiser which had been drifting overnight without fuel on Lake Ontario.

A highlight of the year came on June 13 when HMCS *Inch Arran* played host to Her Majesty Queen Elizabeth, the Queen Mother, during a brief cruise on the St. Lawrence Seaway. It was the first time in nearly a quarter of a century that Her Majesty had visited a Royal Canadian Navy warship in Canadian waters.

IN THE FIELD of public service, HMCS *Bonaventure* assisted in the rescue of survivors of the crash of the Flying Tiger Airlines Superconstellation in the Atlantic, caring for the seriously injured and landing survivors and dead at Shannon, Ireland.

A VU-33 helicopter rescued a stranded fisherman from an island off Victoria, and later rescued the crew of a crashed glider near Hope, B.C. The squadron also assisted in several searches for missing persons.

At the same time, on both coasts, divers were busy, along with bomb disposal squads, in dealing with bombs, mines, smoke bombs and other explosive and dangerous devices, found on beaches or elsewhere. Nearly two dozen searches were made for drowning victims and 12 bodies were recovered. Three searches were made to assist police locate stolen goods.

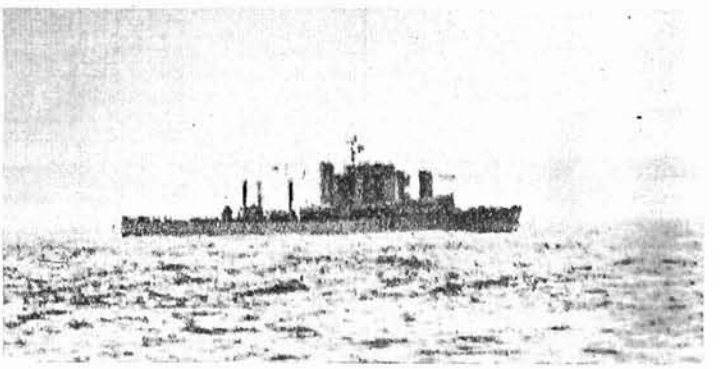
In 1962 the Fleet took part in exercises and manoeuvres with NATO and individual navies. These included Dawn Breeze Seven, Sharp Squall Six, Fallex '62, Sweep Clear Seven, Exercise War Dance, Exercise Crab-Pot, Jetex '62, and others, during and following operational and training cruises.

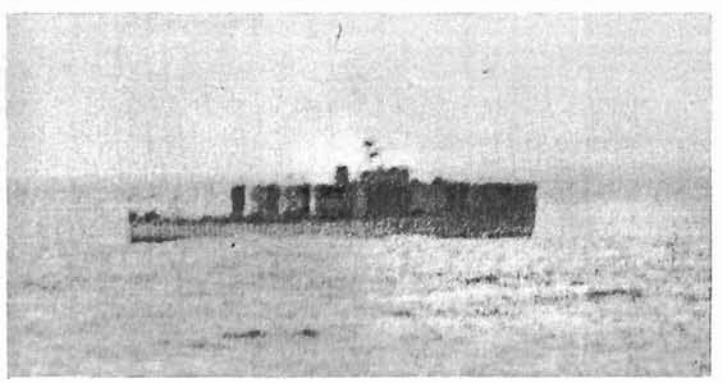
The Navy's state of operational efficiency and readiness was demonstrated in the fourth week of October when it quietly, smoothly and quickly put into effect, in the face of international crisis, the measures it had been practising in exercises.

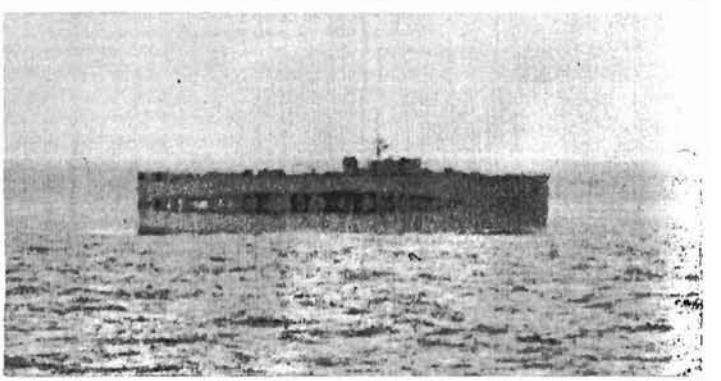
Ships in harbour topped up with fuel, ammunition and stores and put to sea, those already at sea stayed there, and on both coasts the fleet was brought to a high state of readiness. In naval nerve centres in the Atlantic and Pacific Commands and at Naval Headquarters in Ottawa, round-the-clock watches were re-inforced. When the Cuban crisis eased, normal fleet operations were resumed.

Ldg. Sea. Larry Uwins, a former polio victim who built himself into a national amateur distance swimmer, is presented with a Chief of Naval Staff Commendation by Rear-Admiral K. L. Dyer, Flag Officer Atlantic Coast. Last summer Ldg. Sea. Uwins rescued two militiamen when they were in danger of being swept out to sea off Lawrencetown Beach, N.S. (HS-70865)

SHADOW AND SUBSTANCE







The sharp temperature gradients above the northern seas can produce optical effects comparable to the famous mirages of the Sahara Desert. PO Ernie Manuel, of HMC Dockyard photo staff in Halifax, aimed his Graphlex Super "D" camera, equipped with 15" lens, at HMCS Buckinham, sailing the chill waters of Hudson Bay, and came up with a variety of effects. Buckingham sailors reported no ill effects from the compression and expansion their ship had undergone during the period of mirage. (HS-L-112)

FRIENDLY DUBLIN

ASK ANY MAN of the Ninth Escort Squadron to name his favourite liberty port, and the chances are he'll name Dublin, Ireland. Unless, of course, he says "Eire" instead of Ireland, just to prove he was really there one sparkling morning of last July when five frigates of Cortron Nine steamed up the River Liffey.

The visit was the highlight of UNTD cruise BRAVO, and 120 of the 867 Canadians present were cadets from universities across Canada.

Perhaps it was the cadets' high spirits, or perhaps just the fact that the squadron arrived on a Friday the Thirteenth which tickled the Dubliners' famed sense of humour. Whatever it was, citizens of the ancient capital turned out in force to greet their Canadian visitors and provided them with an unforgettable five days of sports, sight-seeing, dances and banquets, all spiced with the witty conversation for which Irishmen are famous.

Although Dublin's large and bustling waterfront was crowded with more than 30 deep sea liners and scores of coasting vessels, the choicest berth of all was reserved for the visiting squadron at Sir John Rogerson Quay—a stone's throw from the brightest lights of O'Connell Street.

The Lord Mayor of Dublin himself visited the squadron during the busy days that followed, as did more than 11,000 citizens and children in the course of various visitors' days and conducted tours for orphans and youth groups. The Lord Mayor called on no fewer than three occasions. News items and photographs appeared almost daily in each of the city's nine newspapers, and radio and TV coverage was equally flattering.

Highlight of the squadron's goodwill efforts was unquestionably a folk-song group of officers, cadets and seamen, known as the "Cortron Nine Choir", which spent a large part of the five days in port rehearsing and producing a 30-minute program of cross-Canada folk songs which was broadcast over Radio Eireann on radio and later on television. Organizer of this popular show was Lt. D. N. MacGillivray, executive officer of HMCS *Lauzon*.

Although nearly 700 libertymen were landed daily, it was not possible to accept all the invitations for tours and dances, and a "rationing" policy became necessary. The only bored group was the shore patrol, which found nothing to do on the first night, and was abolished at the suggestion of the Dublin "guardia". (Never use the word "police" in Dublin.)

Four ships of the Ninth Canadian Escort Squadron lie alongside in the River Liffey at Dublin. (CCC9-182)

Dublin even passed the ultimate acid test of hospitality as far as libertymen are concerned: hundreds of citizens stopped seamen on the street to ask them to their homes for Sunday dinner.

Typical of the friendly welcome met everywhere was the experience of one group of petty officers who visited one of Dublin's famed "singing pubs". Arriving late on Saturday evening, they found every table filled, and the manager apologizing that he could offer standing room only. But, once the sailors were in the room, civilians present

Officer cadets pause in front of Parliament House in Dublin to check a map of the city before proceeding to other points of historical interest. (CCCP-179)

The Rt. Hon. James S. O'Keefe, Lord Mayor of Dublin, signs the guest book in the cabin of Cdr. K. E. Grant, senior officer of the Ninth Canadian Escort Squadron and commanding officer of the Cap de la Madeleine. (CCC9-202)

During the Dublin visit, talented officers, UNTD cadets and men presented a musical program over Radio Eireann. They are shown during rehearsal. (CCC9-181)

UNTD cadets felt they had wandered far into the past as they paused by a 300-year-old thatched cottage in Sully Noggin, Dublin. What didn't seem to belong were the power lines and television aerials. (CCC9-178)

leaped to their feet and stopped the music until the Canadians were seated at the best table in the house.

Coupled with such displays of courtesy and welcome was a second virtue of Dublin which warmed every seaman's heart: the prices were low. A respectable lunch ashore cost the equivalent of 50 cents. A two-mile taxi ride cost 30 cents. Although there is no lack of top-quality luxury merchandise in the modern shops along Grafton Street for wealthy tourists, most Dubliners enjoy life on modest incomes, and merchants and tradesmen set their prices accordingly.

Many RCN libertymen thought they had already met Irish hospitality in Londonderry and Belfast, but even they were overwhelmed by the holiday atmosphere of Dublin in mid-summer.

"Too bad you'll not be visiting Cork or Waterford or the southern towns", said one Dubliner. "Down there you'd meet some real southern hospitality!" He regarded Dubliners as solemn and unfriendly—by Irish standards!

Another surprise for Canadian visitors was the handsome appearance of Dublin in summer, unlike the image so often found in literature of its slums and poverty. Instead, its elegant squares and Regency mansions suggested London's Mayfair district.

Unlike London, however, Dublin's venerable buildings have escaped the attention of modern business and the Luftwaffe, and appear today much as they looked a century ago, except for the occasional Black-and-Tan bullet scar.

Although the 1916-1925 War of Independence is obviously a proud chapter in Irish history books, there is clearly no bitterness towards Britain among today's young Dubliners. They are quick to acknowledge the assistance their country receives from England in all walks of life: commerce, banking, news, radio, television and transportation. Increasing numbers of young Irishmen are turning to England for education and employment. Officers of Eire's Navy and Army attend courses in British establishments, and are in daily communication with Britain's armed forces in matters of search-and-rescue, weather forecasts, hydrographic information and fishery protection.

Ireland's small but seamanlike naval service limits its efforts to coast guard, fishery patrol, revenue and survey duties. Four ex-Flower class corvettes and a force of 500 officers and men prove adequate for this program. Because these ships are based at Cork, the visiting frigates met only the staff of Naval Headquarters at Dublin—a staff consisting of one captain, two

lieutenant-commanders and a lieutenant!

The Irish Army, of 13,000 officers and men, has a more ambitious role these days in the UN forces in the Congo, where most soldiers have now completed at least one tour of six months or longer. Many have completed three such tours.

Like Eire's sailors, its soldiers are clearly tough, battle-hardened and highly disciplined — with no need for any "5 BX" plan. Their training, unhampered by demands for lengthy technical courses, places great emphasis on marching, climbing, unarmed combat, marksmanship and riding. Recently they have added street fighting and jungle warfare to their list of skills.

Ireland's mild, moist climate, much like British Columbia's, encourages outdoor living and sports. Soccer players of the Canadian squadron had a surprise in store for them at their first Irish "football" game. As played in Eire, football is a mixture of soccer, rugger and basketball, with occasional overtones of NHL hockey (Chicago style). No protective equipment is worn, mayhem is normal, and it is fairly commonplace to have three or more unconscious players on the field receiving first aid, while the game continues around them. Spectators frequently reinforce their teams, but it is generally accepted that stretcher bearers should not kick the ball until they have delivered their patients to the sidelines.

Dublin is rarely fortunate among large cities because it possesses a handsome public sports area, Phoenix Park, of 2,000 acres. Formerly the private estate of Lord Chesterfield, the park cuts deeply into the modern city, and contains scores of football fields, track ovals, race tracks, pony clubs, a botanical garden and a vast zoo.

In spite of these public facilities, the park is still largely unchanged, and offers several miles of rolling grasslands and groves of oak and chestnut trees where a herd of wild deer roams freely. The Irish Army's world famous riding team may be seen jumping there almost any day of the year.

But perhaps the most popular hobby of Dubliners is their good conversation and variety of interest. Their favorite Gaelic toast, translated freely, means: "Here's to your health. May we drink to the same again this day next year. And may your grave be in Ireland."

Unless the Canadian visitor exercises caution as the Guinness and good talk flow around him, the last part of the toast can come dangerously close.

SUMMER TRAINING, EAST COAST

NOVA SCOTIA may be "Canada's Ocean Playground" to vacationers, but to a thousand members of the Royal Canadian Naval Reserve across the nation last summer it meant hard though interesting work with the regular Navy.

Officers, cadets, men and women from 21 divisions in Canada came to this seaside province for a fortnight or more of on-the-spot training and experience afloat and ashore. Most of these "working tourists" arrived in the summertime, many of them sacrificing vacation time from civilian employment to do so.

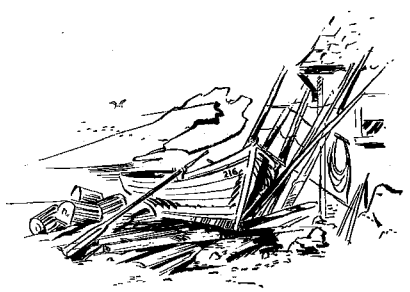
The indications were that they liked it. So far as the regular Navy is concerned, the feeling is mutual. For the Reserves have been intertwined with naval tradition officially since 1923 and the peace time organization of that day heralded the enormous burden they bore in the Second World War. Today, 4,000-odd dedicated "citizen-sailors" carry on the tradition.

Many hundreds of Reserves, particularly the new entry sailors, went to the Hamilton, Ontario, Great Lakes Training Centre, which is activated each summer with warships allocated from the Atlantic Command to give them shipboard experience in Canada's "third sea". Others received suitable training on the West Coast base of the RCN.

Directing their training on the Atlantic Coast was Cdr. I. B. B. Morrow, the overall training officer of the vast Fleet School in the Command. His right arm in this facet of the job was Lt.-Cdr. R. J. Paul, who is reserve training officer.

From April to mid-September—the busiest period—they arranged suitable activities for more than 240 RCNR officers, close to 450 cadets from University Naval Training Divisions (UNTD), plus 380 men and women. Main centres were Halifax and HMCS *Cornwallis,* in Nova Scotia's Annapolis Valley.

Some Reserves pinch-hit in sea billets for regulars absent on courses or annual leave. Sub-Lt. Georges Proulx, of L'Orignal, Ont. a law student at Queen's University, served in the destroyer escort *Sioux* and liked it. Sub-Lt. Sidney Boloten, a Montrealer in HMCS *St. Croix,* got his first taste of shipboard life as an officer rather than a cadet. Both were commissioned in 1962 from the UNTD.



PO H. M. Christiansen, a Winnipeg electrician, worked off a comparable trade test in the naval dockyard. PO J. J. Farrell, Kingston carpenter, was in the Fleet School for two weeks to learn the naval application of his trade.

Lt. A. M. Garneau, taking law at the University of Ottawa, and Sub-Lt. P. T. Perrault, Quebec City, used their bilingualism to translate UNTD tests in the Fleet School. Their co-ordinator was Lt. Bernard McCabe, Dalhousie law student, who entered HMCS *Scotian,* Halifax naval division, in 1956 as an ordinary seaman.

Lt. Shirley Weber, Portage La Prairie, Manitoba, helped the dietician at the Canadian Forces Hospital in Halifax. Professor of Home Economics at the University of Manitoba, she finds summer training has "helped tremendously" in her teaching career:

"At the university I am always involved in the theoretical side only. It is a pleasure to get this bit of field work."

Wren T. A. Graham spent four months in the supply division at *Cornwallis.* A University of Ottawa arts student, she says the Reserve not only enhances her personal qualities but also helps put her through college. Wren J. E. McDonald, of Windsor, Ontario, trained on-the-job in the Forces hospital *Stadacona.* As a qualified medical assistant, she feels she gained "something valuable" to offer her home division, HMCS *Hunter.*

OFFICERS AND MEN

St. Therese Wins Sonar Award

The Pacific Command's sonar proficiency award for 1962 has been won by the frigate *Ste. Therese,* of the Fourth Canadian Escort Squadron.

The *Ste. Therese* achieved an 85.6 per cent mark in the annual event. Runners-up were two other frigates of the same squadron, the *Jonquiere* and *Antigonish,* each with 83.2 per cent.

650 Donations To Blood Bank

Officers and men of the Pacific Command donated a total of 650 pints of blood to the Red Cross Blood transfusion service during a two-day clinic in Victoria and Esquimalt.

On January 3 sailors from ships of the Second Canadian Escort Squadron gave 150 pints of blood at Red Cross House, Victoria. They went in buses and private cars to make their contribution to their community.

The following day 500 personnel representing all units of the fleet flocked to the gymnasium of HMCS *Venture* in the Dockyard to complete the two-day, 650-pint target.

The two-day donor session brought to 1,031 the number of pints of blood that personnel of the RCN's Pacific Command had donated to the Red Cross since early December.

Among the donors in the Dockyard clinic was CPO Frank Paulsen, of HMCS *Ottawa,* who gave his 40th pint of blood to the Red Cross.

For Victoria's Royal Jubilee Hospital, the second day's clinic proved particularly timely. At 9 a.m. there was an urgent requirement for two pints of "absolutely fresh" group A, Rh positive blood for an emergency operation. Within two minutes the Red Cross nurses working in the Dockyard had selected two donors from the crowd of

Believed to be the champion blood donor of the Pacific Command CPO Frank Paulsen of HMCS Ottawa, on January 4 gave his 40th pint to the Red Cross Blood Clinic. (E-70174)

Rotterdam Visit Hailed as Success

An informal visit was made last fall to the port of Rotterdam by the aircraft carrier *Bonaventure,* and destroyer escorts, *Crescent, Nootka, Athabaskan* and *Cayuga,* with RCN Air Squadrons VS 880 and HS 50 embarked in the carrier. The Canadian Charge d'Affaires, The Hague, has since commented as follows on the visit:

"There is no doubt that this visit was exceedingly successful from all points of view. The Dutch are always glad to greet Canadians. The warmth of their welcome for the Navy was heartfelt and deeply genuine. The RCN in their turn, upheld the fine traditions of their service and did much to enhance the continuing good name of Canada in the Netherlands.

"All Canadians living in the Netherlands are sincerely proud of the RCN and are most grateful to CANCOMFLT, his Commanding Officers, Officers and men for all that they did for Canada during their recent visit. We share the hope frequently expressed during this visit by the Dutch that visits by HMC Ships to the Netherlands may take place at more frequent intervals in the future.

"The visit underlined the close relationship between the RCN and the Netherlands Navy based on the fact of similarity in size, equipment and role, and kept fresh personal and professional contacts . . . An outstanding visit which has done much to foster the good relations between our two countries."

sailors who had assembled to give their blood.

In less than half an hour the two pints were delivered to the hospital.

"We are greatly indebted to the Pacific Command for all this help," remarked Mrs. V. A. Thistle, supervisor of the Red Cross Mobile Blood Clinic for Greater Victoria. "Our stocks were running dangerously low . . . These donations from officers and men of the navy have literally been a life-saver for our entire operation."

Adult Swimming Classes Conducted

An adult learn-to-swim class is underway at the *Stadacona* pool. With instructions every Saturday, the classes are sponsored jointly by the Halifax Recreation Commission and the Canadian Red Cross Water Safety Division.

Classes, which will run for 15 weeks, are open to both men and women.

Course Leader Wins Lott Prize

Lt. F. J. Mifflin has won the Herbert Lott Naval Trust Fund prize of £15 with a mark of 86.6 per cent in the 1962 Third Weapons Officers' Course at *Stadacona*. Eleven officers completed the course.

Lt. Mifflin was born in Bonavista, Nfld., and entered the RCN as a cadet at HMCS *Venture* in September 1954.

The Herbert Lott Naval Trust Fund was set up by the late Mr. Herbert Lott, a member of the London, England, Stock Exchange. In 1928 he gave a donation of £20,000 to create the fund and later added £5,000. When he died in 1948 he left the residue of his estate of more than £100,000 to the Fund.

Mr. Lott was extremely interested in the Royal Navy and the part it played in the defence of the Commonwealth. He was convinced the guns of the RN were of prime importance in keeping world peace and hence his desire to establish a prize fund for skill in gunnery and fighting practices generally.

Today the fund is used to make awards to members of the Royal Navy, Royal Marines, Indian Navy and other Commonwealth navies, active or reserve, who show marked efficiency in fighting practices or who contribute signally to the improvement of fighting appliances.

As applied to the RCN, awards of £15 for officers and £10 for senior men, including petty officers, second class, are available to the best qualifiers

MARIE MARGUERITE LAVIGNE

in certain specified courses. These are for officers, weapons officers' course, navigation-direction officers' course, communications officers' course, RCAF pilots' course to wings standard and, formerly, lieutenant (L) star removal course.

For the men, the courses are for Trade Group Four in the following categories: engineering technician, naval airman, aviation technician, naval aircrewman, signalman, radioman, radioman special, electrical technician, air electrical technician, sonarman, weaponmen underwater and surface, firecontrolman, air electrical technician, electronic technician, hull technician, weaponman (air), boatswain, and radar plotter.

This is the plaque presented to the Bonaventure by the U.S. Air Forces in Europe in recognition of the part played by the carrier and her aircraft in the search and rescue operations that followed the ditching of a Flying Tiger airliner in the North Atlantic last September. (BN-4907)

Awards may also be made to ships under the terms of the Fund. HMCS *Stettler* was given a £20 award in early 1962 for winning the L. W. Murray trophy and the Pacific Command Sonar Proficiency award in 1961.

RCN Baby Born In Ankara, Turkey

Although *The Crowsnest* has no intention of sponsoring a "Beautiful Baby" contest, there appeared to be good enough reason for printing the accompanying picture of a charming young lady.

She is Marie Marguerite Lavigne, whose mother is the only RCN wife in Turkey and whose father, PO C. E. Lavigne, is on the staff of the naval, military, air attaché at the Canadian embassy in Ankara.

Marie Marguerite's parents believe her to be the only Turkish-born RCN dependent. She was born in Ankara on June 23, 1961. The picture was taken last October.

PO Lavigne, an administrative writer, has been serving in the Near East since March 1960. He has also served in the Far East, in HMCS *Crusader* during the Korean War. A native of Valmarie, in southwestern Saskatchewan, he joined the Navy at Victoria in 1951.

Bermuda Area Exercise Scene

Exercises for ships of the Royal Canadian Navy's Atlantic Command were scheduled for the Bermuda area between late January and mid-March.

Ships in the Bermuda area during the period will vary from one to 23 units plus a submarine. The exercises are called "Maple Spring 63".

In overall command is Commodore R. P. Welland, Senior Caandian Officer Afloat (Atlantic).

The mobile repair ship *Cape Scott* is to be used in Bermuda to provide fleet support. Included in the various exercises will be destroyer escorts, frigates and minesweepers.

Cash Awards Won by Three

The Public Service of Canada Suggestion Award Board has granted cash awards and the Deputy Chief of Naval

Personnel has sent letters of congratulation to the following for ideas which have since been adopted for use by the Royal Canadian Navy:

John Arthur Tuckwell, a civilian storeman at *Hochelaga,* for a shipping tag revision for control of naval material, and

Sub-Lt. R. M. Bernard and PO D. R. Brooks, both of HMCS *Ste. Therese,* for modifications to certain types of sonar sets used in the RCN.

Mother of Four Heads Swim Class

A *Shearwater* housewife and mother of four children topped the class in an intensive Red Cross swimming and water safety course held at HMCS *Shearwater* during Christmas week, L. G. Punchard, director of swimming and water safety for Nova Scotia Red Cross, announced January 3.

She is Mrs. Margaret Pitt, who led the 19 successful aspirants for certification as Red Cross instructors and leaders in the week-long course. Runner-up was PO C. A. Call, also of *Shearwater.* The majority of the candidates who qualified were teenagers who will supervise Nova Scotia beaches and waterfronts next summer.

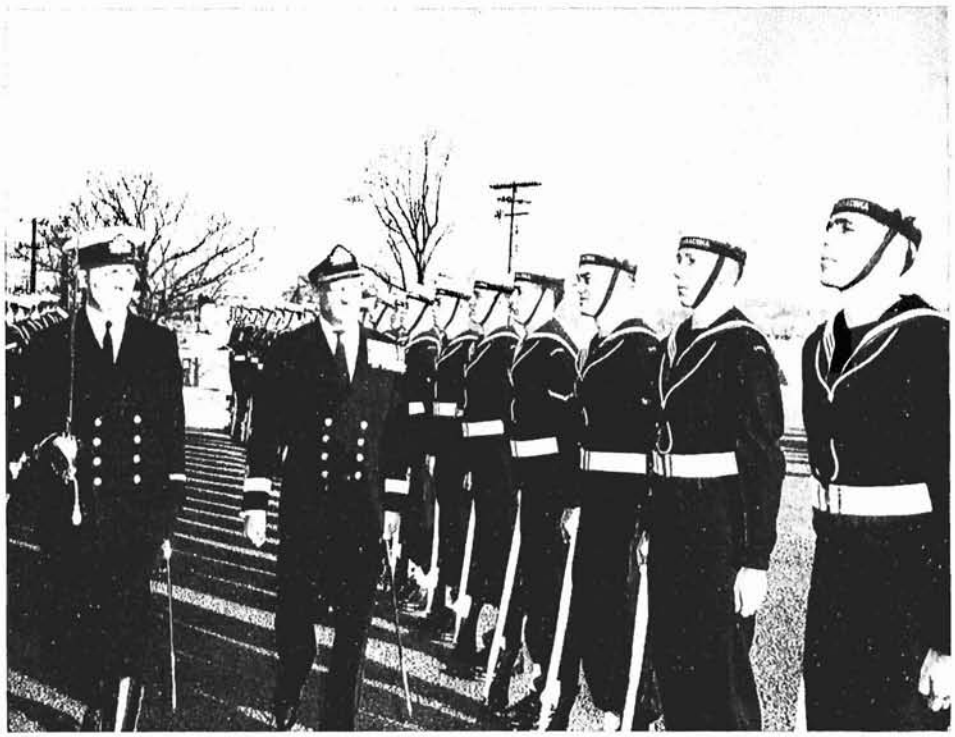
In addition to Mrs. Pitt and PO Call, they are Guy Brown, *Shearwater;* Gerald MacLeod and Claudine Goudey, Dartmouth; Elizabeth Botterell, Gary Spicer, Carol Schweiser, Lloyd Trerice, Gordon Macmichael, Margaret Pratt and Terry Gallagher, Halifax; Janet and Carolyn Mont, Spryfield; Edward McManamon and Eileen MacDonald, Amherst; Richard Mader, Guysborough; Sharon Street, Bridgetown and Gary Lochart, Truro.

G. R. Matheson, president, Nova Scotia division, the Canadian Red Cross Society, presented awards at division headquarters in Halifax. He commended the swimmers on the parts they will play in what he described as "one of the Red Cross's most important educational programs".

Mr. Matheson said that 22,000 people had enrolled in Red Cross classes last year and that in Nova Scotia a greater percentage of individuals received instruction than in any other province.

The course was under the supervision of Stephen Cook, Halifax. He was assisted in the final two days of examinations by CPO John Pitt, *Shearwater;* Flight Lt. Leslie Hart, chairman of the provincial Red Cross swimming and water safety committee, Halifax; PO "Tug" Wilson, *Shearwater,* and Ivor Axford, *Shearwater.*

The course encompassed teaching techniques in aquatic subjects covering life saving, artificial respiration, survival training, supervision of beaches and waterfronts.



Commodore R. P. Welland on October 19 took up his appointment as Senior Canadian Officer Afloat (Atlantic). Here he inspects a guard mounted for his subsequent official call on the Flag Officer Atlantic Coast. Officer of the guard is Sub-Lt. E. Ronald Martin. Commodore Welland previously was at Naval Headquarters as Assistant Chief of the Naval Staff (Air and Warfare).

His Excellency Guy Daufresne de la Chevalerie, Belgian Ambassador to Canada, with offices in Ottawa, visits Rear-Admiral W. M. Landymore, Flag Officer Pacific Coast, on December 10, 1962. Accompanying the Ambassador was Mr. J. Bonne, Belgian Consul, from Vancouver. For a number of years, Belgian officer cadets have been training at HMCS Venture. (E-69972)

THE COAST GUARD

A YEAR AGO—on Friday, January 26, 1962, to be precise—the Department of Transport fleet became officially known as the Canadian Coast Guard. The fleet, which now numbers more than 240 vessels of all types, includes nearly 50 ships of larger size, 28 of them measuring more than 1,000 tons gross.

The Canadian Coast Guard has a long history of notable service to Canada's maritime economy, dating back to Confederation, when it first was formed as a unified marine service from previous existing government marine establishments.

Until the establishment of the Royal Canadian Navy in 1910, it was partially an armed service. After that time, it became an entirely civilian organization engaged in the task of keeping Canada's waterways safely marked and free of navigational hazards, and carrying out, when necessary, icebreaking services and search-and-rescue functions.

About five years ago the fleet began a tremendous expansion, when the development of summer marine operations in the Canadian Arctic suddenly mushroomed. There also arose a new and growing demand by commercial shipping for winter icebreaking services in the Gulf of St. Lawrence and East Coast waters. The Department of Transport's Marine Services underwent an extensive re-organization to keep abreast of the vastly increased responsibilities it was facing.

Among these, and expanding rapidly in scope because of the phenomenal increase in pleasure boating all across Canada, was the matter of marine search and rescue.

For a time, the old name "Canadian Marine Service" was officially applied to the fleet. Then, in recognition of both the expansion in size and scope of its operations, and the increasingly high standards achieved, it was decided to adopt the new name.

In keeping with the change was the decision to use a new colour scheme and distinctive insignia on the ships. They are now to have red hulls, rather than black as formerly. Superstructure and funnels are to be white, instead of the white, yellow and black combination of former years. A stylized red maple leaf and band on the funnels make the ships instantly recognizable at a distance.

With the new colour scheme, the ships will be more easily seen from other vessels they may be escorting and can be more readily spotted by their own helicopter pilots returning from reconnaissance flights under conditions of poor visibility. The new quality of easy identification will also be helpful when the Coast Guard ships are engaged, with other vessels, in search-and-rescue undertakings at sea.

Officers and men of the Canadian Coast Guard wear a new style of distinctive uniform, modelled on war-time battle dress and designed to be smart, comfortable and practical for the conditions of the service.

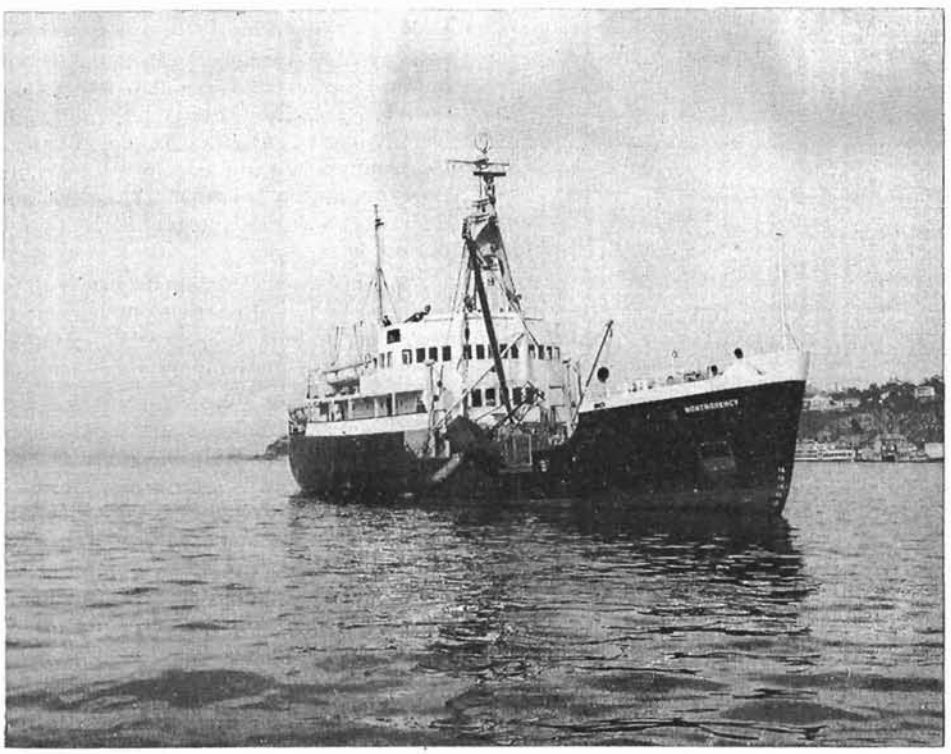
Despite the change in dress of both ships and men, the Coast Guard's duties continue to be strictly of a civilian nature and the vessels are entirely unarmed.

All through its history, it has supplied and maintained floating and shore-based aids to navigation for the Department of Transport in Canada's east and west coast waters; on the St. Lawrence River and Great Lakes; in Hudson Bay and the Arctic; along the vast Mackenzie River system and on other inland waters. The size of this task in all these areas has grown steadily with the continuing increase in commercial shipping activities.

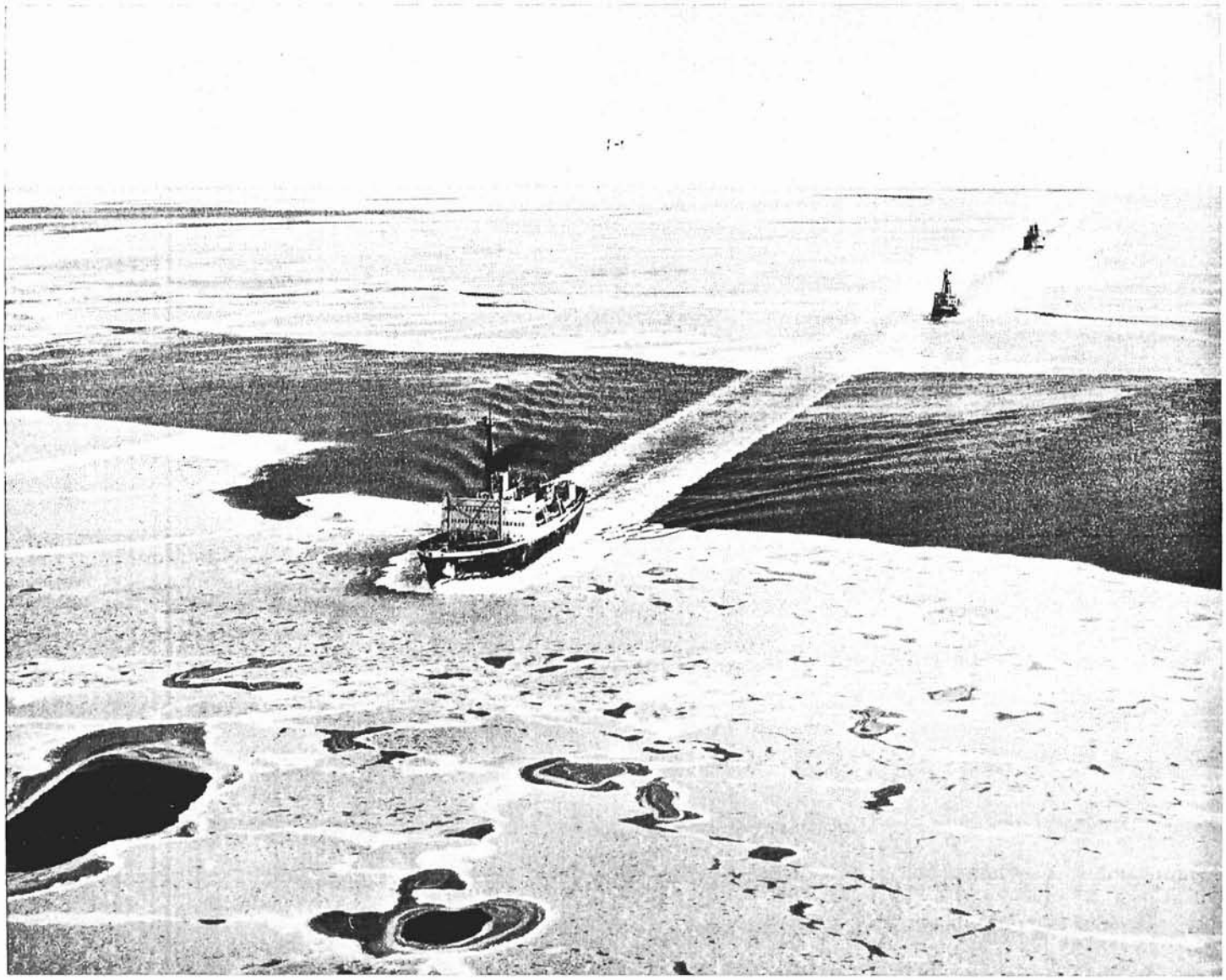
Icebreaking has been an important factor in the operations of the service since its earliest years. In the beginning, such work was undertaken principally to assist shipping in eastern port areas and along the St. Lawrence for as long a period as the weather would allow. Icebreaking was also found the only effective means of easing flood conditions caused by ice jams at Montreal.

In subsequent years, there arose a demand for icebreaker assistance to ships in Hudson Bay and Arctic waters in summer, and for help in extending the shipping season in the Gulf of St. Lawrence to greater length.

Emphasis was placed on construction of icebreakers and the Canadian Coast Guard now has 10 fully-strengthened icebreakers and seven lighter supply-and-buoy vessels capable of limited icebreaking. These 17 ships comprise the second largest icebreaker fleet in the world. The strength of this force will be added to with the completion in 1966 of a new 24,000 horsepower



CCGS Montmorency, lighthouse supply and buoy vessel, is shown laying buoys in the St. Lawrence, an annual task. (Department of Transport Photo)



Keeping traffic moving on the St. Lawrence during the winter months is a recent undertaking of the Canadian Coast Guard. In this picture, taken on February 20, 1962, the CCG Ships D'Iberville and Alexander Mackenzie and the MV Baie Comeau steam in line ahead in the Gulf of St. Lawrence. (Department of Transport Photo)

triple-screw icebreaker, larger and more powerful than the fleet's present "largest", CCGS *John A. Macdonald*. Two new buoy-and-supply vessels, strengthened for navigation in ice, are also under construction. One will work in the Department of Transport's Sorel Agency, the other in the Prescott Agency, on the St. Lawrence River.

Since 1954, the Department of Transport has accepted increasing responsibility for the resupply of numerous Arctic installations, both civilian and military, in widely scattered parts of both the Eastern and Western Arctic. This was one of the primary causes of the growth of the icebreaker fleet. In the beginning, much of the resupply work was carried out by United States agencies, but the department's undertakings were expanded year by year until by 1961 its operations included the whole Canadian Arctic.

In the Eastern Arctic the supply work is carried out by means of convoys of chartered merchant ships escorted by icebreakers. The icebreaker captains act as commodores of the convoys and are assisted by northern supply vessels. These are shallow-draft ships, converted from wartime tank landing craft and capable of working in the shallow water areas that are found at many ports of call in the Far North, and into which the larger icebreakers cannot safely venture.

Of vital importance to these operations are the ice reconnaissance flights provided by fixed wing aircraft under the direction of the Transport Department's Meteorological Branch. These flights range out of such points as Churchill, Manitoba, and Frobisher Bay and Resolute Bay in the Arctic and provide information on conditions in the sea lanes of the entire eastern Arctic in which the convoys operate.

Close range reconnaissance flights are flown by helicopters carried aboard the icebreakers, carrying ice observers supplied by the Meteorological Branch. The helicopters, providing a means of finding leads through ice in the immediate vicinity of ships, have meant a tremendous saving in time for the convoys. They also are used for ship-to-shore transfer of personnel and light freight.

Ship-to-shore handling of cargo is carried out by a fleet of landing craft and other barges that are maintained in the north and operated by the Coast Guard. Trucking and stevedoring

services at the larger Arctic points are carried out by civilian contractors.

In the Western Arctic, a Coast Guard icebreaker works with supply convoys operating from Tuktoyaktuk at the mouth of the Mackenzie River to points as far east as Spence Bay and Shepherd Bay, at the southwest end of Boothia Peninsula.

An idea of the degree to which the northern supply operations of the Canadian Coast Guard have increased can be gained from the tonnage of Arctic-bound cargo handled in recent years. In 1954 the figure was around 8,000 tons. By 1961 it was in the vicinity of 110,000 tons and last year's tonnage was around the same figure.

During the winter months, Canadian Coast Guard icebreakers support the ever increasing shipping operations in the Gulf of St. Lawrence. Their movements are directed from an operations room in Sydney, N.S., where an ice operations officer, himself a qualified master mariner, maintains contact with commercial shipping and provides routing instructions and directs icebreaker assistance as required.

The ice information is provided by the Meteorological Branch, as in the case of Arctic operations. Where possible, the merchant ships are made up into convoys for passage under icebreaker escort through difficult ice areas.

In addition to these services, certain public service undertakings, such as maintenance of year-round navigation or extension of the normal navigation season in and out of numerous harbours in the Gulf and Atlantic areas, are carried out as a part of the same winter operations.

The winter of 1961-62 saw more Gulf winter shipping than in the previous year, which was the first in which there was any attempt by commercial shipping to use the Gulf throughout the cold months. Last winter, cargoes moved regularly from ports along the North Shore such as Port Cartier, Seven Islands and Baie Comeau, as well as from the paper producing ports of Dalhousie, N.B. and Corner Brook, Newfoundland.

The Canadian Coast Guard answered more than 300 calls from ships seeking icebreaker assistance and nearly 400 calls for routing through the ice were given attention.

More than 3,000,000 tons of cargo moved through the Gulf during the season; the figure was nearly double the amount recorded in the previous winter.

The traffic was of special importance to the North Shore ports, for, in former years, their industrial life as iron ore shipping ports came to a standstill with the arrival of winter.

In the Arctic, and to an increasing degree in the Gulf of St. Lawrence and other "home" waters, advantage is taken by hydrographers, oceanographers and other scientists attached to other government departments of the chance to extend their knowledge of those waters that can only be navigated by icebreakers.

Ships of the Coast Guard have penetrated far into the high latitudes on scientific missions in the fields of meteorology, oceanography and hydrography. Naval personnel recall with pride the exploits of one of these vessels, the former HMCS *Labrador*, the first warship and first large ship of any kind to complete the Northwest Passage and circumnavigate North America.

On the Great Lakes, the *Port Dauphine*, on loan from the Royal Canadian Navy, is operated on behalf of a group of research organizations working in the fields of meteorology and limnology, the "oceanography" of lakes.

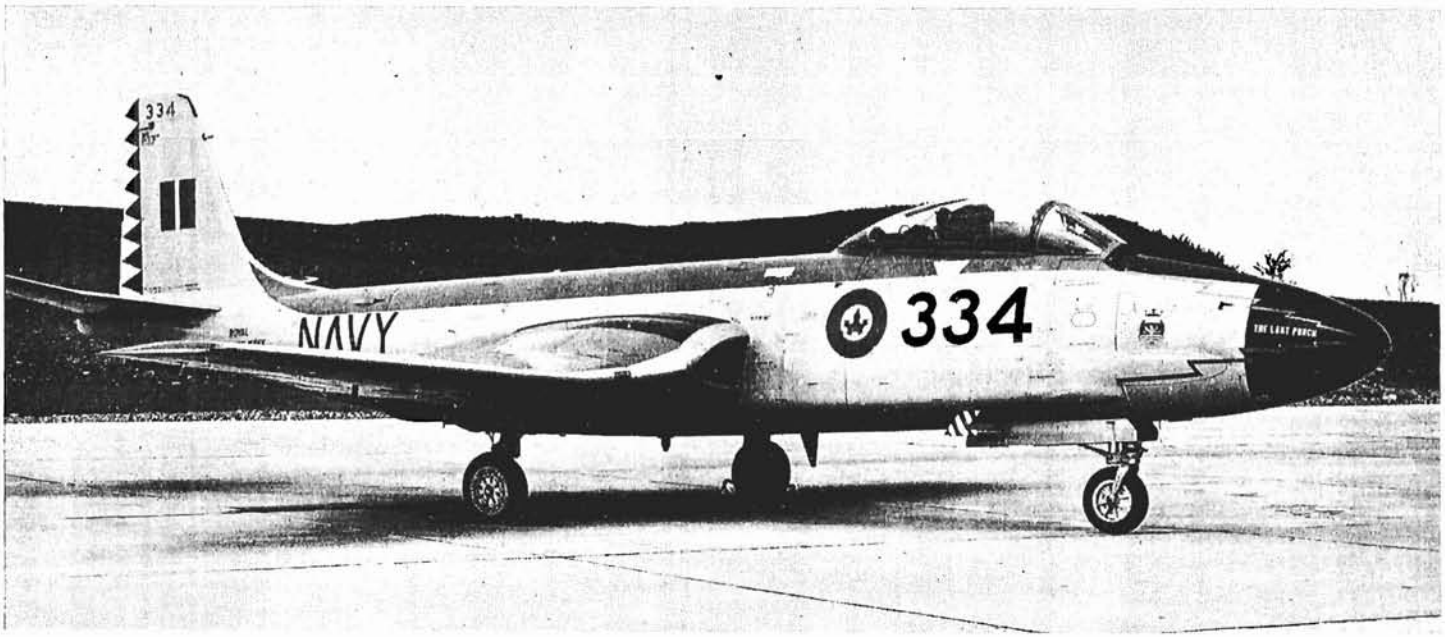
In the realm of search and rescue work, on which increasing emphasis is being placed, the Canadian Coast Guard provides the marine element in the national air-sea rescue organization in support of the overall responsibility of the Royal Canadian Air Force.

The search-and-rescue undertakings will require a new degree of efficiency with the completion of five new 95-foot cutters for which contracts recently were let, and the construction of three 65-foot cutters for which contracts are about to be awarded.

Two of the large cutters will be in service on the Atlantic Coast, two on the Pacific and the fifth in the Great Lakes during Summer and the East Coast in Winter. The three smaller vessels will be used for Great Lakes patrol duty.

Two new weather ships are to be built for the Coast Guard to serve Weather Station "Papa", in mid-Pacific, which has been maintained by the department's ships for a number of years with former Royal Canadian Navy frigates now coming to the end of their useful lives.

Also under construction or in the planning stages, apart from ships already mentioned, are an icebreaking cable repair ship, a new depot ship for housing personnel engaged in Coast Guard summer Arctic operations, another shallow draught buoy vessel for the Mackenzie River and other smaller craft.



"The Last Punch" was the name given to the Banshee stripped of its fighting gear at Shearwater in preparation for the flight to Calgary, where it has been acquired by the Southern Alberta Institute of Technology for its instructional and historical value. The Banshees of 870 Squadron were withdrawn from service last September. (DNS-29527)

THE LAST PUNCH

During 1962 the operation of fighter aircraft by the Royal Canadian Navy was discontinued. The last few months of operation of Fighter Squadron 870 were somewhat frustrating and painful for the squadron personnel, knowing that the aircraft they were flying with enthusiasm and maintaining with meticulous care would shortly pass out of service. During this difficult period a request was received from the Provincial Institute of Technology and Art, Calgary, Alberta, for a Banshee aircraft for the instruction of students in the construction and maintenance of jet aircraft. The preparation of this aircraft for its transfer to the Provincial Institute of Technology and flight to Calgary provided one of the last official tasks carried out by VF 870. The enthusiasm and energy with which this task was tackled are well illustrated in an article written by Lt. G. D. Bennett, the Squadron Air Engineer Officer. A somewhat condensed version of Lt. Bennett's article follows. It speaks highly of the calibre of the officers and men in VF 870 and the spirit with which their work was accomplished.—S.G.S.C.

By Lt. G. D. Bennett

WHEN THE OFFICERS and men of VF 870 heard that they were to prepare a Banshee aircraft for transfer to the Institute of Technology and Art, Calgary, Alberta, the news was interpreted as a welcome opportunity. It would be one of the last jobs they would do together as an organized squadron. It would give them an opportunity to see the performance of the aircraft with all the cumbersome military equipment removed and, perhaps the most important of all, it would perpetuate for a few more years one model of the famous old bird they all knew so well.

The aircraft selected was Serial Number 126334, picked for appearance and general condition. The initial task was to remove the military and non-essential equipment and adjust the final weight distribution so that the centre of gravity would not be moved from its initial designed position. Some 80 items of equipment were removed and the weights and centre-of-gravity arms carefully recorded. Items removed included the armament, fire control radar, arresting gear, tip-tank installation and finally some of the more valuable instruments, including the auto pilot, radio altimeter and stall-warning equipment.

When all equipment had been removed and the necessary load added for CG compensation, it was calculated that the aircraft would be lighter by some 1,293 pounds and the total weight would be 13,053 pounds. The aircraft was then accurately weighted by the Fairey Aviation weighing team and the actual weight was found to be 13,051 pounds. The CG location was proved to be correct and all personnel were justly proud of the squadron's weight calculations.

The removal of equipment was completed ahead of schedule and it was decided to combine the normal flight testing of the aircraft with a trial program to evaluate performance in the "light" condition. In order to achieve significant results the aims of the flight test program were defined by the squadron pilots as follows:

To exceed Mach 0.9 in a dive;

To exceed 535 knots straight and level at 500 feet altitude;

To achieve an altitude in excess of 50,000 feet, and

To climb 40,000 feet in less than 12 minutes.

The achievement of the above parameters would prove that the essential performance of the aircraft had not deteriorated with age or RCN utilization. Granted, the aircraft was a stripped and especially lightened model but the parameters set were reasonably high.

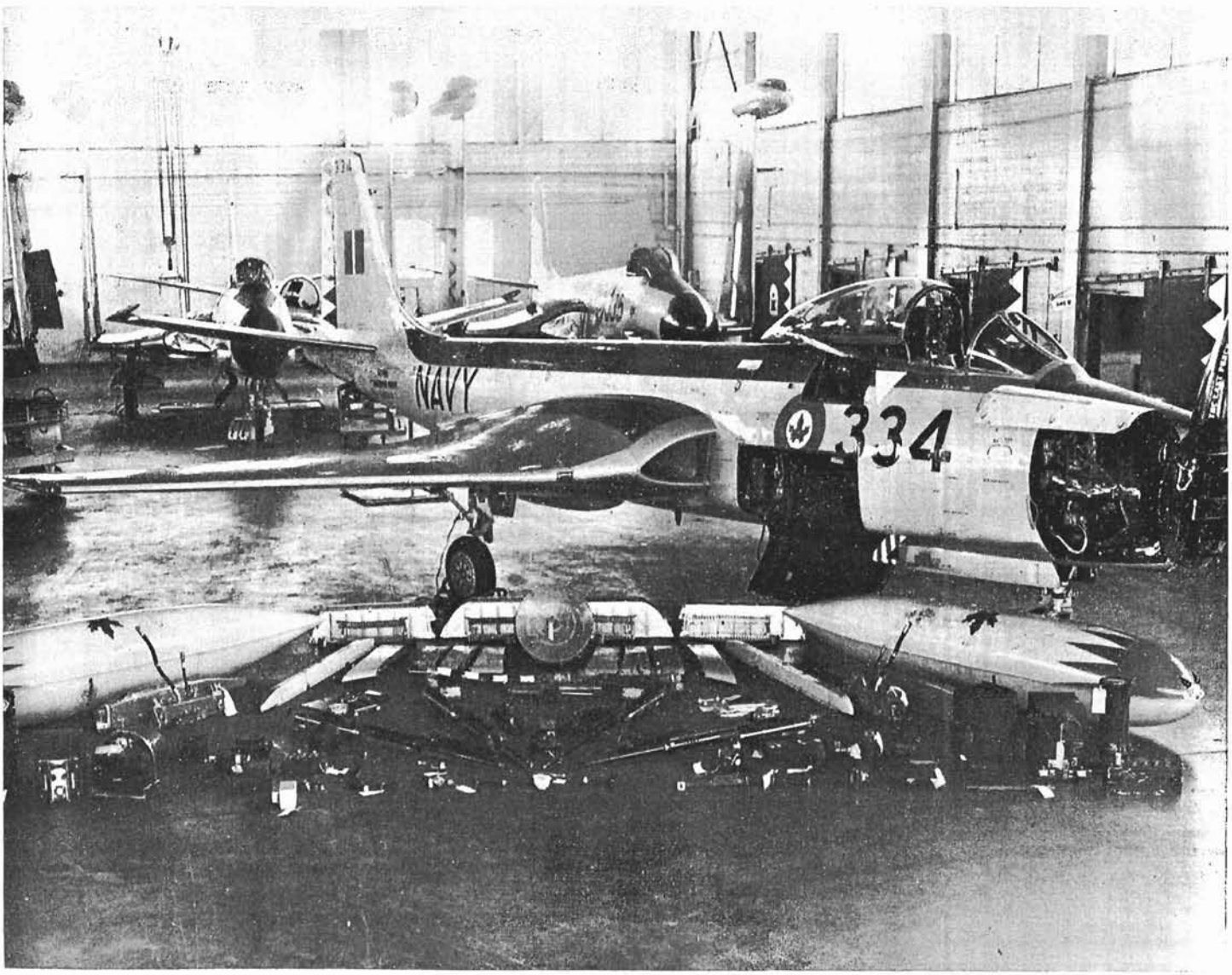
As the time for flight trials approached, Banshee 126334 became the object of much speculation and controversy. Someone coined the phrase "Last Punch", which stuck as a name for this somewhat unusual aircraft.

Preparation for the special flight trials consisted of three major tasks; the fairing of areas of potential drag, improvement of wing surfaces and accurate calibration of the engines. Just forward of the engine intakes are the 20mm gun ports which normally cause considerable turbulence to air passing along the fuselage to the engine. The ports were neatly covered over and faired. All small projections and openings in the fuselage were either faired or covered, where feasible. A great deal had previously been accomplished by the removal of tip tanks, missile pylons and bomb and rocket launchers.

To smooth the wings, the rough walkways over the engine housings were removed and the exposed areas painted with high gloss finish. The edges of all access panels were filed down and the paint edges carefully smoothed. This work is important for speed because a lip of paint near the leading edge of the wing, no higher than 2/1,000 of an inch, can set off an early separation of the boundary layer with resultant increase in profile drag.

The Westinghouse J34WE34 engine was originally designed to produce a static thrust of 3,250 pounds at sea level, giving the Banshee a net thrust of 6,500 pounds. The limiting factor is exhaust temperature and the standard RCN engines are calibrated for a 100°F day. It was not possible to calibrate to lower temperatures without special permission from higher authority, but it was feasible to calibrate very exactly to existing limits.

After 32 patient and careful manhours, maximum allowable exhaust temperatures were reached at 12,500 RPM and the air fitters knew that maximum thrust had been achieved. Nothing could be done about improvement of the quality or quantity of fuel for test



More than half a ton of fighting and other gear was removed from Banshee 334 to prepare it for its flight to the Southern Alberta Institute of Technology at Calgary. The picture shows the equipment removed and some of the ballast weights that were installed to assure normal flying. (DNS-29528)

performance without an expenditure of public funds.

A final inspection of the flying controls, compass swing, cleaning and waxing of all surfaces, and "The Last Punch" was ready to fly. A high-speed taxi test followed, with the pilot reporting that he had obtained 120 knots in 18 seconds using only 1,800 feet of runway.

The aircraft was first flown in its special configuration, on August 27, 1962, by Lt. F. C. Wilis, the squadron senior test pilot. A subsequent flight was carried out by Lt. K. S. Nicolson, the squadron commanding officer. A number of other squadron pilots were given the opportunity of flying it during the limited period of testing and evaluation.

Performance during the brief test program more than exceeded the expectations. All of the four original parameters were exceeded, with the figures below achieved:

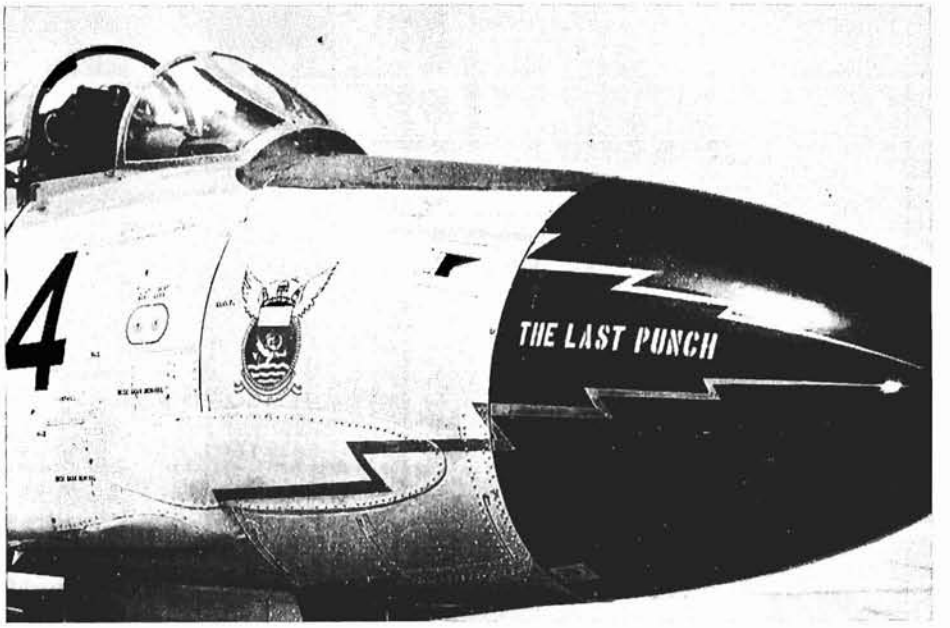
Mach 0.95 maximum speed;

Speed 540 knots, straight and level at 500 feet;

Ceiling 51,450 feet achieved, and

Climb to 40,000 feet, 10 minutes and 45 seconds.

Official records of Banshee performance were not available in VF 870 but it is believed that some had reached Mach 0.97 and a ceiling of 53,000 in the original test program of the aircraft when it was new. There was no knowledge within the squadron, however, of a climb to 40,000 feet in under 11 minutes and this might just possibly be a record. As the most significant results



were in the area of climb, the figures achieved will be included below:

Altitude	*Time from Brakes Off*	*Rate of Climb*
(Feet)	(Minutes)	(Feet per Minute)
5,000	1.0	5,000
10,000	2.0	5,000
15,000	3.0	5,000
20,000	4.25	4,720
25,000	5.25	4,770
30,000	6.58	4,660
35,000	8.5	4,120
40,000	10.75	3,720

While the results were not outstanding, considering the performance of modern-day fighter aircraft, it will be remembered that the original production of the F2H series, from which the F2H3 version was developed, dates back to 1947. So squadron personnel considered that their old aircraft had done quite well. It had carried some of the VF 870 pilots faster and higher than they had ever been before. More important than this, it had provided a project on which interest and enthusiasm could be expended during the closing days of the squadron's existence.

When "The Last Punch" flew to Calgary it carried with it the best wishes of all past and present Banshee pilots and maintenance personnel. The aircraft itself should prove to be a fitting reminder of the manner in which the Navy's fighter aircraft were maintained and operated.

ANCIENT ANCHOR

DOES THE WRECK of a 19th century sailing ship lie in the sand and muck just outside Esquimalt Harbour?

Speculation has followed the discovery of a huge barnacle-encrusted anchor about 150 yards off the large sandpit directly in front of the Canadian Services College, *Royal Roads.*

With the anchor was found 90 feet of heavy cable, heavy timbers and chunks of copper sheathing.

Believed to be more than a century old, the anchor is 11 feet long with a nine-foot wooden stock. Research indicates that manufacture of that particular type was discontinued in the 1850s.

The relic was found in 30 feet of water at a medium tide.

Finders of the anchor were Lt.-Cdr. Charles P. Ilsley, Staff Adjutant at *Royal Roads*; Lt.-Cdr. William D. Walker, of *Naden*, and army Lt. Larry L. Creig, physical training officer at the college. All fully qualified clearance divers, they were engaged in an off-duty diving exercise when they came across the historic relic.

The anchor was found partially embedded in sand and covered with barnacles, seaweed and other marine life.

Using short-handled shovels and a heavy bar, the divers were able to uncover most of the anchor. To it was attached a 90-foot length of cable, each link of which measured about a foot in length and eight inches in width. Lt.-Cdr. Ilsley said the anchor and the chain were both in well preserved condition.

Thought to be more than a century old, this barnacle-coated anchor was found in the Royal Roads area. Three service clearance divers found the relic about 150 yards offshore and also uncovered 90 feet of heavy cable and chunks of heavy timber. Speculation is that the area was the scene of a shipwreck. (E-69965)

Regarding the "find" as a challenge to their clearance diving training, the three officers obtained permission to recover the anchor in their own way.

Across two 27-foot whalers they placed a series of heavy timbers—making in effect a raft measuring about 14 feet across. On this they secured a winch, with block and tackle equipment. The whole arrangement was then towed by a 14-foot boat powered with a ten-horse-power engine to the anchor location off *Royal Roads.*

The three divers, assisted above water by Army Captain Dean Wellsman, a staff member at the college, dug away sand and rocks to enable the winch to lift and free the relic from the bottom. The 90 feet of chain was also freed from the sand.

Then the whaler-raft, with the anchor dangling about eight feet underwater, and the chain still attached, was towed to the Seaward Defence Jetty on the Colwood side of Esquimalt Harbour, where a crane was used to lift the anchor and its chain onto the jetty.

Soon after it was decided to return the relic to the water—to prevent quick corrosion due to contact with air. The anchor was suspended just below the surface and in the meantime inquiries are underway to determine how best to preserve the wooden stock of the relic.

Col. John Symons, curator at the Maritime Museum of British Columbia, reports the anchor might well be between 150 and 175 years old.

"It's getting more interesting by the minute," reported Lt.-Cdr. Ilsley. "Buried in the sand out there, there are probably the remains of some ancient ship, but it will require a dredge or some special equipment to recover it. We certainly couldn't do the job with hand shovels."

It is planned to mount and display the anchor, once it has been cleaned and preserved, in a conspicuous spot near the main gateway leading to *Royal Roads.*

AFLOAT AND ASHORE

ATLANTIC COMMAND

HMCS Sioux

Anyone care to drag?

After waiting a whole year for some other ship to better the mark, the ship's company of the *Sioux* are claiming theirs is the fastest destroyer escort in the Navy. Despite increased tonnage and her Second World War vintage, the *Sioux* cranked up a speed of 33½ knots during full power trials in December 1961.

October 1 last saw the *Sioux's* captain, Cdr. C. A. Law, take over from Captain G. C. Edwards as Commander Third Escort Squadron.

During the same month, 50 men from the *Sioux* took advantage of the one-week survival course at *Shearwater*.

The *Sioux* and the *Columbia* proceeded to sea at the end of October for work-ups under Captain Sea Training, Captain A. L. Collier. A thorough program of action stations, damage control, gun shoots, seamanship evolutions and operations department exercises was carried out.

During the first half of November, the *Sioux* and *Huron* were on patrol in the North Atlantic.

On the night of November 10, a ship's concert provided a cheerful and welcome break in the routine. The featured artists were Chief Petty Officers Roy Hatlen, Alexander Watson and Gordon Carr, and PO Walter Murphy.

880 Squadron

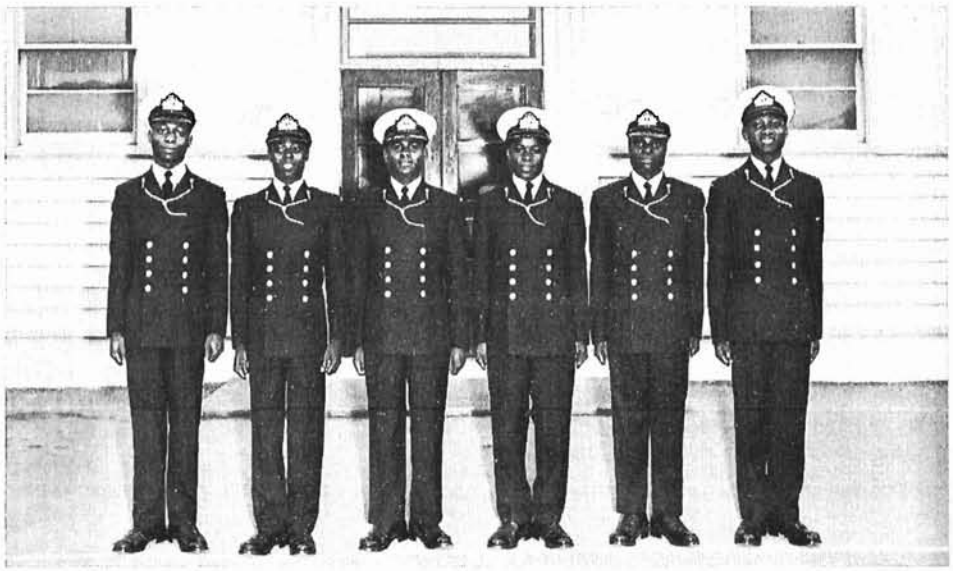
While in Holland on board the *Bonaventure* last fall, the Halifax-based 880 Squadron prepared a food package for mailing to their adopted boy and girl in Athens, only to learn there was no Dutch branch of Foster Parents Plan, the agency through whom the squadron had adopted the little girl, Artemis Papandreou, 8, and the boy, Michael Rapanakis, 14.

"A friend put us in touch with Red Cross in The Hague and they, in turn, referred us to Rotterdam," PO David Mason, electrical technician with the squadron, said. "The latter promised to arrange delivery of the parcel."

Back in Halifax, the squadron received confirmation of "mission accomplished" from H. M. Van Keulen, director of the Dutch Red Cross. He wrote that the package had been shipped on the Royal Dutch Steamship Company's Motorship *Nestor*, at no cost to the *"Bonnie"* group, and would be discharged at Piraeus, the port of Athens. Mr. Van Keulen also expressed pleasure at being able to render service in the tradition of Red Cross and said he greatly admired the squadron for its interest in the Greek youngsters.

Prepared by the *Bonaventure's* cook, the parcel contained some 70 pounds of commodities, including potato flakes, milk powder, rice, small white beans, beef base soup mix, raisins, figs, white sugar, canned tuna and sardines.

PO Mason said it was natural for him to turn to the Red Cross. His mother, Mrs. Carl Mason, chairman of the blood donor committee, North Sydney branch, is a long-time supporter of the society. PO Mason himself, at 16,



Six cadets of the Royal Nigerian Navy are in training at HMCS Venture, having entered at the beginning of the fall term. On the occasion of the second anniversary of the independence of Nigeria, in October, they were presented with a birthday cake, bearing two candles, by Captain D. G. Padmore, commanding officer of the training establishment. (E-69242; E-68875)

was the youngest Red Cross water safety instructor in Nova Scotia when he qualified some years ago. He has kept up his interest in water safety, and while on the latest exercises completed a course in artificial respiration.

PACIFIC COMMAND

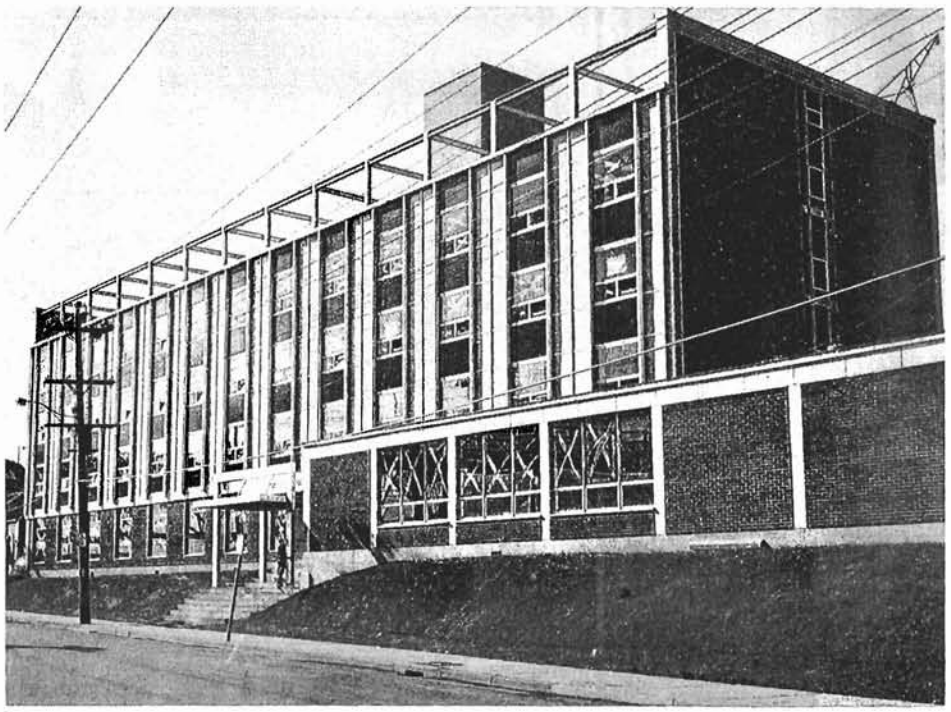
HMCS James Bay

During November the *James Bay* again had the good fortune of working with Mindiv 93, her old friends from the Long Beach area. Mindiv 93, consisting of five ships put into Esquimalt on November 1 and, after an active week-end, sailed in company with the Second Canadian Minesweeping Squadron for the annual exercise in the vicinity of Prince Rupert.

Throughout the passage Canadian officers were present in the American ships. Many preparations had taken place before the trip regarding the navigational aspects of the inside passage of the West Coast, including viewing stereoscopic air photographs of some of the more spectacular or difficult spots, and also the routine viewing of harbours in which the ships would anchor for the night.

On passage, the 'sweepers stayed in two units because of the limiting size of the harbours. Northbound calls were made at Nanoose, Beaver Cove, Bella Bella, Butedale and Prince Rupert and southbound at Butedale, Namu, Beaver Cove, Westview and Vancouver.

Naval Radio Station Masset, in the Queen Charlotte Islands, has adopted a nine-year-old Greek boy, Stematis Apostolopoulos, from the village of Pyrgos in southern Greece, under the Foster Parents Plan. A Christmas parcel was forwarded to Stematis by the station. (CN-6531)



New chief and petty officer's accommodation at Stadacona will be completed early in 1963. This is a view from Barrington Street. The building replaces one destroyed by fire on February 7, 1959. (HS-69622)

At Prince Rupert, the visiting ships' companies were treated royally by HMCS *Chatham,* the naval division. Both the USN and RCN entered marching contingents in the Remembrance Day parade.

All ships returned to Esquimalt without incident.

922 Squadron

"The West Coast Indian" was the theme of the year-end party held by VC 922, the reserve air squadron, of *Malahat,* Victoria naval division.

Wilson Duff, curator of anthropology for the British Columbia Provincial Museum, showed slides of his recent visit to the village of Kitwankool, deep in the totem pole land of the Upper Skeena River. His coloured slides and narration were excellent and informative.

Following the lecture, West Coast seafoods, including salmon, shrimp, crabs, oysters and clams were served. In addition to Mr. and Mrs. Duff, the guests of honour were: Lt.-Cdr. S. E. Soward, commanding officer of VU 33, and Lt. G. E. Pumple, VC 922's former resident instructor, now serving on board HMCS *New Glasgow.*

SEA CADETS

RCSCC Revenge

Double honours have come the way of RCSCC *Revenge,* of Penticton, British Columbia.

The Penticton corps has been awarded the Navy League of Canada trophy for the best average attendance in Canada for a sea cadet corps of 100 or less and the *Powell River News* trophy as the most efficient corps in B.C.

This was the second time in the history of the Navy League attendance trophy that it had been awarded to a B.C. corps and its award represented the climax of a particularly successful year for the corps.

The presentation of the Navy League of Canada trophy was made by G. E. Draters, president of the Penticton branch of the league, and it was received on behalf of the corps by Lt. D. W. Coleman, RCSC, commanding officer.

Cape Breton Area

Thirty Sea Cadets from seven corps in the Cape Breton area were guests of the Royal Canadian Navy late in November at a special Sea Cadet Day at Point Edward Naval Base, near Sydney.

The guests, representing more than 500 cadets from corps in Sydney, North Sydney, Reserve Mines, Glace Bay, New

An Appraisal of the New Helicopter

SOME of the questions RCN personnel may be asking about the new HSS-2 helicopter, which will join the fleet in 1964, are answered in a press despatch from Hawaii in a recent issue of *Navy Times,* published in Washington, D.C.

The helicopter (its current designation in the RCN is CHSS-2) will operate from modified St. Laurent class destroyer escorts, two of which, the *Assiniboine* and the *St. Laurent,* have begun their transformation. It will also operate from two new destroyer escorts, the *Annapolis* and *Nipigon,* the aircraft carrier *Bonaventure* and *Shearwater* naval air station.

The *Navy Times* story follows:

PEARL HARBOUR—In an era of earth-circling spacemen and 30-mile-a-minute planes, many people find it difficult to become enthused over a 200-mile-an hour helicopter.

However, Pacific Fleet Navy men definitely are excited about the new SH-3A (HSS-2) "Sea King" jet helicopter. They believe this new turbocopter has opened a new chapter in the Navy's book of anti-submarine warfare.

Its use is important because of the known presence of Communist submarine activity in the Pacific. To counter this potential threat, new and improved methods of anti-submarine warfare are constantly being developed.

Built by Sikorsky Aircraft Co. of Stratford, Conn., the turbocopter is powered by twin General Electric gas turbines capable of developing 1,250 horsepower apiece. These compact engines are short enough to fit within a man's armspan and light enough to be lifted by two men.

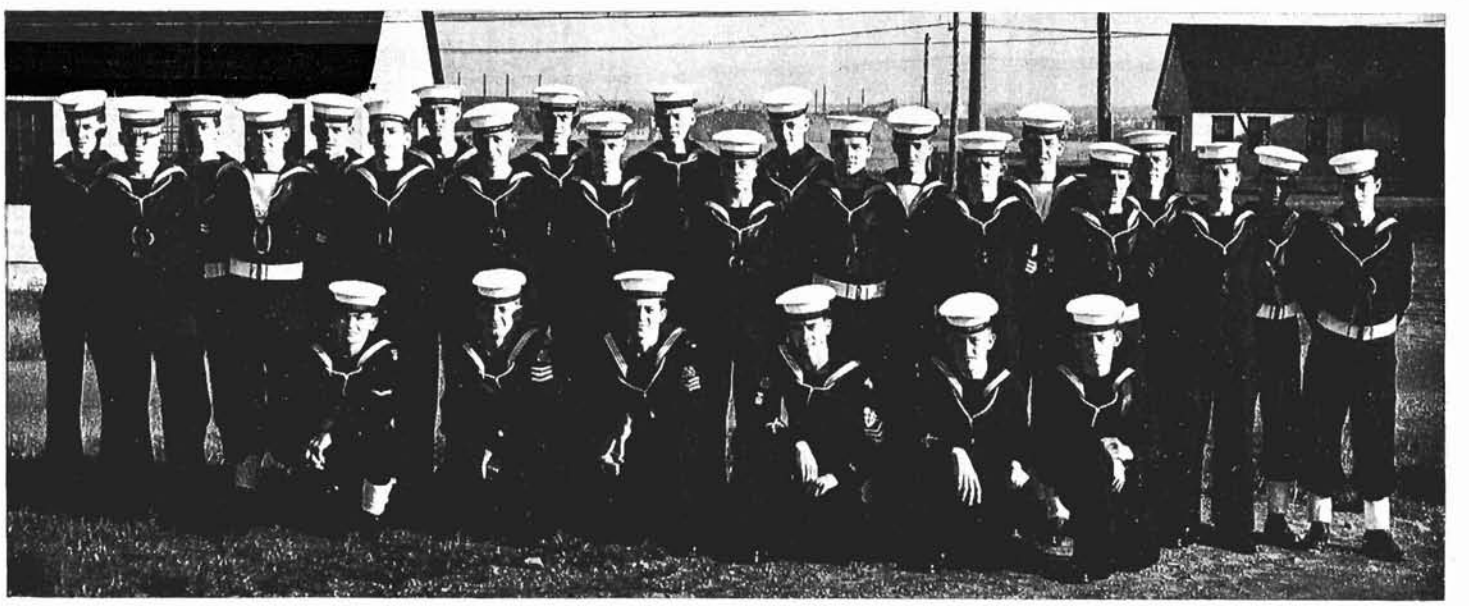
The entire 'copter measures 54 feeet in length and stands more than 16 feet high. Gross weight is slightly more than 17,000 pounds. Externally, the "Sea King" differs very little from conventional helos already in the Fleet.

This helicopter began operating with the Seventh Fleet last summer. It already has demonstrated its ability to perform on gruelli· .our-hour patrols. Packing sonar gear. weapons and a crew of four, "Sea King" was especially designed to meet the rigid requirements of an ASW helicopter. As the first helo to combine both hunter and killer capabilities, it can detect, identify, track and destroy aggressor submarines. It can accomplish this day or night, under all weather conditions.

Acting independently, it operates from a carrier and remains at extremely low altitudes, searching for an initial contact with a sonar transducer dipped beneath the ocean's surface.

The copter can climb at the rate of 900 feet a minute and has a hovering ceiling of more than 8,000 feet.

This record-setting turbocopter earlier this year became the first helicopter to exceed 200-miles-an-hour in an officially sanctioned speed trial. Flying over a 19 kilometer (11.81 miles) course in Connecticut, the "Sea King" attained a speed of 210.65 miles an hour. This eclipsed the Russian record of 199.4 miles an hour.



Twenty-eight of the 30 sea cadets from the Cape Breton Area who were guests of the Staff of the Point Edward Naval Base, across the harbour from Sydney, N.S., are shown before they took over as "junior executives". The cadets represented the seven corps in the Cape Breton area. (HS-70734)

Waterford, Westmount and Louisbourg, took over the base as "junior executives" from naval officers and civilian heads of departments.

The cadets arrived early in the afternoon and, after being welcomed by Cdr. E. T. Jefferys, base superintendent, "took over" the establishment. Later, they were given a tour of the base.

In the evening, the cadets were joined by their parents, corps commanding officers and Navy League officials as guests of officers and men of the base, following which motion pictures were shown the visitors.

Cdr. Jefferys said that the purpose of Sea Cadet Day was to acquaint the cadets with the operations of Point Edward, provide a reward to selected cadets, and give parents an opportunity to participate to some degree in their sons' cadet activity.

The sea cadet movement in Cape Breton has been growing rapidly during the past year and Navy League officials in the area credit increased RCN support for much of its success.

Home from the Sea

NOA Extends Aid to Students

Scholarships and bursaries to a total value of $1,200 have been awarded by the Naval Officers' Association of British Columbia, Vancouver, to six UNTD cadets and two acting sub-lieutenants, RCNR it was announced in December.

The scholarships, valued at $150 each, were awarded to UNTD Cadets Phillip Stanley Wilcox and David A. S. Vroom. A bursary worth $200 was granted to acting Sub-Lt. Nigel Whitely, $150 bursaries were awarded to Acting Sub-Lt. F. A. Sheppard and UNTD Cadets Herbert D. Morris and B. J. Wallace, and $125 bursaries to UNTD Cadets Gordon W. Mains and Edward B. J. Winslow.

Tom Marshal, chairman of the scholarship award committee, said 12 applications were received for the grants and that all applicants were of scholarship calibre. Other members of the committee are Charles Willis and Charles Flemming.

Registration for Reunion Begun

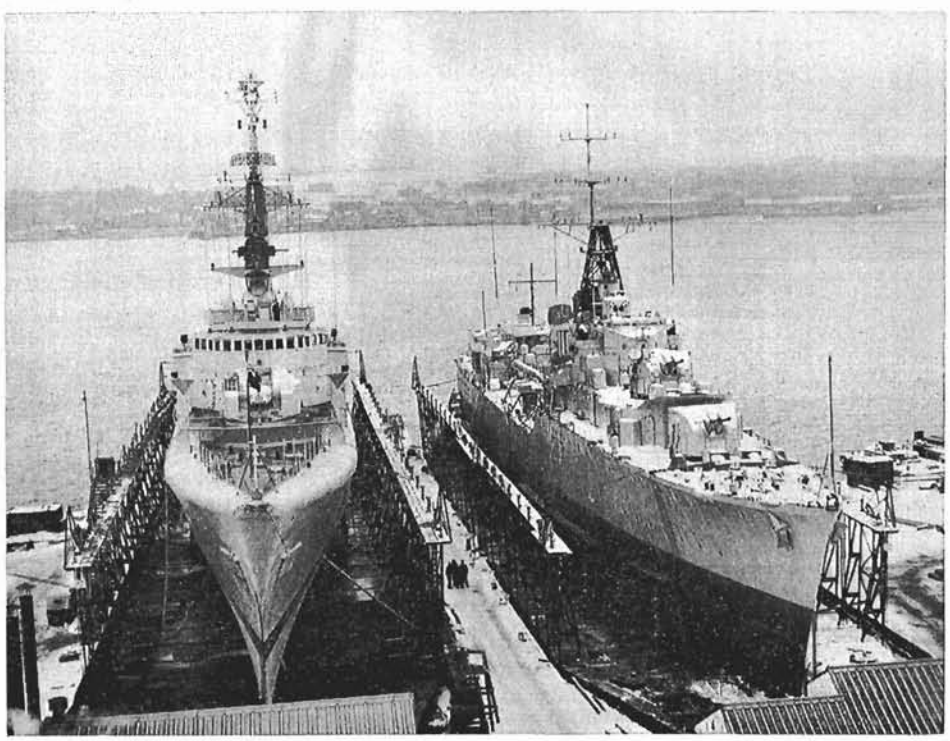
Advance registration forms are already available for the annual naval veterans' reunion, which will be held this year in Sarnia, Ontario, on May 18, 19 and 20.

The forms may be obtained from J. Eakins, Sarnia Naval Veterans' Association, 146½ North Christina Street, Sarnia. The cost of registration is $2 single and $3 a couple.

Because of another convention in Sarnia on the same dates as the reunion, many of the naval veterans will be housed in Port Huron, Michigan, across the St. Clair River from Sarnia. Delegates should, accordingly, bring with them birth or baptismal certificates or, if born abroad, citizenship certificates to meet the requirements of the U.S. Immigration Service.

The cities of Sarnia and Port Huron are joining with the Sarnia Naval Veterans' Association in extending to all naval veterans an invitation to this, the ninth annual naval reunion.

The reunion committee of the SNVA is sparing no effort to assure that the reunion will be one of the most interesting and enjoyable yet held.—H.D.K.



The new and old of Canada's warships are seen side by side in the Dartmouth slips. HMCS Mackenzie (left), the RCN's latest addition, was docked for periodic check-up during her work-up period, while the Iroquois, Canada's oldest Tribal class destroyer escort, was being prepared for mothballing. The Mackenzie was commissioned in October 1962, the month in which the Iroquois was paid off and placed in operational reserve. The Iroquois was towed to Sydney N.S. in early January. (HS-70855)

Third Clasp to CD For Admiral Budge

Rear-Admiral P. D. Budge, formerly Chief of Naval Personnel, now on retirement leave, has been awarded the third clasp to his Canadian Forces Decoration, representing 42 years' service, and becomes the second member of the RCN ever to receive this award. The first was Lt.-Cdr. C. H. R. Davis, RCN (Ret).

Thousands of CDs have been earned since the inception of the medal in 1950, and hundreds of first clasps have been pinned to them as recipients became eligible. However, when it comes to the second clasp, only 55 have been awarded, and of these only 15 holders are still serving.

All recipients of second clasps have been officers, since there are no instances since the CD came into being of men having served the required 32 years.

THE ALMONTE GUNNERS

By Hal Kirkland

(The author of the following narrative is the retired postmaster in Almonte, about 30 miles west of Ottawa.)

A SHOW that is surely unique was put on in Almonte, Ontario, last fall. No tickets were sold; no advance notice appeared in the local paper. Only a handful of people saw it although others may have heard strange echoes rolling along the streets of the Ottawa Valley village.

A gun crew of five boys, aged 10 to 12, under the watchful eyes of Lt.-Cdr. L. J. C. Walker and Cdr. D. C. Fairney, fired salvos from an 18th century cannon.

The cannon is the real thing, probably 200 years old. It belongs to Cdr. Walker who brought the gun from England. "It was found in Kent, England", he said, "Originally it was a two-pounder swivel gun and it weighs about 100 pounds. The charge is four ounces of large grain cannon powder and it is fired by a priming charge of rifle powder. The range of the ball would be perhaps a half-mile, the slugs a much shorter distance."

As a swivel gun, it was of a type mounted in ships of the British Fleet during the period 1750 to 1825. Cdr. Walker now has it mounted on a naval type 18th century four-wheel gun carriage, which makes it easier and simpler for the present crew to operate. At the ceremony the youthful crew prudently fired only the powder charge.

At four o'clock in the afternoon the neighbors in the Piety Hill section of Almonte gathered on the spacious lawn in front of Cdr. Walker's house on Union Street to watch the ceremony. Cdr. Fairney lives next door in another old home.

The ceremony was not only unique, it was authentic. The gun's crew were in early 19th Century naval dress, as the seamen in Lord Nelson's Victory were dressed in 1805 at Trafalgar.

We who were seated or standing on the Walkers' lawn saw these eager, intent boys acting out a bit of naval history from the Napoleonic Wars. The very gun they were firing could have seen service off Cape St. Vincent, or in the Battle of the Nile, or before the Napoleonic Wars, in a ship chasing pirate vessels.

The Captain, Gregg Mills, wore the round straw hat with the slightly upturned brim that we see in pictures of that period. The other members of the crew, Hugh Fairney, Ross Langtry, Tom Fairney and Martin Taylor, had bandanas tied around their heads and they looked like pirates. They wore sloppy pants held up by a sash or belt, and a short—that's all. That is how a gun crew looked in Nelson's day, and probably it was the same dress in the time of Drake and Hawkins.

Cdr. Walker saw to it that his boys were well drilled in the exercise. Each boy knew exactly what he had to do and the crew worked with precision and speed. There was no fooling. The drill was that specified for a naval 24, and was taught from an old naval drill book in Lt.-Cdr. Walker's library titled *Great Gun Exercise.*

Captain Gregg Mills barks his orders and his 10- and 11-year-old crew jump to their appointed stations to swab, load, ram the charge or whatever his

job might be. We'll let Lt.-Cdr. Walker explain the drill:

"The crew members close up to their gun and clear it away for action", he tells us. "No. 1 on the crew is the Captain of the Gun; No. 2, a loader; No. 3, a loader and sponger; No. 4, a loader, and No. 5, the powder man (powder monkey). The Captain of the Gun is in charge: he has the priming flask, linstock (long pole with match) to fire the gun, and the vent rimer. Others provide the rammer to force home the charge, sponge to clean out the bore after each shot to quench any lingering fire, gun powder charges, wads and a bucket of water.

"At the order to load, the ammunition number provides a four-ounce charge to the loaders at the muzzle, which is inserted and forced home with the rammer. The Captain of the Gun 'stops the vent' with his thumb and a plug, to prevent any rush of air through the gun when the charge goes down: otherwise a half-dead spark might come to life. Wads are then forced down, the last one wet for greater compression. The Gun Captain then orders 'Prime' and forces his rimer into the vent breaking the skin of the charge. He then primes the vent with fine rifle powder, grabs a linstock and reports 'Gun Ready'.

"At the order 'Fire', the burning linstock is entered into the vent,—the priming flashes firing the charge. At the order 'Sponge out', after the gun is fired, the sponge number wets his sponge and thoroughly scours out the bore, quenching any remaining fire before reloading."

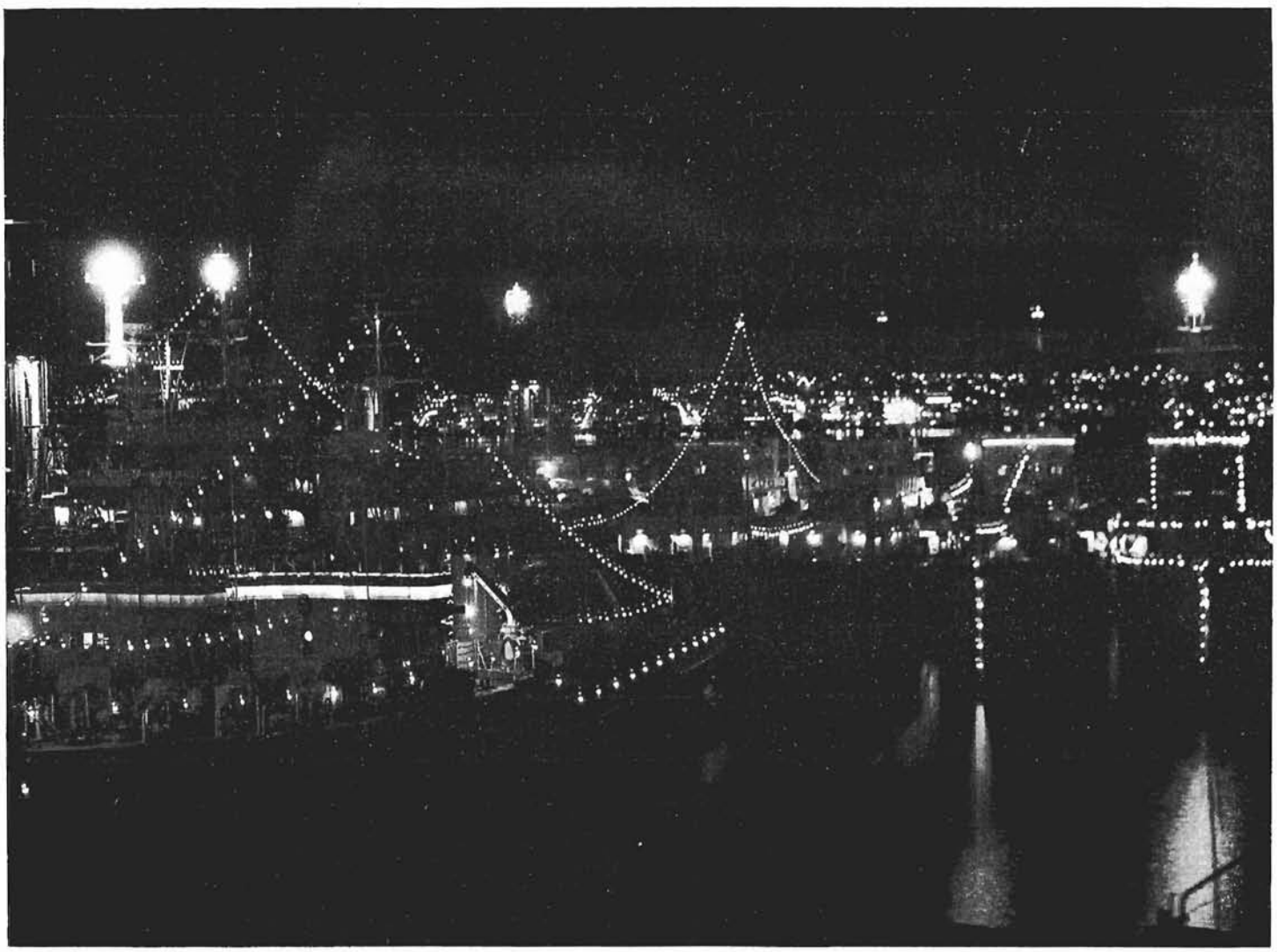
We didn't time the operation but I asked Lt.-Cdr. Walker how fast they could fire this gun in battle. He said: "Probably two salvos a minute." The boys weren't quite that fast, but almost.

One can speculate whether this little ceremony will make their history lessons come more alive for these five fortunate lads.

The salvos are fired and Lt.-Cdr. Walker dismisses his crew. They race to the patio for their ration of "grog". They quickly finish the pitchers of ice cold lemonade provided by Mrs. Walker and Mrs. Fairney and go back to their ball game. The spectators linger and wander around the lovely Walker and Fairney lawns.

A good show!

NOTE: Since the foregoing was written, Lt.-Cdr. Walker has been appointed to the staff of SACLANT, in Norfolk, Virginia.—Ed.



An annual spectacle setting the Halifax waterfront ablaze with Yuletide splendor was staged as warships of the Atlantic Command displayed Christmas illuminations. Here is a view of escorts and minesweepers at one of the naval dockyard's jetties. The destroyer escort HMCS Restigoucho, for the second year running, won the coveted plaque awarded every festive season by the Halifax Junior Chamber of Commerce. (HS-70750)

THE VERSATILITY OF SEA POWER

"Sea power gives to the nation an instrument with capabilities running the entire gamut of military requirements. These capabilities include the ability to engage in an all-out nuclear war, conventional war, cold war, limited war, sub-limited war, cold war, or in a mere showing of the flag . . ."

. . . Rear-Admiral John S. McCain, Jr., USN, in the January 1961 issue of the *U.S. Naval Institute Proceedings.*

ABUNDANT evidence that the naval planners of the world are aware of the versatility of naval forces and their resultant adaptability to change in the world situation is displayed in the new edition of *Jane's Fighting Ships* for 1962-1963, the standard naval reference work that has attained its 65th year of issue.

Only a few of the world's navies have the capability of engaging in all of the various types of warfare listed by Rear-Admiral McCain in an article entitled "Amphibious Warfare During the next Decade", from which the quotation at the head of this column is taken. Only a few countries can afford a naval service that can function successfully in the face of any type of international emergency. Only a few are wealthy enough to build fully modern ships with highly sophisticated weapons.

The alternative is to specialize in one branch of naval warfare, as Canada has done with her essentially anti-submarine fleet, or to be satisfied with something less than the best, as a great many other countries are doing.

The costliest ship ever built is the nuclear-powered attack aircraft carrier USS *Enterprise,* for which the construction bill was $444 million—an amount equal to about one and a half times the annual cost of the Royal Canadian Navy, operations, construction, administration and all. The USN has in service a half-dozen conventionally powered attack carriers built at an average cost of about $200 million each. Polaris submarines, at about $100 million each, are relatively cheap.

It is obvious that few countries have the resources to build warships in these price ranges. Although Russia is reported (according to *Jane's*) to have 30 guided missile submarines, only 10 of these are of the expensive nuclear-powered kind and the missiles are believed to be few in number and limited to a range of about 350 miles.

BOOKS *for the* SAILOR

Ninety-three countries now possess navies. In some cases these amount to only a few patrol craft. The world total of naval vessels is some 12,600 and personnel adds up to some 2,500,000 officers and men.

Diligent digging through the mass of information in *Jane's* might enable one to grade the navies of the world in order of fighting power. Some assistance in this direction is provided in the table of numerical strength at the end of the volume. Something needs to be known, however, concerning the quality of ships and weapons and the efficiency and training of the personnel who man them. Thus, it is quite improbable that the navy of the People's Republic of China (48,000 officers and men, and 850 ships, including 24 submarines) is in a class with Italy's navy of 41,000 personnel and 298 ships, including six submarines. The difference has nothing to do with race, religion or politics; it has a great deal to do with industrial capacity, experience and the nature of the task.

Numerically, the world's most powerful naval force, that of the United States (666,000 officers and men and 2,300 odd ships) is out-numbered by Russia's 750,000 officers and men and 3,800 ships, but the former navy includes units of a striking power unmatched in the Russian fleet and the USN has a commanding lead in aircraft carriers and nuclear submarines.

The three-quarters of a million persons in Russia's navy also include those serving in river flotillas, coastal artillery, marines and the land-based naval air force, which includes 85,000 officers and men. Serving in ships are 275,000 sailors, a figure that restores the perspective, considering that the previously quoted USN figure does not include 178,000 marines.

The puzzling question remains: Why does the Soviet navy, despite its substantial air arm, not have aircraft carriers? The answer may lie in the land-and-ice-locked nature of Russia's enormous coastline. Whatever the reason, the Red navy continues to place its emphasis on the submarine as its principal weapon.

Russia's predominance in this area is illustrated by the fact that 29 nations now possess some 867 submarines and Russia has 465 of the total, outnumbering the USN by nearly 2½ to 1 and the Royal Navy by 10 to 1.

Aircraft carriers are expensive, but they are also so useful that it is surprising to find that only nine navies possess them and that of the total of 76, the USN owns 58.

The current figures do not bear out gloomy predictions that the aircraft carrier will rapidly go the way of the battleship and the dinosaur. But certain other trends are indicated. Of the seven aircraft carriers in the Royal Navy, two are commando carriers, designed to move troops speedily to trouble spots and land them by helicopter. Also proceeding apace is the marriage of the helictoper to the escort vessel, which, in a sense, represents the introduction of miniature aircraft carriers to the world's navies, including the RCN, and should spell trouble for the fast submarine.

Some of the functions of the aircraft carrier are being assumed by new classes of ships, the guided missile cruisers, frigates and destroyers, possessing both anti-aircraft and bombardment capablities. Is it possible the advent of these ships in numbers will lessen reliance on the aircraft carrier as a strike weapon and hasten its transformation to helicopter and VTOL aircraft equipped carriers for anti-submarine or command duties?

NAVAL HISTORIES GO UP IN PRICE

Following the recommendations of the Royal Commission on Government Organization (the Glassco commission) that the price of government publication be brought in line with costs of production, increases have been made in the prices of official RCN histories.

The Naval Service of Canada, by Dr. Gilbert Tucker, now sells for $6.50 for two volumes, and the operational history of the Second World War, *The Far Distant Ships* by Joseph Schull, is also priced at $6.50. The increase in each case is $1.50.

In the foreword to the new *Jane's*, the editor, Raymond V. B. Blackman, suggests that the aircraft carrier may well change radically in appearance and, if one large school of naval thought prevails, may be replaced by the missile-armed nuclear submarine as the capital ship of the future.

There is not space here to discuss in detail Mr. Blackman's knowledgeable assessment of naval progress and trends but a reference to a development in one of the world's newest and smallest navies may be of interest. This is the pending acquisition by the Ghanian navy of two corvettes of completely new design. These trim litle vessels are of 590 tons full load, 177 feet (over all) in length, with a beam of 28½ feet and 10-foot draught. Their armament includes a 4-inch HA/LA gun, a 40mm anti-aircraft gun, and triple-barrelled squid mounting. Air conditioning and roll-damping fins are other features.

Says Mr. Blackman: "They could be the pattern for a new type which, like the torpedo boat destroyers of former days, of which they are broadly reminiscent, might grow into bigger ships but cheaper than present frigates, and there may well be need for similar vessels in the Royal Navy and other navies, as a large number could be built for comparatively small outlay."

The index of named ships has been moved to the back of the volume and the recent practice of including a tabulation of the classes and numbers of ships in the principal navies has been continued. For the first time, ships of the Canadian Coast Guard are listed, substantially increasing Canada's representation in the book.

It is a characteristic of *Jane's Fighting Ships* that, although it may strive for perfection, it never asumes that it has been attained and each year brings a volume in which the information is more complete, more accessible and more enlightening than ever before.—C.

JANE'S FIGHTING SHIPS, 1962-1963, compiled and edited by Raymond V. B. Blackman; supplied in Canada by the McGraw-Hill Company of Canada Ltd., 253 Spadina Road, Toronto 4.

Ocean Sounding Deepest Made

HMS *Cook* (Cdr. F. W. Hunt, MBE, RN), a survey ship employed on oceanographic surveys in the Pacific, has discovered a new depth in the world's oceans, over seven miles down.

Her captain reported to the Admiralty recently that the ship had recorded a new sounding of 6,297 fathoms—over seven miles deep—by echo sounding machine in the Mindanao Trench, close to the eastward of the Philippine Islands. Her sounding survey has revealed the existence of a narrow trough some 15 miles long in a north-south direction and one and a half to four miles wide, having a depth exceeding 6,000 fathoms.

The new sounding is 263 fathoms deeper than any previously recorded depth. The latest estimate of the height of Mount Everest, the world's highest peak, is 29,082 feet, which is 8,700 feet less than the 37,782 feet represented by the new sounding.

The *Cook's* discovery again shifts the location of the greatest known ocean depth from the Marianas Trench where, in the Challenger Deep, the U.S. bathyscaphe *Trieste* descended to the sea bed in 5,967 fathoms in 1960 and where, in 1959, the Russian research ship *Vitiaz* reported a depth by echo sounding machine of 6,034 fathoms—until now the previously recorded deepest part of the world's oceans In the Mindanao Trench the previously recorded depth was 5,740 fathoms obtained by the U.S. Ship *Cape Johnson.—Admiralty News Summary.*

STYLE BOOK

The person with an idea to sell will never make his sale unless his hearers know what he is talking about. The scientist and the technician, enmeshed in the specialized language and jargon of their professions, may find their proposals fail to win the approval of their superiors simply because of a failure in communication.

Help is at hand. *A Style Manual for Technical Writers and Editors* has been prepared by S. J. Reisman, manager of research technical publications for the Lockhead Milles and Space Company, of Sunnyvale, California.

"Good technical writing is necessary if a publication is to be useful. Companies expect their scientists and engineers to report the results of their investigations clearly and concisely," says Mr. Reisman. He cites the writings of scientists Faraday, Milliken and Bragg as examples of clarity, conciseness and good organization whose "language never interferes with the ideas."

Among the subjects dealt with are the organization and publication of technical manuals, the preparation of tables, graphs and illustrations, and the presentation of mathematical material.

One section deals with sentence structure and demonstrates ways in which woolliness, ambiguity and verbosity may be avoided, and clarity attained. —C.

A STYLE MANUAL FOR TECHNICAL WRITERS AND EDITORS, edited by S. J. Reisman; published in Canada by Brett-MacMillan Ltd., Galt, Ontario.

Water Down The Drain

Stories have been told in these pages in the past of sailors on board ships that have just crossed the equator rushing below to see if the swirl of water going down wash basin drains had reversed direction.

Most people are aware that the Coriolis effect, arising from the earth's rotation, causes revolving storms in the northern hemisphere to spin in a counter-clockwise direction and storms in the southern hemisphere to revolve clockwise. By analogy, it has been assumed that water going down the drain in the northern hemisphere would produce an anti-clockwise vortex and vice versa in the south.

It isn't necessarily so but it's not absolutely untrue.

A series of careful experiments by A. H. Schapiro, of the Massachusetts Institute of Technology, has established that the vortex produced by water draining from a container really does assume a counter-clockwise direction in northern latitudes, but this can be guaranteed only if certain precautions are taken. Otherwise the spin may be in either direction or may even reverse itself.

The water in the container must be allowed to stand for as long as 24 hours to make sure all currents caused by pouring die out; the room must be kept at a constant temperature; the container must be covered to protect the water from air currents, and the drain must be unplugged in such a way that the water in the container is not disturbed. Mr. Schapiro achieved this last requirement by having a long hose, closed with a plug, attached to the drain. A float above the drain hole indicated by its motion when a vortex had begun to form. This was sometimes as long as 15 minutes after draining began.

Even if an experiment as delicate as this could be performed on board a ship drifting across the equator on a perfectly calm day, it wouldn't be worth the trouble.

There is no Coriolis effect at the equator.

Accounts of Mr. Schapiro's experiments have appeared in *Nature*, the British scientific weekly, and *Science*, weekly magazine of the American Association for the Advancement of Science.

THE NAVY PLAYS

Sailing Group Names Officers

The Royal Canadian Navy Sailing Association has selected a new slate of officers for its central committee and made three appointments.

Appointed were: Commodore J. M. Doull, chairman; Lt.-Cdr. E. G. Fisher, member, and Cdr. S .W. Howell, RCN (Ret), secretary - treasurer. Elected were: Rear-Admiral E. W. Finch-Noyes, RCN (Ret), commodore; CPO C. F. Church, vice-commodore; Captain G. H. Hayes, rear-commodore; Cdr. B. S. C. Oland, RCNR, rear-commodore; Superintendent K. W. M. Hall, RCMP, Cdr. P. G. Chance, Lt.-Cdr. J. D. Agnew and Lt. Ferguson Finlay, members.

Central committee officers hold office for two years.

Leading Seaman Wins Jones Shield

Ldg. Sea. Ronald James Parker, 32-year-old radioman at Albro Lake Naval Radio Station, has been awarded the Admiral Jones Shield for his outstanding contribution to navy sport at *Stadacona*.

The award is made annually to the man who contributes most in conduct, sportsmanship and character to sports in HMCS *Stadacona* during the year.

Ldg. Sea. Parker, whose father Harry (a noted swimmer) is a retired chief petty officer living in Hamilton, Ontario, by unusual ability and perseverance overcame a serious medical obstacle in his childhood that should have stopped him from playing any sport at all.

He was stricken with rheumatic fever while in grade three at Longbranch Public School near Toronto. He lost two years of schooling due to hospitalization and, when discharged, was warned to wear boots instead of shoes, to keep away from sports and to avoid leading too active a life.

He determinedly disregarded the warning. He had skated when in grade three and played one game of hockey. He resumed skating and hockey at the age of 19.

The Navy has recognized his grit by noting his two years on the *Cornwallis Cougars* hockey team, a further year with the *Stadacona* Sailors and a berth

LDG. SEA. R. J. PARKER

with the *Shearwater* Flyers when the RCN Air Station pucksters were Armed Forces Hockey League champions in the area. In addition, for the past three years he has played with the Albro Lake station team and also, in 1961, served on the local tri-service team. In football, Ldg. Sea. Parker was a member of the *Shearwater* Flyers when they were Dominion intermediate champs in 1957, and a member and later captain of the *Stadacona* Sailors football club.

His reports note that his athletic endeavour "in no way affects his professional efficiency" as a watchkeeping radioman at Albro station. In the meantime he has built has own house at Cole Harbour, N.S.

The award was presented during ceremonial divisions in *Stadacona* January 11.

Ldg. Sea. Parker in his youth was an Army Cadet in Longbranch and then commuted to Toronto during four and a half years in the Canadian Army Militia. However, a naval career had always beckoned and he entered the RCN in September 1954 at Hamilton.

PO Kenneth R. Krafft, of Albro Lake naval radio station recently qualified for the Silver Expert shield, one of the most difficult tests in handgun shooting, by obtaining a score of 5,356 points out of a possible 6,000 in 20 sets of three targets. (HS-70950)

Naval Ski Club Formed in Ottawa

A Royal Canadian Navy Ski Club open to all naval personnel in the area has been formed in Ottawa, perhaps with the idea of proving that the sailor is just as much at home in his watery element when it is frozen.

The club was organized as a sports activity of HMCS *Bytown* and a variety of events for the remainder of the season is intended to whet the appetite of the ski fans in navy blue.

Membership of the club in mid-January stood at about 60 and more than 40 of these turned out for the first ski school on Camp Fortune's slopes.

The organization meeting was held in the *Bytown* wardroom on December 5, Commodore A. B. Fraser-Harris was elected president, Cdr. P. S. Booth was made vice-president, Lt.-Cdr. R. P. Mylrea, secretary, Lt.-Cdr. J. H. Cocks, treasurer, Lt.-Cdr. C. J. O'Connell, beginner's representative, and Captain V. J. Wilgress, competition and liaison representative.

Fees were set at $1 for individual memberships, or $2 for family memberships. Maximum attention is to be paid to those for whom facilities do not already exist and, to implement this, classes aré to be provided for members, wives, and children over 16, at a cost of $1.50 a lesson, with free use of tows while under instruction.

A number of club members have qualified as instructors under the auspices of the Camp Fortune Ski School. They are Commodore Fraser-Harris, Captain Wilgress, Lt.-Cdr. K. M. Meikle and Lt.-Cdr. Cocks.

The club is holding classes on weekends and intends to have night skiing during the week at special rates.

RETIREMENTS

LDG. SEA. RICHARD ROGER BALL, LSWS3, of Port Burwell, Ontario; served in RCNVR Sept. 14, 1940-Oct. 18, 1945; joined RCN Dec. 16, 1947; served in London naval division, *Stadacona, Raccoon, Cornwallis, Hochelaga II, St. Francis,* HMS *Caldwell, Peregrine, Cape Breton, Naden, Prevost, Scotian, Athabaskan, Portage, Iroquois, Crescent, Quebec, Caribou, Assiniboine, Nootka, Micmac;* awarded CD; retired January 16, 1963.

CPO ADDISON WALTER BURKE, C1RP4, of Lockeport, N.S.; joined January 27, 1941; served in *Naden, Stadacona, St. Croix, Beaver, Avalon, Iroquois, New Liskeard, Huron, Scotian, Haida, Magnificent, Niobe,* HMS *Dryad, Micmac, St. Laurent, Ottawa,* HMS *Victory;* awarded CD; retired January 31, 1963.

PO RAY GLENSTEN ELDRIDGE, P1BN4, of Macklin, Sask.; joined January 27, 1941; served in *Naden, Stadacona, Restigouche, Ville de Quebec, Niobe, Peregrine, Givenchy, Ontario, La Hulloise, Patriot;* awarded CD; retired January 26, 1963.

PO JEAN PAUL FORGET, P1WU2, of Verdun, P.Q.; served in RCNVR July 4, 1941-Oct. 19, 1945; joined RCN March 18, 1946; served in *Cartier* naval division; *Stadacona, Weyburn,* HMS *Nabob, Peregrine, Givenchy, Leaside, Naden, Donnacona, Warrior, Niobe,* RNAS *Eastleigh, Athabaskan, New Liskeard, Haida, Portage, Crescent, Algonquin, Cornwallis, D'Iberville, Saguenay, Sioux, Port St. Jean;* awarded CD; retired January 2, 1963.

CPO HAROLD PATTERSON HAYES, C1ER4, of Lowen Millstream, N.B.; joined RCNVR April 20, 1942; transferred to RCN Jan. 28, 1946; served in *Brunswicker, Cornwallis, Matapedia, Stadacona, Peregrine, Kentville, Toronto, Huron, Haida, Iroquois, Swansea,* CANAS Dartmouth, *Magnificent, Montcalm, Gaspé, Donnacona, Restigouche;* awarded CD; retired January 29, 1963.

CPO LLOYD GEORGE LAWSON, C1ER4, of South River, Ont.; joined July 12, 1937; served in *Stadacona, Saguenay, St. Francis, Fort William, York, Micmac, Scotian, Haida, Crescent, Donnacona, St. Laurent, Cape Breton, Cape Scott, Bytown;* awarded RCN Long Service and Good Conduct Medal; retired January 11, 1963.

CPO THOMAS STUART MacINTYRE, C1SG4, of Douglastown, N.B.; joined July 12, 1937; served in *Stadacona,* HMS *Victory,* HMS *Despatch,* HMS *Durban, Saguenay, Ottawa, Hepatica,* HMS *Dominion, Skeena, St. Hyacinthe, Niagara, St. Francis, Kings, Somers Isles, Iroquois, Naden, Bytown, Chippawa,* RCN College, *Cayuga, Athabaskan, Ontario, Cornwallis, Venture;* awarded RCN Long Service and Good Conduct Medal; retired January 10, 1963.

CPO RAY LESLIE MITCHELL, C2ER4, of Killarney, Man.; served from July 31, 1939 to Aug. 1, 1946; re-entered January 10, 1949; served in *Naden, Stadacona, Ottawa, Prince Henry, Givenchy, Burrard, Peregrine, Miramichi, Woodstock, Chippawa, Rockcliffe, Athabaskan, Cayuga, Sioux, St. Therese, Skeena, Assiniboine;* awarded RCN Long Service and Good Conduct Medal; retired January 7, 1963.

CPO HOWARD BURTON MYERS, C1HT4, of Head of Jeddore, N.S.; joined RCNVR January 8, 1941; transferred to RCN Oct. 26, 1944; served in *Stadacona, Kings, Avalon, Peregrine, Scotian, Iroquois, Warrior, Niobe, Magnificent, Bytown, Saguenay, Bonaventure;* awarded CD; retired January 7, 1963.

CPO GEORGE HAROLD PILKINGTON, C1ET4, of St. Catharines, Ont.; joined RCNVR Oct. 31, 1941; transferred to RCN May 1, 1942; seved in *Star, Nonsuch, Stadacona, Cornwallis, Givenchy, Naden, Wolf, Chatham, Kelowna, Middlesex, Niobe, Warrior, Bytown, Portage, Algonquin, Montcalm, Swansea;* awarded CD; retired January 18, 1963.

THE ATLANTIC COMMAND'S HEART

NAVAL PERSONNEL in the Atlantic Command of the Royal Canadian Navy and their civilian co-workers gave more than $90,000 to charity in 1962.

The largest portion of the total, $33,947, went to the Halifax-Dartmouth United Appeal campaign and at that was 10 per cent higher than the assigned naval quota.

But the sailor and the shore worker over the year gave locally more than $5,600 to the Salvation Army and $5,300 to the ill, the aged, the handicapped and infirm. The sailor put forth his best efforts on behalf of children, whether they were sick or well, needy or just plain deserving of a break. More than $18,000 was allocated for the sake of the little ones.

The balance went to a variety of worthy causes and, wherever possible, the sailor put into his charity as personal a touch as possible. For instance, the frigate *Lanark* made its normal charitable disbursements from non-public funds, then through the Salvation Army found a widow with eight children for whom the sailors got together an enormous Christmas dinner with every possible trimming. And again, the destroyer escort *Chaudiere* caught wind of the impoverished widow who had to live with her children in the bare shell of a three-room dwelling. The ship and a women's organization in Shannon Park naval married quarters put up money for materials, and skilled ship's artisans in their own time completed the interior of the dwelling.

Naval wives of the Command were also active. They succeeded in raising some $3,600 for the Children's Hospital. A number of ships and establishments, and, in some cases, individuals, have adopted children overseas under Foster Parents and similar plans. The personal touch is very much maintained in these cases and efforts are made on the children's behalf over and above suggested financial offerings. Partial records show close to $4,000 allocated in 1962.

The Sixth Submarine Division of the Royal Navy in Halifax, composed mostly of Royal Navy personnel, has its overseas charities to think about. But when the submarines entertained a local class of pre-school-age deaf children, they were so moved that they dug deep into their pockets and came up with $780. Their enthusiasm was matched in the fleet generally, for the deaf, particularly the pre-schoolers, received last year from sailors more than $3,500.

The naval and civilian personnel in Point Edward Naval Base at Sydney, N.S., raised a total of $4,404.50 for local charities, including $1,248.50 for the Red Feather drive there. In Montreal, where there is a sub-command of the Atlantic Command, more than $600 was raised for the deserving. At Shelburne, N.S., more than $500 was raised. HMCS *Cornwallis* came up with $1,835. Naval Radio Station Albro Lake, near Dartmouth, produced $152 for charity and its transmitting station at Newport Corners, near Windsor, N.S., realized $82.

The newly-commissioned destroyer escort *Mackenzie,* destined for eventual service on the West Coast, raised $159 for the Victoria Red Feather drive. She is manned by Pacific Command personnel.

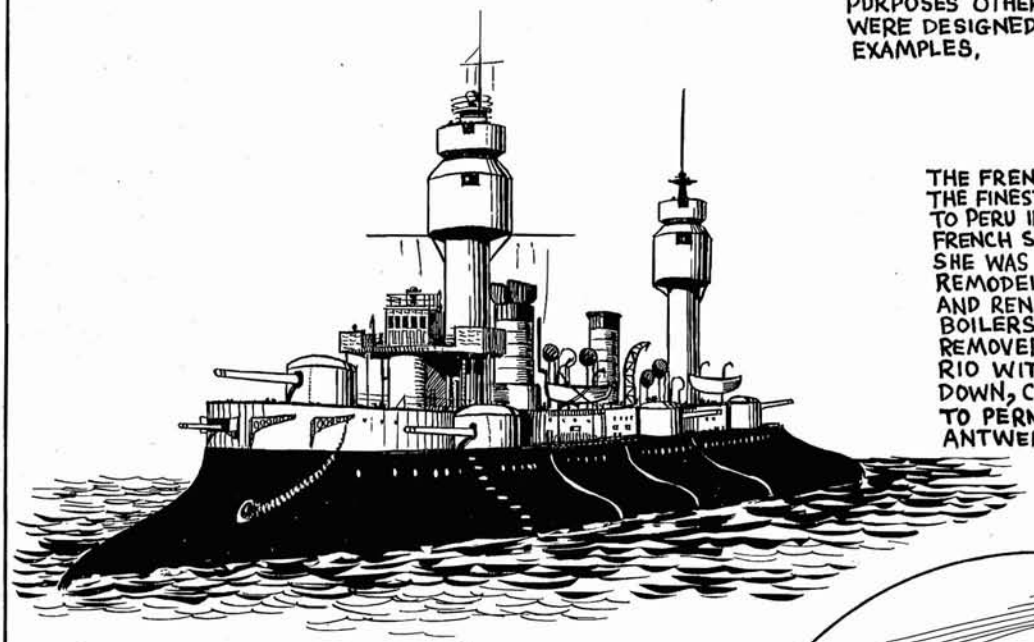
Impossible to record are the many occasions when ships and establishments offered kindness in other forms particularly for the orphaned and the handicapped. These took the form of picnics, visits to ships and establishments and parties at Christmas time.

Naval Lore Corner

Number 112

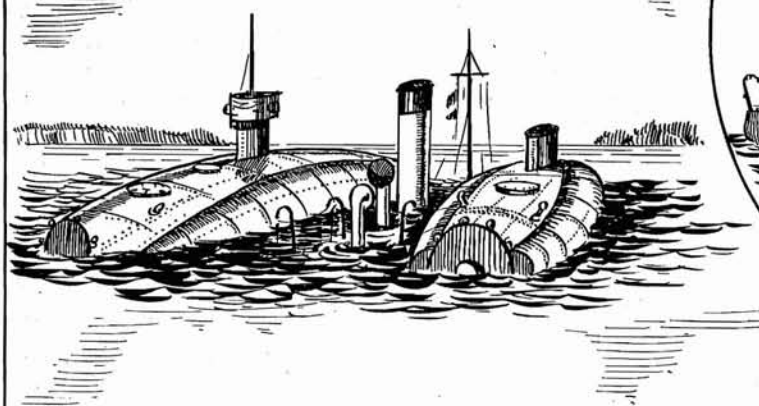
"DOUBLE LIVES"

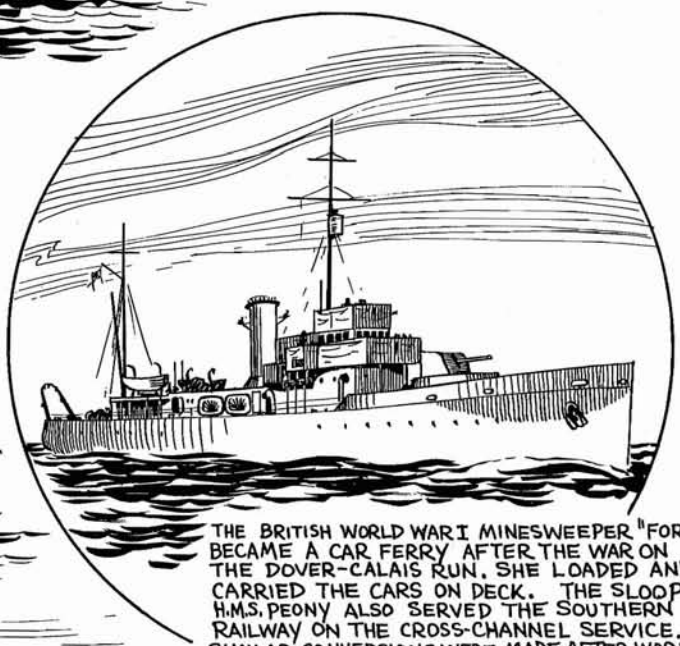
ATTEMPTS HAVE BEEN MADE ...NOT ALWAYS SUCCESSFULLY...TO CONVERT WARSHIPS INTO MERCHANT VESSELS, OR TO USE THEM FOR PURPOSES OTHER THAN FOR WHICH THEY WERE DESIGNED. HERE ARE A FEW VARIED EXAMPLES.



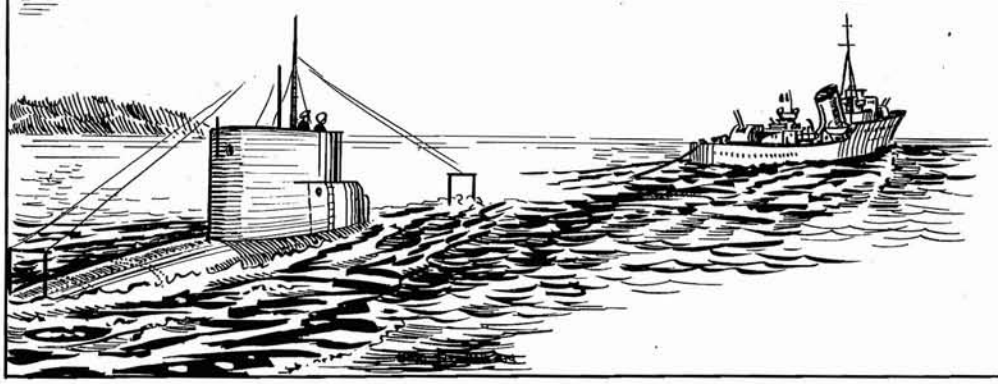
THE FRENCH CRUISER "DUPUY de LOME" (1890), THE FINEST CRUISER OF HER DAY, WAS SOLD TO PERU IN 1914, BUT REMAINED IN THE FRENCH SERVICE DURING THE WAR. IN 1919 SHE WAS BOUGHT BY A BELGIAN CONCERN, REMODELLED INTO A CARGO STEAMER AND RENAMED "PERUVIER". 12 OF HER 18 BOILERS AND 2 OF HER SCREWS WERE REMOVED. SHE LEFT CARDIFF FOR RIO WITH A CARGO OF COAL, BROKE DOWN, CAUGHT FIRE AND WAS TOWED TO PERNAMBUCO, AND THEN BACK TO ANTWERP WHERE SHE WAS SCRAPPED!

(BELOW) IN 1935 TWO EX-ROYAL NAVY SUBMARINES WERE USED AS SALVAGE PONTOONS TO RAISE THE SEMI-SUBMERGED STEAMER "ERROL" WHICH WAS LYING IN THE FIRTH OF FORTH. SHE WAS BROUGHT TO THE SURFACE BY BLOWING THE SUBMARINES' BALLAST TANK





THE BRITISH WORLD WAR I MINESWEEPER "FORD" BECAME A CAR FERRY AFTER THE WAR ON THE DOVER-CALAIS RUN. SHE LOADED AND CARRIED THE CARS ON DECK. THE SLOOP H.M.S. PEONY ALSO SERVED THE SOUTHERN RAILWAY ON THE CROSS-CHANNEL SERVICE. SIMILAR CONVERSIONS WERE MADE AFTER WORLD WAR II WITH A FRIGATE AND SEVERAL L.S.T.s...



AS A DESPERATE MEASURE TO SUPPLY HER TROOPS IN AFRICA IN 1942, ITALY USED SEVERAL OCEAN-GOING "BALILLA" CLASS SUBMARINES AS TANKERS. STRIPPED TO THE BARE HULL AND WITH ENGINES REMOVED, THEY WERE TOWED SEMI-SUBMERGED BY DESTROYERS AT HIGH SPEED TO BENGAZI AND TOBRUK ...

J.M. THORNTON

Roger Duhamel

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The CROWSNEST

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The CROWSNEST

Vol. 15 No. 2 THE ROYAL CANADIAN NAVY'S MAGAZINE FEBRUARY 1963

CONTENTS

The Cover—UNTD cadets stormed ashore on a rocky island in the Hudson Bay last August only to find it inhabited by fierce, hungry husky dogs, confined there for the summer by their Eskimo owners. The noise of the landing and the sight of rifles proved enough to keep the huskies at bay. (CCC9-264)

LADY OF THE MONTH

There are three good reasons why HMCS *Restigouche* should be chosen as "Lady of the Month". First, she has been awarded the L. W. Murray trophy as the most proficient ship in gunnery in the RCN; second, she has won the Fifth Escort Squadron efficiency trophy for 1962, and, third good reason, she won the plaque presented by the Halifax Junior Chamber of Commerce for the ship mounting the best Christmas illumination.

Her last appearance as "Lady of the Month" was in the July 1958 issue, in recognition of her commissioning the previous month as name ship of the Restigouche class.

This striking photograph was taken off Halifax on a winter afternoon by Ldg. Sea. Charles Quick. (HS-70961)

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

Here is a visual progress report on the transformation of HMCS Assiniboine. Her stern has already been remodelled to accommodate variable depth sonar and construction of the helicopter hangar is well advanced. (E-70700)

Drifting U.S. Soldier Saved

A young American soldier has reason to be thankful that the gale that forced him 40 miles out to sea was strong enough to discourage two Canadian frigates from anchoring.

The soldier, Gregory Morrison, 21, an armour specialist attached to Fort Irwin near Barstow, California, spent 52 hours in a small open boat, without food or water, in gale-tossed seas off the California coast before he was picked up by HMCS *Beacon Hill*.

Morrison got into his predicament when he hooked a shark on a fishing trip and struck a deadhead which knocked off the outboard motor. He was then driven to sea by 50-knot winds which lasted for the next 18 hours. He lost two improvised sea anchors and drifted for 40 miles.

Morrison was blown out to sea on a Friday. The following Sunday the U.S. Coast Guard started a search, relaying a call to the frigates *Beacon Hill* and *Jonquiere*, en route to Long Beach, California, with Captain D. S. Boyle, Commander Fourth Canadian Escort Squadron, embarked.

"The weather was so bad," said Captain Boyle, "that we decided to ride it out at sea, rather than anchor as had been intended."

Several ships passed nearby and aircraft passed overhead, but the *Beacon Hill* was the first to notice the soldier's plight. Morrison said when he saw the *Beacon Hill* he waved his jacket, paddle and anything else what was loose, to attract attention.

The young soldier had been without food and water for two days. An Army-issue boot provided a bailing utensil to keep the water level in the boat down.

His lips were puffed and his eyes bleary and face marked from exposure, but otherwise he was in good condition when he was brought on board.

"I couldn't go to sleep" he said, "I had to stay awake to keep the boat pointed into the wind to keep from getting swamped."

He said there were lots of times he didn't think he would make it.

Put to bed on board the frigate and given a bowl of hot soup, he said it was the best soup he could ever remember eating.

Morrison was later transferred to a U.S. Coast Guard ship for the trip back to the mainland.

Restigouche Wins Gunnery Trophy

The L. W. Murray Trophy has been awarded to HMCS *Restigouche* as the most proficient ship in gunnery practices in the Royal Canadian Navy during 1962. The *Restigouche*, commanded by Cdr. Bernard C. Thillaye, is attached to the Fifth Canadian Escort Squadron based at Halifax.

The trophy was presented in 1934 by Rear-Admiral Leonard W. Murray, CB, CBE, RCN (Ret), when he was Captain (Destroyers) Eastern Division of the RCN. The winner each year is determined by Naval Headquarters.

Other laurels won by the *Restigouche* during the past year were the Fifth Escort Squadron efficiency trophy for the second year running and a plaque presented by the Halifax Junior Chamber of Commerce for the ship in harbour mounting the best Christmas illumination.

Two Frigates on Training Cruise

The frigates *Beacon Hill* and *Jonquiere* left Esquimalt January 7 on a 14-week training cruise to Long Beach, California, and the Hawaiian Islands.

Evenly divided between the two ships were senior term *Venture* cadets.

On board were more than five tons of used children's clothing for needy youngsters of South Korea. The clothing was to be delivered to Pearl Harbour, and from there transported to its destination. It was sent as a gift from the "Save the Children Fund" of Victoria, and the city's Junior Chamber of Commerce.

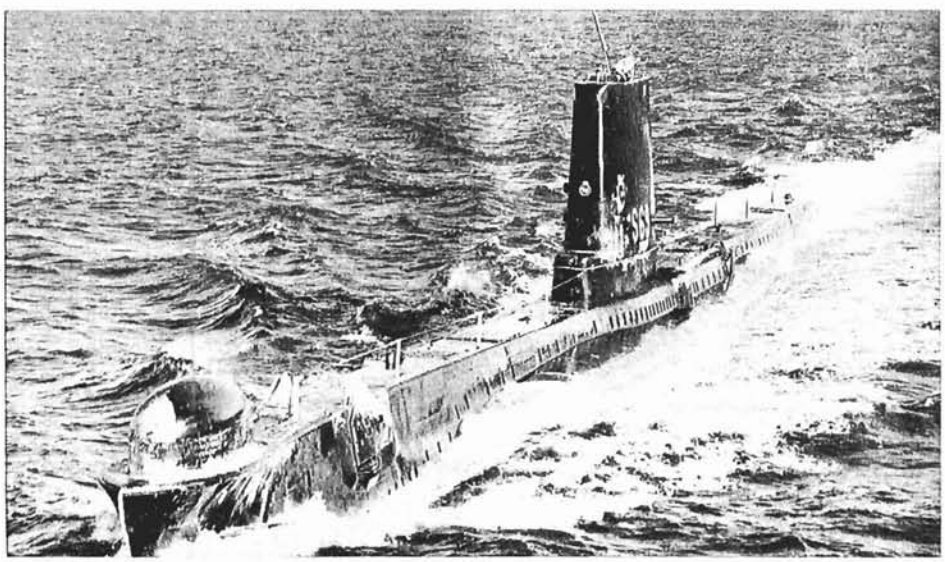
Major-General R. W. Moncel, new General Officer Commanding, Eastern Army Command, called on Commodore R. P. Welland, Senior Canadian Officer Afloat (Atlantic) on December 7. He arrived on board the aircraft carrier Bonaventure at the Shearwater jetty by naval helicopter. He was accompanied by his aide, Lt. J. S. MacAulay, Black Watch. (BN-4913)

U.S.-Canadian Units Exercise

United States and Canadian naval units on February 1 began a two-week anti-submarine exercise off the U.S. eastern seaboard. Participating were ships and aircraft of the U.S. Navy's Anti-Submarine Warfare Group Bravo, the U.S. nuclear submarine *Nautilus* and destroyer escorts of the RCN Atlantic Command.

Rear-Admiral Paul D. Buie, USN, Commander A/S Warfare Group Bravo, directed the exercise. USN units taking part included the aircraft carrier *Wasp*, with Tracker aircraft and anti-submarine helicopter embarked, and six destroyers.

RCN ships participating included four Restigouche class destroyer escorts of the Fifth Escort Squadron and HMCS *Crescent*. Commodore R. P. Welland, Senior Canadian Officer Afloat (Atlantic), attended the exercise as an observer.



The British submarine Auriga had begun to build up a deck cargo of ice by the time she had entered Halifax harbour to join Royal Navy's Sixth Submarine Division there for another 18-month commission on the Canada station. The streamlined "A" class boat previously served the RCN Atlantic Command in 1959-61. The British division was formed in Halifax in March, 1955, to provide anti-submarine training for ships and aircraft of the RCN and Maritime air squadrons of the RCAF. The Auriga replaces the Astute, which has returned to England. (DNS-30305)

Aircraft Join Bermuda Exercises

Four CS2F-2 Tracker anti-submarine aircraft of Anti-Submarine Squadron 880 and two T-33 Silver Star jet aircraft of Utility Squadron 32 were deployed to Bermuda February 1, to support "Maple Spring '63" exercises of ships of the RCN Atlantic Command.

RCN ships in the Bermuda area from late January to mid-March include destroyer escorts, frigates, minesweepers, a mobile repair ship and a submarine.

In overall command of "Maple Spring '63" is Commodore R. P. Welland, Senior Canadian Officer Afloat (Atlantic).

HMCS *Cape Scott*, mobile repair ship, left Halifax January 26 in the van of the fleet which she is supporting from Bermuda.

Auriga Arrives Back On Station

The British submarine *Auriga* arrived in Halifax on February 1 from the United Kingdom to join the Royal Navy's Sixth Submarine Division.

Commanded by Lt.-Cdr. M. R. Wilson, RN, the *Auriga* replaces HMS *Astute*,

FIGHTING FIRES 100 YEARS AGO

LANDING a fire brigade from a naval ship a century ago to fight a fire on shore may well have given the inhabitants more cause for alarm than the fire itself. At least it would appear that way from an account of the instructions issued to naval fire fighters in *Alston's Seamanship,* first published in 1860.

In answer to Question 540 which asks: "On a fire breaking out on shore, you are sent in charge of a party to aid in extinguishing it: What will you take with you, and what course will you pursue on landing?" the following instructions were given:

FIRE ON SHORE—The following disposal of a "fire brigade for landing," was drawn up for a corvette. On the boats being called away for the above purpose, the pinnace-men will drop their boat under the main yard, ready to receive the engine and field-piece limber carriage; and the midshipman of the boat will see all the wash-deck buckets passed into her by the boat's crew, and will be responsible for their not being lost ashore.

The gunner and his crew will provide a 100-lb. barrel of powder (previously bored and plugged), two port-fires or a fathom or two of Bickford's fuze in preference, if there is any, and a slow-match; pass them into second cutter; and, on landing, be in readiness to blow up any building that it may be necessary to level, to arrest the progress of the fire.

The boatswain, with forecastle-men and riggers not belonging to boats, provide fire-grapnel, and two hook-ropes; pass them into the second cutter, and, on landing, take charge of them.

The carpenter and his crew, having passed the engine gear into the pinnace, will provide a couple of axes, and go down into the boat.

The sergeant will tell off 12 men into the pinnace, under a corporal to work the engine; and fall in a corporal and eight men on the quarter-deck, in readiness, to receive ball cartridge, and then land in charge of them in the first cutter.

The lieutenant in charge will take the second gig, and be accompanied by the assistant-surgeon with provisions for accidents, and with a bugler to sound the assembly, for calling the men together at any particular spot.

All the party are to shift in their old blue clothes, and to rig in caps, shoes and stockings. On landing, they will man the drag ropes and, with all speed, transport the engine and gear to the scene of action.

Mr. ..... will remain in charge of the boats and boat-keepers.

If the fire is not very alarming, the right thing to do will probably be seen at a glance; but, should it already have spread to any great extent, or have caught, by the falling sparks, etc., at more points than one, with many intervening buildings, the exertions of your party cannot be efficiently directed unless you have been able to take a survey of the fire from the top of a house which commands a view of the whole. From such a position, you can see where a stand must be made to check its progress; and, having formed your plan, let nothing divert you from its accomplishment. No time should be lost in passing out furniture, and in tearing down windows, jalousies, doors, and wooden erections of all kinds; for, by trying to save too much, you risk the loss of all. If you have any scaling-ladders, they will be found of the greatest use; and the range of the engine may be considerably increased by placing your thumb on the nozzle occasionally, that, on its withdrawal the water may escape with greater force.

Wherever there are no organized fire companies, indecision is always painfully apparent. A plan is no sooner hit upon than it is abandoned for another which appears more feasible; while the fire, in disadvantageous contrast, steadily pursues its undeviating course. Wherever, therefore, the services of his men are needed, the naval officer should promptly assume the direction of affairs.

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which sailed for England Febraury 4 after an 18-month period with the Atlantic Command.

The *Auriga* previously served with the Sixth Submarine Division at Halifax from November 1959 to April 1961. The Division was formed in March 1955 to provide anti-submarine training for ships and aircraft of the Atlantic Command and maritime air squadrons of the RCAF.

The *Auriga* joins HMS *Alderney,* which has been serving with the Division for the past year.

Dockyard Mishap Rate Improves

Accident prevention showed a marked improvement in HMC Dockyard at Halifax during 1962, according to reports compiled by the Atlantic Command Safety Department. They noted a major reduction in the accident frequency rate from 12.8 to 10.8 per million man-hours of work in the yard.

They attribute the steady decline in the number of "lost time" accidents and attendant costs to the aggressive programming of safety education at all levels and the continued interest shown by management and employees.

R. J. Giovannetti is the Command safety officer, William B. Power, the Dockyard safety engineer and L. D. Kehoe, the Dockyard safety inspector.

Education of personnel by use of visual aids and training was conducted throughout a score or more of shops in the dockyard. During the year, 40 supervisors attended a one-week course in the fundamentals of industrial safety. Supervisory safety training courses conducted twice a year contribute substantially to making line management more safety conscious, reducing accidents and increasing productivity by promoting accident prevention, they noted.

"Atlantic Command statistical records indicate a general trend toward improvement in accident prevention and reduction in lost man-hours", said Mr. Giovannetti. Exact records were established in 1958, although there were more generalized data earlier.

Rear-Admirals To Exchange Posts

Rear-Admiral Kenneth L. Dyer, Flag Officer Atlantic Coast and Maritime Commander Atlantic, with headquarters at Halifax, and Rear-Admiral Jeffry V. Brock, Vice-Chief of the Naval Staff at Naval Headquarters, Ottawa, will exchange appointments in July.

Rear-Admiral Dyer has held his present appointment since August 1960. He will become a member of the Naval Board on taking up his new appointment.

Rear-Admiral Brock has been Vice-Chief of the Naval Staff since June 1961.

OIL-POLLUTED SEAS

Most sailors are aware of the serious problems arising from the discharge of fuel oil into the sea—befouled ship's sides, filthy beaches and destroyed birdlife. Last year the International Conference on the Prevention of Pollution of the Sea met under the auspices of the Inter-Government Maritime Consultative Organization (IMCO). Forty nations, representing over two-thirds of the world's shipping tonnage and well over half the oil tanker tonnage, subscribed to a convention that represented a long step forward in meeting the oil pollution problem. The article reprinted here from The UNESCO Courier *outlines the problem and tells of some of the steps proposed to meet it. The writer is David Woodward, a documentary writer-producer for the British Broadcasting Corporation, London.*

ON THE SHORES of the seven seas, from the Antarctic to Florida and all along the West coast of Europe, the pollution of the sea by oil fuel has for years been an unmitigated nuisance to all those who look to the seashore for their pleasure or for their livelihood.

Oil, washed up on the beaches and left behind by the receding tide, is at the least unpleasant. It spoils the enjoyment of swimmers and holiday makers, ruining their clothes and their shoes. If these conditions prevail over any length of coastline, the dispirited holiday maker can pack up and go home or, if he is lucky during the holiday season, find somewhere else to go; but thousands of people whose livelihood is provided by the seaside suffer a loss of trade as well as damage to the carpets and furnishings of their hotels or lodging houses.

Inshore fishermen suffer, for it is impossible to wash fish covered with oil. Lobsters do not breed. And even the most thoughtless must deplore the plight of sea birds whose feathers have become coated with oil and have thus been deprived of their power to swim or to fly. Unless they receive highly skilled help, such birds are doomed to a miserable end by starvation. As an indication, it is calculated some quarter of a million sea birds perish in this manner every year around the coasts of Great Britain alone.

In the Antarctic the plight of seals and penguins covered with oil has touched the hearts of even the tough whaling men. Dr. Harry R. Lillie, a former surgeon to an Antarctic whaling fleet, said in a newspaper interview:

"I have found half-grown seals covered in a sticky tarry mess, their eyes bloodshot with irritation; and penguins hopelessly clogged, waiting for a slow death."

Dr. Lillie added that he had spent a lot of time cleaning up the birds on board the factory ship:

"I must say with respect to the whaling crews, they were generally little concerned with the suffering of harpooned whales, but I never found any of the men around me who ever felt that our butter supply was too good to be used to clean up oiled penguins."

The fact that pollution has become a major problem is due to the enormous growth of oil fuel used throughout the world—a 50-fold increase in the last 40 years, and almost all this oil is carried about the world in tankers.

By David Woodward

Sir Gilmour Jenkins, President of the IMCO Conference which met in April, told the meeting:

"Last year 500 million tons of oil were carried across the seas and oceans of the world. If we assume that only a very small proportion, say one part in a thousand, of this vast amount found its way into the sea in the form of persistent waste, we get the terrifying total of a half a million tons."

This oil, for the most part, is the sludge left behind in the tanks of the ships after they have discharged their cargo. The tanks are washed out by sprays of hot water and pumped into the sea. And there it floats. Man has always used the sea as a vast cesspit, for such various commodities as sewage, unwanted high explosives and atomic waste. But the oily waste is persistent and may well stay in the sea for ever.

A secondary source of this oil is the practice of oil-fuelled merchant ships replacing the fuel which they burn during a voyage by water ballast. Later, the water ballast, now contaminated by oil, is pumped out, and another addition is made to the pollution of the high seas.

To deal with the whole problem two approaches are being tried. One is to limit the areas of the sea in which oily waste may be pumped overboard. The other is the use of machinery on board ship, known as separators, which remove the oil from the waste water or the provision at ports of plant to receive the tank washings. These are both fairly expensive proceedings. A separator also may cost between £500 and £1,000 ($1,400 and $2,800). At one large port for oil tankers, the plant to receive tank washings has cost some £300,000 ($784,000). At the same time, the period spent in getting rid of the washings must be cut to an absolute minimum. Every day's delay to a big tanker can easily cost as much as $1,000.

A third source of oil on the sea, happily much rarer, is through accidents, when a ship is lost and her oil tanks perforated, or when the oil fuel must be jettisoned to free the ship from a position of danger. As one example of the damage that may be caused under such circumstances, there is the case of a tanker which ran aground at the mouth of the River Elbe, and lightened herself by pumping overboard 6,000 tons of oil. An enormous floating island of oil was thus released, which slowly drifted about the North Sea. Oil islands like this usually last for some 50 miles before they break up and patches float away, but the record is held by an oil island which appeared in the Red Sea and covered a distance of 500 miles before it began to dissipate.

As for the oil island from the Elbe, some of it came ashore on the island of Sylt, where the authorities spent vast sums of money to get rid of it. A little further to the north, six miles of beach on the island of Fanoe, off Esbjerg,

were covered with oil. The Danes tried spraying it with sawdust and then attacking it with flame throwers, but the oil survived, and the sand that it had contaminated had to be bulldozed into open trenches.

Another example of the difficulty of getting rid of the oil was provided by a tanker which was in collision in the Solent, off Portsmouth, in England, a couple of years ago. Two months later the authorities of that town were still trying to clean up the mess. An enormous tonnage of oily shingle (beach pebbles) had to be taken away and four thousand tons of clean shingle brought in to take its place.

Among recent experiments made to get rid of oil which has accumulated in this way has been a Danish attempt to impregnate the oil with a powder which would cause it to sink. Some fully effective remedy of this sort may eventually be devised, but it will always be expensive; the logical way of dealing with most of the oil in the sea is to prevent its deliberate discharge and to encourage the wider use of facilities ashore. This, in fact was what the IMCO Conference did.

The world's conscience had already been aroused by the oil pollution problem before 1962. An international Convention on Pollution of the Sea by Oil was drawn up at a conference held in London during 1954 and was later ratified by 17 nations, including many of the largest shipowning countries. Scientific investigation was undertaken and, in some cases, was followed by legislative action.

To start with, it was necessary to plot the ocean currents which carry the oil. For that purpose, aircraft dropped thousands of plastic envelopes into the sea. Inside each envelope was a message inviting the finder to say where the envelope had been found. And a piece of cork which made certain that the envelope floated. Two vessels of the international force of weather ships dropped an envelope overboard every day of the year 1954 at noon. The results of all this research were plotted by the British National Institute of Oceanography.

Some governments also took legislative action. For example, the United Kingdom introduced the Oil in Navigable Waters Act which forbade British ships to discharge oil within 50 miles of the coast. But national measures could not be successful by themselves; it was clearly necessary to persuade all nations owning large merchant fleets to adopt the same kind of measures. This was the background to the IMCO Conference of 1962 where a number of resolutions were unanimously adopted which aim at increasing the effectiveness of the earlier measures and at strengthening them through a new Convention. Many delegates emphasized the importance of mineral oils to man, but deplored his casual approach to the fouling of seas or shores and the destruction of birds and marine life.

The new Convention has considerably increased the areas of the sea in which it is forbidden to discharge oil. Formerly fixed as any area less than 50 miles from the coast, this zone has now been increased in many parts of the world.

Discharge is now completely forbidden in the North Sea and the Baltic; the 50-mile limit has been superseded by a limit of 100 miles off the north-eastern coast of North America, the Mediterranean, the Red Sea and the Persian Gulf as well as the west coast of Canada, the Atlantic coast of Spain, the coast of Portugal, the Arabian Sea, the Bay of Bengal and Australian waters.

Three years after the ratification of the agreement by the Soviet Union and Rumania, the Black Sea and the Sea of Azov will become a zone in which discharge of oil is completely forbidden. These arrangements are probably rather more than a halfway house to an eventual ban on the discharge of oil anywhere at sea.

Clearly the seas of the world will not become suddenly cleaner as a result of last April's conference or the new convention. But useful progress has been made. Much will depend on the oil companies which control a large share of the world's tanker tonnage. And, as William Graham, Acting Secretary-General of IMCO, said "no truly successful result can be achieved without the active co-operation of those directly responsible for operations on board ship and ashore which may cause oil pollution".

(Reprinted from the UNESCO Courier, September 1962.)

OFFICERS AND MEN

Movie Personality Cdr. Farrow Dead

Honorary Commander John Villiers Farrow, RCNR (Ret), 58, of Beverley Hills, California, movie director, producer, author, and one-time Controller of Naval Information, died at his home of an apparent heart attack on January 28, 1963.

Cdr. Farrow was born in Sydney, Australia, on February 10, 1904. He first expressed interest in the Royal Canadian Navy in 1936, and later that year had his name placed on the Emergency List for "service in time of war".

He reported to HMCS *Discovery*, Vancouver, and applied for entry into the Canadian naval service at the outbreak of the Second World War. Commissioned as an acting lieutenant, RCNVR, in March 1940, Cdr. Farrow was appointed as Controller of Naval Information in June of that year.

In November he was appointed to HMCS *Stadacona* for new entry officers' preliminary training courses and, later, to the armed yacht *Elk* for sea training.

In April 1941 Cdr. Farrow was loaned to the Royal Navy and appointed to HMS *Goshawk*, naval base in Trinidad, additional as assistant to the Senior British Naval Officer, Curaçao.

He returned to Naval Headquarters, Ottawa, in late 1941, having contracted typhoid fever and was given a medical discharge in January 1942. While convalescing, Cdr. Farrow undertook direction of the film "Wake Island", which won an award from the New York Film Critics Circle.

HON. CDR. JOHN V. FARROW

In July 1943 his services were once again requested by the Navy in connection with the proposed Royal Canadian Navy Show, which he attended as technical consultant. He was commissioned as Honorary Commander, RCNVR, at this time.

Before the cessation of hostilities in 1945, Cdr. Farrow was again summoned to Ottawa, travelling to Britain for work in connection with the Director of Special Services. He was awarded the Canadian Forces Decoration in September 1953.

An outstanding producer and director, his films included "Five Came Back", "Two Years Before the Mast", "California", "Botany Bay", "Hondo", "Back from Eternity", "Commandos Strike at Dawn", and the screen play of "Around the World in Eighty Days". Among his literary works were *Laughing Ends* and *Damien the Leper*.

Cdr. Farrow was a keen yachtsman and a member of the Royal Irish Yacht Club, the Royal Societies Club, Pacific Writer's Yacht Club, Royal Vancouver Yacht Club, Yacht Club de Cannes, and the Club Nautique de Roumania.

In September 1936 he married Maureen O'Sullivan, from County Dublin, who retained her maiden name on the road to Hollywood stardom.

Naval personnel who put in to Long Beach, California, will remember John Farrow as a man who never failed to take a keen interest in their welfare and entertainment.

Promotions and Appointments

Recent appointments and promotions have included:

Captain E. T. G. Madgwick, to attend the Imperial Defence College, London, England;

Cdr. Mark W. Mayo, appointed to take command of HMCS *Saskatchewan* on commissioning in mid-February;

Cdr. Keith P. Farrell, Director of Ship Design and Construction, Naval Headquarters, promoted to the rank of captain;

Cdr. K. E. Grant, appointed to Commanding Officer Naval Divisions, Hamilton, as Command Sea Cadet officer;

Cdr. Alexander E. Fox, appointed in command of HMCS *Columbia*, Fifth Escort Squadron;

Lt.-Cdr. James M. Cutts, commanding officer of HMCS *Micmac*, promoted to the rank of commander.

Weddings

Able Seaman J. W. Dorrington, *Gloucester*, to Lyse Casper, of Ottawa, Ont.

Leading Seaman W. T. Kennedy, Naval Radio Station Masset, to Leona Davidson, of Haida, B.C.

Sub-Lieutenant Vernon R. Miller, *Shearwater*, to Valerie Louise Jones, of Biggar, Sask.

Able Seaman T. C. Montgomery, Naval Radio Station Masset, to Georgina Hunter.

Able Seaman B. J. Pukalo, *Crescent*, to Betty Anne MacColl, of Edmonton, Alta.

Able Seaman Barry Richard Vollet, *Margaree*, to Pamela Grace Elizabeth Reid, of Victoria.

Lieutenant-Commander S. MacN. Ross, *Stadacona*, to Margaret Elaine Langille, of Truro, N.S.

Sub-Lieutenant Henry William Schaumberg, *Stadacona*, to Elaine Margaret Thompson, of Kingston, Ont.

Births

To Leading Seaman C. H. Andrews, *Churchill*, and Mrs. Andrews, a son.

To Lieutenant V. A. Andrews, *Crescent*, and Mrs. Andrews, a son.

To Able Seaman D. J. Barton, *Crescent*, and Mrs. Barton, a daughter.

To Leading Seaman W. J. Bramfield, *Crescent*, and Mrs. Bramfield, a son.

To Leading Seaman R. G. Brown, *James Bay*, and Mrs. Brown, a son.

To Leading Seaman D. L. F. Churchill, *Churchill*, and Mrs. Churchill, a daughter.

To Petty Officer G. S. Gibbs, *Haida*, and Mrs. Gibbs, a daughter.

To Petty Officer R. H. Peletier, *Crescent*, and Mrs. Peletier, a daughter.

To Able Seaman K. H. Reitz, *Haida*, and Mrs. Reitz, a daughter.

To Leading Seaman H. J. Romme, *Haida*, and Mrs. Romme, a son.

To Able Seaman R. A. Sturk, *Churchill*, and Mrs. Sturk, a daughter.

To Able Seaman L. J. Turcotte, *Haida*, and Mrs. Turcotte, a daughter.

To Leading Seaman G. C. Walsh, *Haida*, and Mrs. Walsh, a son.

Lt.-Cdr. Lawrence Farrington, promoted to the rank of commander and appointed to COND as Chief Staff Officer Personnel Division and Commander Personnel Planning Department;

Lt.-Cdr. Robert A. Beach, promoted to commander and appointed in command of HMCS *Cap de la Madeleine* and as Commander, Ninth Canadian Escort Squadron;

Lt.-Cdr. Henry William Vondette, promoted to commander and appointed to the staff of the Sea Training Commander, Halifax;

Lt.-Cdr. Arthur Butroid, on the staff of the Director of Naval Intelligence, Naval Headquarters, promoted to commander, and

Lt.-Cdr. MacGregor F. MacIntosh, appointed in command of HMCS *Resolute,* First Minesweeping Squadron.

RCNR Officers Promoted

The following officers of the Royal Canadian Naval Reserve have been promoted to their present ranks, with seniority effective from January 1, 1963:

Captain John M. Robertson, commanding officer, HMCS *Carleton,* Ottawa;

Surgeon Captain Lemuel E. Prowse, commanding officer, HMCS *Queen Charlotte,* Charlottetown;

Cdr. Walter J. Piercy, commanding officer, Kitchener, Ont., tender to HMCS *Star;*

Cdr. John B. Lemaister, executive officer, HMCS *Chippawa,* Winnipeg;

Cdr. William Mellalieu, commanding officer, HMCS *Brunswicker,* Saint John;

Cdr. (E) Cyril B. Thomason and Cdr. (L) Harry C. Tilbury, executive officer, HMCS *Star,* Hamilton, and

Surgeon Cdr. Edison L. R. Schram, HMCS *Prevost,* London, Ont.

Officer Attests Son into Navy

Lt. George A. Stone, of HMCS *Cap de la Madeleine,* supply officer for the Ninth Escort Squadron, on January 18 travelled from Sydney, N.S., where his ship was in refit, to Halifax, to attest his son, George Ronald, into the Royal Canadian Navy.

Following his 15-week new entry training course, Ord. Sea. Stone hopes to qualify in one of the administrative trades.

Lt. Stone entered the Navy in the stoker branch in 1939, left the service in 1948, went on the active list of the Reserve at Scotian in 1949, and re-entered the permanent force in 1950. He was commissioned in January 1954 as an acting commissioned stores officer.

Lt. George Alfred Stone (left), of 18 Garshan Road, Dartmouth, attests his 17-year-old son, George Ronald, as an ordinary seaman in the RCN, before Lt.-Cdr. B. N. Webber, RCN Area Recruiting Officer, Halifax. Lt. Stone is supply officer of the Ninth Escort Squadron. (HS-71010)

Young George was attending Prince Andrew High School, Dartmouth, N.S., before joining.

Two Awards For Suggestions

John Earl Dobie, an ammunition worker at the RCN Ammunition Depot, Kamloops, B.C., has earned a cash award from the Suggestion Award Board of the Public Service of Canada and a congratulatory letter from the Deputy Chief of Naval Personnel for his suggestion concerning a modification to anti-submarine equipment.

The idea has been adopted for use by the RCN.

CPO Frank S. Myers, *Cornwallis,* was similarly recognized for suggesting a safety device for ships' electrical switchboards.

Esquimalt Dockyard Tops Fire Contest

HMC *Dockyard,* Esquimalt, was named for the top award in the National Fire Protective Associaion competition for 1962. The awards are for efforts in reducing fire losses and educating people in fire safety. The Dockyard headed 92 National Defence entries for the grand award.

Area fire chief at the Dockyard is Lt.-Cdr. Norman Stewardson, and fire officer is Earl Powell, who also was chairman of the 1962 fire prevention committee. In naval competition, winners were:

Large establishments (more than 3,500 personnel): First, HMC Dockyard, Esquimalt; second, HMC Dockyard, Halifax, and third, HMCS *Shearwater.*

Medium establishments (1,500 to 3,500 personnel): First, HMCS *Cornwallis;* second, HMCS *Naden,* and third, Belmont Park Married Quarters, Victoria.

Small establishments (under 1,500): First, Naval Air Facility, Debert, N.S.; second, RCN Magazines, Bedford, N.S., and third, RCN Ammunition Depot, Renous, N.B.

Sisters Join RCN On Same Day

Two "real-life" sisters from Ste. Clothilde, Quebec, who joined the Navy on the same day as nursing sisters, will be serving together this spring in the Pacific Command. They are Sub-Lieutenants (NS) Marie Aline Carmen and Estelle Marie Rachel Teasdale.

From *Donnacona,* where they joined last August, the Teasdale sisters were appointed for tri-Service courses at Centralia and Camp Borden, Ontario, before taking up their nursing appointments at the Armed Forces Hospital, HMCS *Naden,* Esquimalt, late in March.

Sailors Help Fire Victims

Personnel stationed at HMCS *Churchill* rallied to give assistance to victims of a fire in the townsite of Churchill on January 24. Following the fire, in which five families were burnt out naval radio station personnel produced $107.50 in donations. This amount was matched by the ship's fund and cheques were presented to each of the unfortunate families.

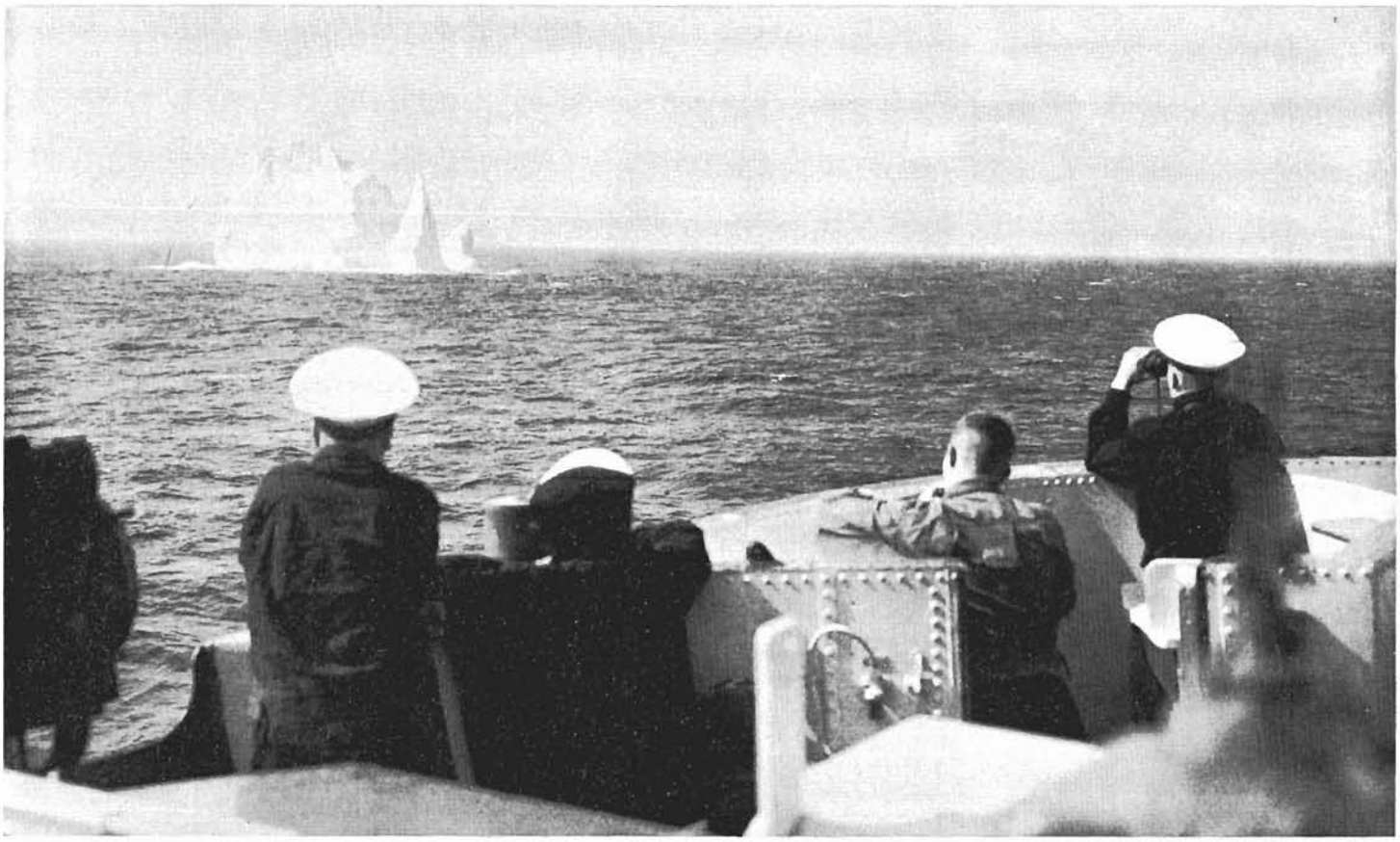
In addition to funds, clothing and household items were also given to help the families get back on their feet.

Long Service Recognized

In recognition of more than 25 years' continual service with the federal government, Hugh Reid of 1241 Effingham Street, Victoria, has received a special award from the Department of National Defence.

A certificate and gold pin were presented to him by Rear-Admiral W. M. Landymore, Flag Officer Pacific Coast, during a ceremony held in the Admiral's office on February 6.

Mr. Reid, 44, was born in Victoria, and in September of 1937 started his government service with the radio division of the Department of Transport. He transferred to the naval dockyard early in 1939; served three years with the Canadian Army until the end of the war; then returned to HMC Dockyard. He now serves as executive assistant to the Chief of Staff.



IN NORTHERN WATERS

AN INLAND SEA, 600 miles wide, 1,000 miles long and covering nearly half a million square miles, larger than the Sea of Japan, more than twice as extensive as the North Sea, Red Sea, Black or Baltic—and rarely thought of as a sea at all.

Such is Hudson Bay, whose southern tip, in James Bay, is as far south as Calgary, Alberta, or the English Channel and whose great bulk lies in the sub-Arctic.

Because of the forbidding nature of its winter climate and the rugged terrain which forms its shores, Hudson Bay is not regarded as a resort area either in summer or in winter and yet, cruising its broad expanses last summer, the Ninth Canadian Escort Squadron found that the Bay possessed certain advantages as a naval training area.

The first and most obvious of these was that there was little or no shipping or fishing craft to worry about when conducting manœuvres. A second advantage was the comparative freedom from tempestuous seas of the kind experienced in the North Atlantic even in summer. During the month of August, the period spent in the north by the squadron, the weather was generally cool but not uncomfortably so.

The story of the squadron's UNTD training cruise, told here from the viewpoint of the senior ship, HMCS *Cap de la Madeleine,* had its beginning when the frigates sailed from Halifax, in mist and rain, at 0830 on August 13.

Once outside, the weather cleared briefly and a surface shoot was carried out. Despite a makeshift gun's crew of seamen and cadets the results were good. The score was 180, a squadron record.

Thick fog descended at 1300 and remained for 560 miles, when it suddenly lifted at 0400, on August 15, off Ferryland Head. St. John's was entered in a freshening northwest breeze and a berth was made on the south side for fuel.

On completion of fueling, berth was shifted to the U.S. Army Pier, a difficult manœuvre with gusting 40-knot winds, but the beam-on berth was completed with the port anchor down to control the bows.

On August 16 the signalman handling the jackstaff halyards at Colours noticed a young woman struggling in the water near the corner of the jetty and passed the alarm aft. Two men immediately rushed ashore to assist, incurring the displeasure of those at prayers on the inboard ship, but they extricated the swimmer from the chill water in the nick of time.

St. John's was left astern on August 16 and course was set for the Strait of Belle Isle in a rising northwest gale and bright sunshine. Steep headseas and a full gale made the next 24 hours wet and uncomfortable, with much seasickness among the newly embarked cadets.

The first iceberg was sighted at 0500, August 17, when the Labrador current was entered just south of Belle Isle. It was one of the largest seen all month, nearly 1,000 feet long. More were seen during the forenoon and at 1430 the four-inch guns fired six rounds of HE at a berg at ranges from 13,000 down to 10,000 yards, followed by 40mm weapons at 2,000 yards.

The large size of the bergs provided the gunners with a rare opportunity for long-range shoots. High explosive was used to pinpoint the splash more

accurately. The performance at high elevation, as usual, was excellent and the closer bombardment of the berg with 40mm was impressive. The spectacular bursts and resulting avalanches gave the ship's companies a new respect for these weapons.

THE 1,000-MILE leg from St. John's to the entrance of Hudson Strait occupied three days and nights, the latter part with following seas and moderating weather. A full moon during the brief nights revealed bergs many miles distant.

Increasing fog banks were encountered on approaching Cape Chidley, together with low growlers between the bergs, which forced reduction of speed to ten knots and line-ahead formation to reduce chances of damage. Bergs were met all along the Labrador coast at intervals of about 20 miles along the track 50 miles off shore. They were all dectectable by radar. Most had one or two growlers in their lee. One produced undeniable sonar echoes at 800 yards while still 2,000 yards distant by radar, an indication of the tremendous underwater bulk.

To promote full economy, avoid ice and still maintain an ambitious speed of approach, it was decided to enter Hudson Strait by way of Gray Strait between the Labrador mainland and the Button Islands. This channel is about three miles wide and 12 miles long with tidal streams up to seven knots and a mean depth of about 150 fathoms.

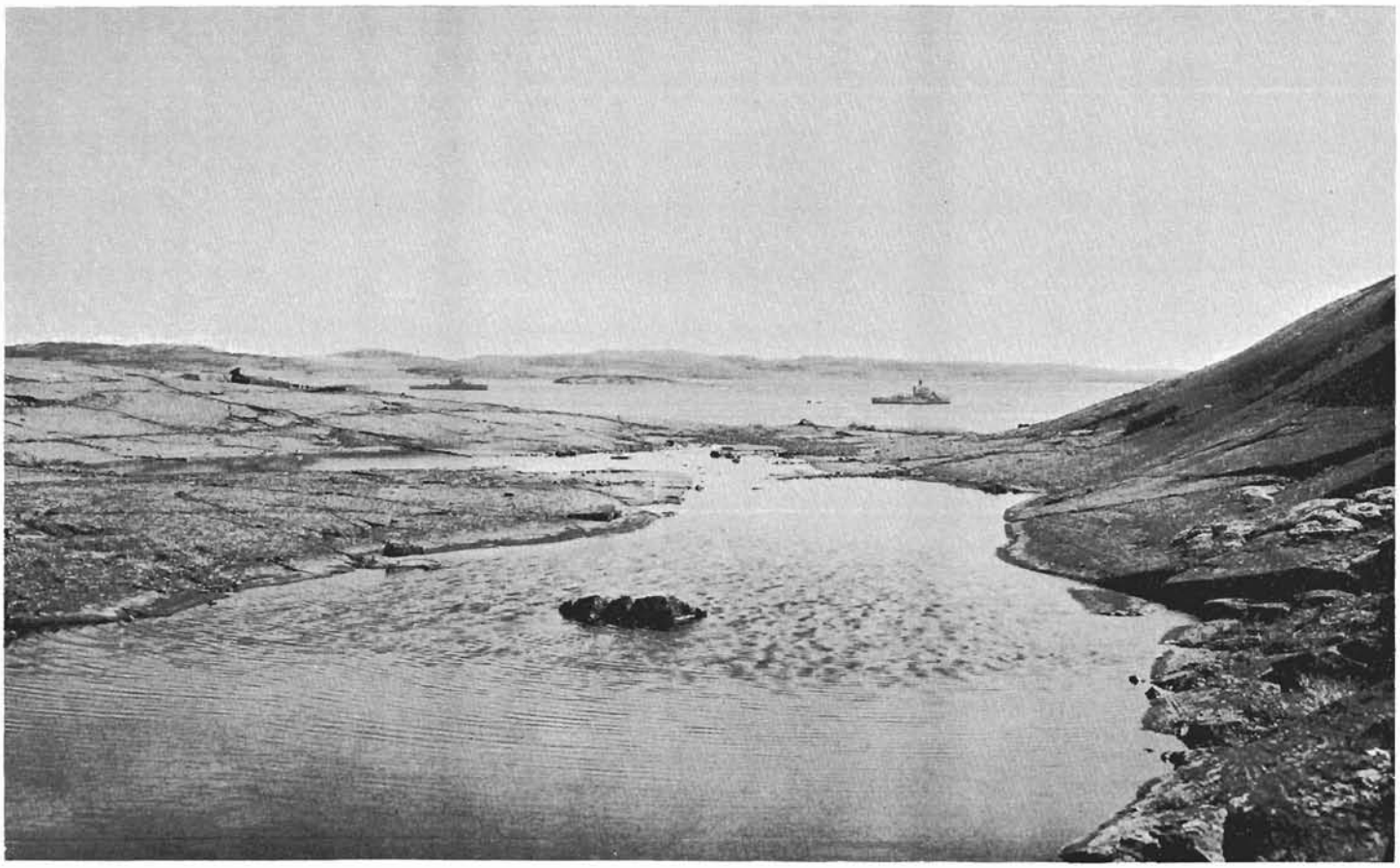
Dense fog concealed the channel on the squadron's arrival at 0800, August 19, and the transit offered an excellent blind pilotage exercise, with the ship travelling 22 knots over the ground before flood tide and being swept off track at intervals by the spectacular eddies and tide-rips. Although well charted, the strait offers a few surprises, as when the echo sounder ran up from 190 fathoms to 30 fathoms in mid-channel just as the fog lookout on the forecastle head reported "Right ahead—breakers near". This turbulence results from an 800-foot hill on the sea floor obstructing a seven-knot current to within 30 fathoms of the surface.

The 500-mile passage up Hudson Strait was made along the south shore in accordance with ice advisory bulletins. The sea temperature fell to 41 degrees, the air temperature to 42 degrees and fog was frequent. A heavy easterly current, sometimes approaching two knots, was also experienced, but the sea remained calm and no ice was seen except for peaks of distant bergs along the northern horizon and an occasional stranded berg close inshore against the bleak, southern coast. In Ungava Bay, the *Cap de la Madeleine* and *La Hulloise* detached to maintain a 15-knot speed of advance to Port Harrison, while the rest of the squadron proceeded at a more leisurely speed to Churchill.

Again to save fuel and time, Hudson Bay was entered through a narrow channel between the Quebec mainland and the Digges Islands. Thick fog shrouded the entrance and high speed radar was used to follow the tortuous channel.

At one point in this passage the ship ran out of a fog bank into dazzling sunlight that revealed dozens of whale-backed reefs ahead, apparently barring any exit to the glittering sea beyond. It was far simpler to return to the familiar chart table and radar scope and run by blind pilotage than to try to orient the ship visually in the seascape outside.

Safely in Hudson Bay, the remainder of August 20 was spent basking in unfamiliar sunshine on the southward



This picture of the two frigates at anchor at Port Harrison clearly shows the bleak, treeless expanse of rock, where growth is limited to lichens, tufts of grass and other sparse Arctic vegetation. (CCC9-261)

course along the brown, low ledges and islands of the Quebec coast. The sparkling blue waters of Hudson Bay, with the clouds of ducks, geese and fat "tinkers" skittering along the surface, was a welcome relief. It was not hard to realize how the early explorers were led to believe that this was the route to Cathay.

Good weather was almost continuous throughout the stay in the "Bay", if such a name can be applied to a sea whose area is greater than the Baltic, Black, Caspian and Aral seas combined.

After another of the North's brief nights, in which the glassy sea reflected a flaming sunset, the Northern Lights (somewhat south), glittering stars and a waning moon, Port Harrison was approached without difficulty, chatting all the while with the DOT operator there over the day's program.

THE SETTLEMENT of Port Harrison turned out to be a neat cluster of white buildings and Eskimo tents on a green, grassy slope above white sand dunes at the mouth of a narrow, fast river. Most buildings boasted a dazzling white flagpole, flying a scarlet Canadian flag. Nor did the neat appearance of the settlement vanish with closer viewing. Even the sturdy Peterhead schooners were gaily painted and the 400 Eskimos were immaculately dressed in white duck parkas, and the 20 whites in tweeds and flannels, collars and ties.

In the Northern tradition the local dignitaries, without waiting to be called on, came politely aboard in a courteous and friendly procession as soon as the ship anchored.

The senior government man was Rod Evans, Northern Services Officer, accompanied by the Eskimo head man, Tommy Palliser, a silver-haired but agile patriarch with crinkled blue eyes and an Irish accent. Other visitors included the Hudson's Bay Company manager, two school teachers (a married couple), two male nurses and their wives from the Nursing Station, three DOT operators, an Anglican missionary, a civil engineer making a survey, and a number of youthful wives with their children.

This procession was shortly followed by three more Peterhead schooners crowded with more than 100 beaming Eskimos. Two other schooners were routed to the *La Hulloise*.

Then came the *raison d'etre* for the visit to that part of Hudson Bay. A schooner carrying 22 Navy League cadets, all Eskimos. These Eskimo youngsters from Povungnituk, 100 miles north, ranged in age from 10 to 14 years, and in height from four to five feet. They were immaculate in their cadet uniforms with white belts and were lined up in a carefully sized rank along the schooner *Tobiak's* deck as it putt-putted alongside. Each cadet had his eyes rigidly trained ahead and none wavered until dismissed, in true Whale Island gunnery style, by their youthful, bearded commanding officer, Lt. S. T. Mallon, NLC, a native of Belfast, now teaching school at Povungnituk.

A program of evolutions had been laid on for the Sea Cadets, but because of the calm sunny air and the general holiday atmosphere it was decided to take the local population to sea later in the day. To this end, the Eskimos were invited to return after dinner for the trip, but to no avail. They stayed on deck all lunch hour waiting for the event. Their head man explained that Eskimos have no regular meal hours and are never troubled by hunger, but the galley staff rejected the theory and somehow fed the multitude after the Navy League cadets had eaten in the cafeteria. They enjoyed everything except the split pea soup which they regarded as too thin for nourishment.

At 1330, amid a certain amount of confusion, the two ships weighed and carried out a three-hour program of jackstay transfers, boatwork, pyrotechnics and squid, four-inch and 40mm firings. The Eskimos liked it all except the four-inch shoot, which was halted

PO Paul Huffman, of Cap de la Madeleine, carries an Eskimo boy back to his schooner. (CCC9-255)

after the third round because adults and infants alike were cowering in terror.

The most interesting equipment for the natives proved to be the signal projectors at work "talking between ships" and the elderly jeep lashed on deck—the first wheeled vehicle many had ever seen.

On anchoring again at 1630 it was expected the visitors would leave but they had heard rumours of a movie that evening, so they squatted contentedly on the quarterdeck in the afternoon sunshine to await nightfall.

Once again the galley staff weakened and managed to get together platters of spam, loaves of bread, cans of jam and a sack of oranges, all which was well and truly demolished.

The canteen, meanwhile, did a roaring trade in licorice candy and gum, specially ordered as a result of earlier experience in Frobisher Bay.

The evening movie, "The Jackie Robinson Story", which was held on the quarterdeck, was obviously mystifying but enjoyed and the guests finally departed at 2200. The ships then displayed searchlights, set off fireworks and fired starshell to seaward, an effort which was quietly surpassed an hour later by the more spectacular Northern Lights.

For these and about 400 more Eskimos at Port Harrison it was a red-letter day when Cap de la Madeleine and La Hulloise dropped anchor in their harbour. Here they wait for something else new and exciting to happen. (CCC9-248)

ALTHOUGH there were no official visitors scheduled for next morning, several Peterhead schooners found it necessary to call. All were manned by remarkably large crews of young men, most wearing black cowboy sombreros with their parkas. This fashion ended abruptly when it was discovered that the canteen was well stocked with naval officers' caps, carried for the benefit of the UNTD cadets. By noonday each Eskimo wore one, and the schooner fleet had acquired the air of a smart yacht club. But the old, blue-eyed patriarch, on board for business, was clearly distressed, since he had privately bought the first cap. The stalemate was solved with a somewhat shabby, badgeless commander's cap which he wore ashore with the aplomb of a Mountbatten, gesturing to his juniors to keep clear. They did.

In the morning 62 UNTD cadets in helmets and web equipment, carried out a landing party exercise on a small island in the harbour. Demolition teams from the ships preceded them, detonating charges and igniting smoke canisters to simulate naval bombardment, and later acted as "defenders". This tactical situation took an unexpected turn when it was found that the islet was a summer prison for ferocious husky dogs. Huskies have been known to attack humans and kill babies. These dogs are fed on fish once a week during their summer captivity and are generally treated like caged lions. Once the bombardment commenced they fled. When they returned, at lunch hour, they showed a tremendous respect, especially for cadets carrying FN rifles.

A final visit was made ashore to repay calls and inspect Eskimo carvings (which were presented free on inquiring the price), the ships weighed at 1600, August 23, and proceeded rather reluctantly to sea. The last to go ashore from the ships were the cadets from Povungnituk, now laden with new cap tallies, lanyards, seamen's knives and other gifts from the welfare committee, and with gifts from individual members of the ship's company. Aboard their schooner, *Tobiak*, they donned neat blue parkas, each embroidered with the owner's name, pulled on knitted toques, and then prepared for their two-day journey home.

IT WAS a cloudy crossing of Hudson Bay into worsening weather to Port Churchill on August 24. Mariners' instructions said the harbour and anchorages are safe, except when the wind is from the Northeast. "Fog", added the instructions, "is infrequent". On this occasion the wind was blowing NE 40 and the fog was dense. Radio beacons and echo sounder provided the only aids to navigation until the low, marshy coast could be seen on radar. Shoal water extended for many miles offshore, aggravating the swell, and causing a great deal of plunging and yawing. Fuel was down to 40 per cent and entering the harbour seemed desirable, since berths were available for all five frigates—a rare situation in Port Churchill in the grain season.

Finally the port's grain elevator, visible for 20 miles in clear weather, was picked up through the rain by radar and harbour was entered at 1100. With seas too heavy over the bar for the pilot to come alongside, he was embarked inside the harbour.

Along with the northeast gale, a flood tide was running at two knots and an attempt was made to turn in midstream to stem the current, turning to port with the port anchor under-foot and using maximum rudder and revolutions. Unfortunately many merchant vessels, using the same technique have levelled and polished the sea floor smooth with their anchors.

The anchor dragged rapidly and the ship, in light of fuel condition, moved

swiftly up the river. Churchill's only tug was outside the harbour meeting the *La Hulloise*.

Two shackles of cable were veered without effect. The starboard anchor was let go under foot. Both screws were turned ahead at 160 revolutions until the stem was within 40 feet of the ship alongside. Still the *Cap de la Madeleine* remained broadside to wind and tide, moving upstream at nearly a knot. Less than 200 yards of navigable water remained to leeward so the ship was driven ahead to make fast to the berthed frigates. With lively assistance from the *Buckingham*, this succeeded and the bow was secured, the stern swinging slowly to rest against a dredge which fortunately had just finished extending the channel to that spot. Both anchors came home easily and were weighed, and in her new position the ship was easily swung and brought alongside. Meanwhile a message advised the *La Hulloise* to use the tug, but even so her berthing was slow and difficult.

These events had made the squadron commander late for his call on the Commandant of Fort Churchill, Colonel G. S. Galloway. Graciously, however, he himself came on board on arrival and took all five captains to lunch.

The Canadian Army proved excellent hosts, entertaining the ships' companies at receptions and smokers, and providing transport from the camp to the waterfront. Equally helpful was the staff of the naval radio station, HMCS *Churchill*, whose fine building is probably the most impressive sight in Churchill. Their hospitality was returned on behalf of the squadron by a reception on the quarterdeck of the *Cap de la Madeleine*.

THE SQUADRON sailed at 1420, August 26, in mist and rain, and proceeded northeast in calm, foggy weather for the next 36 hours before turning eastward at Coral Harbour.

Cadet training progressed well and there was even an opportunity for eight second-year cadets to practise ship-handling on August 27. The Bay was empty of ice as far as Foxe Basin and proved an excellent training area in many respects. Sun-sights and star-sights were essential to navigation in the absence of Decca and Loran. Officers-of-the-watch learned to record soundings every 30 minutes for the entire 680-mile passage to Cape Wolstenholme, the depth never exceeding 100 fathoms. A 12-hour gyro failure refreshed all watchkeepers' knowledge of magnetic compasses, deviation and variation, particularly since the latter changes from hour to hour in these regions.

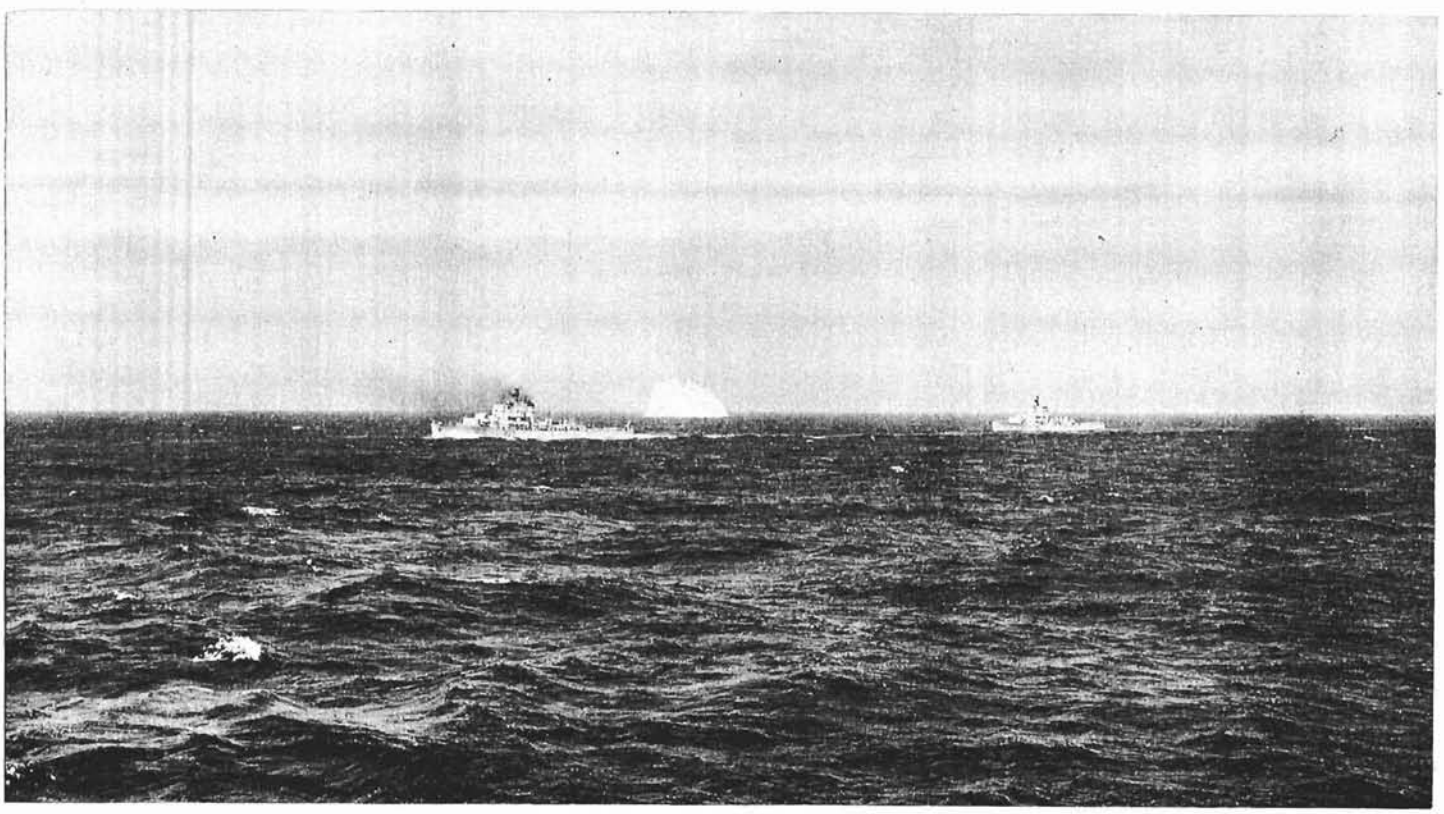
In the glassy calm, simultaneous light-line transfers were made with the other ships of both divisions of the squadron. Air temperatures were in the high 40s and low 50s, but working conditions on the upper deck were not unpleasant if weather jackets were worn. The absence of shipping, fishermen and strong currents made the Bay in summer a more peaceful training ground than the busy coasts of Nova Scotia. The sea state itself appeared less tempestuous.

At Nottingham Island, at the western entrance to Hudson Strait, there was a distinct chill in the air and on the evening of August 28 the air temperature dropped to 38 degrees, and the sea temperature to 37 degrees. A northeast gale with steep head seas prevented upper deck training across Ungava Bay, but the easterly current sped the ships on their way.

The North Atlantic was re-entered at 1000, August 30, after an echo sounding sweep through Gray's Strait at Cape Chidley. Milder weather greeted the ships' return to deep water. Anti-submarine weapons were fired and recovered at 1630.

It was a calm, sunny day, with air temperature of 49 degrees on August 31, 30 miles off Labrador, so a general clean-up was ordered and departmental routines were suspended.

The month ended with the ship approaching Belle Isle Strait and crossing the wandering line that separates the Arctic from the sub-Arctic region.



SOLDIERS AT SEA

A DOZEN soldiers from the Army's Camp Gagetown in New Brunswick put their feet on terra firma in the Dockyard at Halifax apparently grateful that they are soldiers and not sailors.

They had been at sea for two weeks with destroyer escorts of the First Canadian Escort Squadron sampling the all-too-typical tasks of the Canadian sailor on North Atlantic patrol in winter.

One senior non-commissioned officer who had been a guest in HMCS *Micmac* resolved a personal conflict of many years' standing. It had been a toss-up long ago between joining the Army or the Navy. *Hors de combat* for most of the cruise, he confided to a sailor friend once the ship reached the relative calm of the harbour; "I did right when I joined the Army!"

The *Micmac* had the most Army observers—two officers and three senior non-coms.— for the January 20—February 1 patrol and anti-submarine exercises off the East Coast of Canada. The destroyers returned to port with a scum of ice over their upperworks.

Ldg. Sea. David Campbell, left, coaches Bombardier Verne Leroy Stengrim, from the Army's Camp Gagetown in New Brunswick, during a familiarization cruise on board HMCS Mackenzie. (HS-71134-5)

Destroyer escorts of the First Escort Squadron recently had on board a dozen soldiers from Camp Gagetown, N.B. during patrol and anti-submarine exercises in the stormy winter seas off Canada's east coast. Interested in HMCS Micmac's fire control table are left to right, WO2 Walter N. Granger, CPO Kenneth Thompson their instructor; Staff Sgt. Thomas A. Adair and Staff Sgt William E. Vincent. (HS-71134-1)

Cdr. James M. Cutts, commanding officer of the *Micmac,* said it had been a "hard-slugging, working trip, with continual icing which we had to pick at constantly. The ships endured two storms, one with 85-knot gusts of wind, and the swell they left behind made it bumpy all the way along."

The Army officers and other ranks, drawn from various corps at Gagetown, gained a valuable insight into the role of the Navy, although the anti-submarine exercises of the ships kept their hosts pretty well tied up operationally. The soldiers made their way around, department by department, and the officers stood the odd watch on the bridge. The general consensus favoured trench or tank, depending on corps.

Lt. Terry Seeley, as the senior officer of the group, said: "This sort of inter-service indoctrination should continue. I had no real conception of the naval role, but I found that basically we are working under the same sort of pressures and even have mutual problems."

The winter cold troubled him no more than the sailors, since he has been on Army winter schemes throughout Canada. A Royal Canadian Dragoon, he prefers tanks to ships: "The close confinements of a warship and the continual rough motion made us suffer, for a while," he admitted.

Lt. Seeley drew consolation from a sailor's admission that once he had been sick during a tank ride. The dragoons have a historic affinity with the Navy. When tanks were introduced on the Western Front in 1916, they were manned at first by Royal Navy personnel. Some naval terms still endure in tank warfare, such as "hull", "deck", "port and starboard."

Second Lt. Anthony F. Charters, from the Royal Canadian Corps of Signals, found his sea legs readily enough in HMCS *Cayuga,* largely because of several ocean crossings in passenger ships, but the Arctic wind whistling over the seas bothered him most. "It's cold," he said. "Usually you can find a tree or something to hide behind on land, but those open bridges at sea...!"

"On the whole," he concluded, "it was beneficial to see how the Navy operates in its sphere of work. Personally, I learned quite a bit." A second generation soldier, his father is Regimental Sergeant Major T. F. Charters, serving in the 2nd Battalion, Black Watch, in Germany.

The shoe was on the other foot recently. Sailors of HMCS *Mackenzie's* boarding and landing party were almost breaking their necks at the Army's ski school in Gagetown during small arms familiarization and survival training in the bush.

The battleship, once the most formidable ship in the navies of the world, is virtually extinct. The four last representatives of the breed, the Iowa, Missouri, New Jersey *and* Wisconsin, *have been laid up for five years and more and the expectation is that they will be stricken from the U.S. Navy's list of vessels in the near future.*

According to Ted Bush, writing in Navy Times, *a recommendation has been made that the four battleships be restored to service as "commando ships" to provide heavy fire support for amphibious landings. Each of the four battleships is armed with nine 16-inch guns with a range of 23 miles, although in their proposed role they would have the after triple turret removed and a helicopter deck installed in its place.*

Supporting the proposal, according to Navy Times, *are the U.S. Marines who feel that jet planes and missiles do not offer the dependable, sustained support for all types of targets available from naval gunfire under nearly all conditions. Admiral George W. Anderson, the USN's Chief of Naval Operations, has said the proposal is under study but has given no further details. The cost of restoring the battleships to service in their new guise appears to be an important consideration.*

What it was like in the days when the big guns of warships of lesser firepower than battleships supported landing operations is described in the accompanying story by a retired U.S. Army Officer, in which Captain Paul L. Massa, tells of his experiences during the Normandy invasion.

Captain Massa, who lives in Mount Vernon, Ohio, here gives a vivid description of the use of naval fire power in a land battle.

FIRE FOR EFFECT

By
Captain Paul L. Massa
U.S. Army (Ret)

I DOUBT if there are very many men who have directed as much naval gunfire against enemy ground targets as I did during the Second World War. This may sound like an unusual statement, considering the fact that I was a soldier, not a sailor.

The 4th U.S. Infantry Division was one of the beachhead assault divisions in the Allied invasion of Normandy. I was a naval-gunfire spotter, assigned to the 1st Battalion of the 12th Infantry Regiment of the 4th Division. The morning of June 6, 1944, found me and my shore fire control party scrambling across Utah Beach and heading for the 1st Battalion's assembly area, on the road east of St. Martin de Varreville.

Upon moving out of the assembly area, the 1st Battalion met resistance almost immediately. I tried without success to contact the ship designated to support the 1st Battalion. It was a British monitor with one turret of two 15-inch guns. I later learned that it had sustained a muzzle burst during a fire mission before H-hour and was out of action.

I could see the steeple of a church in Emondeville and I wanted to direct naval gunfire on it. We were constantly being pinned down by small arms fire and then shelled with amazing accuracy, and I was sure that the Germans were using this steeple as an observation post to watch our movements.

I radioed Fire Direction Centre and asked for another ship to fire for me. Almost immediately I was told to call the USS *Tuscaloosa*. In a few minutes, after an over and a short, I had the nine eight-inch guns of the *Tuscaloosa* firing for effect on Emondeville.

The following morning, I again directed naval gunfire on Emondeville, this time using HMS *Black Prince*, a light cruiser. Later the same day, I fired the *Black Prince* on a wood occupied by German infantry. Most of the shells became air bursts as they struck tree trunks and the heavier branches, and the fragments reached down into the foxholes looking for Germans, as the woods developed into a huge cloud of blue smoke. I learned later that the Quartermaster Corps removed the bodies of dead German soldiers from that woods by the truckload.

My initial fire missions terrified our own infantry, who had only been accustomed to the relatively small 105mm shells of their own supporting artillery. Naval vessels use high velocity guns with a flat trajectory, and just the sound of the shells screaming through the air a bare 100 feet overhead is awe-inspiring. Then too, when I fired for effect, using all 10 of the *Black Prince's* 5.25-inch guns, some shells would burst within 100 yards of our own men. When I told some of the infantrymen near me that a British man-of-war was shelling the woods in front of us, I heard a GI say, "Britannia rules the waves, and also this part of Normandy".

On one occasion during the early days of the invasion a rifle company of the 90th Division was reinforcing the 1st Battalion, and had gone into position where I had my observation post. These men did not know that naval gunfire was being used, so I told a sergeant to pass the word that I was going to fire the USS *Tuscaloosa* on the enemy in front of us and to keep down as the shells would be bursting close to our position. They had not paid any attention to me before I said this.

"Hey, Lieutenant!" the sergeant screamed to his platoon leader, "This guy is psycho. He thinks he's a battleship."

Psychoneurosis, sometimes called "battle fatigue", was not unusual in the infantry, and the standard procedure was to take the stricken man's weapon and to place him under guard.

I began my fire mission and in a few minutes the eight-inch shells of the *Tuscaloosa* were annihilating the attacking Germans. There was silence as the sounds of the last salvo echoed

away. The men from the 90th Division looked about in wide-eyed amazement. The silence was broken by the cries of "Kamerad" as the few surviving Germans walked toward us with their hands clasped behind their heads.

My men packed up the radio and we went back to the 1st Battalion, where we were better known. As we were leaving, I heard one rifleman telling another something about "battleships", and I have often wondered since if they ever realized exactly what had happened. I felt that I had a close shave, because if I had not fired that mission as quickly as I did, I might have ended up in the "psycho" ward of some field hospital.

I once used the church steeple in Emondeville for my observation post. I took Corporal Fishman and a radio operator with me. The steeple turned out to be the best OP I had ever had. The first likely target I saw was an enemy airfield and hangar, which I immediately fired on. Then I directed

Four U.S. Army officers, who served as naval gunfire spotters. Left to right, Captain James Peacock, Captain Paul Massa (author of the accompanying story), Lt. Carter Wall and Lt. Joseph PuGash. The two last-named officers were killed in Normandy.

fire on every crossroad I could see, every bridge, every wooded area and anything at all in our sector that looked like a worthy target. I kept the *Tuscaloosa*, the *Black Prince* and two destroyers busy most of the day.

I was nearly killed while I was in the church steeple. Units of the 90th Division, which was in reserve, were following the 1st Battalion through Emondeville. Every rifleman that would see me in the steeple would open fire with his M1 rifle. Corporal Fishman would then bellow a string of cuss words, which usually convinced them that we were not German snipers.

By this time, the reputation of naval gunfire was held in high regard by men of the 12th Infantry Regiment. I believe that at first, they might have doubted that naval vessels could fire accurately on targets far inland. They gained confidence when they saw how readily I could fire for effect on any target that would present itself. Also, they were inspired and impressed because

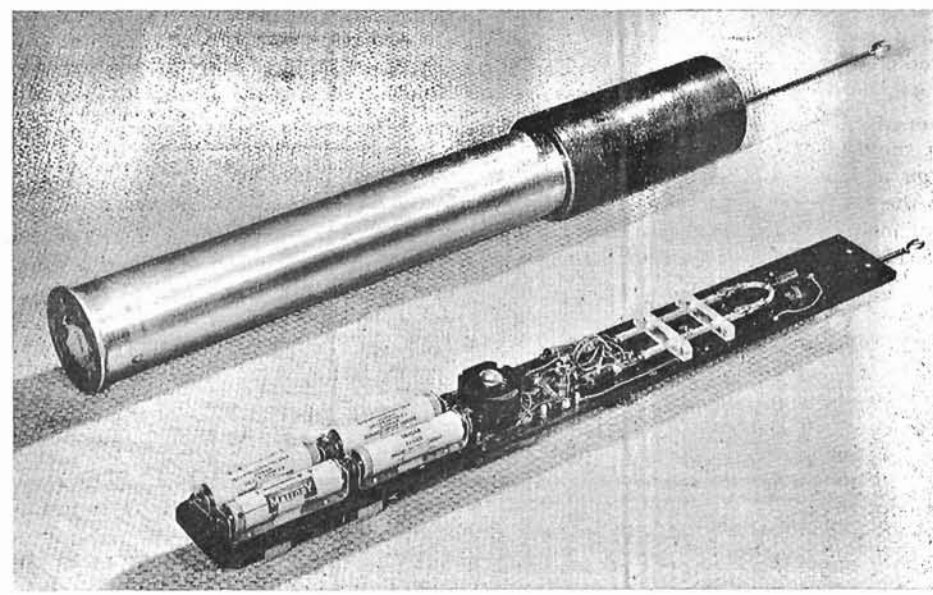
DISTRESS BEACON DEVISED BY NRC

A simple distress beacon, developed by the aids to navigation section of the National Research Council's Radio and Electrical Engineering Division, successfully passed its final trial in December. It has been acclaimed by search-and-rescue authorities as a "potential invaluable aid for searchers seeking distressed pilots, yachtsmen and hunters".

The radio device, which has a maximum range of 34 miles, is put in operation by breaking a seal and pulling out its aerial to its full length. The antenna is a quarter-wave dipole operating at 243 megacycles. The lower portion of the antenna is formed by a cylinder inside which the transmitter and battery are placed.

Waterproof and buoyant, the complete unit weighs only three pounds, a third of the weight being accounted for by the four-unit mercury battery which has a useful life of 90 hours—close to four days. The unit is only 19 inches long and 2 1/4 inches in diameter.

The first tests, conducted off Halifax, showed that the maximum range of the beacon was between 30 and 34 miles. Tests were later conducted on Lake Ontario from the NRC's MV *Radel II*, a converted Fairmile used in electronic studies. The signal from the distress beacon was picked up and identified within 35 minutes of a search plane's take-off and at a distance of 27 miles. Final trials confirmed the 34-mile maximum range and the remarkable reliability of the device.



This is the new distress beacon developed by the National Research Council. The compact device weighs only three pounds, is buoyant and its signal has a range of 34 miles. (NRC Photo)

Four times in four tries, the distress beacon guided with complete accuracy an RCAF aircraft to the *Port Dauphine*, RCN gate vessel on loan to the Department of Transport for Great Lakes research.

The device will be produced at Carleton Place, Ont.

Emondeville, France, two days after D-Day.

This is the church tower in Normandy used by the author as a naval gunfire spotting post.

the firepower of a heavy cruiser is far greater than that of a division of field artillery.

Our reputation also spread throughout the German units, but I doubt if they knew that they were being shelled by naval guns. On one occasion, under a flag of truce, the commanding officer of the 1st Battalion gave a German unit the choice of either surrendering within 10 minutes or being shelled. The entire unit, officers and men, surrendered.

By this time, the heavy fighting that we had experienced ever since we hit the beach had taken a heavy toll. The 1st Battalion, which had over a 1,000 men on D-day, now only had 315 men left. The Naval Shore Fire Control Party with the 2nd Battalion had never functioned, as Captain Peacock, the spotter, had been wounded on the beach. The Naval Shore Fire Control Party with the 3rd Battalion had ceased functioning when Lt. PuGash, the spotter, was killed. I had been trying to support the whole 12th Infantry Regiment by myself.

The regiment had been moving parallel to the Normandy coastline, and that was the reason that we were within the range of naval guns for such a long period of time. Now that the infantry had seen the paralyzing effect of naval gunfire upon the enemy, my services were in constant demand by the three battalions of the 12th, until, finally, the warships were called away for other missions.

One of the highlights of my career as a spotter was at Cherbourg. I was ordered to report to the 9th Infantry Division, which held the high ground overlooking the port city of Cherbourg. It was a beautiful sight to see the blue waters of the English Channel beyond the city, and there I could see the *Black Prince, Tuscaloosa* and other ships which had been firing for me. It was a thrilling experience for me to watch the ships fire on the targets in the city before me, and this was the only time I was ever able to see both the enemy and the firing ships at the same time.

During the time I was with the 12th Infantry, the regiment captured 4,776 prisoners, more by far than its own original strength. The prisoners, many of them veterans of the Russian front, said that they had been terrified by the accuracy and destructive power of our artillery. Maybe they should have been told that, most of the campaign, they had been up against two of the finest cruisers of the Allied navies.

Home from the Sea

New President For Main Brace Club

F. K. Anderson was elected president of the Bathurst, N.B., Main Brace Association at its annual meeting in January. He succeeds Edgar Gauthier.

Other officers elected were T. J. Doucet, first vice-president; Karl Blackett, second vice-president; Fred Leslie, secretary-treasurer; Jim Robbins, membership; Ray Doucet, canteen; Wilfrid Blanchard, house; and Lawrence Frigault, entertainment.

CNA Directors Meet in Toronto

Despite some of the worst winter weather in years, there was an excellent turnout of delegates and visitors at the January meeting of the board of Directors of the Canadian Naval Association at its headquarters, 14 Hayden Street, Toronto.

Representatives were present from the new Ottawa Naval Association to make formal application for their club's admission to the CNA, an application which was cordially accepted.

Further discussion took place on the proposed design for a CNA banner, a subject that has involved a great deal of correspondence and consultation. The executive hopes that details will be cleared up in time for a decision to be made at the next meeting.

Regulations applying to naval veterans taking part in the Warrior's Day Parade at the Canadian National Exhibition were discussed, with the prospect that the CNA will present a trophy for the best naval veterans' contingent.

Reporting on the forthcoming naval veterans' reunion in their city in May, the Sarnia delegation said a special invitation was being given to all those who had served in the Bangor minesweeper HMCS *Sarnia*. Former members of the ship's company are urged to send their names to the reunion committee's address, Box 456, Sarnia.

The election of officers of the CNA will take place at the first meeting following the union and member clubs are reminded that the term of office is two years.

Plans have been completed for the celebration of the 40th anniversary of the Royal Canadian Naval Volunteer Reserve at HMCS *York*, Toronto naval division, on April 16.—S.R.P.

Ottawa Veterans Affiliate with CNA

Formed last May, the Ottawa Naval Association on January 20 became a member club of the Canadian Naval Association.

By the year-end the new association had a membership of 64 and was engaged in a busy program of activities. A successful dinner dance was held late in November, curling is under way and plans are afoot for a stag and a spring dance. The club also proposes to charter transportation to the Naval Veterans' Reunion at Sarnia in May.

Regular meetings are held on the first Tuesday of each month at the Montgomery branch of the Royal Canadian Legion in Ottawa.

At the first general meeting in September, the following officers were elected:

C. J. Hill, president; G. K. Weedmark, vice-president; A. H. Gowling, treasurer; G. S. Rice, secretary, and executive members E. B. Baker, K. A. Pettigrew, D. H. Gillis, J. B. Burns, H. Nixon and E. H. Grant.

Veterans Form 'Me Too' Club

The Royal Canadian Naval Volunteer Reserve was established on January 31, 1923, and the approaching 40th anniversary was in the thoughts of a member of the Pre-War RCNVR Club at Toronto in the early days of this year.

At a meeting of the club in the Chief and POs' mess at HMCS *York* in January, the member in question remarked to another that he had an anniversary of his own to celebrate—he had joined the VRs exactly 30 years ago to the day.

His friend did some quick calculations and came up with the information that he, too, had joined exactly 30 years ago.

This called for a toast, which was postponed briefly while they described the coincidence to a third member who had joined them.

"Me, too," said the third man—and proved it.

What kind of celebration might have developed will never be known, for at that moment a voice intoned:

"Time, gentlemen, please."

The three pioneer VRs are known to their friends as "Hank" Hanson, "Pony" Moore and "Jack" Ewing.—S.R.P.

Sargasso Sea Delays Ship

When the Finnish freighter *Vasa Leader* docked recently at Halifax, her master told reporters that he arrived a day late because he had sailed around the fabled Sargasso Sea. He said that the sea of seaweed, lying east of the Caribbean, was so thick that he feared there would be considerable delay if he tried to sail through it.

According to Dick Nivala, steward in the ship, "In the early morning mist, for miles and miles, the sea looked like a desert, with the weed so thick no ship could have ploughed through it. The area was larger than British Columbia . . .

"With our powerful field glasses, we noted a weird assemblage of creatures that live in the weed mass as involuntary passengers. Small fish, crabs, shrimp, and innumberable larvae of assorted creatures were sighted."

The Sargasso Sea was discovered by Christopher Columbus on his first voyage, and he reported that his little fleet was involved in it for several days.

Ancient legend has it that the sea is supposed to contain the hulks of many ships caught up by the seaweed and unable to break free.—*Sealift* magazine (USN)

AFLOAT AND ASHORE

ATLANTIC COMMAND

HMCS Cormorant

HMCS *Cormorant* acted as a seagoing ambulance in mid-January when she was called on to take a patient off a Germany-bound American troopship.

U.S. Army Master Sergeant Walter F. Blake, Jr., became seriously ill onboard the *General William Darby* and course was diverted to transfer the soldier to the RCN vessel off Chebucto Head. The *Cormorant* then took the master sergeant to the RCN Minesweeping Base Facility near Point Pleasant Park, Halifax, from where an ambulance whisked him off to the Armed Forces Hospital at *Stadacona*.

The *William Darby* continued on to Bremerhaven.

HMCS Stadacona

Rear-Admiral K. L. Dyer, Flag Officer Atlantic Coast, has written as follows to HMCS *Stadacona*s

"The Command has exceeded the United Appeal target of $30,600 by 11 per cent.

"The contribution of $5,360.06 from *Stadacona* was 107 per cent of your quota, a most commendable effort. Your contribution and those of other ships and establishments who met or exceeded their quotas have been a major factor in the success of the naval campaign.

"A special plaque is being awarded to all ships and establishments which have achieved or exceeded their objective. Yours is now being inscribed and will be forwarded shortly.

"The chairman of the Halifax-Dartmouth United Appeal joins me in thanking your organizer, canvassers and members of your ship's company for their most generous contribution. Well done."

The Haida Indians of the Pacific Coast are well aware and proud of the fact that their tribal name is borne by the veteran destroyer escort HMCS Haida. Recently they delivered a hand-carved tray to Naval Radio Station Masset in the Queen Charlotte Islands to be forwarded to the ship. Here Victor Adams, of the Haidas, points out to PO I. E. Graham and AB W. T. Logan, of the radio station staff, some of the features of the tray. The long sides of the tray are carved to represent war canoes and the tray's traditional Haida designs are inlaid with various kinds of wood and abalone shell. The picture was taken by Cd. Off. E. A. Burke, officer-in-charge of the station.

Third Nuclear Sub for RN

A firm order for the building of a third nuclear submarine for the Royal Navy was placed in London recently with Vickers-Armstrong (Shipbuilders) Ltd. This occurred at the same time as HMS *Dreadnought*—also being built by Vickers—was leaving Barrow at the start of her sea trials as Britain's first nuclear submarine.

The third nuclear submarine, to be built at Barrow, will be a repeat of the Valiant hunter-killer class ship laid down at Vickers Yard in Barrow in January last year. Unlike the *Dreadnought*, which is based on an American hull design and uses an American reactor, the second and third nuclear submarines will be entirely British designed. They will use reactors based on the Royal Navy's prototype at Dounreay in Scotland—*Admiralty News Summary*

NAVAL DIVISIONS

HMCS Star

Elaborate plans have been made by HMCS *Star* for the celebration of the 40th anniversary of the Hamilton naval division. The ceremonies and social occasions will extend over the six-week period from April 20 to early June.

The opening social event of the celebrations will be an officers' dinner on April 20 to which all past and present officers are invited. It had been hoped that all former commanding officers would be present but their ranks were broken by the death of Cdr. John McFetrick, RCNR(Ret), war-time commanding officer, in Montreal in early February.

The 40th anniversary committee has announced that other events during the celebration period will include an Admiralty ball, chief and petty officers' reunion dance, Battle of the Atlantic parade, Navy Week open house, ship's company dance, a social occasion for ex-wrens and, on June 1, a grand ball. Still in the planning stage are naval events on Hamilton Bay and parade square ceremonies.

Kitchener Tender

Reservists in Kitchener, Ont., were pleased to hear recently from their former shipmate, Lt. D. C. Milne, who is stationed in Ghana as an instructor at the Military Academy.

It was gathered from the letter that Lt. Milne is enjoying both the work and the social life of Ghana. He recently visited ships of the Ghanian Navy, which has acquired two new corvettes of new design.

The Milnes and other Canadians stationed in Ghana celebrated Christmas in an 86-degree temperature with the traditional turkey dinner.

Lt. Milne indicates that he has become quite expert at the Ghanian national dance, "Highlife". He and Mrs. Milne have joined the Ghana Army Saddle Club, which is sponsored by the 1st Cavalry Squadron and whose members receive the same type of training as the troops.

Lt. Milne has his own section in the saddle club and observes:

"All I need is a sabre and a lance and I'll be away."

SEA CADETS

RCSCC Courageous

RCSCC *Courageous,* based at HMCS *Prevost,* the London, Ontario, naval division, has raised $1,100 toward the $10,000 cost of buying a former U.S. minesweeper the sea cadets will use for training purposes.

The ship, now at Burlington, was bought on behalf of the sea cadets with the aid of a bank loan. The cadets are selling chocolate bars to help pay off the debt.

RCSCC Rainbow

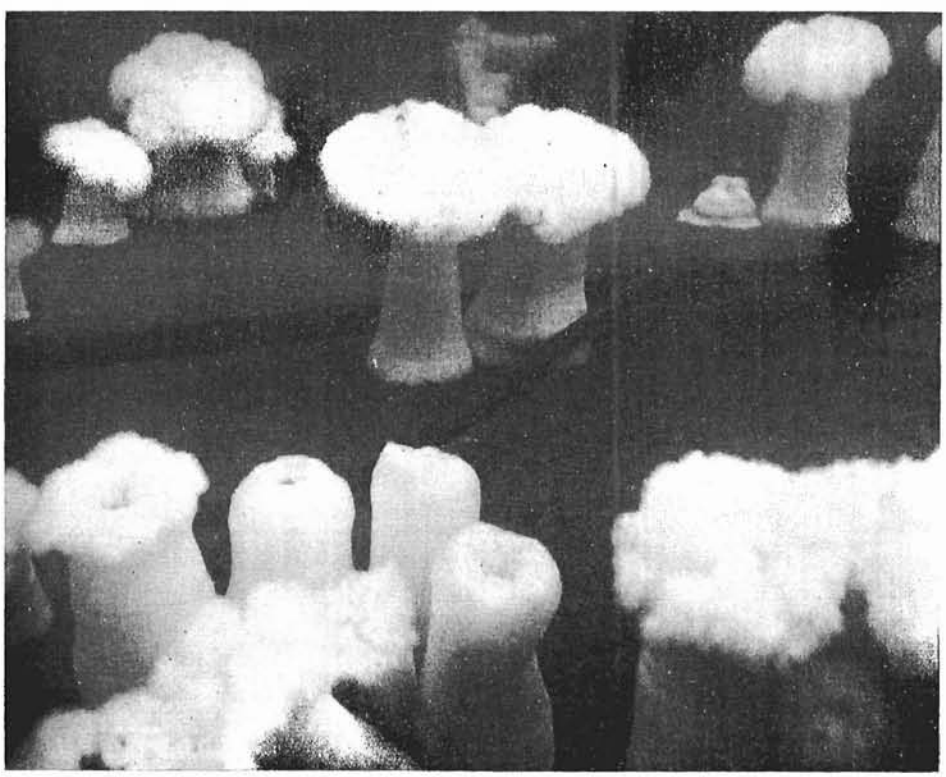
Jeanette Keays was promoted to PO2 at a parade of the Navy League Wrenettes at RCSCC *Rainbow* headquarters in Victoria recently.

Promoted to Leading Wrenettes were Joan Marshall and Shearl Mason. Receiving the rank of Able Wrenette were Francis Butler, Catherine Eames, Linda Coldwell, Geraldine Glasspoole, Hannah Krueger, Dorothy Restall and Donna Robinson.

On successful completion of new entry examination, Marilee Turner, Linda Green and Hilary Bitten received entry certificates and the rank of Ordinary Wrenette.

Badges and certificates were presented by Mrs. Pat Dufour, president of the Victoria branch of the Navy League of Canada.

An excellent response from Shearwater was recorded in the first blood donor clinic for 1963. During a three-day period, the appeal for blood was answered by more than 600 civilians, servicemen and their dependants. Mrs. G. C. Edwards, wife of the commanding officer of Shearwater, is seen having her blood tested. Left to right are E. S. Allen of the Red Cross Clinic, Lt. Robert C. Jones, of the Shearwater medical staff, Mrs. Edwards, Captain Edwards, and Miss Catherine A. McNeil, of the Blood Transfusion Service. (DNS-30331)



RCN divers of the Pacific Command recently descended to the bottom of the sea to inspect degaussing range installations and weren't sure whether they had discovered a garden or a zoo. A colony of sea anemones had taken up residence on the equipment. The mass of tentacles which grasp passing sea creatures can be seen fully extended in some instances. Other sea anemones, probably sensing the presence of the divers, have partially or fully inverted their tentacles into the body cavtiy. (E-68965)

Occasionally—but only occasionally—women serving in the RCN get a chance to spend a day at sea in a warship. The Crescent was hostess to the girls in navy blue on a recent outing from Halifax. Clockwise from upper left, the visitors were Wren Jean Smith, Sub-Lt. June Hodges, Wren Sandra Stewart, Wren Frances Reid, Sub-Lt. Celine Villeneuve (nursing sister), Sub-Lt. M. M. Hartwig and Wren Donna Walker. (HS-71040; 71038; 71039; 71036; 71041)

THE SUPPLY SYSTEM

THE ROYAL CANADIAN NAVY's supply system is big business.

Surprisingly enough the RCN supply system did not come into its own until the decade of the 1950s. During this period the size, variety, and complexity of modern military equipment made it apparent that, if the RCN was to be supported adequately, it required a supply system which would operate much along the lines of successful business corporations; that is, follow the principle of decentralized authority and responsibility under centralized policy guidance.

This in essence is what happened; the RCN Supply System as it exists today is based on centralized control of policy and management with a decentralized distribution operation.

The heart of the RCN Supply System is in Naval Headquarters, where the Director General Naval Supply, Commodore Donald McClure, co-ordinates and directs, on behalf of the Chief of Naval Technical Services, the entire supply system.

The headquarters staff of the RCN supply system includes 450 persons. The responsibilities of the headquarters staff can be broadly described as follows: It undertakes the determination of replenishment requirements for procurement, directs the inventory or stock control for all material in the naval supply system, as well as cataloguing and identification of naval materiel and, finally, arranges for the redistribution and disposal of materiel as required.

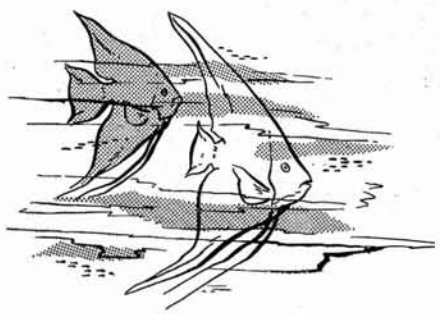
Since one of the main tasks of the headquarters staff is the inventory of naval material, the main working units of DGNS are identified as inventory control points. An inventory control point has full authority and responsibility over one of the following categories of materiel: ordnance stores, aviation stores, mechanical stores, electrical and electronic stores, provisions, clothing and general stores.

Each inventory control point is headed by an inventory manager who is responsible to the DGNS, through the Director of Materiel Supply Control, for regulating and directing the acquisition, distribution and disposal of materiel under his control. Inventory managers usually look to a technical director general for guidance and assistance in technical matters. However, certain routine technical functions are handled by a small group of technical personnel who are employed on the staff of the Director Materiel Supply Technical in the DGNS organization.

The centralized inventory supply concept gives the inventory control points the responsibility for the great bulk of the 250,000 line items in the naval supply system. Through the medium of supply support agreements certain major equipments and components, may be placed under control of technical directors.

The inventory managers in DGNS relieve the technical directors of many of the burdens of inventory control, and also of the necessity to provide for supply support of components and parts. Because of the direct relation between any major item and the parts that support it, there is a close liaison between inventory control point personnel and technical personnel whether the latter be on the staff of DGNS or the technical director.

Two recent additions to the DGNS organization have contributed significantly to improving the calibre of materiel support in the navy. The first section is the Provisioning group, a part of the organization of the Director of Materiel Supply Technical, and secondly the Program section located in the organization of the Director of Materiel Supply Control. The prime purpose of the provisioning section is to co-ordinate the determination of initial requirements of supporting repair parts of new equipment being introduced into the RCN. In order to ensure the availability of materiel at specific times during a program all planned requirements are established and controlled by the Program group in DMSC.



The DGNS organization is supported internally by a wide range of staff groups, each of which contributes immeasurably to the organization for materiel management in the RCN. For example, the Planning Section undertakes projects concerned with systems and procedures work, data processing development and management analysis work. In another section, the Director of Transportation and Supply Facilities provides headquarters direction and advice to the operating level on supply facilities, packaging and preservation techniques as well as the control of transportation and movement operations.

Because the Naval Supply System is primarily engaged in the supply support of ships, most of the naval wholesale distribution points are located at the coast. This aspect of the naval supply system employs over 1,600 persons. Naval Supply Depots are located at Halifax and Sydney, Nova Scotia; Montreal, and Esquimalt, B.C. There is also a sub-depot located at Lynn Creek, B.C. Ordnance or armament stores are located in Naval Armament Depots located in Dartmouth and Sydney, N.S., and Longueuil, P.Q. Aviation stores support is provided by the Aviation Supply Depot at Dartmouth. Each Supply Depot forms an important and vital link in the chain of supply support in the RCN. All depots provide complete support for all categories of stores, except ordnance and aviation stores.

All depots under the management control of the Director General Naval Supply are replenished on the basis of the analysis of consolidated stock status reports, generally compiled quarterly. In this operation, all supply depots post their stock records manually. Each depot then converts issue and receipt information into machine language through the use of punched cards. These punched cards are forward to the Director General Naval Supply, Data Processing Section, which is also located in Headquarters. The Data Processing Section, using conventional punched card equipment, produces quarterly a consolidated stock status report reflecting the status of each item in the centralized inventory control system.

THE NAVY PLAYS

Puck Crown for Ship First in Decade

The *Bonaventure's* team emerged as 1963 Atlantic Command hockey champions, the first time that a ship has won the honours since 1953.

This year, the winner of the fleet championships and the runner-up (Ninth Escort Squadron) met the two shore finalists in a single round-robin tournament described as a "torrid series".

Commodore M. A. Medland, Commodore of the Barracks and Chief of Staff (Personnel and Training) to the Flag Officer Atlantic Coast, presented the trophy to the carrier pucksters.

On the way to the top, *Bonaventure* defeated the Fifth Escort Squadron 13-3, the Seventh Escort Squadron 10-8, the Ninth Escort Squadron 7-5 and 10-5, Albro Lake 8-7 and *Shearwater* 5-3.

Stad Top Scorer At Rifle Meet

Stadacona defeated both RCAF Greenwood and *Shearwater* all the way to win an invitational rifle meet at RCAF station in early February. *Stad's* score was 1,441. Greenwood scored 1,436, and *Shearwater* 1,434.

Stadacona marksman, CPO Reg Winter, took the individual men's honours with a 295.

Stadacona women's division scored 1,119 to Greenwood's 1,094 and *Shearwater's* 1,009. Wren W. Cockrall, also of *Stad*, topped the individual women's list with a 286.

Skeena Wins Hockey Final

The *Skeena* humbled a vaunted *Naden* team 9-5 in a gruelling match for the Pacific Command hockey championship.

The *Skeena* team dominated the early play and once, playing a man short, outshot *Naden* 8-0. The first period ended 2-0.

Early in the second *Skeena* again scored while playing a man short. This tally was followed by one from a *Naden* stickhandler, answered in less than a minute by *Skeena*, with swift retaliation by *Naden* to end the second period 4-2 for the *Skeena*.

In less than two minutes of the third, *Skeena* flipped the rubber over a prostrate *Naden* netminder and then added tallies six and seven in short order.

Naden counted its third goal, but *Skeena* drilled in the eighth. Plucky *Naden* scored again, but once again *Skeena* retaliated. *Naden* had the last word in goals but it was too late and the game ended four up for *Skeena*.

Hockey No Longer Canadian Monopoly

Hockey players from HMCS *Bonaventure* last fall came to the conclusion that Canadians no longer hold the edge overseas in Canada's national game. In an exhibition game with the Brighton Tigers, Brighton, England, in October, the *Bonaventure* team lost by a score of 8 to 3 before 4,000 fans.

In the overall picture, however, the ships' teams on cruise do very well and win more games than they lose.

Five-Pin Title For Sheawater

Shearwater took the honours in the annual Atlantic Command five-pin bowling championships in January, defeating *Stadacona*, 3350 to 3328 in the

For the first time in 10 years a ship has won the Atlantic Command hockey championship. This is the team from HMCS Bonaventure that accomplished it. (HS-71103)

three-string playoff, after each had won a section title. The average score per man per string for the winners was 220.

Warren Brown, *Shearwater*, swept the field in individual honours. He had the high single, 396; triple, 989 and average 241.

Hockey Manager Appointed to Sea

The officer-in-charge of the Classification Centre at Cornwallis, Lt.-Cdr. J. M. Bond, has been appointed to the *Cayuga* as executive officer, effective April 4.

This completes Lt.-Cdr. Bond's third appointment in *Cornwallis*. He has been active as manager of the *Cornwallis* Cougars hockey team for the past two years and has taken part in many other activities as well.

Albro Lake Wins Badminton Title

Albro Lake Naval Radio Station won the Atlantic Command badminton title at *Shearwater* in January.

Members of the winning team were PO Daniel Kostuk, Leading Seamen Morris Kennedy and John Dunn, and AB James Studley.

Stadacona Wins Small-Bore Shoot

Stadacona won most of the honours in the annual Atlantic Command small-bore rifle meet in mid-January with a score of 1159 out of a possible 1200. Other team scores were: *Shearwater* 1150; *Cornwallis* 1131; 9th Escort Squadron 1104; 6th Submarine Division 1053; 1st Escort 953 and *Bonaventure* 935.

In aggregate CPO Reg Winter, *Stadacona*, led with 295 out of 300. Second was PO E. L. Moffat, Stad, 293. In single target PO Jack Marsden, *Shearwater*, won with 100-8x, with CPO Winter second with 90-8x.

Shearwater Rink Ready by Fall

Shearwater personnel by next October will be skating and playing hockey on their own ice, in a rink now under construction at the RCN air station, instead of trekking the four or five miles to Dartmouth.

For several years *Shearwater* investigated all possible means of building its own rink on the base, but it was an expensive proposition and the use of government funds was ruled out. The committee then turned to the possibility of a rink financed by the non-public funds division, and from this investigation came an offer from the *Shearwater* branch of the Bank of Montreal to provide a low-cost loan.

Construction companies were invited to tender and the contract was let to Atkinson Prefabricated Steel Building Products.

Headquarters approval had been sought and this arrived on the final day of Captain T. C. Pullen's appointment in *Shearwater*. Consequently, one of his last official acts before he relinquished command last October was to turn the first sod for the new rink. Excavation by power equipment followed early in November.

The rink will be 220 by 120 feet, enclosing an ice sheet 180 by 80 feet, and it will be built in two stages. The first stage provides for the erection of the building and the installation of the freezing plant and pipes. The final stage will be undertaken when the loan has been retired and it will include the building of bleachers and six changing rooms. This stage is not in prospect for about five or six years.

Until then, *Shearwater* skaters and hockey players will be able to take to their own ice yearly from October until April, regardless of the lack of the other facilities.

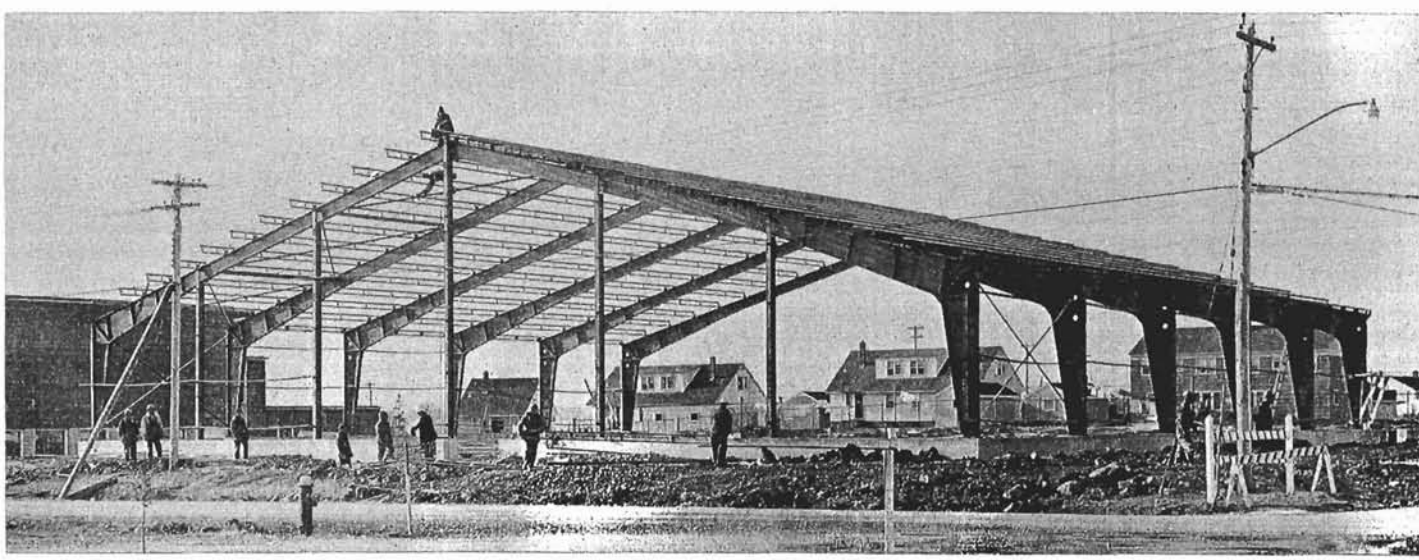
Fencing Club Resumes Classes

The *Stadacona* Fencing Club resumed formal classes at the *Stadacona* gym on January 30, with Lucien Ledaire as the club instructor. He has held the appointment since 1958.

Stadacona fencers have met competitors from College Militaire Royal de St. Jean, RCAF Station Greenwood, HMCS *Cornwallis*, visiting ships and from the Halifax area.

Ledaire, a 37-year-old Dartmouth architect, has fenced for more than a dozen years. French-born and Irish-educated, he was 1954-55 secretary of the Irish Fencing Federation and in 1955-56 captain of the Irish Free State amateur team against the Northern Irish. Accomplished in the foil and épée, he fenced with prominent European amateurs before coming to Canada.

Assisting him is PO Bernard (Spud) Hughes, of *Stadacona's* PT staff. Membership is open to RCN personnel, civil servants and RCN dependents over the age of 15 years.



Half of the main beams were already in place when this picture of the ice rink being built at HMCS Shearwater was taken on January 23. A non-public fund venture, the rink is adjacent to the gymnasium, part of which is shown on the left. (DNS-30238)

RETIREMENTS

CPO ROBERT VICTOR BACON, C2WS4, of Calgary; joined July 31, 1939; served in *Naden, HMS Malaya, Stadacona, Assiniboine, Annapolis, St. Croix, Midland, Chilliwack, Cornwallis, Matapedia, Restigouche, Springhill, North Bay, Runnymede, Uganda, Micmac, Haida, Shearwater, Magnificent, Shearwater, Ontario, Quebec, Niagara, Stadacona, Huron, Haida, Iroquois, Outremont*; retired February 18, 1963.

PO JOHN DOUGLAS BOYLE, CD, P1ER4, of Ottawa; served April 17, 1939, to May 29, 1946, re-entered February 7, 1948; served in *Naden, Restigouche, Stadacona, Niagara, St. Francis, Niobe, Kootenay, Avalon, Protector, Capilano, Peregrine, Antigonish, Givenchy, Ontario, Malahat, Athabaskan, Rockcliffe, Sault Ste. Marie, Beacon Hill, New Waterford, Cornwallis, New Glasgow, Micmac, Jonquiere, Cape Breton*; retired February 16, 1963.

CPO GEORGE EDWARD DOUTAZ, CD, C2FC4, of Abbottsford, B.C.; served July 15, 1940, to July 14, 1947, re-entered February 11, 1949; served in *Naden, Wolf, Edmunston, Stadacona, Micmac, Givenchy, Ontario, Discovery, New Waterford*; retired February 10, 1963.

CPO JOHN BANCROFT KNOWLES, CD, C1AT4, of Vancouver; joined RCNVR May 26, 1942, transferred to RCN March 20, 1940; served in *Discovery, Tecumseh, Nonsuch, Naden, Givenchy, York, Stadacona, Peregrine, Niobe*, RNAS Worthy Down, HMS *Gadwall*, HMS *Condor*, HMS *Pintail, Warrior*, RCNAS Dartmouth, RNAS Eglinton, *Magnificent*, (19 CAG), *Shearwater, Cornwallis, Shearwater* (VX10), *York, Bytown*; retired February 27, 1963.

PO DONOVAN ARTHUR GEORGE SIMPSON, CD, P1FC3, of Hardesty, Alberta; joined RCNVR November 12, 1940, transferred to RCN February 4, 1941; served in *Naden, Royal Roads, Skidegate, Grizzly, Givenchy, Chedabucto, Stadacona, Assiniboine, Niobe*, RNB Chatham, *Haida, Peregrine, Scotian, Petrolia, Givenchy, Ontario, Athabaskan, Cayuga, Cornwallis, Crusader, Chippawa, Skeena*; retired February 3, 1963.

OFFICERS RETIRE

LT-CDR. JOHN ALDERTON, of Aylmer, P.Q., served in the RN from 1934 until 1953, joined the RCN(R) April 30, 1953, transferred to RCN May 6, 1953; seved in *Scotian, Niobe, Stadacona, Naden, Niagara, Niobe II, Bonaventure*, Naval Headquarters; last appointment on staff of Director of Naval Ship Requirements, Naval Headquarters; commenced retirement leave February 6, 1963, retires May 6, 1963.

LT. WILLIAM TOLMIE CLOGGIE, CD, of Lachine, P.Q., joined RCNVR November 16, 1962, as an ordinary seaman, served until December 13, 1928, re-entered the RCNVR January 7, 1930, transferred RCN January 3, 1933; promoted to acting warrant engineer August 1, 1944; served in *Naden, Vancouver*, HMS *Danae*, HMS *Victory, Skeena, St. Laurent, Nootka, Ottawa, Restigouche, Niobe, Stadacona, Bellechasse, Quatsino, Givenchy, Vencedor, Chignecto, Strathadam, Fredericton, Scotian, Charlottetown, Warrier, Beacon Hill, Bytown, Star, Patriot, Sault Ste. Marie, Hochelaga*; last appointment on the staff of the Principal Naval Overseer, Montreal Area, as Assistant Engineer Overseer; commenced retirement leave March 9, 1963; retires November 3, 1963.

LT. (NS) LILLIAN VIOLET DESCHAMPS, of Middle Porter Lake, N.S., joined RCN as an acting sub-Lieutenant December 1, 1950; served in *York, Stadacona, Cornwallis*; last appointment Canadian Forces Hospital, Halifax; commenced retirement leave on March 10, 1963, retires June 30, 1963.

LT.-CDR. JOHN LEROY FRASER, of Ottawa, joined the RCNVR as a sub-lieutenant (SB) on February 26, 1941, demobilized December 4, 1946, joined the RCN(R), October 14, 1952, transferred to RCN October 15, 1952; served in *Stadacona*, HMS *Victory*, HMS *Wasp*, HMS *Britannia*, HMS *Dartmouth II*, HMS *Collingwood, Fort Francis, Niobe, Scotian, Shearwater*, Naval Headquarters; last appointment for duty with the Director of Scientific Services, Naval Headquarters; commenced retirement leave March 12, 1963, retires June 9, 1963.

CDR. ERNEST THOMAS JEFFERYS, CD, of Sydney, N.S., joined RN as an ordnance artificer apprentice December 31, 1928, promoted warrant ordnance officer August 28, 1942, transferred to RCN October 1, 1948; served in HM Ships *Fisgard, Excellent, Renown, Pembroke, Cairo, York, Kent, Cumberland, Sussex, Superb, Tyne, President*, and HMC Ships *Stadacona, Niobe*, Naval Headquarters, Point Edward Naval Base, Sydney, N.S.; last appointment Senior Naval Officer, Sydney, and Base Superintendent, Sydney, N.S.; commenced retirement leave March 12, 1963; retires October 5, 1963.

LETTERS

Dear Sir:

My attention has been drawn to your comments in the November 1962 issue of *The Crowsnest* on my article on Allied Sea-power in the Cold War in the U.S. *Naval Review 1962/63*.

I very much regret if my omission of a detailed examination of the Royal Canadian Navy's contribution to the forces available to SACLANT should have given the impression that I was not fully aware of the very important part which the Canadian Armed Forces play in the defence of the West. The article in question was intended to be critical of weaknesses in Allied Sea-power, and since the Royal Canadian Navy is more than pulling its weight in this respect, as I hope I have made clear in my remarks in the Maritime Affairs section of the *Army (Defence) Quarterly* for January 1963, it escaped the close scrutiny focused on some of the other allied navies.

Nevertheless, I offer my apologies to the Royal Canadian Navy for what was an unintentional slight on their splendid service.

Yours sincerely,
B. B. SCHOFIELD
Vice-Admiral (Ret)
(Royal Navy)

Newholme
Lower Shiplake,
Henley on Thames
Oxon, England.

Dear Sir:

In further reference to Naval Lore Corner No. 110 in the Christmas 1962 issue of *The Crowsnest*:

The tankers *Bachequero, Misoa* and *Tasajero* were shallow draft lake tankers operating in the Lake Maracaibo (Venezuela)—Aruba shuttle service. They were owned by "Esso" (Standard Oil of New Jersey) but were under British registry and managed and operated by Lago Shipping Co., Ltd., of London, England, a wholly owned subsidiary of the Jersey Company. They were manned by British merchant navy deck and engineer officers, Chinese cooks and steward and B. W. I. and Dutch West Indian ratings.

In 1941, as stated by Lt. J. M. Thornton, they were requisitioned by the British Admiralty and after proceeding to Curacao for degaussing and arming proceeded to the U.K. for conversion to LSTs, took part in the North African invasion and were returned to Standard Oil Co. in New York after completion of hostilities, where they were reconverted to tankers at great expense.

While serving as LSTs they retained their original names, which refer to oil production fields in the Maracaibo basin.

I believe they are now engaged in Venezuela coastal hauls under the Venezuelan flag and named by Venezuelans.

I would like to take this opportunity of saying how much I enjoy *The Crowsnest*, specially the Naval Lore Corner.

Yours sincerely,
LUNN EASTEN

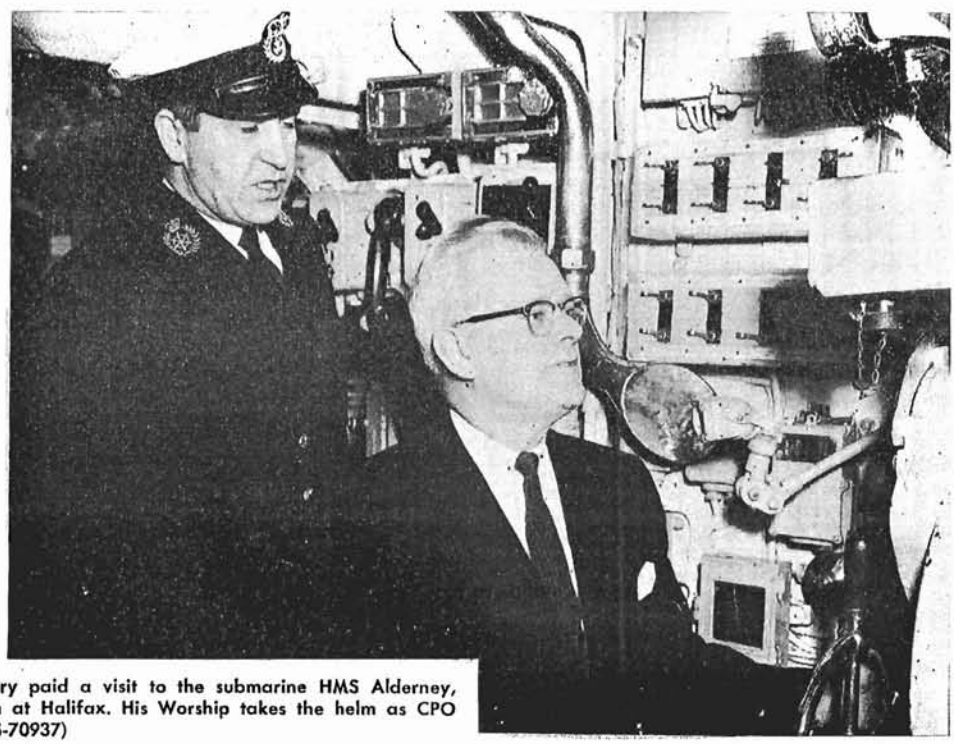
302 N. Madison Ave.,
Clearwater, Florida.

HERE AND THERE IN THE RCN

Vice-Admiral H. S. Rayner, left, Chief of the Naval Staff, is greeted on arrival in Shearwater by Rear-Admiral K. L. Dyer, Flag Officer Atlantic Coast on January 30. Admiral Rayner, accompanied by the Chief of the Air Staff and the Deputy Minister of National Defence, spent the day in conferences with Halifax service authorities. Admiral Dyer will this summer become Vice-Chief of the Naval Staff. (DNS-30280)

Shown with Brownie smiles in place and making their presentations to Mrs. A. Howard, a Dartmouth representative of the Unitarian Service Committee are, left, Cathy Brown of the Third Shearwater Pack, presenting a money order of $38 for the USC Cookie Fund, the money having been earned at a sale and tea. Cheryl Bays, centre, of the 3rd Shearwaters, presents a knitted afghan made by the Pack for a Korean orphanage, and Robyn Spicer, 1st Shearwater Pack, presents, on their behalf, a large carton of baby clothes and a gift of money to buy powdered milk. (DNS-30102)

The Nova Scotia Red Cross Blood Donor Service visited Cornwallis in January and found a special reason for having a memento photo taken. Here, donating the 24,000th unit of blood since the reopening of the basic training establishment in 1949, is Ord. Sea. Vivian G. Langtry, flanked by Miss Joan McClare, Reg N, left, and Mrs. Louise Murray, both of Dartmouth. Ord. Sea. Langtry is the divisional captain of the Ottawa Division of new entries. The donation was his fifth to the Red Cross. (DB-17481)



Mayor John E. Lloyd, of Halifax, in mid-January paid a visit to the submarine HMS Alderney, a unit of the Royal Navy's Sixth Submarine Division at Halifax. His Worship takes the helm as CPO A. M. MacLean, the boat's coxswain, looks on. (HS-70937)

LOWER DECK PROMOTIONS

Following are lists of men selected by Naval Headquarters for promotion. These selections are subject to confirmation by the RCN Depot and the concurrence of the commanding officer in each case. The effective date of promotion is March 1, 1962. Names are grouped according to trade.

Atlantic Command

For Promotion to Chief Petty Officer First Class

C2BN4	Dawe, N. G.	4593-H
C2WS4	Demone, M. S.	12457-H
C2FC4	Thomas, C. R.	6913-H
C2SN4	Hogan, F. P.	6155-H
C2SN4	Yorke, J. C.	5852-H
C2RP4	Kurts, D. A.	6139-H
C2RP4	Mandy, L. B.	5993-H
C2RP4	McDonald, M. A.	6510-H
C2SG4	Worthington, D. E.	6262-H
C2RM4	Carr, G. V.	3821-H
C2ER4	Bergstrom, L. G.	9730-H
C2ER4	Jackson, A. C.	23002-H
C2ER4	Osborne, R.	10850-H
C2ER4	Shapland, G. R.	25409-H
C2ER4	Young, J.	18896-H
C2ET4	Brisdon, J. H.	4842-H
C2LT4	Corbett, T. J.	5560-H
C2HT4	Halverson, O. G.	51059-H
C2NA4	Churlish, J. W.	32989-H
C2NA4	Mills, H. M.	6062-H
C2EA4	Cassidy, I. M.	50121-E
C2ST4	Nevett, W. E.	12499-H
C2PT4	Mittershead, T. M.	3420-H
C2BD4	MacKay, D. A.	51739-H

For Promotion to Chief Petty Officer Second Class

P1BN4	Stevens, J. F.	22274-H
P1WS4	Alliker, L. T.	24942-H
P1WS4	Cavanagh, J. F.	6995-H
P1WS4	Hemming, E. L.	5680-H
P1WS4	Howell, D. R.	11894-H
P1WS4	Johnson, E.	23551-H
P1WS3	Keysell, K. R.	25567-H
P1WS4	Martin, D. K.	25126-H
P1WS3	McMillan, R. A.	7006-H
P1WS4	Obee, G. J.	31316-H
P1WS4	Porter, A. M.	5999-H
P1WS3	Skinner, L. C.	5453-H
P1WS4	Southern, R. F.	6275-H
P1FC4	Wibberley, R. B.	13063-H
P1SN4	MacKay, K. J.	6926-H
P1SN4	McCarthy, T. J.	13758-H
P1SN4	O'Neil, R. K.	9930-H
P1RM3	Wilson, K. G.	6156-H
P1ER4	Bennett, M. L.	22463-H
P1ER4	Dunn, S. R.	10684-H
P1ER4	Lyon, R. A.	7231-H
P1ER4	Mackintosh, K. W.	5799-H
P1ER4	Wright, A. J.	23231-H
P1ET4	Brodeur, J. P.	18585-H
P1ET4	MacDonald, H.	19752-H
P1ET4	Miles, W.	10571-H
P1ET4	Watts, M. K.	10212-H
P1LT4	Steele, W. M.	51913-H
P1WA4	Crawford, J. E.	23028-H
P1NA4	Doucette, J. R.	18562-H
P1NA4	Laming, C. D.	14667-H
P1NA4	Wooder, F. K.	10857-H
P1AM4	Strickland, K. L.	5514-H
P1AT4	Peters, E. L.	51673-E

P1EA4	Caudle, D. A.	5317-H
P1RA4	Walker, A. S.	11480-H
P1AW3	Burton, R. E.	6233-H
P1CM4	Howard, J. W.	51873-H
P1CK3	Layfield, R. R.	50059-H
P1CK3	Moore, H. C.	50269-H
P1CM4	Purdy, W. O.	50050-H
P1VS3	MacLeod, A. M.	51841-H
P1ST4	Strycker, K. H.	5669-H
P1MA4	Fortin, J. A.	9916-H
P1RR4	Ruxton, J. J.	51399-H
P1PT4	Hughes, B. A.	6405-H
P1BD4	Hemingway, E. T.	25499-H
P1PH4	Stevens, R. M.	4463-H

For Promotion to Petty Officer First Class

P2BN3	Bell, B. W.	16209-H
P2BN3	Gilby, D. E.	15843-H
P2BN3	Henderson, L. F.	14674-H
P2WS2	Anderson, W. T.	10557-H
P2WS3	Austin, G. B.	14350-H
P2WS2	Byrne, F.	12087-H
P2WS3	Davies, R. W.	11857-H
P2WS3	Goudie, L. R.	14393-H
P2WS4	Hays, V. D.	34669-H
P2WS4	Hollywood, P. A.	12851-H
P2WS3	Kay, L. D.	7044-H
P2WS4	Kilpatrick, W. B.	35204-H
P2WS4	Kingston, J. E.	12758-H
P2WS3	McLeod, W.	25506-H
P2WS3	Scott, C. S.	19647-H
P2WS4	Smith, B. R.	37626-H
P2WS4	Woods, G. W.	24964-H
P2FC3	Donovan, D. K.	26063-H
P2WU3	Cormier, C. V.	16044-H
P2WU3	Lowe, W. R.	44158-H
P2SN3	MacDonald, A. J.	12470-H
P2SN3	McKenna, O. D.	13379-H
P2RP3	Doolittle, F. C.	16731-H
P2RP3	Gill, K. W.	25380-H
P2RP3	Milberry, W. L.	12015-H
P2RP3	Ruth, C. C.	13674-H
P2RP3	Squires, W. R.	16357-H
P2SG3	Beckett, B. H.	25872-H
P2SG3	Evetett, C. P.	25754-H
P2SG3	Fraser, P. E.	23427-H
P2SG3	Hunter, J. J.	16856-H
P2SG3	McKee, F. G.	18927-H
P2SG3	Taylor, R. W.	15787-H
P2RM3	Coffill, G. H.	12183-H
P2ER4	Beaudry, J. E.	23336-H
P2ER4	Dyson, J. W.	35346-H
P2ER4	George, R. S.	23044-H
P2ER4	Gowin, J. A.	44698-H
P2ER4	Horwood, G. D.	34273-H
P2ER4	MacKay, J. J.	12452-H
P2ER4	MacKinnon, J. R.	12370-H
P2ER4	MacWilliams, D. S.	11890-H
P2ER4	Morrison, R. A.	45845-H
P2ER4	Simpson, F. L.	35590-H
P2ER4	Strum, G. E.	12364-H
P2ER3	Taylor, G. S.	16282-H
P2ET3	Dark, D. B.	19654-H
P2ET4	MacLaughlin, T. A.	10686-H
P2LT4	Babcock, L. J.	26250-H
P2LT4	Bland, E. A.	28512-H
P2LT4	Cooper, R. K.	24475-H
P2LT4	Griffin, L. R.	27100-H
P2LT4	Whitefield, W. S.	16894-H
P2LT4	Latulippe, J. L.	18552-H
P2HT4	Urquhart, J. W.	15960-H
P2WA3	McKinney, W. J.	15778-H
P2NA3	Parsons, H. N.	27988-H
P2MA3	Roy, E. K.	12052-H
P2AT4	Corrigan, A. G.	13095-H
P2AT4	Foster, G. D.	9684-H
P2AT4	Owens, M. L.	7194-H
P2EA4	Graham, T. B.	14363-H
P2RA3	Hughes, K. E.	12607-H
P2AW3	Plumton, R. F.	9597-H
P2PW3	Gagnon, J. A.	9855-H
P2CK3	Gould, W. C.	10516-H
P2CK3	Millington, A. T.	51754-H
P2CK3	O'Laughlin, T. F.	10589-H
P2CK3	Patterson, M. W.	7057-H
P2CK3	Rumsby, N. L.	12539-H

P2SW3 Boutin, J. A.....13044-H
P2SW3 Crease, R. D.....8801-H
P2SW3 Girardin, H. H.....9545-H
P2SW3 Mahar, F. L.....10453-H

P2NS3 Berube, A. J.....13198-H

P2VS3 Sandy, W. E.....11978-H

P2MA3 Chilibeck, W. B.....33033-H
P2TM3 Flood, R. H.....33686-H

P2CD4 Eisner, A. N.....26685-H

P2BD3 Danis, G. J.....18138-H

Pacific Command

For Promotion to
Chief Petty Officer First Class

C2BN4 Bradshaw, L. R.....3327-E

C2WU4 Ross, D. W.....4837-E

C2SN4 Arsenych, M. D.....7752-E

C2SG4 Hodgkins, F. W.....4274-E

C2RM4 Sargeant, E. C.....6197-E

C2ER4 Anderson, J. C.....22133-E

C2ET4 Nute, D. E.....23083-E

C2ST4 Lockhart, H. R.....21591-E

C2CM4 Smith, A. E.....40838-E

C2MA4 Plastow, J. E.....50009-E

C2PT4 Searle, J. S.....4012-E

For Promotion to
Chief Petty Officer Second Class

P1BN3 Butler, A. H.....6290-E

P1WS4 Laatsch, H. D.....9695-E

P1FC4 Baldwin, R. J.....5354-E
P1FC4 Bell, J. D.....5929-E
P1FC4 Warner, W. G.....4542-E

P1SN4 Colwell, E. W.....14557-E

P1SG3 Smith, J. B.....4745-E

P1RM3 Hindle, F. H.....6314-E
P1RM3 Parent, R. A.....5757-E

P1ER4 Gouldie, G. C.....7577-E
P1ER4 Peressini, L. A.....22820-E

P1ET4 Ovestrud, E. J.....6334-E
P1ET4 Penney, H. J.....5521-E

P1LT4 Gibson, J. A.....8358-E
P1LT4 Wilson, J. W.....8223-E

P1HT4 Shipley, W. R.....18368-E

P1WR4 Kahler, L. J.....51186-E

P1CK3 Appleton, W. H.....51887-E
P1CM4 Lockyer, R. D.....50451-E

P1MA4 Baxter, W. E.....9355-E
P1HA4 Bouchard, G.....50835-E

P1PT4 Aylward, A.....6424-E

P1BD4 Nelson, K. L.....5064-E

For Promotion to
Petty Officer First Class

P2BN3 Mikitka, R. J.....11082-E

P2WS4 Gordon, C. D.....18407-E

P2SN3 Dodd, D. S.....27041-E
P2SN3 Melchior, L. K.....16878-E
P2SN3 Muster, E.....15061-E

P2RP3 Fraser, R. N.....16952-E
P2RP3 Lang, K. A.....11346-E
P2RP3 Prolopow, T. K.....7841-E

P2SG3 Craigie, B. G.....17250-E

P2RM3 Judson, R.....15213-E

P2ER4 Kennedy, N. E.....24098-E
P2ER4 Robertson, J. W.....33209-E
P2ER4 Sigalet, J. W.....8473-E

P2ET4 Crayford, R. A.....15052-E

P2LT4 Newhook, D. H.....24059-E

P2AW3 Hodacsek, J.....5633-E

P2PW3 Neill, F. G.....15117-E

P2VS3 Faust, G. F.....8245-E
P2VS3 Schmitke, E. G.....8353-E

P2NS3 Bernier, M. J.....8034-E

P2CK3 Barrett, W. E.....50668-E
P2CK3 Henderson, C. E.....9637-E
P2CK3 Legg, O. D.....8332-E

P2MA4 Achtymichuk, E. W.....27403-E
P2MA4 Cunningham, N. A.....14563-E
P2OR3 McGibbon, R. E.....24312-E
P2MA4 Poitras, E. J.....7116-E
P2HA4 Taylor, D. C.....9757-E

P2CD4 Thompson, J.....4324-E

Supplementary Radio Stations

For Promotion to
Chief Petty Officer First Class

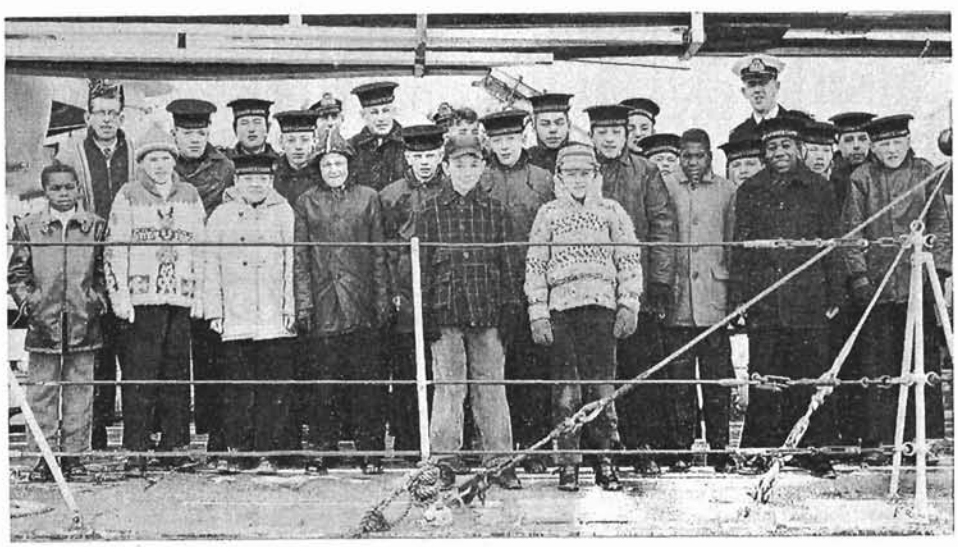
C2RS4 Marsaw, N. R.....5727-G
C2RS4 McBurney, R. C.....5613-G
C2RS4 Tupper, C. H.....5468-G

For Promotion to
Chief Petty Officer Second Class

P1RS4 Cottrell, A. G.....11791-G
P1RS4 Feeley, M. R.....6268-G
P1RS4 Gordon, T. L.....11272-G
P1RS4 Webb, C. B.....8478-G

For Promotion to
Petty Officer First Class

P2RS3 Beal, R. E.....28748-G
P2RS3 MacLean, R. W.....9203-G
P2RS3 Madden, J. H.....19157-G



Navy League Cadets of the Admiral R. E. S. Bidwell Corps, Dartmouth, N.S., were guests on board HMCS Haida for a familiarization tour on a blustery December Saturday forenoon. The ship laid on refreshments for the youngsters. The corps is open to boys between the ages of 11 and 13 years. (DNS-30082)

Wall Of Quay To Be Renovated

A $139,473 contract has been awarded the Diamond Construction (1961) Limited of Fredericton, N.B., for repair work to quay wall "C" at HMC Dockyard, Halifax.

The present 20-foot wide timber quay wall extends northward from Jetty 1 for a distance of 325 feet, and then eastward for 45 feet to a boat repair slipway. Part of the existing wall is to be demolished and a 388-foot steel sheet-pile wall erected as well as a reinforced concrete anchor wall. The entire area back of the quay wall will be filled with stone and gravel.

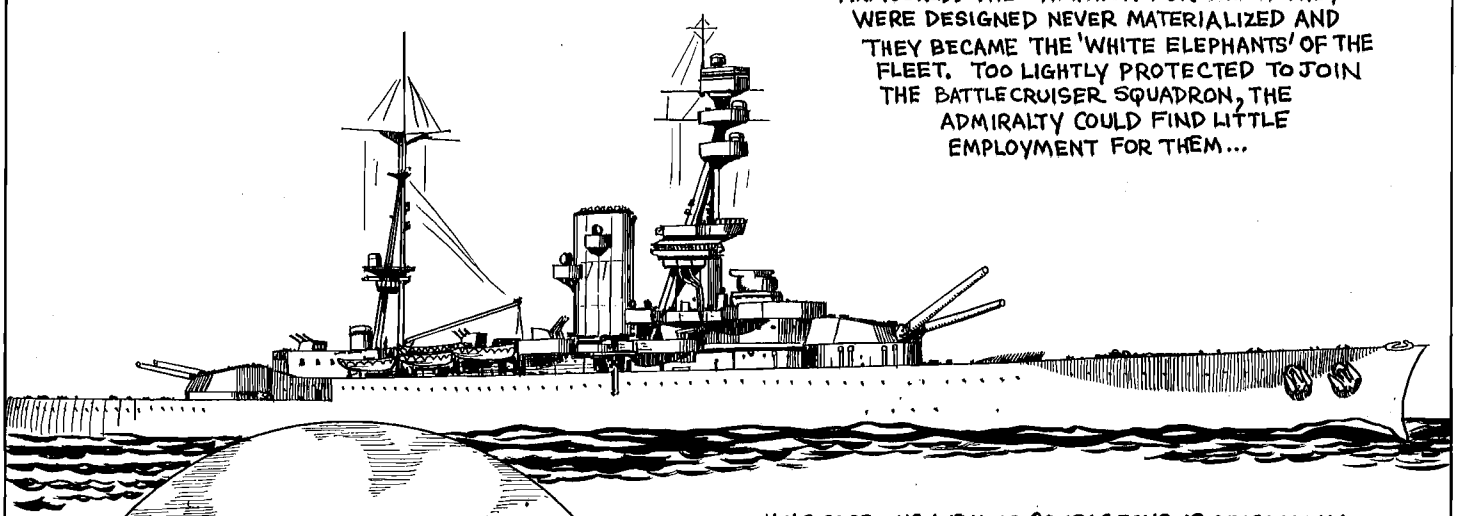
The quay wall will be equipped with a creosoted timber guard and cast iron mooring cleats. When the repairs have been completed it will permit full use of the structure by the RCN.

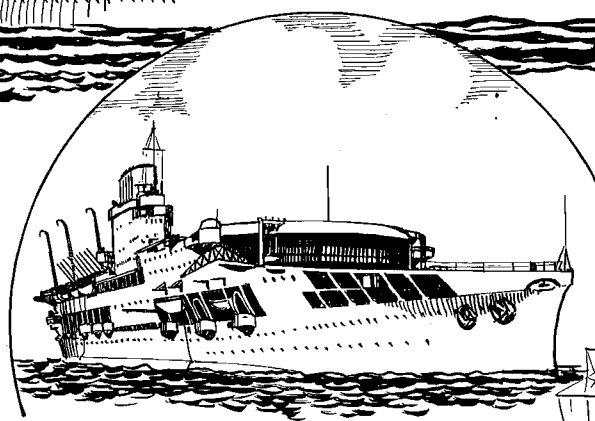
Naval Lore Corner

Number 113

THE GREAT "TIN CLADS"

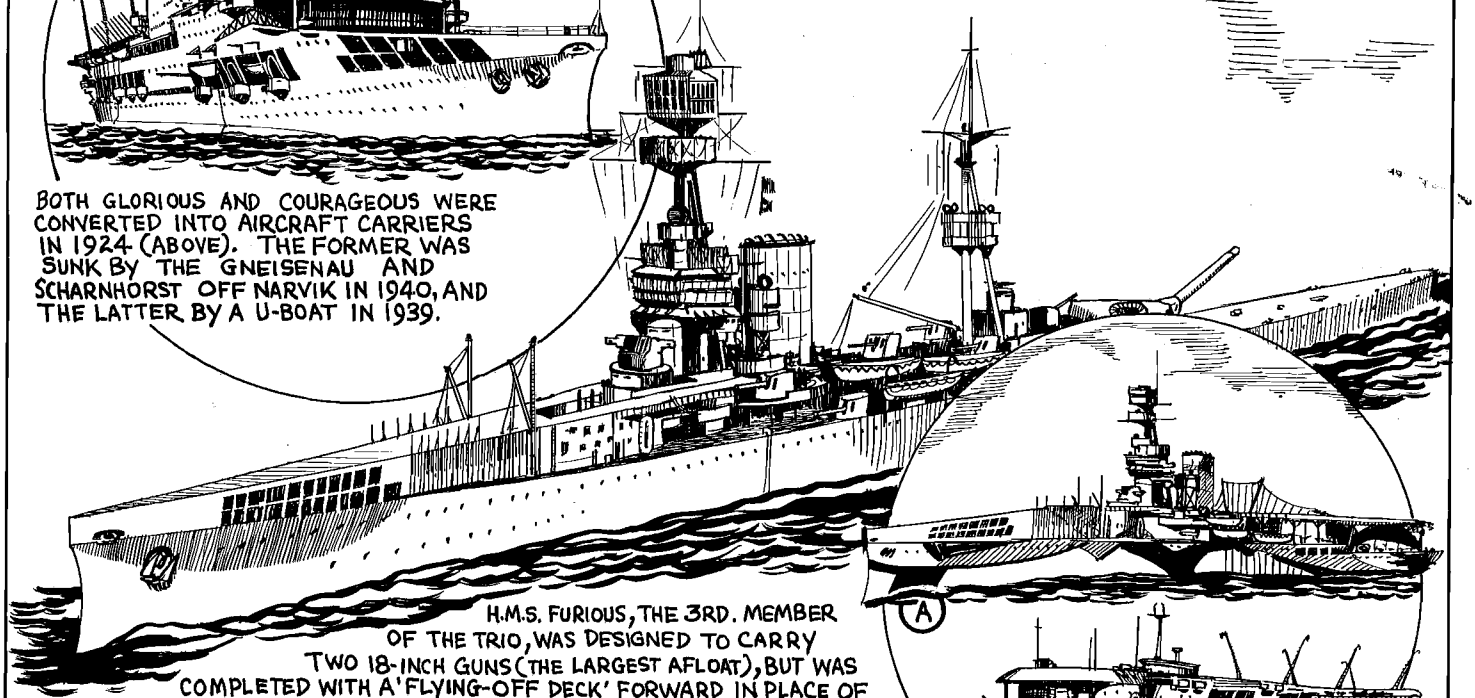
THE BRAINCHILDREN OF LORD FISHER, 3 EXTRAORDINARY SHIPS WERE BUILT IN SECRECY IN 1914 TO OPERATE IN THE SHALLOW BALTIC IN SUPPORT OF ALLIED ARMIES. THEY WERE CALLED "LARGE LIGHT CRUISERS"...SURELY AN UNDERSTATEMENT FOR VESSELS DISPLACING NEARLY 23,000 TONS! THEY MOUNTED A FEW ENORMOUS GUNS, WERE VERY FAST AND LIGHTLY ARMOURED. THE CAMPAIGN FOR WHICH THEY WERE DESIGNED NEVER MATERIALIZED AND THEY BECAME THE 'WHITE ELEPHANTS' OF THE FLEET. TOO LIGHTLY PROTECTED TO JOIN THE BATTLECRUISER SQUADRON, THE ADMIRALTY COULD FIND LITTLE EMPLOYMENT FOR THEM...

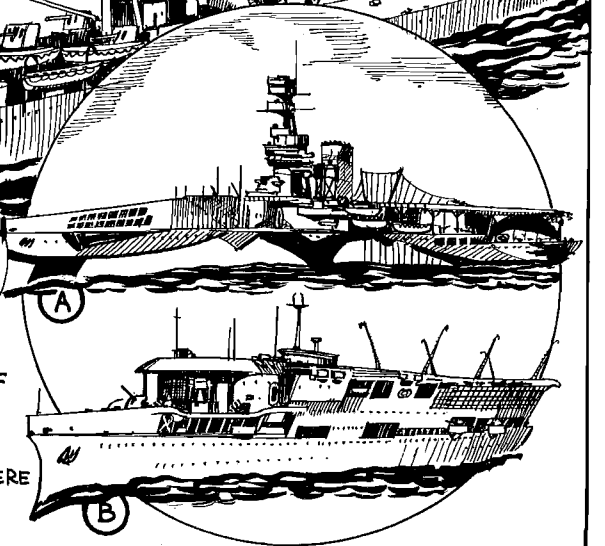




H.M.S. GLORIOUS AND H.M.S. COURAGEOUS AS ORIGINALLY COMPLETED, CARRIED FOUR 15-INCH GUNS AND 18 4-INCH GUNS IN TRIPLE MOUNTS AT 32 KNOTS. COURAGEOUS WAS EMPLOYED FOR A TIME AS A MINELAYER!

BOTH GLORIOUS AND COURAGEOUS WERE CONVERTED INTO AIRCRAFT CARRIERS IN 1924 (ABOVE). THE FORMER WAS SUNK BY THE GNEISENAU AND SCHARNHORST OFF NARVIK IN 1940, AND THE LATTER BY A U-BOAT IN 1939.





H.M.S. FURIOUS, THE 3RD. MEMBER OF THE TRIO, WAS DESIGNED TO CARRY TWO 18-INCH GUNS (THE LARGEST AFLOAT), BUT WAS COMPLETED WITH A 'FLYING-OFF DECK' FORWARD IN PLACE OF ONE OF THE GUNS. SHE WAS THE FIRST WARSHIP TO BE CONVERTED INTO A CARRIER. IN 1918 THE AFTER GUN WAS REPLACED BY A HANGAR AND 'FLY-ON' DECK (A). HER AIRCRAFT SUCCESSFULLY ATTACKED THE GERMAN TONDERN AIR SHIP STATION, BUT HER LANDING-ON CASUALTIES WERE SO HIGH THAT IN 1921-25 SHE WAS COMPLETELY ALTERED WITH A FULL FLIGHT DECK (B). SHE WAS SCRAPPED IN 1949.

J.M. THORNTON

Roger Duhamel

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Queen's Printer and Controller of Stationery
Ottawa, 1963

The CROWSNEST

Vol. 15 No. 3

March, 1963


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The CROWSNEST

Vol. 15 No. 3 THE ROYAL CANADIAN NAVY'S MAGAZINE MARCH 1963

CONTENTS

The Cover—At the moment a recruit places his hand on the Bible and swears loyalty to Her Majesty, the Queen, he becomes a part of the Navy. The equivalent moment in the life of a warship comes when the Red Ensign is lowered and the White Ensign is hoisted close up. Such an occasion was photographed at the commissioning of HMCS *Saskatchewan* at Esquimalt on February 16. (E-70792)

LADY OF THE MONTH

On the opposite page is a portrait of the newest ship in the Royal Canadian Navy, HMCS *Saskatchewan,* commissioned at Esquimalt on February 16. She is the second of the Mackenzie class destroyer escorts and differs from other ships of the RCN in that she can boast two parents, the Victoria Machinery Depot Company, Limited, Victoria, and Yarrows Limited, Esquimalt. Following construction of hull and superstructure at the former yard, she was moved to Yarrows for completion.

The *Saskatchewan* bears the name of a mighty river and of a doughty destroyer, first warship of the name, that fought in the North Atlantic, in British waters, off Normandy and in the Bay of Biscay during the Second World War. (E-69571)

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.

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EDITOR,
The Crowsnest,
Naval Headquarters,
OTTAWA, Ontario.

RCN News Review

The destroyer escort Saskatchewan, before her commissioning, is moved by tug astern of a Second World War veteran, the former frigate St. Stephen, now a weather ship in the service of the Canadian Coast Guard. (E-70827)

Italian Divers Guests of RCN

A team of five Italian Naval divers arrived in Canada, in mid-March as guests of the Royal Canadian Navy.

The visit is the result of an invitation extended by the RCN following a visit of Canadian Naval divers to Italy last August to study diving techniques of the Italian navy.

The team was to spend nine days in the Halifax area to familiarize themselves with the "cold water" diving techniques used by the RCN Diving Establishment, East Coast.

Members of the Italian diving team are: Lt. M. Gasparrini, Lt. A. Bercini, CPO A. Giandli, PO P. Pasturnini and PO V. Mucedola.

Exercise 'Golf Club' Held on West Coast

A large-scale fleet anti-submarine warfare exercise involving more than 1,200 men embarked in 150 ships, submarines and aircraft of the U.S. and Canadian forces was conducted off the west coast of the United States and Canada in late February and early March.

"Golf Club" was the code name assigned to the exercise scheduled by Admiral John H. Sides, USN, Commander in Chief, U.S. Pacific Fleet. Forces of the United States Navy, the Royal Canadian Navy and the Royal Canadian Air Force participated.

The purpose of the exercise was to strengthen combined United States-Canadian capability in anti-submarine warfare. The latest advances in anti-submarine equipments and tactics were put to test against the participating "Purple" submarines of the U.S. and Canadian navies. A similar large-scale exercise was conducted in October 1961.

"Blue" or "friendly" forces included a hunter-killer group, together with its embarked ASW aircraft, screening destroyers and auxiliary ships, U.S. patrol aircraft squadrons based in Alaska, Washington and California, ships of the Second and Fourth Canadian Escort Squadrons and Royal Canadian Air Force units.

Vice-Admiral John S. Thach, officer conducting the fleet exercise, had overall direction of the "blue" anti-submarine warfare effort, which was aimed at

Subscription Rates Increased

As of April 1, 1963, the subscription rates of *The Crowsnest* are being increased from $1 a year, North America, and $1.50 a year elsewhere to $2 and $3 respectively.

The Crowsnest first became available to the public by subscription in August 1949, when the rate was set at $1 a year.

The change in rates is in accordance with the recently adopted policy of bringing the price of government publications more closely in line with the costs of production.

The magazine will continue to be available without charge to school libraries, public libraries, hospitals, veterans' organizations and news media, on direct application to the Editor.

A special group rate is provided for quantity orders from veterans' organizations. This has also been increased and inquiries concerning it should be addressed to the Editor.

Instructions for subscribing to *The Crowsnest* appear on page one of this issue.

locating and destroying the "purple" submarines. He conducted the exercise forces from his Commander Anti-submarine Warfare Headquarters at Ford Island in Pearl Harbour.

Local control of ships and aircraft was exercised by naval area commanders in Alaska, Canada and California. The submarine participation involved the efforts of nine modern submarines, whose missions and assignments were co-ordinated by Rear-Admiral B.A. Clarey, the U.S. Pacific Fleet Submarine Force Commander. Commanding the Canadian forces was Rear-Admiral W. M. Landymore, Canadian Maritime Commander Pacific.

Warships Guard Royal Flight

Measures taken to ensure the safety of her Majesty Queen Elizabeth II and His Royal Highness Prince Philip during the Royal Flight to Australia and New Zealand via Vancouver, around February 1, included the stationing of ships of the Royal Navy and Royal Canadian Navy along the Royal Flight route.

Two destroyer escorts, the *Sioux* (Cdr. C. A. Law) and *Huron* (Cdr. D. S. Bethune), took up station in the western Atlantic, while on the Pacific Coast the destroyer escort *Saguenay* (Cdr. H. R. Tilley) and the frigates *Jonquiere* (Lt.-Cdr. R. L. Hughes) and *Beacon Hill* (Lt.-Cdr. A. C. McMillin) were stationed along the route of the flight.

For the return Royal Flight in March, the destroyer escort *Skeena* (Cdr. R. H. Leir) was to relieve the *Saguenay*.

Esquimalt Dockyard Wins Two Trophies

In competition with 299 federal government facilities and military establishments, HMC Dockyard, Esquimalt, has won the coveted Howard Green Grand Award for excellence in fire prevention activities during 1962.

Effectiveness of the fire prevention program of the Esquimalt Dockyard is reflected in the extremely low fire loss in ships and establishments within its jurisidction during 1962—a total of only $149.

It is the second major honour won recently by the Dockyard firemen. Earlier this year they were advised their department had captured the Grand Award of the National Fire Protection Association.

HMC Dockyard becomes the first defence establishment to win either of the trophies on more than one occasion. The dockyard firemen won both of the awards in 1958.

Hon. Donald Fleming, Minister of Justice, presents the Howard Green Trophy for excellence in fire prevention to Vice-Admiral H. S. Rayner, Chief of the Naval Staff, who accepted it on behalf of HMC Dockyard, Esquimalt, winner of the award for 1962. The presentation ceremony took place in the Parliament Buildings, Ottawa. (O-14770)

The Howard Green Award was presented by Hon. Donald Fleming, Minister of Justice, at a ceremony in the Parliament Buildings, Ottawa, and was accepted on behalf of HMC Dockyard by Vice-Admiral H. S. Rayner, Chief of the Naval Staff.

Admiral Rayner also accepted the National Fire Protection Association (International) Grand Award plaque which was presented by A. Leslie Ham, QC, General Counsel, Canadian Underwriters' Association.

In a message from Naval Headquarters Vice-Admiral Rayner extended his personal congratulations "to all concerned with the Command fire prevention program."

"The low fire losses," he said "can be attributed to effective fire prevention measures, efficient fire-fighting procedures, and a concerted effort by all naval and civilian personnel to eliminate fire hazards and practise fire safety."

Deputy SACLANT Visits Halifax

The Deputy Supreme Allied Commander Atlantic and a group of staff officers addressed the Royal Canadian Air Force Staff College at the Joint Maritime Warfare School in Halifax, on March 5.

Vice-Admiral R. M. Smeeton, RN, Deputy SACLANT, three staff officers and a former Polaris submarine commanding officer now on the staff of the Commander-in-Chief Atlantic gave details on the Polaris submarine to the Staff College Commandant and 60 students. The students were briefed on the NATO concept of maritime operations in a global war.

SACLANT officers accompanying Admiral Smeeton were Captain S. Grattan-Cooper, RN, Captain S. H. Gimber, USN, and Lieutenant-Commander J. H. Golds, RN. The first commanding officer of the Polaris submarine *Patrick Henry*, Captain H. E. Shear, USN, accompanied the SACLANT officers. Captain Shear is now serving as head of the Polaris operations branch on the staff of the Commander-in-Chief Atlantic.

Mackenzie Going To Pacific Command

HMCS *Mackenzie*, commanded by Cdr. A. B. German, left Halifax on March 2 for service on the West Coast, thus concluding her initial five months in commission in the Atlantic Command.

The *Mackenzie*, name ship of the new class of destroyer escorts coming into service, arrived in Halifax October 15 from Montreal, where she had been commissioned October 6. She had been a unit of the First Escort Squadron in

the Atlantic Command since mid-December. She sailed in company with four other squadron members, HMC Ships *Nootka, Cayuga, Algonquin* and *Micmac.*

The squadron was to exercise in the Bermuda area until mid-March, the *Mackenzie* continuing on via the Panama Canal to join Pacific Command warships on exercises. She is due at Esquimalt on May 6.

The Atlantic Command will not be long minus a new ship, however, as HMCS *Saskatchewan,* second ship to be completed of the six in the Mackenzie class, was commissioned on the West Coast February 16.

She will exercise with Pacific Command units and will rendezvous with the *Mackenzie* in the Pacific while on route to Halifax via the Canal. The *Saskatchewan* is due in Halifax for service in the Atlantic Command in May. Her commanding officer is Cdr. Mark W. Mayo.

PO Gives 50th Pint of Blood

PO Marcel Bernier was presented with a 50th blood-donation pin by G. R. Matheson, president of the Nova Scotia Red Cross Association, at a ceremony on board HMCS *Mackenzie* on March 1.

Normally, such an award would take place at the regular October investiture in the Red Chamber of Government House, Halifax. However, HMCS *Mackenzie* is transferring to the West Coast. Red Cross officials, observing that most of PO Bernier's blood donations have been made in Nova Scotia, arranged the special ceremony.

Royal Navy Drops 'Asdic'

In order to conform with NATO practice, the name "Asdic", which has been used to describe submarine detection apparatus by the Royal Navy since just after the First World War, has been superseded by the word "Sonar".

Asdic originated from the initials of the Allied-Submarine Detection Investigation Committee, a body concerned during the First World War with the investigation into submarine warfare problems. Sonar, a much newer word, originated in the USA and derives from "Sound Navigation and Ranging".

The term A/S (Anti-Submarine) or ASW (Anti-Submarine Warfare) will not be affected by the change, but in future, asdic ratings will be known as sonar operators.—*Admiralty News Summary.*

On board the Esquimalt-bound destroyer escort Mackenzie, CPO Nicholas Draginda, left, admires a Red Cross 50th blood donor pin just received by PO Marcel Bernier. Since most of his donations were to the Nova Scotia division, PO Bernier received the pin in a special ceremony on the eve of the March 2 departure of the Mackenzie from Halifax for Pacific Command service. March 2 was also a big day for the PO, for he donned the "fore and aft" rigged uniform of a petty officer, first class. The Mackenzie is due at Esquimalt May 6. (HS-71348)

PO Bernier attended Girouard Superior School in St. Hyacinthe, Quebec, before joining the Navy initially in 1944. He is married to the former Irene Guertin, of St. Hyacinthe, and they live at 219 Belmont Road, Victoria.

He is a naval storesman in the destroyer escort, which was commissioned last fall.

Naval personnel in the Halifax area gave more than 8,000 donations to the Red Cross in 1962.

HIKER HURT

THE FINISH LINE was a mere block and a half away for Electrician's Mate Terence R. Mendham, 22-year-old Londoner, who was carrying the honour of the Royal Navy's Sixth Submarine Division to the close of a 19-hour, 60-mile endurance walk from the Dartmouth Shopping Centre to the Truro Police Station.

Mendham in his weariness slipped on a patch of ice and fell. A chum was helping him to rise when a motorist came along and bowled them over. Mendham received a compound leg fracture. The chum was unharmed. The accident occurred at 0315 on Saturday, March 9.

Six of the submariners had moved off at 0810 Friday, March 8, from the Dartmouth Shopping Centre. The electrician's mate was the only one still going when 40 miles had been covered. His time going into Truro was one of the best in the rash of distance walks undertaken by naval personnel in early March.

The men of Helicopter Utility Squadron 21 started it all. They left the Dartmouth Shopping Centre at 6 p.m., March 1, for Truro where they expected to be by noon on the 2nd. The object was to prove their fitness. They are naval airmen and maintenance personnel of the *Shearwater*-based squadron.

It was a stormy night with high winds and stinging snow, so the HU-21 people had to quit after 40 miles.

The idea caught on. In mid-week, three sailors of the patrol vessel *Mallard* were trying the route in reverse. They left Truro for Dartmouth on the Wednesday morning, a route that was copied later by personnel of VS-880, the RCN's anti-submarine tracker squadron, whose two finalists, AB Rudolph Schlickting and H. Robertson, came humping home to *Shearwater,* around 5 p.m. on Friday, March 8.

Meanwhile the Sixth Submarine Diision as a whole was feeling very, very bitter.

HOLD DOWN

Readers of the accompanying article will soon realize that it is not about an ordinary anti-submarine exercise. The problem in this case is to locate a submarine in an area of from 20,000 to 30,000 square miles of stormy North Atlantic seas and then to hunt it to exhaustion. A situation like this could arise in peace time, if it were desired to force an unidentified submarine to leave territorial waters, and in wartime, if prisoners were sought for interrogation. From the training standpoint, much more is to be gained from a prolonged hunt than from an instantaneous "kill". The author is a petty officer in HMCS Micmac.

EVERY SO OFTEN the Air Force and Navy get together and play a game they like to call "Hold Down".

The ground rules are simple enough: You take a couple of squadrons of aircraft and half a dozen ships to sea, find a submarine and hold it down until it runs out of breath.

That sounds simple, but its prerequisites and idiosyncrasies complicate the game somewhat. To begin with, the weather must be terrible. There is no game if the weather is clement. It must be cold enough to keep lookouts numb. It must be rough enough to ensure that ship sonar detection gear is searching above the surface as much as below and the isothermal chart must ensure that effectiveness of sonar equipment is marginal. It is also desirable that radar scopes be clogged with returns of heavy weather, for this in turn ensures flying conditions are terrible and ship-aircraft co-operation will be difficult.

If these conditions exist, all requirements have been met and we have only to review a few submarine idiosyncrasies to understand the "gamey" aspect of Hold Down. For instance, submarines have a great deal of breath, and holding them down is a tedious affair of no mean skill. Besides, having a lot of ocean in which to hide, submarines are sneaky. They sit on the bottom and imitate wrecks. Furthermore, rather than operate navigational radar so we can detect them, or come to the surface where we can see them, they indulge in such nefarious evasion as nocturnal celestial navigation — through a periscope. Unheard of. They have a distinctive "submariners' code of honour", you might say. Even if we knew what it was, I'm not too sure we'd subscribe to it.

Against such odds and skills, the game would be a rather hopeless quest if the submarine were allowed to go unchecked. To introduce a reasonable chance of success for surface forces, the sub-surface force is necessarily limited. He only gets one ocean. He must transit a given area of his ocean in a given time. The area allocated is usually two or three hundred miles long and in the vicinity of one hundred miles wide. He is given about five days to cross it. Sound restrictive? Submarines are 300 feet long, 20 feet wide and harbour no intentions of getting caught.

Into such a game at midnight, January 23, the Commander of the First Canadian Escort Squadron took Argus aircraft from RCAF Station Greenwood, Neptune aircraft from the U.S. Naval Base Argentia, Navy Trackers from HMCS *Shearwater* and four of his own destroyer escorts, the *Mackenzie, Nootka, Cayuga* and *Micmac*. His worthy, if somewhat outnumbered, opponent was HM Submarine *Auriga*. She lay somewhere in a storm-tossed sea between Newfoundland and Halifax.

For two-and-a-half days the combined forces searched fruitlessly. There was deployment, and successive re-deployment, of ships and aircraft. There were numerous investigations of prospective but non-sub contacts. The weather was rough and cold and certainly no ally of the surface units. Despite compound surveillance, the submarine was making his way through the area undetected. He was getting to the surface, breathing, charging his batteries, navigating, pushing down through the area, and it began to look as though no one would catch him at it. Then, despite conditions and a bleak outlook, an alert American Neptune crew spotted his breathing device on the surface. The Neptune, operating at the time under orders from the *Micmac,* raised the alarm and a well-oiled machine of air-sea co-operation in prosecuting submarine contacts went into action.

As her helm was put over and she manœuvred to close the contact, the *Micmac* sped the alarm to the Squadron Commander and from his authorities ashore. There was an immediate muster of arms, the beginning of the end. The quarry withdrew her offending protuberance and disappeared quietly into the depths.

Until that moment all units had operated virtually blind. There had been

nothing but conjecture and possibility upon which to base tactics. There had been a huge area of ocean and somewhere in that area a wanted submarine. The *Micmac*, operating from an up-to-the-minute action plot, had posted the Neptune in an area of high probability. It paid off. The ship's information had controlled the aircraft's movements up to that time. With the sighting, the Neptune's information became more specific than that of the *Micmac*. The aircraft then controlled the ship's movement by directing her in. Before the *Micmac's* arrival on the scene, the aircraft lost her contact, and on the basis of combined information and tactics the two units carried out a joint search. The whole sequence of events was a delightful display of three facets of the gem "Air-Sea Co-operation", the third step resulting in a firm sonar contact for the *Micmac*. The trap was sprung. The ship zeroed the aircraft onto the submarine once more and the trap closed. They were both in contact. Shortly thereafter the *Mackenzie* and *Nootka* arrived and the Squadron Commander took charge of the Hold Down.

There ensued some 14 hours of skillful, detailed submarine chasing. The submarine ran on at various speeds on various courses for a while, then exploded into wild evasive manœuvres, attempting to run through disturbed water and make good his escape. Then he stopped. The ships stopped. He hung motionless. They listened. When doubts crept in as to whether he was still there, one ship or another took a run over top and traced his outline on detection gear. When the submarine broke and ran, the ships pursued. When he twisted to get under a ship, they altered away. When he manœuvred to get into a ship's wake to baffle the sonar crews, they held him anyway. The game continued, two ships assuming responsibility for holding contact while the third sat on the fence and rested. It was a matter of time. He would soon be out of breath. His batteries would run down and there would be no alternative to surfacing.

Everything has its maximum endurance. The Neptune's time elapsed. He made a final orbit, bade a reluctant farewell and went home. Shortly thereafter, with the *Cayuga* closing to take her place, the *Micmac's* time expired. She required fuel. Thirteen hours and 15 minutes after the submarine dived, the *Micmac* moved slowly away from her coveted contact. She experienced elation tinged slightly with regret. She had been part of an unusual success, but was being left out at the end. All that remained was to maintain a keen watch on Fleet Broadcast and await results of the exercise.

Everyone in her was aware of both the RCN's primary function of developing techniques and practicing methods of combatting submarines, and his own personal part in furthering those techniques by actually holding one down. It wasn't the first time the *Micmac* had been creditably instrumental in a Hold Down, but this one was unique in that the *Micmac* was a ship from a navy of one country, while the Neptune was an aircraft from another. Hold Down was becoming a polished jewel.

It would have been difficult to suppress the feeling of pride when a little man from Radio One trotted into the *Micmac's* operations with a message from the Squadron Commander: "Bingo. Submarine held to exhaustion".—W.H.K.

Lt.-Cdr. C. E. Ogilvy, Staff Officer (Wrens), and Lt.-Cdr. Fanta Tait, Staff Officer (Wrens) Reserve, paid their annual visit to HMCS Cornwallis in February. The occasion marked the last official inspection by Lt.-Cdr. Tait before proceeding to retirement in August. As well as discussing wren training, the officers were entertained at a coffee party in Conestoga Block where they imparted some first hand knowledge of wren history to an entranced and appreciative group of listeners. Shown above, before inspection of the wren division, from left, are: PO Rosalie Auger, Lt.-Cdr. Ogilvy, Lt.-Cdr. Tait and Lt. D. M. Gower, wren training officer. (DB-17661)

OFFICERS AND MEN

Commodore Hope Dead, Aged 63

Commodore Adrian Mitchell Hope, 63, who retired in 1951 after serving for 37 years in the Royal Canadian Navy, died on February 15. He was buried at sea from the destroyer escort *Cayuga* on February 18.

Born in Montreal on June 13, 1899, Commodore Hope was living in Halifax when he enlisted in the RCN as a cadet in August 1914 and entered the Royal Naval College of Canada. He graduated from the college in 1917 as a midshipman and served throughout the remainder of the First World War and until 1925 with the Royal Navy.

After service in Canada, he returned to Britain in 1931 to take command of the destroyer HMCS *Saguenay,* then under construction.

Commodore Hope served at Naval Headquarters, Ottawa, from 1935 to 1937. In the latter year he was directed to organize and equip a naval contingent for the Coronation of King George VI and Queen Elizabeth. This proved to be no mean feat. Canada had still to emerge from the depression and Commodore Hope was allocated a mere $13,000 to cover all expenses, including the pay and subsistence of 20 members of the Reserves, three of them officers, who were members of the contingent. An account of the contingent's experiences was written by Commodore Hope for the May 1953 issue of *The Crowsnest.*

At the outbreak of the Second World War, Commodore Hope was in command of the destroyer *St. Laurent,* after which he took an ordnance course and was appointed Inspector of Naval Ordnance. There followed successively appointments as executive officer of *Naden,* commanding officer of *Stadacona III,* and commanding officer of HMCS Kings, the war-time officers' training establishment in Halifax.

From May 1943 to December 1944, Commodore Hope commanded HMCS *Prince Robert,* which had been converted from an armed merchant cruiser to an anti-aircraft cruiser. During his command, the *Prince Robert* was an anti-aircraft escort for Britain-to-Gibraltar convoys and performed similar duties in the Mediterranean.

COMMODORE ADRIAN M. HOPE

For a time Commodore Hope was in command of HMCS *Somers Isles,* the RCN's sea training base at Bermuda, before being appointed to Naval Headquarters as Chief of Naval Personnel and Third Member of the Naval Board in April 1945.

Early the following year Commodore Hope was named Senior Canadian Liaison Officer, London, and commanding officer of HMCS *Niobe,* Canadian naval headquarters in Britain.

Commodore Hope became Commodore, RCN Barracks, Halifax, in 1946, an appointment he held until going on retirement leave in October 1951.

His war-time services were recognized by the award of the OBE in the King's Birthday Honours List of 1945.

Since his retirement, Commodore Hope had been living with his wife at Landfall, Chester, Nova Scotia.

Legislators Taken to Sea

A day at sea in HMCS *Restigouche* was the experience of 16 guests of the Navy, most of them provincial government authorities and legislature members, on March 12.

As guests of Rear-Admiral K. L. Dyer, Flag Officer Atlantic Coast, they witnessed anti-aircraft firing 40 miles off the coast (the ship's rapid firing guns destroyed both radar reflecting targets towed by a *Shearwater* jet); had a demonstration firing of the ship's anti-submarine mortars, and made a thorough tour of the modern destroyer escort.

The members braved bad roads and threatening weather to spend their day with the Navy and were greeted with a blustery northwest wind of near gale force as they cleared the port in the morning. The seas were short and choppy—in short, very uncomfortable for some. But the *Restigouche* sailors, some just as uneasy, had praise for the sealegs the Bluenose MLAs obviously possessed.

Guests included Hon. E. D. Haliburton, Minister of Agriculture and Marketing and Minister of Lands and Forests; Hon. George Burridge, Minister without Portfolio; Hon. Stephen Pyke, Minister of Highways; Hon. Harvey Veniot, Speaker, Legislative Assembly; James M. Harding, Shelburne; Peter M. Nicholson, Annapolis West; A. Tando MacIsaac, Guysborough; William MacLean, Inverness; Allison T. Smith, Cumberland West; Dr. W. C. O'Brien, Yarmouth; J. Albert Ettinger, Hants East; Michael J. MacDonald, Reserve, Manuel I. Zive, president, Halifax Board of Trade; Dr. G. O. Langstroth, superintendent, Naval Research Establishment, Dartmouth, Ross Smith, Cumberland, and John Just, Spryfield.

Officers Serve In Viet-Nam

Two RCN officers are serving with the Military Component, Canadian Delegation to the International Commission for Supervision and Control in Viet-Nam. They took up their appointments in Saigon at the end of the year.

The officers, Lt.-Cdr. Peter G. Wiwcharuck, of Vancouver and Dartmouth, N.S., and Lt.-Cdr. Joseph Duffy, of Charlottetown, had previously been serving in HMCS *Shearwater.*

In their new one-year appointments they will serve as team officers rotating, usually once a month, to one of the ten team sites in North and South Viet-Nam. They will also alternate as

naval advisers with the Military Component of the Canadian Delegation in Saigon.

They relieved Lt.-Cdr. Wilson F. Jobson and Lt.-Cdr. B. J. Gillespie, who returned to Canada to take up appointments at Naval Headquarters.

40-Year Career Draws to Close

After nearly 40 years of service, Thomas Milbert (Bert) Cassidy retired on pension in February from his position as chief clerk with the Director General Naval Supply, at Naval Headquarters, Ottawa.

Mr. Cassidy, who was born in Smiths Falls, Ontario, entered the Department of Marine and Fisheries on October 1, 1923, transferring the following year to the Directorate of Naval Stores.

Mr. Cassidy, a sergeant in the Cameron Highlanders of Ottawa before and during the early days of the Second World War, attended the Coronation of Their Majesties King George VI and Queen Elizabeth in 1937 as a representative of his unit.

Since the war, his duties have included victualling stores and victualling procurement.

At the time of his retirement, a presentation of a reclining easy chair was made to Mr. Cassidy on behalf of the Director General Naval Supply and staff.

New Benefits In Medical Plan

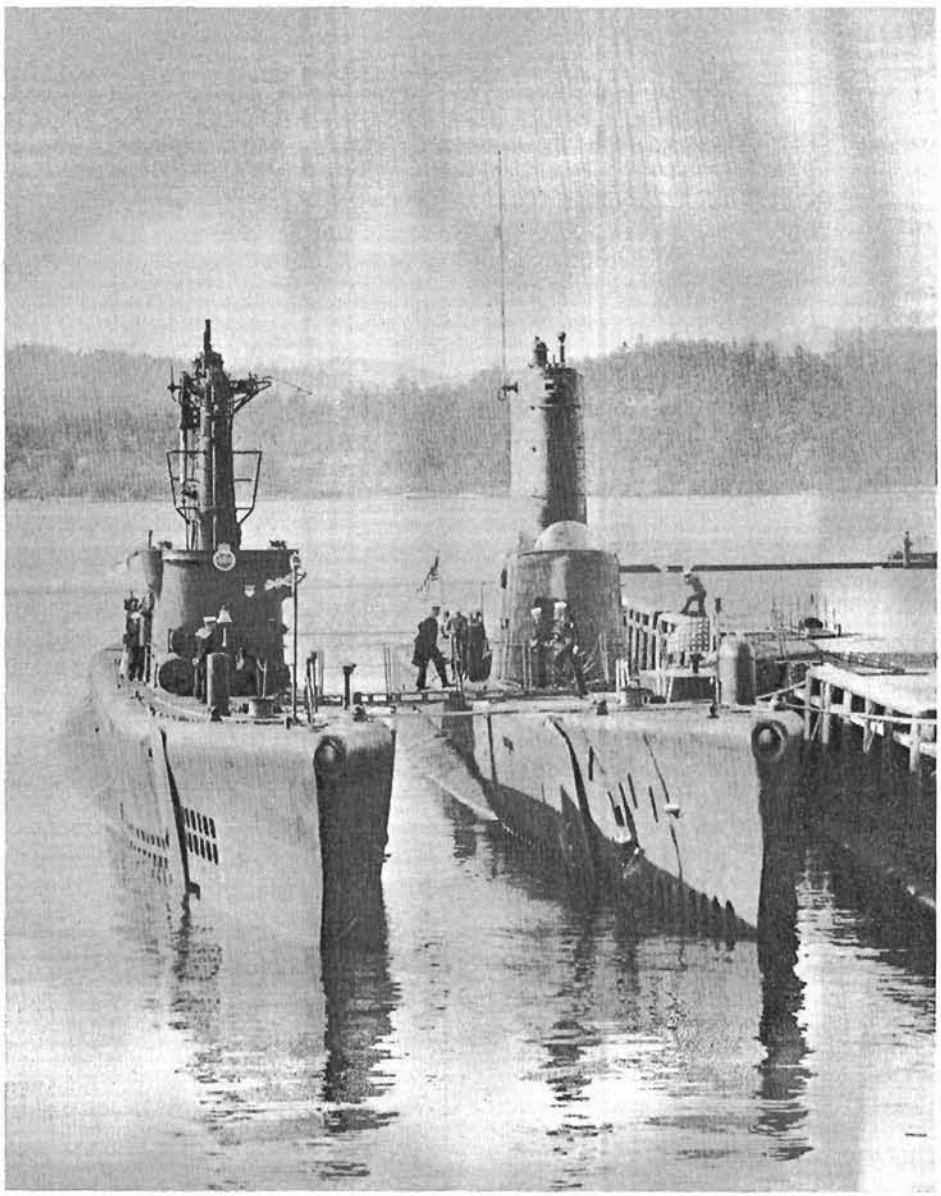
Improvements in benefits for holders of GSMIP (Government Service Medical Insurance Plan) have been approved, and are effective as of January 1, according to Cangen 47 circulated in February.

The plan now pays 90 per cent, instead of 80 per cent, for services performed under the Major Medical Expense Benefit.

The family deductible amount has been reduced from $50 a year to $40, although the individual deductible of $25 per person remains.

Also, under these improvements, the limit has been extended from 30 days to 60 days to permit acceptance by commanding officers or applications to provide coverage for a dependent from date of marriage or, in the case of a newborn child, from date of birth. Under this regulation application must be made within 60 days of the event and assignment of pay will be instituted effective the first day of month in which the event took place.

These changes have been printed as an insert to the GSMIP booklet and will be distributed through local supply depots to all ships and establishments.



Here are HMCS Grilse and a visiting friend at the government jetty on the Naden side of Esquimalt Harbour. USS Bugara, from Pearl Harbour, dropped in over the weekend of February 8-10 and held an open house that drew nearly 1,500 visitors. (E-70468)

RCN Officer Heads Refugee Campaign

Captain A. D. McPhee, interim chairman of the Nova Scotia Committee for World Refugee Year, on February 26 presented a long-playing record to Premier Robert L. Stanfield, of Nova Scotia, on behalf of the UN Commissioner for Refugees. The record, "All-Star Festival", is being sold publicly, with proceeds going to the World Refugee Fund.

Captain McPhee was chairman of the ways and means committee in the successful Nova Scotia campaign for funds in World Refugee Year.

The provincial drive was formerly under the chairmanship of Rear-Admiral H. F. Pullen, now retired, when he was Flag Officer Atlantic Coast.

Appointments And Promotions

Following are recent appointments and promotions of interest:

Captain Keith Patrick Farrell, Director of Ship Design and Construction, Naval Headquarters, promoted to his present rank;

Cdr. Kenneth E. Grant, appointed to the staff of the Commanding Officer

Naval Divisions, Hamilton, as Commander Sea Cadets, effective March 12;

Cdr. Edward Bernard Morris, appointed as Senior Naval Officer, Point Edward Naval Base, Sydney, N.S.

Cdr. James M. Cutts, commanding officer of HMCS *Micmac,* promoted to his present rank;

Cdr. Llewellyn O. Stonehouse, appointed Officer-in-Charge of the Naval Supply Depot, Montreal, and promoted to his present rank, effective March 1, and

Cdr. Henry Donovan Joy, appointed Assistant Director of Naval Organization and Management (Organization), Naval Headquarters, and promoted to his present rank, effective April 1.

New Captain For Lauzon

Lt.-Cdr. Charles Edmund Leighton, has been appointed in command of HMCS *Lauzon.* The frigate is a unit of the Ninth Canadian Escort Squadron based at Halifax.

Lt.-Cdr. Leighton served as executive officer of the destroyer escort *Chaudiere* before taking up his new appointment.

PRIVATE CAR TRAVEL UNDER NEW RULES

ALL NAVAL personnel, sooner or later, will be affected by recent amendments to QRCN, Chapter 209, dealing with transportation by private motor car and private motorcycle. The new regulations came into force on March 1, 1963.

Cangen 28, distributed in February, stated simply that the new regulations "provided new mileage rates and a new method of calculating reimbursement to personnel authorized to use private motor cars when travelling on duty."

The Cangen went on to say that reimbursement is no longer based on equivalent rail fares but will be made on a mileage basis to include an allowance for meals and accommodation where applicable.

Personnel should review Chapter 209 to acquaint themselves with the new PMC entitlements. Generally, the changes which will affect personnel fall into three categories, namely:

(*a*) PMC travel on temporary duty,
(*b*) PMC travel on appointment, draft or release, and
(*c*) allowances for dependents on appointment, draft or release.

When travelling on temporary duty for personal convenience, reimbursement varies from three to six cents a mile depending on distance. For distances between places of duty of 100 miles or less, reimbursement will be three cents a mile; for distances over 100 miles but not exceeding 300 miles reimbursement will be four-and-a-half cents a mile for the complete distance, and for distances exceeding 300 miles, reimbursement will be six cents for officers and five cents for men for the complete distance.

As a passenger for personal convenience, the rate is one-and-one-half cents a mile for distances over 100 miles but not exceeding 300 miles, and three cents a mile for officers and two cents a mile for men for distances exceeding 300 miles.

When travel via PMC or motorcycle on temporary duty is authorized in the public interest, the rates are nine cents a mile for PMC and three cents a mile for a motorcycle, based on actual mileage. As in the past, travelling allowances and incidental expenses are permitted for the time necessarily spent on the journey when travelling in the public interest.

This regulation also provides for an additional cent a mile when the officer or man authorized to travel in the public interest carries "business use" insurance.

Passengers under this section will be entitled to travelling allowances and incidental expenses.

However, personnel will be authorized to travel under this regulation only when it is the most economical method of performing the duty or it is indisputably in the public interest because of the time element or the lack of commercial or service transport.

When PMC or motorcycle travel is authorized on appointment, draft or release, reimbursement will be made at the rate of four cents a mile for car-operating expenses or three cents a mile for motorcycles, and an additional three cents a mile for the officer or man, based on direct mileage. When dependents accompany the officer or man, an additional allowance of three cents a mile for the first dependents and two cents a mile for each additional dependent will be paid.

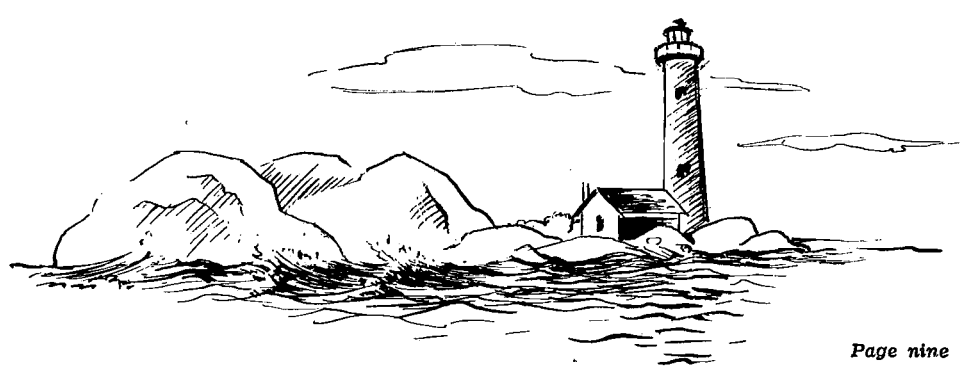
When, for service reasons or circumstances beyond his control, an officer or man and his dependents travel separately, he will be entitled to an allowance of four cents a mile for car operating expenses, three cents a mile for the first dependent and two cents a mile for each additional dependent. The four-cents-a-mile car operating expenses may not be claimed in respect of two cars when the officer or man and his dependents travel to a new place of duty at the same time but in separate PMC.

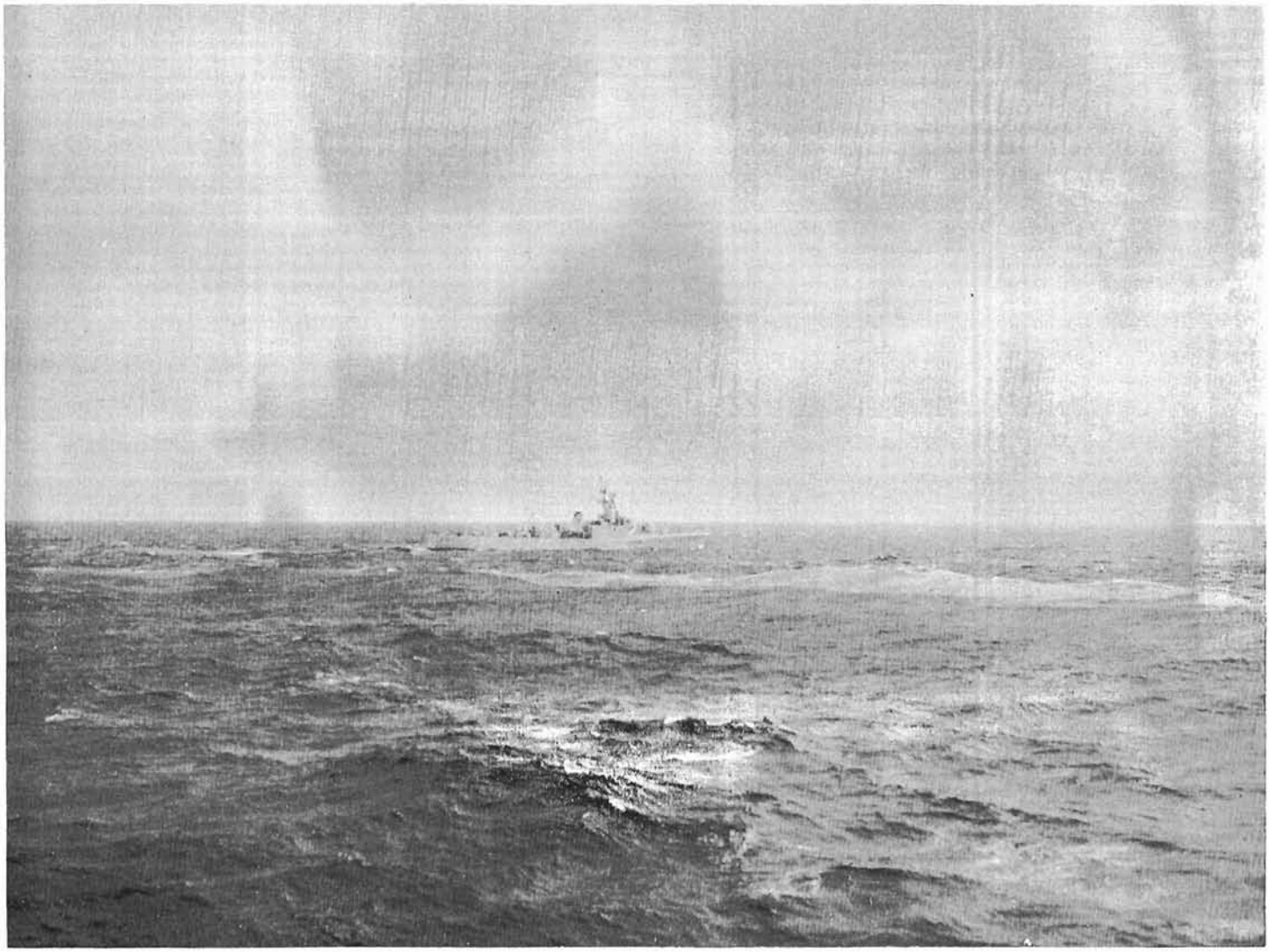
Generally, ferry charges, except between Saint John, N.B., and Digby, N.S., may be claimed, but not cost of meals, berths or incidental expenses, since the road mileage allowances make provision for these expenses. In lieu of ferry charges between Saint John and Digby, road mileage allowances will be paid. Temporary duty travel by PMC to Newfoundland via ferry will not normally be permitted.

Excess baggage, 500 pounds for officers and 200 pounds for men, may now be shipped when travelling by PMC since PMC travel is no longer related to travel by commercial carrier. The commanding officer must verify excess baggage claims.

By and large, while the new system may be totally different, the benefits and entitlements work out closely to those accruing under the previous system.

The new article is 209.822, and amended articles are 209.20, .25, and 255.26, .82, .83, .875.





HMCS SASKATCHEWAN

THE LATEST member of the RCN's family of anti-submarine destroy-escorts — the gleaming HMCS *Saskatchewan*—was commissioned into the fleet at Esquimalt on Saturday, February 16.

Close to 550 invited guests attended the afternoon event. They represented all levels of government, industry, business, and the armed forces. Guest of honour was Hon. E. Davie Fulton, Federal Minister of Public Works; who arrived at the scene in company with the RCN's principal guest, Vice-Admiral H. S. Rayner, Chief of Naval Staff. Representing the Province of Saskatchewan and its premier was Hon. C.C. Williams, Saskatchewan's Minister of Labour.

The setting for the ceremony was colourful. The freshly painted warship was secured at the end of the big government jetty adjacent to HMCS *Naden*. On the jetty facing the ship were two large bleacher units, covered with canvas as protection against threatened rain that never came. Dividing the bleachers was a dais, with special seats for distinguished guests participating in the ceremony.

Guests started arriving early. Some were seated and thumbing through commissioning booklets an hour before the start of ceremonies. As 3 p.m. approached, activity broke out everywhere. Led by Cd. Off. Tom Milner and Drum Major PO Gordon Brown, the lively band of *Naden* played and marched to its position at the end of the jetty. Close behind came the ship's 50-man guard and others of the ship's complement of 12 officers and 236 men. They formed up immediately in front of the bleachers and dais.

With the arrival of Mr. Fulton and Vice-Admiral Rayner, the ceremonies commenced. One by one the principal speakers on the dais addressed the assembly on that chapter of the new warship of greatest concern to them. Admiral Rayner welcomed the destroyer escort into the RCN, saying the *Saskatchewan* and others of her class are part of a fast-moving replacement program. "As these ships commission, we say goodbye, one by one, to the famous Tribals and others of war-time vintage."

"HMCS *Saskatchewan*," the Admiral continued, "is a manifestation of the Navy's progress in maintaining an efficient fleet whose purpose to to ensure that Canada, in co-operation with allied and friendly nations, will have unrestricted use of the seas."

Noting the new destroyer escort was the second ship of this name to wear

the maple leaf on her funnel, the Admiral recalled a piece of the past. "I vividly remember seeing the first *Saskatchewan,* silhouetted by starshell, during action in the English Channel at the time of the invasion of Normandy. That ship served freedom's cause on the North Atlantic and also in the Bay of Biscay. The battle honours earned by her war-time company now pass to the new *Saskatchewan.*"

The guest of honour, Mr. Fulton remarked: "Our Navy, like our Army and Air Force, is a part of the great insurance premium which must be kept up until such time as words about peace are followed by deeds that actually lessen the threats to peace."

Harold Husband, president of Victoria Machinery Depot Co., Ltd., Victoria shipyard which built the hull of HMCS *Saskatchewan*; and H. A. Wallace, vice-president and managing director of Yarrows Ltd., which completed the ship, both outlined their respective shipyards' part in the building of the ship.

In his address, Cdr. Mark W. Mayo, commanding officer of the *Saskatchewan,* stated clearly his three main objectives in his new command: A clean and orderly ship, an efficient ship, and a happy ship.

He noted this was the second Mackenzie class destroyer escort to be commissioned, with four more yet to come. He placed a special emphasis on the word "second", and added: "We want HMCS *Saskatchewan* to be second to none". (HMCS *Mackenzie,* name ship of class, was commissioned in Montreal last October).

All speakers were introduced by Cdr. John B. Hall, resident naval overseer for the Victoria area. Religious portions of the ceremony were conducted by Rev. C. H. MacLean, Chaplain (P); and Rev. J. E. Whelley, Chaplain of the Fleet (RC). Present to accept the new ship into the RCN was Commodore S. M. Davis, Director General Ships, from Naval Headquarters.

Others on the dais were Rear-Admiral W. M. Landymore, Flag Officer Pacific Coast; Captain J. C. Gray, Principal Naval Overseer West Coast; Lt.-Cdr. K. M. Young, Flag Lieutenant-Commander to CNS, and Lt. M. Tate, Flag Lieutenant to FOPC.

Cdr. Mayo outlined the immediate future of his ship; a series of trials and workups in the Esquimalt area until mid-April, then a move to Halifax and the Atlantic Command, followed by participation in exercises involving other RCN ships and other NATO countries. He said the *Saskatchewan* would return to Esquimalt next November to join the Pacific Command.

With speeches over, the ceremonials commenced. Acceptance papers were formally signed. The Red Ensign was lowered and simultaneously replaced with the White Ensign. In quick and smart order the assembled sailors manned their ship.

A heavy stream of guests followed behind for a special tour of the new DDE; and the VIPs headed for a brief gathering in the commanding officer's day cabin. Later they all proceeded across the jetty to a large grey building

Proud Ship, Proud Father

Saturday, February 16, 1963, is a date Lt.-Cdr. Alan Alexander Henley is not likely to forget—and the same applies to his wife, Sheila.

It was just a few minutes after three that afternoon. Commissioning ceremonies for the new destroyer-escort HMCS *Saskatchewan* had begun. Along with his fellow officers and all members of the ship's company, executive officer Lt.-Cdr. Henley was listening intently to Vice-Admiral H. S. Rayner, Chief of Naval Staff, who was delivering an address.

The XO's eyes wer all that moved. First toward the dais filled with VIPs, and then in the direction of his ship.

Then it happened. From the bow of the nearby shiny, new ship a leading seaman unobtrusively conducted a set of pre-arranged hand signals.

"Girl. One. Both fine."

It can be assumed that Lt.-Cdr. Henley then suddenly relaxed—as much as the circumstances would permit.

He had taken his wife to the Royal Jubilee Hospital in Victoria that morning. The hospital had phoned the ship.

They were the proud parents that eventful afternoon of a daughter—a sister for 18-month old Carolyn Jane.

And there's a rumour the little lady might have Regina as a middle name.

Hon. E. Davie Fulton, Minister of Public Works, guest of honour at the commissioning of the Saskatchewan, signs the guest book on board the new destroyer escort, as Cdr. Mark W. Mayo, commanding officer, looks on. (E-70829)

The Province of Saskatchewan had two gifts for the newly commissioned destroyer escort Saskatchewan—one permanent and one practical. The first was a coat of arms of the province, mounted on a wooden shield; the second a licence plate for the ship's jeep, bearing the Saskatchewan's hull number. Hon. C. C. William, Minister of Labour in the Saskatchewan government is shown here presenting licence plate No. 262 to Ord. Sea. William Stoddard, a native of Saskatchewan, who will drive the jeep. (E-70858)

to attend the commissioning reception. Within the *Saskatchewan* sailors of the ship were busily getting settled in their "home".

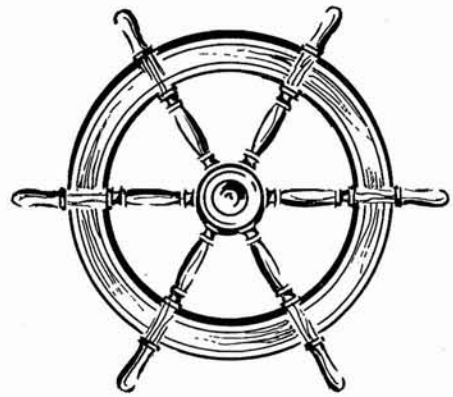
Heavy clouds and a threat of rain gave way to a bright sunshine for the entire commissioning ceremony. As the reception neared its end, fog rolled into Esquimalt Harbour.

But HMCS *Saskatchewan* had been commissioned in sun and brightness—a happy omen for a proud ship.

The ship had further reason for pride when, following his return to Naval Headquarters in Ottawa, the Chief of the Naval Staff sent the following message:

"Congratulations on a first class commissioning ceremony on Saturday, February 16.

"The excellent bearing, smart appearance and obvious enthusiasm of the



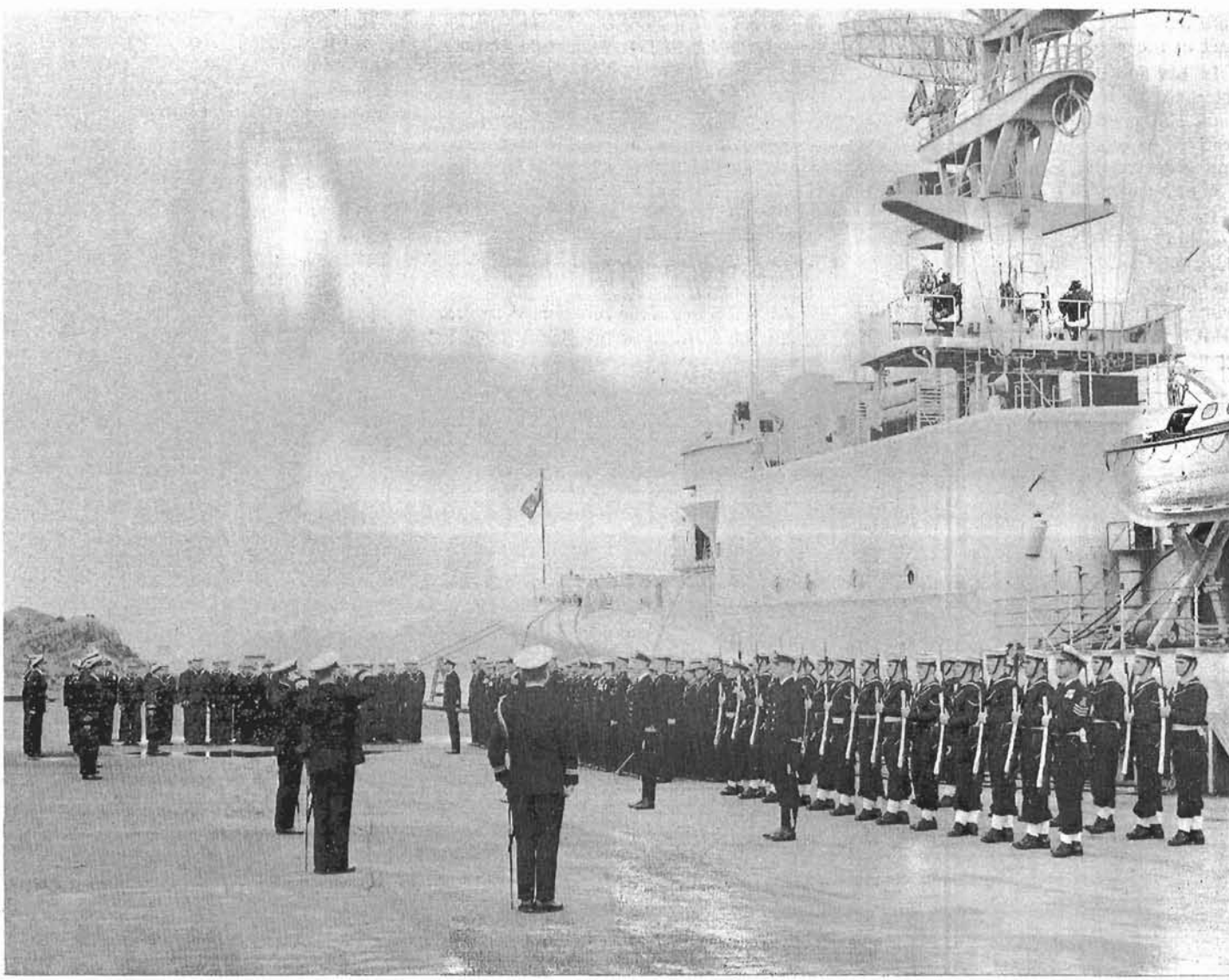
Saskatchewan's ship's company contributed much to the auspicious beginning of your first commission.

"Well done."

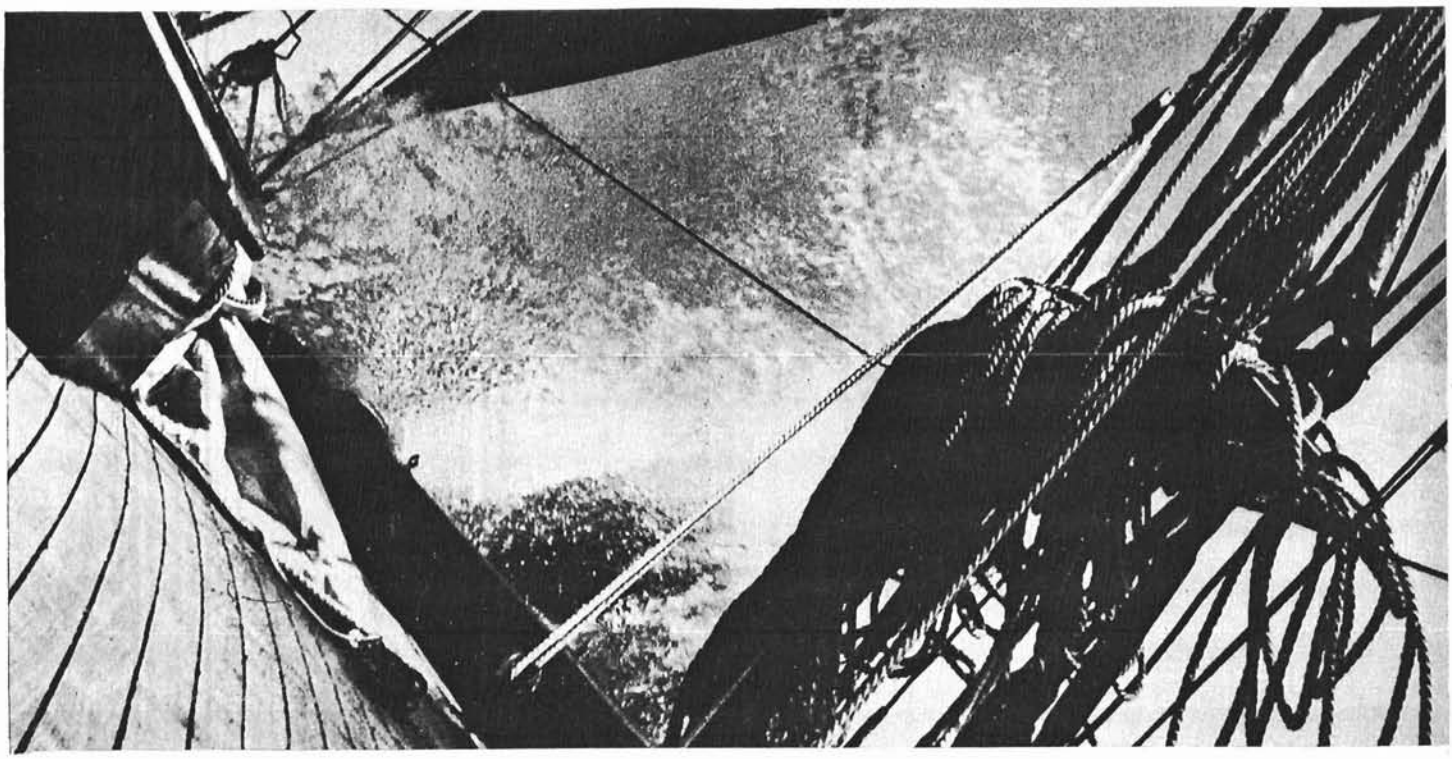
The new destroyer escort is named after the Saskatchewan River, a great river of the western plains and one of the early Canadian pathways of settlement.

The 366-foot, 2,900-ton *Saskatchewan* has a beam of 42 feet and a mean draught of 13.5 feet. Her twin-geared turbines give her a designed speed of 28 knots, and the ship's normal complement is 12 officers and 236 men. Anti-submarine weapons and her principal armament, including two "all-directional" three-barrel mortar mountings; homing torpedoes; one twin 3-inch 70-calibre radar-controlled gun forward, and one twin 3-inch 50-calibre gun aft.

Work on the ship commenced at Machinery Depot Co. Ltd., Victoria, in August 1959 and she was launched on February 1, 1961, and moved to Yarrows Ltd. for completion.



Six days after their new ship was commissioned, officers and men of HMCS Saskatchewan were inspected by Rear-Admiral W. M. Landymore, Flag Officer Pacific Coast. (E-70885)



"Slugging into It"—HMCS Oriole *hitting her maximum hull speed of 14 knots. This print has been hung in galleries throughout the world and has received many awards.*

Sou'wester

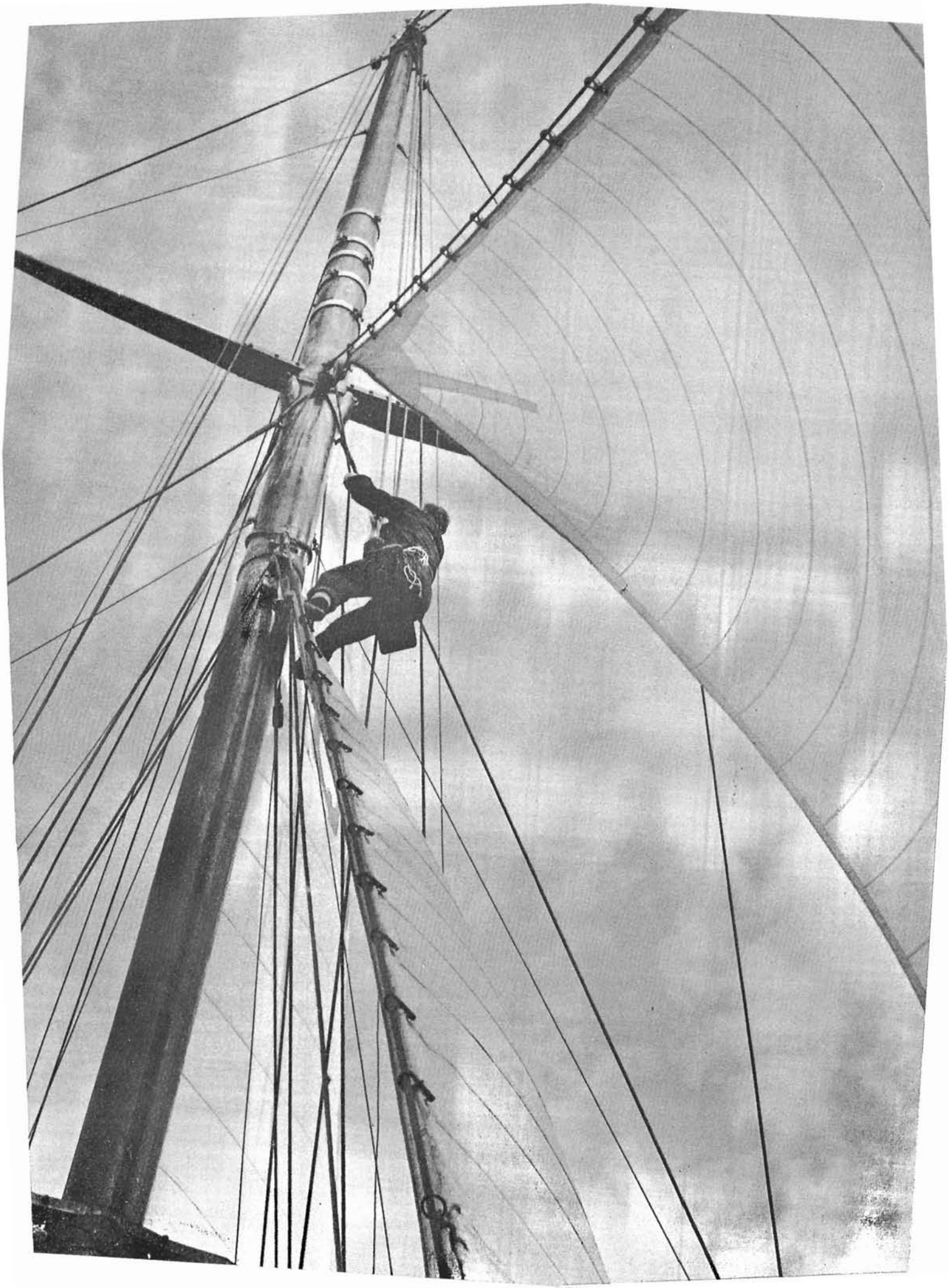
Text and Illustrations
by
James A. McVie, FPSA

Photography is an avocation that has made James A. McVie a leading Canadian exhibitor in the photographic salons of the world and a Fellow of the Photographic Society of America. In everyday life, he is inventory and audit officer of the Manager Supply Department, HMC Dockyard, Esquimalt. During the Second World War he was a captain in the Royal Canadian Artillery. Since then he has devoted himself to two loves—photography and the sea. The accompanying words and pictures are a preview of a volume, The Beauty of Sail, *which Mr. McVie now has in preparation.*

THE DAWN of an April morning found the barometer falling rapidly while the marine forecast blared forth ample warning of southwesterly gales for the Straits of Georgia and Juan de Fuca. Into the dawn slipped the big ketch *Oriole* for a return to her home port at Esquimalt. Within the hour, having cleared Vancouver's busy harbour and hoisted her identification code signal for Lionsgate recognition, the big yacht, under full sail, was hit by the leading edge of a Pacific storm.

"Reef the main," bellowed our skipper. He took another swig of steaming coffee served at the helm.

The photographer, warned to be careful, snapped that this was just the sort of day he'd waited years for, as he gingerly transported his gear to the end of the bowsprit. It was clear that before long this precarious perch would be the only dry spot on the upper deck. A few hasty exposures focussed on the working jibs against a mare's-tail patterned sky, plus a series on the magnificent sea panorama beyond and featuring the trim vessel lee rail down, with decks awash, emptied the Graflex magazines. Clutching his equipment he ventured back to the deck and thence to the security of the wardroom below to reload. Through the ports



"Hauled Aloft"—This is an exhibition print that has been shown in more than 50 world salons. Taken from the Oriole's *bowsprit, it shows a crew member being hoisted to the upper spreader.*

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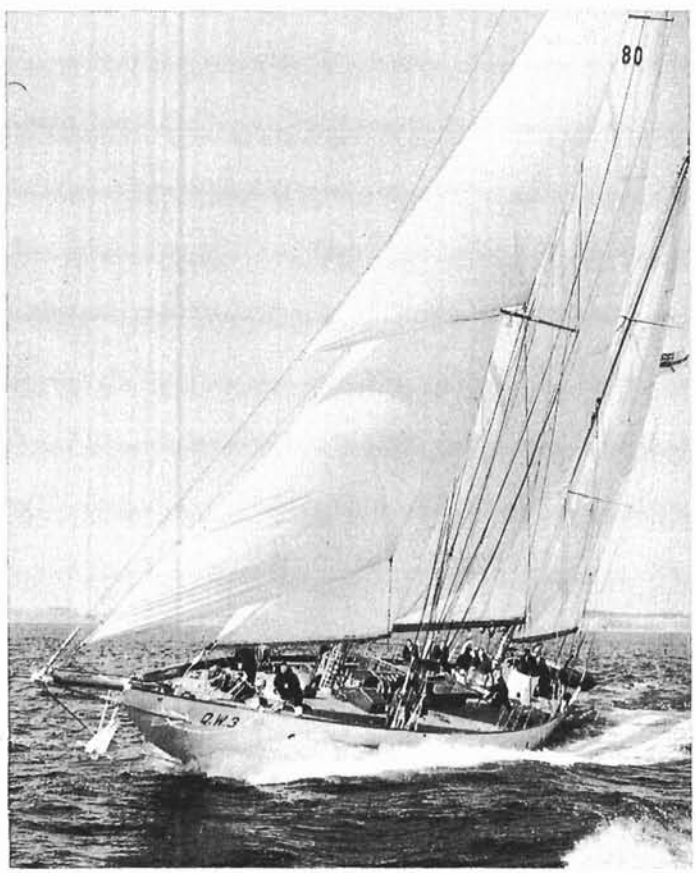
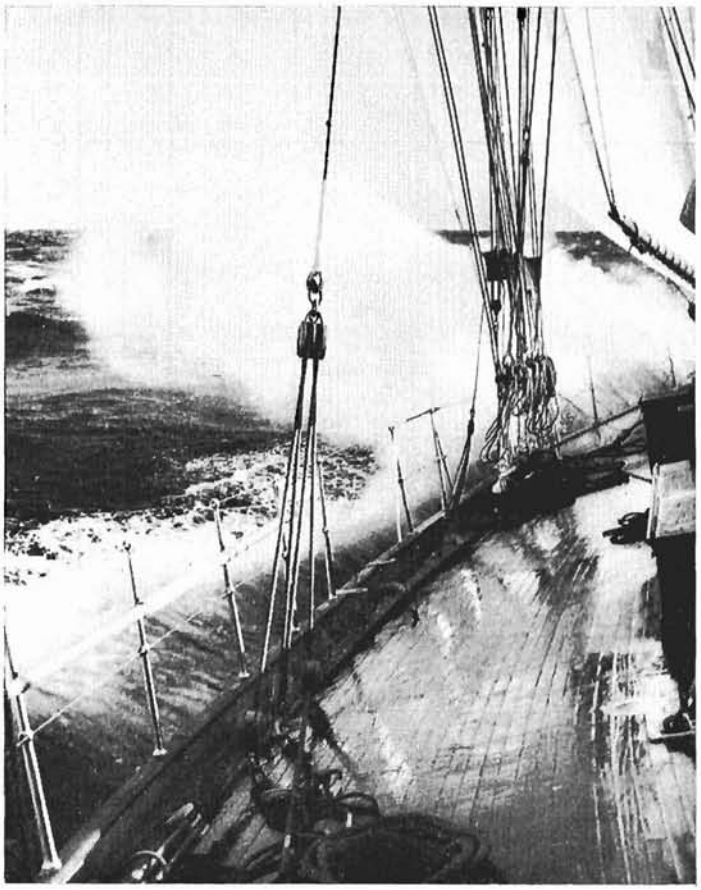
in the wardroom could be seen the backlit green water rushing by the ship's side as a rose-bowl on the dining table held its sway. A crew member sauntered by with mop in hand, nattering of a flood in the captain's heads due to a scuttle left open while under way. The cook surveyed his own grief as he scraped up the remnants of a beef stew from the galley deck.

The ship seemed steady on a port tack when it was decided to reload the film magazines within the confines of a changing bag. All went well as the cameraman sat on the wardroom carpet operating in a 45-degree downhill posture. Suddenly, the skipper decided on a change of tack. Within moments, the photographer's feet were in the air while his posterior wrestled to gain steadiness from a 90-degree change of position. In the midst of this awkward situation, the rose-bowl took off, while rolls of exposed latent images traversed the yacht's beam in a two-way run between the now soggy rose blooms. Anxious hands, tentatively released from the depths of the changing bag, lunged vigorously to arrest the rolling reels. The job was now complete. This meant topsides again for further deck action.



"With All She Can Set"—The Oriole *cleaving the waters of the Strait of Juan de Fuca.*



The Oriole, *her decks wetly gleaming, throws spume and spray to leeward.*

In the meantime, the coxswain had secured the bosun's chair to a jib stay, and a crew member, hauled aloft to the upper spreader, was performing his dedicated task with efficient seamanship.

"What's it like up there when the wind is whistling?" queried the cameraman.

The crew, accepting the question as a request, considered that a "volunteer" had been found for an extra round trip into outer space. The photographer was hastily secured in the chair as four husky lads heaved away.

Being hauled aloft with hands and feet free was one thing, lugging up a Graflex with additional photographic paraphernalia was quite another! With the yacht heeling to port, it meant that at 20 feet above the deck, the bosun's chair and guest were some five feet out over clear water. Another 45 feet to go and a quick glance to skyward brought the spreader into an immediate foreground. From the deck, the strains of a male quartette singing "Nearer My God to Thee" drifted upwards to this lofty seagull perch, and a stringed accompaniment was provided by the wind in the rigging.

Far below, white water came up to meet the bowsprit, fall away quietly along the ship's sides, then gush in on the transom to boil astern. After a bouncy

descent, came the great satisfaction to the photo aerialist of again planting his two feet solidly on the whitened teak deck.

To those familiar with the conformation of Active Pass, here is an S-curve to tax the skill of any power skipper supported with hundreds of revolutions in reserve. Rip tides continuously boil through the narrow, linking channels between Mayne and Galiano Islands, and the sheer-rock shorelines are forever close. Skipper Joe Prosser made his decision—he was already coaxing the *Oriole* through the Pass under full sail, with lightning zedded tacks. Winds were now of Beaufort nine velocity, with conditions worsening. At the western exit of the Pass the yacht smashed through with up to two feet of ocean stacked on deck, as the boisterous seas washed down the port side of the hatch housing.

The time of day now prompted relatives ashore to have a special concern on the progress being encountered at sea. Two boys from one family braved the high winds to ascend to a lofty vantage point and look for the ship's return. They were later joined by the Royal Canadian Navy's west coast Admiral, who was also somewhat anxious, particularly so in that the *Oriole's* Swiftsure Classic hopes were pending just a month away. After all, a storm could be costly in both time and materials if the stick were pulled out or if the bowsprit snapped. Then too, sails had been blown or carried away during winds of much less velocity.

The *Oriole* was sighted driving to windward and gaining a position which would eventually allow her to come about in the lee of the south shore of Vancouver Island. When it was realized ashore that the ketch was pointing to the United States mainland, the little fellow was heard to say to the Admiral in his own nautical manner: "Look, sir, *Oriole's* gone to attack Port Angeles".

With a late afternoon sunburst to guide her by and a coloured-up promise of a new day, the *Oriole* rode the crest of a long Pacific roller to come about and goose-wing her way into sheltered waters. Sliding by the tip of Race Rocks, past William and Albert Heads, she finally slipped back to her protected berth in Esquimalt, place of shoaling waters.

Once more, old man Juan de Fuca, in his own peculiar and unpredictable fashion, had separated the men from the boys!

"Southwest at Sixty"—A dramatic shot caught just as a Pacific roller slammed into the Oriole's *port side.*

AFLOAT AND ASHORE

ATLANTIC COMMAND

HMCS Restigouche

The L. W. Murray trophy for Navy-wide gunnery proficiency award for 1962 was presented to the commanding officer of the destroyer escort *Restigouche*, Cdr. B. C. Thillaye, by the Flag Officer Atlantic Coast, Rear-Admiral K. L. Dyer, on March 13.

This is the first year that a Restigouche class ship has won the award. The ship's company of the destroyer escort was mustered for the ceremony in the Dockyard drill shed.

The trophy was introduced 29 years ago by L. W. Murray, who retired as rear-admiral following the war. The annual award was allowed to lapse from 1937 to 1958 when it was re-introduced by Rear-Admiral Hugh F. Pullen, now retired in Chester, N.S.

The winner that year was HMCS *Crescent*, anti-submarine destroyer then serving on the West Coast. The award came east in 1960, going to HMCS *Fort Erie*, frigate, and in the succeeding years has gone from coast to coast only to come back this year to the east coast and the *Restigouche*.

The *Restigouche* in 1962 also won the efficiency trophy for the Fifth Canadian Escort Squadron in competition with six sister ships. She was also 1961 and 1962 winner of the Halifax Jaycee plaque for being the best illuminated warship in harbour over these Christmas periods.

HMCS Cornwallis

Air Vice-Marshal A. L. Morfee, CB, CBE, CD, RCAF (Ret), visited *Cornwallis* on March 1 as a guest of the commanding officer and inspected a special guard in his honour and also the passing-out division.

Air Vice-Marshal Morfee joined the Canadian Army in 1915 as a private and was commissioned as a flying officer on the formation of the Royal Canadian Air Force in 1924. During the Second World War, he was appointed Air Officer, Commanding-in-Chief Eastern Air Command, and retired from the service in 1949 as Vice-Chief of the RCAF. For the past several years he has been a resident of Annapolis Royal and has been a resident of Annapolis Royal and has maintained a close association with *Cornwallis*.

The air vice-marshal was made a Companion of Bath in 1946, and Commander of the British Empire in 1944. He was awarded the United States Legion of Merit, Degree of Commander, in 1948, and has the Canadian Forces Decoration with Bar.

NAVAL DIVISIONS

HMCS Tecumseh

The officers of the *Tecumseh* wardroom were hosts at the farewell mess dinner in February for three departing officers.

Lt. P. E. Fane was presented with a traditional Calgary white hat (adorned with a cap badge) when he left to take up his new appointment in the *Bonaventure*. He had been the staff supply officer since June 1960.

Lt.-Cdr. R. A. F. Montgomery and Lt.-Cdr. L. E. LeFaivre were presented with silver mugs on their retirement from the RCNR.

Lt.-Cdr. Montgomery joined the RCNR as an officer cadet at Royal Roads in 1945 and served in many divisions before coming to *Tecumseh* in 1959, where he retired as the executive officer.

Lt.-Cdr. LeFaivre served in the RCNVR from 1942 to 1947 in communications. At the time of his retirement from the RCNR he was the Staff Officer Enrolment and Release at *Tecumseh*.

Three departing officers were recently honoured at a mess dinner at HMCS Tecumseh, the Calgary naval division (as should be obvious from the white hat). Shown here are Cdr. A. R. Smith, commanding officer; Lt.-Cdr. R. A. F. Montgomery, who has retired; Lt. P. E. Fane, appointed to HMCS Bonaventure; Lt.-Cdr. L. E. LeFaivre, who has also retired, and Lt.-Cdr. V. E. Schooley, executive officer. (RCNR Photo—TH-0132)

ADMIRAL OF FLEET FOR 25 YEARS

The Earl of Cork and Orrery recently received a personal message of congratulation from the Board of Admiralty at his home in London to mark the 25th anniversary of his promotion to Admiral of the Fleet. He entered the Royal Navy as a cadet in 1887 and was promoted to Admiral of the Fleet in 1938.

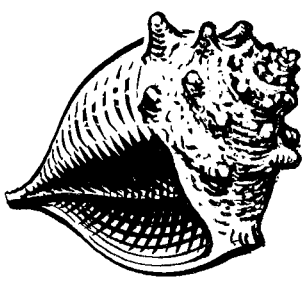
In his message to mark the occasion, the Secretary of the Admiralty, Sir Clifford Jarrett, wrote: "I am commanded by my Lords Commissioners of the Admiralty to convey their warmest congratulations. They and the whole of the Royal Navy take pride in this notable event.

"My Lords recall your long and distinguished career and your outstanding record of service to the Royal Navy; in particular your service as Senior Officer Red Sea Patrol and in command of HMS *Repulse* during the First World War, as Rear-Admiral Commanding 1st Battle Squadron and 1st Cruise Squadron, Vice-Admiral Commanding Reserve Fleet, Commander-in-Chief, Home Fleet, and Commander-in-Chief, Portsmouth. They remember with special gratitude your determined leadership during the dark days of the Norwegian campaign in 1940.

"My Lords are also grateful for your continued interest in the Royal Navy and they send you their best wishes for health and happiness in the future."

The 89-year-old Earl is, however, a "youngster" as far as Admirals of the Fleet go! Admiral of the Fleet Sir Henry Oliver was promoted 35 years ago and recently celebrated his 98th birthday.—*Admiral News Summary.*

(Nova Scotia-born Sir William Provost Wallis (1791-1892) was promoted Admiral of the Fleet in his 70th year and was still on the Active List when he died 32 years later.—Ed.)



KNOTTY PROBLEMS

Cordage made of synthetic fibres is coming into increasing use in many walks of life, because of its strength and elasticity. Lustrous strings for tying parcels, tough cords for starting power mowers and nylon hawsers for towing ships or securing them alongside are examples of the uses of synthetic cordage.

The synthetics, however, have certain qualities which require special care in their use. Knots tend to slip and ends to unravel.

In the January 1963 issue of The Sea Cadet, *published in London, England, Lt. P. Gibbs-Murray tells how to cope with some of the special problems raised by the introduction of synthetic cordage. His article is reproduced here with the permission of the author and the editor of* The Sea Cadet.

IN PAST seafaring days the question of how to make a knot in a rope, or how to make two ends of rope secure to each other, or of how to make a rope's end fast to a bollard, hook, or cleat, was easily solved by the nautical types who sailed such ships as HMS *Victory,* HMS *Bounty,* or the clipper ship *Cutty Sark,* and much of our present knowledge of the subject of knots, bends, and hitches has been handed down to us from sailing ships days.

A well-found ship in those days carried only the best quality rope, and her rigging aloft was daily overhauled and inspected for signs of wear and any damage from enemy action was at once made good, for her safety depended upon her sails and rigging as much as on the seamanship of her men.

The manufacture of rope, therefore, was all-important to both the Royal Navy and the Merchant Navy, and Portsmouth, Chatham and other ports all contained their rope-walks where only the very best quality rope was produced, and each ropewalk could identify its own manufactured rope by reason of the coloured yarn introduced into the lay of the strand (known as the "Rogue's yarn") and because of this, identification was simple in the case of stolen goods.

Most of the rope was Italian hemp, (tarred or plain) manila, cotton (for "fancy" work, where strength was not important) and coconut fibre rope known as coir or bass, this latter used mainly as a "float-rope".

With the passage of years, however, many other fibres for rope making have been introduced, sisal for instance, and in modern times the new man-made fibres, produced synthetically from raw materials, are increasingly making their appearance in the worlds' markets.

The new synthetic fibres have great strength compared with ordinary manufactured rope They also have flexibility and power to withstand the weather and wear and tear to a marked degree and give an advantage that has been quickly realized by those whose life is spent handling rope.

It has been found that the new ropes respond very well indeed to the everyday needs of the seafaring trade, but some display a tendency NOT to stay put when spliced, made fast, or knotted in the usual way, and during a recent trip coastwise the writer found that there was a serious lack of general knowledge on exactly how to knot the man-made fibre rope.

This article gives a number of holdfast knots, specially designed for the new rope, and based upon knots already known and taught in unit seamanship classes. These knots should prove useful when handling the new rope, and in any case be interesting to all those who like making knots, bends and hitches.

It is important to bear in mind, when making these knots, that synthetic fibre rope, when oil-covered, greasy, or wet, is extremely slippery, and in making these knots make sure that the end (well whipped) goes OVER and not under, and that all turns lie snugly together. Also, for the sake of neatness, it is considered important to seize the end to the standing part with a few turns of small stuff.

It is suggested that instructors and learners practise these knots first with the ordinary rope with which they are familiar before tackling the more unfamiliar synthetic fibre rope.

HOW TO TIE HOLD-FAST KNOTS

The Locked Bowline

Made in exactly the same familiar way as the ordinary bowline (to start with) but with a round turn above the bight, and a half-hitch below.

The Double Magnus Hitch

When joining two lengths of synthetic fibre rope together, this is the recommended knot, made simply by making a magnus (round turn and half-hitch) with one end on the standing part of the other rope, and vice versa, and then pulling together (something like the fisherman's knot) and seizing the ends.

The Double-Thumb or Double Overhand Knot

This is a jambing knot, again for uniting two lengths of rope, and is easily made by making a thumb or overhand knot, on one end, and then carefully following around with the end of the other rope, again seize the ends after pulling tight.

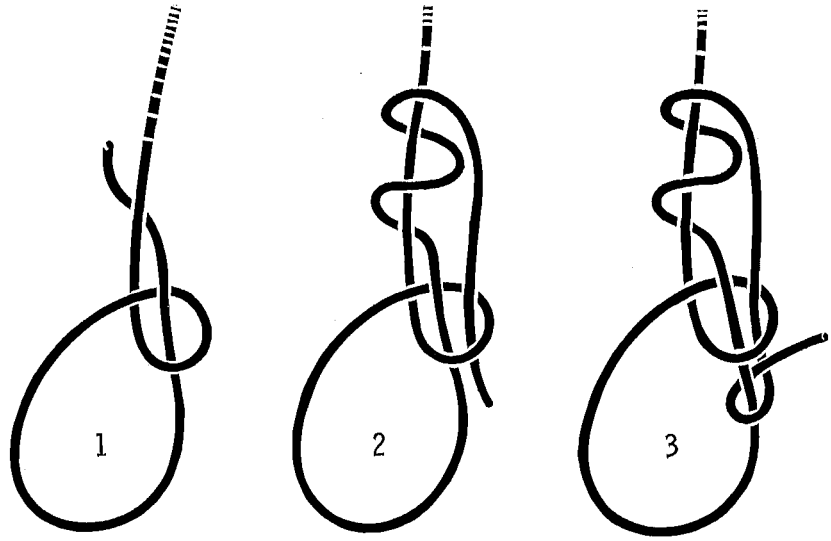
The Round Turn and Two Half-Hitches on the Bight

In using ordinary rope, one of the very best belaying knots, familiar to everyone, is the "round turn and two half hitches" knot or hitch, and in using synthetic-fibre rope, this extremely well behaved and easily made knot or hitch can be put to good use, if made 'on the bight".

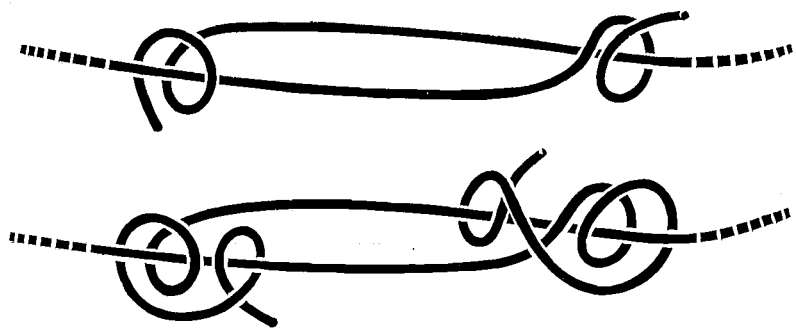
Take a round turn, in the ordinary way, then, having left a long end, double it, and make two half-hitches with the double rope, heave tight, and an excellent holdfast knot is the result.

The Double Reef-Knot

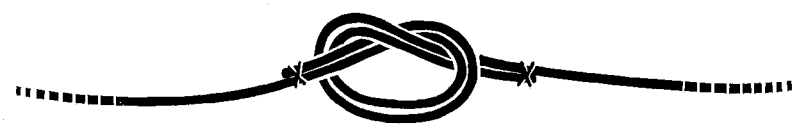
The ordinary reef is undoubtedly one of the first knots taught, and easy to make. In making the double reef, simply remember that a round turn goes on each side, and that the ends follow the standing parts down through the turn.



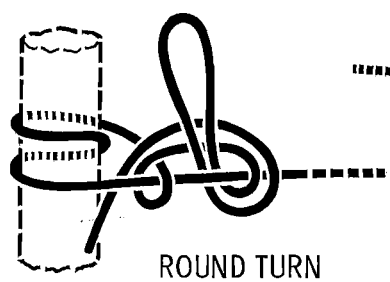
LOCKED BOWLINE



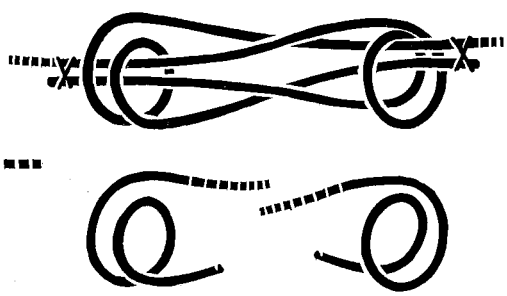
DOUBLE MAGNUS



DOUBLE THUMB OR DOUBLE OVERHAND KNOT



ROUND TURN AND TWO HALF HITCHES ON THE BIGHT



DOUBLE REEF

SCIENCE AND THE NAVY

Irradiated Bacon Wins Approval

Irradiated bacon has received an okay from the Food and Drug Administration (FDA) for unrestricted use in the United States. Its approval climaxes 10 years of U.S. Army research in developing this totally new method of preserving foods, says the U.S. Armed Forces Press Service.

More than a dozen other items are being developed by the U.S. Army's Materiel Command and the Surgeon General and probably will be submitted to the FDA during the next two or three years.

FDA clearance of irradiated bacon does not mean it will become a standard army ration or a commercial food item in the immediate future. It still has to undergo troop tests for acceptability under Arctic, tropical and other extreme conditions peculiar to military usage.

Except for modern canning, irradiation is considered to be the first completely new method of food preservation. Many, such as drying, smoking and freezing, are as old as civilization.

Irradiation permits preservation of food in its fresh state instead of requiring cooking or refrigeration. An additional advantage in the case of bacon is that after irradiation it will keep in its container for long periods of time at room temperatures. Bacteria which cause food spoilage are destroyed by the process.

Clearance by the FDA was based on evidence that bacon irradiated by the accepted process does not become radioactive and is not different in any significant respect from heat-sterilized bacon.

During the next two years the U.S. Army expects to submit irradiated potatoes, wheat, flour, chicken, pork loins and fresh oranges for FDA clearance. It also has peaches, carrots, shrimp, codfish, tuna fish, ground beef, green beans and cabbage under study as possible irradiated foods.

Water Spray Halts Satellite Blackout

Spraying water from a space vehicle as it re-enters the earth's atmosphere, according to scientists of the National Aeronautics and Space Administration, as reported by the U.S. Armed Forces Press Service, solves the problem of communications blackouts that plagued astronauts returning from orbits in space.

The water suppresses the ionized plasma of electrically charged gas that forms and blots out radio signals when a speeding body enters the atmosphere.

The new system will allow communications to continue uninterrupted during the final moments of return from orbit.

In addition, says AFPS, researchers have developed a matchbox-size device that maintains constant voice communications to and from re-entering vehicles.

Called Astrovoice, the tiny instrument is a lightweight voice and encoding system utilizing manned satellite-tracking network radars.

Mine Clearance Still Goes On

Ships of the British, West German and Danish Navies are to co-operate this summer in clearing two channels through a Second World War mined area in the North Sea using Danish, German and Dutch bases. Preliminary sweeping is being done by the Germans and Danes.

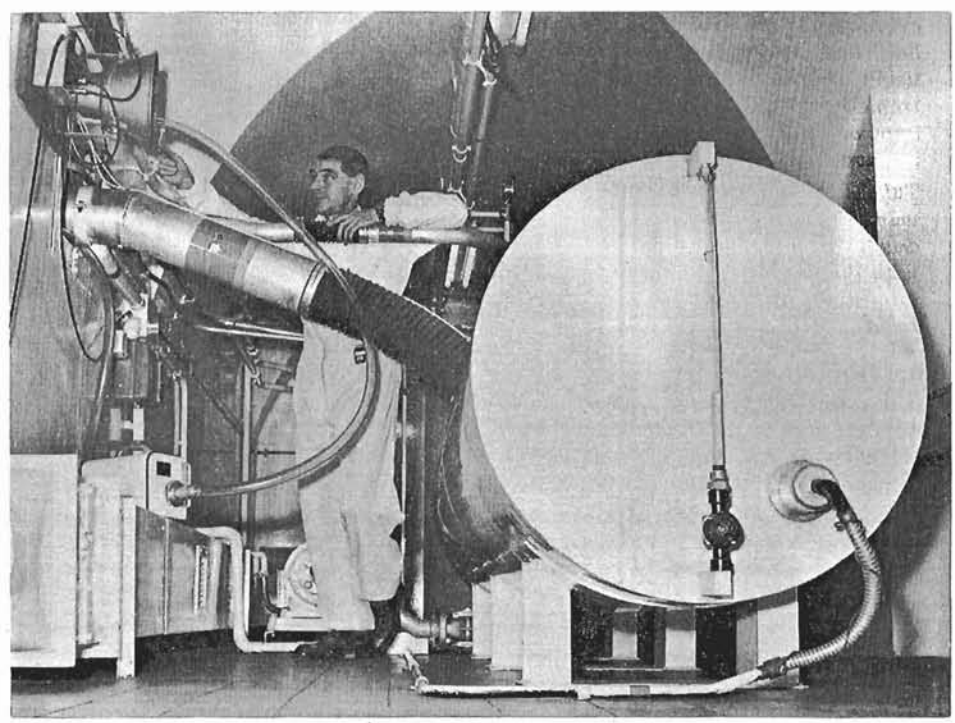
The channels are being cleared to enable the G.P.O. to lay telephone cables from the U.K. to Borkum in Germany and to Fano in Denmark. This will be done by the newest cable ship HMTS *Alert*.

Considerable areas in the Baltic and North Sea are declared Second World War mined areas and although a great deal has been achieved since 1945 the hazardous work of clearance continues.

British forces will be operating from mid-May to mid-July and will include the Royal Navy's first minehunter, HMS *Shoulton*, fitted with the latest mine detection apparatus, and ships of the 2nd, 5th and 10th Minesweeping Squadrons and of the Fishery Protection Squadrons. They will be supported by HMS *Reclaim*.

The 10th MSS will be manned by Royal Naval Reservists as part of their annual training period.

The Esbjerg clearance has been nicknamed "Operation Clear Road" while the Borkum clearance will be known as "Operation Cable Way".—*Admiralty News Summary.*



A nuclear reactor, named "Jason", has been installed at the Royal Naval College, Greenwich, to enable officers of the Royal Navy to gain experience in the operation of a "critical" system before assuming control of nuclear installations in ships. The fuel contains uranium 235, and ordinary water is used as both moderator and coolant. (Photo courtesy British Information Office)

FLEET SUPPORT

The accompanying article is based on an address given by Cdr. T. C. Treherne, Manager Supply Atlantic Coast and Officer in Charge of the Naval Supply Depot, Halifax, to the United Services Institute, Moncton, N.B., last November.

THE WORD "logistics" broke out of its military bounds during the Second World War and, in so doing, acquired national and international meanings and usage. The complete subject can be a very broad one including many, if not all, aspects of material, personnel, facilities and services. It comprises both planning, including determination of requirements, and the implementation of the plans.

In general, everyone working in logistics must recognize the principle that the fundamental purpose of applied military logistics as a whole is to get the right people, supplies and services to the right place at the right time, and in proper condition. In its broad definition, logistics has been described as "the means of war"—in other words, the means by which strategy and tactics can be implemented for the conduct of military operations.

Just how does a ship or aircraft of the Navy acquire the material and services necessary to maintain it in fighting trim?

In order to place fleet support in perspective, it is possibly desirable to start with sailing vessels which topped up in their home ports, set sail, and returned when their supplies were exhausted. This is not to say that certain essentials may not have been picked up in ports away from home when lengthy cruises were involved. The letters of Nelson reveal again and again how much he was concerned with replenishment of supplies and how often the condition of his command and the state of supplies affected his strategic decisions.

When steam supplanted sail, first colliers, and then oil tankers, were added to the group of ships necessary to supply combatant vessels and keep them going on long cruises in a state ready to fight. The many coaling stations developed by Britain during the early days of steam should not pass without notice nor the strategic importance of supplies of fuel oil and their location today.

As ships of war became more complicated, the importance of supplies and the maintenance of equipment continued to grow, both in significance and in complexity. There is nothing to presuppose that this trend will not continue at an ever-accelerating rate, regardless of the ship, aircraft or weapon system and whether applicable to offence or defence on or under the water, on land, in the air or in space. In modern warfare, it is recognized that materiel readiness is the key to operational readiness.

THE IMPORTANCE of logistics or fleet support has probably been recognized more slowly in navies of the world, including that of Canada, than has been the case in other military services, which have had to be concerned with how to move their forces and receive supplies. The mere fact that a naval vessel is so completely self-contained and that replenishment ports are so clearly defined has made this so.

In the case of the RCN, the logistics support away from home bases during the Second World War was clearly defined and, in those cases where ships ventured far afield, Royal Navy and U.S. Navy logistics support was readily available on a friendly and co-operative basis. As a result, the move to support vessels, such as ships to carry out repair, maintenance, and underway replenishment, has been a recent departure in the RCN from the operations of the Second World War. The development of this support has substantially increased the range of operations and flexibility of disposition of today's naval vessels.

The average ship today in the Royal Canadian Navy is a very complex piece of machinery which takes a good deal of looking after. To illustrate, a typical destroyer escort comprises a steel envelope, some 340 feet long and 45 feet wide, with machinery of 30,000 HP generating-capacity, or enough for a small town. In addition, electronic and detection equipment, guns and anti-submarine mortars, together with their control and computing systems are packed inside with several hundred tons of fuel and many tons of high explosive. While hundreds of thousands of items go to make up a ship, the storerooms on board are also required to carry some 15,000 items of stores at all times. Some of these include commodities such as food and clothing necessary for the maintenance of the crew of between 200 and 300 men. Other items are used on a repetitive basis for housekeeping and maintenance, but the majority of items are those carried as spare parts to make good replacements or repairs which might arise from time to time in support of the complicated equipment.

THE FIRST LINE of support in maintaining a ship as a fighting unit after meeting personnel and habitability necessities is the maintenance of its fighting equipment. During the last few years, the RCN has introduced a system of planned maintenance on board. These procedures have proved very successful in keeping ships in fighting trim by seeking out and making good repairs on a planned basis before actual breakdown takes place. The concept is a very simple one, because I am sure everyone has carried out or is familiar with planned maintenance in the care and upkeep of his own car. Although well equipped workshops are available in naval ships for first line maintenance, not all problems can be anticipated and repaired on board, and that brings me to the next step in fleet support.

I refer to the ship-repair side of logistics which arises as a service to the operating fleets making use of repair facilities, both in the repair ship, *Cape Scott,* which we have in the Atlantic Command, or in the Naval Dockyard facilities at Halifax and Sydney or in the numerous commercial shipyards accessible from the Atlantic.

In the Navy, ship repair is divided into two main areas, *refit* and *running repair,* and I feel these terms are worthy of definition to make sure that there is no doubt of their meaning.

The term "refit" is defined as "that period in a ship's life when she is non-operational for the purpose of inspecting, surveying, maintaining and repairing the ship's hull and all the machinery and equipment contained therein." In time, this period can vary from six weeks to six months, depending on the class of ship concerned. In location,

such refits on this coast can take place in commercial shipyards from Montreal to Lunenburg. At this time, I should like to emphasize the term *commercial* shipyard. Such yards are civilian-owned and operated and hence, by doing business with these yards, the Navy spends a great deal of its annual financial allotment in this area. This, in turn, provides employment, directly and indirectly, for a large number of people on the eastern seaboard of Canada.

These statements may sound strange to some of you who are aware of a good-sized naval faciility in Halifax called HMC Dockyard, and the obvious question is why are these refits not performed there. The answer is quite simple and is contained in the size and staff of that repair establishment. HMC Dockyard, Halifax, is staffed *by government direction,* to be capable of refitting one destroyer-type ship at one time only. On a time basis, this means that approximately *three* ships, of a significant size, are refitted in the dockyard per year. As the Navy operates about 40 major war vessels on the East Coast, it is clear that there are a large number of ships which must be refitted in commercial shipyards.

To amplify this point further, the Navy spends approximately $10 million in the refit of naval ships in commercial shipyards in eastern Canada each year. This, I am sure you will agree, is a significant amount of money, and its annual expenditure provides employment for many men in the professional, administrative and trades areas of ship repair.

The allocation of these naval funds is by commercial contract, controlled by government agencies, these agencies being the Canadian Maritime Commission and the Department of Defence Production. Hence, strange as it may seem, the Navy itself does not control the expenditure of that portion of naval funds provided for ship refit by commercial contract.

Nor is the place of refit the prerogative of the Navy. All direct dealings with the commercial firms concerned are by other government agencies, the sequence of events being as follows:

(*a*) the Maritime Commission assigns a naval ship's refit to a commercial shipyard;

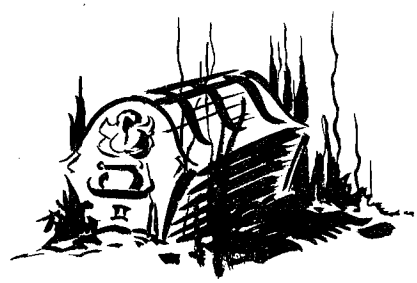
(*b*) the Department of Defence Production negotiates the contract with the shipyard;

(*c*) the shipyard performs the work to the professional requirements of the Navy as contained in the refit specifications prepared by the Navy;

(*d*) the shipyard must meet the acceptance inspection of the ship's Commanding Officer.

THE SECOND TERM I wish to define is "running repair." On the surface this seems to be a strange expression, and one might envisage a little man rushing around a ship at a great rate, with a spanner in each hand. Since the actual business of running repair can be rather hectic at times, the example I have just given is not too far out of place. To be exact, however, "running repair" is defined as "the day-to-day maintenance and repair work performed on a ship's hull, machinery and equipment to keep her in a seaworthy and operating condition."

This type of work comprises everything that is done to a ship in between refits and may vary in size and scope from repairing the captain's bathtub to re-bricking a ship's main boiler. At best, it is a business beset with difficulties, and for those who have never



been exposed to it, I can assure you the things that can go wrong with a ship, both minor and major, are absolutely innumerable. Being in a maritime area, you are all well aware that the sea is a strong, strange and capricious mistress, and by some peculiar process of osmosis, ships seem to acquire these traits. From the Navy's point of view the problem is compounded by the sophistication of combat equipment fitted which seems to be capable of breeding defects with the prowess of rabbits.

With the statement that running repair is performed by the ship's personnel and the dockyard, one may wonder where any commercial application arises. To answer this, I can assure you there is a substantial commercial application as the Navy spends over $500,000 annually, on running repair *by contract,* in the Maritimes. Again, by government direction, the staff of HMC Dockyard, Halifax, is not sufficient to cater for all the running repair load and hence, the remainder goes to commercial ship repair facilities on a contract basis. Again, the Navy does not allocate or organize such contracts as this work is done by the regional representatives of the Department of Defence Production.

One of the main items in this type of work which goes to contract is all work associated with drydocking. The Navy has a dockyard but no drydock on the East Coast. Hence, all drydocking, from the aircraft carrier *Bonaventure* down to and including the coastal minesweepers, is done by commercial contract. It is possible, therefore, to see naval ships using commercial drydocks throughout the maritime area from Saint John to Sydney.

While I have dealt so far with the repair and maintenance of ships, the identical problems arise in order to keep aircraft flying. Planned maintenance and the equivalent of "running repair" are carried out in the *Bonaventure* or at the Air Maintenance Centre which is a part of the Naval Air Station at Dartmouth. Repairs or reconditioning which equate with refit are carried out by commercial firms. The value of these commercial repairs in the Maritimes amounts to some $3 million each year, quite a considerable sum.

NOW, I should like to turn to the supply logistics side of fleet support and place it in perspective with ship repair and maintenance of fighting equipment.

The first aim in storing a ship is to make it self-sufficient for as long a period as possible. This means that it is necessary to divide the requirements depending on consumption factors. First of all, there is the question of fuel and, except for nuclear vessels which are not yet of concern in the RCN, the demands of ships for fuel depend directly on the tempo of operations and the endurance of the ships concerned. As a result, fuel may last for a few days to a week or more. The second category on which tempo of operations depends is that of ammunition. There again a ship may last for long periods if there is no consumption, that is, no actual fighting to be done, but the stocks held on board may only last a few hours under combat conditions. Both fuel and ammunition, therefore, have a direct influence on operational commitments and considerations and depend on the type and intensity of the operations.

The balance of stores items covers a tremendous range ,and the consumption depends on the characteristics of the items. It follows that food and other items in support of sailors depend upon the repetitive use and the number of people involved. Many of these items are relatively bulky, and large stocks cannot be maintained for lengthy

periods, although the actual number of items involved is relatively small. Finally, there is a large range of items required in support of the fitted equipment. These repair parts range from those which are used fairly frequently to those which are seldom used and are carried for insurance with the hope they may never be used.

The supply authorities of the Navy, with the help of "guesstimates" by the technical designers and maintainers, must try to anticipate, so far as possible, those items which will be required or which are vital for the combat effectiveness of the ships. In the RCN, we have, over the last few years, developed lists of allowed items called, in turn, the Ships' Consolidated Allowance List Program. Not all ships have been SCALP'ed, as the program has come to be known, but the majority of the ships built in recent years and all new ships are receiving their appropriate allowance lists. These allowances are tailored to the type of ship, and to the individual configuration or equipments fitted in the ships.

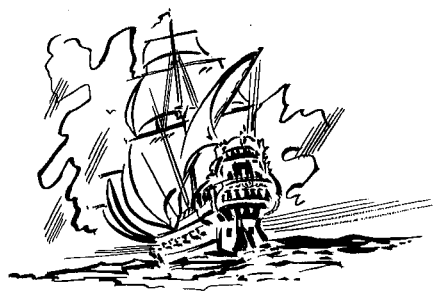
TO MAINTAIN the accuracy of the allowances, the Navy has undertaken a continuing review of shipboard retail usage based on the accounting system. Information of retail issues on board is used to substantiate items required both on a repetitive and repair part basis, and changes in the allowances are made on the basis of actual consumption. This important information is a by-product of the stores accounting system in that the document making the issue is sent ashore, a punched card is prepared, and the information can be manipulated in a number of ways to verify costs of operating, to flag irregular or unusual consumption of items and to justify new procurement.

Although every effort is made to ensure that ships are self-sufficient, so far as possible, it is frequently necessary to undertake underway replenishment of fuel, ammunition and stores. In this respect the Navy will commission HMCS *Provider* this year as a one-stop ship for underway replenishment which can provide fuel, ammunition and food to ships operating at sea and away from their home ports. In addition, some popular items of stores will also be carried, but because of the wide range of potential item requirements, most of the stores items will have to be determined in advance and delivered by the *Provider* on a consignment basis. In addition, the *Cape Scott,* as a mobile repair ship, can meet food and stores requirements to a certain extent from sheltered anchorages.

BACKING UP the operating ships and those ships of the support type mentioned are the Naval Supply Depots. The major Supply Depot is in Halifax located within HMC Dockyard. In addition, there are Naval Supply Depots at Sydney and Montreal and an Aviation Supply Depot in Dartmouth within the Command.

The stocks carried in Halifax under stock number control approach 200,000. These items are subject to centralized stock control together with similar stocks in other Supply Depots of the Atlantic Command as well as those in Esquimalt, B.C.

Naval Headquarters carries out a centralized inventory control over the total system stocks on a centralized basis, raises proceurement requests on the Department of Defence Production and redistributes items between Depots.



In addition, Naval Headquarters controls certain programs, such as, the identification of material with NATO stock numbers and the preparation of allowance lists. The annual value of procurement entered into by the system as a whole amount to $35 million. Since the major part of the operational fleet operates out of the Maritime provinces, a substantial proportion of these funds is spent in the Maritimes.

While I have indicated that Naval Headquarters assumes central control over the majority of items, a number of the items under control are allocated for local inventory control. Procurement of these items together with urgent procurement of centrally controlled items, for which no stock is held, is initiated by Naval Supply Depots, such as the one in Halifax. In this respect, to give an indication of the volume of business involved, the amount of local purchase amounts to $350,000 and the amount of purchases through the Regional Office of DDP in Halifax amounts to $3 million for stores and another $3 million for food each year. Almost without exception these monies are spent on supplies purchased by either prime manufacturers or agents in the Maritime provinces.

As you can no doubt appreciate, the question of having the right materiel, in the right quantity, at the right place, at the right time, can be a very complicated one. We are pleased in NSD Halifax, in making nearly half the wholesale issues for the Navy, to be able to meet approximately 90 per cent of demands or requisitions from stock held. In this respect, we average 37,000 sales per month. Many of the items not in stock in Halifax are held in other depots of the system and inter-depot transfers can be effected. As a result, a relatively small percentage of the total requirements are held up any length of time between demand and actual supply.

The Naval Supply Depots ashore in the Command are required to act as suppliers to many naval industrial ship repair activities as well as provide a wholesale service to ships of the fleet for final end use on board. Issues to the industrial activity include DND supplied items to many of the commercial activities mentioned earlier undertaking ship repair activities. While in NSD Halifax, approximately 80 per cent of the volume of demands have the operating ships as our consumer, the proportion of the range of items issued is almost equally divided between the fleet on one hand and industrial activities on the other.

As mentioned earlier, the complexity of modern ships and their equipment, aircraft and air equipment is forever making the life of supply officers more complex. For example, the range of items in NSD Halifax has increased approximately 50 per cent in the last five years. There seems to be no end to this increasing complexity in support of fleet requirements and in meeting the maintenance and repair commitments of the fleet as a whole.

HAVING MENTIONED the subject of readiness, I should like to emphasize that operational naval ships are always in a high degree of readiness. They are either at sea on exercises by themselves or with ships of allied navies, or in various harbours at a specific notice for operations. By notice for operations, I mean that they are capable of getting the full crew on board, raising steam and being ready to sail for combat operations within a time space of four hours or less.

In the foregoing remarks, I have mentioned HMC Dockyard, Halifax, on several occasions, and I wish to stress, at this time, that this shore facility is also a large *civilian* organization and

hence an important source of employment in Halifax, Dartmouth and the surrounding area. The dockyard employs a total of approximately 5,000 men and women, of whom 139 are naval personnel. I consider that these two figures speak for themselves.

Very briefly the foregoing represents the ship repair and supply sides of naval logistics, showing, I hope, the impact they have on the civilian scene with respect to employment and business potential. At this time, I should like to emphasize again that the Navy tries to maintain as close and friendly working relationship as possible with all commercial concerns related to logistics.

While I have tried to give some indication of the problems and the extent of support of ships in the Atlantic Command, all echelons of ship repair and supply logistics are forever concerned with improving their service to the fleet. The fact that this is a challenging task is evidenced by the recent remarks of the Chief of Naval Staff when he stated:

"We have almost tripled the ships in the fleet with a personnel increase of 50 per cent and a budget increase of less than 20 per cent."

With this challenge from the top management of the Navy, it is essential that Fleet Support continue to improve in productivity and efficiency in the interests of Canada's national defence.

THE SIZE AND SHAPE OF SHIPS

MUCH has been written in the last few years concerning the demise of the battleship in the navies of the world, and its replacement as the capital ship by the aircraft carrier.

However, it would appear that although the carrier has usurped the battleship's position as the largest craft afloat, there is some pretty big stuff around in other categories. In fact, reference to the latest edition of *Jane's Fighting Ships* indicates things have not become simpler at all. Changes in ships' duties and nomenclature over the past ten or 15 years have removed many once familiar vessels from the navies' rolls. The battleship may have disappeared but one can find a heavy cruiser of up to 22,000 tons, the Salem class of the USN—about twice the tonnage of a Second World War pocket battleship.

Again, in the USN, light cruisers that in former days would have been about 6,000 to 8,000 tons are now in the vicinity of 12,000 to 15,000 tons, the size of yester-years's heavy cruisers.

What has taken the old light cruiser's place? Two classes of ship are currently vying for favour here. One is the destroyer in its various guises—leader, guided-missile destroyer leaders (DL), nuclear-powered guided-missle armed destroyer leader (DLGN) and others, all ranging from about 5,000 tons upwards to 9,000 tons. Some of these destroyer leaders are confusingly given two names, a DLGN being also called a nuclear-powered guided-missile frigate.

The DL referred to above was a former light cruiser, hunter-killer ship, CLK, the USS *Norfolk,* rated at 7,300 tons full load.

Other guided-missile-armed destroyer leaders of 7,900 tons full load are actually guided-missile frigates (DLG). The USS *Belknap,* is one of these.

Destroyers of today range all the way from about 2,200 to 9,000 tons, with frigates occupying the same tonnage billets, and these intermixed with strange new names such as guided-missile escort ships (DEG), but listed under DEs, escort ships, radar pickets, high speed transports (modified destroyer escorts) and escort research ships, all under the banner of destroyer or destroyer escorts.

One ship that is sandwiched between the new light and heavy cruisers, but apparently is neither one, being named for itself, is a command ship (CC). She was formerly rated as a tactical command ship (CLC), and is an ex-cruiser, task fleet command ship, the USS *Northampton.*

Wedged in between the destroyers and submarines, are new breeds of ship, similar in appearance to a merchant ship, but with specialized tasks. These include guided-missile ships (AVM) and seaplane carriers (AV), which as their nomenclature implies, denotes their dual purposes. Then there are the amphibious transports dock (LPD) and amphibious force flagships (AGC).

The confusion does not end here. That's only one navy and there are 92 other navies with similar dissimilarities.

The USSR has no aircraft carriers, so their cruisers are the capital ships of that fleet and their submarines are the mainstay.

The United Kingdom relies heavily on carriers, has a couple of cruisers in the 11,000-ton range and a number of destroyers. Their big contribution is that they make definite distinctions between destroyers and frigates, with only a slight overlapping of the two in the 2,000-ton range. Generally, however, their destroyers are above 3,000 tons and frigates below that figure.

It was thought a review of the RCN should place everything in a clear light, but not so.

Refusing to go along with the destroyer-frigate controversy, the RCN stuck to the name "destroyer escort" for converted destroyers, like the *Algonquin* and *Crescent,* that other navies were now calling frigate. In addition the RCN retained her former frigates as frigates. But within the next few years a new ship, the general purpose frigate of about 3,400 tons, will be added. This will differ from the RN GP frigates by nearly 1,000 tons.

Unhappily, or happily, the term frigate, which now covers such a multitude of sins or ships, was revived by Canada during the Second World War, and stuck.

Just as a last, friendly parting shot, the old corvette, which many Canadian sailors and ex-sailors either loved or hated, but couldn't ignore, has also had its name revived. The Royal Ghanaian Navy has acquired a couple. They will run about 600 tons and will be easy to produce in time of emergency, just like their predecessors.—L.W.T.

NAVY WEEK
MAY 5th - MAY 11th

50 NORTH: A PERSONAL RECORD

BOOKS *for the* SAILOR

MOMENTS of high excitement, occasional spells of relaxation and days, months and years of boredom, frustration, discomfort, strain and worry were the temporal ingredients of service during the Second World War in escort ships on the North Atlantic. All of it is a score of years in the past and memories are fast fading. But, in the sum total, it was a momentous period and deserves to be remembered and recorded.

Official histories have been written, and there have been accounts, factual and fictional, of life on the lower deck. There have been magazine articles, narrative poems, movies, radio programs and television shows, each of which has added its bit.

Nevertheless, the surface has barely been scratched. Why should 100,000 of Canada's youth, many of them with no knowledge of the sea, have chosen to serve their country in the naval service? How did they react to being transplanted from the farms, towns and cities of Canada to a strange and sometimes terrifying world? Did they really become good, professional sailors? Or were there weaknesses than can serve as lessons for today?

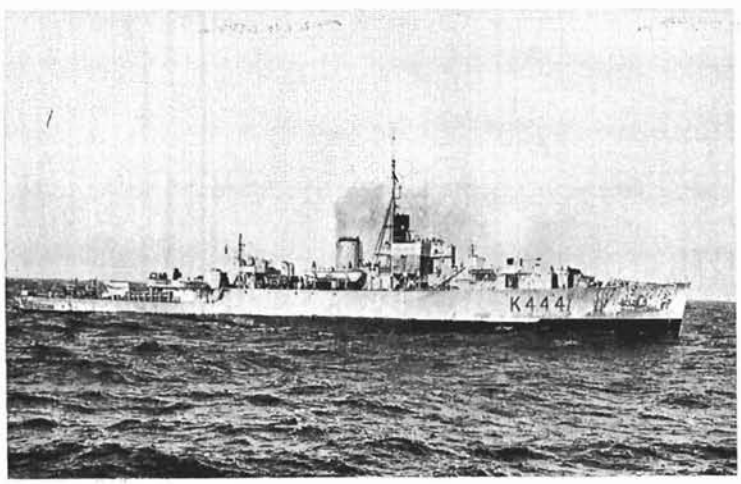
We now have before us the recollections of a competent observer—one who held command for four of the bitterest years of the war in the escort vessels that then formed the backbone of the Royal Canadian Navy.

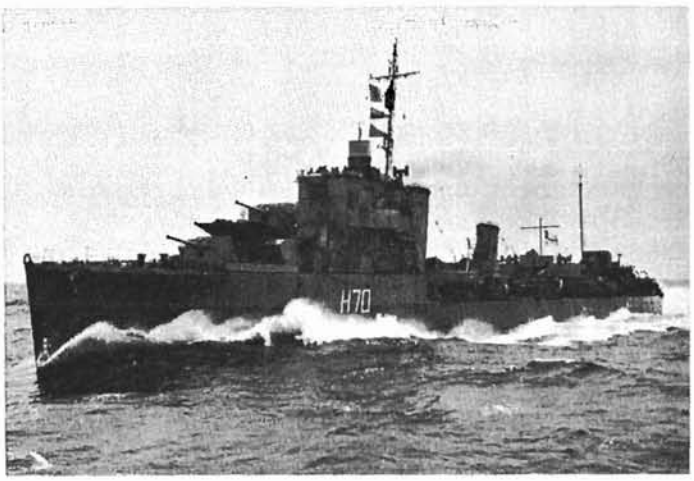
Alan Easton knew that one day he would have to tell his story and, while the events of his years at sea were still fresh in his mind, he made copious notes. At last he has placed them in book form under the title *50 North*.

On a chart of the North Atlantic, latitude 50°N. is a line extending from Newfoundland's northern peninsula to the southernmost tip of England. In the vast area bisected by this line, out beyond the protection of air cover and in a region beset by fog and storm, the Battle of the Atlantic was fought.

It was in this field of battle that the author spent much of his operational time at sea. A former merchant service officer, trained in HMS *Conway*, he entered the Navy as a Lieutenant, RCNR in 1940 and was given command of a ship in April 1941.

The ship was HMCS *Baddeck*, one of the early corvettes. In the automotive trade a car that has perpetual, irremedial mechanical troubles is known as a "lemon". The *Baddeck* was a "lemon". During the year Lt. Easton





"50 North" is the story of four ships commanded by the author, Lt.-Cdr. Alan Easton, DSC, RCNR (Ret), during the Second World War. Above are the corvettes Baddeck and Sackville, which he commanded in the North Atlantic at the height of the U-boat battle. Below are the frigates Matane and the destroyer Saskatchewan. (A-824; CN-3557; GM-1456; Z-991)

commanded her, the *Baddeck's* main engines gave constant trouble, making the corvette unable to carry out operational commitments, forcing her to lay over in port for repairs, causing her to drop out of station on convoy duty. What should have been a relatively pleasant cruise (for wartime) to the Caribbean, was turned into a nightmare.

Then came the assignment of the *Baddeck* to the slow convoy, SC-48, bound for Britain by way of the Strait of Belle Isle in October 1941. Again she was plagued by engine trouble and fell astern, steaming through the grim flotsam left by a determined attack by nine U-boats. HMS *Gladiolus* (corvette) was lost with all hands, HMS *Broadfoot* (destroyer) was torpedoed and abandoned, the U.S. destroyer *Kearney* was torpedoed, but made Iceland under her own power. Eight merchant ships were sunk—and the entire wolf pack escaped scot free.

There were disciplinary problems, as there were bound to be in a problem ship with a new and largely green crew. Long at sea in the merchant service, but new in command in the Navy, Lt. Easton at first found it difficult to impose stern naval discipline on a body of men who were obviously not yet professional seaman. On the other hand, the "Boys will be boys" approach was not the answer, either.

Things went much better in his next ship, the corvette *Sackville,* which is serving the RCN to this day, although no longer in the role of fighting ship. It was as captain in the *Sackville* that Lt. Easton won the Distinguished Service Cross for services during the westbound convoy, ON-115, in August 1942. That was the convoy in which the *Skeena* and *Wetaskiwin* opened the action by destroying U-588. The *Sackville* encountered no fewer than three German submarines and drove them off with such a display of ferocity that none of them dared venture near the convoy again. One of them, sorely wounded, took 12 days to limp back to base. Although U-boats swarmed around the large convoy, only two merchant ships were torpedoed and one of them survived to be towed into St. John's. The survivor later broke in two and sank while being towed to a U.S. port for repairs, an Atlantic storm completing what the U-boat had failed to accomplish.

Then came promotion to the rank of lieutenant-commander, command of the frigate *Matane* and more mid-ocean duty. This meant sailing in a larger, more comfortable ship but it also meant the presence of the senior officer of the group, an RN commander, and the imposition of additional strain.

There was another command in store for Lt.-Cdr. Easton before he would end up in hospital at Halifax. His new ship was the destroyer *Saskatchewan,* bearer of a name which returned to the RCN this year after a lapse of 16 years. She had fought hard in the RN as HMS *Fortune* and she had escorted convoys across the Atlantic, a maple leaf on her funnel for a year before Lt.-Cdr Easton went on board.

His command lasted five months, but the *Saskatchewan* was assigned to invasion and post-invasion duties, slamming the door against U-boats tempted to interfere with the invasion and battling German escorts in a bloody night action off Ushant.

Shortly after the Ushant action, the *Saskatchewan* was ordered to Halifax for refit and her captain went ashore.

Well established in civilian life in Montreal when he volunteered for service, Lt.-Cdr. Easton was older than most when he went to sea. Although he was separated for long periods from his family and his health suffered from the rigours of the sea, it is obvious, though unsaid, that the thought never occurred to him to seek escape from what he felt was his duty. He was fond of ships and men, but the sea became a physical enemy and, when the day came he would no longer sail again, he was content.

It is hard to pinpoint the principal virtue of this book. It reads easily and entertainingly. It conveys the misery, discomfort and tension of life at sea during the Battle of the Atlantic, and it nevertheless is infused with the feeling that it was all worth doing—H.M.C.

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50 NORTH, by Alan Easton, published by the Ryerson Press, 299 Queen Street West, Toronto 2B; 287 pages, illustrated; $5.50.

SOLDIERS OF THE SEA —THE U.S. MARINES

IT WAS an unkind cut and former President Harry Truman later took back every word. What he said, in reply to a letter proposing that the Marine Corps be given a voice in the Joint Chiefs of Staff, was:

". . . For your information the Marine Corps is the Navy's police force and as long as I am President that is what it will remain. They have a propaganda machine that is almost equal to Stalin's."

The retraction came the day after the violent public outcry that followed publication of the letters and this time President Truman said:

"I sincerely regret the unfortunate choice of language which I used in my letter . . . I am certain that the Marine Corps itself does not indulge in such propaganda . . .

"The Corps' ability to carry out whatever task may be assigned to it has been splendidly demonstrated many times in our history . . ."

President Truman had made the simple error of assuming that an organization that generates publicity is seeking publicity. The facts are that through the years, ever since its beginnings in 1775, the U.S. Marine Corps has generated a great deal of publicity through its fighting efficiency, great deeds of valour and corresponding sacrifices. It has also, there seems little doubt, created propaganda in its efforts to maintain its separate being as a fighting force.

Soldiers of the Sea is the title Col. Robert Debs Heinl, Jr., USMC, has given his history of the gallant corps, which supports again and again in the telling the famous observation of war correspondent Richard Harding Davis, during the Panama revolution of 1885:

"The Marines have landed and the situation is well in hand."

The captain of a British warship, present on that occasion, had said when he heard of the landing, "Tranquility is then assured." Coming from an outside observer, this could well be considered an even greater compliment than that paid by Davis.

The record of any organization such as the U.S. Marine Corps cannot be completely flawless, and Col. Heinl treats these departures from a state of

grace, such as the Parris Island drownings, with honest objectivity.

There appears to have been a strange sequel to the publication of this book —the walkathon craze. Readers may wish to draw their own conclusions from this paragraph, which appears on page 187:

"As might be supposed with T. R. (Theodore Roosevelt) as President, physical fitness was a live subject. On 4 January 1909, General Order No. 6, issued at the President's personal direction, required that, once a year and whenever examined for promotion, each officer walk 50 miles in three days, or cover 90 miles on horseback, or 100 miles by bicycle in the same itme. When Captain Henry Leonard, one-armed but vigorous, walked the whole stretch in one day, he was reprimanded and made to do it over, according to the book in three days. Like a good officer he complied with his orders, walking 49 miles the first day and a half mile on each of the succeeding two."

Apart from being a thoroughly readable record of the U.S. Marines, the book holds much for students of such subjects of modern interest as amphibious landings and "brushfire" warfare. The book is lavishly and meaningfully illustrated, the natural choice for the frontispiece being the famous picture of the U.S. Marines raising the colours on Iwo Jima in 1945—C.

SOLDIERS OF THE SEA, The United States Marine Corps, 1775-1962, by Robert Debs Heinl, Jr.; published by the United States Naval Institute, Annapolis, Maryland; 692 pages, illustrated; $14.

SHOWING THE FLAG

THOSE WHO remember Captain Agar's earlier book, *Footprints in the Sea,* will, I suspect, be mildly disappointed in his latest work, *Showing the Flag.* Had Captain Agar confined himself to the subject indicated by his title, the book would have been much improved, for the best parts by far are those that describe his personal experiences while "showing the flag" with the newly-formed New Zealand Navy in the 1920s and with the North America and West Indies Squadron in the 1930s.

Unfortunately Captain Agar, instead of confining himself to matters within his personal knowledge, launches into history and not always with happy results. He states for instance that Canada and Australia created their navies following the Imperial Conference of 1917. He also implies that prior to that time all the Dominions "paid a monetary contribution to the Imperial Government towards the cost of their own defence".

Some might also criticize Captain Agar for the blind, uncritical adoration of everything British which leads him to make some very unsound historical judgments. ". . . Britain's influence and good name stood (at the beginning of the 20th century) for everything that was fair, just and honourable," is one of the author's *obiter dicta,* but if one is to trust the history books, Britain during the time of the South African War was not at the height of her popularity—even in Britain.

Other instances might be cited where Captain Agar has allowed his enthusiastic patriotism to outrun his historical sense, but one should perhaps not criticize his book as an historical work. That part of it which deals with his personal experiences is always interesting and sometimes quite delightful. Canadian will probably find particularly interesting Captain Agar's reminiscences about Labrador and Newfoundland. Members of the RCN will probably read with attention his remarks about the role of the fleet as an agent of diplomacy and the role of the sailor as ambassador.—T.T.

SHOWING THE FLAG, by Captain Augustus Agar, VC, RN, published in Canada by British Book Service (Canada) Ltd., Kingswood House, 1068 Broadview Avenue, Toronto; 304 pages; illustrated; $7.50.

WHAT HAPPENS WHEN THE BUTTON'S PUSHED

What would happen if the captain of a Polaris submarine cracked under the strain and pushed the firing button?

The problem is set in *Two Hours to Darkness,* a first novel that tells an interesting story, with a reasonably authentic ring to it, despite a couple of stock characters and a not entirely original scene, reminiscent of an episode in *The Caine Mutiny.*

But the author, Antony Trew, knows his sailors and he knows the ways of the sea. A South African who was seconded to the Royal Navy, he commanded the destroyer HMS *Walker* on the Murmansk run and with Iceland convoys, and was awarded the Distinguished Service Cross.

TWO HOURS TO DARKNESS, by Antony Trew, published in Canada by Collins, 10 Dyas Road, Don Mills, Ont.; 320 pages; $3.75.

Lt.-Cdr. Ross Dickinson, Commander RCN Diving Establishment, Halifax, shows his one-time senior officer some of the things that have been happening since the Second World War. Ewart Leyland, who was in command of ML 074, leader of the 77th Canadian ML Flotilla, as a lieutenant, RCNVR, recently visited the Diving School, and was greeted by Lt.-Cdr. Dickinson, who commanded ML 092 in the same flotilla. (Photo by Lt. Alan Sagar)

RETIREMENTS

CPO WILLIAM DAVID BRUCE, CD, C2RM4, of Langmeade, Sask.; served June 2, 1941 to June 1, 1948; re-entered March 14, 1949; served in *Q 066, Givenchy, Burrard-8575, Cornwallis, St. Hyacinthe, Stadacona, Fort Ramsay, Peregrine, Middlesex, New Waterford, Crescent, Uganda, Aldergrove, Malahat, Ontario, Sioux, Athabaskan, Ottawa;* retired March 13, 1963.

CPO SIDNEY ROSS CROSSLEY, CD, C1SN4, of Edmonton; joined September 13, 1937; served in *Naden, Fraser, Nootka,* HMS *Victory,* HMS *Osprey, Stadacona, Restigouche, Arrowhead, Assiniboine, Swift Current, Nipigon, Melville, Givenchy, Wentworth, Tillsonburg, Sea Cliff, Port Colbourne, Peregrine, New Waterford, Charlottetown II, Rockcliffe, Antigonish, Haida, Swansea, Huron, Crescent, Portage, Huron, Fort Erie, Brunswicker, Cornwallsi, Niobe,* HMS *Ferret, Ottawa;* retired March 14, 1963.

CPO MANFRED ARTHUR FREEMAN, CD, C2LT4, of Lethbridge, Alberta; joined RCNVR January 14, 1943; transferred to RCN September 29, 1945; served in *Discovery, Naden, Protector II, Stadacona, Murray Stewart, Captor II, Coppercliff, Givenchy, Crescent, Ontario, Magnificent, Athabaskan, Cayuga, Cornwallis, Quebec, Crusader, Sioux, Gatineau;* retired March 26, 1963.

CPO EWART RICHARD PENNEY, CD, C2LT4, of Toronto; served July 15, 1941 to January 11, 1949; re-entered September 27, 1949; served in Toronto naval division, *Naden, Kelowna, Givenchy, Stadacona, Niobe, Forest Hill, Avalon, St. Hyacinthe, Cornwallis, Scotian,* Albro Lake radio station, *York, Stadacona, Swansea, Magnificent, Gloucester, Donnacona, Quebec, Outremont, Micmac;* retired March 29, 1963.

OFFICERS RETIRE

LT. ROBERT KERR, CD, of Shearwater, N.S.; joined RCNVR on July 11, 1944, as stoker first class (fire fighter) and was demobilized May 16, 1945; joined RCN July 30, 1949, as warrant officer (SB); served in *Donnacona, York, Protector, Hochelaga, Scotian, Stadacona, Shearwater, Cornwallis;* last appointment, *Shearwater* as Base Fire Chief; commences retiement leave April 15, 1963; retires August 10, 1963.

LT.-CDR. CHARLES ARTHUR PROSSER, CD, of London, England, joined RCN(R) on August 18, 1951, as lieutenant; served in *Brunswicker, Cornwallis, Stadacona, Naden, Ontario, Venture, Portage, Oriole;* last appointment, *Oriole* in command and on staff of Queen's Harbour Master, Esquimalt, for Auxiliary Training Squadron; commences retirement leave April 10, 1963; retires July 15, 1963.

CPO EDWARD STEPHEN SAINSBURY, CD, C1ET4, of Gillingham, England; served in RCNVR April 12, 1939, to October 4, 1945; RCNR October 21, 1946 to January 4, 1948; enrolled RCN January 5, 1948; served in Winnipeg naval division, *Stadacona, Restigouche, Annapolis, St. Laurent, Prince Henry, Naden, Cornwallis, Niobe, Qu'Appelle, Scotian, Peregrine, La Hulloise, Bytown, Star, Haida, Bonaventure;* retired March 13, 1963.

CPO ERNEST ALBERT WILLIAM SEELEY, CD, C2ER4, of Oshawa, Ontario; joined RCNVR March 11, 1943; transferred to RCN September 13, 1945; served in *York, Cornwallis, Stadacona, Trois Rivieres, Peregrine, Kapuskasing, Scotian, Qu'Appelle, Micmac, Iroquois, Haida, Nootka, Cape Breton, Quebec, Magnificent, Bonaventure;* retired March 10, 1963.

CPO CALVIN ARCHIBALD SLITER, CD, C1ER4, of Brandon, Manitoba; joined RCNVR April 12, 1942, transferred to RCN June 26, 1945; served in *Chippawa, Naden, Stadacona, Port Arthur, New Waterford, Middlesex, Scotian, Nootka, Queen Charlotte, Llewellyn, Brockville, Magnificent, Chignecto, Micmac;* retired 7, 1963.

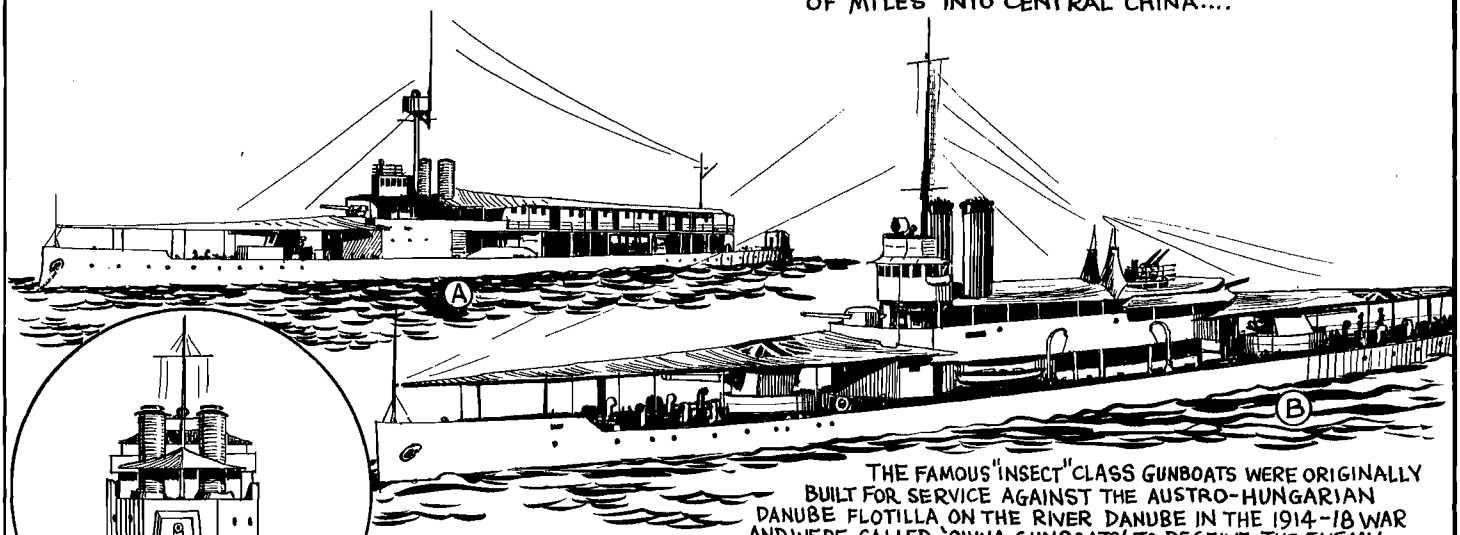
CPO BERNARD WILLIS TIPERT, CD, C2TM4, of New Germany, N.S.; joined March 9, 1942; served in *Stadacona, Moose Jaw, Protector, Cornwallis, Peregrine, Somers Isles, Orkney, Swansea, Micmac, Shearwater, Niagara, Cape Scott, Gloucester, Bytown;* retired March 10, 1963.

FAMILY PORTRAIT—As popular and busy as ever is the widely-known naval band of HMCS Naden. Throughout the month of February the naval musicians presented another in a series of annual concerts to high schools of the Greater Victoria area. Thousands of students heard and enjoyed the program, featuring a wide variety of selections for all musical tastes. This latest "family portrait" of the band was taken in the auditorium of Victoria's S. J. Willis Jr. High School. The band is under the direction of Cd. Off. Tom Milner, absent at the time the photo was taken. (G-70874)

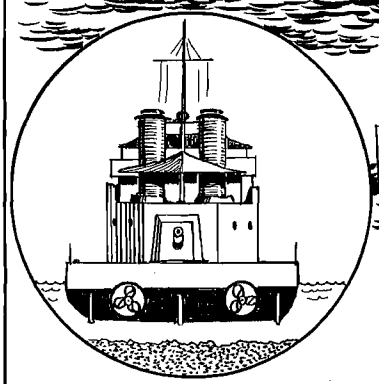
Naval Lore Corner

Number 114
CHINA GUNBOATS

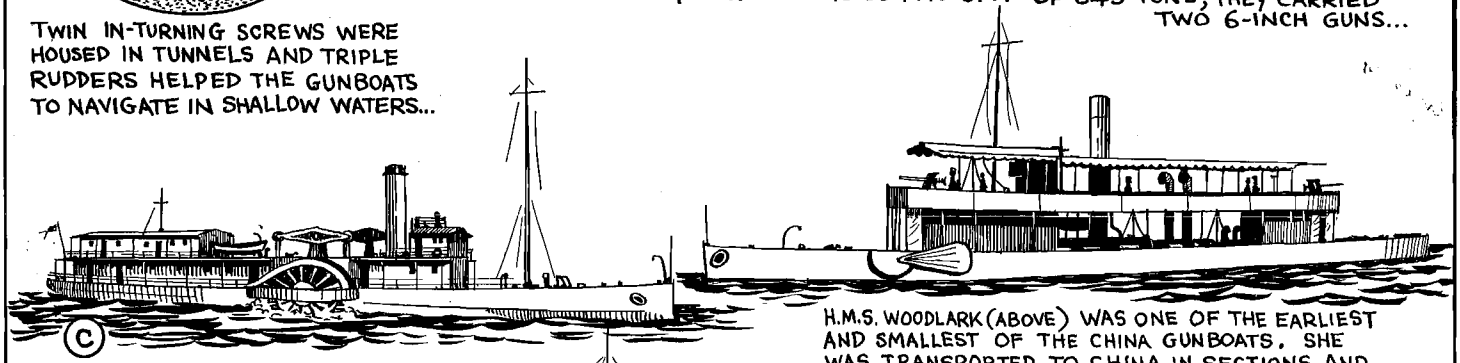
THERE IS NO MORE ROMANTIC PERIOD OF MODERN NAVAL HISTORY THAN THE ERA OF THE CHINA RIVER GUNBOATS. THESE FLAT-BOTTOMED CRAFT WERE MAINTAINED BY THE PRINCIPAL POWERS FROM 1890-1939 ON THE YANGTZE KIANG AND WEST RIVERS OF CHINA TO PROTECT THEIR NATIONALS AGAINST PIRATES, BANDITS AND WAR LORDS, AND WERE CONSTANTLY ON ACTIVE SERVICE NAVIGATING FOR THOUSANDS OF MILES INTO CENTRAL CHINA....



THE FAMOUS "INSECT" CLASS GUNBOATS WERE ORIGINALLY BUILT FOR SERVICE AGAINST THE AUSTRO-HUNGARIAN DANUBE FLOTILLA ON THE RIVER DANUBE IN THE 1914-18 WAR AND WERE CALLED 'CHINA GUNBOATS' TO DECEIVE THE ENEMY. THEY SERVED IN THE MIDDLE EAST AND IN THE CHANNEL UNTIL 1918 WHEN 3 OF THEM DID PATROL THE DANUBE. OTHERS OPERATED AGAINST THE BOLSHEVIKS IN NORTH RUSSIA. MOST OF THEM SERVED IN CHINA BETWEEN THE WARS [(A) H.M.S. CICALA, (B) H.M.S. BEE FITTED AS FLAGSHIP, S.N.O. YANGTZE RIVER]. THEY SERVED MOSTLY IN THE MEDITERRANEAN IN WORLD WAR II AND 4 SURVIVED TO BE PAID OFF. OF 645 TONS, THEY CARRIED TWO 6-INCH GUNS...

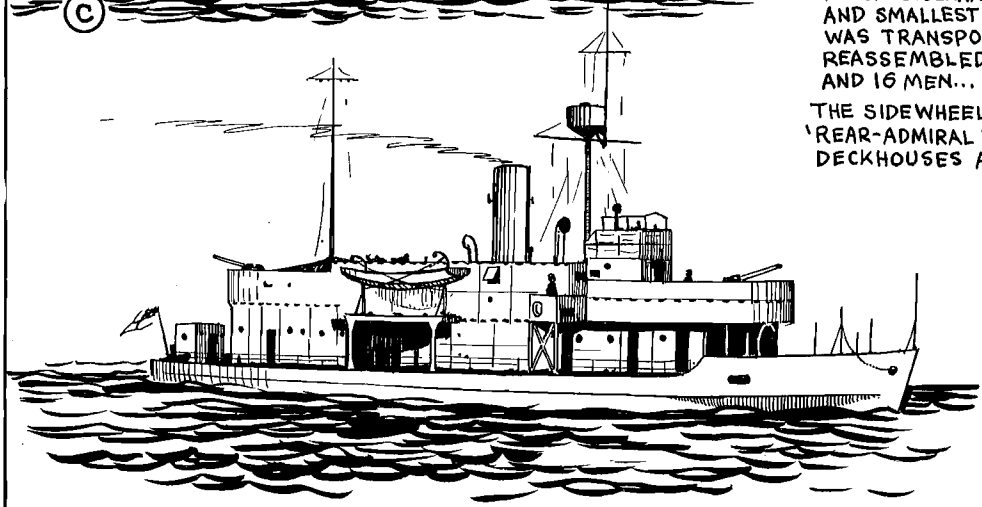


TWIN IN-TURNING SCREWS WERE HOUSED IN TUNNELS AND TRIPLE RUDDERS HELPED THE GUNBOATS TO NAVIGATE IN SHALLOW WATERS...



H.M.S. WOODLARK (ABOVE) WAS ONE OF THE EARLIEST AND SMALLEST OF THE CHINA GUNBOATS. SHE WAS TRANSPORTED TO CHINA IN SECTIONS AND REASSEMBLED. HER COMPLEMENT WAS 2 OFFICERS AND 16 MEN...

THE SIDEWHEELER H.M.S. 'KINSHA' (C) WAS FLAGSHIP 'REAR-ADMIRAL YANGTZE' UNTIL 1920. THE EXTRA DECKHOUSES AFT ACCOMMODATED THE ADMIRAL'S STAFF.



H.M.S. TERN (LEFT) WAS TYPICAL OF THE CHINA GUNBOATS, ARMED WITH TWO 3-INCH GUNS, HER UPPER WORKS WERE LIGHTLY PLATED TO RESIST THE RIFLE FIRE WHICH WAS OFTEN DIRECTED AT THE GUNBOATS FROM BOTH RIVER BANKS.

SEVERAL OF THESE GUNBOATS STILL SURVIVE IN THE CHINESE (PEOPLE'S REPUBLIC) NAVY...

J.M. THORNTON

Roger Duhamel

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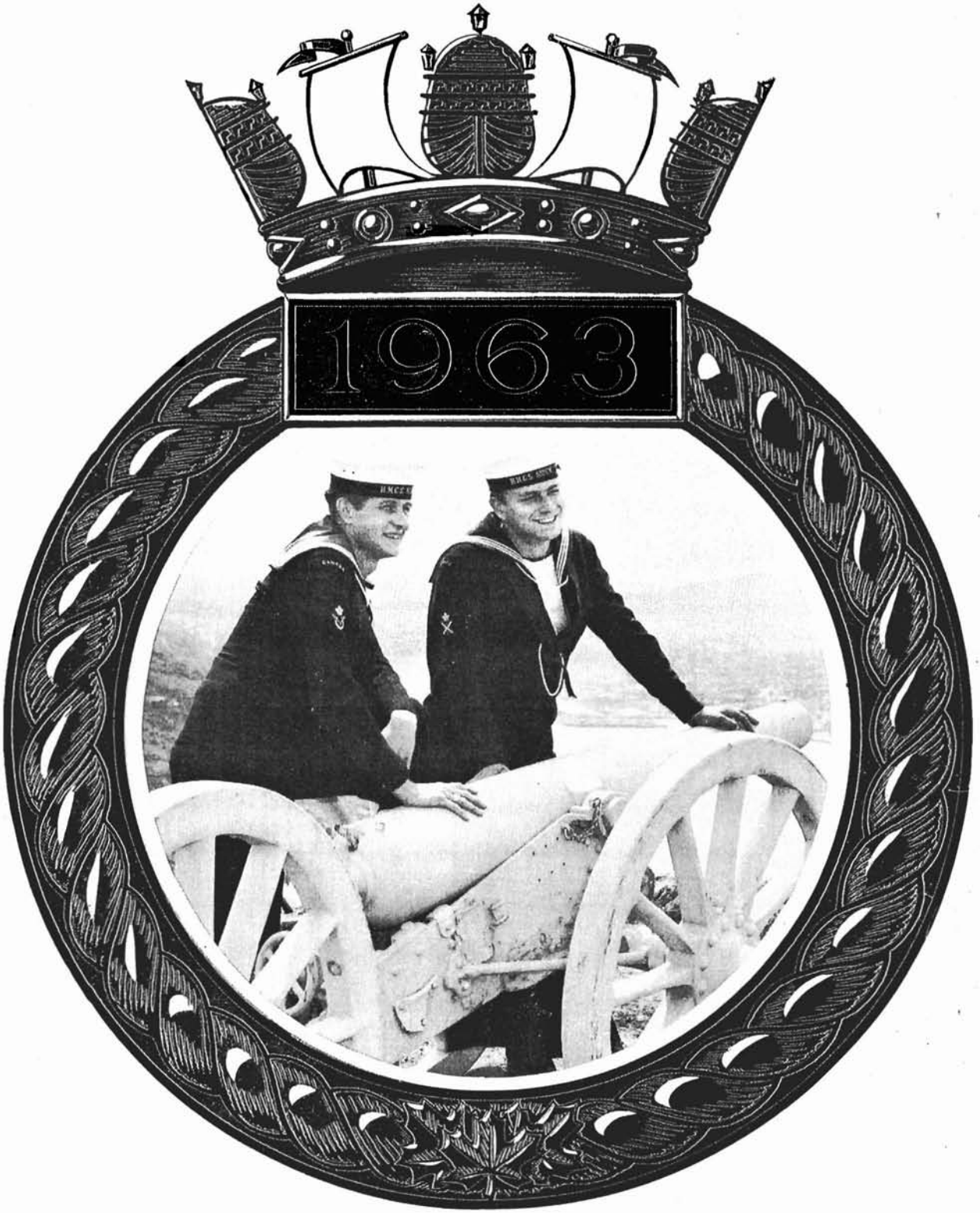
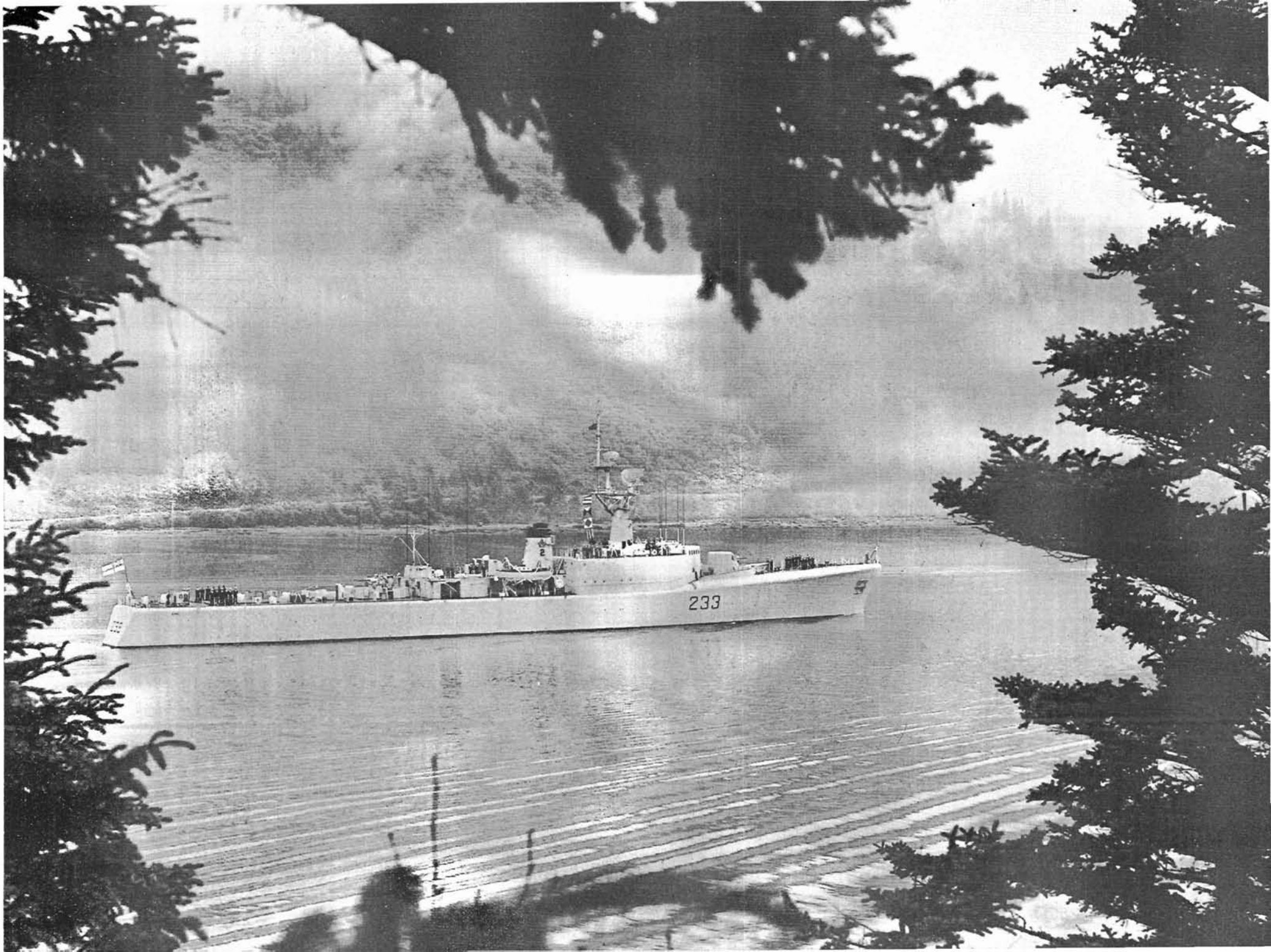


Vol. 15 No 4 OUR NAVY Issue April, 1963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The CROWSNEST

Vol. 15 No. 4 THE ROYAL CANADIAN NAVY'S MAGAZINE APRIL 1963

CONTENTS

The Cover—Two prairie-born sailors look out over the historic city of St. John's, Newfoundland, during a visit to the Old Colony by their ship, HMCS *Sioux*. (HS-69100-15)

OUR NAVY

For the fifth consecutive year, the Royal Canadian Navy's annual publication *Our Navy* appears as a special issue of *The Crowsnest*.

Most of the main articles have already appeared in the 1963 RCN issue of *Canadian Shipping and Marine Engineering News*, Toronto. Regular *Crowsnest* departments will be resumed with the May issue.

On the Opposite Page: A U.S. Coast Guard photographer caught this portrait of HMCS *Fraser* as she entered a mist-shrouded fiord in Alaska.

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.

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THE RCN IN 1963

"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."

VICE-ADMIRAL H. S. Rayner, Chief of the Naval Staff, in his 1962 message to the fleet, focussed attention on the importance of maritime preparedness. The operative words are "the deployment of adequate sea power at the moment of crisis".

The Royal Canadian Navy fits into the intricate structure of 1963 seapower in the free world. It is a relatively small force. Approximately 21,500 officers, men and wrens man and support a fleet of 60 combat ships and six squadrons of naval aircraft. On paper it is not one of the great sea fleets although, according to *Jane's Fighting Ships,* the RCN ranks ninth in number of combat ships among the world's navies.

What is the RCN doing with this operational fleet? Are its role and operational tasks related to the stark facts of modern warfare? Is there anything better, more effective in the way of advanced weapons systems over the horizon?

The purpose of the Royal Canadian Navy is to ensure that Canada, in co-operation with allied and friendly nations, will have unrestricted use of the seas. The Navy's role, in support of Canada's defence policy is: to maintain sea communications; to defend Canada against attack from the sea; to contribute to the collective defence of the NATO area and to contribute naval forces to the United Nations as may be required.

This is a tall order but, placed in the perspective of the western alliance, it is being carried out by a balanced and effective RCN.

While the future role of the Navy will not alter, the possible maritime threats facing the West are changing with technological advances. The nuclear-powered submarine, armed with long-range ballistic missiles, is the most potent, deployable and elusive weapon carrier the world has known. This statement arouses little disagreement among defence authorities today. But for many years to come the main sea threat to the security of North America comes from the large fleet of conventional Russians submarines capable of operations far from their home bases.

The threat is real and poised below the surface. But these weapon carriers can be detected and destroyed. The USSR, her allies and satellites, have a total of 515 submarines *(Jane's)*—a staggering undersea fleet, many times the size of Germany's at the beginning of the Second World War. Of these 515 submarines, only 12 are nuclear-powered. The remaining 503 are conventionally powered and only a small proportion have materially expanded capability over the war-time types.

The RCN, which has specialized in anti-submarine warfare, is fully capable of hunting and killing conventional submarines. Seapower

must be mobile, self-sufficient and possess extended "on station" endurance. Most important, the arms of seapower must be in existence; trained and made available to-day.

The aircraft carrier *Bonaventure* leads the anti-submarine team. A modern ASW (anti-submarine warfare) carrier, she has the angled-deck, mirror landing-aid and steam catapult. She carries an airborne team of Tracker anti-submarine aircraft and HO4S anti-submarine helicopters (these will be replaced by formidable, all-weather Sikorsky CHSS-2s). There are 25 destroyer escorts in the fleet, 16 of them having been delivered from 1955 onwards. The others, which will be replaced by new ships in the next few years, have all been extensively re-equipped for anti-submarine warfare. Making up the "second line" of anti-submarine escorts are 18 wartime-built frigates which were rebuilt and rearmed a few years ago. One Second World War submarine provides training for the fleet on the west coast and two Royal Navy submarines, on loan to the RCN, perform the same task in the Atlantic Command.

A minesweeping squadron on each coast is maintained to allow the mine-free passage of shipping in coastal waters and sweep clear the approaches to our harbours.

Backing up the ASW force are two escort maintenance vessels, designed to provide a mobile repair facility. A new fleet replenishment ship, the *Provider,* will join the fleet this summer to provide fuel and stores to the ships on station.

But the modern submarine is developing fast in terms of speed, underwater endurance (now virtually unlimited in the case of nuclear powered submarines) and firepower. The RCN, well equipped to cope with the existing threat, is at the same time anticipating tomorrow's problems.

The combination of two recent advances will give the surface attacker a new lease on life.

The variable depth sonar helps to solve the detection problem where water layers of differing temperature gradients distort or completely deflect sonar transmissions from a ship's hull-mounted transducer. This device, developed by Defence Research Board scientists, working with RCN technical officers, is now in production in Canada. One installation is in service in HMCS *Crescent* and two more are being fitted in the *Assiniboine* and *St. Laurent.* A dividend for Canadian industry is the sale of VDS installations to both Britain and Australia, and other foreign buyers are expressing keen interest.

The Saskatchewan, second of four Mackenzie class destroyers which will have joined the fleet by the end of this year.

The first Sikorsky CHSS-2 twin-turbine all-weather helicopters will be delivered to the RCN in May. Nine of these helicopters are being obtained during the 1963-64 fiscal year. Each will carry a crew of four, two pilots and two sonar operators. Equipped with the latest navigation, detection and weapon systems, the CHSS-2 will be capable of locating, tracking and attacking a submarine while operating in conjunction with or independently of surface ships. (CN-6572)

The second advance is not, strictly speaking, new. That seemingly ponderous bird, the helicopter, is the only aircraft that can operate a sonar set. Helicopters, equipped with "dunking sonar", have been operating from aircraft carriers for some years. But experiments to adapt "chopper" operations to destroyer-escort types have been going on since 1957 and have borne fruit. The RCN made the decision to fit surface escorts with helicopter handling facilities and the VDS at the same time.

This is being done to the *Assiniboine* and *St. Laurent* in West Coast shipyards. The ships will resume operations late this year. The other five ships of the St. Laurent class will be similarly converted over the next couple of years. The last two ships of the Mackenzie class, the *Nipigon* and the *Annapolis,* under construction, are having the new facilities built in before they commission in 1964.

The all-weather helicopter—in this case the CHSS-2—will be teamed with fixed wing aircraft and surface ships. The helicopter, capable of four to five times the best attainable speed of the submerged nuclear submarine, will be the "wingman" of the attacking team, circumscribing the speeding target and then assisting in its destruction.

Sonar, the main detection device against submarines, remains the limiting factor in ASW. There have been improvements in range and accuracy since the Second World War but nothing like the qualitative improvement or expansion in the listening frontier that are needed. But certainly the VDS has beaten one of the serious problems and, in concert with an all-weather helicopter to lengthen the destroyer escort's reach, it will make ASW a more equal contest.

Looking ahead to the next decade, several additions to the fleet will increase its capability.

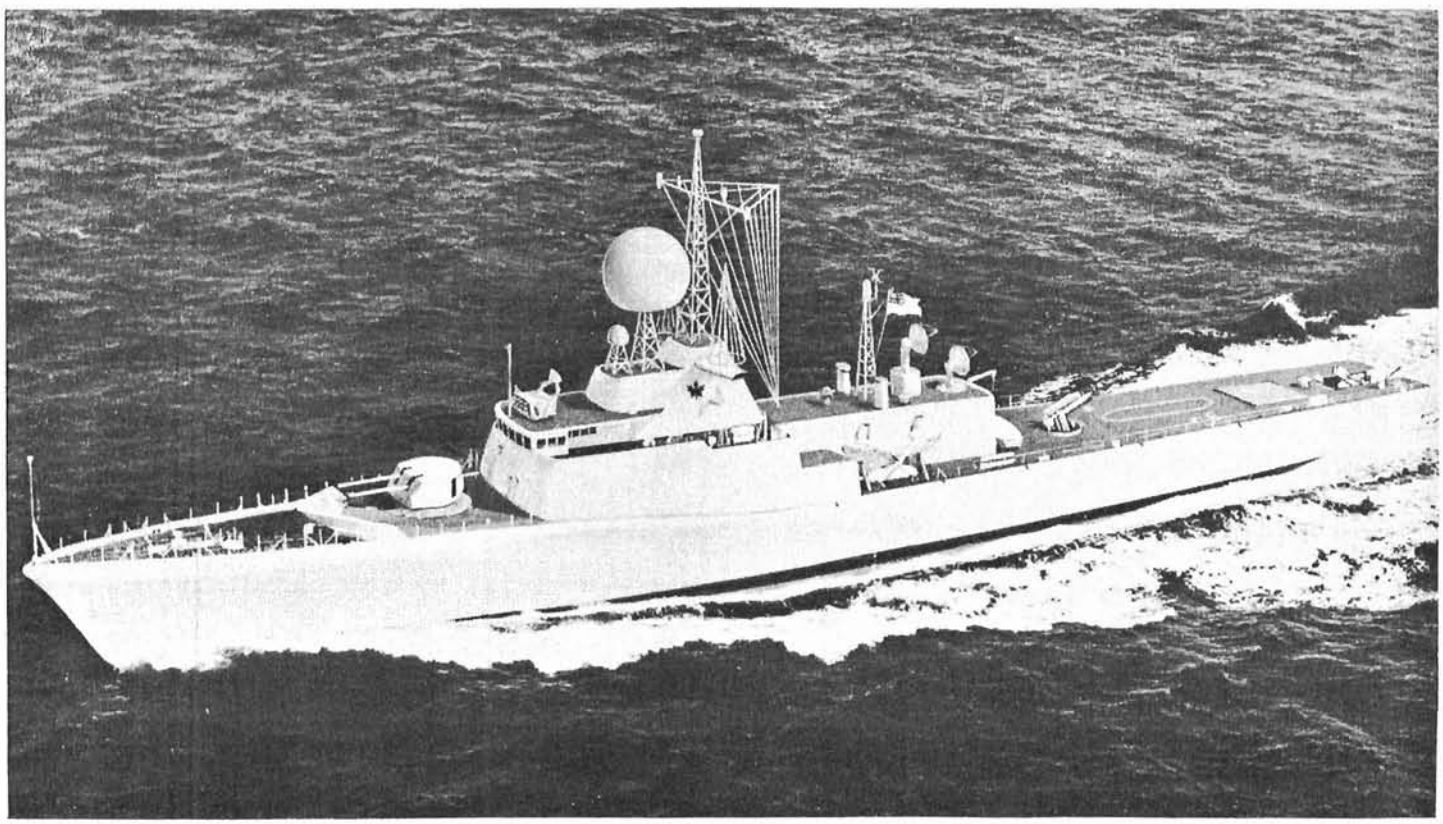
The government announced, in 1962, a new construction program of eight general purpose frigates. Construction will begin in 1964 and all eight ships are scheduled for completion by 1969 or 1970. These ships will have broad fighting scope. Armed with two missile systems for anti-aircraft and anti-missile defence, they will also be fully equipped with anti-submarine detectors and weapons. In addition they will be armed with a twin five-inch gun mounting for shore bombardment in any "brush-fire" or interdiction operation which the UN may require Canadian forces to support. Another facet of this new type is that she will be able to transport combat troops up to company strength, complete with equipment, land them and then support their operations. The ship's utility-type helicopter, in addition to its other uses, will also be of tactical value in Army-support operations.

Another result of continued and concentrated studies to cope with the submarine threat will possibly be the adoption of a revolutionary anti-submarine vehicle, the hydrofoil.

The hydrofoil craft has been under study by several navies in recent years to determine its adaptability as an anti-submarine systems carrier. The Defence Research Board and de Havilland Aircraft of Canada recently completed an intensive feasibility study. Based on technical and design study and models testing, their report recommended that a design study for a prototype vessel be undertaken, that the vessel be built, given sea trials and serve as a vehicle for detection and weapons systems testing. Funds have been allocated to carry the project forward and, in the next decade, the hydrofoil may become a combat ship in the RCN's anti-submarine team.

The fleet capability is dependent on the degree of training and skill of the officers and men in it. Their proficiency in the ASW "art" is maintained at a high standard by continual exercises at sea backed up by comprehensive training facilities ashore.

Professionally capable today, the RCN is polishing its specialty and working toward expanded proficiency to meet the growing threat which looms tomorrow.



This is an artist's conception of the proposed General Purpose Frigate. Construction on the first of eight of these frigates will begin in 1964 and all are scheduled for completion by 1970. The ships will carry two missile systems for anti-aircraft and anti-missile defence and will be fully equipped with anti-submarine detection and attack facilities. Armament will include a twin five-inch gun mount. The ships will be capable of transporting a company of combat troops, complete with equipment, landing them and supporting operations ashore. A utility helicopter, carried on board, will be of tactical value to Army operations ashore. (CN-6523)

HMCS Cayuga buries her bow in a wave during a fuelling operation at sea. (OT-3508)

THE PROVIDER'S TASK

SOME TIME during the autumn of 1963 a Mackenzie class destroyer escort will hoist flag "Romeo" closeup and move into station 140 feet to starboard of HMCS *Provider*, the RCN's 22,000-ton fleet replenishment vessel.

Gun lines of light cord are then passed, both amidships and on the quarterdeck, between the two ships and these are followed by "messengers" (heavier lines). In short order, a fuelling span wire and heavy jackstay of wire rope link the ships together.

Word is passed to the bridge that the span wire and jackstay are secured. The destroyer escort's commanding officer orders a caution to the wheelhouse to "standby" for the strain. The ship heels slightly to port as the strain is applied and counteracting wheel is quickly applied.

After a short period, "start pumping," is passed by phone and soon "ready to receive" is heard from the after station of the destroyer escort.

By
Lt.-Cdr. E. T. Fisher, RCN

Finding some difficulty in maintaining station, the destroyer escort's captain moves his ship out to a distance of 180 feet where she settles down comfortably, still with a slight heel to port and carrying corrective helm, but clear of the effects of interacting bow waves.

Forty minutes later with storing completed aft, the heavy jackstay is being recovered by the *Provider*. Another 10 minutes and "stop pumping" is heard, and the hose is recovered by the *Provider* with the span wire following.

As the last line disappears from the bridge wing, the destroyer escort's commanding officer notes that the total elapsed time from receiving the gun line is 65 minutes, and turns his attention to the "break off" procedure.

Should the naval reader at this point be inclined to mutter "So what?" and observe that, "except for the receiving

ship being too far off and not requiring much fuel, it seems pretty routine", no one could blame him. But there's more to it:

First — A speed of close to 20 knots was maintained throughout the evolution;

Second — Approximately 300 tons of furnace fuel oil was transferred;

Third — Ten tons of ammunition and stores were transferred.

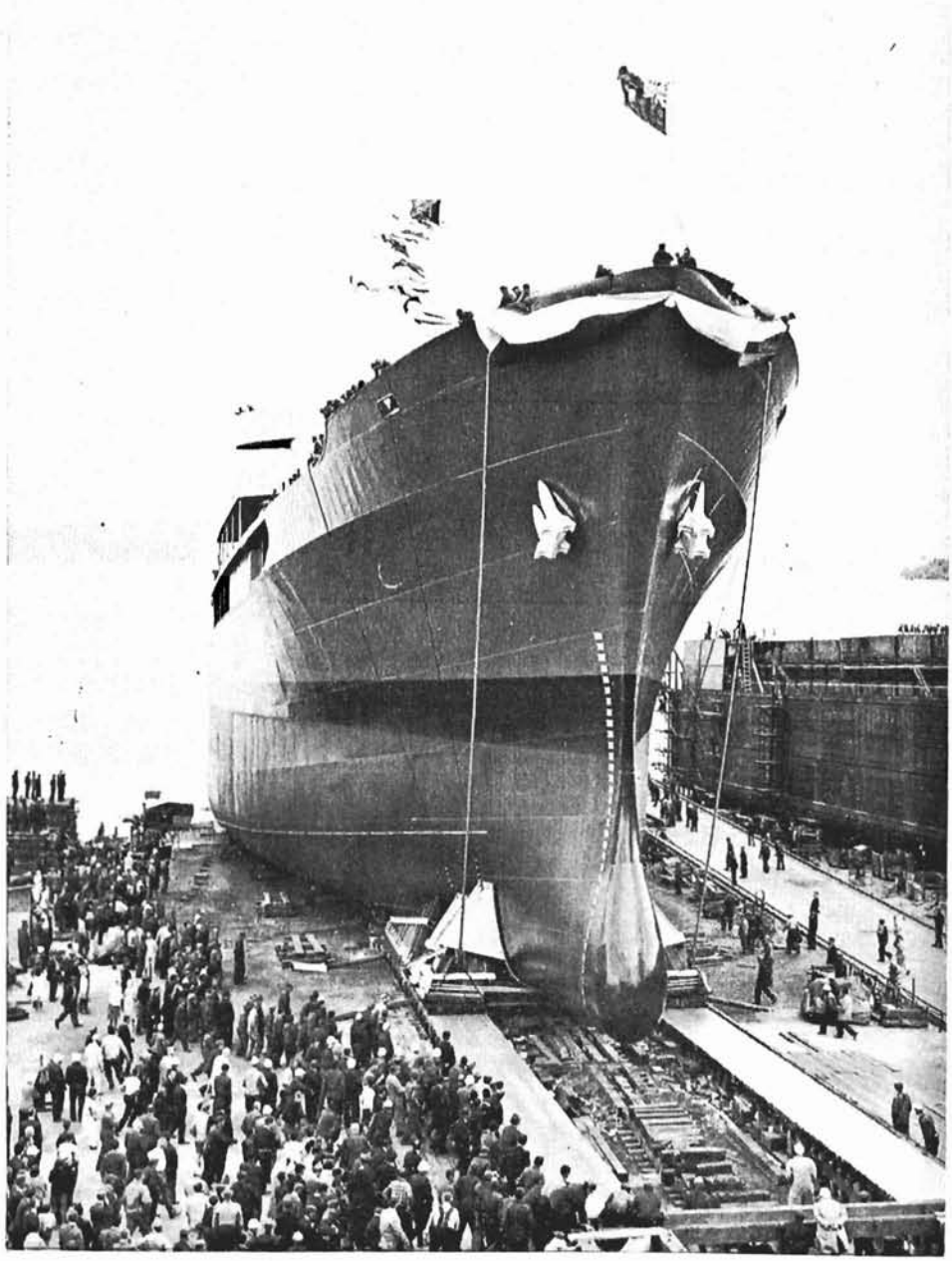
Those present at this future date will be witnessing the final evolution of HMCS *Provider's* trials and work-ups, with a consort in company fully equipped to make use of her replenishment facilities. The event will also mark the final step in providing the RCN with a replenishment-at-sea capability of its own, tailor-made for destroyer escorts and future RCN ships, and capable of replenishing ships of other NATO navies.

HMCS *Provider* will have a loaded displacement of 22,000 tons and a service speed of 20 knots derived from a single screw and conventional steam turbine power plant. Liquid cargo will consist of furnace fuel oil, diesel and aviation fuels in quantities related to expected expenditure. Solid cargo spaces can include all types of ammunition and missiles likely to be used in the fleet, general stores and fresh provisions.

The ultimate purpose of a fast fleet replenishment ship is to transfer the necessary fuel, stores, and provisions, as quickly as possible, and in all but the very worst weather conditions.

The transfer arrangements being fitted in the *Provider* will be complex and important features of the ship, where, in a destroyer escort all other functions and equipment support the operation of the armament, in the *Provider* they will support the operation of the transfer rigs. These transfer facilities will consist of three fuelling abeam rigs, a stern fuelling ring and four solids transfer rigs. Light jackstay fittings for transfer of personnel will also be fitted.

Replenishing at sea at high speeds require that ship separations of up to 200 feet be possible. It also means that movement rates due to roll and sheer are correspondingly faster than at lower transfer speeds to which we are accustomed. To compensate for these movements, at greater distances, automatic tensioning equipment is necessary which will take care of sudden changes and provide the winch operators a safe margin of time in which to react. For this purpose the *Provider's* fuelling span wires and heavy jackstays are being fitted with "ram tensioners", which automatically compensate for movement up to 40 feet on either side of a mean, while maintaining a pre-set tension. As the ram tensioners are compressed or extended, winch operators can take appropriate action to re-centre them.



The Provider was launched in July 1962 and will be commissioned into the fleet this coming August. As a unit of the fleet, the Provider will provide fast replenishment facilities to transfer fuel, stores and provisions as quickly as possible in all but the very worst weather conditions. (ML-11168)

Fuelling rigs will be of the span wire type, with a single hose avgas rig on the port side forward and a double hose furnace fuel oil and diesel rig on each side amidships. Each rig will utilize four troughs with all trough wires and recovery wires controlled individually by winch. With the exception of the span wire winches, all winches associated with the fuelling rigs will be remote controlled from a platform overlooking the operation.

Transfer of solid stores to small ships by the heavy jackstay method, under the conditions outlined above, presents a more formidable problem than the transfer of liquids.

As the loads will be up to 2,000 pounds in weight, all aspects of the transfer arrangements must employ mechanical power. Since destroyer escorts do not have a suitable winch

available at the receiving point on the after deck, power for both the inhaul and outhaul must be supplied by the *Provider*. These inhaul and outhaul lines must also be automatically tensioned.

Having met the requirements for solids transfer thus far discussed, it is also necessary to establish a target delivery rate, within which the system is designed to operate. This delivery rate, to which the solids transfer system on the *Provider* is designed, envisages a 2,000-pound load being landed on the deck of a receiving ship every four minutes, at up to 200 feet separation between the two ships. The arrangements necessary to accomplish this, incorporate a sliding padeye on a samson post, which raises and lowers the tensioned jackstay, and, therefore, the load as well. In addition to the ram tensioned highline both inhaul and outhaul winches are to be tensioned thus making the whole operation independent of the variable distances due to roll and station keeping.

An important part of the system will be a "receiving head" or "buffer", on the receiving ship's end of the jackstay, which will permit the traveller and load to arrive at full speed, and be stopped, without transmitting any shock loads to the receiving ships' securing point. In conjunction with the tensioned inhaul-outhaul winches this feature will permit the most simple winch operation possible. All winches will be remote controlled from a control platform, similar to that for the fuelling rigs.

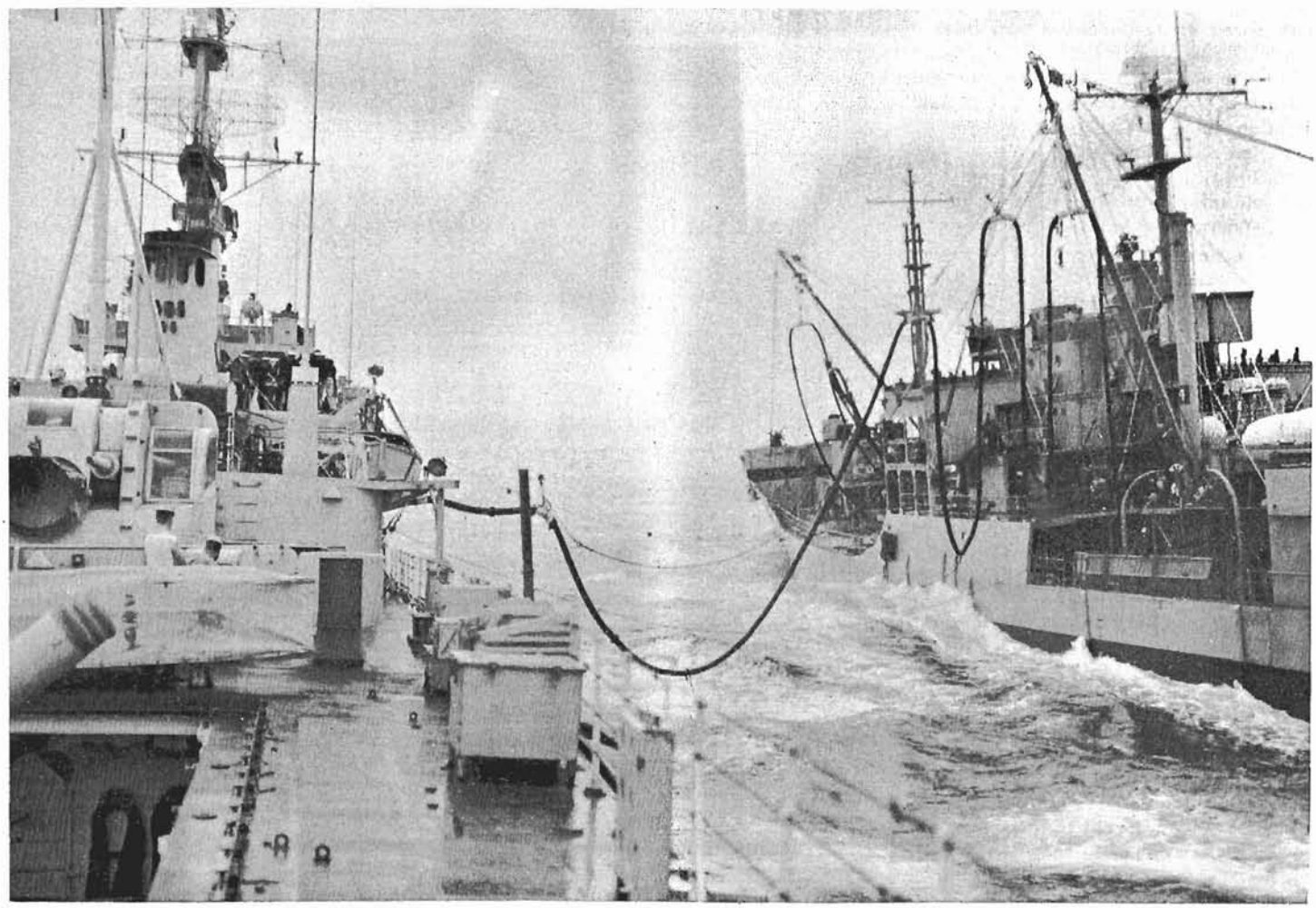
The receiving ship's arrangements must be compatible with the *Provider's* transfer arrangements if maximum potential is to be realized. St. Laurent class destroyer escorts and later classes will, in due course, have suitable receiving arrangements fitted. These fittings will include a fuelling span wire securing point amidships, approximately six feet above the main deck level on each side, and a telescopic quarterdeck storing post fitted with a travelling padeye. The storing post will be power operated for raising and lowering and for operation of the padeye.

The receiving ship's arrangements, to be effective, must include a means of quickly clearing the landing areas before the arrival of the next load. For this purpose, a combination of overhead hoists and conveyors, pallet lifters, and roller trays will be used. Pallets will be standardized to suit the particular items being handled.

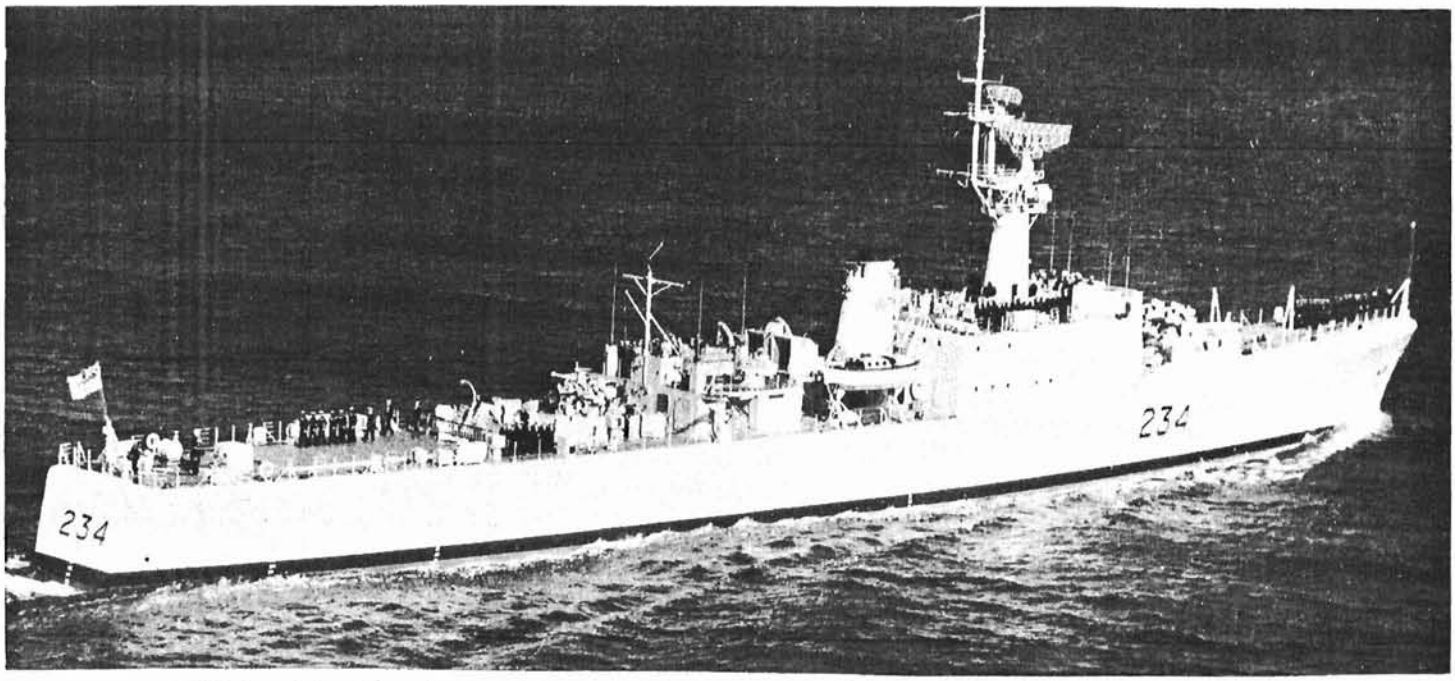
From the above description, it is apparent that expert seamanship will be vital to the efficient conduct of the replenishment operation. As people can not be designed and constructed like padeyes, an extensive training program will be carried out before the *Provider* takes over her duties with the fleet.

For the seaman who fancies himself as a "rigger", the replenishment rigs, which employ 23 winches, over two miles of wire larger than 2" circumference, and blocks and associated equipment to match, should give adequate scope to his talents.

The art of transfer at sea will have truly become a subtle blend of science and seamanship.



HMCS Restigouche fuels from a U.S. Navy tanker during NATO fleet manoeuvres in the Atlantic. Standard hose couplings are fitted in NATO ships. (HS-64756-70)



HMCS Assiniboine before the start of her conversion program. She will rejoin the fleet later in 1963. (DNS-16385)

THE CONVERSION PROGRAM

THERE IS more—much more—to the St. Laurent class conversion program than merely installing a helicopter landing platform on the quarterdeck and hooking variable depth sonar gear on the stern.

It is a job of major proportions.

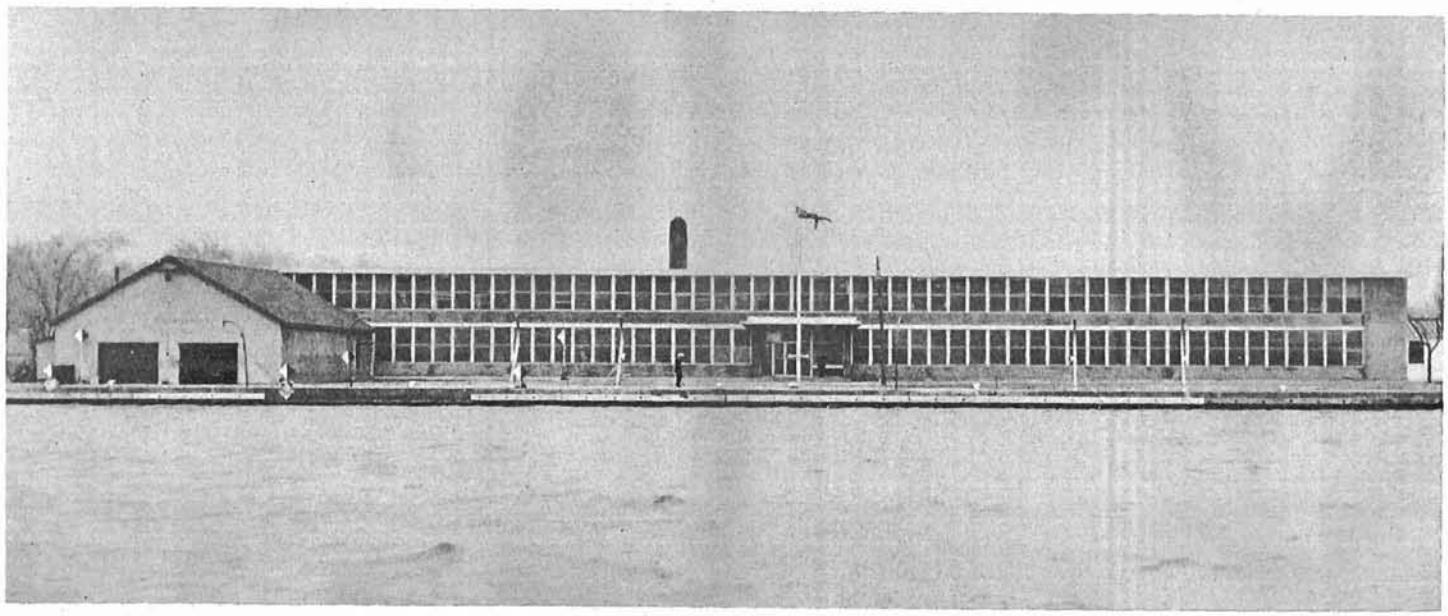
Except for the main machinery spaces and some of the forward sections, the two ships now being converted, the *Assiniboine* and *St. Laurent,* have required almost total redesign and reconstruction inside and out.

It is estimated the conversion entails some 2,400 man-months per ship, devoted mainly to strengthening the hull and providing hangar and fuelling facilities for heavy anti-submarine helicopters, altering the stern to accommodate variable depth sonar and its associated equipment, rearranging office and accommodation facilities, extensive re-wiring and adding activated fin stabilizers to the hull to reduce roll in rough weather as an aid to helicopter operations.

When completed, the St. Laurents will virtually be new ships, with a new look and new capabilities. The photo at the top shows the *Assiniboine* before being taken in hand for conversion, and below is an artist's conception of what she will look like when she returns to sea.

The *Assiniboine* is at Victoria Machinery Depot and the *St. Laurent* is being converted by Burrard Dry Dock Company, Ltd., North Vancouver. In addition, HMC Dockyard, Esquimalt, is engaged in refurbishing equipment not affected by the conversion. Two other ships of this class will be taken in hand this year, and similar programs for the remaining three ships will be undertaken in 1964-65.

This is an artist's sketch of what the seven St. Laurent class destroyer escorts will look like when their conversion program is completed. (CN-6407)



Exterior view of the headquarters building, Commanding Officer Naval Divisions (COND), on the waterfront at Hamilton. (COND-2550)

THE RCNR'S NEW OUTLOOK

A NEW personnel structure has been brought into the Royal Canadian Naval Reserve, designed to bring it generally into line with the Royal Canadian Navy personnel structure introduced in January 1960.

Under the new system, recognition has been given to the limited time available in any one year to train the naval reserves in the increasing complexities of naval warfare.

There is a considerable background to the development of Canada's naval reserve force. Temporary and volunteer naval personnel have had a comparatively long and varied history in this country, commencing with the Militia Act of 1846, which authorized a provincial naval corps. This naval corps was never formed but other quasi-naval units came into being and led up to the formation of the Royal Naval Canadian Volunteer Reserve (RNCVR) of the First World War.

The present naval reserve came into being in 1923 as the Royal Canadian Naval Volunteer Reserve and the Royal Canadian Naval Reserve. The RCNVR had a complement of 70 officers and 930 men, while the RCNR, which was drawn from the merchant service, had a complement of 70 officers and 430 men.

The worth of the reserve forces was proven during the Second World War when the naval reservists, who had numbered 2,000 at the outbreak, provided approximately 95 per cent of the Canadian naval service personnel at the peak active service strength of 95,705.

At the end of the war, the two components were combined to form the Royal Canadian Navy (Reserve). At the same time the name "reserve division" was changed to "naval division", to provide a more accurate description of the force which, in addition to the reserve operation, had a substantial commitment to the regular force.

It was intended that the structure for the officers and men of this re-organized reserve would fully parallel that for the ranks, trades training and promotion of the regular force personnel. A large

Ten years ago, Hamilton became the location of the headquarters of Commanding Officer Naval Divisions from which 21 divisions of the Royal Canadian Naval Reserve across Canada are administered. Previously the organization had been administered through Naval Headquarters at Ottawa by a Director of Naval Reserves.

On March 28, 1953, the new reserve headquarters came into operation. On April 27, Commodore K. F. Adams was appointed as the first Commanding Officer Naval Divisions. He was promoted to the rank of rear-admiral in May 1955 and his title was changed to Flag Officer Naval Divisions.

The staff of the newly-established headquarters was first located in buildings of HMCS Star, *Hamilton's naval division. In October 1954, the cornerstone of the present headquarters building was laid by Rear-Admiral Walter Hose, now retired and living near Windsor. In May 1955, the combined naval and civilian staff moved into its present quarters, commissioned as HMCS* Patriot.

In April 1958, Rear-Admiral Adams was relieved by Commodore E. W. Finch Noyes who served as Commanding Officer Naval Divisions until his appointment in June, 1960, as Flag Officer Pacific Coast, with the rank of Rear Admiral. He was succeeded in the Hamilton appointment by Commodore P. D. Taylor, who became Commanding Officer Naval Divisions on August 22, 1960, having previously served in London, England, from May 1957, as Naval Member Canadian Joint Staff.

Reserve Officer Structure Revised

A new RCNR officer structure, closely akin to that adopted for the RCN in recent years, was introduced on April 1, 1963.

On that date, all officers borne on the RCNR active list were entered on either the General List or Special List.

The two lists replace the former system of classifying officers according to branch, and a consequence is the abolition of all branch prefixes and suffixes except for those in the Special List designating medical personnel. A code system will indicate the qualifications of all officers.

The General List will include most officers of the active Reserve, while the Special List will include chaplains (CH), medical officers (SG), medical administrators (MAD), medical technicians (MT) and nursing sisters (N/S), who will retain rank prefixes and suffixes as appropriate, and certain other specialists. Since chaplains are without rank in the Navy, the "CH" is simply an official abbreviation for use in messages, etc. The rank of medical officers will continue to be prefaced by "Surgeon".

Promotion regulations for RCNR officers have been promulgated in General Orders 12.50/1 and 12.50/2. Revised wren officer promotion regulations are contained in General Order 2.03/7.

The changes will be reflected in the next issue of The Canadian Navy List.

program of installation of Second World War weapons and equipment, auxiliary craft and boats gave each division considerable potential as a working establishment, as well as a fairly substantial maintenance workload. An officer and a small staff of men from the RCN was provided for each naval division to maintain the equipment, instruct the reserve force and maintain the service for the regular force.

Following the end of the Second World War, and up to the end of the United Nations action in Korea, planning for the composition and training of the naval reserve was based on Second World War concepts. In 1950, naval divisions were allocated specialties in which to train, and equipment and instructors were provided to enable the reservists to meet these commitments.

The change in the political and economic climate which followed the Korean war brought with it a tightening economy which required heavy cutbacks in personnel and money for the reserve.

At about this same time, it became increasingly apparent that the degree of specialized training envisaged would require more time and also more instructors than could be made available. Concurrently, the concepts of future war were changing and new, expensive and more sophisticated equipment was being required for the regular force, outdating the equipment held by the naval divisions.

In the light of this, and later developments, it became apparent the naval reserve could not be provided with training facilities comparable to those of the regular force. It now was necessary to evaluate the reserve training structure in relation to the commitments it had to meet in support of the regular force.

The subsequent studies made it increasingly evident that a more realistic relationship was required between the regular force and its new requirements, and the naval reserve and its capability to meet these requirements.

The role and tasks of the RCNR were defined as:

(a) Provision of personnel readily available to activate or augment facilities in support of the RCN as required by defence planning, including:

(i) a Naval Officer-in-Charge organization, including harbour defences and logistic support bases;

The RCNR has on its strength many men with civilian skills useful to the Navy. A reserve petty officer checks electrical equipment while training at the RCN's Atlantic Command. (HS-69451)

(ii) Maritime Headquarters;

(iii) a naval control of shipping organization; and

(iv) communications centres.

(b) Maintenance of an organization capable of providing reserve personnel for increased support of the regular force ashore and afloat in time of emergency.

(c) Provision of personnel, not engaged in these previous tasks, for assistance in survival operations.

(d) Provision, in peace time, of naval facilities, naval representation and contact with the civilian population.

The prime consideration was to meet these requirements within the limited time and facilities available in the reserve training program which provided for once-a-week training in naval divisions and an annual two-week training period in regular force ships or establishments.

In the reserve officer structure, it was decided to parallel that of the regular force, but with modifications. With the exception of doctors, chaplains, female officers and certain others in special fields, reserve training would follow a modified pattern of that given the regular force General List officers.

As it was considered neither feasible nor desirable to train officers in specialized fields to parallel the subspecialities of the RCN general list or the intensive knowledge of the Restricted Duty section, provision was made to recognize the reserve officer's civilian specialization. For example, a reserve officer who is an electrical engineer in civilian life and has reached the rank of lieutenant-commander in the general list, might have this specialization used in the naval reserve if a requirement exists.

The medical, chaplain and certain other professoinal personnel enter the Special List of the RCNR where their civilian specialization is immediately recognized and used without the overall General List requirements having to be met.

Wren officers generally are required to specialize in communications, operations, administration and supply. Wrens have the same areas open to them for training and meet the same service commitments as the reserve men trained in their particular trades, except that wrens' service is confined to shore duty.

For naval reserve men, the considerations dictating the need for the new structure automatically limited the total adoption of RCN trade designations. Again, because of lack of time available for training, it was not possible for the RCNR man to acquire the same standard of naval knowledge as his regular force counterpart and still have an acceptable promotion program.

In certain trades it was feasible to scale down the regular force standards and still produce, in the time available, an acceptable and usable naval man. In trades where this scaling down was neither possible nor desirable, new trade designators were introduced.

It was not considered feasible to give any form of technical training to naval reserve men and, consequently, men in the technical fields are being drawn from among those who already possess usable skills in civilian life. However, as civilian technical trades do not necessarily completely match those of the regular force, naval reserve trade designators were introduced which more nearly reflect the actual civilian skills which the men possess.

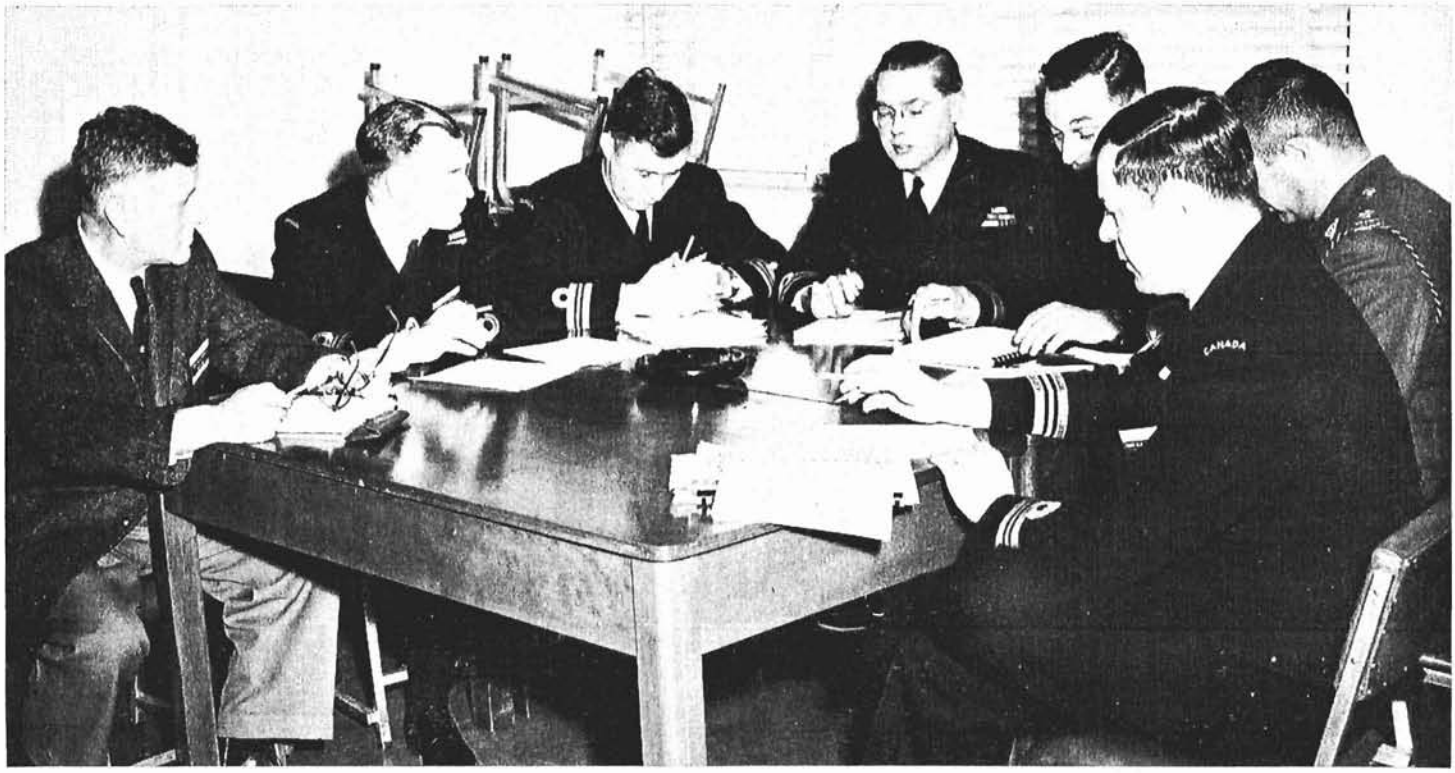
This adoption of a separate reserve trade designation has cut the reserve to 21 trades, or about 40 per cent of the trades established for the regular force.

The structure and form of the naval reserve has undergone many changes in its long life, but as in the past it will continue to be a strong force supporting the RCN.

The RCNR Trades

SM	— Seaman
CO	— Communicator Operator
CR	— Communicator Radio
CV	— Communicator Visual
NS	— Naval Storesman
VS	— Victualling Storesman
AW	— Administrative Writer
PW	— Pay Writer
WR	— Ship's Writer
ST	— Ship's Storesman
MA	— Medical Assistant
LA	— Laboratory Assistant
HA	— Hygienic Assistant
RR	— Radiographer
BD	— Bandsman
ET	— Technician, Electrical
ET (L)	— Technician Electronic
HT (W)	— Technician, Hull, Woodworking
HT (M)	— Technician, Hull, Metalworking
TM	— Technician, Mechanical
MC	— Mechanic
SS	— Wren Secretary
SA	— Wren Accounts
CO	— Wren Communicator
PL	— Wren Plotter
ME	— Wren Medical Aide

Three young naval reservists, wearing steel helmets and anti-flash gear, load a four-inch gun on board an RCN frigate during summer training on the Great Lakes. (COND-7306).



The RCN provides management courses which are also attended by members of the civil service and officers of the Army and Air Force. Above, a syndicate of the management course held at HMCS Hochelaga, the RCN's naval supply school near Montreal, discusses a case in personnel management. (ML-11779)

Management Engineering

By

Lt.-Cdr. V. C. Johnston, RCN

"Our minds are finite, and yet even in these circumstances of finitude we are surrounded by possibilities that are infinite, and the purpose of human life is to grasp as much as we can of the infinitude."

THOSE WORDS, written many years ago by Albert North Whitehead, sum up the basic philosophy that lies behind the analysis of management in the Royal Canadian Navy.

In January 1957 the Royal Canadian Navy began a program to help management find and install better and more economical ways of carrying out its mission. This new endeavour is called "Management Engineering" and to date is paying off in significant management improvements.

Management Engineering as employed in the RCN is essentially a means of analyzing work or work methods to find the best ways of doing work and thus promoting more effective use of manpower as well as material. In ships, the main purpose is to increase operational effectiveness. If more efficient methods of maintenance, upkeep and cleaning can be found, more time becomes available for training and the exercise of professional skills.

In shore establishments, the object of Management Engineering studies has been to lessen administrative and routine burdens, thus diverting more productive time to training and the other essential needs of the establishment. A further benefit is higher morale.

To carry out this work in the geographic expanse of the RCN, it was found that units had to be placed in the main areas of naval concentration. Consequently Management Engineering teams were established in Victoria, Hamilton, Ottawa and Halifax. In-house staffs have also been set up in each of the supply and ammunition depots.

The teams are composed of naval personnel and civil servants, all of whom have been trained in one or more facets of the work. Naval officers and chief petty officers receive an intensive six-week training period at the Royal Navy Study School, Portsmouth. This is followed by six to eight weeks of practical follow-up training in the team they are joining.

The team at Naval Headquarters in Ottawa plays a dual role in that it not only is responsible for setting the policy on how the techniques are to be used but is also required to conduct navy-wide studies and provide local service to the naval activities of the Ottawa and Montreal areas.

All projects originate as requests from a command, at any level. The requests must indicate a specific problem that the command wishes to have studied and specific tasks the teams are expected to accomplish.

Once a request for assistance has been approved, a team from one of the Management Engineering units is assigned to the command on temporary duty. This team is thus working directly and specifically for the person who has the immediate responsibility. This feature is important, for it clearly establishes the relationship as being part of the activity and not as an outside investigating team.

Under this arrangement, the report of the study is made to the person in charge of the activity. It is discussed with him and any amendments made to the recommendations must be consistent with the principles of good naval management. Management Engineering cannot operate without willing co-operation at all levels and every effort is put forth to ensure that the persons involved understand the reason for the study and do their part in making it successful.

Management Engineering teams are not executive. They are advisory only, and any changes recommended can only be made by management itself, with help, if necessary, from resources recommended by the team. Many of the recommendations have been adopted; but not all. The teams have had to contend with man's age-old inclination to resist change. Sometimes recommendations have to be cleared through a number of different command levels, and this has slowed implementation.

STUDIES conducted to date have been numerous and varied. A study focussed on the refit of a destroyer proved that considerable benefits would accrue to both the ship and the dockyard by making certain changes in the organization and administration of the ship's company when the ship was undergoing a refiit in the dockyard. The system recommended, and since adopted for all refits in this dockyard, is to restrict the number of sailors remaining on board during the refit. Also, by better planning and co-ordination between the ship's company and the dockyard staff, the length of time required to complete the refit was considerably reduced. Productivity of the dockyard labour force was increased by 24.4 per cent.

The total average population of ship's company and dockyard force in the ship throughout the refit on the trial installation was 155, as opposed to 276 previously employed. This, in terms of financial savings alone, amounts to approximately $56,000 a refit. A further advantage arising from this study was that many members of the ship's company were freed for training, little of which would have been accomplished under the previous system. The total savings achieved from this study are $134,000 for each refit while the cost of the study was $20,000.

Another example was a study of the regulating and manual function in a shore establishment. It was aimed at combining functions, to determine if any improvements could be made and ascertain the numbers required to perform the tasks assigned.

By combining offices, reducing forms required, reducing the use of motor vehicles and, most important, determining the numbers required to perform the new routines, the savings achieved were $160,000 annually. The study cost was $16,000.

SINCE 1960, the navy has been carrying out a large-scale program to set engineered work standards throughout the industrial shore establishments. The organization was designed to cover two major phases considered necessary for the program to be successful. Phase I involves the initial introduction to operating areas. Phase II covers the maintenance of the system once installed. This philosophy was intended to provide centralized policy direction with de-centralized operation and control.

Under this arrangement the Headquarters group is responsible for policy and for directing the initial studies during Phase I, and for policy and quality control during Phase II. The in-house or field groups form part of the operating staff of the depot. They are responsible for the initial installation, under Headquarters direction, during Phase I and will maintain the system during Phase II.

In the planning of this extensive program, it was decided that the most successful approach would be to use civilian technical personnel throughout, with management guidance from naval personnel. Bearing in mind the requirements of such a program, two experienced technical officers were hired from industry. These two, along with a lieutenant - commander, formed the Headquarters task group, which proceeded to the field to direct the initial installations.

In-house groups, selected after careful screening of volunteers from the field operations, were given a basic methods and standards course, conducted by the Royal Canadian Ordnance Corps School, and then further trained in methods time measurement, the predetermined technique adopted for use in the Navy. Armed with this training, they returned to their depots to work under the guidance of the Headquarters group and eventually become the key people in ensuring the standards remained valid and current.

Although only three years have elapsed since the first pilot study to set engineered standards was commenced, the program has progressed to the point where teams are established and working in the three supply depots and four ammunition depots. Later this year, studies will commence in the ship-repair activity and armament depots.

Results of the work measurement program show that both additions and deletions have been required if the units are to carry out their mission effectively. However, the overall picture shows a 15 per cent reduction of the operating force required. In some instances this has been much higher.

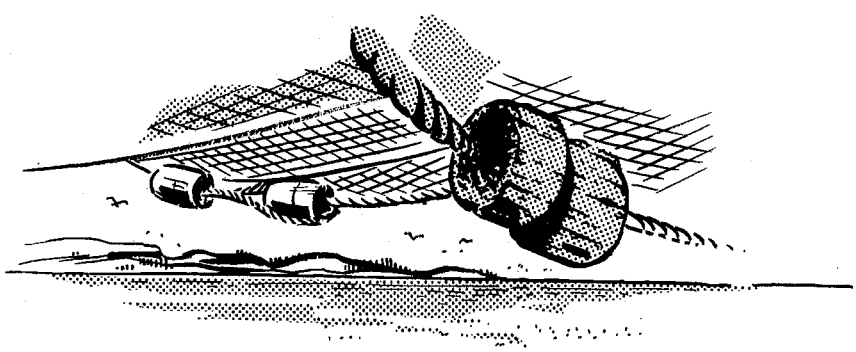
The introduction of a work measurement system based on engineered standards has provided a number of positive advantages in assessing the productivity of manpower. Some are:

(*a*) An effective and reliable manpower control system has been introduced which is sensitive to changes in the volume of work. Management at all levels can use this manpower tool;

(*b*) While the initial reaction seems to be lowered morale, particularly on the part of those who fear displacement, the longer term reaction has been one of higher morale when all concerned realize they are working in a highly productive operation;

(*c*) The manager of a unit is able at any time to assess the complement required for his unit and is in the best possible position to justify his requirements.

ANOTHER AREA of the Navy which has been receiving detailed study and analysis is the processing of the masses of paperwork involved on the administrative side. As with the work



measurement program, it was felt prudent to obtain civilians who were well qualified in the systems and procedures field to give guidance and direction in such studies.

While not as spectacular in dollar savings or as great a potential manpower saver as the other projects, data processing studies are being conducted on a Navy-wide basis. The aim is to decrease the paper war while providing faster information in order that management can make better decisions. Many times it has been found that in conducting a methods study in the field, major improvements with ultimate savings appear probable if the overall system were changed. If this is justified, a Systems and Procedures team will be assigned to study the system as a whole. This has led to adoption of automated equipment in certain instances.

Recently the cost accounting and labour analysis in the Halifax Dockyard was placed on punch cards. This resulted in an annual saving of $54,000, including reduction in staff of 12 clerical positions. The cost of the study was $12,000.

At present a study of all paperwork operations is underway to determine what, if any, can be converted to automatic data processing. This could lead to a recommendation that the Navy acquire one or more computers. But, until the entire paperwork function has been completely studied, acquisition of such expensive equipment for particular functions might prove inadequate for other applications, resulting in unwarranted expense.

ONE OF THE MOST recent applications of Management Engineering has been in the design of ships. Probably this will prove to be one of the most fruitful areas yet tackled.

Each generation of a type of ship gets bigger. A present day destroyer escort is larger than a Second World War destroyer, partly because of bigger and better weapons and weapons systems and partly because of growing complements to operate and maintain a more complex ship.

The aim of the program is "to design ships which need the minimum complement without reducing the ship's fighting effectiveness". To achieve this aim, everything that goes into the ship must be examined to ensure that it is the simplest system or equipment to do its intended job and that it requires a minimum of maintenance manhours and operator manhours. Automation will meet some of the requirements, but only if the added complexity does not necessitate increased maintenance.

To enable a warship to perform its mission a large number of interdependent systems are installed; in the case of a destroyer escort these number 800. When new construction is planned and reaches the design stage, the natural approach of the designer is to refer to past experience and design when considering these systems in the new ships. This is the point where Management Engineering, and more specifically Method Study, can be made truly effective. Each requirement for a system must be submitted to critical examination

If the product of the system is indeed required, then the system itself must be submitted to the same critical analysis to ensure that it represents the ultimate in hardware simplicity and manhour requirement to achieve its purpose.

In the spring of 1962, steps were taken to provide a Management Engineering capability within the Director General Ships' department. In the summer of 1962, a well qualified Management Engineering officer from the Atlantic Team was appointed to Naval Headquarters to undertake the co-ordination of the proposed program.

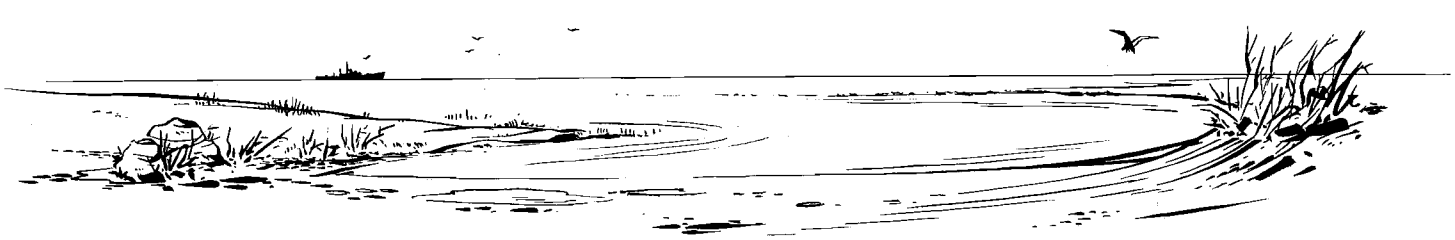
An example of the results achieved to date is a study of the telecommunication system of the new frigate at present being designed. The system which was to be installed showed 252 stations would be required. After a study was conducted, the new proposed system has only 123 stations, yet it provides broader communication coverage and has greater versatility of use. This saving of more than 50 per cent in the number of stations was achieved by integrating nine separate telephone systems, two inter-communication systems and two broadcast systems. The study took the Management Engineering Officer approximately two and a half months to complete, with assistance as required from the experts in the trades and backgrounds involved in the study.

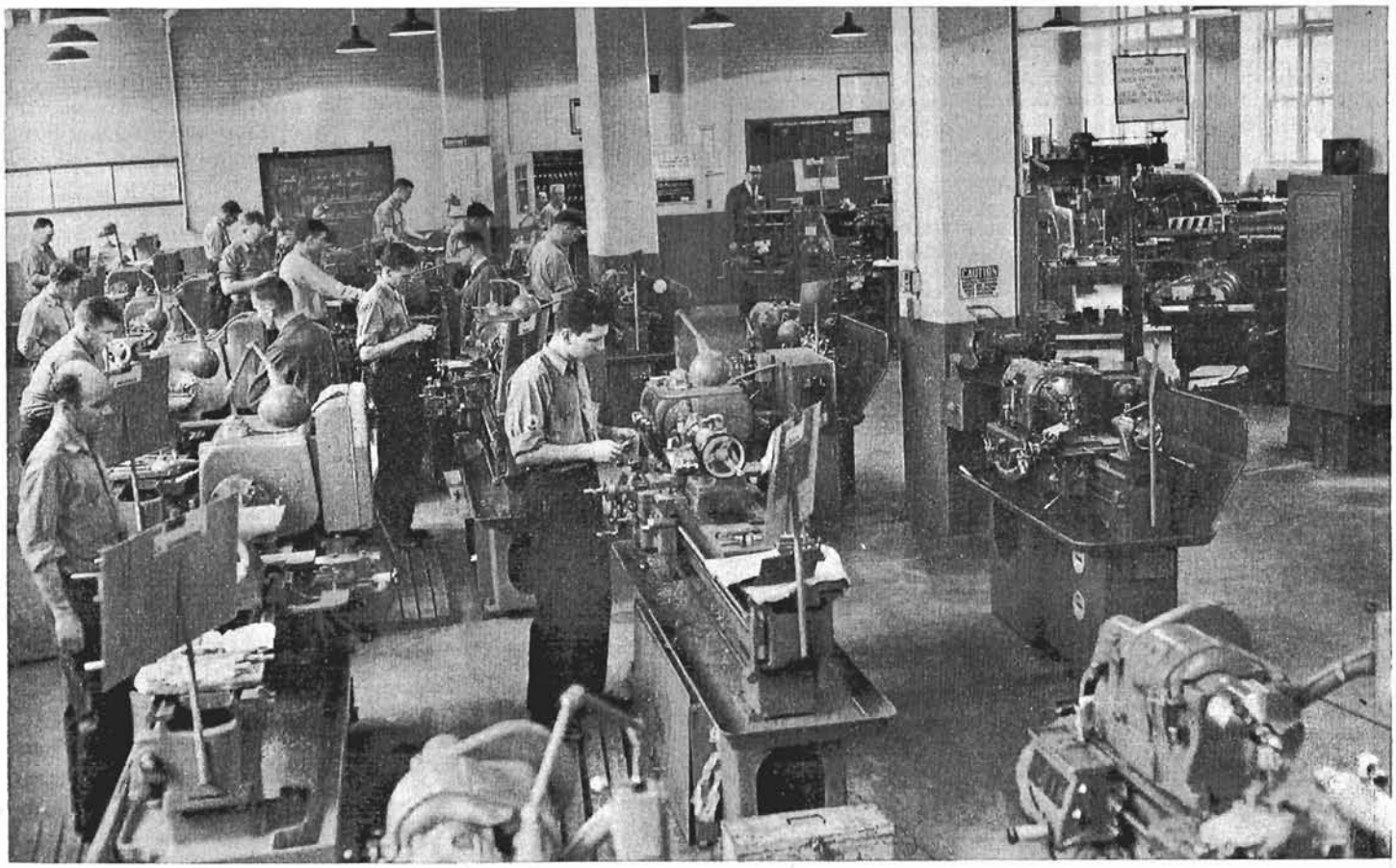
Studies are under way in other aspects of this ship; but equally important is the program to train all design engineers, supervisory draughtsmen and other naval and civilian personnel who are involved in stating requirements for, or actually designing, new-construction ships or conversions. Again this training is being conducted for the Navy by the RCOC School.

The ever-present problem confronting the Navy is an increasing demand for more sailors to operate and maintain a modern warship. Management Engineering, the newest tool adopted by the design engineers, will help to solve this problem.

WHERE DOES the Navy's Management Engineering program go from here? The chances are it will grow. There has been an increased appreciation at all levels of management of the worth of this tool. Movements are underway to have Management Engineering applied to many other facets of the navy.

But this will not come overnight. In some areas the ground is just being broken and the seeds planted for the real harvest which will come later; in others the harvest is ripening. Wherever applied, it is proving to be a useful tool to those who learn how to use the tool because in the final analysis, the success of this program will rest with the support given it by all levels of command.





Men under training in one of the two machine shops in the Fleet School's engineering division at Esquimalt. (E-71245)

THE FLEET SCHOOLS

ANY LAYMAN who dares venture on board a modern fighting ship is at once confronted by a baffling array of mechanical ingenuities and electronic gadgets. It's all enough to make your non-practically minded gent—the average Joe who drives a car without knowing what's under the bonnet—throw up his arms and take to the hills with bow and arrow. On seeing these omni-directional, triple-barrelled, electronically controlled ways of coming out on top in a fight, you might well yearn for the days when international disputes were settled by good swift clonks on the head, administered by spiked clubs.

Today's warships are streamlined, floating boxes containing umpteen tons of electronic equipment. To man them the Navy needs an amazing number of technically competent and technically trained men. In 1957, in order to economize on the number of men aboard ship and also in the interest of individual efficiency, it was decided that users should become maintainers as well. It is no longer enough for a man to be able to use a weapon. He has to be able to maintain it, and carry out minor repairs at least. The majority of men in the RCN today must be technically trained. To see that they are, the RCN runs the biggest technical vocation training program of any institution in the country.

By
Ronald Brunskill

In recruiting men these days the Navy is highly selective. It must know as far as possible that a man has the willingness and aptitude to absorb years of technical training which will be lavished on him at the taxpayers' expense.

As he progresses from course to course, as he runs the gamut of his "on the job training", he is continually checked and tested. The Navy cannot afford to harbour deadwood, if it is to remain efficient. A young naval man today has to be intellectually alive; there is no backwater where he can comfortably stagnate, freed of the responsibilities of civilian life.

Navy training proceeds according to three principles: (a) indoctrination (b) formal technical training, and (c) experience on the job.

The indoctrination is performed by "new entry training". Once your young sailor is enrolled, he goes to HMCS *Cornwallis*, near Digby, Nova Scotia, for about 16 weeks of basic training. This gives him a grounding in naval knowledge and terminology, discipline and seamanship. At *Cornwallis* he is also interviewed and given a battery of tests to determine his desires and capabilities. On the basis of this he is assigned at the end of his 15 weeks to one of the many trades in the RCN.

It is at this stage of his career that Fleet schools—and the vital role they play in the modern Canadian navy—will make their presence felt on our new recruit. Fleet schools are places

where men get their trade training, their professional tutoring, their job instruction, acquire their specific skills and know-how. There are four of them across the country—HMCS *Naden* at Esquimalt, B.C.; HMCS *Hochelaga* at Montreal; HMCS *Shearwater* and HMCS *Stadacona*, Halifax area. The last is the biggest. *Hochelaga*, despite its importance, can be dismissed here—this is where the non-technical people are trained, cooks, stewards, and others on the supply side. *Stadacona* and *Naden* run analogous courses—with *Stadacona* the more important only because it is much the bigger.

WHEN a sailor graduates from *Cornwallis*, he will probably not immediately go to a fleet school. Most likely he will be drafted to a ship and there remain for a year or more. But some men assigned to certain trades—sonar (submarine detection), signals, radio—will have to acquire certain techniques before they can be useful on a ship. After acquiring these elementary techniques they too join the majority of their entrance group on board ship. Then follows a substantial period of "on the job training". This means trade training at sea, with practice, observation and experience combined with a little formal instruction.

After about a year afloat, our young sailor takes his exams for Trade Group I. He must get this proficiency rating before he can proceed further (before he can go to Fleet School).

Presuming he has passed Trade Group I exams with flying colours, our recruit is then eligible for a session at Fleet School, but he will probably have to stay afloat for four or five months before he finally goes.

It is the Fleet School at HMCS *Stadacona*, which is primarily responsible for the professional training for the deck, weapons, operations and engineering departments of HMC ships. At any one time there will be about 1,000 men there undergoing formal trades training. There will also be between 60 and 70 officers undergoing formal training, in their own groups.

The Fleet School at *Stadacona* has a fivefold task—(a) to train surface officers (surface as distinct from naval air officers); (b) to train sub-specialist officers; (c) to train limited-duty officers, i.e., men from the lower deck who have gained commissions; (d) men in trade groups, that is, lower-deck men proceeding through the various trade groups, and (e) to provide training facilities for ships' teams and weapons teams, attack teams, operation teams etc. In a setting similar to that aboard ship—except for the heave and roll of the ship—they go through various exercises, which enable them to function better as a team.

But about 80 per cent of the training that goes on at Fleet School, *Stadacona*, is for category (d)—men in trade groups. So let us pursue our young sailor along to his career.

First of all he enters the Academic Division. Here is provided academic training for officers and men prior to their proceeding to the communications, engineering, operations and weapons divisions. Instead of having the men taught the principles of maths, physics, electrical and electronic theory, in their own trade division, it has been found more efficient for them to go into the Academic Division together for this general, theoretical training.

Academic Division instructors include trained teachers who hold educational qualifications in the various provinces. After the men complete the academic course, they branch off into their own particular division, that is to whatever trade they have been assigned.

The Fleet School, *Stadacona*, comprises five divisions, in addition to the Academic Division. Two of these divisions are physically located outside *Stadacona*.

First there is the Communications Division, located at HMCS *Cornwallis*. Here is provided training in the operation of ships' communications systems to officers and men of the radioman and signalman trades.

A seaman, under instruction in the welding shop of the Fleet School, Naden, practises a modern art. (E-66970)

General view of the parade ground at HMCS Stadacona during divisions. Stadacona is the home of the RCN's largest fleet school. (HS-49875)

The Engineering Division is at *Stadacona,* and gives training in the operation and maintenance of marine engineeering and power systems, and naval construction. Officers and men of the following trades receive instruction in this division: engineering technician, engineering mechanic, electrical technician, electrician's mate, hull technician and hull mechanic.

The Weapons Division located at *Stadacona* with a gunnery range at Osborne Head, Halifax County, trains in the operation and maintenance of ship's weapons systems officers and men of the following trades: sonarmen, weapons underwater, fire-controlmen, weapons surface, and electronic technician.

Operations Division at *Stadacona* provides training in navigation, parade ceremonial, regulating duties and the use and maintenance of operations systems as required, to officers and men of the radar plotter and boatswain trades.

Finally there is the Nuclear, Biological, Chemical and Damage Control Division, which provides training in these various types of warfare and ship's damage control to officers and men of all trades.

MEN SELECTED for the Fleet Air Service also attend the Academic Division's courses at *Stadacona.* But then they proceed across Halifax harbor to the Fleet School (Air), RCN Air Station, *Shearwater.*

The Fleet School (Air) was established in September 1960. The school administers all training courses for ground crews, air crews and meteorological personnel. The organization of the Fleet School (Air) closely follows that of other RCN schools.

Heading the training department is a training officer, and a combined administrative and instructional staff of 115. There are three divisions to the school —ground crew, air crew and meteorological. The Ground Crew Division is the largest of the three, conducts all air trades training, which includes air fitters and riggers, aircraft techicians, weaponmen air, air electrical and electronic technicians and naval airmen Phases of training include basic mechanical theory, aircraft engines, air frames and fuel systems, practical workshop training and practice on actual aircraft maintained by this division as training devices. Other aspects of the training given include search and rescue survival, bush training, and aircraft fire-fighting techniques.

In all an average of 700 personnel are trained annually by this division. With the introduction of more helicopters into the fleet—to eventually operate from platforms on destroyer escorts—air trades training will increase as years go by.

The ground training portion for all air crews (pilots and naval crewmen) is provided by the Aircrew Division, with practical flying provided by the two fixed and rotary wing utility squadrons

based at the *Shearwater* naval air station. Advanced flying training integrates pilots who have been trained by the RCAF in RCN methods and practices.

Phases of training include instruction in air navigation, electronic detection equipment and anti-submarine warfare procedures. A flight simulator and tactical trainer plays a very important part in the aircrew training program.

The third and smallest division, the Meteorological, provides formal training for meteorological mates and observers in all aspects of weather reporting, including ice observing and reporting techniques. Combined, the Aircrew and Meteorological divisions train about 200 men annually.

AFTER THIS digression in the air, let us return to ground level. The trades courses at *Stadacona* and all the Fleet Schools are completely job oriented. Instruction is directed to the use and maintenance of actual, operational equipment. Men picked for instructors, by the way, are of classification Trades Group III and upwards.

Time taken by a man at the Fleet School, varies with his trade. Some take three months, others six, some almost a year. At the end of this phase, the seaman sits for his Trade Group II examinations. These successfully passed, it's off to sea again.

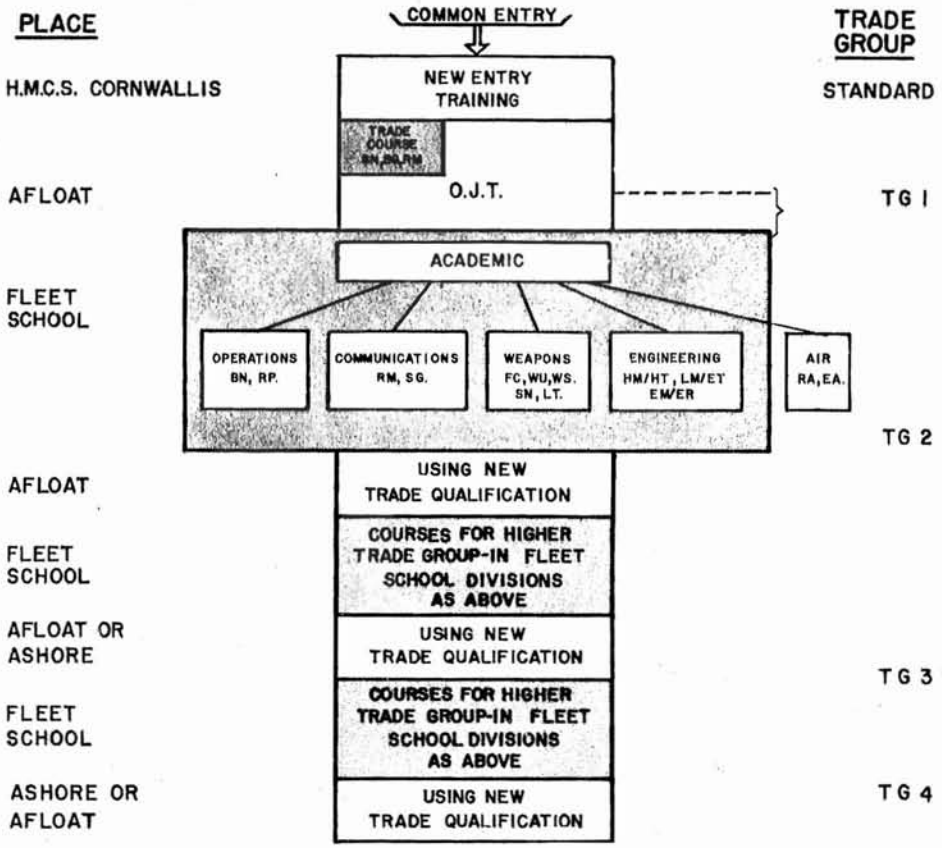
After a further period of time "on the job", during which our seaman has consolidated the skills and techniques acquired at Fleet School, he will be considered for further trade training. In due course, all being well, he will return to the Fleet School and study for his Trade Group III classification. This acquired, he is off to sea again, but eventually with the hope of returning to the Fleet School, to take the highest trade category of all—Trade Group IV.

The various trade groups—I, II, III and IV—may be regarded as corresponding to a tradesman in civilian life being I, of limited skill; II—semi-skilled; III — skilled, and IV — highly skilled, capable of performing the most complicated tasks with the highest degree of accuracy, dexterity and co-ordination.

Above all, the Navy wants people to progress. Pay and promotion are closely related to progress through the trades groups. But it is not merely keen on men advancing to the limit of their capacities in their trades, but also in their non-specialist, general education as well. If a man is willing to expend the time and the effort, he can attend courses leading to his junior matriculation. At *Stadacona* there are abundant general and reference library facilities.

The Royal Canadian Navy prides itself on being the world's most effective and advanced anti-submarine force. To retain that position requires that every individual officer and man reach the highest pinnacle of efficiency possible. There is no room for the sluggard—*Canadian Shipping and Marine Engineering News.*

MEN'S TRAINING



This chart shows how training progresses in stages from new entry status to the highest trade group.

A squadron of Bay class minesweepers leaving Esquimalt harbour. (E-60989)

Old Menace — New Tricks

WHILE mine warfare in the space age may appear something of an anachronism, this, in fact, is not the case. Nuclear parity and the threat of mass annihilation posed by a push-button war have increased rather than diminished the possibility of limited and conventional warfare.

What is so special about the mine that it has survived as a major weapon in the naval arsenal for nearly four hundred years? The simplicity and clandestine nature of the mine have made it a weapon which can give nations with minor naval forces at least momentary parity with countries possessing greater naval strength. For example, 3,000 simple mines, some more than 40 years old when they were laid, delayed the United Nations landings at Wonsan in Korea for six days. These mines were laid by North Koreans from junks and sampans.

Why is mine warfare a threat? Mines are cheap, nasty, invisible and highly effective weapons. They are tenacious and, unlike a bomb shell, their usefulness is not expended the moment they are delivered. Mines laid in the Second World War still persist and large areas of navigable water in Europe and Asia remain dangerous to maritime traffic to this day.

The object of mine warfare is to deny the enemy access to the mined area and to sink his ships should they trespass its boundaries. Whether these boundaries be defensive or offensive, the objective remains the same. The Communist alliance has a vast stockpile of mines, the technology and resources to produce new mines, and most important, vehicles with the capability to lay mines in Canadian waters.

It is not necessary for a mine to sink or damage a ship to create a threat, disrupt shipping and cause expenditure of manpower and material. The announcement of a mined area, even though no mines have been laid, creates a strategic and tactical threat which cannot be ignored until such time as it is proven non-existent. A

paper minefield can, in fact, be almost as effective and disruptive as the real thing.

Many maritime nations, because of the very nature of the mine and the fact that it is difficult to simulate realism in peacetime exercises, underrate its potential. "What the eye cannot see, the heart cannot grieve" is an apt phrase to describe the peacetime attitude towards the mine warfare.

Canada is fortunate in having assimilated the lessons of the Second World War and Korea. Despite the demands for larger and more sophisticated units of the fleet, the RCN has maintained two squadrons of coastal minesweepers in service. One squadron of six ships is based at Halifax and a four-ship squadron at Esquimalt.

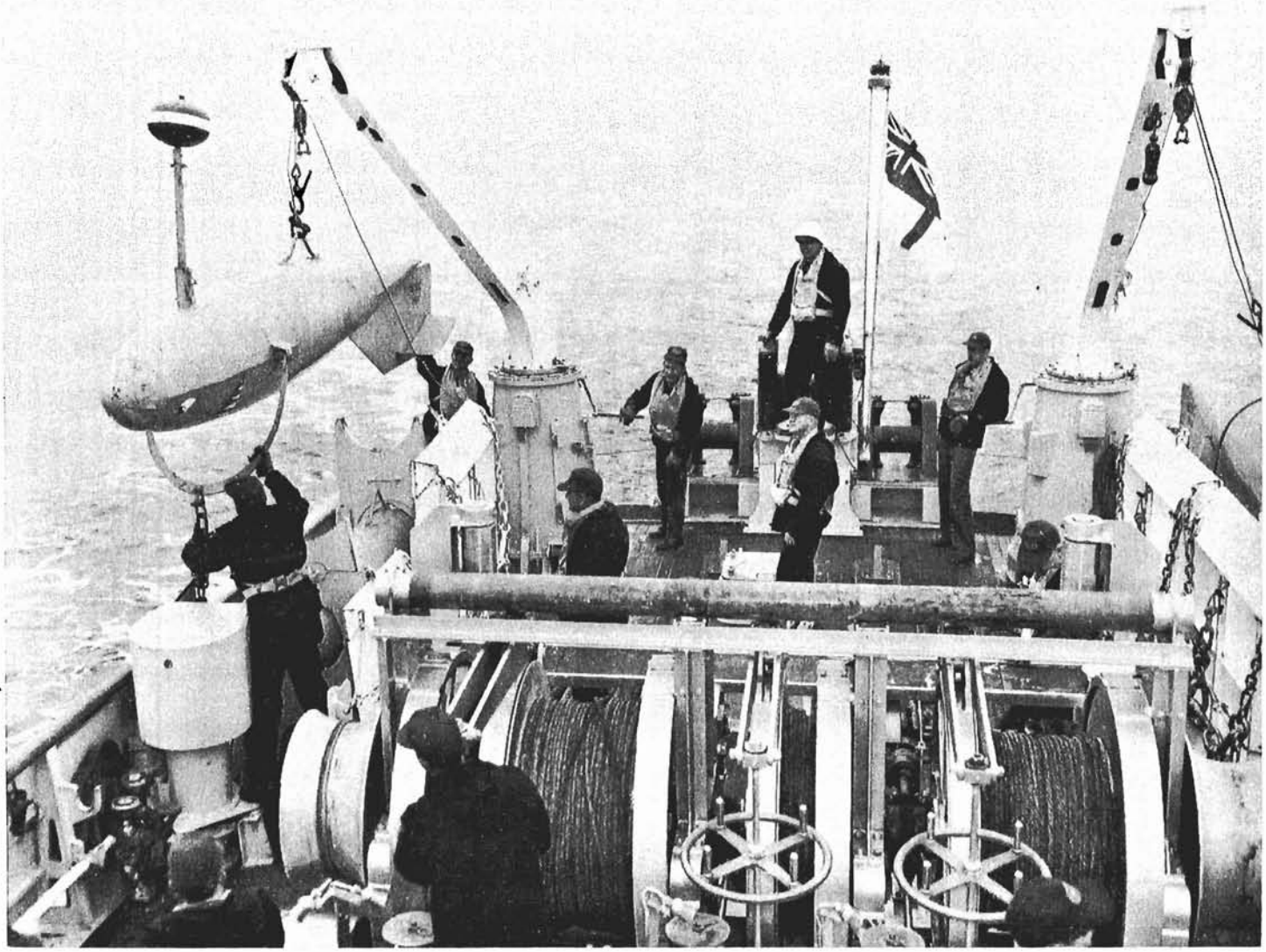
These ships, manned by hard-working and dedicated personnel, go about their unglamourous tasks with a minimum of fuss and publicity. Their standard of training and efficiency, in comparison with other NATO minesweepers, is second to none.

The year 1962 was a typical training year for the Minesweeping Squadrons. The First Canadian Minesweeping Squadron based at Halifax, commenced the year with an exercise in the Bermuda area. On return to Halifax, half the squadron went in for their annual docking while the other half carried out local exercises. Then the entire squadron sailed to the Great Lakes for a six-week training cruise. On return to home port, the minesweepers exercised locally in preparation for the annual RCN/USN minesweeping exercise "Sweepclear 7".

"Sweepclear 7" held in Canadian waters in 1962, was conducted by Rear-Admiral K. L. Dyer, the NATO Commander of the Canadian Atlantic Sub-Area and Flag Officer Atlantic Coast. A total of 20 Canadian and United States ships, a patrol squadron of P2V Neptune aircraft and a mine countermeasures diving team from each country participated. During the 13-day exercise, air dropped and surface-laid minefields were sown, swept and the mines recoved by the combined task force. The exercise was a fine example of RCN and USN co-operation and, despite adverse weather conditions, was considered a great success.

The East Coast Squadron concluded the training year with further local exercises and a training cruise of the southern Maritimes.

The training schedule of the Pacific Coast Squadron, in 1962, was equally demanding. Coming out of annual refit in January, the squadron started an intense period of work-ups followed by a local minesweeping exercise.



Preparing to stream minesweeping gear on board one of the RCN's modern Bay class minesweepers. (E-65917)

HMCS Miramichi, is one of the RCN's postwar Bay class minesweepers. These wooden sweepers are equipped to deal with a variety of mines. (E-43508)

March and April saw the squadron engaged in two further exercises and preparations for participation in a U.S. amphibious and mine warfare exercise in May. Exercising with the USN has always been a challenge and this occasion proved no exception. The squadron returned to Esquimalt secure in the knowledge that they had held up their end and helped to demonstrate that mine countermeasures are an essential prerequisite to an amphibious assault operation.

The squadron's busy schedule continued throughout the summer months. Then, in the autumn, the USN squadron which has been host to the Canadians in California, arrived for training in minesweeping in Canadian waters. A 10-day minesweeping operation in the Prince Rupert area under adverse weather and operating conditions more than convinced our U.S. neighbours that minesweeping is not all sunny skies and calm seas!

Still more exercises and a cruise of B.C. waters completed what was, without a doubt, one of the most successful training years the Squadron has experienced.

The RCN minesweeping squadrons are composed of tough, well equipped, little ships manned by equally tough and well trained officers and men. What they may lack in quantity, is made-up for in quality. So long as the Canadian shipbuilding industry produce minesweepers capable of meeting the high standards demanded in mine countermeasures operations, Canada may relay on the "wooden ships and iron men" to keep her sea-lanes open to maritime traffic.

THE MYSTERY OF THE BRANCH BADGES

CONFUSION about branch badges on the East Coast led to investigations and the unearthing of historical tidbits perhaps of interest beyond the pale of the engineering fraternity.

Hull Technicians (HT) and Hull Mechanics (HM) on the East Coast have been wearing the old shipwright badge. It was learned unofficially that the West Coast HTs wear shipwright badges, too, but that their HMs wear the old plumber badge.

Who was right? Would new badges someday be forthcoming? What significance was there in the shipwright badge, which appears to be a something-or-other and guess-what crossed? These questions were put to the experts at Naval Headquarters in Ottawa.

In the course of the correspondence docket's Headquarters wanderings, three versions identifying the shipwright devices came to light, and at the same time disclosed the confusion caused by artistic licence through the years for lack of the printed word. The only printed description was "Crossed Axe and Hammer" (Appendix to the *Navy List*, June 1953, page 128, and also the *Navy List*, January 1899, page 677).

"In this original badge," noted the Naval Historian, "the head of the axe is in the dexter position, the head of the hammer in the sinister. When this badge was devised late in the 19th Century it was used to identify all artificers or artisans other than engine room and included blacksmiths, plumbers, painters, carpenter's mates and shipwrights.

"The axe was intended to be the shipbuilder's broadaxe and the hammer probably the caulking hammer. Through the years the badge has been copied by artists with ever increasing licence, to such an extent that the axe (in the dexter) looks like an adze with the head in the wrong plane or a battle axe, while the hammer (in the sinister) has evolved into something approaching a woodsman's double-bladed axe."

Further investigation by Headquarters authorities revealed that the Royal Navy Seamanship Manuals, Vol. 1, 1915 and 1937, indicated little change in the design over that 22-year period. And, since there was very little difference between the badge now worn by the RCN and that worn by the RN, no change would be made to the existing badge and, further, that "axe and hammer" would be its worded description.

So the upshot of the original queries from the East Coast was:

(1) Badges now used will not be changed.

(2) The Hull Technician wears the old shipwright badge. This branch combines the old plumber and shipwright trades for group three and four levels only.

(3) The Hull Mechanic wears the old plumber's badge (crossed Stillsons), which applies to trade groups one and two only.

Local investigations in Halifax produced a further snag, suspiciously akin to the root of the whole trouble. Stores didn't have the proper badges on hand for HMs and somehow shipwright badges were issued in lieu!—H.C.W.

Note: In Latin, "dexter" means "right" and "sinister" "left". In heraldry, dexter and sinister referred to the right and left portions of the coat of arms as it appeared on the manly breast of the mediaeval knight. Accordingly, to interpret the above historical comments in relation to the pictures of the badges, for "dexter", read "left" and for "sinister", read "right".—Ed.

PRIZES AWARDED IN ESSAY CONTEST

Rear-Admiral R. E. S. Bidwell, RCN (Ret), vice-president, Nova Scotia Mainland Division of the Navy League of Canada, presented Naval Cadet Essay Contest prizes to three sub-lieutenants at ceremonial divisions in *Stadacona* on March 15.

Other Navy League officials present for the ceremony were Rear-Admiral P. D. Budge, RCN (Ret), new national secretary of the Navy League of Canada; H. R. Gillard, national general manager, and John Gurholt, president, Nova Scotia Mainland Division.

An essay entitled "The Convoy System", submitted by Acting Sub-Lt. Peter James Baldwin, of Kitchener, Ont., was judged best for 1962. He received as first prize a selection of books on naval matters. In third place was Acting Sub-Lt. Douglas S. Mitchell, Pembroke, Ont., and Sidney, B.C., for his essay, "The *Admiral Graf Spee*". Fifth prize was awarded to Acting Sub-Lt. Keith G. Nesbit, Victoria, for "A Naval Tragedy—The Battle of Java Sea". Both received books. The sub-lieutenants are at *Stadacona* on pre-fleet training.

The essays of winners were read by representatives of two of Canada's largest advertising agencies, who were reported to have found each to be of outstanding quality and worthy of publication.

The annual essay contest dates back some years. The Director of Naval Education and Captain A. W. Baker, chairman of the Navy League scholarship and prizes committee, concluded that great benefits would accrue to the Royal Canadian Navy and Canada if ways could be found to excite the imagination of midshipmen and naval cadets in maritime matters. From their discussions and subsequent study, the Navy League undertook to conduct, with the co-operation of the Royal Canadian Navy, an annual essay contest for RCN midshipmen and officer cadets giving prizes consisting of books on naval subjects. To date great success has attended the annual essay contest.

Since its inception at least 35 naval cadets have submitted essays each year. The judging is conducted by the RCN and subsequently by the Navy League of Canada and then the final winners are determined jointly.

ADMIRALTY HOUSE

THE ATLANTIC COMMAND Reference Library, the Command Textbook Pool, the Ships' Recreational Library, the *Stadacona* Reference Library and the *Stadacona* Reading Room have moved into Admiralty House, which has recently been renovated for its use as a library building. All rooms in the lower level are bookrooms.

Together the Atlantic Command and *Stadacona* reference libraries comprise approximately 3,600 books dealing with subjects such as history, philosophy, international affairs, political economy and biography, with the emphasis placed on information of particular concern to the Navy.

The Command textbook pool consists of educational books used in the academic courses provided by the Navy.

The ships' recreational library contains about 32,000 volumes of which the majority is fiction. It is maintained solely for the use of personnel serving in ships, and the majority of books are carried in the libraries of the individual ships.

The *Stadacona* reading room recreational library is supported largely by the personnel of HMCS *Stadacona* and possesses about 10,000 books, mainly fiction, and a wide variety of periodicals.

The facilities of the Command libraries are available to all naval personnel within the Atlantic Command, whereas those of the *Stadacona* libraries are primarily for the use of personnel serving in *Stadacona*.

ADMIRALTY HOUSE was built as the residence of the British Admiral in command of the North American Station, which was the name of the naval base at Halifax even before the time of Confederation.

Today, Admiralty House, an imposing three-storey Georgian structure of grey stone, stands within the grounds of *Stadacona*, the Royal Canadian Navy Barracks, where it faces west onto Gottingen Street. At the time it was built, although it is surrounded by the many fine modern buildings today, its site was the centre of several acres of open ground, up hill from the Naval Cemetery on Lockman Street.

In the spring of 1814 the British Parliament decided to erect a fitting residence for the Admiral of the Station, and the sum of £3,000 was granted for this purpose. Construction, lacking today's modern facilities, progressed slowly, and it became apparent that more money would be needed if the building was to be completed. The matter was brought to the attention of the House of Assembly of the Province, which provided a further £1,500 from the Nova Scotia treasury to make possible the completion of the building. Rear-Admiral Edward Griffith was in

command of the North American Station in 1814, although it is doubted he was the first resident of Admiralty House, since several years elapsed before the building was ready for occupancy.

During the 145 years or so of its existence, Admiralty House has seen many changes in its immediate surrounding and in its own *raison d'être*. Until shortly after the turn of the present century, Admiralty House was exactly what the name implied— the permanent residence of the successive Commanders-in-Chief of the Royal Navy's North American Station, some of whom were men of world-wide fame. Admiralty House was also the scene of many brilliant social affairs.

September 19, 1848, is the earliest recorded date of one of the many social events that took place at Admiralty House, when the Earl of Dundonald gave a memorable ball for six hundred guests. In 1861 another notable ball was given in honour of a visitor of royal blood. Prince Albert. On August 28, 1869, Prince Arthur brother of Prince Albert and third son of Queen Victoria, who later became Duke of Connaught and eventually Governor-General of Canada from 1911 to 1916, was entertained by Admiral Mundy, during the Prince's visit to the city. The flagship, the *Royal Alfred,* was illuminated in his honour. Four years later, it is recorded that Lord Dufferin, Governor-General, and Lady Dufferin, dined at Admiralty House as guests of Admiral and Mrs. Fanshawe, while in November, 1878, the Marquis of Lorne, another Governor-General, and the Princess Louise, were guests for several weeks, making Admiralty House their temporary home while in the city.

An interesting but unsubstantiated story often told about Admiralty House concerns the period around 1819. It was said the resident British Admiral, as a hobby, kept prize Berkshire boars in a specially constructed sty to the rear of Admiralty House. Violent objections were raised by the Admiral's neighbours and local Health authorities demanded that he dispose of his "hobby", but the good Admiral was not giving up without a fight, and made it plain that if the pigs went so would he. Apparently, no great alarm followed his threat, and so the Admiral brought pressure to bear to have his squadron headquarters moved permanently to Bermuda.

THE YEAR 1904 marked the end of the "golden" period in the history of Admiralty House. Two years later the last of the Imperial troops, garrisoned at Halifax for more than 150 years, were withdrawn, and in their wake followed the men and ships of the North American Station. The Royal Navy handed over the Dockyard to the Canadian government and Admiralty House was closed, its furnishings sold at auction to the highest bidder.

The next chapter in the life of Admiralty House was written during the First World War, when it was re-opened to serve as a naval hospital. The kitchen, with its tiled floor and high ceiling, became the surgical operating room. Such was the former residence of famous British Admirals until December, 1917 and the Halifax Explosion.

Along with so much else of Halifax, Admiralty House was badly damaged in the explosion of 1917. Only one ceiling, that in the smoking room, remained intact, and all windows were blown out. The patients of the hospital, as it was then, were removed to the Camp Hill Military Hospital, and once again Admiralty House was deserted.

The following year, the Public Works Department undertook the renovation of the building, and in May 1920 Admiralty House entered the third phase of its history as Health Clinic No. 1 of the Massachusetts-Halifax Health Commission, set up to rehabilitate the city's population following the explosion and to provide essential health services previously lacking. Health Clinic No. 1 at Admiralty House operated continuously until 1924, when its services were incorporated into other sections and the facilities were removed to another part of the city.

This time, Admiralty House was not to remain unoccupied very long, for

R N Commanders-in-Chief at Halifax

North America Station

1814 — Rear-Admiral Edward Griffith
1816 — Rear-Admiral Sir D. Milne, KCB

North America and Lakes of Canada Station

1818 — Rear-Admiral Edward Griffith
1821 — Rear-Admiral W. C. Fahie, CB

North America and Newfoundland Station

1824 — Rear-Admiral W. T. Lake, CB
1827 — Rear-Admiral Sir Charles Ogle, Bt.
1830 — Rear-Admiral Sir E. G. Colpoys, KCB
1832 — Vice-Admiral Rt. Hon. Sir. G. Cockburn, GCB
1836 — Vice-Admiral Sir. P. Halkett, Bt., KCH
1837 — Vice-Admiral Hon. Sir C. Paget, GCH
1839 — Vice-Admiral Sir Thomas Harvey, KCB
1841 — Vice-Admiral Sir Charles Adam, KCB
1844 — Vice-Admiral Sir Francis Austin, KCB

North America and West Indies Station

1848 — Vice-Admiral Rt. Hon. the Earl of Dundonald, GCB
1851 — Vice-Admiral Sir G. F. Seymour, BCH
1853 — Vice-Admiral Arthur Fanchawe, CB
1856 — Vice-Admiral Sir Houston Stewart, GCB
1860 — Vice-Admiral Sir Alexander Milne, KCB
1864 — Vice-Admiral Sir James Hope, KCB
1867 — Vice-Admiral Sir Rodney Mundy, KCB, DCL
1869 — Vice-Admiral George G. Wellesley, CB
1870 — Vice-Admiral E. G. Fanchawe, CB
1873 — Vice-Admiral George G. Wellesley, CB
1876 — Vice-Admiral Sir A. Cooper Key, KCB, FRS
1878 — Vice-Admiral Sir E. A. Inglefield, Kt., CB, FRS, DCL
1879 — Vice-Admiral Sir F. L. M'Clintock, Kt., FRS
1882 — Vice-Admiral Sir John E. Commerell, VC, KCB
1885 — Vice-Admiral Rt. Hon. the Earl of Clan-William, KCB, KCMG
1886 — Vice-Admiral Sir Algernon McL. Lyons, KCB
1889 — Vice-Admiral Sir George Willis Watson, KCB
1892 — Vice-Admiral Sir John O. Hopkins, KCB
1895 — Vice-Admiral Sir James E. Erskine, KCB
1897 — Vice-Admiral Sir John A. Fisher, KCB
1899 — Vice-Admiral Sir Fred G. D. Bedford, KCB
1901 — Vice-Admiral Sir Archibald R. Douglas, KCB
1904 — Admiral Sir Day H. Bosanquet, KCB

early in 1925, the Royal Canadian Navy took over the premises for the Wardroom Officers' Mess, the beginning of a period that was to last until 1954, a period during which most of today's officers had occasion to make use of the facilities and, above all, to breathe the atmosphere of charm and dignity that pervades this venerable naval building.

BEFORE the Second World War, Admiralty House was in every way an ideal officers' mess, but with the coming of war, and the consequent increase of naval personnel, the facilities of Admiralty House were stretched to the limit. The provision of meals alone, for example, was a really tremendous task. Great credit goes to the cooks and stewards who, working from a kitchen not much larger in size than those found in some private residences, served as much as an average total of 600 meals a day. Lunch offered the biggest problem, when as many as 300 people awaited a meal, which meant six or seven separate sittings because of the limited seating capacity.

With the continued growth of Canada's post-war navy, it became obvious that something would have to be done to provide a larger officers' mess. The year 1954 saw the opening of the new Wardroom Officers' Mess on Lorne Terrace, a huge building with permanent accommodation for 350 officers, fine large dining hall and other spacious public rooms.

Once again, Admiralty House was empty, save for its ghosts.

Such a building gets filled, sooner or later, by some useful enterprise. As the new ships of today's fleet were prepared for service, their pre-commissioning crews used Admiralty House space for offices, as did the sailor-administrators temporarily ashore from ships in major refits. In 1961, a general face-lifting was accorded the grand old structure, during which various war-time wooden additions were removed. Finally, approval was given for its conversion to a Command Library of considerable scope.

"Ad House", as it is called by officers and men of the service, and every Haligonian, is described by William C. Borrett, in his book series, *Down East*, as follows:

"A house with so much personality is bound to be spoken of across Canada. It has dignity. It is made of stone but its walls are not cold looking. It seems to breathe hospitality. Its high walls seem to shut out the world. Even new construction close at hand cannot rob it of its charm."

Inside its book-lined walls today, library-quiet, the ghosts remain. Thomas H. Raddall, Bluenose author, has reflected: "But they're part of it. No one can take them away. And when you sit here alone, and the house is quiet, and the lights are out, you can almost hear them whispering."

The first Atlantic Regional Civil Service Commission Course in administrative services began in HMCS Shearwater on March 4. A group of 31 students, two course directors and seven course leaders used the facilities of the naval air station until March 16. Before beginning the course, members toured Shearwater, where Lt. L. A. Ashley, above, during the visit to HS 50, lectured to one group of students on the capabilities of the Sikorsky HO4S-3 helicopter. The civil servants' course held classes in the Groundcrew Division Building of the Fleet School. Accommodation and meals were provided by Shearwater and the recreation facilities of the air station were made available to all the members of the course. (DNS-30448)

GERMAN FRIGATES VISIT ESQUIMALT

A wide variety of entertainment and special events were arranged for officers, cadets and men of the German training frigates *Graf Spee* and *Hipper* following their arrival at Esquimalt on April 1 for a two-day visit.

Between them, the two ships carried 415 personnel, including 80 naval cadets in each ship.

The ships reached Esquimalt on the morning of April 1 and secured at the government jetty adjacent to HMCS *Naden*. The ships held "open house" for citizens of Greater Victoria the following afternoon.

Commanding officers of both visiting ships paid official calls to Government House, the Premier's office, the Flag Officer Pacific Coast, the Mayor of Victoria and Reeve of Esquimalt. A civic luncheon for the visiting German commanders was held at the Union Club.

All 160 of the German naval cadets on the first day visited the Canadian Services College, Royal Roads, and that evening 50 of the visiting cadets attended a dance there.

Smokers for the visitors were held in the chief petty officers', and petty officers' messes and the Fleet Club of HMCS *Naden*.

A Pacific Command reception for officers of both German ships was held at the *Naden* wardroom. Commanding officers of the ships dined later the same evening at the residence of Rear-Admiral W. M. Landymore, Flag Officer Pacific Coast.

Tours of points of interest and sports events were on the program arranged for the visiting sailors.

A reception on board the German ships was held Tuesday evening, April 2, starting at 6, with invitations extended by the German Consulate, Vancouver.

The *Hipper* and *Graf Spee* left Esquimalt on the morning of April 3 and proceeded to Vancouver for a three-day visit, followed by calls at Seattle and San Diego.

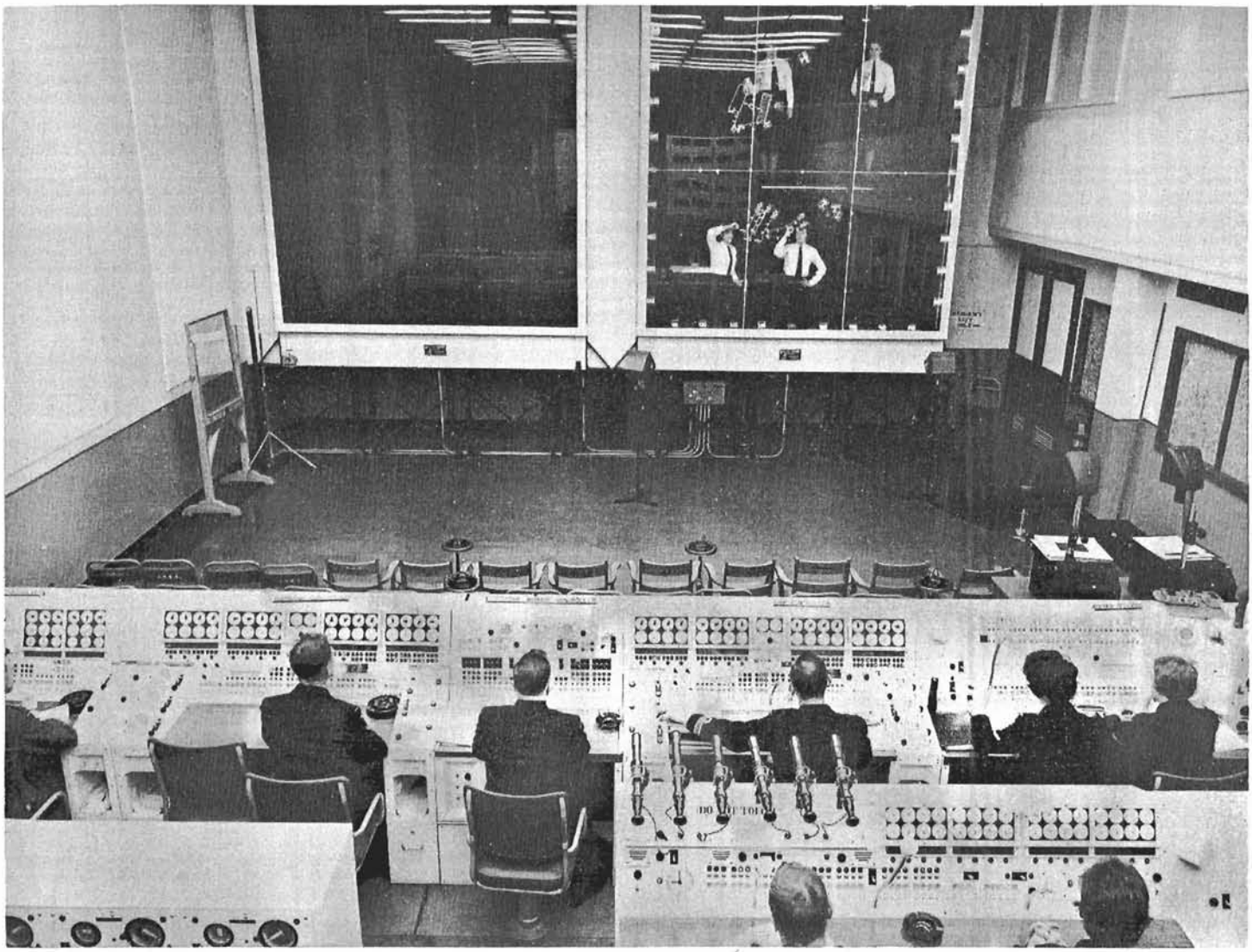
The 1,470-ton sister ships *Graf Spee* and *Hipper* were both built in Scotland and were formerly HMS *Flamingo* and HMS *Actaeon*, respectively.

The *Hipper* was transferred from the Royal Navy to Germany in December 1958; while the *Graf Spee* was transferred in January 1959.

The *Graf Spee* is commanded by Cdr. Klaus Juergen Rohwer, and carries 11 officers, 152 enlisted personnel, and 80 naval cadets. The *Hipper* is under the command of Cdr. Ulrich Rehder, and has 10 officers, 148 enlisted men, and 80 cadets.

The German training frigates Hipper and Graf Spee visited Esquimalt at the beginning of April in the course of a 22,000-mile cruise, which began January 22 and will end June 22. Each ship carries 80 cadets. The ship pictured, the Hipper, is senior of the two. (E-71419)

Lt. Cynthia Dunne, a U.S. Navy exchange officer serving at Naval Headquarters, with the assistance of the Naval Art Section, takes a look at her "other self" that emerged when she invaded the usually male world of hockey. Lt. Dunne's venture occurred during an annual game between two officers' teams at Headquarters. The challengers, from Naval Air, eked out a team, while the "Others" had difficulty in obtaining a goalie. Lt. Dunne volunteered, turning in a creditable performance, stopping nine shots on goal and helping her team to stave off the aerial onslaught with a 4-4 tie.



An overall view of the RCN tactical trainer in the Joint Maritime Warfare School in Halifax during a post-exercise analysis. (HS-71111)

The Tactical Trainer

THE ROYAL CANADIAN NAVY, in common with other NATO navies, is continually seeking and devising new methods and tactics to improve its anti-submarine capability.

There is little glamour and a lot of hard work connected with this task, and keeping abreast of the latest developments in anti-submarine warfare at sea taxes a heavily-burdened fleet.

One of the more significant steps that has been taken to overcome this problem has been the placing in service ashore of a "tactical trainer".

This is a device to provide facilities for solving tactical problems associated with ships, submarines and aircraft, and to develop a high level of professional skill and teamwork among the anti-submarine units, RCN and RCAF, of Canada's Maritime Command Atlantic. Of necessity elaborate, it embodies several complex electronic and mechanical components on two floors of the RCN-RCAF Joint Maritime Warfare School at HMCS *Stadacona* in Halifax. It has miles of wiring and a myriad tubes.

The RCN tactical trainer is one of a long line of training devices used ashore to augment training at sea. It cannot replace training afloat, but its use greatly enhances the benefits obtained from subsequent exercises at sea.

In other words, the Navy can develop tactics on the trainer before going to sea to test them in actual practice. The results obtained can be analyzed, further developed and perfected on the trainer.

The trainer has an ability to simulate various tactical situations encountered at sea and allows the study and practice of procedures to be used in circumstances that ships and aircraft are liable to encounter. Basically, it is geared for anti-submarine warfare, but is not entirely restricted to this.

The trainer consists of a huge control room and a number of cubicles. The control room is manned by the exercise

control officers, and the cubicles by the various teams taking the tactical training.

Up to 16 independent ships, of which six may be submarines, are simulated by an operations room manned by a commanding officer and his team. All information that would be available to the ship at sea, is continuously supplied, including navigational plot, radar display, sonar and radio information and communications.

The commanding officer controls the course and speed of his own ship and can order the firing of weapons. In the case of aircraft carriers, he can control and direct associated aircraft.

Twelve independent aircraft are simulated. The aircraft captain controls his course, speed and height and is provided with similar information to that supplied to the ship's captain. The flying characteristics of all types of aircraft can be simulated.

In a destroyer escort cubicle, members of the RCN tactical trainer staff simulate an operations team in action during a tactical training exercise. (HS-71115)

Behind the scenes, Wrens Marguerite H. Eccles and Edith V. McDonald operate the projectors of the tactical trainer. (HS-71110)

Ships, submarines and aircraft can be grouped into friendly or enemy forces in any proportions for particular exercises. A convoy of any size may also be represented.

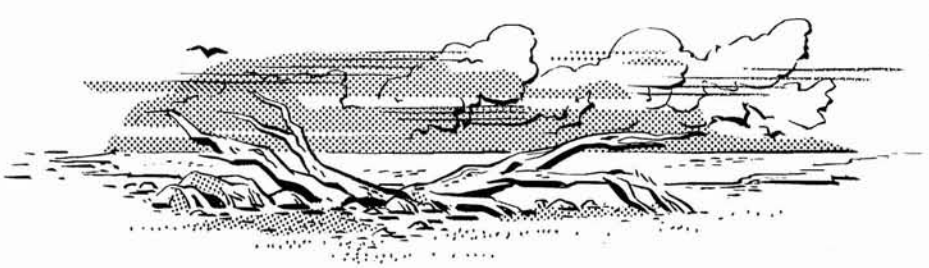
During the past year, a broader type of tactical/strategical game has been tried. Units have been disposed in selected positions in the overall Canadian sub-area and all movements controlled by and incidents reported to the Maritime Commander Atlantic, thus simulating a defence situation in a large area.

Such exercises unfold on a huge screen on the control room wall, initially as a 1,600-mile grid of the North Atlantic. The exercise area on the screen can localize to 25 square miles. Units involved in any particular game are simulated by symbols of light projected on the cloth display screen and cunningly geared to the direction and speed called for in the exercise.

Meanwhile, in their various cubicles, the individual ships and aircraft are aware only of the local situations about them. However, the complete geographical location of all units, including submerged submarines, is available to the exercise control officers at a glance. They not only get information on courses and speeds of ships, submarines and aircraft, but also have facilities for monitoring all communications and can exercise control of the game at all times.

Throughout an exercise, the positions of all units are plotted in crayon by wrens on a plastic screen. At the end of an exercise, the screen can be hoisted and the tracks displayed. The lessons learned can then be discussed on the spot between the controlling officers and the personnel who operated the units in the game.

Similar trainers exist in England, Malta, Pakistan and Spain.



ISOMETRICS

Isometric exercises, in which muscles are built simply by pitting them against each other, are being studied by the U.S. Navy, with the thought that they may be particularly useful for desk-bound personnel.

The exercises are described in the article reprinted here from the Navy Times, *published in Washington, D.C.*

Isometrics came into prominence in Canada last year, when adopted by the Winnipeg Blue Bombers as part of their pre-season conditioning program. And who won the Grey Cup?

WASHINGTON—There may be a new physical exercise program in your future—especially if you are a desk-sitter or are over 40 years of age.

The U.S. Navy Department has just released a "trial balloon" printing of 4,400 copies of a booklet on "isometrics". These are described as "the science of physical exercise without movement". It could have added "or equipment".

There are nine exercises — which accompany this article — that require 54 seconds a day to do. Five others—the same as the present "conditioning exercises"—are used for building endurance.

Basically "isometrics" is a space age term for the old Charles Atlas "dynamic tension" exercises in which one muscle is tested against another. For example, you put your fist in the palm of your other hand in front of your chest and push as hard as you can in both directions. Builds arms, chest and shoulders. Some have doubled their strength in 20 weeks, the illustrated booklet claims.

Under Secretary of the Navy Paul B. Fay Jr., who has been ramrodding the entire sea service fitness program, said he will send out a questionnaire to see what the field thinks of the new plan. If it's "generally acceptable" by the 4,400 addressees in the Washington area, the pamphlet— entitled *Shape Up* —will "go into general distribution" in the fleet, Fay said.

A Fay aide, Cdr. M. D. Turley, indicated the Navy would be happy to supply people outside the sea services with the program if they want it. He cautioned that the new isometric exercises are to be used in conjunction with the program ailready in being; they are to be used mostly by the desk bound who have trouble making time to tone up the body for the periodic fitness tests and for the over 40.

Shape Up recommends, if you use the exercises, you should exert only about 50 per cent of your strength the first week. Hold your breath and do each exercises for six seconds. Take about 15 seconds between positions.

"For maximum benefit, the pamphlet says "these exercises must be performed every day. Although a single repetition in each position will result in a significant increase in strength for most individuals, several repetitions will improve muscular endurance and provide an even greater strength increase."

Why are only six seconds devoted to each position? *Shape Up* asks. "Because in only six seconds most individuals can gain a significant amount of strength and muscle tone. (Science has shown that a muscle can grow in strength only at a certain rate. This rate can't be speeded up, no matter how much you exercise beyond a certain point.")

But, it points out, along with strength you must have endurance. And five exercises, same as the ones now used for conditioning, are provided for this. The pamphlet also urges other exercising (don't accept a ride when you can walk) and weight-watching for progress in fitness.—*Navy Times.*

54-SECOND WORKOUT FOR THE SEDENTARY

Here is the set of isometric exercises which has been distributed to U.S. naval personnel in the Washington, D.C., area. Each exercise takes just six seconds, so that the day's stint can be completed in less than a minute.

One

The pull-up for arms and shoulders. Sit straight, grasp sides of chair with hands and pull up hard as possible.

Two

Hand press for arms, chest and shoulders. Sit straight with chest out and arms held across chest. Place one fist inside the other and press together using all strength of arms and shoulders.

Three

Back pull for back. Keep back straight, lean forward until you can grasp legs or braces of chair. Pull straight up, using back muscles only.

Four

Neck presser for neck. Sitting straight, clasp hands behind neck, holding elbows forward. Pull forward with hands and at same time press head backwards.

Five

Tummy tightener for waist and abdomen. Sitting with legs together straight out, bend forward and grasp the legs just below the knees. Press down with the hands at the same time you press up with the legs.

Six

The criss-cross for chest and legs. Place feet about four inches apart, bend forward and place hands against inside of opposite knees. Attempt to press knees together at the same time you hold them apart with hands.

Seven

Body lift for shoulders, arms and abdomen. Keep the back straight, lean forward and place hands palm down at side of the chair. Hold legs straight out and raise body about one inch off chair.

Eight

Leg squeezer. Sit forward on chair, lean back and hold legs straight out. Hook one foot over other and hold tightly. Rest feet on floor, keep legs straight and try to pull feet apart.

Nine

Arm curl for upper arms. Sit straight, grasp underside of desk or table with palms up and forearms parallel to floor. Push up hard as possible.

Boatswain's Call

A RECENT press report said that the Royal Navy had decided to abolish the boatswain's call because modern public address systems had made it obsolete. Even if it should prove true, the story would remain incredible.

The use of the boatswain's call at sea is an institution that pre-dates the Royal Navy itself by hundreds of years. It is pure navy and its use as a mark of respect has been jealously guarded. No one, with the exception of Her Majesty the Queen, is entitled to a "pipe" unless he is in naval uniform.

This inviolable mark of respect, known as "piping the side", has its ancient origin in the call used for hoisting a person in or out of the ship, by means of a yard-arm whip and boatswain's chair, when the ship was at sea.

Although it is probably the simplest musical instrument ever invented, with only two notes, the Royal Navy's *Manual of Seamanship* (1937) lists 22 separate calls, some of which are used for several purposes, depending on the time of day or what is being done. Thus, it was formerly possible to convey about three dozen separate "messages", the one that brought the most prompt response being the merry shrilling that proclaimed "Up spirits".

By the time the next edition of the *Manual of Seamanship* appeared in 1951, the rot had set in and only 15 pipes were listed.

This decline has been wistfully noted by CPO William H. Lloyd, of *Stadacona,* who in 1938 as an ordinary seaman won his first competition for piping the best of all with the call. Recently he was heard nationally on the CBC network program, "On the Move".

And Chief Lloyd further observes that, of the 15 remaining pipes, only six are still in common use today. They are the "Still", "Carry On", "General Call", "Pipe the Side", "Dinner" and "Pipe Down". The archaic pipes dealt with heaving and hoisting and the like.

There are two main notes, the "low" and the "high", and three tones: "plain", "warble" and "trill" in the service call. Opening and cupping of fingers on the call and varying breath blown into the mouthpiece, "mouth of the gun", produce the required sounds . . . with much discreet practice, of course.

Every seaman must know how to use the call and how to pipe the orders, many routine in nature, which are known as "pipes".

The Seamanship Manual elaborates: "The use of the boatswain's call in English ships can be traced back with certainty to the days of the Crusades,

CPO WILLIAM H. LLOYD

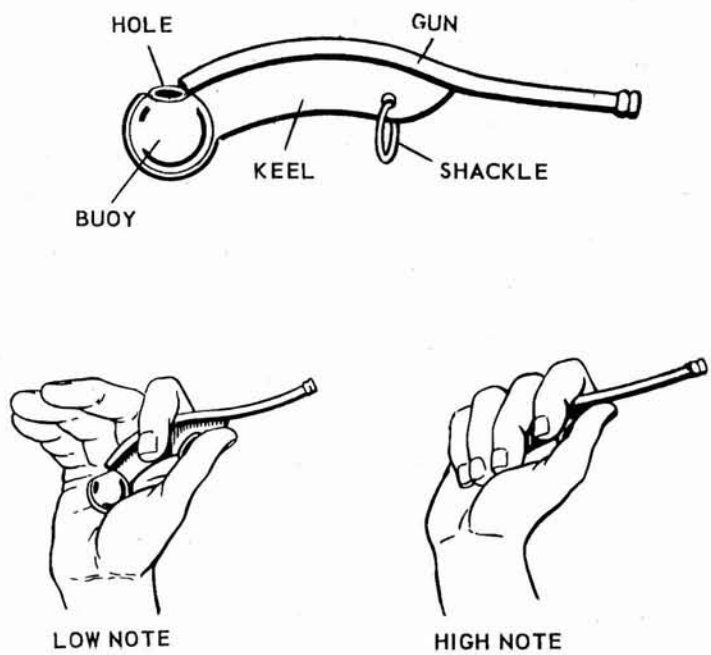
AD 1248. In former days it was worn in English ships and fleets as an honoured badge of rank, probably because it had always been used for passing orders. As long ago as 1485 it was worn as the badge of office of the Lord High Admiral of England, and by his successors of office up to 1562. Thereafter it was used throughout the English fleets for passing all orders, and since about 1671 it has always been known as the boatswain's call. Nowadays the boatswain's call and chain are the badge of office of the Chief Boatswain's Mate, quartermasters and boatswain's mates."

A naval tradition resulting from piping of orders is that whistling is forbidden in ships, lest the sound be confused with that of the call. In olden days, when the only dessert was "plum duff" at Sunday dinner, the ship's cook was compelled to whistle all the time he was preparing the treat, to prove he wasn't stowing the raisins in his own hold.

CPO Lloyd, one of the senior men of the boatswain trade of the RCN today, was born in Winnipeg on March 28, 1920. He attended Bannatyne School and Linwood Collegiate in St. James, Man., before joining the Navy in June, 1938, as an ordinary seaman. During the war he served on the North Atlantic in the destroyer *Fraser,* the British cruiser *York,* the first HMCS *Ottawa* (destroyer), the corvette *Sorel,* minesweeper *Trois Rivieres* and the second destroyer *Ottawa.*

Since the war he has served in the Algerine escort *New Liskeard,* aircraft carrier *Magnificent,* the New Liskeard again and the destroyer escorts *Haida* and *Huron.*

He is currently in the Operations Division, Fleet School, ashore in Halifax. His home is in Dartmouth.



The boatswain's call, and the method of making the only two notes it can produce.

GHOST SHIPS

FLYING SAUCERS disappeared from the skies once the U.S. Air Force had established by long and careful study that they existed only in the minds of the observers. It is reasonably certain that no such fate will befall the ghost ships that sail the Seven Seas. They are too much a part of marine folk-lore and traditions.

The most famous of the phantom ships is the *Flying Dutchman,* forever striving to beat her way around the Cape of Good Hope and find a safe haven—and forever doomed to fail.

However, ghost ships can be found much closer to home than the southernmost tip of Africa. Stories of such vessels abound in the folklore of the Maritimes and such supernatural vessels are said also to sail the waters of the Great Lakes.

Ghost ships, generally speaking, come in two varieties. Some are actual vessels, such as the famed *Mary Celeste,* which appear to have been subjected to some supernatural disaster. (The *Mary Celeste,* it will be recalled, was found far at sea in good sailing condition without a living soul on board). Others are what can only be described as ghosts of ships, sometimes accompanied by weird manifestations such as flames or flitting lights. The *Flying Dutchman* is of this class.

A ghost ship story was current in Newfoundland during the latter part of the Second World War. The tale was of the *Mary Celeste* variety and underwent many improvements in the telling.

A trawler was sighted drifting in the North Atlantic (so the story went) and failed to answer the challenge of a U.S. Coast Guard cutter. A boarding party searched the ship and found no crew. But the little ship was in perfect condition and there was an ample supply of food on board. No conjecture to account for the disappearance of the crew was too far-fetched.

The true story was every bit as dramatic and almost equally distressing.

The real ship was the anti-submarine trawler *Strathella.* During heavy weather on the night of January 12-13, 1944, she lost touch with Convoy UR-105, bound from Britain for Iceland. An RAF aircraft that flew over the route of the convoy saw nothing of her. No further news arrived during the following week and, on January 22, the Admiral Commanding in Iceland presumed her lost.

On February 14, a U.S. aircraft, flying from Greenland to Newfoundland, sighted the *Strathella* drifting off the Greenland coast. Help was sent. The little ship was towed into Greenland and the crew, weak from starvation, was removed to hospital. They had been adrift for nearly five weeks before their rescue.

The most famous ghost ship of Canadian waters is the one that sails the Baie de Chaleur and she attained her notoriety because so many school children of a generation or more ago had to learn by memory the poem about her that began:

"Have you ever heard of the phantom light
That over the moaning waves by night..."

Sometimes this phantom light was said to take the form of a burning sailing ship. Tastes in poetry have changed since then and today's child is unlikely to have heard of the strange phenomenon.

TALES of ghost ships are greatly subject to sea change. This may be because they originate in the dimly lit subjective world of illusion and hallucination and because it is so easy to improve on the first awe-stricken version.

This is illustrated by the *Flying Dutchman* stories. The common version is that the captain's blasphemous outburst, when foul weather frustrated his efforts to round the Cape, condemned him to an unending voyage.

A German version places the ship in the North Sea, where she sails aimlessly forever, without helmsman or lookout, while the captain plays at dice with the devil—the stakes, the captain's soul.

Sir Walter Scott tried to bring the story part way down to earth. His version was that the *Flying Dutchman* was a vessel laden with bullion, sailing homeward from the Indies. There was a murder on board and the crew was stricken with the plague. Henceforth, all ports were closed to the ship.

The first of these three versions is the one that forms the theme of Richard Wagner's grand opera, *The Flying Dutchman.*

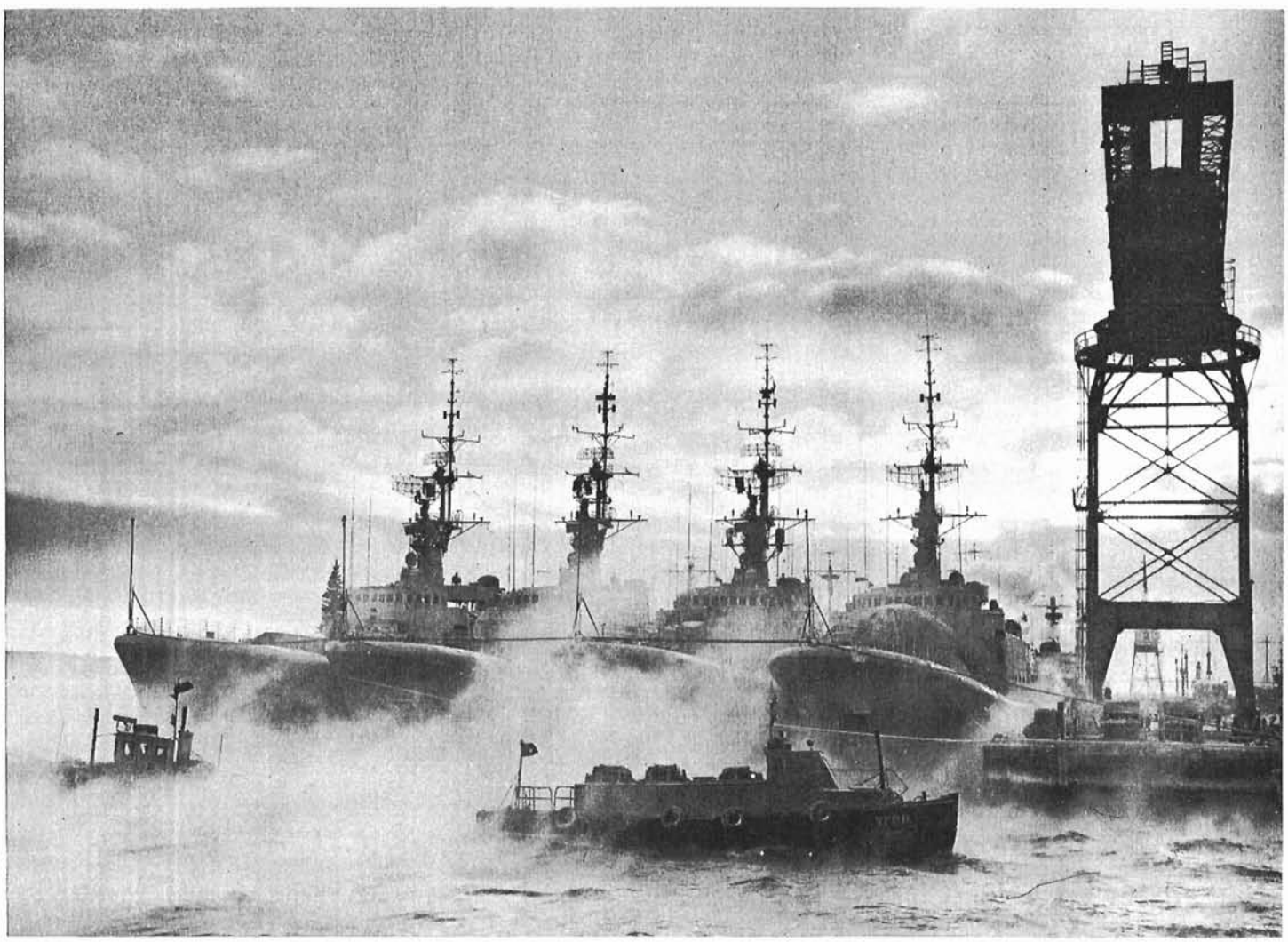
Tales of ghost ships and other strange manifestations in Canadian waters are being gathered by the Archives de Folklore of Laval University in Quebec City. Many interesting tales of the sea have already been collected, and Sister Marie-Ste.-Helene, who is directing the search, has suggested that naval personnel should be in a position to add to the store.

In a letter to *The Crowsnest,* Sister Marie-Ste.-Helene says there are stories current in the Great Lakes area that the ghost of Chevalier de la Salle's *Griffon* is still to be seen sailing the inland waters and that observers claim also to have seen the ghosts of two steamers, the *Chicora* and the *Bannockburn.* She asks if anyone can add further particulars.

Another phenomenon of interest to the Folklore archives is St. Elmo's fire, although it has long been known that this is merely a brush discharge of static electricity, often seen ashore as well as at sea.

The name "St. Elmo" is derived from St. Erasmus, an Italian bishop who was martyred in 304 A.D. He became the patron saint of Mediterranean sailors, who believed St. Elmo's fire indicated that the saint was watching over them.

Before the Christian era, the phenomenon was regarded by Greek sailors as



Ghost ships may or may not exist, but sometimes visual evidence that they do is strong. This picture of four Restigouche class destroyer escorts wreathed in Arctic sea smoke in Halifax harbour was taken on the first day of winter when the sea temperature was 34 degrees and the air temperature 1.2 degrees F, with the wind gusting to 30 knots. (HS-70838)

indicating the presence of the gods Castor and Pollux (or Polydeuces), who appeared as fire at the masthead.

In his detailed study, *The Greek Myths*, Robert Graves says:

"Poseidon made Castor and Polydeuces the saviours of shipwrecked sailors, and granted them the power to send favourable winds; in response to a sacrifice of white lambs, offered on the prow of any ship, they will come hastening through the sky, followed by a train of sparrows."

A sampling of some of the information received by the archives in response to a questionnaire was enclosed with Sister Marie-Ste.-Helene's letter:

The Questionnaire

Pirate Ship *Fire-Ship* *Phantom-Ship*

Flying Dutchman *St. Elmo's Fire*

1. Have you already seen any of these ? Where? Under what name?
2. In what form does it appear?
3. When was it last seen?
4. When does it appear? At a certain time of the year? Of the day?
5. What is its origin? Its significance?
6. Will you please mention other details you know and also the names of persons who have seen these phenomena.

Date: Name

Address:

Please return to: Sr. Marie-Ste.-Helene, f.m.a., Archives de Folklore, Laval University, Quebec 4, P.Q.

"THOUGH ONE finds the story of the ghost ship in Greek literature (the Argonauts), as well as in German (Wagner's *Der Fliegende Hollander*), and English (Scott, Irving, Poe, Coleridge and others), the legend carries carries over into our day.

"One of the most intriguing incidents was relayed to me in writing by a gentleman who presently resides in Nova Scotia. When only a boy, Mr. J. E. Hushard traded a three-foot long sailing sloop for an old watch with a double case. Between the two cases was hidden an old map which aroused a curiosity that did not abate until years later. While doing duty in CGS *Arleux*, Mr. Hushard studied every chart available to find the locale indicated by the drawing. Not until 1930 did he find the shore line similar to that of the old map. It was Shediac in New Brunswick which during the French occupation was known as Acadia.

"The expulsion of the French Acadians by the English is, according to legend, closely connected with the Ghost Ship. Before leaving this territory, the French buried gold—$45 million in bars—belonging to their government. While trying to escape, the ships was burnt at sea by the English and all hands were lost. The common belief is that this is the ship seen every seven years.

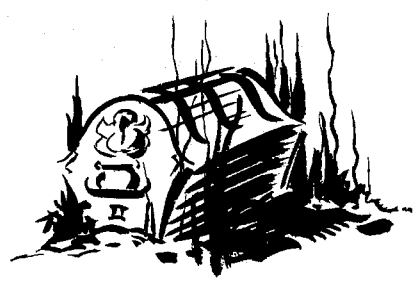
"Various attempts on the part of Mr. Hushard to retrieve the gold have ended in failure due mainly to the fears and superstitions of those assisting him. I quote from his letter: 'I still have the map and maybe some day, when I can find 12 men who will stay and dig, we might be able to get the gold.'

"Over 40 varied versions of this same theme were collected by school children of Richibucto and Caraquet in New Brunswick and the Magdalen Islands, who questioned their parents and the fishermen in the vicinity. Here are a few:

"The ghost ship seen along the Richibucto coast (along Northumberland Strait) appears before a storm and burns for an hour. Sails, masts, cables are visible in a blaze, and at one such time, in 1940, somebody looked through spyglasses and saw men running to and fro in the flames. Efforts to reach her were in vain. Here again one finds the necessity of expiation for sin because it is believed that this is a pirate ship burnt in punishment for the numerous crimes committed by the crew.

"In the Magdalen Islands, this extraordinary phenomenon appears, either in the form of a fire-bird, a ball of fire, or a burning ship. The last recorded materialization was in 1940, after a storm. The islanders relate the story of a young man who after going aboard the ship, never returned. Is this ghost ship the fatal ship whose captain is the devil himself?

"A 14-year-old boy from Caraquet got his information from the oldest resident in the village, Patrick Blanchard, age 101, who saw the burning ship many times. According to his account, the crew were formerly irreligious fishermen who went fishing on Sunday and were punished. The last apparition was in 1960, just a few days before the questionnaire was received."



ABOUT THE ROYAL CANADIAN NAVY

FROM TIME TO TIME the editor is asked to recommend books concerning the Royal Canadian Navy. Some of the titles in the following list are no longer available from the publishers but may be found in public libraries or in second-hand book stores. The main sources of official information concerning the Royal Canadian Navy are *The Naval Service of Canada,* by the late Dr. Gilbert Tucker, in two volumes, and *The Far Distant Ships,* by Joseph Schull, an operational history of the RCN in the Second War. Taken together, these three volumes cover in some detail the first 35 years of the Royal Canadian Navy. For the most part, the rest of the books listed here are concerned directly with the RCN or with its predecessor in Canadian waters, the Royal Navy. Some of them present life in the Navy in pictures or verse.

BOOKS *for the* SAILOR

Bidwell, Rear-Admiral R. E. S., *Random Memories,* Booklet published by the author 6231 Watt St., Halifax (1961).

Borrett, Major W. C., *Tales Told Under the Old Town Clock,* (Halifax, 1942).
More Tales Told Under the Old Town Clock, (Halifax, 1943).
East Coast Port, (Halifax, 1944).
Down East, (Halifax, 1945).
Down to the Sea Again, (Halifax, 1947).
Historic Halifax, (Halifax, 1948).
Tales Retold Under the Old Town Clock, (Halifax, 1958).
All of Major Borrett's books contain articles about, or references to, the RCN and are published by the Halifax Chronicle Publishing Company.

Catley, Harry, *Gate and Gaiters.* An account of life on the lower deck during the Second World War. Privately published by the author in 1949.

Chambers, Captain E. J., *A History of the Department of Marine and Fisheries.* (Ottawa, King's Printer, 1905). Contains a chapter on "Canadian Naval Militia".

Easton, Lt.-Cdr. Alan, RCNR, *50 North.* Atlantic convoy experiences. (Toronto, Ryerson, 1963).

Garner, Hugh, *Storm Below,* (Toronto, Collins, 1949). Fiction. The tale of an imaginary Flower Class corvette. HMCS *Riverford.*

Irvine, Lt.-Cdr. T. A., RCN, *The Ice Was All Between.* (Longmans, Green and Co., Toronto, 1959). The story of HMCS *Labrador's* navigation of the Northwest Passage in 1954.

Leacock, Stephen, and Roberts, Leslie, *Canada's War at Sea.* (Montreal, A. M. Beatty Publications Ltd., 1944).

Longstaff, Major, F. V., *Esquimalt Naval Base: A History of Its Work and Its Defences,* (Victoria, the author, 1941).
HMCS Naden Naval Barracks: A History of Its Work, Senior Officers and Ships, (2nd ed., Victoria, the author, 1952). Re-issued in 1957.
The Uganda in Action. (Victoria, the author, 1952).

Macdonald, Grant, *Sailors.* (Toronto, Macmillan, 1945). RCN war art.

Milne, Gilbert A., et al, *H.M.C.S.,* (Toronto, Thomas Allen, Ltd., 1960). War-time photographs taken by the author, with accompanying text by Scott Young and Joseph Schull; layout by Max Newton.

Pratt, E. J. *Dunkirk,* (Toronto, Macmillan, 1941). Poetry.
They are Returning. (Toronto, Macmillan, 1945). Poetry.
Behind the Log, (Toronto, Macmillan, 1947). Poetry.

Pugsley, Lt. W. H. RCNVR, *Saints, Devils and Ordinary Seamen.* (Toronto, Collins, 1945). Life on the lower deck in war-time RCN.
Sailor Remember, (Toronto, Collins, 1948).
Return to Sea, (Toronto, Collins, 1960).

Schull, Joseph, *The Far Distant Ships: An Official Account of Canadian Naval Operations in the Second World War,* (2nd. rev. ed., Ottawa, Queen's Printer, 1962).
Ships of the Great Days. Condensation of foregoing for young readers. (Toronto, Macmillan, 1962).

Sclater, W., *Haida,* (Oxford University Press, no date, about 1946).

Strange, Captain (SB) William, RCN, *Into the Blitz,* (Toronto, Macmillan, 1941). Contains a fine description of a war-time, transatlantic convoy crossing.
The Power that is Sea Power, (Vol. 9, No. 4 of the series *Current Affairs for the Canadian Forces,* August, 1955).

Tucker, Dr. Gilbert N., *The Naval Service of Canada: Its Official History,* (2 vols., Ottawa, King's Printer, 1952). The first volume carries the history to 1939 and the second deals with naval activities ashore during the Second World War.
A History of the Royal Canadian Navy, (Ottawa, Queen's Printer, 1952). A very brief, digest history.

Watt, Lt.-Cdr. F. B., *Who Dare to Live,* (Toronto, Macmillan, 1943). Poetry.
Landfall, (Toronto, Macmillan, 1946). Poetry.

West, Christopher, *Canada and Sea Power,* (Toronto, McCelland & Goodchild, 1913).

Anonymous, *Seaman's Handbook,* (Ottawa, Queen's Printer, 1962).

Various authors, *Occasional Papers,* (Maritime Museum of Canada, Halifax. Titles to date include:
The Influence of Sea Power on the Conquest of Canada, by Cdr. C. H. Little; *Despatches of Rear-Admiral Sir Charles Hardy, 1757-1758, and Vice-Admiral Francis Holburne, 1757; Despatches of Vice-Admiral Charles Saunders 1759-1760; The Naval Side of the Capture of Quebec; Despatches of Rear-Admiral Philip Durell, 1758-1759, and Rear-Admiral Lord Colville, 1761-1762; The Two Hundredth Anniversary of the Halifax Dockyard,* by Lt. P. H. Watson, and (same booklet) *The Dory,* by Lt.-Cdr. F. W. Nicholson; *The March of the Seamen* by Rear-Admiral H. F. Pullen, and *The Story of HM Armed Schooner Tecumseh,* John R. Stevens; *The Battle of the Restigouche,* edited by Cdr. C. H. Little, who also edited the despatches listed above.

COMPOSITION OF THE FLEET

The Royal Canadian Navy maintains a fleet of approximately 60 warships, two-thirds of which are based at Halifax, and the remainder at Esquimalt. Ships and aircraft of the RCN have been designed and equipped in accordance with their role which is primarily anti-submarine warfare.

Under construction in Canadian shipyards are three destroyer escorts of the Mackenzie class and a 22,000-ton fleet replenishment ship, the *Provider*. This ship, the largest to be built in Canada for the RCN, will join the fleet later this year.

Two St. Laurent class destroyer escorts are being fitted with helicopter platforms and variable depth sonar (VDS). Eventually all destroyer escorts of this class will be equipped with helicopter handling facilities and the Canadian designed VDS.

The CHSS-2 anti-submarine helicopter has been selected to replace the HO4S-3. Delivery of the first new machine is scheduled for mid-May. The CHSS-2 will operate from the aircraft carrier and destroyer escorts.

On January 1, 1963, the authorized manpower of the RCN was 21,720. At that time, the strength of the RCN was 21,541.

The recruiting and training of the Royal Canadian Naval Reserve is conducted mainly through 21 Naval Divisions across Canada, under the over-all command of the Commanding Officer Naval Divisions with Headquarters at Hamilton, Ont. The strength of the RCNR as of January, 1963, was 3,635 officers, men and wrens. In addition more than 400 UNTD Cadets, attending universities across Canada were on the strength of the naval reserve.

Atlantic Command - Ships Based at Halifax

HMCS *Bonaventure*, aircraft carrier

First Canadian Escort Squadron (destroyer escorts)

HMCS *Algonquin*	Algonquin class
HMCS *Micmac*	Tribal class
HMCS *Cayuga*	" "
HMCS *Crescent*	Algonquin class
HMCS *Athabaskan*	Tribal class
HMCS *Saskatchewan*	Mackenzie class
HMCS *Yukon*	" "

Third Canadian Escort Squadron (destroyer escorts)

HMCS *Haida*	Tribal class
HMCS *Sioux*	" "
HMCS *Nootka*	" "

Special Duties

HMCS *Cape Scott*	Cape class escort maintenance ship
HMCS *Cormorant*	Bird class harbour craft
HMCS *Loon*	" " " "
HMCS *Mallard*	" " " "
HMCS *Granby*	Diving depot ship (converted Bangor class minesweeper

Operational Reserve

HMCS *Iroquois*	Tribal class destroyer escort
HMCS *Huron*	" " " "

Fifth Canadian Escort Squadron (destroyer escorts)

HMCS *Gatineau*	Restigouche class
HMCS *Chaudiere*	" "
HMCS *St. Croix*	" "
HMCS *Columbia*	" "
HMCS *Restigouche*	" "
HMCS *Terra Nova*	" "
HMCS *Kootenay*	" "

Seventh Canadian Escort Squadron (frigates)

HMCS *Fort Erie*	Prestonian class
HMCS *Lanark*	" "
HMCS *Inch Arran*	" "
HMCS *New Waterford*	" "
HMCS *Outremont*	" "
HMCS *Victoriaville*	" "

Ninth Canadian Escort Squadron (frigates)

HMCS *Cap De La Madelaine*	Prestonian class
HMCS *La Hulloise*	" "
HMCS *Lauzon*	" "
HMCS *Swansea*	" "
HMCS *Buckingham*	" "

First Canadian Minesweeping Squadron (coastal minesweepers)

HMCS *Chaleur*	Bay class
HMCS *Thunder*	" "
HMCS *Quinte*	" "
HMCS *Chignecto*	" "
HMCS *Resolute*	" "
HMCS *Fundy*	" "

Sixth Submarine Squadron (RN under RCN operational control)
One or two "A" class submarines

RCN Air Squadron, based at HMCS *Shearwater*

VS-880	CS2F-2 Tracker anti-submarine aircraft
VU-32	CS2F-1, CS2F-2 Tracker A/S aircraft T-33 jet trainers
HS-50	Sikorsky A/S helicopters
HU-21	HTL Bell helicopters HO4S Sikorsky helicopters
VX-10	Various aircraft for experimental purposes

Pacific Command - Ships Based at Esquimalt

Second Canadian Escort Squadron (destroyer escorts)

HMCS *Fraser*	St. Laurent class
HMCS *Margaree*	" " "
HMCS *Skeena*	" " "
HMCS *Ottawa*	" " "
HMCS *Saguenay*	" " "
HMCS *Mackenzie*	Mackenzie class

Special Duties

HMCS *Cape Breton*	Cape class escort maintenance ship
HMCS *Grilse*	Balao class submarine
HMCS *Oriole*	Training yacht attached to HMCS *Venture*
HMCS *St. Laurent* HMCS *Assiniboine*	To rejoin fleet after conversion, involving addition of helicopter platform and hangar, and variable depth sonar.

Fourth Canadian Escort Squadron (frigates)

HMCS *Sussexvale*	Prestonian class
HMCS *Beacon Hill*	" "
HMCS *Antigonish*	" "
HMCS *Ste. Therese*	" "
HMCS *Stettler*	" "
HMCS *New Glasgow*	" "
HMCS *Jonquiere*	" "

Second Canadian Minesweeping Squadron (coastal minesweepers)

HMCS *Fortune*	Bay class
HMCS *James Bay*	" "
HMCS *Cowichan*	" "
HMCS *Miramichi*	" "

RCN Air Squadron (Patricia Bay Airfield, Sidney, B.C.)

VU-33	CS2F-1 Tracker anti-submarine aircraft T-33 jet trainers HUP helicopters

Commanding Officer Naval Divisions - Hamilton

Two or three ships of the Atlantic Command are normally placed under the operational control of the Commanding Officer Naval Divisions, Hamilton, for summer training of RCNR personnel. In addition, a cargo supply vessel, HMCS *Scatari*, and one or two Gate vessels, based at Hamilton, are commissioned each summer for training duties.

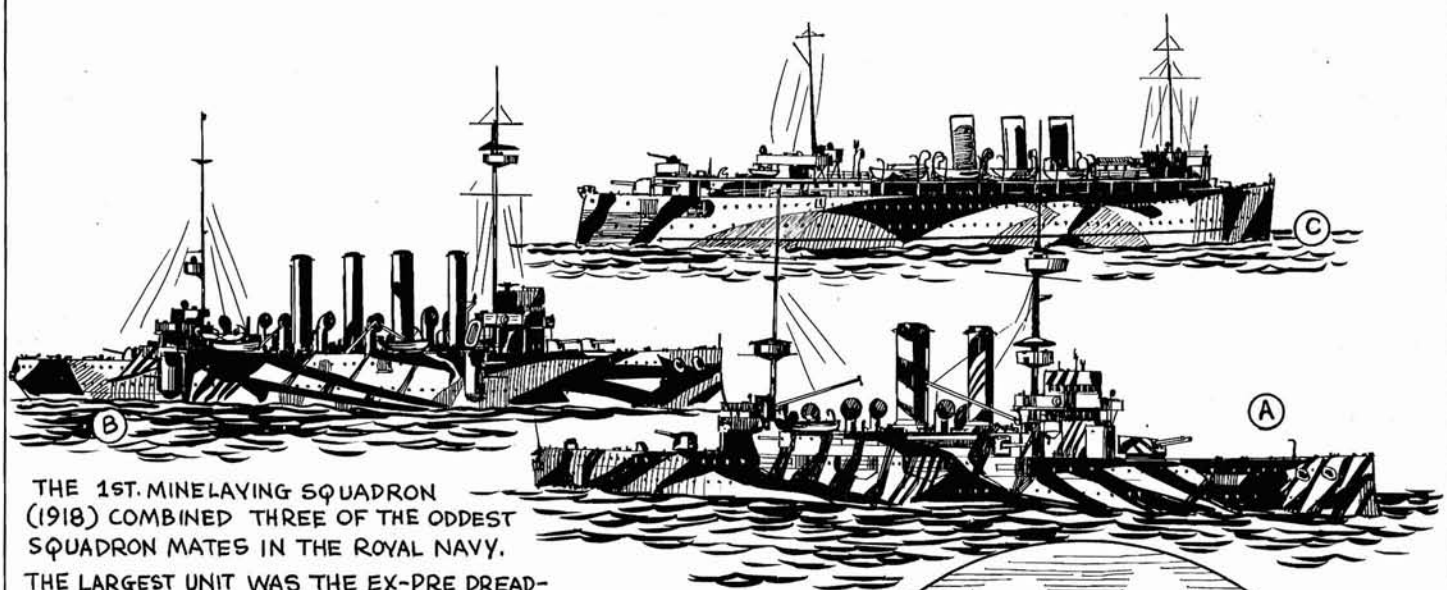
There are two RCNR air squadrons, VC 922, attached to HMCS *Malahat*, Victoria naval division and VC920, attached to HMCS *York*, Toronto. Both are equipped with C-45 Expeditor aircraft for training.

Naval Lore Corner

Number 115

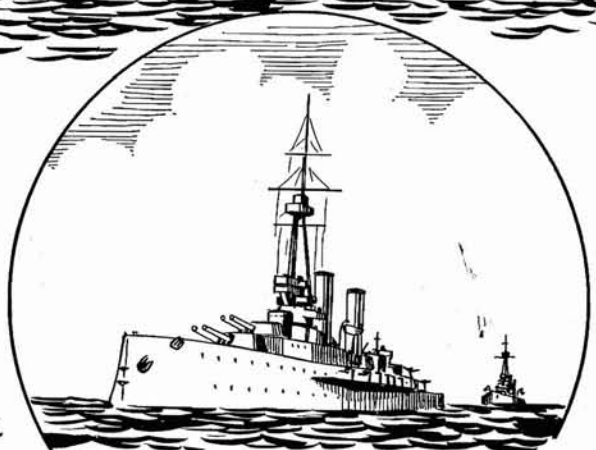
"EXTRAORDINARY SQUADRONS"

THE NAVIES OF THE WORLD ARE ORGANIZED INTO FLEETS, SQUADRONS AND FLOTILLAS. MOST OF THESE DIVISIONS CONSIST OF HOMOGENEOUS UNITS OR CLASSES. SOME OF THE EXCEPTIONS WERE QUITE ASTONISHING!

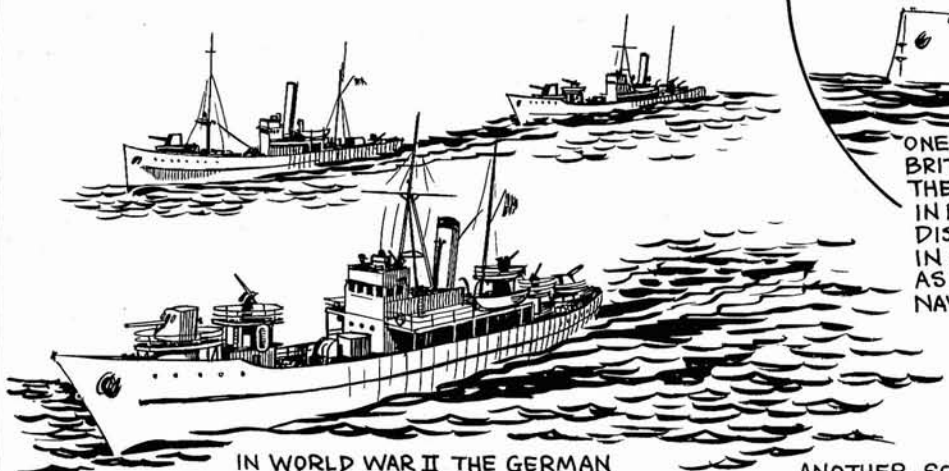


THE 1ST. MINELAYING SQUADRON (1918) COMBINED THREE OF THE ODDEST SQUADRON MATES IN THE ROYAL NAVY.

THE LARGEST UNIT WAS THE EX-PRE DREADNOUGHT BATTLESHIP "LONDON"(A) BEREFT OF MOST OF HER GUNS, HER CONSORTS WERE THE OLD PROTECTED CRUISER "AMPHITRITE"(B) (SISTERSHIP OF H.M.C.S. NIOBE) AND THE EX-C.P.R. PASSENGER LINER "PRINCESS MARGARET"(C) ALL OF WHICH WERE FITTED TO LAY MINES.



ONE OF THE STRANGEST UNITS OF THE BRITISH GRAND FLEET IN 1914 WAS THE 10TH BATTLE SQUADRON. ITS SHIPS, IN REALITY, WERE OLD MERCHANTMEN DISGUISED TO LOOK LIKE DREADNOUGHTS IN ORDER TO DECEIVE THE ENEMY AS TO THE DISPOSITION OF THE ROYAL NAVY'S CAPITAL SHIPS...



IN WORLD WAR II THE GERMAN RAIDER "PINQUIN" CAPTURED 3 NORWEGIAN WHALE FACTORY SHIPS AND 11 WHALECATCHERS IN THE ANTARCTIC. 10 OF THE LATTER WERE SENT HOME TO GERMANY IN PAIRS UNDER PRIZE CREWS AND 8 OF THEM REACHED THEIR DESTINATION. THEY WERE ARMED AND FORMED INTO AN ANTI-SUBMARINE FLOTILLA...

ANOTHER SQUADRON OF THE GRAND FLEET WHICH WAS UNIQUE WAS THE 6TH BATTLE SQUADRON... WHICH WAS NOT BRITISH AT ALL, BUT A U.S. SQUADRON LED BY THE U.S.S. NEW YORK IN 1918 TO REINFORCE THE BRITISH FLEET...

J.M. THORNTON

Roger Duhamel

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Vol. 15 No. 5 May, 1963


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The CROWSNEST

Vol. 15 No. 5 THE ROYAL CANADIAN NAVY'S MAGAZINE MAY 1963

CONTENTS

The Cover—On a sunny day early this year, Sub-Lt. Douglas L. Mooers and Lt. Robert C. Grant take advantage of a lull in Exercise Maple Spring to get in a few sextant shots of the sun. The two officers are serving in HMCS *Restigouche*. (HS-71053-106)

LADY OF THE MONTH

The New York City tourist bureau may not take kindly to pictures showing their harbour clogged with ice and so it is hastily pointed out that the photo of HMCS *Columbia*, against a backdrop of the towers of Manhattan, was taken in February. The weather may have been cold—but not the hospitality. The visiting Canadians were well looked after by Special Services of the Third Naval District and by the host ship, USS *Putnam*. Friendships were also struck up with officers and men of the aircraft carrier *Shangri-La*.

Youngest of the Restigouche class destroyer escorts, the *Columbia* was commissioned in November 1959. (Official United States Navy Photograph)

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RCN NEWS REVIEW

Spring comes to Halifax and the scene from Atlantic Command headquarters is a familiar one, with ancient naval guns framing the destroyer escorts (the Nootka, Algonquin, Micmac and Cayuga) at Jetty Four. (HS-71614)

Destroyer Escorts Assigned to Lakes

Three destroyer escorts of the Atlantic Command, the *Haida, Nootka* and *Sioux,* will form a part of the Royal Canadian Naval Reserve training fleet on the Great Lakes this summer. They are the largest Canadian warships to be employed so far for reserve training in the Lakes.

All three are veterans of both the Second World War and the Korean War. They will join with the gate vessels *Porte St. Louis* and *Porte St. Jean,* and the training vessel *Scatari* to form a six-ship training fleet. During the three and one-half month training program, more than 500 new entry reservists from across Canada will serve in the fleet.

Three vessels, the *Porte St. Louis, Porte St. Jean* and *Scatari,* are based permanently on Hamilton, location of the headquarters of Commodore P. D. Taylor, Commanding Officer Naval Divisions. The *Porte St. Louis,* on loan to the Atlantic Command for operational duties in the Bermuda area last winter, returned May 25.

First of the destroyer escorts to arrive on the Great Lakes is HMCS *Haida,* scheduled to reach Toronto on May 9. She will be followed by the *Sioux,* due at Hamilton June 20, and the *Nootka,* June 21. The *Sioux* was commanded by Commodore Taylor for two tours of duty in the Far East during the Korean war.

During the summer, the fleet will visit a total of 10 Canadian and four United States ports, ranging from Kingston at the eastern end of the lakes to Port Arthur-Fort William at the head of the lakes in the west.

In addition to training, the ships will take part in a number of other activities during the summer, including school relations cruises, naval veteran and civic observances and exhibitions. These will include the 9th Annual Naval Veterans' Reunion of the Canadian Naval Association at Sarnia May 18-19; the Lakehead Exhibition at Port Arthur-Fort William, August 9-10, and the Canadian National Exhibition at Toronto, August 16 to September 2.

Command Conducts Schools Program

Close to 112 principals, counsellors and senior students of Vancouver Island high schools in late April participated in the Pacific Command's annual Schools Relations program.

On Friday, April 26, 52 high school personnel of Nanaimo and other communities were guests of the Royal Canadian Navy; and on Sunday, April 28, approximately 60 more from the Greater Victoria area cruised into the Strait of Juan de Fuca in two frigates.

Friday's program included a tour of the Canadian Services College, *Royal Roads;* luncheon at the wardroom of *Naden;* a tour of the Fleet School, where they heard an address by Commodore J. A. Charles, Commodore RCN Barracks; and a tour through the submarine *Grilse* in HMC Dockyard. Later the guests were taken on an upper deck tour of the frigate *Beacon Hill.*

On Sunday, April 28, the Greater Victoria high school visitors boarded the frigates *Sussexvale* and *Stettler* for an afternoon cruise into the Strait of Juan de Fuca.

Arrangements for both days were made by naval career counsellor Lt. John Campbell.

Positions for RCNR Officers

There is a continuing and immediate requirement for RCNR officers to serve at sea as watchkeepers or to relieve RCN officers for sea duty, a message addressed to all naval divisions across Canada by the Commanding Officer Naval Divisions in April said.

Primarily, officers for watchkeeping duties afloat and officers with recognized

marine engineering, electrical, supply and civil engineering qualifications are needed.

RCNR sub-lieutenants or lieutenants who are available for service on continuous naval duty for from six months to two years or on short-service appointments for two-year or three-year periods are encouraged to apply for appointments.

New Ministers Appointed

The appointment of Hon. Paul Hellyer as Minister of National Defence and of Hon. Lucien Cardin as Associate Minister of National Defence was announced following the formation of the new federal cabinet in April.

Mr. Hellyer was born on August 6, 1923, on a farm near Waterford, Ontario, the son of A. S. Hellyer and the former Lulla M. Anderson.

After attending high school in Waterford, Mr. Hellyer graduated in aeronautical engineering from the Curtiss-Wright Technical Institute of Aeoronautics at Glendale, California, in 1941. Subsequently he was employed by Fleet Aircraft Ltd., Fort Erie, Ontario, starting as junior draughtsman and working up to group leader in engineering on the Cornell aircraft elementary trainer which was used by the RCAF during the later stages of the Second World War.

Having already obtained his private pilot's licence in California, Mr. Hellyer joined the RCAF but before he earned his wings the RCAF had met its full requirement for pilots. He was discharged and served the balance of the war with the Royal Canadian Artillery.

After demobillization Mr. Hellyer purchased a ladies' ready-to-wear shop in Toronto which he operated until the end of April 1956, when the building in which his store was located was sold. While operating the store he attended the University of Toronto, obtaining his BA in 1949, just before the federal election.

Fresh out of university and still only 25, Mr. Hellyer ran in the 1949 federal election in the riding of Toronto Davenport. He was elected and became the youngest member of the House of Commons.

In 1953 he was re-elected and in February 1956 was appointed Parliamentary Assistant to the Hon. Ralph Campney, Minister of National Defence. Fourteen months later, just weeks before the resignation of the government, he was sworn to the Privy Council as Associate Minister of National Defence, the second youngest man to hold a cabinet post since Confederation and the youngest since the turn of the century.

Admiral Robert L. Dennison, U.S. Navy, NATO's Supreme Allied Commander Atlantic, called on the Hon. Paul Hellyer, Minister of National Defence, during a farewell visit to Ottawa April 23-24. Admiral Dennison, who has served as SACLANT for three years, left the appointment at the end of April. Before returning to his headquarters in Norfolk, Va., Admiral Dennison also met with the Chiefs of Staff Committee and the Naval Board. (O-14862)

Re-elected in the general election of April 8, 1963, Mr. Hellyer was named Minister of National Defence when the new cabinet was formed.

While at high school Paul Hellyer participated in several sports, particularly track and field in which he won his letter each year. His chief hobbies now are gardening and music.

Married to the former Ellen Jean Ralph, Mr. Hellyer has three children, Mary Elizabeth, Peter Lawrence and David Ralph.

Mr. Cardin was born in Providence, Rhode Island, on March 1, 1919, the son of Joseph Octave Cardin and the former Eldora Pagé. He has resided in Sorel, Quebec, since 1933.

After attending primary school in Sharon-Heights, Mass., Lucien Cardin took his classical course at Loyola Col-

HON. LUCIEN CARDIN

lege in Montreal and later attended the University of Montreal where he obtained his LLB degree.

Mr. Cardin served with the Royal Canadian Navy from 1942 to 1945, being commissioned early in 1942. He served in the corvettes *Pictou* and *Owen Sound* on North Atlantic convoy operations and in the *Suderoy V* on harbour approach minesweeping. He was placed on the Retired List in October 1945 and in August 1951 was promoted to the rank of lieutenant-commander.

Elected to the House of Commons as Member of Parliament for Richelieu-Verchères in a by-election in 1952, Mr. Cardin was re-elected in 1953, 1957, 1958, 1962 and 1963.

In 1956 he was appointed parliamentary assistant to the Rt. Hon. Lester B. Pearson, then Secretary of State for External Affairs.

He was sworn to the Privy Council and named Associate Minister of National Defence on April 22, 1963.

Mr. Cardin married Marcelle Petitclerc in 1950 and they have three sons, Jean François, Louis and Michel, and a daughter, Céline.

He is a member of the Reform Club of Montreal, the Richelieu Club and the Sorel Golf Club. His hobbies are golf and yachting.

The late Hon. P. J. A. Cardin, who held three cabinet portfolios—Fisheries, Public Works and Transport—from 1924 to 1940, was an uncle of Lucien Cardin.

Soviet Vessels Visit Halifax

Three ships of the hydrographic service of the Soviet Navy, the *Polyus, Kruzenshtern* and *Stoor,* visited Halifax April 20-25.

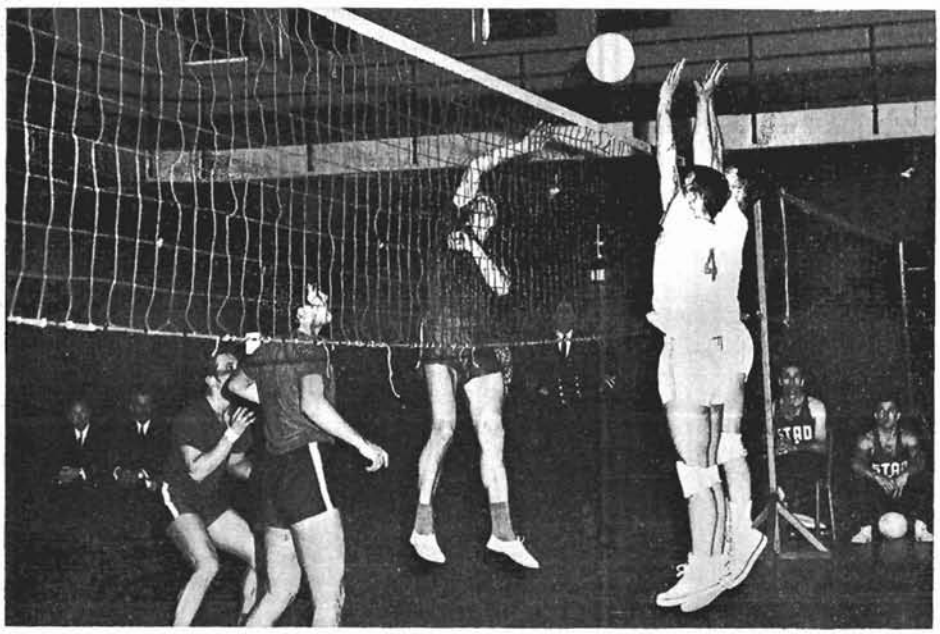
During their visit, the *Polyus* and *Kruzenshtern* were open to the public and attracted thousands of Haligonians.

Captain Georgy Bochkovsky, chief commander of the group, called on Mayor John Lloyd of Halifax, and Rear-Admiral K. L. Dyer, Flag Officer Atlantic Coast. The calls were returned and gifts exchanged.

During the visit, a representative volleyball team from the Soviet ships defeated the *Shearwater* team 3-2 and a Soviet chess team won over a team from the Neptune Chess Club of Halifax and the RCN in a friendly tournament at Halifax, taking 11 of 22 games. Three games were draws.

A series of tours of the Halifax area was enjoyed by the visitors. A reception for officers and scientists from the ships was held at the *Stadacona* wardroom and RCN chief and petty officers were guests on board the *Kruzenshtern.*

Captain Georgy Bochkovsky, chief commander of the Soviet naval group which visited Halifax in April, paid an official call on the Flag Officer Atlantic Coast. During this call, Captain Bochkovsky presented a world atlas to Rear-Admiral K. L. Dyer. Left to right: Captain N. F. Alekseef, deputy commander of the Soviet group, Col. Nemtchenko, Soviet military attaché to Canada, Admiral Dyer, Captain Bochkovsky and Lt.-Cdr. Ralph Palvesky, RCN interpreter to the visiting Russians. (HS-71703)



Action between Soviet and Shearwater volleyball teams at Stadacona. The Soviets took the series three games to two. (HS-71716)

Attachés See East Coast Navy

Fourteen foreign service attachés from 11 countries, accompanied by three Canadian conducting officers, toured the facilities of the Navy's Atlantic Command May 2-6.

The tour took the group through *Stadacona* and *Shearwater,* the destroyer escort *St. Croix* and HMC *Dockyard* as well as the Bedford Institute of Oceanography and the Maritime Air Command Headquarters.

The visitors represented Brazil, Britain, France, Germany, Greece, Italy, Spain, Sweden, Switzerland, Turkey and the United States. The attachés were quartered in *Stadacona* wardoom.

The purpose of the tour was to further their understanding of the Navy's operational, training and scientific functions both ashore and afloat.

Saskatchewan Steams East

HMCS *Saskatchewan,* second of the Mackenzie class to be completed for the RCN, transited the Panama Canal on April 30 en route to Halifax from the West Coast.

The ship had a fast passage from Esquimalt, holding "work up" exercises en route, with a short stop at San Diego, California.

The *Saskatchewan,* commanded by Cdr. Mark W. Mayo, transited the Panama Canal in company with HMS *Cavalier,* a British destroyer. The weather was cloudy, warm and humid, with occasional tropical rain storms.

A highlight was passage through the fresh water Gatun Lake in the Panama system where the ship's company donned swimming trunks, washed the ship from masthead down, then rinsed off their work by testing the ship's anti-fallout spray system with 82-degree-Fahrenheit water taken direct from Gatun Lake.

The ship was to visit San Juan, Puerto Rico, to take part in closing events of the U.S. Navy League convention there. Exercises en route to Halifax were to follow this stopover.

The destroyer escort was due in Halifax around the end of May.

Convoy Exercise Held in April

A joint NATO naval anti-submarine warfare convoy exercise involving forces from Canada, the United Kingdom and the United States was held in the Atlantic April 16 to 25. The exercise, designated New Broom Eleven, was the last under the direction of Admiral Robert L. Dennison, USN, who retired at the end of April as SACLANT and Commander-in-Chief of the Western Atlantic Command.

Vice-Admiral E. B. Taylor, USN, Commander of NATO's North American Anti-Submarine Defence Force, conducted the exercise. Assisting him were Rear-Admiral C. B. Jones, USN, Commander Ocean Sub Area Escort Group, and Rear-Admiral K. L. Dyer, RCN, Commander Canadian Atlantic Sub Area.

New Broom Eleven was designed to maintain the high degree of readiness of NATO's Atlantic convoy forces in the protection of shipping in the Atlantic against "enemy" submarine forces.

Canadian forces participating in New Broom Eleven included six destroyer escorts, three frigates, six maritime patrol aircraft and three auxiliary ships. The United Kingdom provided a squadron of maritime patrol aircraft. United States units included a squadron of escort destroyers, four auxiliary ships, a squadron of patrol aircraft and a destroyer leader.

The Canadian units included the destroyer escorts *Algonquin, Micmac* and *Cayuga,* of the First Canadian Escort Squadron; the destroyer escorts *St. Croix, Terra Nova* and *Kootenay,* of the Fifth Escort Squadron; the frigates *Swansea, La Hulloise* and *Buckingham* of the Ninth Escort Squadron; the mobile repair ship *Cape Scott,* minelayer CNAV *Bluethroat,* ocean tug CNAV *St. Charles,* and six Argus aircraft from RCAF Station, Greenwood, N.S.

Admiral H. P. Smith New SACLANT

Admiral Harold Page Smith, USN, relieved Admiral Robert L. Dennison, USN, April 30, as NATO's Supreme Allied Commander Atlantic (SACLANT). Statesmen and military leaders from 15 NATO nations gathered at the international naval headquarters in Norfolk, Virginia, for the occasion.

Admiral Dennison retired May 1 after a distinguished 40-year naval career. He had been Supreme Allied Commander Atlantic since February 1960.

Colour and honour guards from the NATO nations of Canada, France, Germany, Italy, Norway, Portugal, Britain and the United States joined local, national and international dignitaries in honouring the two senior admirals.

As Supreme Allied Commander Atlantic, Admiral Smith will be responsible for planning the defence of over 12,000,000 square miles of the North Atlantic. To accomplish this task he has on his staff, army, navy, air force and marine corps officers from the NATO nations of Canada, Denmark, France, Norway, the Netherlands, Portugal, Britain and the United States. In the event of war, Admiral Smith would have at his disposal over 500 ships of all categories and more than 1,400 aircraft of all types, representing the largest navy in the world.

Before reporting to his new NATO post Admiral Smith was Commander-in-Chief, U.S. Naval Forces, Europe, with headquarters in London, England.

The 59-year-old native of Mobile, Alabama, holds the Navy Cross and was twice awarded the Legion of Merit with Combat "V" for gallantry in action during the Second World War.

A 1924 graduate of the U.S. Naval Academy, he has served in battleships, cruisers, destroyers and auxiliaries. He has also served with the Joint Chief of Staff: as Assistant for United Nations Affairs in the office of the Chief of Naval Personnel.

In 1956, Admiral Smith served as Chief of Staff and Aide to the Supreme Allied Commander Atlantic.

Crescent Aids Longliner Crew

The destroyer escort *Crescent,* returning to Halifax from Bermuda on April 9, was diverted off the coast of Nova Scotia to aid the Lunenburg longliner *Jannine T,* in difficulty in heavy seas.

A total of eight vessels converged on the scene and the Halifax dragger *Cape Argus* removed the *Jannine T's* seven-man crew, one of the seamen with a broken leg and arm. All were later transferred to the *Crescent* by seaboat and taken to Halifax. The injured seaman, Archibald Keeping, was treated in the sick bay on board the *Crescent* and taken to the hospital on the ship's arrival at Halifax.

Alderney Goes Home for Repairs

HMS *Alderney,* commanded by Lt.-Cdr. R. Cudworth, RN, left the Royal Navy's Sixth Submarine Division on April 11 and returned to England after her third commission based at Halifax. She returned early to effect repairs to main machinery. An escort was provided as a precautionary measure.

During the previous 15 months the *Alderney* had steamed 27,200 miles, 7,750 of which were submerged. In achieving this distance she spent 215 days at sea.

She provided anti-submarine training for ships and aircraft of the Royal Canadian Navy as well as aircraft from the Royal Canadian Air Force and has taken part in four national exercises.

In the sporting field, the Sixth Submarine Division soccer team, of which the majority was from the *Alderney,* won the Halifax Zone competition and went on to Esquimalt, where they were narrowly defeated in the semi-finals of the Tri-Service championships.

In the course of the 15 months in Canada five ratings and one officer married in Halifax. Since 1955, when Royal Navy submarines were first based on Halifax no submarine has yet left without at least one officer having married a Canadian girl.

The Undrinkable Sea

THE SALT CONTENT of body fluids is about 1 per cent. In the open ocean the salt content of the sea is about 3.5 per cent. In health, when food and water consumption is adequate, the salt concentration in the body is kept relatively constant by the kidneys; it varies, but only within a small range. In a healthy individual suffering from deprivation of water the concentration of salt in the urine does not average more than 2 per cent. This difference in salt content between the body fluids and sea water, and the physiological inability of the kidney to excrete more than a certain proportion of salt in the urine, form the basis of the generally accepted view that drinking sea water does harm. It introduces a hypertonic solution into the circulation, water is withdrawn from the tissues to restore the osmotic balance between the tissues and vascular system, the blood volume is increased, and the kidney is called on to excrete the excess fluid. The net result is progressive dehydration of the tissues, leading to disturbances in the acid-base balance, a rise in the non-protein nitrogen of the blood and the plasma protein concentration, a reduced cardiac output, thirst and, in due course, exhaustion, collapse and death.

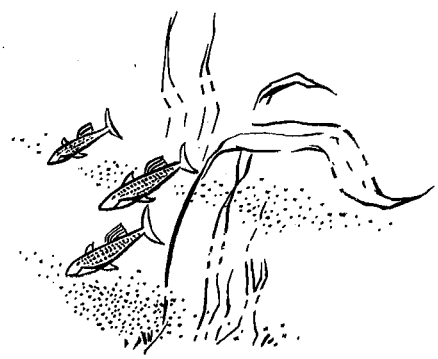
This view was challenged by Dr. Alain Bombard who crossed the Atlantic Ocean in 1952 on an inflatable raft, taking more than two months for the voyage and relying chiefly on sea water and fluids expressed from fish to quench his thirst. The opinion he reached after these trials on himself was that people should begin drinking sea water as soon as possible before dehydration starts but in small quantities only to avoid nausea and diarrhoea. Whatever fresh water is available should be carefully husbanded, and, if there is none, fluids should be expressed from fish by squeezing them in plastic bags or towels.

Bombard's experiments were followed by Dr. G. Aury, principal medical officer of the French Navy, who, in 1953 and 1954, carried out experiments on volunteers subjected to shipwreck conditions, he himself taking part. Aury described the experiments as being successful; the sea water was readily drunk by the volunteers, they suffered from no serious complaints, and, when the experiments were over, they were able to resume their duties immediately. The experiments lasted only 2-4 days.

A German physician, Dr. Lindermann, made no less than three voyages across the Atlantic ocean, in a canoe and then in a collapsible boat. He reached diametrically opposite conclusions to those of Bombard and Aury. Sea water, he held, should never be drunk; fluids could only be expressed from fish by means of a press; and no fish should be eaten if no fresh water is available.

In 1959 the question of drinking sea water came before the Maritime Safety Committee of the Inter-Governmental Maritime Consultative Organization. The experiments of Bombard and Aury, and the wide publicity they had received, created much confusion about the drinking of sea water, and the impression had spread that the dangers of drinking sea water had been grossly exaggerated. The Maritime Safety Committee felt that an authoritative opinion was required on what had become a controversial question and asked the World Health Organization for its views. Pending a firm opinion to the contrary, however, the committee urged that no governments should advocate the drinking of sea water by shipwrecked mariners.

The World Health Organization convened a meeting of five internationally recognized experts, Surgeon Captain F. W. Baskerville (United Kingdom), Dr. J. Fabre (Switzerland), Dr. H. Laborit (France), Prof. R. A. McCance (United Kingdom) and Prof. A. V. Wolf (United States). They considered the effects of drinking sea water under three headings: effects on the bowel, on the body as a whole and on the mind. Because of the well-known cathartic effects of salts, drinking sea water is likely to lead to intestinal discomfort, if not to frank diarrhoea. This effect varies in different individuals and is more likely to follow if large amounts are ingested. On the body as a whole, the effect of sea water is to overload the circulation with salt, which can only be excreted by drawing on the body water and so dehydrating the body even more. If the salts are not excreted the effect will be equally harmful because of the increase in the concentration of salts in the body fluids. Finally, the evidence shows that even small amounts of sea water affect some individuals unfavourably, while large amounts have been shown to lead to mental disturbances and even suicidal impulses.



The experts examined the contention that a limited supply of fresh water could be made to last longer if it were mixed with sea water. This has been shown to be feasible experimentally in certain animals and is theoretically possible in man. But—the group emphasized—no acceptable evidence has ever been adduced that in man sea water can be used satisfactorily to eke out supplies of fresh water. This as yet unproved hypothesis cannot, therefore, be made the basis of a practical recommendation for saving the lives of people shipwrecked at sea.

One of the reasons for advocating the drinking of sea water is to preserve morale, which, in the circumstances of shipwreck, is likely to be low. The experts held the view that morale can be maintained if it is made clear to the castaways that death from lack of water alone is scarcely possible for several days. It has been shown from experimental work that a man can remain reasonably fit without water for six days, and men have survived without it for twice that period at sea. It has also been shown that 500 ml. (one pint) of fresh water daily, if possible supplemented by 100 g (3½ oz.) of carbohydrate, will maintain a man almost without deterioration for at least six days.

The group ended its report with advice to those who have to abandon ship, including the warnings to

> "Never drink sea water. Never mix sea water with fresh water if fresh water is in short supply. Sea water has been used to moisten the mouth, but the temptation to swallow it may be irresistible and it is better not to use it for this purpose. Never drink urine."

(Reprinted, by permission of the editor, from Nature, December 15, 1962 issue.)

With this issue The Crowsnest *begins publication of a series of articles of naval historical interest extracted from the autobiography of Mr. Arthur Walpole, of London, England. The portions selected for publication here concern Mr. Walpole's early days in the Royal Navy at the turn of the century and his subsequent service off the west coast of Canada in HMS* Egeria, *surveying ship.*

Mr. Walpole is one of the few surviving veterans of the Royal Navy to have served in sail. His father was George Walpole, a former editor of the British Hansard *and a distinguished shorthand writer, a profession that the author followed after leaving the sea.*

Barely 16 years old when he joined, Mr. Walpole served on the lower deck for 12 years and was just settling into civilian life when the First World War erupted and he volunteered for active service. He served in the battleship Queen Elizabeth *at Gallipoli and ashore in France with the Royal Naval Division, during which service he was commissioned in the RNVR as a sub-lieutenant, was a victim of gas poisoning and was captured during the March 1918 retreat of the division.*

Mr. Walpole has entitled his autobiography Sailor, Soldier and Shorthand Writer. *Now an active 80 years of age, he looks back on his years in the Navy as the most rewarding of his whole career.*

THE LAST DAYS OF SAIL

Part One

by Arthur Walpole

THE *LION,* together with the *Implacable,* formed a training establishment. The former was a fine two-decker, originally classed as a second rate of 80 guns, and was first commissioned in 1847. The two ships were joined together stern to stern and connected by a covered working gangway. Actually the *Lion* had five decks. The old description of two-decker referred to the decks containing the guns. There was an upper deck above, and below the gun decks, a mess deck and, in the bowels of the ship, the orlop deck. The *Lion* had long since been taken out of active service and the former gun decks cleared for training purposes. The old *Implacable* was the French *Dougay Trouin,* a wooden sailing ship captured at Trafalgar. She survived until a few years ago when she was dismantled at Portsmouth and sunk in the Channel. Her figure head, the bust of Admiral Dougay Trouin, can still be seen outside the National Maritime Museum at Greenwich.

In the days when I joined the establishment the two ships were moored close by Brunel's railway viaduct over the Tamar at Saltash. Administration was directed from the *Implacable* and the 700 to 800 boys were divided into four watches or "parts of the ship" and were trained in the *Lion.* The members of the four watches were distinguished by stripes worn on the left or right arm and denoted who were serving in the port or starboard watches. Every sailor knows that the port is the left side of the ship and starboard, the right. The term "port" is now universal both in the navy and the mercantile marine but the usage is comparatively modern.

I have often wondered about the changeover from "larboard" to "port". Reading stories of the old time navy in various books, one has sometimes come across both expressions in the same volume. I knew, of course, that the changeover must have been very gradual and I know there must have been an Admiralty memorandum on the subject. The librarian of the Admiralty was kind enough to find this same memorandum, at my request. It was dated November 22 1844, and ran: "It having been represented to my Lords Commissioners of the Admiralty, that the word 'port' is frequently, although not universally, substituted on board Her Majesty's ships for the word 'larboard' and as the want of a uniform practice in this respect may lead to important and serious mistakes, it is their Lordships' directions that the word 'larboard' shall no longer be used to signify left on board any of Her Majesty's ships and vessels. Signed, Sidney Herbert."

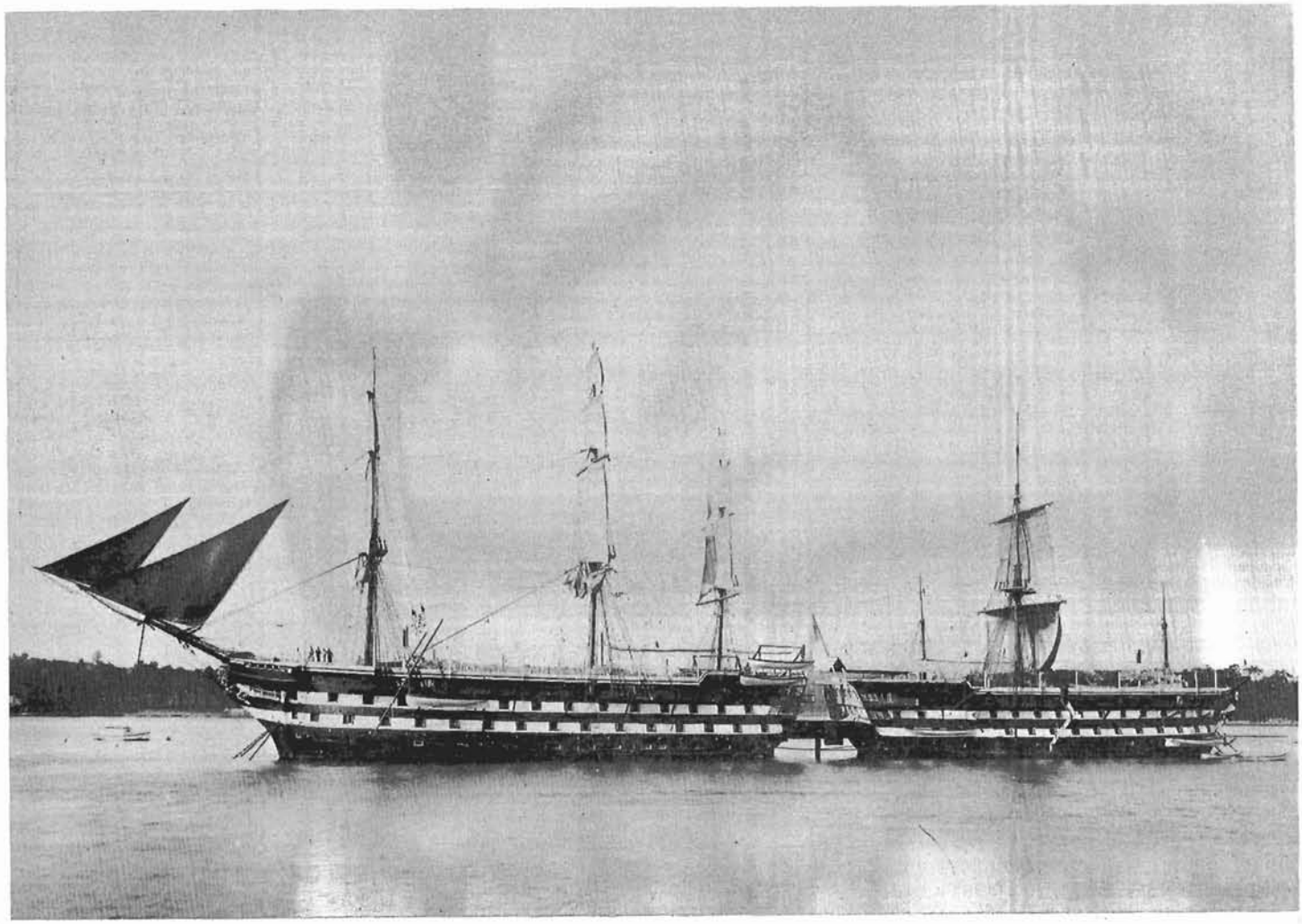
Even so, port and starboard were very confusing to newly joined second-class boys, most of whom had never seen anything bigger than a Thames sailing barge.

LIFE ON BOARD the *Lion* was indeed strenuous and exacting, as the officer at Spring Gardens had told me. It was a case of "lash up and stow" at 5.30 in the summer and six in the winter. A hurried wash was followed by an issue of bread which we dipped into bowls of cocoa, a mixture called "slingers". Then came a turn at holystoning the decks or scrubbing them with long handled scrubbers. After that there was polishing the brass work. And there was quite a lot of brass work in the ship.

Everything had its own association or slang term. Two boys were given a tin of metal polish and a number of rags between them. If they were good friends they were called "raggies". If they did not see eye to eye with each other they agreed to "part brass rags".

Physical drill, together with parallel bars and vaulting horses, took place on the upper deck. And while this was going on, one of the watches mustered at the baths.

This was an experience always dreaded by the more sensitive. Picture 150 naked boys crowded in the bath or waiting their turn at the showers, many of whom had forgotten their soap or "sheebo". It is not necessary to dilate on the hurtful remarks and insults made



The training ships Lion and Implacable in 1895. HMS Implacable (the smaller of the two, secured astern of the Lion) was formerly the French ship Duguay-Trouin, captured at Trafalgar in 1805. (Copyright Reserved. Reproduced by permission of the Imperial War Museum).

by some of the older boys about their more puny fellows. And afterwards all had to pass in front of the petty officers in charge who would give a sharp cut of the cane at the place where it hurt most for stragglers or those they thought were not sufficiently clean.

Everyone had to be mustered at eight bells—8 a.m.—to await the morning signal from the flagship marking the official start of the working day. The colours were ceremoniously hoisted, prayers were said and the ship's company piped to breakfast. After the hastily eaten meal, came "divisions", when everyone went to his appointed part of the ship to form up in two ranks for inspection by the officers on duty. And woe betide anybody who was slack in appearance.

On Sundays there was a change in routine. Then the captain made a tour of inspection of every part of the ship, accompanied by the commander, and the first lieutenant. And it was no cursory inspection. The master at arms walked in front of the captain and behind came the ship's corporals, called "crushers", pencils and notebooks in hand, to take the names of boys who had shaggy hair, or dirty hands, or who were faultily dressed. You never knew when you were going to be booked for some seemingly trivial offense. The inspection went on for an hour. Sometimes, but only sometimes, a division would come in for a word of commendation by the captain.

As soon as the captain retired to his quarters, a "church" in the form of a canvas awning was rigged up on the quarter deck by some of the boys while the remainder brought up benches and a harmonium from the mess decks. There was a special lectern hung with the "negative flag", (now flag zero), a white square containing five black crosses and so arranged that the centre cross dropped down in front. Some of the boys handed round prayer books and hymnals and one with exaggerated solemnity put the ship's Bible, an enormous tome, in its place in front of the chaplain. The officers sat at a point where they had a full view of the boys and those who gave "Church of England" as their religion had to attend. The captain read the first lesson and the commander the second. It was at church parade on HMS *Lion* that I first heard that grand old naval prayer "O Eternal Lord God".

Sunday was not regarded as a working day. The same could not be said of the other days of the week. From 9 till noon there was continuous instruction. An hour was allowed for midday dinner and instruction started again at one and went on till four in the afternoon. Then there was a break for tea. The two dog watches were our own in which to read or write letters but even during the dog watches we had always to be on the alert in case we were required to hoist or lower boats or do any other odd job.

The dog watches lasted for four hours and were devised in the Royal Navy as two periods of two hours each

between 4 and 8 in the evening to break up the six watches of four hours each which is the sailor's day on board ship. There has never been any satisfactory explanation as to why they are so called. At the end of the second dog watch the period of relaxation came to an end. Then hammocks were slung and half an hour later out went the lights with 800 weary boys curled up like cocoons all along the mess deck, hanging from the overhead beams.

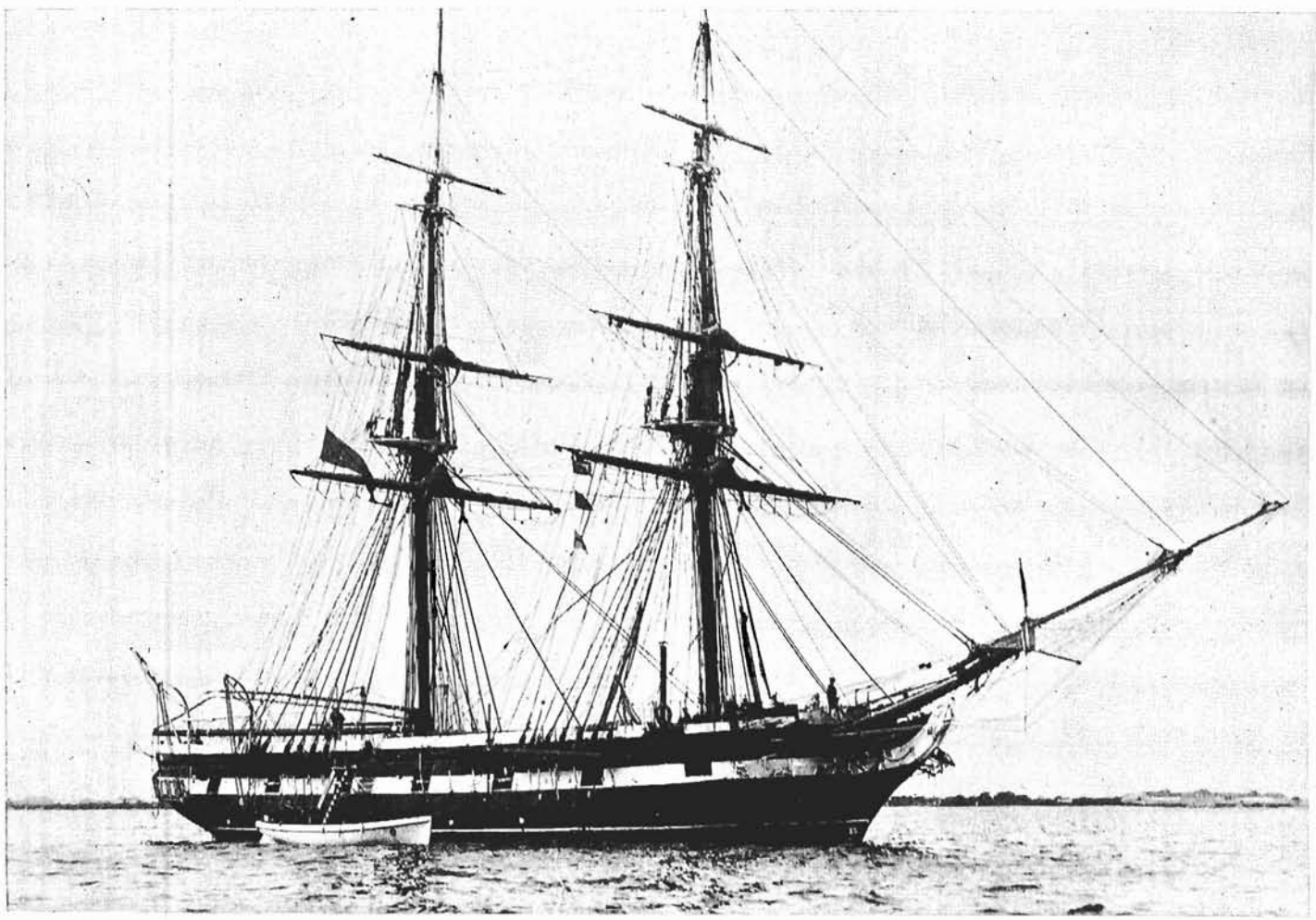
A sailor literally has to be a jack of all trades for the sea is an exacting master. In the course of our training on board the *Lion* we were taught a bewildering number of things; — boat sailing, swimming, boxing the compass, heaving the lead, knots and splices, boat pulling, elementary navigation, signalling, sailmaking and repairing, cutlass and small arms drill, marksmanship and, for those who liked the sport, singlestick, but this they did in the dog watches. We learned how to darn our own socks and keep our uniforms in good shape. A tailor instructed us how to cut out a serge suit and make two flannel shirts from six yards of material.

On board a warship there are government stores of every conceivable kind and I suppose they are even more complicated now than they were in my day. The authorities resorted to very ingenious devices to prevent pilfering and we had to know all about them. For instance rope made at Portsmouth had a thin blue strand running through it, that made at Devonport a red strand and that at Chatham, a yellow one. These strands were known as "rogues" yarn. Scrubbing brushes and brooms were differentiated by extra thick clumps of fibre. Crockery for the use of seamen was stamped with an anchor and that of petty officers had a naval crown. A bolt of canvas had a thin blue wavy line running all the way through it from left to right. All cutlery was specially marked and the chamois leathers we used had broad arrows pricked in at various points.

We had sail drill twice a week if the wind was not blowing too hard to affect the moorings of the two hulks. When the signal came from the *Impregnable*, the boatswains blew on their pipes, followed by the long drawn out cry of "Clear lower deck, make plain sail". Then came an almighty rush to the upper deck, the last boy up getting a hefty slash on the bottom from the petty officer on duty.

LOOKING BACK, I still thrill at the spectacle of several hundred boys making sail. They would gather at the foot of the shrouds ready to climb up the rigging to lay out along the yards and loose the sails. They were then sheeted home by boys on deck tailing on to the sheet, manning the braces to swing the yards necessary, taking in reefs or shaking them out, taking in the upper sails, or striking the upper yards, and setting or taking in the head sails and the spanker on the mizzen. You had to be nippy on your feet to dodge the various ring bolts to which were hooked the leading blocks which led the ropes to where they were wanted. You could quite easily stub your toes very badly on those same ringbolts but after one dislocation you took care not to risk another.

In our young eyes the masts seemed to reach to the sky and indeed our



HMS Nautilus, one of the flotilla of training brigs at Plymouth. The photograph was taken in 1898. (Copyright Reserved. Reproduced by permission of the Imperial War Museum).

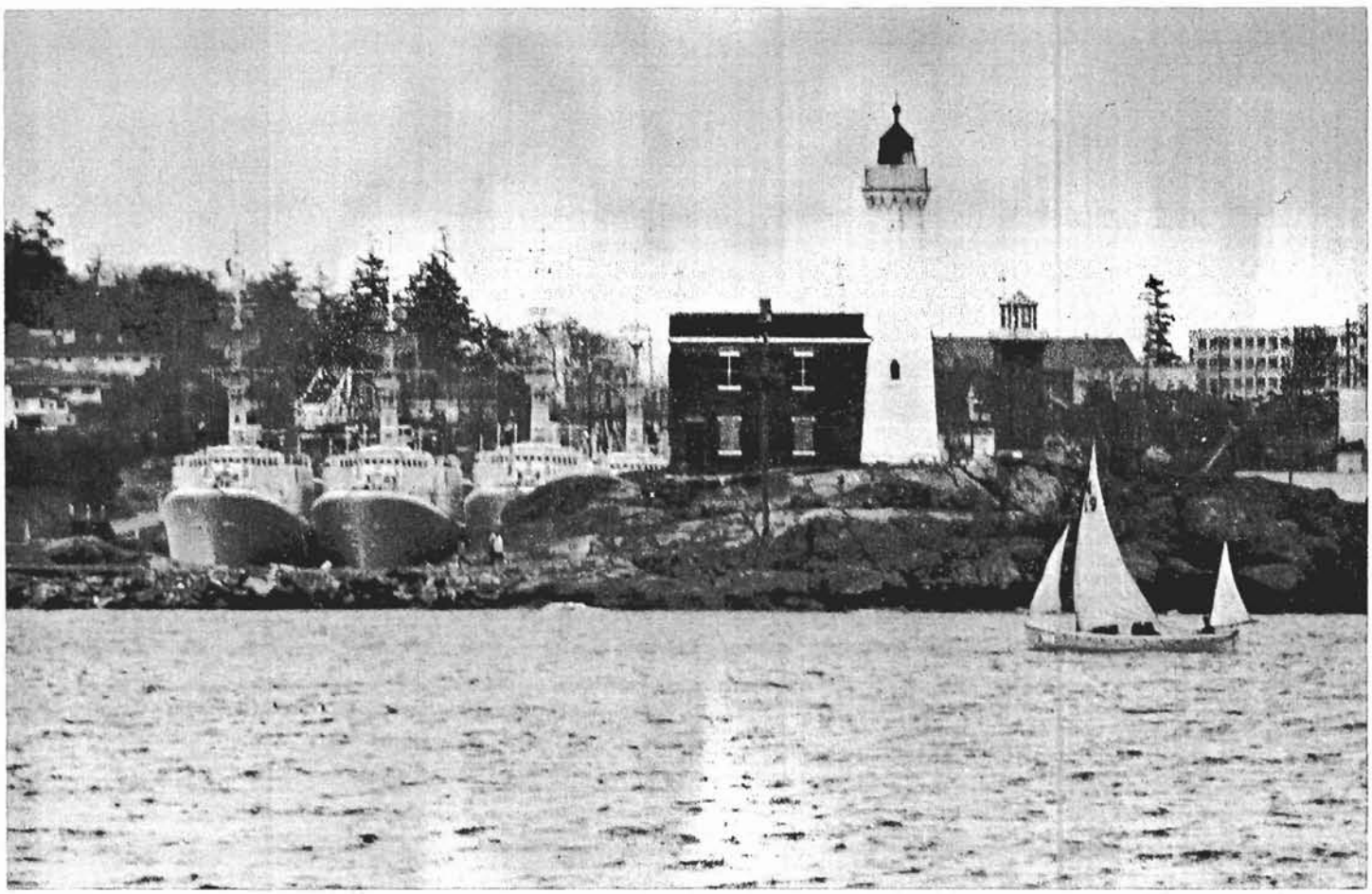
mainmast reached 114 feet to the truck. All the masts were in three sections—lower, top, and top gallant. Round the head of the lower mast and the heel of the top mast were the "tops" capable of taking 15 to 20 boys. They were railed round and each contained a "lubber's hole" at the side of the mast through which the inexperienced could climb without hazarding the futtock rigging that led upwards and outwards to the edge, necessitating a boy clinging to the shrouds, leaning backwards and the climbing over the edge to the safety of the top. The lower mast carried the biggest and heaviest sails, the topmast carried the topsail, and at its head was a smaller platform, known as the crosstrees, which surrounded the base of the top-gallant mast, bearing the top-gallant and royals.

To my relief I found I had very steady nerves when up aloft and at my first attempt I went up by climbing the futtock rigging, earning the praise of the petty officer in charge. But actually very few boys ever used the "lubber's hole" after the first two or three tries. I must say the petty officers were very considerate on these occasions for they were well aware of the risks we ran. If a boy was nervous he was not upbraided but handled with the care of a psychiatrist treating a patient until he had recovered his nerve and was able again to move about freely. Actually to reach the crosstrees was not all that difficult—a matter of straight climbing and holding on tight—one hand for the Queen and the other for yourself, as the old saying had it. But to reach from the crosstrees to the upper sails was quite a different thing. A long slender rope ladder with wooden rungs called a "Jacob's" ladder often ominously swaying in the wind, led to a tiny yard between the top-gallant and royal sails. Reaching to the top was a matter of climbing the mast itself. There was a legend that one of the boys actually sat on the top. I certainly never did.

Further instalments, extracted from Mr. Walpole's autobiography, will appear in early issues of The Crowsnest.

Sail drill was regularly carried out although the fleet had been almost entirely modernized. The few sailing ships that remained in commission had auxiliary engines. I will refer to them later for I was to serve in one in my time. The reason for this strenuous training in sail was that it made the boys self reliant, alert and fearless and as such it served a useful purpose.

In HMS *Lion* we only wore boots when going ashore. Otherwise we went barefooted. Certainly we could never have mastered the rigging if we had been handicapped by boots. And after we became proficient there was always the incentive to become more so rather than run the risk of a dose of stonicky, the name given the rope's end carried by petty officers which they did not hesitate to use of a boy were not doing his best.



"Commanding officers are reminded of regulations concerning double parking in the Dockyard area . . ." This picture of a quiet Sunday in the old Esquimalt quarry was taken by John Jones, of the Victoria Daily Colonist, who has a rare eye for unusual shots. He was a mile or so away on the spit at Royal Roads when his telescopic lens picked up this crowded scene.

OFFICERS AND MEN

12 Graduate in Advanced Flying

Twelve pilots who completed six months of extensive training at the Aircrew Division, Fleet School (Air) in the RCN Atlantic Command, were awarded advanced flying certificates recently by Captain G. C. Edwards, commanding officer of *Shearwater*.

Their course, dealing mainly with airborne anti-submarine warfare, prepares new pilots for service in operational squadrons of the RCN Fleet Air Arm.

The top officer of the course was Sub-Lt. M. A. McCullouch and Sub-Lt. R. L. Sykes was second. Sub-Lt. L. G. McQuarrie was top helicopter pilot of the course.

Other graduating officers included Sub-Lieutenants Norman Inglis, N. R. Hawkes, P. G. Antonsen, R. S. Nunn, L. G. Lott, C. A. Johnson, L. M. Segui, T. R. Byrne and B. A. Farquhar.

Deputy Chaplain Of Fleet Dead

Chaplain Ivan R. Edwards, Deputy Chaplain of the Fleet (P), died in hospital in Ottawa on the morning of April 9. The funeral was held from Rideau Park United Church on April 11, with burial in Beechwood Cemetery.

Born in Toronto on November 28, 1912, Padre Edwards joined the RCN in October 1942 and served as a chaplain on the West Coast until mid-1944, when he was appointed to the staff of the Canadian Naval Administrative Authority in Plymouth, England. In September 1944, he was appointed to HMCS *Port Colborne* as Chaplain (P) to the Ninth Escort Group.

CHAPLAIN IVAN R. EDWARDS

Following a brief period back in Canada, Padre Edwards was appointed Chaplain (P) in HMCS *Ontario* when the cruiser was commissioned in April 1945 and proceeded for service in the Pacific. A year later he joined HMCS *York*, Toronto naval division, from where he went to the East Coast for successive appointments in HMCS *Scotian*, the destroyer *Nootka* and *Stadacona*. He became Chaplain (P) at Royal Roads in August 1949.

In September, 1952, he was appointed Assistant Chaplain of the Fleet (P) at Naval Headquarters, where he remained until September 1957, when he was appointed Command Chaplain (P) to the Flag Officer Pacific Coast. The next year he was named Area Chaplain (P), RCN Pacific Command, on the staff of the Command Chaplain (P) Western Command.

Chaplain Edwards was appointed Deputy Chaplain of the Fleet (P) in August 1962.

Before joining the Navy, Chaplain Edwards played football with the St. Catharines intermediate team of the Ontario Rugby Football Union, and the University of Toronto Varsity Blues. On graduation from Emmanuel College he was appointed to a church in Hamilton where he played for the Hamilton Tigers until he enlisted in the RCN.

Well known on both coasts, Chaplain Edwards played a leading role in furthering sports activities in the Navy. He was a mainstay of the Navy football team which won the Halifax league championship in 1948.

Sports writer Joe Levison of the Halifax *Chronicle* once said of him:

"Few men of the cloth have attained the athletic rating of the Padre and, conversely, few athletes have reached the pinnacle of spiritual well-being that is evident in him."

Chaplain Edwards is survived by his wife and two daughters, Lynn and Lee, at home, by his mother Mrs. S. Edwards, of Hamilton, and two sisters, Mrs. Ernest Clifford, of Boucherville, Quebec, and Miss Marion Edwards, of Hamilton.

Captain Jette In Senior Post

Captain Marcel J. A. T. Jette, of Montreal, has been appointed Senior Naval Officer St. Lawrence River Area, Naval Officer in Charge, Montreal, and Senior Officer in Command, effective June 17. He will be promoted to the rank of commodore on taking up his new appointment.

Since August 1960 Captain Jette has served as Commandant of le Collège Militaire Royal de Saint-Jean, at Saint-Jean, Que. His successor as commandant will be Lt.-Col. J. Armand Ross, who will be promoted to the rank of colonel.

Weddings

Lieutenant J. F. Aspin, *Haida*, to Amy Linda Redpath, of Westmount, P.Q.

Able Seaman R. P. Blackmore, *Haida*, to Iris Elma White, of Dartmouth, N.S.

Sub-Lieutenant R. P. Cousins, *Ottawa*, to Teresa Wharton Hiscox, of Sawbridgeworth, England.

Able Seaman Arthur McLaren, *Bonaventure*, to Sylvia Louise Muspratt, of Blairmore, Alberta.

Able Seaman Victor K. Mikkleson, *Mackenzie*, to Lillian Baker, of Spryfield, N.S.

Able Seaman William H. Parks, *Shearwater*, to Carol Fraser, of Dartmouth, N.S.

Births

To Chief Petty Officer J. T. Brown, *Discovery*, and Mrs. Brown, a daughter.

To Petty Officer S. W. Eagles, *Haida*, and Mrs. Eagles, a daughter.

To Lieutenant G. J. Eldridge, *Haida*, and Mrs. Eldridge, a son.

To Leading Seaman W. D. Fowlie, *Discovery*, and Mrs. Fowlie, a son .

To Petty Officer A. R. Goodwin, *Haida*, and Mrs. Goodwin, a son.

To Able Seaman L. C. Haley, *Haida*, and Mrs. Haley, a son.

To Lieutenant-Commander R. A. V. Jenkins, *Patriot*, and Mrs. Jenkins, a daughter.

To Leading Seaman B. L. Klashinsky, *Haida*, and Mrs. Klashinsky, a son.

To Leading Seaman R. R. McNaught, *Haida*, and Mrs. McNaught, a son.

To Petty Officer A. R. MacVittie, *Haida*, and Mrs. MacVittie, a daughter.

Captain Jette was born in Montreal on August 2, 1912, and entered the war-time Royal Canadian Naval Volunteer Reserve there in March 1941. He served in appointments afloat and ashore during the war, and in April 1946 was appointed commanding officer of HMCS *Donnacona,* Montreal naval division.

In July 1947 Captain Jette transferred to the regular force and was appointed in command of HMCS *Montcalm,* the naval division at Quebec City. He was next appointed executive officer of the *Nootka,* and in May 1949 he became commanding officer of the *Iroquois,* with the additional appointment of Senior Officer Ships in Reserve at Halifax.

Following a course at the Canadian Army Staff College, he was appointed to Naval Headquarters in November 1950. In October 1951 he again took command of *Montcalm,* and subsequently became the first commanding officer of HMCS *D'Iberville,* training establishment for French-speaking new entry seamen then located in Quebec City.

He commanded the frigate *Lauzon* for a year, served as Base Superintendent, Sydney, N.S., and in February 1957 took command of *Cornwallis.*

Captain Jette relinquished his command at *Cornwallis* in August 1959 and for the next year attended the National Defence College, at Kingston.

Top Pair Tie in Medical Course

Two firsts were achieved in connection with the recent graduation of a Medical Assistant Trade Group III class, completing the course at the Medical Division, Fleet School, *Naden,* on April 19.

A tie for top honours with equal averages of 88 per cent was reached by Ldg. Sea. C. W. Johnson and Ldg. Sea. T. L. Hosie, both from *Naden.*

Another first was the graduation of two wrens, Ldg. Wren Elizabeth Kerr, from CFMS Training Centre, Camp Borden, and Ldg. Wren Barbara Ward, from Canadian Forces Hospital, Halifax. These are the first wrens to graduate from the Medical Assistant TG III qualifying course.

RCN Entries Take Speaking Awards

Officer candidates of the Preparatory School in *Naden* captured all top honours in the annual Golden Gavel speaking contests sponsored and completed in March by the Toastmasters' Club of Victoria.

First prize went to CPO Charles B. Webb, who spoke on "The Colour of Blood". PO Jerome Brooker was awarded second prize for his talk entitled "The Lonely Years" and third place honours went to CPO Reginald Parish, whose topic was "Girls".

Seven of the ten contestants in the finals of the public speaking event were from the "Prep" School. It was the third year the naval personnel had entered the Golden Gavel competition. Last year naval personnel won first and second places in the event.

First RCN Stores Officer Dead at 87

One of the first civilian employees of the Royal Canadian Navy, Norman Cyril Mitchell, of Halifax, died on March 22 aged 87 years.

Mr. Mitchell was with the Department of Marine and Fisheries when HMC Dockyard was taken over by the RCN in 1910 and transferred to the new service as naval stores officer, the first to hold that title.

During the latter years of the First World War, Mr. Mitchell served in Naval Headquarters, Ottawa. At the end of the war he returned to Halifax and retired in the mid-30's.

Mr. Mitchell was educated at King's Collegiate School, Windsor, N.S., and at Dalhousie and McGill Universities.

He was active in welfare work and has been president of the board of the Protestant Orphans' Home and treasurer for several years of the Victorian Order of Nurses.

A member of All Saints' Cathedral since its opening, Mr. Mitchell was at one time dean's warden.

Trade Advancement Ceiling

TRADE GROUP ceilings effective March 31, 1963 to March 31, 1964, have been issued to RCN Depots. The total ceiling for the Navy group IV and trade group III courses will be advanced, and that all men completing trade group II courses in most trades will be advanced.

Estimates of Radio Supplementary trade advancements (not included in the table) are: to TG4—13; to TG3—25, and to TG2—85.
at each trade group level is determined by approved financial estimates. Ceilings for individual trades have been set after consideration of manpower requirements, scheduled training output and estimated wastage.

The following table indicates the numbers of men who will be advanced under these ceilings. It must be appreciated that, should it be found that the expected training output in some trades is less than forecast, the ceilings will be revised to transfer billets to trades where they are required. It is forecast that all qualified men completing trade

	HALIFAX PORT DIVISION			ESQUIMALT PORT DIVISION		
Trade	*Number Advanced to TG4*	*Number Advanced to TG3*	*Number Advanced to TG2*	*Number Advanced to TG4*	*Number Advanced to TG3*	*Number Advanced to TG2*
BN	13	28	47	9	20	25
WS	15	28	111	5	5	16
FC	—	14	32	3	6	6
WU	—	41	26	3	6	11
SN	—	13	80	2	2	17
RP	14	15	73	6	—	25
SG	10	20	66	5	10	9
RM	16	28	68	—	15	28
ER/EM	37	69	186	20	35	86
ET/LM	10	28	32	6	13	5
LT	27	13	—	2	—	—
HT/HM	—	12	14	6	12	6
WA	3	3	5	—	—	—
NA	10	20	32	—	—	—
AM	—	8	15	—	—	—
AT	10	26	40	—	—	—
EA	—	6	15	—	—	—
RA	9	—	20	—	—	—
WR	6	—	—	1	—	—
AW	—	8	14	—	—	14
PW	—	12	17	—	4	—
ST	9	—	—	5	—	—
VS	—	19	16	—	2	3
NS	—	12	40	—	4	7
CM	21	—	—	6	—	—
CK	—	24	43	—	14	12
SW	—	19	45	—	8	16
Medical	11	3	5	6	7	3
CD	5	9	8	—	2	6
PT	2	—	8	—	2	2
BD	5	2	—	2	—	—
MO	2	14	8	—	—	—
PH	—	—	2	—	—	1
Wrens	—	1	11	—	—	—

Mr. Mitchell took a keen interest in winter sports, and was a member of the Red Cap Snow Shoe Club and past president of the Halifax Curling Club.

He leaves his wife and a grandson, having been predeceased by his only son, David.

Air Industries Guests of Navy

The Navy, and particularly naval aviation, was host to more than 120 delegates to the Air Industries Association of Canada meeting in Halifax early in April.

The Air Industries Association represents more than 65 firms in the Canadian air industry and the naval program was designed to acquaint them better with the RCN in general and naval aviation in Canada particularly.

Association delegates visited the RCN Air Station, *Shearwater,* where Commodore M. A. Medland, representing the Flag Officer Atlantic Coast, welcomed them. Commodore R. P. Welland, Senior Canadian Officer Afloat (Atlantic), spoke on the subject of naval air equipment.

The visitors saw displays of naval aircraft including the HSS-2 helicopter, and associated equipment and watched the Navy's Tracker anti-submarine aircraft go through its paces, followed by Sikorksy helicopters in the anti-submarine and search-rescue roles. The program concluded with a tour of Restigouche-class destroyer escorts.

Provider's Duties Officially Defined

The *Provider,* which will be commissioned this summer, has been officially designated a "fleet replenishment ship" and it has been defined as "a ship capable of transporting and transferring petroleum products, ammunition, general cargo, provisions and air stores to our forces at sea."

Appointments And Promotions

Following are recent appointments and promotions of interest:

Cdr. Robert H. Falls, appointed in command of HMCS *Chaudiere,* effective April 11;

Cdr. Robert Cowie MacLean, appointed in command of VS 880, effective April 3;

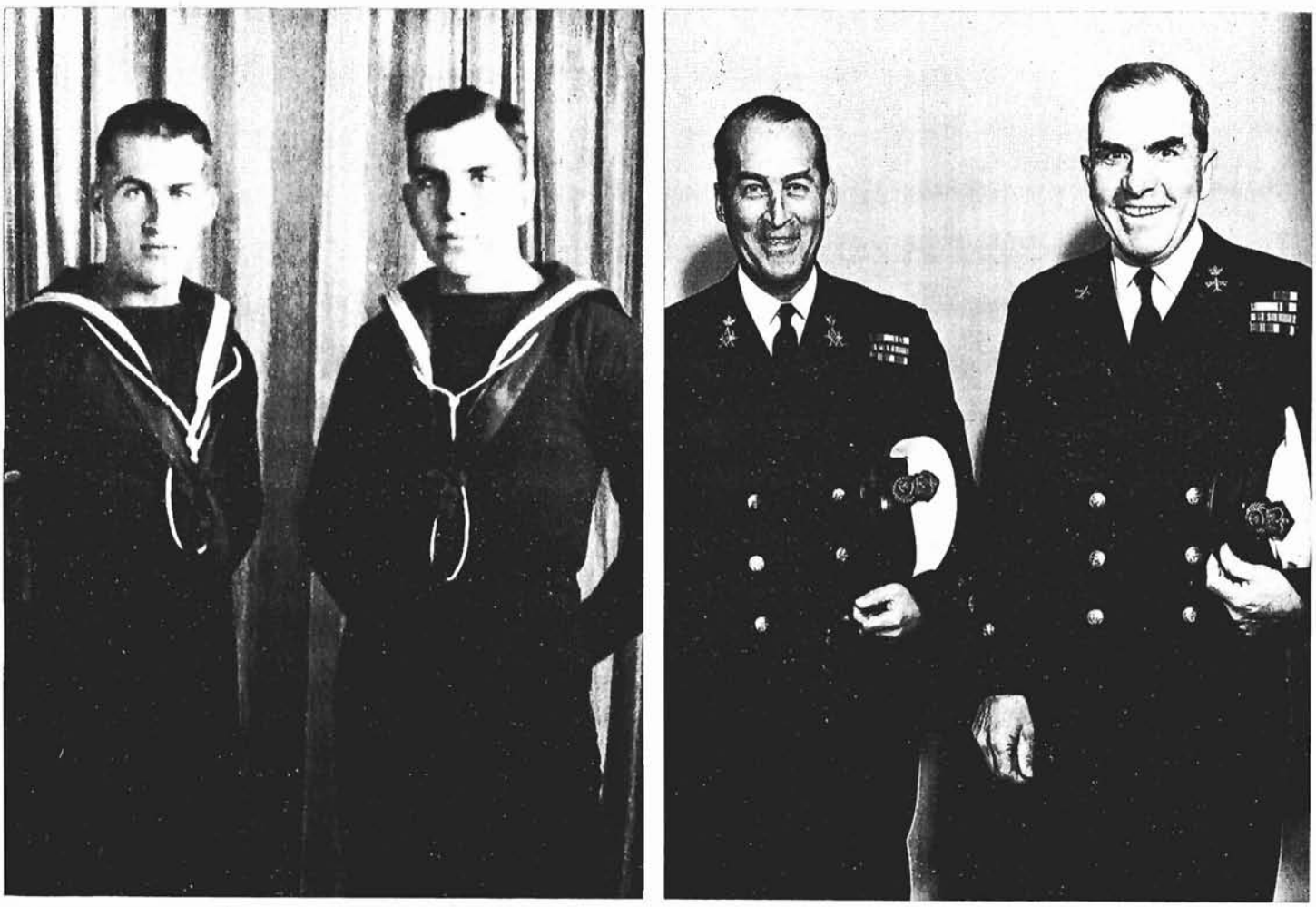
Cdr. William Rikely, appointed to the staff of the Flag Officer Atlantic Coast as Assistant Chief of Staff (Air), effective March 27, and promoted to his present rank;

Cdr. Donald James Hamilton, appointed Assistant Director of Naval Manning (Recruiting) at Naval Headquarters, and promoted to his present rank;

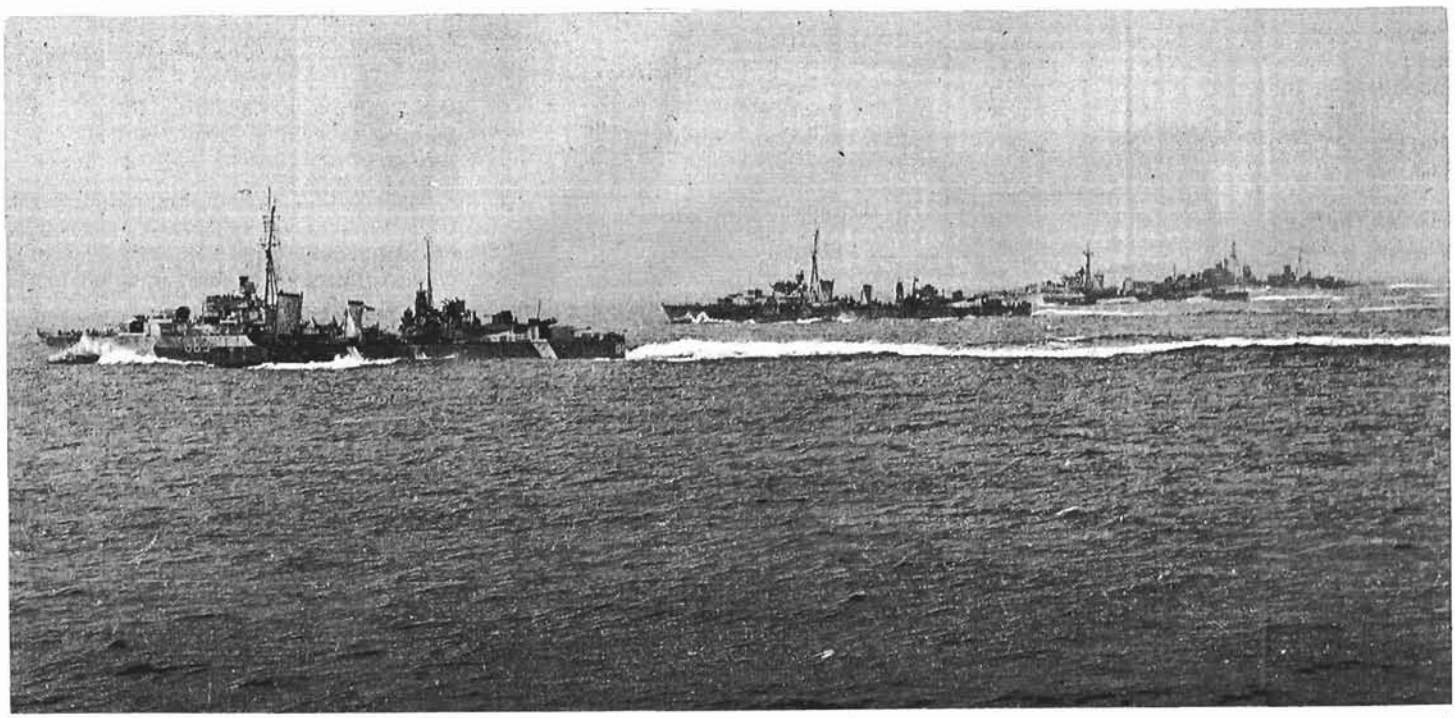
Surgeon Cdr. Ralph F. Plumer, Assistant Principal Medical Officer, HMCS *Cornwallis,* promoted to his present rank;

Lt.-Cdr. Anthony John Norman, appointed in command of HMCS *Victoriaville;*

Lt. Percy Howard, appointed in command of HMCS *Cowichan.*



Roger William Unwin (left) and Jack Percival Gomez are shown in 1936 as a brand new second class stokers of the Royal Navy at HMS Drake, Devonport Barracks, England, and currently as chief petty officers, first class, at the RCN Air Station, Shearwater. Having met in the training division of Drake, they have been together on and off ever since but never in the same sea-going ship. They both joined the RCN late in 1948 and serve at Shearwater as aviation technicians. (DNS-30078)



In war-time camouflage, HMC Ships Haida and Huron on patrol with HM Ships Tartar and Black Prince. With the paying off of the Huron, the Haida is the last of the war-time Tribal class destroyers in service. (R-1038)

FAREWELL TO THE HURON

ONE OF THE Royal Canadian Navy's most famous fighting ships has gone into retirement.

The *Huron,* holder of Second World War and Korean battle honours, was paid off April 30. None noted the event with more interest than the personnel who served in her during and after the war, including her war-time captain Lt.-Cdr. H. S. Rayner, now a vice-admiral and Chief of the Naval Staff.

Two other well known naval officers who were associated with the *Huron* during her Second World War service are Rear-Admiral P. D. Budge, former Chief of Naval Personnel, now retired from the service, who as a lieutenant was executive officer of the ship, and Commodore H. V. W. Groos, Director Regular Officer Training Plan, who commanded the *Huron* from September 1944 to October 1945 with the rank of lieutenant-commander.

Admiral Rayner sent a message which said:

"On the occasion of the paying off of the *Huron,* I would like, as her first commanding officer, to pay tribute to a fine ship that has left her mark on the history of our service. We are very proud to have had the privilege of serving in her. Good luck and best wishes for the future to all officers and men who formed her last ship's company."

Before she paid off, the *Huron* was a unit of the Third Canadian Escort Squadron, based at Halifax. She is now in dockyard hands at Halifax, being prepared for operational reserve status at Point Edward Naval Base, Sydney, N.S.

In a few weeks she will be taken to Sydney where she will join a sister ship, the *Iroquois,* which was paid off in Halifax in October 1962.

The paying off of the *Huron* is another step in the program of keeping the Navy up to date by paying off older warships as they reach the end of their useful lives and new ships are commissioned.

The *Huron,* named after the Huron Indian tribe, was built in Britain and was commissioned into the RCN on July 19, 1943.

After completing her working up program, the *Huron* was assigned to the Home Fleet, joining other RCN ships in sweeps along the Norwegian coast and escorting convoys to North Russia.

She was part of the screening force of a convoy which lured the German battle cruiser *Scharnhorst* to her destruction off Norway's North Cape in December 1943.

In February 1944 the *Huron,* together with HMC Ships *Haida* and *Athabaskan,* was transferred to the Plymouth Command. They were to form, with Royal Navy and Polish destroyers, the Tenth Destroyer Flotilla.

The *Huron* made her first sortie from Plymouth near the end of February. This was part of Operation Tunnel—a continuous series of pre-invasion patrols directed against German convoys in the English Channel and the Bay of Biscay. At the same time this flotilla was also engaged in Operation Hostile, in which they covered minelaying activities.

Both operations were important phases of the preparations for D-Day. By the middle of April the three RCN Tribals had taken part in many of the operations, but none brought them in contact with the enemy.

However, this situation changed during the evening of April 25 when the *Huron, Haida* and *Athabaskan* and the British destroyer *Ashanti* joined HMS *Black Prince* (cruiser) to begin a patrol.

Aerial reconnaissance and naval intelligence sources had established the presence of three Elbing class destroyers at St. Malo. It was hoped that the enemy would be met.

A half-hour after the patrol started, radar on board the *Black Prince* picked up a contact at 21,000 yards. This echo was classified as the three Elbings approaching. Suddenly, the Germans reversed course and increased speed. The cruiser and the destroyers gave chase at 30 knots.

When the range narrowed to 13,000 yards, the *Black Prince* fired a star-shell which illuminated the enemy. The destroyers sped in to engage them.

Two Elbings escaped under darkness and a smoke screen while the third was sunk at close range among the rocks off the French coast. At the end of the fight, the *Ashanti* and *Huron* were in collision. Thus the *Huron* was absent when the *Athabaskan* was lost in action on April 29.

In early June, three German Narvik class destroyers were reported moving northward up the Bay of Biscay, probably heading for the Channel to rendezvous with other German destroyers from Brest.

Six British ships began a patrol to intercept the Germans. The *Haida* and *Huron* were ordered to join as replacements two days after the patrol began.

Shortly after midnight on June 8 radar picked up an echo at 19,000 yards. The contact was evaluated as being four enemy ships. Star shells were fired and illuminated two of the enemy, which turned and began to make smoke. Ships from both sides opened fire.

A British ship, HMS *Tartar*, was hit and set afire and was forced to withdraw. A Narvik destroyer was engaged by the *Haida* and *Huron*. The enemy opened the range and the two Canadian tribals pursued for almost an hour before closing sufficiently to fire starshell and engage.

The *Haida* and *Huron* scored several hits and the enemy was set on fire and eventually ran aground off Ile de Bas.

Later in the same month the *Huron* again encountered the enemy. On June 27 she sailed on patrol with HMS *Eskimo*. Radar picked up an enemy convoy, escorted by two trawlers and a minesweeper. The convoy attempted to escape behind smoke and cover of shore batteries. However, the *Huron's* guns set the minesweeper afiire almost immediately.

The *Eskimo* pursued one trawler and was herself pursued and attacked by the second trawler. The *Huron* rejoined the battle and sank one trawler. The second made good her escape in the smoke and confusion. The *Eskimo* was damaged in the battle.

The *Huron* carried out several offensive sweeps during July off the west

The 10th Destroyer Flotilla

Of the warships that composed the 10th Destroyer Flotilla during its dashing forays into the English Channel and Bay of Biscay in 1944, only HMCS *Haida* and the Polish destroyer *Blyskawica* remain in service. The following poem is said to have been written by wrens at the Flotilla's base in Plymouth, England, during the invasion period, June 1944. All four war-time Canadian Tribals served with the Flotilla which, in a period of five months, destroyed 35 surface ships and a submarine and damaged 14 other ships. The *Athabaskan* was lost in action in April 1944, the *Iroquois* was paid off last fall and the *Huron* at the end of April. The *Haida* has been assigned this summer to Great Lakes duties.

WE'RE the hardest worked ships that you ever could meet,
For when there's a flap or a job to be done,
There is nobody else in the whole of the Fleet,
But the poor 10th DF, who are kept on the run,
At half an hour's notice for steam.

For whenever the high-ups at ACHQ,
Want to get themselves glory or spin out the time,
Their only idea is to find something new,
To keep their eight Tribals all on the top line,
At half an hour's notice for steam.

"Send for *Tartar, Ashanti*—they've nothing to do,
Blyskawica and *Haida*—don't leave out *Piorun,*
And *Huron* and *Eskimo, Javelin* too,
We'll send for them all and let them come soon,
They're at half an hour's notice for steam".

So after a huddle down sits ACOS (O),
And writes out a signal, assisted by SOO,
It takes three hours to write and one hour to go,
With the 10th DF waiting, as if in a queue,
At half an hour's notice for steam.

There are seventeen pages of close purple text,
"MOST IMMEDIATE", "SECRET BY HAND", "SPECIAL BOAT".
Information and orders and what to do next,
And all to be read before reaching the moat,
At half an hour's notice for steam.

We swap frequencies frequently, switch from ORG. 1,
To organizations 2, 3, 4, and 5,
Change our call sign from Garage to Halfpennybun,
Till it really is hardly worth being alive,
At half an hour's notice for steam.

We sink them, three Narviks, Two Ms and some Es,
We sweep north, we sweep south, we sweep east and west, too,
We go without lunch until long after tea,
We do all that destroyers could possibly do,
At half an hour's notice for steam.

With our brave battle ensigns afloat in the breeze,
All thinking of leisure and what we shall do,
We steam into harbour impatient for ease—
But down comes an order from ACHQ,
"You're at half an hour's notice for steam."

coast of France, and on August 6 she was relieved by HMCS *Iroquois* and was ordered to Halifax for a refit. In November she sailed for Cardiff to receive new radar equipment and was next assigned to the Home Fleet. On April 16, 1945, she took part in escorting a convoy to Murmansk and on the return trip narrowly escaped being torpedoed by a U-boat. She returned to Scapa Flow two days before V-E Day.

The *Huron* returned to Halifax to prepare to take part in the war in the Pacific, but the Japanese surrendered and she was paid off into maintenance reserve. In February 1946 she was placed in the Reserve Fleet of the Atlantic Command, and later was taken in hand for extensive alteration and modernization.

On February 28, 1950, the *Huron* returned to active duty in the fleet. On August 23, 1950, she formed part of the Canadian Special Service Squadron with HMCS *Micmac* (destroyer), with the senior officer on board HMCS *Magnificent* (aircraft carrier). This was defined as a "diplomatic cruise" that would include training and goodwill visits to some of the countries of the North Atlantic Treaty Organization. Eight countries were visited.

In January 1951 the *Huron* sailed to join the RCN flotilla assigned to the United Nations fleet operating off the Korean coast. She operated with the UN naval forces five months then returned to Canada. In April 1953 she left Halifax to return to Korea.

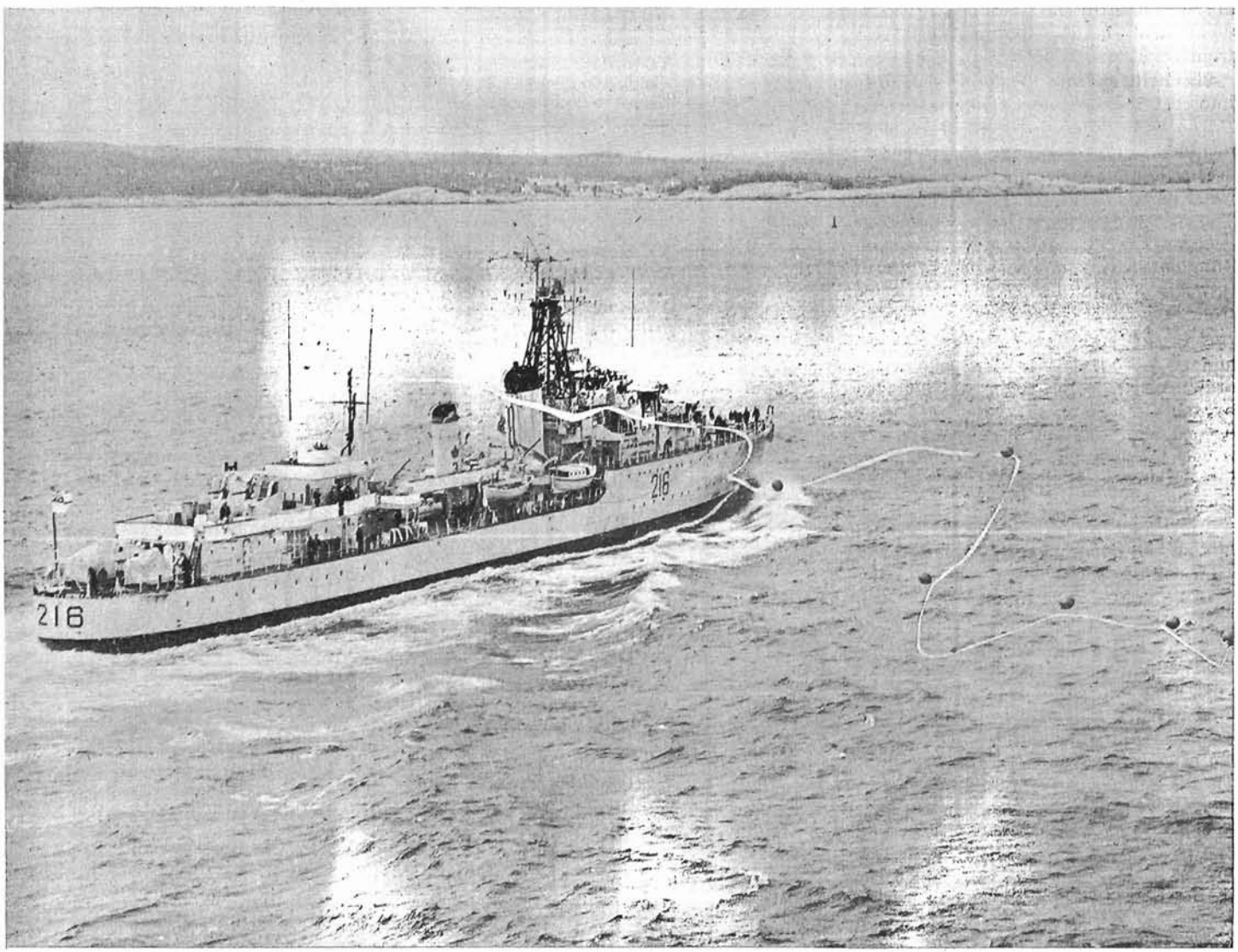
The Korean cease fire became effective on July 27, 1953, and the *Huron* continued patrols under UN command until she was relieved by HMCS *Haida* on February 5, 1954.

In August 1954 the *Huron* again sailed from Halifax, this time to begin her third tour of Korean duty. In December 1954 in company with HMCS *Iroquois*, she sailed from Sasebo, Japan, to return home. The ships reached Canada in March 1955, via Singapore, India, Pakistan, the Suez Canal and the Mediterranean, thus having sailed, in stages around the world.

The *Huron* assumed duties as senior ship of the First Canadian Destroyer Squadron August 8, 1955, and in December of that year she became a unit of the First Canadian Escort Squadron. She was transferred to the Third Canadian Escort Squadron on March 19, 1962.

HMCS *Huron* holds the following battle honours:

Arctic 1943-45
English Channel 1944
Normandy 1944
Korea 1951-53.



The Tribal class destroyer escort Huron paid off on April 27 to operational reserve. She flew a balloon-supported paying off pendant as she sailed into Halifax for perhaps the last time as a commissioned warship. A famous veteran of the Second World War and the Korean war, she is being mothballed at Sydney, N.S. (DNS-30685)

AFLOAT AND ASHORE

ATLANTIC COMMAND

HMCS Columbia

After 15 long months of trials, refit, working up, maritime patrol and more trials in Halifax and local sea areas, the *Columbia* sailed for warmer climes on February 16 to continue trials. The trip to Bermuda was a welcome break.

Although her ship's company had worked hard and well in northern waters to maintain the tradtional *Columbia* smart appearance, much remained to be done on arrival alongside in Bermuda with the *Columbia* "Lion" fluttering proudly at the truck. Very little time for cleaning was available. However, in keeping with her unofficial motto "YGTBALTBAC" (You've Got To Be A Lion To Be A Columbia), the ships' company turned to with a will and completed one whole side in six hours, trim and all.

Much of the time in Bermudian waters was spent at sea carrying out interesting evaluations, but one night of shore leave was managed before sailing on February 24 for New York. All had a good time on their first foreign shore leave in over a year.

On February 26 the ship arrived in New York for a three-day recreational visit which was an unqalified success. Thanks to Special Services of the Third Naval District, USN, and the host ship USS *Putnam* (DD 757), the sights and sounds of Broadway, TV shows and UN Headquarters were available to all. Ship's badges were exchanged with USS *Shangri-La* and USS *Putnam* and warm hospitality was exchanged both ways.

The ship returned to Halifax on March 3 for more local trials and PT testing at the Dockyard "gym" (which almost all passed), with the prospect of further cruises south in April and May.

HMCS New Waterford

During the year 1962 the *New Waterford* steamed 24,218.3 miles and spent a total of 114 days at sea.

It was a full year for one ship—a cruise to Africa, three months in refit at Sydney, Nova Scotia, five weeks of WUPs, anti-submarine exercises off the Nova Scotia coast and a two-week cruise to Bermuda and Boston.

With Christmas and the New Year festivities over, the *New Waterford* put to sea for a further week of exercises and on January 28 sailed from Halifax as part of the Seventh Squadron, destination Bermuda and Exercise Maple Spring '63.

Although cancellation of the submarine at the last minute precluded completion of every phase of the exercise, those that were carried out were quite successful.

An impressive inter-ship sports program was arranged for the week-ends in Bermuda and during the maintenance period. Competition in all sports was good and the enthusiasm commendable. The *New Waterford* won the softball, basketball and wardroom volleyball championships, and placed a close second in the final ships' companies volleyball game.

HMCS Shearwater

The *Shearwater* players were reactivated late in March after an interval of almost five years. A keen group of thespians under the chairmanship of Cdr. R. A. Creery held an organization meeting and re-constituted the long-dormant group.

The theatre talent that showed up at the meeting was remarkable. Several members of the old troupe turned out and were able to offer valuable information and advice. The following slate of officers were elected: Lt.-Cdr. Peter Poole-Warren, president; Lt.-Cdr. Roy Portchmouth, director; Mrs. C. Armson, secretary; *Shearwater* Dependents' Association (PO Harry Greenwood), finances), and CPO J. H. Harfield stage manager.

The Dependents' Association was represented at the meeting, since this organization has been sponsoring stage productions under Cdr. Creery for the last two years. Much of the stimulus for the re-organization of the players has come from the presentation of these shows. The Dependents' Association agreed to do the "banking" for the club and render any other assistance it could. The matter of financial backing, if it

Mrs. Jessie Coade, of Dartmouth Radio Station CFDR's "Ship to Shore" program (week-days 3 to 4 pm) tapes a story with HMCS Shearwater personnel. Shown above, left to right, with Mrs Coade, are CPO Ingram Cassidy, CPO Henry Modine, CPO Richard Dupchak, PO Douglas Gorton, and CPO William Shorten. Mrs. Coade was the popular Halifax newspaper columnist "Messdeck Annie" during the Second World War. Her husband is a retired officer of the RCNR and a son is serving in the RCN. (DNS-30426)

comes up, will be discussed at the association's annual general meeting in September.

Director Roy Portchmouth, a former Fleet Air Arm pilot, was a member of the old players. He has had recent directing experience, having won last year's Newfoundland Drama Festival. Mrs. Stella Murphy, well known in local theatrical circles as a make-up artist, will act in this capacity for *Shearwater*. Mrs. Roy DeNevers agreed to handle publicity.

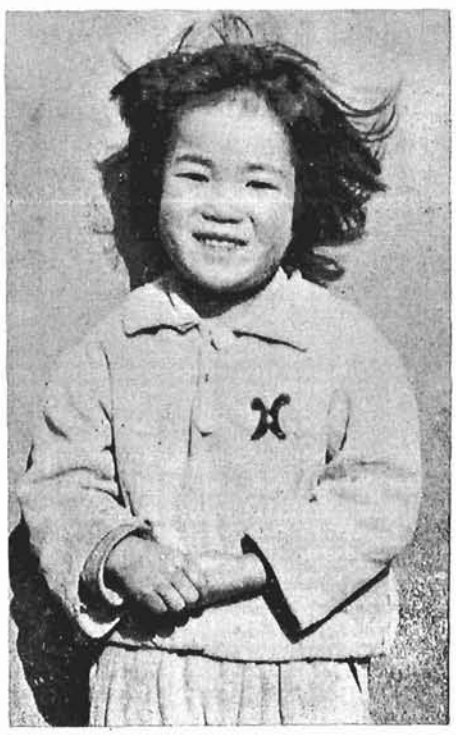
Some frank discussion followed on charting the course of the new troupe. The new players decided to provide *Shearwater* with nothing more or less than sheer entertainment.

HMCS Resolute

Compared to destroyers, frigates and most other warships in the Royal Canadian Navy, the ship's company of a minesweeper is very small—45 officers and men. Nevertheless HMCS *Resolute* has undertaken the support of a small "daughter", named Kwon Da Yung, born August 30, 1956, in Korea.

By reason of the small number borne, the ship's company of the *Resolute* assumes a heavier responsibility than most other warships who have adopted foster children, because the expense falls on fewer heads.

Kwon Da Yung has been living with her mother and four sisters in one room in a slum area in Pusan. Since the disappearance of her father, the mother, Son Tea Soo, has tried desparately to earn the few pennies it takes to keep the children alive. She works from before dawn till after dusk peddling vegetables in a nearby market.



KWON DA YUNG

For her trouble she gets a mere 20 cents a day, hardly enough to keep a roof over their heads, and provide one meal a day.

The *Resolute's* annual grant assures Da Yung of schooling, food and clothing. Not only are these minesweepermen helping one little girl but indirectly are providing the whole family with a better life and a better chance of staying together.

The *Resolute* is one of six units of the First Canadian Minesweeper based in Halifax.

PACIFIC COMMAND

HMCS James Bay

During the first half of April, the *James Bay* was in a long-awaited self-maintenance period, subsequent to the two exercises held earlier in the year. the year.

In mid-April the ship was converted into a classroom in order to provide training facilities for boatswain's qualifying course No. 304 from *Naden*. The class was given an opportunity to study the methods and techniques of "the experts" in such evolutions as laying dan-buoys, streaming and repairing minesweeping equipment. Then it was the class's turn to show its mettle. It is only fair to state that after one or two dummy runs they demonstrated a very fair ability.

During the final week in April the *James Bay* joined HMCS *Fortune* in PACSWEEPEX 3/63. This entailed carrying out mine counter-measures in the vicinity of Victoria and Esquimalt approaches All members of the crew were kept busy from dawn till dusk for the duration of the exercise.

Christenings on board the *James Bay* in April included Darren Mark Brown, son of Ldg. Sea. and Mrs. R. Brown, on April 7, and Dean Ernest Gerald Archer, son of Ldg. Sea. and Mrs. E. Archer, on April 28.—T.C.M.

NAVAL DIVISIONS

Kitchener Tender

(HMCS *Star*)

All hands turned to on Saturday, March 30, to move ship, with the result that by 1600 that day the Kitchener Tender was secured at a new berth in the A. B. Caya Building, Weber and Breithaupt Streets, in Kitchener.

CPO Kenneth J. MacKay (left), is congratulated for gaining his promotion to chief petty officer by CPO Reg Player, the man who signed him up in 1948. CPO MacKay is a senior sonarman in HMCS Chaudiere, Halifax-based destroyer escort. CPO Player is coxswain. (HS-71485)

With the move into new and larger quarters have come increased responsibilities. Despite the disruption occasioned by the move, it was possible for the staff to carry on with classes, recruiting and most other activities.

The shipwrights have been assigned to building a trophy cabinet as a result of the RCNR taking all the honours at the Militia Sports Night in late March, thereby acquiring the Garrison sports trophy. The same evening, the Kitchener Tender's rifle team won the Major Ball Memorial trophy in competition with four local militia units.

HMCS York

Commodore J. W. F. Goodchild, Senior Naval Officer Toronto area, told members of Toronto's reserve establishment that the "next few years will be a time of testing".

He was addressing the ship's company of HMCS *York* on the occasion of his retirement as commanding officer. The change of command ceremony, which took place late in February, saw Cdr. P. J. Wilch become commanding officer, and Commodore Goodchild carry on with his other responsibility that of SNO Toronto.

Commodore Goodchild said: "Never more than today has Canada needed men and women as yourselves, men and women of firm convictions and dedicated purpose, men and women stalwart in their service to their Queen and country, men and women unafraid to stand up and proclaim their patriotism and fervent love of Canada."

A handshake on the quarterdeck of HMCS York marks the transfer of command of the Toronto naval division from Commodore J. W. F. Goodchild to Cdr. Peter Wilch. (COND-8267)

His final words to the ship's company were: "To you, Cdr. Wilch, to your officers, and to each and every member of the ship's company, good luck and God speed."

Commodore Goodchild shook hands with Cdr. Wilch, officially turning over command. He then mounted a gun carriage and was pulled around the drill deck by a team of officers. The ship's company paid tribute to the commodore by giving him the traditional three cheers.

Commodore Goodchild assumed command of the *York* in July 1958 from Captain L. D. Stupart. He became Senior Naval Officer Toronto upon the retirement of Commodore R. I. Hendy in 1962 and carried on both duties until last February.

Commander Wilch has been *York's* executive officer for the past two years. Lt.-Cdr. W. H. Wilson has taken over these duties.

HMCS Tecumseh

Dr. M. G. Taylor, principal of the University of Alberta, Calgary, was the guest of honour at the second annual Tri-Service Officer Cadets' mess dinner on March 15.

The dinner was held in the wardroom of HMCS *Tecumseh* with UNTD cadets as the hosts.

Dr. Taylor was welcomed at the quarterdeck by UNTD Mess President Cadet J. S. Marshall and the senior cadets of the army and air force, Second Lt. D. B. Watson and Flight Cadet T. P. McIntosh.

The 35 officer cadets and their instructors were joined at dinner by Cdr. A. R. Smith, commanding officer of *Tecumseh,* Captain J. Nicol, commanding officer, COTC, and Wing Cdr. Riedel, commanding officer, URTP.

HMCS Scotian

Lt.-Cdr. Arthur A. Butchart has taken up the appointment of Staff Officer (Administration) in *Scotian* Halifax naval division.

A native of Vancouver, he attended Burnaby South High School before joining the Navy in January 1937 as a boy seaman.

Lt.-Cdr. Butchart was commissioned in 1949 and served in the Korean war theatre on board the destroyer escort *Nootka* in addition to shore and seagoing appointments on both coasts, the latest of which was on the staff of the Weapons Division of the Fleet School in the RCN Barracks at Halifax.

SEA CADETS

Two days before he went on retirement leave after 23 year's service in the RCN, Cdr. George. J. Manson received a rousing send-off from 42 Ontario Sea Cadet officers and officers from the Ontario Area Office at a dinner in Toronto.

As Cdr. Manson had been associated with Sea Cadets for the past 17 years, it was fitting that for his final mess dinner as an active officer he should be a guest of the officers he led. During the dinner Cdr. Manson spoke of the satisfaction he had obtained from being connected with an organization which helps to train Canada's youth.

"The work you are doing now will reap benefits many years later," he told the RCSC officers, "when these young lads become useful citizens".

After the dinner, he was presented with a number of mementoes. Cdr. Manson commenced his naval service in 1940 as an ordinary seaman in Vancouver. In 1946 he became associated with the Sea Cadet organization as Assistant Area Officer on the Pacific Coast, an association that was to continue until his retirement as Command Officer, Sea Cadets, under the Commanding Officer Naval Divisions. He had held the appointment since 1955.

He retired on March 11 and now lives in Grimsby, Ontario, with his wife and two children.

NLCC Admiral R. E. S. Bidwell

The *Admiral R. E. S. Bidwell* Navy League Cadet Corps in Dartmouth, N.S., was brought into being in August 1960 through the efforts of PO John N. Paddon, who was at that time the acting commanding officer of the *Micmac* corps in Halifax. On approaching John Gurholt, president of the N. S. Mainland Division of the Navy League, in Dartmouth, with the suggestion, approval was immediately given and a search for accommodation was started. The Dartmouth School Board granted the corps the use of the basement area of the Hawthorne school.

First parade night was held on April 4, 1961, with three officers and 13 cadets. The official opening was held in September 1961, with an inspection by Rear-Admiral R. E. S. Bidwell, RCN (Ret).

During 1962 cadets were given tours of the naval air station, *Shearwater,* and the destroyer escort *Haida,* and spent a day at sea on board the *Cayuga.*

Last January 10, a combined inspection of the corps and RCSCC *Magnificent* was held at which nine Navy League cadets were promoted to sea cadets.

To date the corps has increased in size to seven officers and 70 cadets. All of the officers with one exception are lower deck personnel of the RCN.

The purpose of the corps is to train boys from ages 11 to 14 in all phases of seamanship, communications, discipline and good citizenship.

Home from the Sea

New Quarters For Veterans

Club rooms were opened recently by the White Ensign (Naval) branch, No. 129, Royal Canadian Legion, at 726 Gottingen Street, Halifax. The branch is open to naval and ex-naval personnel and to members of the Merchant Navy with at least six months' service in an actual war area.

The organization began as a sailors' club which, in 1948, amalgamated with the Royal Canadian Legion.

On the occasion of the opening of the club rooms, Cdr. Bruce Oland, representing his father, Col. S. C. Oland, unveiled a portrait of the late Captain R. H. Oland, RCN, first president of the White Ensign Association.

Officers of the three armed services were present and witnessed the presentation of life membership certificates to J. E. Mobley and W. H. Milsom by C. A. Doane, of Yarmouth, president of the Legion for Nova Scotia.

Early Bid for 1967 Reunion

The April meeting of the board of directors of the Canadian Naval Association, in the clubrooms of the Sarnia Naval Veterans' Association, saw it placed on record that five clubs have affiliated with the CNA in the past few months. Two of the clubs are from Ontario and three from the Maritimes.

The directors decided to seek approval for the word "Royal" to be incorporated in the title and concurred with the design of the CNA's new standard, which includes the White Ensign.

Looking well ahead, the Ottawa Veterans' Association has requested that Canada's capital city be considered as the site of the annual naval veterans' reunion in 1967, the Dominion's centennial year. The request will be brought up again.

The necessity of setting up regional executive bodies was urged by a number of the directors and will be implemented in the coming months.

At the opening of new club rooms in Halifax of the White Ensign branch of the Royal Canadian Legion, Cdr. Bruce Oland unveiled a portrait of his uncle, Captain Richard H. Oland, who was the first president of the organization.

The sports director, Joseph Vechiola, had been actively engaged in organizing a sports meet, to be held in Toronto on May 11, with a trophy for the winning club in each event and an award to be known as the "Directors' Challenge Trophy" for the club with the highest aggregate points. The meet was just one of a number of functions organized by naval veterans in observance of Navy Week, in addition to participation in church parade on Battle of the Atlantic Sunday.—S.R.P.

Unclaimed Medals Sent to Veterans

At the beginning of 1959 the Department of Veterans Affairs began sending to veterans their unclaimed campaign stars and medals, commencing with those entitled to three or more or for whom the Department had what seemed to be reasonably reliable addresses.

As far as the Department can ascertain, this is the first time that campaign stars and medals have been distributed in any Commonwealth country without applications.

After the Second World War approximately a million Canadian veterans were eligible for one or more of the 11 service stars and medals, but notwithstanding the herculean efforts of the Royal Canadian Mint to produce them, and maintain normal output of coinage at the same time, it was October 1949 before they were ready for issue.

By the end of 1958 about 560,000 Second World War veterans had received their stars and medals, and the Department had something over a million left. Approximately 500,000 of these were War Medals—issued to anyone who had 28 days or more of paid service—and there were about 400,000 Canadian Volunteer Service Medals, Canada's own war medal, for 18 months or more of voluntary service in the Canadian forces.

Since January 1959, when the new policy came into effect, approximately 2,000 sets of medals have been despatched each month, including those for which applications were received, or over 100,000 sets in four years. About 20,000 sets have been returned as undeliverable.

The average number of stars and medals per set is close to four, which means that the Department has disposed of a net figure of around 300,000 medals since it began sending them out without applications.

Nevertheless, many veterans still haven't received their war medals, and for most of these the Department's last known addresses are 10 to 15 years old. Thus the surest way for veterans to claim the stars and medals they earned through their war service is still to apply to: War Service Records, Department of Veterans Affairs, Ottawa, Canada. — *Canadian Veterans News Notes.*

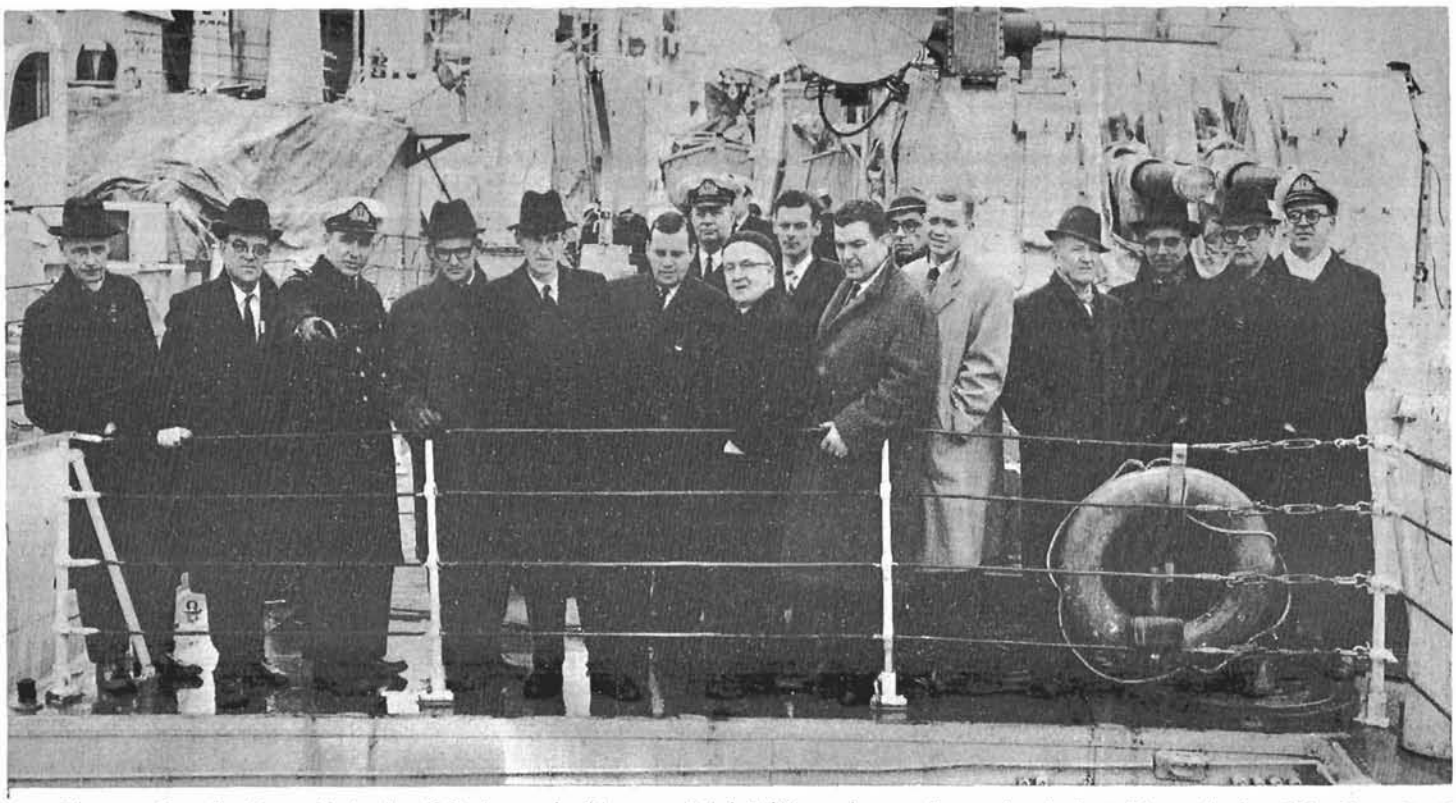
HERE AND THERE IN THE RCN

Naval families are fairly common but rarely do father and son serve in the same ship. CPO Gordon J. Foster, left, coxswain of the modern destroyer escort Gatineau, shows his son, AB David E. Foster battle honours of the wartime Gatineau which the new ship has inherited. CPO Foster attended Maisonneuve School in Montreal before joining the Royal Navy in 1936, transferring to the RCN in 1937. AB Foster, a naval cook, attended Rideau High School in Ottawa before joining the Navy in June 1960. It is up to him to carry on the good name of Foster in the Gatineau. His father recently began retirement routine ashore. HS-71487)

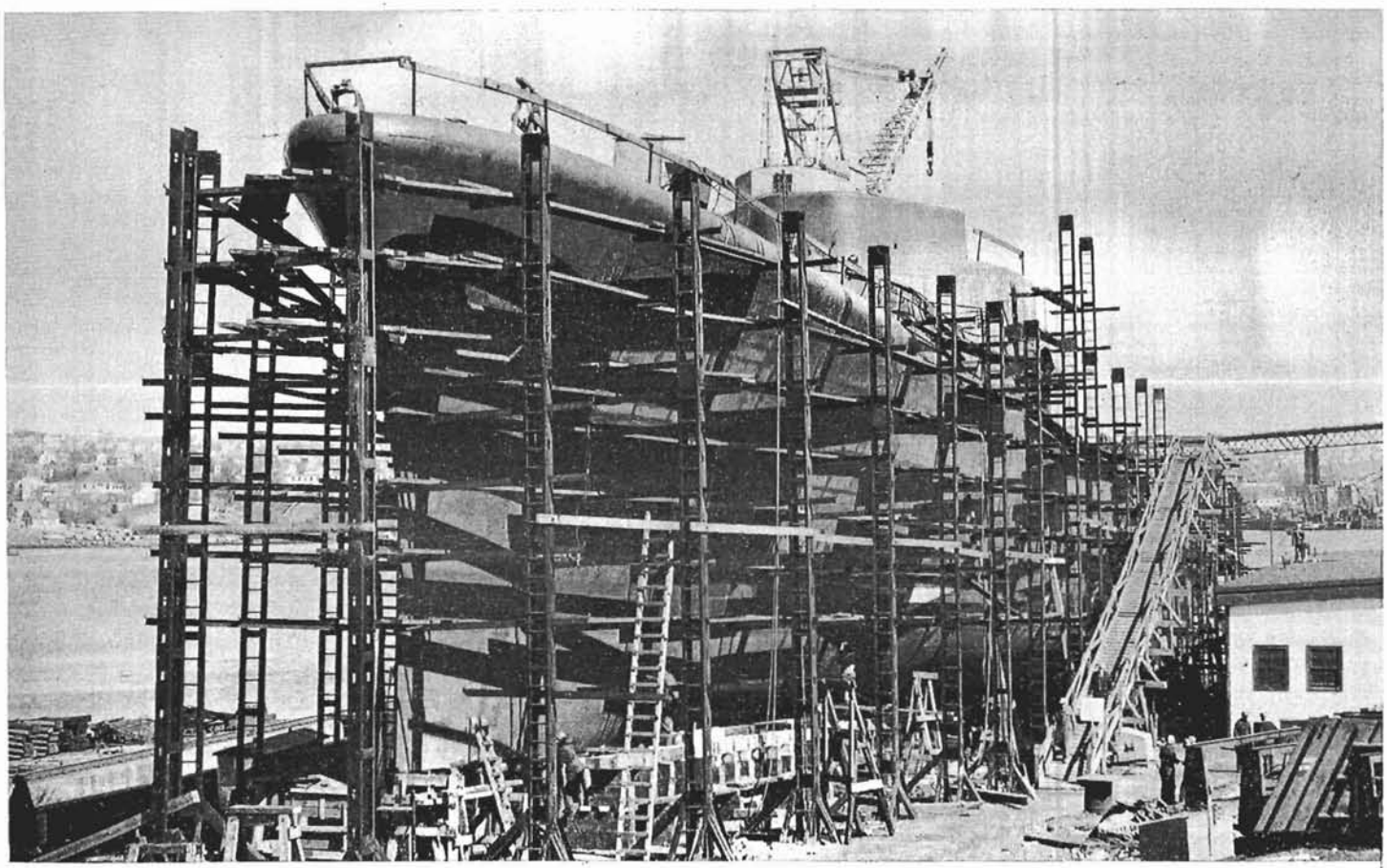
Sheelagh Martin, of HMCS Shearwater, receives her wings and 18th and 19th badges from Mrs. E. MacKay, Tawny Owl, to become one of the best qualified Brownies in the area. She is the daughter of CPO and Mrs. Paul Martin, who live in married quarters at the RCN Air Station. (DNS-30739)

From the four Cub packs, totalling more than 100 cubs in HMCS Shearwater, the above cubs were selected recently from their respective packs for having worked the hardest, having been the most punctual, and having contributed the most toward the efficient operation of their respective packs, at the naval air station. Left to right are Martin Salter, "A" Pack; Robert White, "C" Pack; Steve King, "D" Pack, and Dave Etchells, "B" Pack. (DNS-30414)

Smiles were turned on full power by these Shearwater Brownies recently after their "flying up" ceremony at the naval air station. Proudly holding their leaving certificates, these Brownies of the First, Second and Third Packs are joining the Second Shearwater Guide Company. Front row, left to right, are Elizabeth Malloux, Debra Dunnett, Susan Burks, Lois Mackey and Upha Sutherland, and, back row, Dale Coldwell, Leslie Taylor, Erica Langman, Joanne Stewart, Helen Storey and Linda McKnight. (DNS-30477)



Educators from the Gaspe Peninsula of Quebec early this year visited Halifax and were given a close look at ships and units of the Fleet School. The visit was arranged by Lt R. J. Leduc, Quebec City recruiting officer, in conjunction with the Navy's career counselling program. The party was photographed on board the destroyer escort Algonquin. (HS-71237)



The destroyer escort Annapolis was launched at Dosco Halifax Shipyards April 27. Last to be launched of the six-ship Mackenzie class of Canadian designed and built anti-submarine destroyers, she will be completed in 1964. A helicopter platform and variable depth sonar are included in her construction. (HS-71605)

A History of Nautical Uniforms

BOOKS *for the* SAILOR

ONE OF the odd things about navies is that officers' uniforms date from long before those of the lower deck, and the two are derived from entirely different traditions—the one from the dress of gentlemen of the 18th century and the other from the work clothes of sailors 100 years later. What is more, officers' uniforms have changed greatly while men dressed as seamen look much as they did when they first wore uniform 100 years ago.

Undeterred by this, Colonel Robert H. Rankin, USMC, has dealt in *Uniforms of the Sea Services* with all uniforms of the U.S. Navy in a single narrative—and in the USN there are also band uniforms to be considered.

In the process, the seaman's rig has been somewhat neglected. One very strange oversight is the hat—there is not a single word (not even a date of introduction) on the U.S. Navy's one original contribution, the "gob" hat, the perky white cotton headdress of the American seaman. Nor is there any mention of the present day practice of wearing white head-gear all year round.

Colonel Rankin refers in general terms to the influence of the Royal Navy on uniforms of all other navies, but there are points he might have made when he got down to particulars. For one thing, the lower deck uniform of the USN dates from 1817—the RN did not introduce it until 1857. Which influenced the other? It appears that this question has not been explored from either side of the Atlantic. Then there is the question of corps badges of the marines, both the bugle and globe. Did the U.S. Army use the bugle as a light infantry badge?—and, when the U.S. Marines took it up for a while in the 1860s, was it imitated from the RMLI? And surely, in speaking of the adoption of the globe as a badge, there should have been some mention of its use by the Royals since 1827.

A point of language here—not once in the book is the word "badge" used. Every possible synonym is employed: "insigne" (the commonest), "emblem" (especially for cap badges) "device", "ornament" and so on. Another change in words in the United States seems to be that "puttee" now means any sort of legging, so that in the passage on naval aviation uniforms the author speaks of "woven wool leggins" (sic) being replaced by "tan leather puttees". The wording is a little vague, but apparently this means that puttees were replaced with brown leather gaiters. This only becomes clear when the reader refers to the pictures.

And speaking of the illustrations, the book is subtitled "a pictorial history"—although the emphasis is on the text to an extent not usually associated with that description. However, the volume is lavishly illustrated—the pictures illuminate the text—with a large number of colour plates, half tone illustrations and a few line cuts for decoration. Unfortunately the colour plates are of unequal quality and some have lost much in colour and detail.

The research as represented by the list of manuscripts and documents cited on pages 309-314 seems to have been deep and concentrated enough to make the work authoritative for many years. The list of books (pages 306-308) could have been wider. Why, for example, cite Cdr. A. B. Campbell's *Customs and Traditions of the Royal Navy* when he is among the least reliable writers on the subject? And why the third edition of *Naval Customs, Traditions and Usage* by Vice-Admiral L. P. Lovette, USN, when the fourth is available and has been extensively revised. The wildly erroneous etymology of "Captain" is quoted from the former—it was changed in the fourth edition.

Indeed, where the author has gone beyond his immediate subject, the development of sea uniforms in the U.S. sea services, he has sometimes strayed. On the subject of the purchase system, whereby gentlemen bought commissions in the British Army and "clothing colonels", who made a profit out of their regiments, he is quite off the beam. On these points a reading of *The Reason Why*, by Cecil Woodham-Smith is recommended—it is available in a Penguin edition. That book deals with the careers of the two officers directly responsible for the charge of the Light Brigade at Balaclava and, in doing so, has to explain purchase and describe regimental administration of the time.

Physically, *Uniforms of the Sea Services* is a rather lavish production, running to 324 pages of special coated paper so that the text, illustrations and colour plates could be mixed in together and; indeed, there is hardly an opening without some pictorial matter. It is a large squarish quarto and the text pages, about the same size as this one, have wide margins, often enlivened with half-tone or line illustrations. The colour plates are of great variety: some are contemporary 19th century colour prints, some modern water colours and some colour photographs. Among the best are the work of Colonel John H. Magruder III, USMC, Captain Donald L. Dickson, USMC, and H. Charles McBarron Jr., though most of McBarron's work and all of Dickson's have been reproduced in black-and-white.

The subject matter covers all the services of the U.S. Government involved in sea warfare: the Navy, the Marines, the Coast Guard (with its predecessor, the Revenue Cutter Service) and their respective women's services. The book closes with chapters on swords and on medals and decorations. The footnotes, containing references to the sources used, are all grouped at the end of the text so as not to distract the casual reader. They are followed by the extensive bibliography and a detailed index.

Uniforms of the Sea Services is an expensive book for the common reader, but it will be essential for the student

OLD CAP RIBBONS SOUGHT BY USN

Obsolete USN cap ribbons are being sought by the curator for the Department of the Navy, in Washington, to complete a collection for exhibtion at naval activities.

Only USN ribbons are required, although the curator will welcome other items of historical interest, such as obsolete naval insignia and documents relating to the United States and USN.

Persons having ribbons of U.S. ships no longer in commission and who wish to donate them to the collection are requested to mail them to the Curator, Department of the Navy, Washington 25, D.C.

When a ribbon thus donated is exhibited, full credit will be given to the donor.

of uniforms and a valuable reference of the theatrical costumer.

Like all history books, it must be superseded. Just recently a note appeared in the service news from Washington that an opinion survey was to be made on the lower deck of the USN to find out whether a rumoured dissatisfaction with the seamen's uniform warrants a change. It appears that there is a movement to provide a collar-and-tie rig for all hands. Colonel Rankin records a similar movement just after the Second World War which was heavily voted down by the men most concerned. One of them summed it up with: "It ain't Navy!"—Ph. Ch.

UNIFORMS OF THE SEA SERVICES; a Pictorial History, by Colonel Robert H. Rankin, USMC; published by the U.S. Naval Institute, Annapolis, Md., 1962; 325 pages, profusely illustrated (colour plates included); $24.50.

THE NAVY'S ROLE IN KOREA

JAMES A. FIELD'S *History of United States Naval Operations: Korea* is the best book on the subject which has so far been published. But it is more than a history of USN operations in Korea; it is a history of the whole Korean conflict. Some might consider that too little emphasis has been placed on naval operations in the last two years of the war. Out of a total of 446 pages, Dr. Field has devoted 356 to the first year and only 38 to the final two years.

Had the author been writing a history of the land campaign this imbalance would not have been so serious, since the important battles all took place in the first year; as he is writing a history of naval operations, however, he might have devoted more space to such topics as the "island defence" campaign, the interdiction campaign on the east coast, the "train busting" game (which is not even mentioned), and the activities of the carriers in 1951-53. The reviewer, however, is not advocating that Dr. Field should have written less about the campaign on land but rather that he should have written more about naval operations.

Dr. Field naturally has not too much to say about the Canadian destroyers in Korea; he does mention some of the more important incidents in which they were involved, such as the evacuation of Chinnampo and the clearing of the Inchon islands, but he does not mention the capture of the North Korean minelayer by the *Nootka*, and he has misinterpreted the main objective of Operation Comeback.

This operation was devised by Captain Jeffry Brock, the Senior Officer of the Canadian destroyers, and its primary aim was to rehabilitate the west coast islands by the provision of relief supplies and by the establishing of fishing sanctuaries in the blockade area. "Comeback" naturally envisaged that, in those few islands where they remained, communists would be removed from positions of power, but its main purpose was to save the islanders from starvation and anarchy.

Physically, Dr. Field's book is a fine one; clear print on good quality paper; no misprints to speak of; a good index; and remarkably fine photographs. There are numerous maps but some of these are of rather poor quality. The book was brought out by the U.S. Government Printing Office, Washington, D.C. and sells for a modest $4.25. For anyone interested in Korea it is worth twice that.—T.T.

HARM'S WAY

The pressures, strains and loneliness of war-time command at sea are conveyed in quiet but telling fashion in Alan Easton's *50 North,* a personal account of one man's experiences in ships of the RCN between 1941 and '44 (*Crowsnest,* March 1963).

Appearing at almost the same time is another book built on the same theme. But whereas *50 North* is factual and a model of restraint, *Harm's Way* is pure fiction, with its protagonist and supporting characters plunged into one melodramatic event after the other in quick succession.

Read consecutively, the two books are remarkable contrasts, the one so authentic, the other so unreal (for all its earthy "realism"). Not that *Harm's Way* is poor reading. It has suspense, excitement, lots of blood-and- thunder and, may be, here and there some resemblance to events as they could have happened. But it is like a Hollywood super-colossal, wide-screen, vivid-colour production, as compared with a straightforward black-and-white documentary. One suspects, indeed that *Harm's Way* may have been written with Hollywood in mind. It has most of the ingredients.—R.C.H.

HARM'S WAY, by James Bassett, published in Canada by Nelson, Foster and Scott, Ltd., 81 John Street, Toronto 2B; 510 pages; $7.50.

LETTERS TO THE EDITOR

Dear Sir:

I understand that there is a man in the Navy (whose first name or rank I do not know) who is the son of a Mr. Walter Pirie Wilson who came to Calgary from Aberdeen, Scotland, about 40 years ago. Would Mr. Wilson please get in touch with me?

Yours truly,

MRS. ANNIE HOLLINGWORTH

2210-5th Ave., N.
Calgary, Alberta

Dear Sir:

Recently *The Crowsnest* (January, 1963) contained reference to Pearl Harbor but, in an attempt to translate it into a form acceptable to the Canadian reader spelled it "Pearl Harbour". In due course other Anglicizations of foreign place names will probably follow and the reader will be presented with Saint Francis, Good Breezes, Red Stick, City of the Indians, and White House to replace the alien forms San Francisco, Buenos Aires, Baton Rouge, Indianapolis, and Casablanca.

Whether or not this service on the part of editors and proof readers is a desirable one is outside the scope of this letter. However, for the sake of consistency, firm rules of policy and procedure must be provided. Already there are dents in our Anglo-Saxon armour which are beginning to show and strong guidance is urgently required. The following gives a sample of the heteronomous state that is developing.

The "U" is a town of our own
Is not at all hard to condone,
But the change to "Pearl Harbour"
While accepting "Ann Arbor",
Is splitting the hair to the bone.

I am sure you will give this matter the attention it deserves.

Yours truly,

R. A. EVANS,

Pearl Harbo[u]r,
Hawaii.

THE NAVY PLAYS

Cabot Wins Civil Service Hockey

The St. John's Civil Service "B" hockey championship was won this year by HMCS *Cabot's* team in a fashion that left no doubt the Newfoundland reservists deserved the title.

Cabot not only ended the season at the head of the league but won both the best-of-three playoffs two games straight.

West Again Wins In RCN Bonspiel

Thirty-two rinks from ships and establishments from Victoria to Halifax took part in the Seventh Annual RCN Curling Association Bonspiel in *Cornwallis,* April 2-4 inclusive.

All told 188 games were curled on ice in the new *Cornwallis* Curling Club and in the skating arena. The bonspiel was run under the direction of Lt. R. N. Evans, president of the *Cornwallis* Curling Club, assisted by an enthusiastic committee.

Once again a West Coast rink took top honours in winning the Westinghouse trophy. This trophy has been won by three different rinks from the Pacific Command over the last five years.

The winning rink was skipped by *Naden's* Wes Young, assisted by Frank Burger, Ed Kochanuk and Gordie Pope. They defeated Bruce Cameron of *Coverdale,* to take the trophy.

The winners of other events were: Ross trophy, PO Kenneth White, *Cornwallis,* MacGillivray trophy, Lt.-Cdr. N. W. Denney, *Bytown* and Wright trophy, O. O. Paddon, *Bytown.*

Shearwater Tackles Bermuda Rugger

The Bermuda Rugby Fortnight, which encompassed international matches between 10 teams, is over, leaving the impression with *Shearwater's* entry, which lost all games, that the Ivy League universities are playing rugby in a big way and are formidable contestants.

The Colonial Gazette reported that 30-40 eastern universities are now playing the game and its popularity is increasing. Amherst and William colleges did well, but Harvard swamped all opposition. They played Bermuda Teachers in an anti-climactic game which was predicted would close the schools for a week.

Harvard kicking was appalling, but they made up for it in rugged forward play, according to the RCN players. *Shearwater* gave them their toughest game, but the Harvard steam roller and the coral-hard pits took their toll.

The Harvard men won the International cup with superior weight, stamina and reserve.

Shearwater members, 18 strong, left Halifax in the *Haida,* bound for workups, and returned April 8.

Rugby Fortnight, March 25 to April 6, involved visiting teams from Harvard, Williams and Dartmouth Universities in addition to four Bermuda teams. The invitation to *Shearwater* came from the Bermuda Rugby Football Union.

Shearwater Flyers are shown playing Harvard in what experts considered to be the best game of the Bermuda rugby tournament in April. Lt. D. M. Wallace tips the ball to his teammates in the "line-up" during the game. (HS-71676)

The last time the RCN took part in the annual classic was in 1949 with a "scratch" team from Halifax area ships and establishments. They made a good showing.

The *Shearwater* club played first with Harvard then met the Bermuda champions, the Police team, in the round robin tournament.

Shearwater won the Nova Scotia title in the fall season, 1962.

Coach and manager was Lt.-Cdr. John Kennedy, commanding officer of Utility Squadron 32. The team was mostly composed of aviators. They were Lieutenants D. M. Wallace, Charlie Robinson, R. B. Edey, and L. L. Grimson; Sub-Lieutenants P. J. Barr, D. P. Gramton, L. S. McDonald, D. C. Hallaran, T. R. Byrne, team captain, L. G. Lott, C. A. Johnson, R. J. Nunn and N. A. Cook; Cadet M. A. Grandin, AB R. R. Jefferson, a PTI, and AB C. N. Baylis, medical assistant.

The team stayed at police headquarters during the visit.

Oldsters Take Hockey Title

There is a saying that if you can't baffle your opponent with youth, baffle him with footwork. This is exactly what the chief and petty officers of *Cornwallis* have been doing since the base re-opened in 1949.

They became the 1962-63 Interpart Hockey champs by defeating "Comm" School two straight to take the trophy.

This is the fourth straight year that Chief and POs have captured the trophy. Apart from hockey last season, they also took the softball, soccer, and volleyball championships.

12 Records Set At Swim Meet

Twelve Nova Scotia records were set in early March as HMCS *Cornwallis* was host to the Nova Scotia open senior swimming and diving championships.

Stadacona's junior team, the Tritons, won the aggregate honours with 115 points. They finished third in the men's division with 64 points and second in the women's with 51.

Shearwater topped the women's division with 107 points and Halifax YMCA headed the men's with 90.

Navy Curlers Elect Board

The RCN Curling Association (Ottawa) held its annual general meeting on April 22 and elected the following to the new board of directors:

N. W. Denny, president; S. E. Paddon, vice-president; H. Williams, vice-president and chairman membership committee; A. K. Cameron, past president; E. C. Garland, secretary, and Sam Iscoe, treasurer. E. M. Gummer, G. H. Dawson, G. W. Swallow, V. H. Skinner and F. A. Hickman are chairmen of various committees.

Active curling by the club concluded two days earlier with the finals of the closing mixed bonspiel. During the season, club event winners were:

Morgan trophy: J. W. Thomson, D. H. Gillis, A. K. Cameron, R. C. Salmon (skip);

President's trophy: R. Carle, R. J. Carson. E. Petley-Jones, A. K. Cameron (skip);

Luther trophy: J. E. Mavins, C. A. West, E. M. Gummer, M. C. Instance (skip);

Roper trophy: G. D. Westwood, R. D. Campbell, W. R. Copping, J. E. D. McCord (skip);

Pot Lid: M. B. Johnstone, J. K. Murray, R. Harper, V. Cook (skip).

The winners of the club mixed events during the season were: Opening Mixed Bonspiel (Labatt's trophy(: J. Paddon, J. Ruffo, B. Monroe, J. MacGillivray (skip); Christmas Mixed Bonspiel (Hill-the-Mover trophy): M. McClelland, E. McClelland, V. Rodenbush, L. Rodenbush (skip); Closing Mixed Bonspiel (Fleet trophy). F. Campbell, B. Campbell, F. Ford, D. Mylrea (skip).

Rugby Prospers On West Coast

The rugby football season 1962-63 was a great success on the West Coast, with NTS and the Command XV's taking part in the Victoria Rugby Union.

The Naval Technical Apprentices won the Intermediate Division by a clear margin, scoring 134 points for, with 50 against. They played 14 games, won 12, drew one and lost one.

The apprentices, well captained by LSAP Don James, played open and spirited football. Indeed, this season was marked by a demonstration of growing skill, both individually and as a team. It is difficult to single out individuals for special praise, yet no member of the team or support of navy rugger will deny that Ldg. Sea. Gordie Payette did a splendid job in the forwards.

The Command team, although they won but few league games in the First Division, ended up by making off with the *Times* Cup. They played robust, lively rugger and always gave a good account of themselves. The percentage of officers and men from the Fleet playing for the Command XV has increased considerably.

Lt. Charlie Gunning, serving in HMCS *Grilse,* was selected for the Victoria Representative side in December, and played a first-class game at outside half when the "Crimson Tide" defeated the Oregon XV by 23 points to nil.

Surgeon Lt. Tommy Thompson gave most valuable service on the touch line, as did medical assistant AB "Doc" Bolton and the equipment managers ABAP Larry Norman and AB Peter Merrick. The teams were coached and managed by Lt.-Cdr. Doug Williams and Sub-Lt. Sammy Patterson.

Hockey Star Returns to Sea

The *New Waterford* recently made headlines in the sports section of the Halifax *Chronicle-Herald* by being hostess to defenceman Doug Harvey, of the New York Rangers.

While the *New Waterford* was visiting New York recently, CPO Joe Lay, a member of the ship's company got together with Harvey, and armed with the necessary clearances, invited him on board for the return voyage to Halifax. Harvey, pleased with the thought of playing sailor again (he was RCNVR during the Second World War) for a few days, accepted the invitation.

CPO Lay, one time Halifax and district baseball star and later a football ace with *Shearwater,* is a long-time friend of Harvey's.

During the one-week visit to New York, personnel from the New Waterford had the opportunity to see the final two Ranger home games of the season. Those who attended were extremely appreciative of the fine seats arranged by Doug Harvey.

Volleyball Team Loses in Finals

The *Shearwater* Flyers were runners-up in the Canadian Armed Service Volleyball Championships held at Currie Barracks, Calgary, on March 15. The team was narrowly defeated by Calgary Garrison in final competition.

PO Scores High At Rifle Meet

PO G. J. Coldham, of *Shearwater,* registered the highest score in the first shoot of 1963 of the Nova Scotia Rifle Association in April.

Coldham posted 96 out of 100. Other leaders were PO L. C. Skinner, *Stadacona,* and Cadet R. Grant, Dartmouth, 94; Gnr. Cliff Strong, Windsor, and M. Moseley, Dartmouth, 93; Ldg. Sea. C. R. Grant, *Stadacona,* 84, and AB P. J. Heald, *Stadacona,* 67.

RETIREMENTS

CPO CHARLES ARAM BRYAN, CD and 1st Clasp, C1PT4, of Red Deer, Alberta; joined April 4, 1938; served in *Naden, Restigouche, Nootka, Stadacona,* DEMS *Namny,* DEMS *Oakman,* DEMS *Masundo,* DEMS *Nerissa, St. Croix, Racoon, Moncton, Annapolis, Pictou, Niobe,* RNB *Chatham, Huron, Royal Roads, Cornwallis, Venture, Ontario,* and *Cornwallis;* retired April 3, 1963.

CPO THOMAS JOHN FRASER, of New Westminster, B.C., C1RM4; joined April 4, 1938; served in *Naden, St. Laurent, Stadacona, Saguenay, St. Hyacinthe, Ingonish, Givenchy, St. Hyacinthe, Chaleur, St. Pierre, Niobe, Ontario, Aldergrove, Cayuga, Discovery, Sioux and Cornwallis;* awarded RCN Long Service and Good Conduct Medal; retired April 3, 1963.

CPO JOHN BERNARD KILEY, CD, C2ER4, of Halifax; joined April 12, 1938; served in *Stadacona, Skeena, Pictou, Georgian, Sorel, Hochelaga, Outremont, Peregrine, Haida, Huron, Scotian, Iroquois, Swansea, Magnificent, Quebec* and *Sioux;* retired April 11, 1963.

CPO GEORGE ALBERT LOUDER, C1FC4, of Halifax; joined April 4, 1938; served in *Stadacona, Venture, Saguenay,* HMS *Victory, Ottawa, Niobe,* HMS *Excellent,* HMS *Sheerness, Athabaskan, Peregrine, Ontario, Cornwallis, Crusader, New Liskeard, Scotian, Magnificent, Algonquin, Scotian* and *Terra Nova;* awarded Long Service and Good Conduct Medal; retired April 3, 1963.

CPO JOHN STANLEY LAWRENCE, C1BN4, of Drumheller, Alberta; joined April 7, 1938; served in *Naden, St. Laurent, Stadacona, Protector, Ottawa, Saskatoon,* HMS *Meadowsweet, Reindeer, Cornwallis, St. Stephen, Peregrine, Antigonish, Crusader, Skeena;* awarded the RCN Long Service and Good Conduct Medal; retired April 6, 1963.

PO ALFRED THOMAS BURTON LONGHURST, CD, P1BN3, of Belleville, Ontario; served in RCNVR Nov 20, 1942-Oct. 17, 1945; joined RCN Dec. 19, 1945; served in *Cataraqui, York, Prevost, Cornwallis, Stadacona, St. Hyacinthe, Meon, Peregrine, Quatsino, Scotian, Prince Rupert, Naden, Malahat, Uganda, Antigonish, Athabaskan,* RCNAS, Dartmouth (18 CAG) *Magnificent, Huron, Quebec, Haida, Cornwallis, Prevost* and Kootenay; retired April 15, 1963.

CPO ARNOLD HOWARD MAYNARD, CD, C2BN3, of Edmonton, joined April 4, 1938; served in *Naden, Ottawa, Stadacona, Skeena, St. Laurent, Cornwallis, Saguenay, Nanaimo, Niobe,* HMS *Excellent,* HMS *Belfast,* HMS *Glasgow, Peregrine, Chebogue, Ontario, Beacon Hill, New Waterford, Malahat, Star, New Glasgow* and *Fortune;* retired April 3, 1963.

CPO ROBERT MARSHALL, CWD, C1BN4, of Regina; served in RCNVR Feb 5, 1934 to June 28, 1943; transferred to RCN June 29, 1943; served in Regina naval division, *Naden,* DEMS *Silverwilliam, Cowichan, Stadacona, Rosthern, Avalon, Chaleur, Peregrine, Malahat, Crescent, Cornwallis, Ontario, Venture, Oriole, Cayuga, Ottawa* and *Cape Breton;* retired April 17, 1963.

CPO JOHN CYRIL IRA MOORE, CD, C1HT4, of Datmouth, N.S.; joined August 24, 1942; served in *Stadacona, Scotian, Peregrine, Warrior, Magnificent, Bytown, Cornwallis, Haida, Wallaceburg, Donnacona, Niobe,* and *Bonaventure;* retired April 1, 1963.

Scenes like this will be repeated this year as sea cadets train at summer camps on either coast. A Toronto Sea Cadet takes a line from HMCS Loon at the end of a day's cruise out of HMCS Acadia, at Point Edward Naval Base, near Sydney, N.S., last year. (HS-69331)

CPO VICTOR HENRY NOON, C1CM4, of Victoria; joined April 4, 1938; served in *Naden, Restigouche, Stadacona, Prince Henry,* RCN College, *Givenchy, Avalon, Cornwallis, Ontario, Royal Roads, Donnacona* and *Hochelaga;* awarded RCN Long Service and Good Conduct Medal; retired April 3, 1963.

CPO WILLIAM OGILVIE, C2Er4 of Glasgow, Scotland; joined April 4, 1938; served in *Naden, Armentieres, Ottawa, Nootka, Stadacona, Rosthern, Avalon, Cornwallis, Scotian, Midland, Peregrine, Dunver, Huron, Levis II, Givenchy, Moolock, Talapus, Ehkoli, Ontario, Cedarwood, Rockcliffe, Griffon, New Glasgow, New Waterford* and *Fortune;* received RCN Long Service and Good Conduct Medal; retired April 3, 1963.

CPO CHARLES GORDON PERRY, C1ER4, of Central Chebogue, N.S.; joined April 4, 1938; served in *Stadacona, Skeena, Fennel, Scotian, Peregrine, Hochelaga, New Liskeard, Cornwallis, St. Boniface, Peregrine, Swansea, Wallaceburg, New Liskeard, Swansea, Algonquin and Quebec;* awarded RCN Long Service and Good Conduct Medal; retired April 3, 1963.

PO PETER JOHN QUINLAN, CD., P2CK3, of Saint John, N.B.; joined RCNR April 28, 1942, transferred to RCN April 18, 1945;

served in *Avalon, Stadacona, Cornwallis, Hawkesbury, Peregrine, Uganda, Donnacona, Niobe, Magnificent, Naden, Nootka, Huron, Hochelaga, Bonaventure, Granby* and *Cabot*; retired April 27, 1963.

PO GEORGE HENRY SOUBLIERE, CD and 1st Clasp, P1ER4, of Ottawa; joined Nov. 18, 1933; served in *Stadacona, Saguenay, St. Laurent*, HMS *Pembroke, Crusader, Ottawa, Fundy, Skeena, Mayflower, Naden, Hochelaga, Sherbrooke, Nanaimo*, HMS *Veteran, Bytown, Winnipeg*, HMS *Newfoundland, Niobe, Uganda, Peregrine, Cornwallis, Jonquiere, Scotian, New Liskeard, Warrior, Carleton, Cornwallis, La Hulloise, Portage, Algonquin, Nootka, Huron, Lauzon* and *Iroquois*; retired April 3, 1963.

CPO ROBERT DEWEY TAYLOR, CD, C1CT4, of Ogema, Sask.; joined March 24, 1941; served in *Naden, Givenchy, Burrard, St. Hyacinthe*, Sumas radio station, *Crescent, Rockcliffe, Stadacona, Cornwallis, Cusader, Sioux, Coverdale, Ontario* and *Margaree*; retired April 4, 1963.

CPO WILLIAM THYNE, C2ER4, of Lovat, Sask.; joined April 4, 1938; served in *Naden, Restigouche, Stadacona, Niagara, Annapolis, Givenchy, Beaconhill*, HMS *Ferret, Ontario, Cayuga, Rockcliffe, Sioux, Antigonish, Sussexvale* and *Cape Breton*; awarded RCN Long Service and Good Conduct Medal; retired April 3, 1963.

CPO GEORGE CHARLES VANDERHAEGEN, C1BN4, of Dunleath, Sask.; joined April 4, 1938; served in *Naden, Ottawa, Stadacona*, HMS *Dominion, Niobe, Saguenay, Cornwallis, Assiniboine, Sioux, Peregrine, Givenchy, Crescent, Royal Roads, Crusader, Porte Quebec, Venture, Ontario*, and *Fraser*; awarded RCN Long Service and Good Conduct Medal; retired April 3, 1963.

OFFICERS RETIRE

CDR. GEORGE LIONEL AMYOT, CD; joined RCNVR July 31, 1942, as probationary sub-lieutenant (SB); transferred to RCN February 28, 1946; served in *Chippawa, Cornwallis, Avalon, Naden, Carleton*, RCN College *Royal Roads, Ontario, Stadacona, Bytown, Venture, Prevost*; last appointment *Bytown* as Assistant Director of Naval Manning (Recruiting); commenced retirement leave on May 1, 1963; retires on November 3, 1963.

CAPTAIN JACK ROSS ANDERSON, CD; joined RCNVR October 9, 1939, as acting paymaster lieutenant; transferred to RCN December 12, 1945; served in *Stadacona, Columbia, Givenchy, Cornwallis*, Naval Headquarters, *Ontario, Naden, Donnacona*; last appointment Director Inter-Service Development, National Defence Headquarters; commenced retirement leave February 3, 1963; retires on August 22, 1963.

LT.-CDR. JOHN NORMAN DONALDSON, CD; joined RCNVR October 27, 1941 as probationary sub-lieutenant; transferred to RCN November 10, 1944; served in *York, Royal Roads, Stadacona, Niobe*, HMS *Heron*, HMS *Pembroke*, HMS *Daedalus*, HMS *Canada*, HMS *Macaw*, HMS *Goldcrest*, HMS *Malagas, Warrior, Shearwater, Magnificent, Naden, Cayuga, Niagara, Sioux, Bytown, Patriot*; last appointment *York* as Staff Officer (Training); commenced retirement leave on April 29, 1963; retires on November 1, 1963.

SURGEON CDR. ROBERT FREDERICK HAND, CD; joined RCN March 31, 1948, as a Surg. Lt.-Cdr.; served in *Niobe, Stadacona, Magnificent, Niagara; last appointment* Canadian Forces Hospital, Halifax; as ophthalmologist and regional consultant; commenced retirement leave April 1, 1963; retires on June 29, 1963.

CDR. GEORGE JOHN MANSON, CD; joined RCNVR October 18, 1940, as an ordinary seaman, promoted probationary sub-lieutenant April 27, 1942, demobilized October 5, 1946; joined RCN(R) October 6, 1946, transferred to RCN February 12, 1951; served in *Stadacona, Royal Roads, Goderich, Niobe, Avalon, Levis, Discovery*, Naval Headquarters, *Star, Patriot*; last appointment on staff of COND as Commander Sea Cadets; commenced retirement leave March 19, 1963; retires October 5, 1963.

CDR. GEOFFREY PHILLIPS, CD; joined RCN August 28, 1935, as an officer cadet; served in *Stadacona*, HMS *Frobisher*, HMS *Drake*, HMS *Sussex*, HMS *Edinburgh, Assiniboine, Niobe, Huron, Ontario, Bytown, Naden*; last appointment *Bytown* on staff of Chief of Naval Technical Services; commences retirement leave on May 7, 1963; retires on December 23, 1963.

LT.-CDR. BUDD EARL SMITH, CD; joined RCN January 27, 1941, as a writer, transferred to RCNVR September 19, 1944, as a probationary paymaster sub-lieutenant, transferred to RCN December 12, 1945; served in *Naden, Bytown, Stadacona, Cornwallis, Somers Isles, Scotian, Nootka, Huron, Haida, Sioux, Gloucester, Niobe*; last appointment *Bytown* as Deputy Naval Secretary (Technical Services) and as Secretary to Chief of Naval Technical Services; commence retirement leave May 6, 1963, retires November 15, 1963.

LT.-CDR. ARTHUR JAMES TANNER, CD; served in RNVR from March 10, 1940 until joining RCNVR January 1, 1944, as a lieutenant; transferred to RCN October 31, 1945; served in HMS *Kestrel*, HMS *Nightjar*, HMS *Condor, Stadacona*, HMS *Goldcrest*, HMS *Dipper, Niobe, Bytown, Uganda, Shearwater, Crusader, Naden*; last appointment RCN Liaison Officer Bermuda and as officer in immediate command of RCN personnel on detached duty; commenced leave on April 23, 1963; retires on October 10, 1963.

ONE OF THOSE DAYS AT DEBERT

THE BEST LAID plans of mice and men (and senior naval aviators) often go astray.

The 10,000th landing at Naval Air Facility, Debert, was due around Easter and Cdr. R. C. MacLean, recently appointed commanding officer of VS-880, was determined to be the one who made it.

The total neared the 10,000 in agonizing jerks, since bad weather and the holiday period were hurdles difficult to overcome. Meanwhile preparations were in hand. Medals were struck: a big one for Cdr. MacLean and two small ones. His inscription read:

"Presented to the Tracker crew on occasion of the 10,000th landing at NAF Debert, April, 1963, from Air Operations Department." The others read "Pilot 10,000th MCLP (Mirror Control Landing Practice) NAF Debert" and "Co-Pilot . . . etc."

Tuesday, the 16th came and the 10,000th landing at hand. Cdr. MacLean began his approach to the Debert runway when it happened.

He got a wave-off!

Two sub-lieutenants in Tracker 596 came in and landed. The somewhat confused pair taxied over to where a guard of naval firemen presented axes and Cdr. R. A. Creery, *Shearwater's* Operations Officer, presented them medals with all due pomp and ceremony. He had come to Debert by helicopter just for such a ceremony.

Sub.-Lt. Sean Carrigan was pilot and Sub.-Lt. David Muckle co-pilot of the aircraft making the 10,000th successful "bounce".

There was consolation of sorts for Cdr. MacLean. As the commanding officer of VS 880, he was awarded the "squadron" medal (the big one). So everybody was happy. Except, maybe, the two subs!

All pilots of Anti-Submarine Squadron 880 carry out intensive landing practice ashore before going to sea in the carrier.

As this type of landing requires the aircraft to be flown at a low altitude in the circuit, this phase of training was moved to Debert to avoid operating over the various industrial plants being built in the vicinity of the RCN Air Station, *Shearwater*.

Through an agreement with the Canadian Army, the Navy has been operating at Camp Debert since 1961, and in February of this year the airfield portion of the Camp was officially taken over by the RCN.

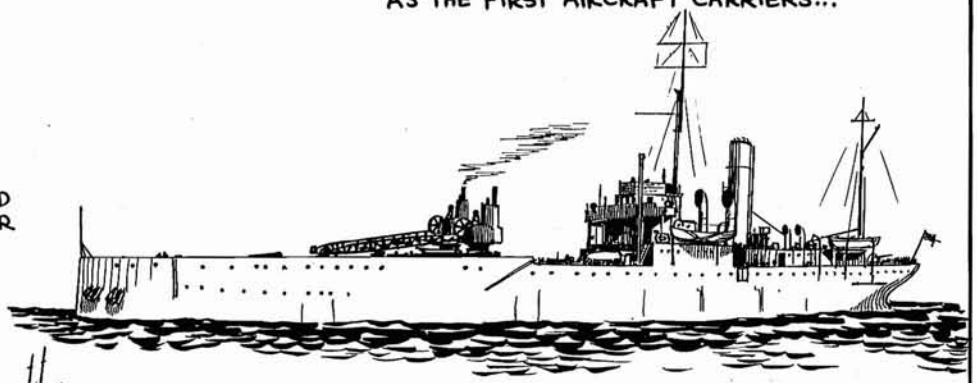
Naval Lore Corner

Number 116

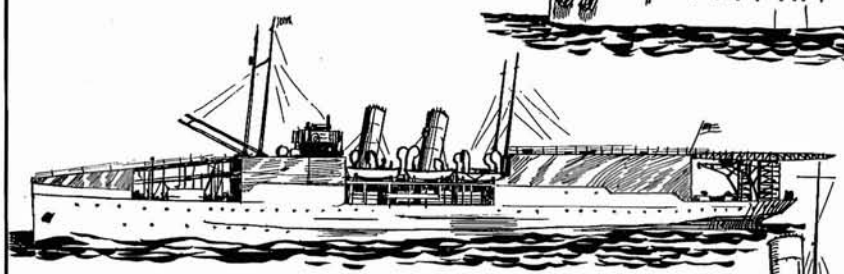
THE EARLY DEVELOPMENT OF THE CARRIER

IN WORLD WAR I, AS THE IMPORTANCE OF AIRCRAFT INCREASED, VARIOUS METHODS WERE INTRODUCED TO CARRY AIRCRAFT WITH THE FLEET. BY 1918 NEARLY ALL BATTLESHIPS AND LARGE CRUISERS CARRIED 1 OR 2 AIRCRAFT, AND SEVERAL SHIPS WERE SPECIALLY CONVERTED AS THE FIRST AIRCRAFT CARRIERS...

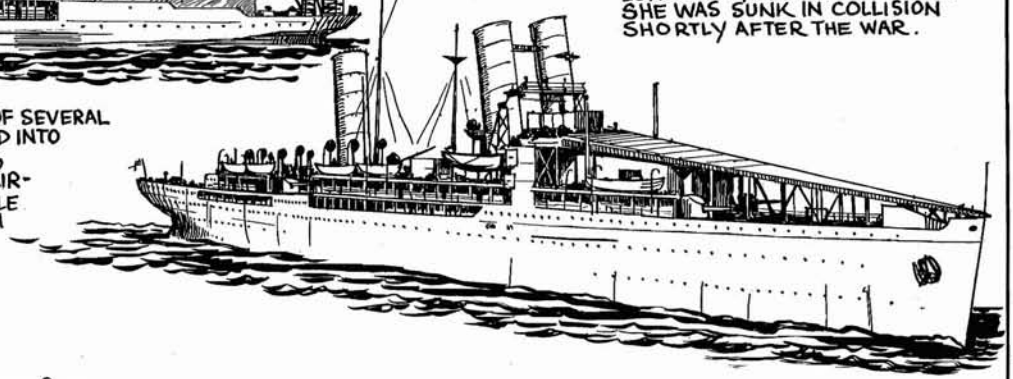
H.M.S. ARK ROYAL (RIGHT), LAID DOWN AS A COLLIER, BECAME THE FIRST AIRCRAFT CARRIER. SEAPLANES STOWED IN HER HOLDS WERE LOWERED OVER THE SIDE BY CRANES IN ORDER TO TAKE OFF FROM THE WATER.

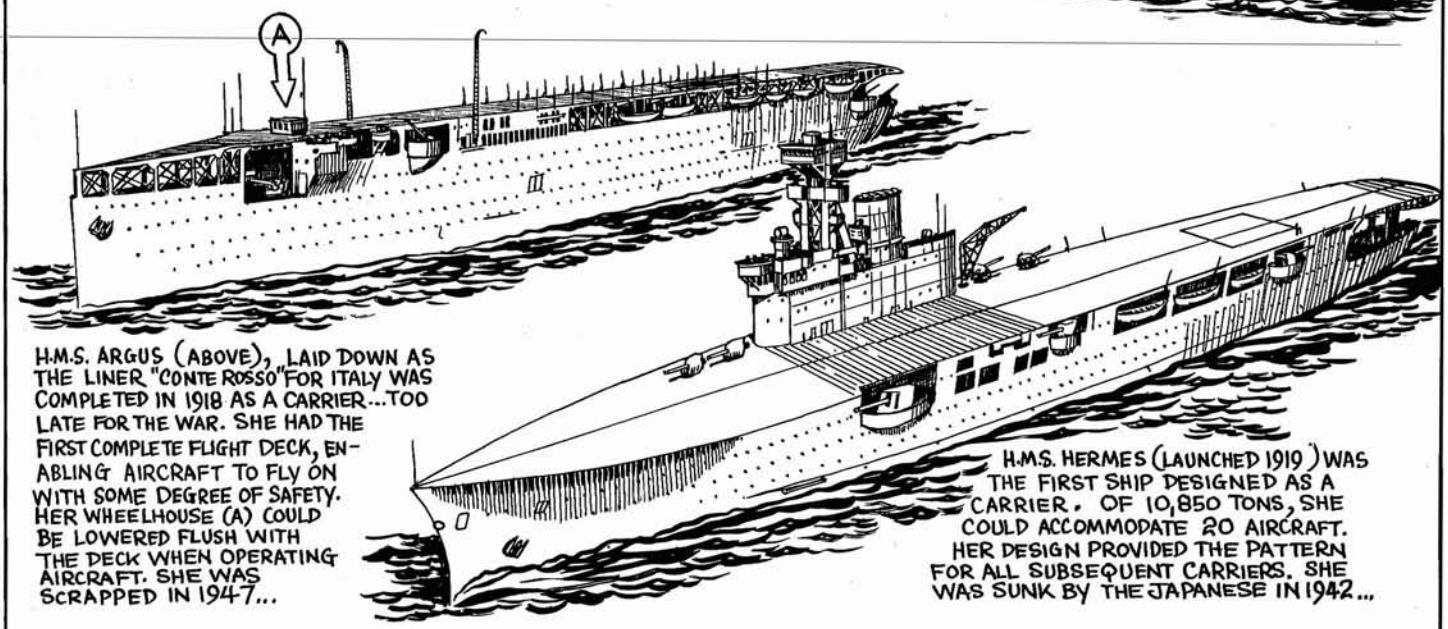


H.M.S. CAMPANIA (BELOW), A CONVERTED CUNARDER HAD HER FORE-FUNNEL DIVIDED IN 1916 TO PROVIDE A LONGER FLYING-OFF PLATFORM. SHE WAS SUNK IN COLLISION SHORTLY AFTER THE WAR.



H.M.S. MANXMAN (ABOVE) WAS TYPICAL OF SEVERAL CONFINED SEAS PACKETS CONVERTED INTO CARRIERS (1915). A SISTERSHIP, H.M.S. ENGADINE SENT UP THE ONLY AIRPLANE TO PARTICIPATE IN THE BATTLE OF JUTLAND. IT SIGHTED THE HIGH SEAS FLEET...





H.M.S. ARGUS (ABOVE), LAID DOWN AS THE LINER "CONTE ROSSO" FOR ITALY WAS COMPLETED IN 1918 AS A CARRIER... TOO LATE FOR THE WAR. SHE HAD THE FIRST COMPLETE FLIGHT DECK, ENABLING AIRCRAFT TO FLY ON WITH SOME DEGREE OF SAFETY. HER WHEELHOUSE (A) COULD BE LOWERED FLUSH WITH THE DECK WHEN OPERATING AIRCRAFT. SHE WAS SCRAPPED IN 1947...

H.M.S. HERMES (LAUNCHED 1919) WAS THE FIRST SHIP DESIGNED AS A CARRIER. OF 10,850 TONS, SHE COULD ACCOMMODATE 20 AIRCRAFT. HER DESIGN PROVIDED THE PATTERN FOR ALL SUBSEQUENT CARRIERS. SHE WAS SUNK BY THE JAPANESE IN 1942...

J.M. THORNTON

Roger Duhamel

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The CROWSNEST

Vol. 15 No. 6 June, 1963


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The CROWSNEST

Vol. 15 No. 6 THE ROYAL CANADIAN NAVY'S MAGAZINE JUNE 1963

CONTENTS

The Cover—Commissioned in the RCN on May 11, 1961, the submarine *Grilse* has completed two busy years under the White Ensign. The photograph was taken on a quiet, sunny day in May as the *Grilse* went about her lawful occasions off the West Coast. (E-72032)

LADY OF THE MONTH

With the commissioning of HMCS *Yukon* in North Vancouver on May 25, the Royal Canadian Navy acquired a new ship with a new ship's name. Thus the *Yukon* finds herself in the position of not having inherited a tradition, but inspired with the necessity of creating one.

The striking picture of the *Yukon* shown on the opposite page was photographed by PO Ernie W. Charles from Prospect Point, Stanley Park, Vancouver, as the new destroyer escort steamed through the Lion's Gate on pre-commissioning trials. (E-71892)

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RCN NEWS REVIEW

During a busy springtime tour of East Coast defence installations, foreign service attaches found time to pose for this group picture in the Shearwater wardroom. (DNS-30973)

International Exercise Held

Ships, aircraft and submarines of the Canadian Maritime Command Atlantic and the United States Atlantic Fleet and aircraft of the Royal Air Force took part in a large scale anti-submarine warfare exercise in the western Atlantic during the latter part of May.

The Commander-in-Chief U.S. Atlantic Fleet scheduled the exercise, with the Commander Anti-Submarine Warfare Force, Atlantic, in command as overall co-ordinator.

The exercise, conducted by Rear-Admiral K. L. Dyer, Canadian Maritime Commander Atlantic, included Argus Maritime patrol aircraft from 404 and 405 Squadrons, RCAF Station Greenwood, and 415 Squadron, Summerside, P.E.I., Tracker anti-submarine aircraft from RCN Air Station, *Shearwater,* five destroyer escorts of the First and Fifth Canadian Escort Squadrons, eight frigates of the Seventh and Ninth Canadian Escort Squadrons and the submarine *Auriga,* of the Royal Navy's Sixth Submarine Division based at Halifax.

U.S. Navy forces participating included Neptune maritime patrol aircraft from the naval air stations at Quonset Point, R.I., Brunswick, Me., and Argentia, Nfld., the anti-submarine aircraft carrier *Essex,* with S2F Tracker aircraft and ASW helicopters embarked, 11 destroyers of Destroyer Squadrons Four and 24, and Reserve Destroyer Division 302; submarines of Submarine Squadron Eight and two replenishment ships. Six Shackleton aircraft of the Royal Air Force participated and were based at Greenwood for the exercise.

Atlantic Ships Win at Gunnery

Restigouche class destroyers of the Fifth Escort Squadron, based at Halifax, have wrested a gunnery trophy from St. Laurent DDEs of the Second Escort Squadron, Esquimalt.

The trophy was originally put up by the West Coast squadron in 1961 to challenge the Halifax squadron to better any 90-day period of anti-aircraft and surface firing scores during the year. The challengers became the champions that year but analysis of 1962 returns from both squadrons clearly indicated that the East Coasters were decisive winners.

A letter from the commander of the second squadron (Captain G. H. Hayes) to the commander of the Fifth (Captain C. P. Nixon) has a never-say-die quality for it closes with the words: "It is requested that, as temporary custodian, you take good care of 'our' hardware."

NATO Ministers Meet in Ottawa

The spring, 1963, ministerial meeting of the North Atlantic Treaty Organization was held in closed session in the West Block of the Parliament Buildings, Ottawa, May 22-24.

Delegates from the 15 NATO countries attended the conference which was covered by an estimated 500 press, radio and television personnel.

The opening ceremony was held in the chamber of the House of Commons. Speakers were Dirk Stikker, secretary general of NATO; Britain's Secretary of State for Foreign Affairs, the Rt. Hon. Earl of Home, who is president of the NATO Council, and the Prime Minister of Canada, the Rt. Hon. Lester B. Pearson.

Saskatchewan Reaches Halifax

The destroyer escort *Saskatchewan* sailed May 28 from Kingston, Jamaica, for Halifax, to arrive June 3.

The warship, en route from the West Coast for service in the Atlantic Command, fuelled at Jamaica after remaining for part of May in the waters off Puerto Rico on the chance that she might be called upon to assist in the transport of Canadians wishing to leave Haiti if regular air service proved inadequate.

The *Saskatchewan* steamed through the Panama Canal at the end of April, then took part in closing exercises of the United States Navy League convention in San Juan, Puerto Rico.

A message from Naval Headquarters in late May said: "You have displayed early in your commission the ability of the RCN to fulfil an important role to protect Canadian interests. Well done."

The ship is the second of the six Mackenzie class destroyer escorts joining the fleet from Canadian shipyards. She was commissioned February 16 at Yarrows Ltd., Esquimalt.

Bluethroat Rescuers Honoured

Commendation certificates from the Chief of the Naval Staff were presented on May 15 to the master and a seaman of CNAV *Bluethroat* for rescuing a crewman who fell overboard in January.

The CNS commendations, first to be presented to civilian employees of the RCN, were presented to Captain Randall Domenie and Seaman Ronald Smith by Commodore E. N. Clarke, Commodore Superintendent Atlantic Coast.

Randall Hardy, while fixing a ship's boat on January 3, fell overboard. The minelayer was lying alongside Jetty 2 in the yard. Hardy was unconscious, face down in the water. Seaman Ronald Smith without hesitation plunged into the 38-degree water to keep him from drowning. The *Bluethroat's* master, Captain Domenie, threw out a life line and also dived in. Minutes later, Messman G. A. Pace entered the bone-chilling water to help the half-perished trio ascend a ladder which had been lowered over the side.

Congratulations from the Chief of the Naval Staff, Vice-Admiral H. S. Rayner, were extended also to Messman Pace.

$1,800 Award For Suggestion

Lt.-Cdr. Douglas F. Tutte was presented on May 16 with a cheque of $1,806.25 as an award for a suggestion which will result in a large saving to the Crown.

LT.-CDR DOUGLAS F. TUTTE

The suggestion award is the largest ever to be won by a member of the Royal Canadian Navy and one of the largest to be granted since the suggestion award plan was put into effect.

The cheque and a letter of congratulations from the Chief of the Naval Staff were presented to Lt.-Cdr. Tutte by Rear-Admiral J. V. Brock, Vice-Chief of the Naval Staff.

Lt.-Cdr. Tutte suggested re-scheduling certain new-construction ship trials in such a way as to effect a saving of time and money, and at the same time to achieve greater efficiency. The suggestion was forwarded to the Suggestion Award Board of the Public Service of Canada and, after investigation by technical officers of the RCN, was recommended for adoption.

Lt.-Cdr. Tutte was born in Regina on August 23, 1919, and was living in Saskatoon when he entered the RCN as a boy seaman in 1937. He served at sea in destroyers in the Second World War and was promoted to officer rank in 1944.

He was gunnery officer in HMCS *Iroquois* during the destroyer's first tour of duty in the Korean theatre, in 1952, and was awarded the Distinguished Service Cross for "courage and leadership" in action with enemy shore batteries.

Lt.-Cdr. Tutte is now serving on the staff of the Director of Naval Fighting Equipment Requirements at Naval Headquarters.

4,000 U.S. Sailors Visit Halifax

More than 4,000 United States Navy personnel in 10 warships visited Halifax over the period of May 28 to June 4.

In the vanguard were five American submarines, arriving on May 28. They were the *Angler, Becuna, Blenny, Jallao* and *Croaker.*

Carrier Division 18, consisting of the aircraft carrier *Essex,* destroyers *Manley* and *Strong* and fleet oilers *Severn* and *Waccamaw,* arrived in port on the morning of May 29. Rear-Admiral E. E. Christensen is Commander, Carrier Division 18.

A round of sports, industrial tours and receptions was arranged for the visitors.

Bird Class Ships Go to Reserve

The patrol ships *Cormorant, Loon* and *Mallard* were paid off into temporary reserve on May 23 at *Shearwater.*

The smallest commissioned ships in the RCN, these 79-ton patrol vessels were commanded by chief petty officers and each carried a crew of 18 men. The ships have been used largely for seamanship training and search and rescue duties.

They have been placed in reserve to allow their complements to be applied to meeting increased training and other commitments this summer.

Destroyer Escorts In Great Lakes

Three destroyer escorts of the Third Escort Squadron, HMC Ships *Sioux, Haida* and *Nootka,* are involved in the Great Lakes naval training program this summer. The *Sioux* and *Nootka* left Halifax in early June, to join HMCS *Haida* at Hamilton. The latter went to the Great Lakes early in May.

The *Sioux* and *Nootka* will each undertake three Great Lakes cruises and will terminate the summer training of reserves in late August. The *Haida* will end her duties in the Lakes area earlier that month.

Program Stresses Safe Driving

Rear-Admiral K. L. Dyer, Flag Officer Atlantic Coast, ordered a special three-day program during early June "to ensure that the attention of naval personnel is focused on the very vital problem of safe driving".

The program of lectures, films and slides backed up with displays, opened in the Dockyard on Tuesday June 4,

went to HMCS *Stadacona* Wednesday and to the RCN Air Station, *Shearwater,* on Thursday.

Lt.-Cdr. G. R. Lay, Area Fire Chief, as co-ordinator, had the full co-operation of authorities of the Nova Scotia Department of Highways.

Service Pay Rates Increased

In keeping with the principle of maintaining rates of pay and allowances of members of the Armed Forces in line with wages and salaries in civilian occupations, upward adjustments have been approved by the government for all ranks effective October 1, 1962, it was announced by Hon. Lucien Cardin, Associate Minister of National Defence, on May 15.

The adjustments were made following a review of the pay and allowances of the Armed Forces based on data as of October 1, 1962. The last previous general increase in rates for the Armed Forces was made in October 1960.

Increases include revisions in the basic rates of pay for each rank and changes in the arrangement for granting progressive pay which will enable increases to be granted at more frequent intervals than heretofore.

The trades pay structure has been revised by increasing the remuneration at the Group 2 level and by providing four levels for Group 3 tradesmen instead of the two provided previously. Group 3 tradesmen will be fitted into the new schedule as soon as classification of the various trades on the revised basis is completed. The increases that result will also be applied from October 1, 1962.

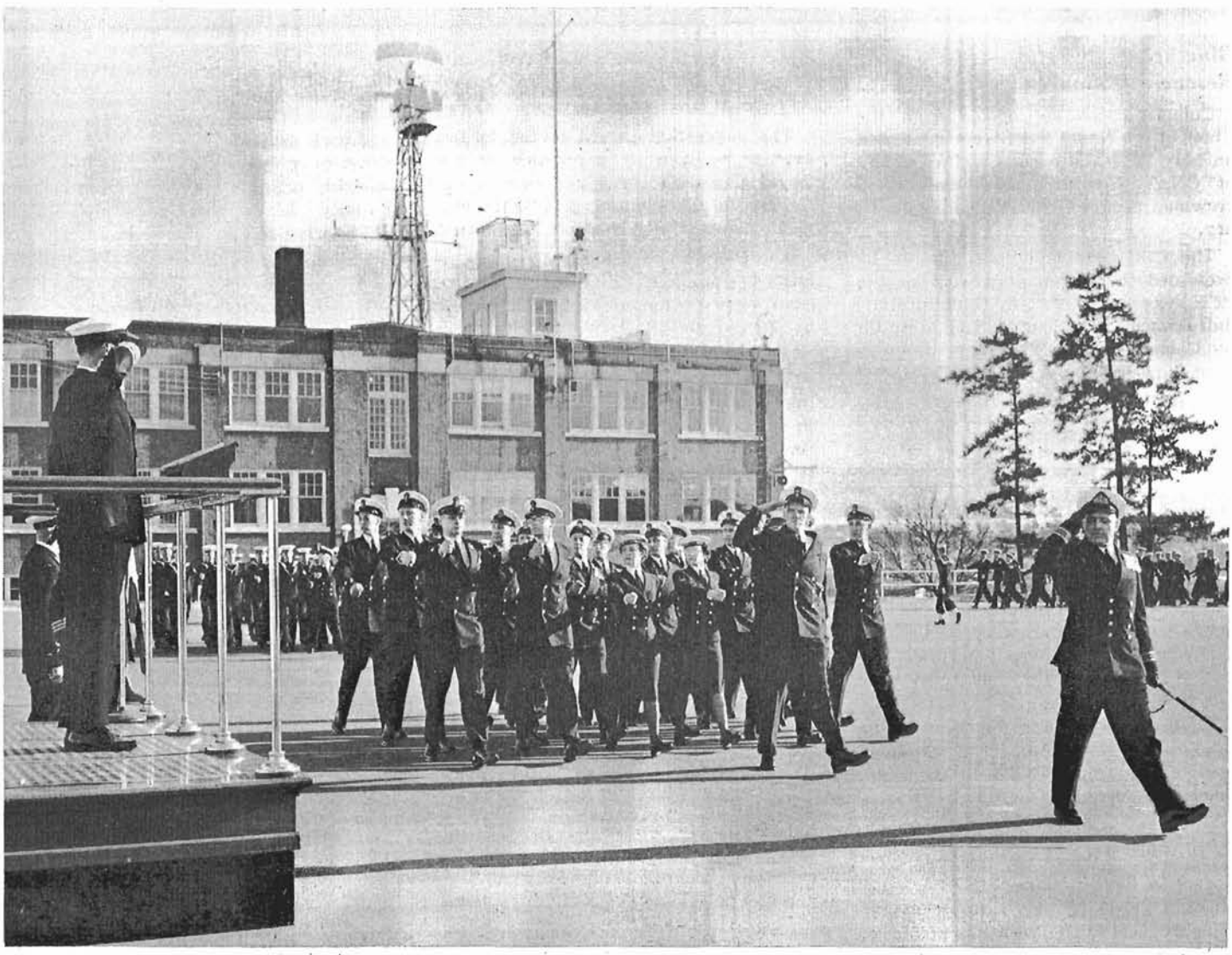
Additional allowances are provided for legal officers along similar lines to those which have been granted to medical and dental officers in the past to remove the inequalities between remuneration of legal officers in the Armed Forces and legal officers in the Public Service.

The revised rates apply to both Regular and Reserve Forces.

French Ships on Informal Visit

Six French warships paid an informal visit to Halifax, beginning June 7. They carried a total of 1,400 personnel. Rear-Admiral M. P. Prache was in command.

The ships included the destroyers *Chevalier Paul, Guepratte* and *Forbin;* the frigates *Le Bourguignon* and *Le Normand* and the fleet oiler *La Baise.* Admiral Prache was embarked in the *Chevalier Paul.* The escorts stayed until June 12, the oiler until the 14th.



Shortly before their graduation members of the Limited Duty Officers Qualifying Course No. 5 marched past at ceremonial divisions on the parade ground of Naden to a selection composed by one of their classmates, CPO Jack McGuire. He composed his stirring "Academic March" exclusively for the Academic Division while attending classes at the prep school. (E-71117)

HMCS YUKON

HMCS *Yukon* was commissioned into the Royal Canadian Navy on the afternoon of Saturday, May 25, at Burrard Dry Dock Company Ltd., North Vancouver. The guest of honour was the Hon. John R. Nicholson, Minister of Forestry.

The *Yukon* is the third of six Mackenzie-class destroyer escorts to join the fleet. HMCS *Mackenzie,* name ship of her class, was commissioned in Montreal last October and HMCS *Saskatchewan* was commissioned in Esquimalt in February. Three more of the Canadian-designed ships are under construction in Canadian shipyards.

The new warship is named after the Yukon River and is the first in Her Majesty's navies to bear that name.

Her keel was laid at Burrard Dry Dock Company Ltd., in March of 1960; and she was launched on July 27, 1961. Her sponsor was Mrs. Harkness, wife of the Hon. Douglas Harkness, then Minister of National Defence. Mr. and Mrs. Harkness were among the guests at the commissioning.

Commanding the *Yukon* is Cdr. Robert W. J. Cocks, formerly on the staff of the Director of Officer Personnel in Naval Headquarters.

Commodore S. M. Davis, Director General Ships, Naval Headquarters, formally accepted the ship for the RCN.

In his address, Mr. Nicholson said:

"Having been born on the Atlantic and having lived in Vancouver and other great ports for most of my life, I love the sight and the sound of the sea, and I have been made aware—proudly aware—of the part that ships and men of the sea have played and continue to play in the history of our country and in the history of our Commonwealth. Consequently, I am very pleased to represent the Government of Canada and more particularly the Minister of National Defence, the Hon. Paul Hellyer, at this historical event. I bring you Mr. Hellyer's greetings and I can assure you that he would have been delighted to have been with you today had it not been for the NATO Ministerial Meeting that is being held in Ottawa this week.

"There is a special significance attached to the commissioning of any ship. To those who have had a hand in the building of this magnificent, this gleaming ship, it represents the completion and recognition of a job well and truly done. To the ship it means the beginning of a career having but one purpose—to serve Canada.

"The moment the White Ensign is raised and the commissioning pennant is hoisted this career begins. And so long as her commissioning pennant is aloft, HMCS *Yukon,* and those who serve in her, will be on duty, whatever the hour of day, whatever the day of the year.

"This is something that is perhaps not generally appreciated. There are people, I suspect, who think a warship only fulfils her mission in life when she goes dashing into action, all guns blazing, torpedoes spurting, mortars firing, and so on.

"True, a warship is built, equipped and armed, and her crew is trained, to fight to win. But a warship, this ship, could very well go through her whole career without having once seen action. We hope and pray that such will be the case, but even if that proves not to be so, at the end the ship and the men who have served could say, with pride: Mission fulfilled.

"The job of the Navy is to preserve the freedom of the seas and ensure the security of our shores. This is a job the Navy performs every bit as much in time of peace as when called upon in the time of war. It is a job the Navy is doing today, at this very moment. And when I speak of the Navy, I refer not only to the Navy as a whole, but to each individual ship, to each individual unit ashore, and to each and every officer and man. Nor do I exclude the ancillary services and the industrial base upon which the Navy so greatly and confidently depends.

"Here in Vancouver we are keenly aware of how important is the sea, to this city, to this province, to all of Canada. No one need tell us about seaborne trade and what it means to the economy and to progress.

"I think, though, that we may be inclined to concern ourselves with the commercial aspect only and to forget that the Navy has a key place in the picture. We fail to realize, many of us, that the ships that proceed in and out of this port—the cargo carriers, passenger liners, tankers, fishermen, coasters,—the ships that keep Vancouver's life-blood pumping—are able freely to come and go because the Navy is doing its job. As a single entity and also as part of a free world force dedicated to a common cause, our Navy quietly and undramatically performs a positive and essential role in the service of Canada.

"Today we see the transfer, from the builder to the Navy, of a new ship, with a new name. To the Burrard Dry Dock Company and to all other who had a hand in the construction and fitting out of HMCS *Yukon,* may I, on behalf of the Prime Minister of Canada and the government, extend congratulations. The building of a modern warship requires a high and special standard of skill and craftsmanship. You have more than met the challenge.

"For the captain, officers and ship's company of HMCS *Yukon,* the challenge has just begun. To all of you my best wishes—and may you establish for this new name, HMCS *Yukon,* a place second to none in the Fleet."

Yukon Girl Guest of Ship

Even before the destroyer escort *Yukon* was commissioned, a link was established with the territory in which the Yukon River, after which the ship is named, rises.

Twelve-year-old Betty Flynn of Dawson City, gold rush capital at the turn of the century, was on her way home from the Shrine Hospital in Portland, Oregon, where her crippled limbs had been undergoing treatment for the past nine months, when the ships' officers learned of her presence in Vancouver.

The little Indian girl was welcomed on board the nearly completed ship at Burrard Dry Dock Company Ltd., North Vancouver, in early May by the captain-designate, Cdr. R. W. J. Cocks, his executive officer, Lt.-Cdr. H. H. W. Plant, and Captain J. C. Gray, Senior Naval Officer, Vancouver area.

Although she has to use crutches, Betty gamely toured the ship with the captain. Later she and her mother, Mrs. Rowena Flynn, were luncheon guests of the captain.

The *Yukon's* sailors plan to write letters and send photographs to Betty regularly to keep her advised of the ship's travels and adventures. Betty will thus serve as a continuing link between the ship and the northern river after which the *Yukon* was named.

NEW SHORT SERVICE PLAN

A NEW RCN Short Service Officer Training Plan has been announced by Naval Headquarters.

The plan, which was approved by the Naval Board early in May, is expected to attract an increased inflow of young Canadians to service in naval aviation and the surface fleet.

The Short Service Officer Plan will supersede the Venture Plan, which will be cancelled after graduating approximately 275 officers to fleet service since 1953.

Under the new scheme, the officer cadet entering the RCN on a seven-year appointment will be paid at the same rate as an acting sub-lieutenant ($235 a month) from the day he commences training. One year from that date, he will be promoted from officer cadet to acting sub-lieutenant. His pay will not increase, but he will receive a $450 uniform allowance. Twenty-two months from the day he began training, he will be confirmed in the rank of sub-lieutenant and will draw pay for that rank, $331 a month (basic).

Two-and-one-half years after joining the service, the young officer will have the opportunity of applying for a permanent commission. Officers may be considered for promotion to lieutenant on completion of five years in the rank of sub-lieutenant.

To be eligible for enrolment in the new scheme, an applicant must be a Canadian citizen or British subject resident in Canada with the status of a landed immigrant. He must be single, have reached his 17th birthday but not his 24th birthday on January 1 of the year of enrolment, be able to meet the physical standards for General List Officers and have a minimum education standing of junior matriculation, its equivalent or better. In most cases, students holding the equivalent of junior matriculation in technical schools and colleges will be eligible for enrolment.

The comparable junior matriculation standards by province are as follows:

British Columbia ...	Grade 12
Alberta	Grade 11
Saskatchewan	Grade 11
Manitoba	Grade 11
Ontario	Grade 12 Secondary School Graduation Diploma
Quebec (English) ..	Junior High School Leaving Certificate
Quebec (French) ..	Classical Colleges Rhetorique, or Institute of Technology Diploma.
New Brunswick	Junior Matriculation
Nova Scotia	Grade 11
P.E.I.	First Class Licence or 2nd Year Prince of Wales College.
Newfoundland	Grade 11.

The changes in pay and enrolment qualifications mean that the three armed services now have similar plans in operation for the training of young officers possessing junior matriculation standing.

It is intended that the officer cadet enrolled under the Short Service Officer Plan will be given sufficient training to enable him to carry out the duties of a junior officer in a ship, an operational air squadron, or in a shore establishment. The emphasis will be on naval training rather than on academic training. However, all English-speaking cadets will be given French-language training, and French-speaking cadets will be given English-language training, enabling young men from both national cultures to train and work closely together without the obstacle of a language difficulty.

There will be three phases of surface training and three of air training.

Surface

(1) Naval indoctrination, officer development and language training, four months;

(2) Sea training—navigation and seamanship, three months.

(3) Advanced training ashore (not more than six months) to give an officer sufficient knowledge to enable him to be employed as a junior officer within the administrative organization of the ship and to enable him to obtain a watchkeeping certificate after a minimum of 10 months' seatime and the successful completion of a seamanship board, and also to enable him to carry out the duties of a junior officer ashore in supply, technical, administrative or other areas, as requirements dictate from time to time.

Aviation

(1) Naval indoctrination, officer development and language training, four months;

(2) Flying training to wings standard, 42 weeks with RCAF;

(3) Advanced flying training with the RCN, 24 weeks.

The purpose of the first phase in both surface and air training programs will be to develop the qualities of an officer, and to teach naval terminology and procedures, naval administration and parade training. It will also provide review instruction in mathematics and physics to ensure a standardization at the junior matriculation level, and give language training to English-speaking and French-speaking cadets. This will foster homogeneity within the class and a better understanding of each other's language problems.

The initial four-month phase will be conducted in *Venture*. The three-month navigation and seamanship phase will be in frigates of the Fourth Canadian Escort Squadron. The third phase will be in the Fleet School, *Naden*. From there, surface cadets will go to tribal class destroyer escorts and frigates for watchkeeping training.

The flying training of naval pilots will be undertaken at RCAF stations in Ontario and Manitoba. Primary training will be given at RCAF Station Centralia, near London, and twin-engine training will be given at the Canadian Joint Air Training Centre, Rivers, Manitoba. Following this, naval pilots will undergo naval aviation training at the RCN Air Station, HMCS *Shearwater*. Candidates who are required to withdraw from flying training will be permitted to continue surface training.

In announcing this new plan, Naval Headquarters said it is expected to be more effective in providing the fleet with officers holding short-service appointments. It will permit a rate of pay and allowances for naval officer cadets equal to that of officer cadets in the other services. In addition, it will permit the enrolment of candidates possessing higher standing than junior matriculation. It discontinues Venture Plan academic training to the senior matriculation level, thereby increasing the period of effective fleet service during the young man's seven-year appointment, and at the same time, widens the avenue of enrolment and selection.

OFFICERS AND MEN

East Coast Has New Fleet Club

An Atlantic Command Fleet Club, providing improved shore facilities for young sailors serving in ships of the fleet, opened in Halifax in May.

The club is housed in *Stadacona* in the building used until recently as the Chief and Petty Officers' Mess.

The club is designed to provide facilities for sailors where they can meet, associate with and entertain messmates and friends in an informal atmosphere. It also provides facilities for ship's company dances and mixed social functions designed to give sailors an opportunity to meet citizens of the area.

The project is being financed from non-public funds and is operating in conjunction with the Fleet Locker Club, also located in *Stadacona*. The latter was established in June 1961 to provide single sailors going ashore with a place to change into civilian clothing.

Accommodations at the Fleet Club include lounges for reading, writing and television, games rooms for billiards, table tennis and miniature curling and bowling, a smoke shop and a coffee shop capable of serving snacks and short order meals.

Preliminary plans are being made for the eventual construction of an entirely new fleet club in the Stadacona area. The new facilities would be part of a long range plan designed to meet the social and recreational needs of Halifax-based sailors of the RCN.

Commodore Earl Dies in Ireland

The death of Commodore Paul Whitney Earl, RCNR (Ret), occurred on May 23 while he was vacationing in Ireland. He was minister of revenue in the Quebec provincial government and had been visiting Belgium, France and England on government business just before his death.

Commodore Earl was Chief of Naval Personnel immediately following the Second World War and was concerned with the demobilization and rehabilitation of the reserve forces, which then made up about 95 per cent of the Canadian naval services. Before retiring in July 1946, he carried out a cross-country survey of the naval divisions.

COMMODORE PAUL W. EARL

Later Commodore Earl returned to part-time duty with the RCN for several years, commencing in September 1952, as Senior Naval Officer, Montreal Area.

Commodore Earl's naval connections date back to the First World War, in which he was a lieutenant, RNVR, and served with the Royal Navy in the North Sea, the Mediterranean, the Black Sea and the Caspian, for the most part in motor launches on coastal patrol and anti-submarine duties.

He entered the RCNVR as an acting lieutenant in July 1940 and, following courses at Halifax, became commanding officer of the Montreal naval division. A year later he went to Naval Headquarters as assistant to the Director of Reserve Divisions and as Chief Recruiting Officer.

In December 1942 he became staff officer to the Commanding Officer Reserve Divisions, with headquarters in Toronto, and early in 1944 was appointed Deputy Commanding Officer Reserve Divisions.

He became Naval Officer-in-charge, Montreal, and commanding officer of HMCS *Hochelaga*, Montreal naval establishment, in September 1944, but returned to Naval Headquarters the following May as Chief Staff Officer Reserves and a member of the Naval Board. The appointment was combined with that of Chief of Naval Personnel in September 1945. In February 1946 he was promoted to the rank of commodore, the second Canadian naval reserve officer to attain this rank. A month earlier he had been made a Commander of the Order of the British Empire "for outstanding service to the RCN in the organization and development of recruiting and training..."

Commodore Earl was born in Montreal on September 27, 1895. He was a former president of the Navy League of Canada, vice-president of the Canadian Boy Scouts Association, and past president of the Montreal Amateur Athletic Association and St. John Ambulance. He was a member of the United Church, the Mount Stephen Club, Royal St. Lawrence Yacht Club, Naval Officers' Club, United Services Institute and other organizations.

He leaves his wife, the former Jean Gatehouse, of Westmount, two sons and a daughter.

Following a state funeral, in which the Navy participated, the body was taken to Mount Royal Cemetery for cremation.

Births

To Able Seaman John Abbott, *Star*, and Mrs. Abbott, a daughter.

To Leading Seaman Gordon Bardy, *Star*, and Mrs. Bardy, a son.

To Commander F. W. Bradley, *Patriot*, and Mrs. Bradley, a son.

To Leading Seaman T. C. Broderick, *Patriot*, and Mrs. Broderick, a daughter.

To Leading Seaman John Davidson, *Patriot*, and Mrs. Davidson, a daughter.

To Petty Officer Peter Hannaford, HMCS *Bytown*, and Mrs. Hannaford, a daughter.

To Petty Officer H. M. Janes, *Patriot*, and Mrs. Janes, a daughter.

To Petty Officer J. N. Nevitt, *Patriot*, and Mrs. Nevitt, twin daughters.

To Lieutenant-Commander W. E. Widdows, *Patriot*, and Mrs. Widdows, a son.

London Cadets Top Graduates

Two officer cadets from the London, Ontario area won top awards at graduation ceremonies at the Royal Military College of Canada on Friday, May 31.

Officer Cadet Charles Vrana, of St. Mary's, won the Van der Smissen—Ridout award, one of the most coveted

awards presented to a member of the graduating class. Officer Cadet J. D. P. Wall, of London, won three awards: The Department of National Defence Award of Merit (RCN), the Military Studies departmental prize and the General Science departmental prize.

The Van der Smissen—Ridout award, won by Cadet Vrana, goes to the best all-round officer cadet, morally, intellectually and physically, in the graduating class. Officer Cadet Vrana played two major sports, senior hockey and senior football. He also played on the college golf team and was outstanding in intra-mural lacrosse. Two years ago he was forced to give up football because of injuries. However, he continued to play on the senior hockey team, was the assistant captain and the league scorer. He will now pursue a career as a flying officer in the RCAF.

Officer Cadet Wall is following a career as a sub-lieutenant in the RCN.

The Department of National Defence Award of Merit (RCN) is awarded to the naval officer cadet who has attained the highest academic standing among his fellow naval officer cadets, combined with outstanding proficiency in military studies. The Military Studies departmental prize and the General Science departmental prize won by Officer Cadet Wall are awarded to the cadet who achieves the highest standing in the several courses of the respective departments.

Mass Christening Held in Sioux

Five petty officers of HMCS *Sioux* had a total of 13 of their children christened on the forecastle of the destroyer escort Sunday afternoon, May 25, at Halifax.

Chaplain (P) Robert E. Rock, of the Third Escort Squadron, officiated. Brothers and sisters swelled the small-fry representation to 21 all told.

The idea of a mass christening originated with PO Peter Hill, a firecontrolman in the *Sioux* when he was making arrangements for the christening of his three children.

He asked his fellow petty officers if they would like to take advantage of the arrangements. Five of them came forward, including PO Albert Perkins, who had five boys for baptism.

The ceremonies began at 2:30 p.m. on the foc'sle, draped with bunting and covered with awnings for the occasion. The ship's bell was used as the baptismal font, in keeping with naval tradition, The *Sioux*, senior ship of the Third Escort Squadron, was the scene of a reception after the ceremony.

Names and birth dates of the baptized are as follows:

Petty Officer and Mrs. Peter Hill: David Edwin, May 18, 1962; Patricia May, April 29, 1959; and Lynda Dorothy, May 23, 1957.

Petty Officer and Mrs. Ernest Irwin: James Michael, Dec. 30, 1962; David William, Sept. 1, 1959, and Catherine Ann, Dec. 22, 1957.

Petty Officer and Mrs. Herbert King: David Andrew, Oct. 8, 1959, and Bruce Alex, Oct 5, 1957.

Petty Officer and Mrs. Albert Perkins: Danial May 5, 1952; Timothy Albert, July 18, 1962; Joseph Lyle, Feb. 25, 1959; Robert Lewis, July 8, 1957, and Frederick James, July 16, 1955.

Petty Officer and Mrs. Frank Baldock: Jennifer Wynne, May 9, 1963.

Sixteen of the 21 children shown were christened May 26 on the forecastle of HMCS Sioux. Parents, godparents and kiddies pose afterwards, flanked by Chaplain (P) R. E. Rock, the squadron Protestant padre, and Lt.-Cdr. H. G. Bird, executive officer of the Halifax-based destroyer escort. The offspring are those of petty officers in the ship. (HS-72097)

Farewell Dinner For Squadron CO

Anti-Submarine Squadron 880 said farewell to Cdr. D. M. MacLeod at a mess dinner on March 28. Cdr. MacLeod was commanding officer of VS 880 from August 8, 1961, to April 3, 1963.

The entire officer complement of the squadron was present at the dinner to say goodbye to Cdr. MacLeod and other pilots leaving the squadron.

Lt.-Cdr. S. C. Wood, executive officer of VS 880, presided.

Head table guests included: Lt. G. F. Stevenson, Sub-Lt. R. H. Burney, Lt. D. M. Wallace, Cdr. D. M. MacLeod, Lt.-Cdr. S. C. Wood, Lt. W. R. Jardine, Lt. J. R. Nowlan, Sub-Lt. Peter Waddell and Lt. D. J. Perrault.

Admiralty Rewards Chief for Ideas

CPO Gordon J. Clare, of HMCS *Cap de la Madeleine* transferred to the Royal Canadian Navy from the Royal Navy almost a dozen years ago. But he continued to do notable work for his former service.

The Admiralty recognized his efforts this year with an award of £25 after adopting his idea of a rack for fitting warheads to a type of RN homing torpedo carried in submarines. He gained a further £22 from the Herbert Lott Naval Trust Fund for his efforts in improving fighting equipment. In 1962, he was awarded £5 from the same fund.

CPO Clare transferred to the RCN in August 1951 after 12 years of RN service in which he rose to chief ordnance artificer. He had served in the Second World War in many theatres, including the Murmansk run, mainly in cruisers and destroyers. He transferred to the RCN for a change!

He served initially in the training cruiser *Quebec* (formerly HMCS and earlier HMS *Uganda*); in the modernized frigate HMCS *Prestonian*; the aircraft carrier *Bonaventure*, and then spent two years attached as a Canadian navy underwater weaponman with the Royal Navy's Sixth Submarine Division in Halifax. The division normally has two "A" class streamlined submarines on the Canada station so that ships and aircraft of the RCN and maritime aircraft of the Royal Canadian Air Force will have sparring partners for their considerable anti-submarine force.

During this two years, his work and constructive thinking proved of benefit to the Royal Navy and, by way of awards, to him also.

Since September 1962, CPO Clare has been the squadron weapons chief in the *Cap de la Madeleine*, senior ship of the Ninth Canadian Escort Squadron at Halifax.

CPO Gordon J. Clare is informed by his commanding officer, Cdr. R. A. Beach, of the Cap de la Madeleine, of Royal Navy awards for his improvements to RN fighting equipment. CPO Clare transferred to the RCN from the RN in 1951 but subsequent work with the RN's Sixth Submarine Division in Halifax earned him three awards from the British navy. (HS-71577)

During her spring tour of the Atlantic Command, Lt.-Cdr. Constance Ogilvy, Staff Officer (Wrens), at Naval Headquarters, was entertained at afternoon tea in the wrens' lounge, HMCS Shelburne. Lt.-Cdr. Ogilvy chats with Wrens Beverly D. Jones, Inez L. Ethier, Ruth M. Heisler and Marjorie M. Waldowski.

30 Years with Naval Reserve

CPO Charles Frederick Coakes, CIEM(X)6, of HMCS *Chippawa*, the Winnipeg naval division, recently retired after 30 years as a naval reservist.

CPO Coakes, holder of the RCNVR Long Service and Good Conduct medal and clasp, first joined the reserve as a member of the Winnipeg company of the RCNVR on September 24, 1931. He subsequently served in HMC Ships *Naden, Vancouver, Skeena, Fraser, Restigouche, Givenchy, Clayoquot, Stadacona, Fort Ramsay, Protector, Stonetown, Peregrine* and *Chippawa*.

Demobilized on August 30, 1945, he re-enlisted in the Reserve on January 28, 1947, and served in the *Portage* and at *Naden, Patriot* and Camp Borden.

Dirk Awarded To UNTD Cadet

The "Baker Dirk", awarded to the outstanding cadet of the University Naval Training Division at the Ontario Agricultural College, Guelph, has been given this year to Cadet Shawn D'Arcy Gill, of Guelph.

Cadet Gill, a third-year student at OAC, was presented with the dirk by Lt.-Cdr. A. J. Peppin, training officer of the UNTD unit.

The award is made by Professor A. W. Baker, former professor at the college and a retired captain, RCNR, who played a leading part in founding the University Naval Training Division in Canada.

THE BENEVOLENT FUND REPORTS

VICE-ADMIRAL H. G. DeWolf, RCN (Ret), was elected president of the Royal Canadian Naval Benevolent Fund for a second term at the 18th annual general meeting of directors on May 27.

"The dominant note in the financial statement," said Admiral DeWolf, "is the large increase in the loans receivable section." (During 1962, $179,253 in loans was approved, more than offsetting an increase in donations and making it necessary to sell $60,000 worth of bonds to maintain working capital.)

Admiral DeWolf suggested, in the interests of efficiency and welfare, that a more vigorous program of financial counselling be conducted within the Navy on a continuing basis. He said that such counselling should be given not only to men joining the Navy but to young sailors getting married.

In an effort to improve the Fund's financial picture over and above the donations from ships and individuals, the directors engaged the services of an investment manager in January, with what Admiral DeWolf considered encouraging results.

During the year assistance was given to 679 persons. Outright grants were up to $22,000 over 1961, and loans totalled nearly $77,000 more than the previous year.

The Board of Directors of 1963 consists of Vice-Admiral DeWolf, Aubrey B. Campbell, Halifax; Allan B. Coulter, Ottawa; Rear-Admiral W. B. Creery, RCN (Ret), Ottawa; Cdr. T. C. Crone, Victoria; Cdr. T. R. Durley, RCNR (Ret), Montreal; Lt.-Cdr. H. D. Evans, RCNR (Ret), Ottawa; Chaplain (P) A. G. Faraday, Montreal; Lt. W. G. S. George, RCN (Ret), Victoria; Cdr. C. S. Glassco, RCNR (Ret), Hamilton; CPO F. R. Henderson, HMCS *Shearwater*; CPO R. N. Langton, Victoria; Lt. (W) Nan McPhee, RCNR (Ret), Ottawa; Rear-Admiral M. G. Stirling, Ottawa; CPO D. J. Strickland, HMCS *Cornwallis*;; Cdr. B. S. Oland, Halifax; Captain R. P. White, RCNR (Ret), Ottawa; and Rear-Admiral R. A. Wright, RCN (Ret), Ottawa.

Elected as vice-presidents for two-year terms were Rear-Admiral Wright and Cdr. Crone, and re-elected as vice-presidents for one-year terms were Chaplain Faraday and Rear-Admiral Creery.

Re-appointed general secretary and treasurer for a further term was Lt.-Cdr. Harry McClymont, RCN (Ret), Ottawa.

During 1962 the board held one meeting and the executive committee met on four occasions. Under the chairmanship of Captain E. A. Thompson, the Eastern Claims Committee met 49 times; the Western Claims Committee, under Cdr. J. M. Leeming, who succeeded Captain J. D. Prentice, held 47 meetings; Cdr. G. I. Bott, who succeeded Cdr. J. P. Singleton, convened 44 meetings of the Central Claims Committee.

Commenting on the Financial Statement and Auditor's Report for 1962, Admiral DeWolf said:

"At the opening of the year we carried $129,655 in outstanding loans, which was an increase over the previous year of $35,885. During 1962 we approved loans totalling $179,253 and, after taking into account repayments, conversions and write-offs to bad debts, the amount of loans receivable rose by $75,559 to a total of $205,214.

"While the dollars and cents implications in this situation has led us to seek means to increase our income from investments, the reasons for the larger number of serving personnel requesting loan assistance in ever increasing amounts should be of primary concern to the members of the Fund, and to the Royal Canadian Navy.

"The Fund continues to receive requests for assistance where distress has been created by reasons beyond the control of the individual—illnesses, accident, losses by fire, and other unforeseen circumstances—and these receive sympathetic consideration. The bulk of loan requests, however, are traceable to early marriages without proper financial planning, unwise acquisition of luxury items, over-capitalization in the purchase of a home, whether it be a house or trailer, and excessive borrowing. There are far too many cases where the lure of lenient or no down-payments and easy credit offers have proved too attractive and personnel have fallen victims of an unhappy trend towards irresponsible living.

"I would suggest, most strongly, that in the interests of efficiency and welfare a more vigorous program of financial counselling should, if practicable, be conducted within the service on a continuing basis. Such counselling should be extended beyond the new entries, to ensure reaching, most especially, the new bridegroom! A sailor, leaving his home port on a cruise with his wife ashore trying to cope with debts and payments beyond her income, can hardly be expected to be a happy or efficient member of the ship's company.

"As you are all aware, the Board of Directors of the Fund has followed a consistent and conservative policy in the matter of investments. We have held, for some years, a portfolio of Dominion of Canada bonds which, at the beginning of 1962, totalled $2,810,000 per value. During the year we were required to sell $60,000 in order to provide working capital, with consequent loss of interest. After a most careful and lengthy study of ways and means to improve our portfolio, both as to income and capital, the financial committee, recommended, and your Board of Director unanimously agreed, to engage the services of an investment manager. Accordingly the firm of Messrs. Fullerton, Mackenzie and Associates commenced the management of our investments on January 21, 1963."

In conclusion, Admiral DeWolf expressed the thanks of the Fund to the Royal Canadian Navy, the Department of Veterans' Affairs, the Royal Canadian Legion, the auditor General and his staff, and to the two sister Benevolent Funds for their kind and helpful co-operation during the year.

He also extended his thanks and appreciation to the chairman and members of all claims committees and to the Funds' staffs in Halifax, Ottawa and Esquimalt.

THE LAST DAYS OF SAIL

Part Two

IT TOOK ME a long time to pass the required swimming test. Lessons in the summer were given in a bathing tray in the Hamoaze and in winter, when the weather became cold, in the *Circe*, an old wooden hulk, which had a swimming pool a hundred yards long. I was in the backward class for many weeks and had to practise every evening for an hour in the respite of the dog watches. My mind went back to the days when I had to read Gladstone's speeches to my sister at our home in West Kensington for exactly the same time.

They had their own way of teaching a boy to swim in the navy at that time. A rope equipped with a moveable pulley reached right across the bath from end to end. To it was attached a canvas belt manipulated by the instructor. The boy put the belt round his middle before jumping into the pool. There the instructor played him like an angler who has hooked a salmon save that he was able to tell his victim how to use his arms and legs. If he proved unresponsive, the instructor would loose the rope and down he would go to the bottom. Sometimes other boys, affecting not to be able to swim, would join in the fun just to rag their companions but if they were detected it meant two or three strokes of the cane, intended to hurt. Before being passed out as proficient, you had to swim a hundred yards in a canvas suit.

Boxing the compass was learned between decks, and heaving the lead from the chains of the foc'sle. The first presented no great difficulties to me but heaving the lead was a headache. The chains, as they were called, were in the form of a platform projecting on either side of the foc'sle. You leant over heavy chains, breast high, while heaving the lead, a 14-pound weight at the end of the lead line with a scope of two and a half fathoms—15 feet. You had to get the necessary momentum to swing the weight above the head without its falling vertically when it reached the highest point and it was no easy task. Indeed, until you have a certain amount of practice, it can be quite dangerous. The instructor would stand behind you, holding your hand and showing you how to swing to get the necessary momentum. Then with a tremendous pull, up and over would go the lead twice, before shooting as far forward as possible, clear of the bows, and the sounding would be taken from marks on the line when it was perpendicular in the sea.

"SWINGING the lead" is always associated with army slang, but this is the true origin of the phrase: A man gets very tired by having continually to heave the lead twice to the full extent of the scope, especially when he is aware that a correct sounding can be taken merely by swinging the weight to and from two or three times before sending it forwards as far as possible and taking the sounding when the line is "up and down", to use a nautical expression. This, of course, is not possible if a ship is travelling at speed but usually soundings are only required in shallow waters when fast moving would be hazardous. Therefore a leadsman was often tempted only to swing the lead backwards and forwards instead of over the head. If he was observed by the officer of the watch, a blind eye might be turned or the leadsman might be ordered to swing the lead properly and not shirk his work. And so swinging the lead became synonymous with deliberate neglect of duty. I have in the course of my naval career unashamedly swung the lead in this way when I thought none in authority was looking.

Splicing ropes and making the various knots occupied a lot of our time. We were also taught how to make ropes and how to pick oakum from pieces of tarred rope, this being much used in caulking decks. And nearly all of us loved to pull a boat.

Discipline was strict and severe, sometimes unnecessarily so. By and large the instructors were decent sorts but there was one who thought the rope's end or a cane the best method of imparting knowledge. He was our instructor in boat pulling. One day one of the boys was unlucky enough to catch a crab, a not unusual experience when you are using the long heavy naval oars for the first time. In his fury, the instructor hurled the iron tiller at the boy's head hurting him so badly that he was in the sick bay for a week. The instructor was reprimanded not for assaulting the boy but for losing the tiller which fell overboard. We were all glad when he was returned to the depot as an unsatisfactory teacher.

Sometimes the boys had their own methods of dealing with such petty tyrants. Once another unpleasant instructor was sitting on a grating half covering a main hatchway. Suddenly he let out a bellow of pain. Two of the boys had prodded him from below with a nail rammed in the head of a broom handle. The delinquents were never discovered or it might have been the worse for them, for the instructor was seriously hurt.

You have the rules of the road on land. You also have the rules of the

This, the second instalment of the naval memoirs of Mr. Arthur Walpole, of London, England, continues his account of life on board Royal Navy training ships, the old wooden walls Lion *and* Implacable *at Devonport. Mr. Walpole, who entered the navy as a second class boy and who was commissioned a sub-lieutenant during the First World War, is one of the last survivors of the days of sail in the Royal Navy. Later instalments will tell of his service on board HMS* Egeria, *surveying ship based at Esquimalt.*

road at sea and in the long run they are perhaps even more important. We were taught all forms of signalling by a yeoman of signals—semaphore, morse, lamp, flags, the lot. And there was the use of the code book specially weighted so that it could be thrown overboard in case of emergency. Many of the yeomen of signals were so expert at their job that they could make out the meaning of a hoist of signals from the flagship while it was being hoisted by noting through their telescopes the top flag of the hoist, even although it would be folded up ready for breaking by a tug at the signal halyard.

The rule of the road at sea was taught by means of little scale models placed on a board. We learned such useful rhymes as "Green to green, red to red, perfect safety, go ahead." And there were many jingles in regard to the weather, an all important factor in security at sea.

Anchor drill was taught by means of a model of a ship's bow, indicating how anchors were "catted" and "fished" to the anchor beds on either side of the foc'sle. We were instructed how to lay out a kedge anchor for hauling a ship off a ridge or a shoal and how to rig capstan bars for weighing anchor. In those days stockless anchors had not been invented.

CUTLASS DRILL may have been essential in the old days of boarding parties, although why it was taught in the modern navy I have never been able to discover. Even so, like singlesticks, it was great fun. I still recall the jargon. "First cut one, first, point; First cut two, second, point; First cut three, third point; First cut four; First, slope swords". "First" in this exercise was the "on guard" posture with knees slightly bent, feet apart, with the right foot well in front of the left, the position to which you returned after each cut or point. "Cut one" was a cut from the right shoulder to the left thigh, and the point was a lunge forward with the right foot. "Cut two" was a cut from the left shoulder to the right thigh, followed by a guard to cover the head. "Cut three" was a cut from right to left horizontally followed by a guard to cover the right side and "Cut four" was a cut from left to right, again horizontally, each cut being followed by a forward lunge and recovery to the on guard position.

It was a good thing that cutlasses were not allowed in the mess decks during the dog watches otherwise there might have been real bloodshed. In a community of 800 boys a certain amount of quarreling is inevitable. Usually differences of opinion were settled by boxing gloves and we would improvise a ring on the upper deck. But there were two boys who were always at loggerheads. Unlike the others they would not be reconciled after the customary boxing bout. Their quarrels eventually reached dangerous proportions and there might have been a serious mischief if one of them had not been drafted from the *Lion* to the *Impregnable,* flagship of the training squadron.

WHILE SERVING in HMS *Lion* I met a boy who was to become a close friend for many years. It arose out of the educational system which then obtained in the training establishments of the Royal Navy. There were special school hours, one watch in the morning and the other watch in the afternoon, under a headmaster and a qualified staff of teachers. On first entry there was a preliminary examination to divide the boys into classes. I was fortunate in having some knowledge of algebra, geometry, French and Latin and

was placed in the advanced class. It carried certain privileges for it meant that one was excused emergency duties during the off periods of the dog watches. You made up for it by attending evening classes in trigonometry, logarithms, and the bewildering intricacies of *Inman's Nautical Tables.* It was all very theoretical, for the boys in the class were not taught how to use a sextant. That was in accordance with a ruling by My Lords Commissioner of the Admiralty.

At the time there were only four boys in the advanced class and we had been working together for six months when one evening we were joined by a new boy. His name was William Bowden Broad, always known to his friends as Bowden. He was of Scottish descent and reserved by nature, the only son of a widowed mother. He had joined the navy for reasons best known to himself and into which I never made any inquiries. I assumed he had a restless spirit like myself. We became attached to each other from the first. Bowden had altogether exaggerated notions in regard to my abilities and our characters were in complete contrast. He had all the dour determination of his Scottish forebears whereas I was temperamental, with easily aroused passions and wearing a chip on my shoulder. He was so often able to restrain my hastiness by a friendly, calming gesture. As we were in the same watch, we went on leave together to London and he met my family. His mother in turn met my mother and they became close friends.

And then the break came. I was senior to him and in due course was drafted to HMS *Egeria* on the Pacific station. Some time later he was drafted to another surveying ship, HMS *Penguin,* based on Australia. For three years we were separated by thousands of miles of ocean, the *Egeria* being engaged on surveying the inland waters of British Columbia and the *Penguin* occupied with deep sea soundings on the other side of the Pacific. We did not meet again until I contacted him at the gunnery school in Portsmouth in 1903 and shortly afterwards his mother bought him out of the service. My father had wanted to do the same for me when I was a boy on the *Lion* at Devonport but I had obstinately refused. I still had a dread of going back to office work. Now Bowden was gone. Never again would I feel his reassuring hand on my shoulder. It was too late at the time for my parents to buy me out, for I had become a sight-setter. In after life although we were separated by long intervals of time and by longer distances of space we remained the closest of friends until his death. After Bowden left the service I never had quite the same interest in the Royal Navy again.

I MUST have been pretty tough and hardy in those early days, for life in the *Lion* was grim, especially so far as food was concerned. Once a month we were served with pea soup and salt pork that had been in pickle for God knows how long, or alternately salt beef of similar vintage. We were benignly informed that it was to harden our gastronomic resistance against the time when we would encounter real hardship at sea. Our breakfast in the mess deck was always the same—pieces of newly boiled belly of pork, known as "fat dobs" with bread, butter and tea. There was some variation at dinnertime. Occasionally we had two spuds and "a Jonah", the potatoes being roasted or boiled in their jackets with the accompaniment of meat consisting largely of bone and gristle. We had our own name for it when the potatoes were

baked—"Schooner on the rocks." The issue of salt meat was also called "steerage hammock". This was a fearsome mixture of chunks of meat and dough boiled in cloth like a roly-poly pudding and coming to the table with both ends tied so that it looked like a miniature hammock. A "two decker" was a layer of the same form of dough sprinkled with currants and covered with another layer of dough containing more currants.

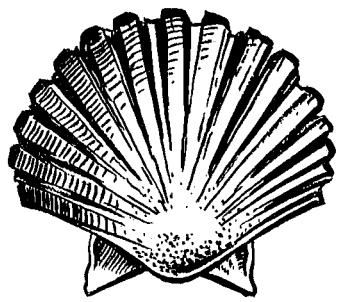
The boys were their own cooks, working in pairs, one from each watch so that there would always be a boy off duty. In a mess of 20 the turn as cook would come round once every ten days and no one wanted the job for it entailed not only preparing the so-called food but also keeping the mess tidy. Duty started at an early hour with the distribution of cocoa from the galley, a basin for each boy. Rations for next day's dinner were drawn overnight during the dog watches. There was suet as required and lard for the pastry but I never remember any baking powder. There was a rolling pin but no pastry board. The mess table had to serve instead. Cook got his meat from the butcher's shop and vegetables from the ship's steward. Every housewife knows that the making of pastry is one of the most difficult accomplishments of the culinary art. You can imagine what we all suffered from our unwilling and uninstructed "cooks". The resultant unsavoury mess was cut into shape by reversing the baking tin and the dough was afterwards supported by an inverted basin. The meat and vegetables were added and everyone hoped for the best as the tin was pushed into the oven. When all was ready it was imperative to cover the dish with a second tin to prevent cockroaches from having the first pick. The prepared food was left on the mess table overnight and the next morning sent to the galley with a number attached. The result was that we used to call "sea pie". Sometimes it was fit to eat, more often not. But by the time dinner came around we were generally ready to gulp down anything.

On Sundays it was rather different. Then we would have roast meat and potatoes, followed by plum duff, this time with plenty of currants. If you happened to have the cleanest mess at Saturday inspection, the duff was given extra spice and actually made by the ship's cook in the galley.

Saturday forenoon was set aside for cleaning ship. All the decks were scrubbed with soap and water and afterwards covered with cloths—large pieces of canvas to prevent dirty marks, which were removed before the captain made his rounds before Sunday church parade.

THE AUTHORITIES were at pains to make us navy minded. They were anxious for us to know what was going on in the fleet. When the battleship, *Bulwark,* 15,000 tons, was launched on October 18, 1899, I was one of the boys from the *Lion* selected to watch the ceremony. She was the latest ship of her class and the sight of her taking the water was a great thrill. It also made one conscious that Britain did indeed rule the waves. Later the *Bulwark* was flagship of the Mediterranean but was in home waters when the first world war broke out. She blew up in Sheerness harbour on November 26, 1914, in circumstances that have never satisfactorily been explained.

Our officers were really keen to make us enjoy ourselves as best we could and encouraged such games as "Follow my leader" among the rigging. A petty officer would lead the way, climbing to



the cross-trees like a cat, followed by a crowd of boys. The descent was made by sliding down a backstay, or halyard, or any rope that came in handy. Afterwards there was a boisterous run round the deck. To give added zest to this skylarking, there were keen competitions between the fore and main masts.

Another form of recreation was singsongs and dancing on the upper deck. We learned the technique of the hornpipe and sang sea shanties to the accompaniment of a piano hauled up from the school room and a fiddle played by one of the older hands. For organized concerts you could generally get time off for rehearsals.

When we went on ten days leave at Christmas or New Year, we mustered on the upper deck and were each given three silver crowns by the paymaster, a munificent sum compared with the sixpence a week for a second class boy or the shilling for a first class boy. You were also presented with a railway warrant and you could buy pictures of the ship and the ship's company.

In the winter months, the wet mess decks were dried by means of "bogies". A bogie was a sort of incinerator on wheels, with a heavy iron base and filled with glowing coals, which was pushed over the surface. They made an awful smell but they did the job pretty well. In very cold weather there was great competition to be the "bogie" boy.

There was no electric light on board. All the lighting we had when it was dark outside was provided by about a dozen big square lanterns with four double-wick candles which were placed on the mess deck and which would burn if necessary for 24 hours. We were also allowed tallow candles which, with the deck lanterns, gave enough light to enable you to read and write. It was best to sit near a lantern with your ditty box on your knees to serve as a desk.

THE DITTY BOX was your most precious possession—a link with both home and the service. It was a plain wooden container, nine inches in width, six across and six deep. It had its own lock and key and a tray inside, with a strip of brass engraved with your name. Inside the lid was a small rack for writing paper and envelopes and the photograph of your best girl. In it you kept your personal possessions. In fact it was the sailor's handbag. No one ever thought of prying into its contents. That was the unwritten law throughout the navy. It had to be kept clean and tidy both inside and out and there were special shelves in the mess-deck where it could be placed. If you were careless enough to leave any personal property lying about the ship, it was duly seized by the master-at-arms and could only be redeemed by a piece of soap which helped to clean the decks on Saturday mornings. This did not happen to misplaced ditty boxes. If one was mislaid, it was returned to the owner when found, with a very sharp admonition. That admonition was well deserved, if you were foolish enough to be careless in regard to your ditty box. It meant so much to you. I remember that once when serving in the *Egeria* I gave the ship's carpenter a whole week's rum ration in return for his fitting inside my precious ditty box some racks for photo frames.

There was one parade in the week for which no boy was ever late. That was pay parade held on the upper deck on Thursday mornings. The boys marched in fours in order of their ship's book numbers and halted in front of two pay tables piled with sixpences and shillings

under the watchful eye of the paymaster. A clerk read out the amount due to each boy and entered the figure in a ledger. You did not always get your sixpences or shillings. There might be stoppages for broken crockery. Then on the first pay day of the month you were handed a bar of yellow soap and curtly reminded to get your hair cut.

IN THE USUAL state of pecuniary shortage, there was not much fun going on shore leave. But in Devonport there was one great attraction—the Sailors' Rest. This had been founded by the famous Miss Agnes Weston—known through the service as "Aggie"—who at that time was approaching 60. She spent her life helping sailors. The "Rest" in Devonport was quite a large building which had a big reading room stocked with newspapers and periodicals and old, bound numbers of the *Illustrated London News* dating from the Crimean War. There was a "quiet" room for writing letters and a music room for sing-songs. Older seamen could also sleep in the dormitories at very little cost and rent a locker in which to keep civilian clothes for home leave.

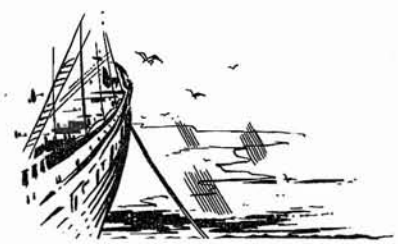
Miss Weston had her own suite in the Rest and it was her custom on Sunday afternoons to come into the main hall, invariably filled with boys from the training ships, and ask if anyone would like to have tea with her and listen to a reading from the Bible. There was never any lack of guests, for her teas were famous for cakes and jam and Devonshire cream. She made the Bible readings and hymn singing attractive for a mob of unruly boys. My friend Bowden and I went regularly. Each boy could ask for his favourite hymn. My choice was always, "Pull for the shore, sailor" while Bowden selected, "Hold the Fort for I am coming". When boys came to be drafted, Miss Weston personally gave each of her Bible class a copy of the New Testament. I kept mine for many years. My generation of sailormen will always remember Aggie Weston with great affection. It was fitting that in 1915, shortly before her death at the age of 78, she was created a Dame of the new Order of the British Empire by King George V, who as a former naval officer, personally knew the great work she had done for ratings of the lower deck.

BEFORE you were finally drafted there were other things to learn. There was the course of instruction under the sailmaker who taught you to use a palm and needle for repairing sails and making canvas suits. The leather palm fitted over the hand with a hole for the thumb and the thimble fitted in the middle of the palm. The needle was three inches long, spoon shaped in the middle and an eighth of an inch at the broadest part. I have still got the one I was issued with and occasionally use it. The thread was sailmaker's twine which you could strengthen with beeswax. There were several types of stitches—herring bone, darning, buttonhole. And apart from the craft of sailmaking you learned to be expert at mending your own clothes.

Indeed you were instructed to be completely independent in a personal and domestic sense. You washed your own linen and duck suits in tubs of cold water. The formula for laundering flannel shirts was;

"First the sleeves and then the breast,
Never mind about the rest".

You rigged your clothes lines between the fore and main masts. The Admiralty had thoughtfully provided each garment with a hole through which you could pass a piece of string to hold it in place even in the fiercest gale of wind. When it came to hammocks they were spread



out and scrubbed on the deck, afterwards being rinsed in salt water. Blankets were more difficult. As often as not we left them alone.

Minor offences were severely dealt with. They were many and various—inattention, slackness in obeying an order, missing a liberty boat, and the rest. For such shortcomings you were put into the commander's report and dealt with by him in person. You were lucky if you did not get seven or fourteen days "10A", which meant that you had to do all the dirty jobs abount the ship in your own time. You also had to face the paintwork round the quarter deck with your hands behind your back during the dog watches, the officer of the watch being present all the time. More serious crimes such as theft or absence without leave were dealt with by the captain himself. If a boy committed an offence under the Naval Discipline Act and was found guilty, all the boys were mustered by divisions on the quarter deck to witness his punishment. The prisoner was lashed to a triangle, dressed only in a pair of tight trousers, his feet tied together and his arms outstretched, the body being held at an angle with the buttocks protruding. At the order, we removed our caps and the boatswain's mate laid on six of the best—never more than 12—while the master-at-arms counted the strokes.

It was well to know something about the Naval Discipline Act. It saved you a lot of inconvenience—and pain. It has 40 sections covering all the more usual crimes. Section 41 is a composite clause covering other crimes that may have been overlooked.

In the early part of November 1899, my preliminary instruction completed, I was drafted from the *Lion* to the brigs to put what I had learned into practice. In those days there were five brigs attacked to the Devonport training ships—*Nautilus, Liberty, Pilot, Martin* and *Seaflower*. I was drafted to the *Nautilus* and training, lasting for six weeks, consisted of working the ship out of Plymouth harbour and sailing round the Eddystone lighthouse, returning to anchor in the Sound each night from Mondays to Fridays. We had to work the top-gallants and royals. If you were an upper yard boy you had shore leave on Saturdays and Sundays. The brig was entirely worked by the boys under petty officers in charge of each mast and head sail. Fortunately for myself, from the very first time I went to sea, I was never troubed by seasickness.

There was one great change in our lives. We were now treated as men. No more rope's end, no more stonicky. We were divided into two watches, the watch below only being called on when the lower deck was cleared to make or take in sail or hoist boats. When the capstan was rigged for weighing anchor, with four boys to each bar, we marched round and round keeping time to tunes played by the ship's fiddler or someone playing a tin whistle. We joined the other brigs at an appointed rendezvous and in the afternoon engaged in sailing evolutions.

We were moved round every week to accustom ourselves to every type of sail. Each one heaved the lead and took the wheel. Sometimes we spent the night at sea and we had our first experience of keeping night watches. And at the end of the six weeks we returned to the *Lion,* feeling that we were experienced sailors and looking with a certain disdain as the "new jackers" as newly joined boys were called.

(In succeeding instalments, Mr. Walpole tells of his experiences with the Royal Navy off Canada's Pacific Coast.)

NAVY WEEK

COMBINED efforts of the Navy League of Canada, the Royal Canadian Navy and associated organizations were largely responsible for the nationwide success of Navy Week 1963, which was observed throughout Canada May 5 to 11 in a variety of events aimed at focussing attention on the importance of sea power to national security.

Battle of Atlantic Sunday, May 5, marked the opening of Navy Week with church parades and special services in naval commands and in many centres across Canada. Memorial services were held, too, on board ships in part and at sea.

At the National War Memorial in Ottawa the Hon. Lucien Cardin, Associate Minister of National Defence, a veteran of naval service at sea during the Second World War, officiated at a wreath-laying ceremony which followed parades to local churches.

Mr. Cardin later asked that his congratulations and appreciation be conveyed to those personnel who participated in the Ottawa Battle of the Atlantic ceremonies and who, by their steadiness and bearing on parade, lent such dignity to the celebration of the victory.

In both the Atlantic and Pacific Commands of the RCN, Saturday, May 11, was designated as Navy Day. A heavy snowstorm in the Halifax area forced a last-minute cancellation of Navy Day activities there. But in spite of high winds and driving snow, more than 3,000 visitors came to the Dockyard Saturday afternoon to attend openhouse in Canadian, American and British warships. A novel attraction was the presence of U.S. Navy and British submarines at Jetty 5, where a line-up of visitors continued throughout the afternoon.

Naval Headquarters was given a foretaste of the belated return of winter to Halifax. Five inches of snow fell in Ottawa on May 10 as a prelude to the Naval Ball held that night at the Country Club. The guest of honour at the ball was Admiral George W. Anderson, Chief of Naval Operations, United States Navy, who paid a two-day visit to the capital at the invitation of Vice-Admiral H. S. Rayner, Chief of the Naval Staff.

Navy Day in Halifax on May 11 featured hard-driven snow and rain, cancelling a varied program of activities. Nevertheless, 3,300 people visited more than a score of Canadian, American and British warships open to the public. AB Donald W. Mertes shovels snow from the quarterdeck of HMCS St. Croix in preparation for visitors. (HS-71916)

On the West Coast the weatherman was more co-operative, with Navy Day programs in Victoria and Nanaimo. Ships were open to the public at HMC *Dockyard*, Esquimalt, and various demonstrations and displays were held the afternoon of May 11. HMC Ships *Fraser, Antigonish* and *Grilse* were in Nanaimo for Navy Day activities. The Navy band from HMCS *Naden* led the parade through downtown streets of the "hub city" and a naval helicopter was on display. Aircraft from VU-33 at Patricia Bay, staged a fly past in the afternoon.

In other parts of the country HMC Ships paid Navy Week visits and were open to the public. HMCS *Haida* arrived

A Message from President Kennedy

The following message was addressed by the President of the United States to Cdr. F. C. Aggett, national president of the Navy League of Canada, Toronto, on the occasion of Navy Week, which commenced May 5 with Battle of the Atlantic Sunday:

"My greetings to the valiant men of the Royal Canadian Navy both past and present. Canadian discipline and devotion to duty in defending the ramparts of freedom in the Battle of the Atlantic are still present today. Canada and the United States have in common their role as maritime nations, their location on the two great oceans, and the economic importance of their seaborne trade. The co-operation of our two countries in so many endeavours, our joint defence undertakings, and our many common traditions have engendered a mutual respect. We both appreciate that in the present development of science and technology there are no frontiers, that the defence of one is the defence of all.

JOHN F. KENNEDY"

in Toronto May 9 for a five-day visit en route to the Great Lakes Training Centre at Hamilton for a series of training cruises.

HMCS *Kootenay* visited Saint John, N.B., and HMCS *Terra Nova* was alongside at St. John's, Newfoundland, during Navy Week to take part in ceremonies there.

In major cities across Canada, naval divisions spearheaded activities in support of the national Navy Week. Church parades included RCNR personnel, NOAC members, sea cadets, Navy League cadets and veterans organizations. Many divisions held open house and for many sea cadet corps the annual inspection was held.

Navy Week events received prominent local press, radio and television coverage and in some cases national coverage.

On board HMCS *Chippawa* in Winnipeg the CBC TV and radio show "Red River Jamboree" was filmed and recorded in a nautical setting and broadcast later on the national networks. In Toronto, HMCS *Haida* received top coverage.

These were only two examples of the many instances of time and space generously devoted by media across Canada to the observance of Navy Week.

Special Navy Week messages included those from the Governor General, His Excellency Major General George P. Vanier, Vice-Admiral H. S. Rayner, Chief of the Naval Staff and from President John F. Kennedy, President of The United States.

Naval personnel from ships and establishments in the Halifax-Dartmouth area manned Dartmouth station CFDR for a full day during Navy Week. They took over as newscasters, commentators and disc jockeys. Each squadron of ships in port at the time, Stadacona and Shearwater were represented. Above, during the morning program "Apron Strings", are left to right, program director Dick Bordeau, Wren Verity McDonald, Stadacona, Mrs. Jessie Coade, regular MC of the program, and Wren Sharon Hamblyn, Shearwater.

AFLOAT AND ASHORE

ATLANTIC COMMAND

VS 880

On Friday, May 17, six Tracker aircraft, eight crews and 30 maintenance personnel departed from *Shearwater* for the USN base in Argentia, Newfoundland. The 16 officers and 46 men make up three-quarters of the shore side of Anti-Submarine Squadron 880.

The detachment of six aircraft, commanded by Lt.-Cdr. David Etchells, took part in exercises off the coast of Newfoundland for five days in co-operation with ships and aircraft of the United States Navy.

Six of the crews flew to Argentia in the six Trackers while the other crews, maintenance personnel and a considerable amount of equipment were transported to Argentia by the RCAF.

A great deal of planning and work was done before this detachment could leave on the mission. The aircraft were checked and re-checked to ensure that they were in top condition and fly around the clock, Spare parts, tools and equipment of all types were checked and packed to enable servicing crews to correct snags that inevitably occur.

The high standards which are maintained in VS-880 both for servicing and flying ensured that the squadron and the Royal Canadian Navy were well represented in this exercise.

Posed for the finale of the entertainment in honour of HMS Odin's visit to Halifax are members and friends of the Sixth Submarine Division in Halifax. Front row, left to right, Miss Tineke Droogendyk, a Norwegian lass; CPO Leslie F. Thorpe, Miss Valerie Wickam-Vaune and Mrs. Jean H. B. Lenahan. Back row: PO John F. Wilson, CPO Roy J. Dibble, PO Eddie Hipsey, RCN, and CPO Mike K. Brearey.

The Chief and Petty Officers' Mess at Stadacona recently presented a cheque for $450 in aid of pre-school deaf children of the area. Dr. Maureen Roberts, left, and Mrs. Freda Vickory accept the donation on behalf of the deaf children from the president of the mess, CPO David Kramm. (HS-71971)

Sixth Submarine Division

(HMS *Ambrose*)

When HM Submarine *Odin* arrived at Halifax for an operational visit May 15, the chief and petty officers of HMS *Ambrose* (the Royal Navy's Sixth Submarine Division at Halifax) held a social evening on behalf of their counterparts in the submarine.

A cabaret was organized in the new chief and petty officers' mess at *Stadacona* with Viking dress being the main theme of the performers and a float, in the form of a Viking ship, adding to the authenticity of the theme. The float was manned by six chief petty officers of the division and two striking blondes, also dressed in Viking costume.

Odin was the chief god of the northern pantheon, the giver of victory, god of the dead, especially the slain, whose worship prevailed chiefly, if not solely, in military circles, according to the *Encyclopaedia Britannica*.

PACIFIC COMMAND

James Bay

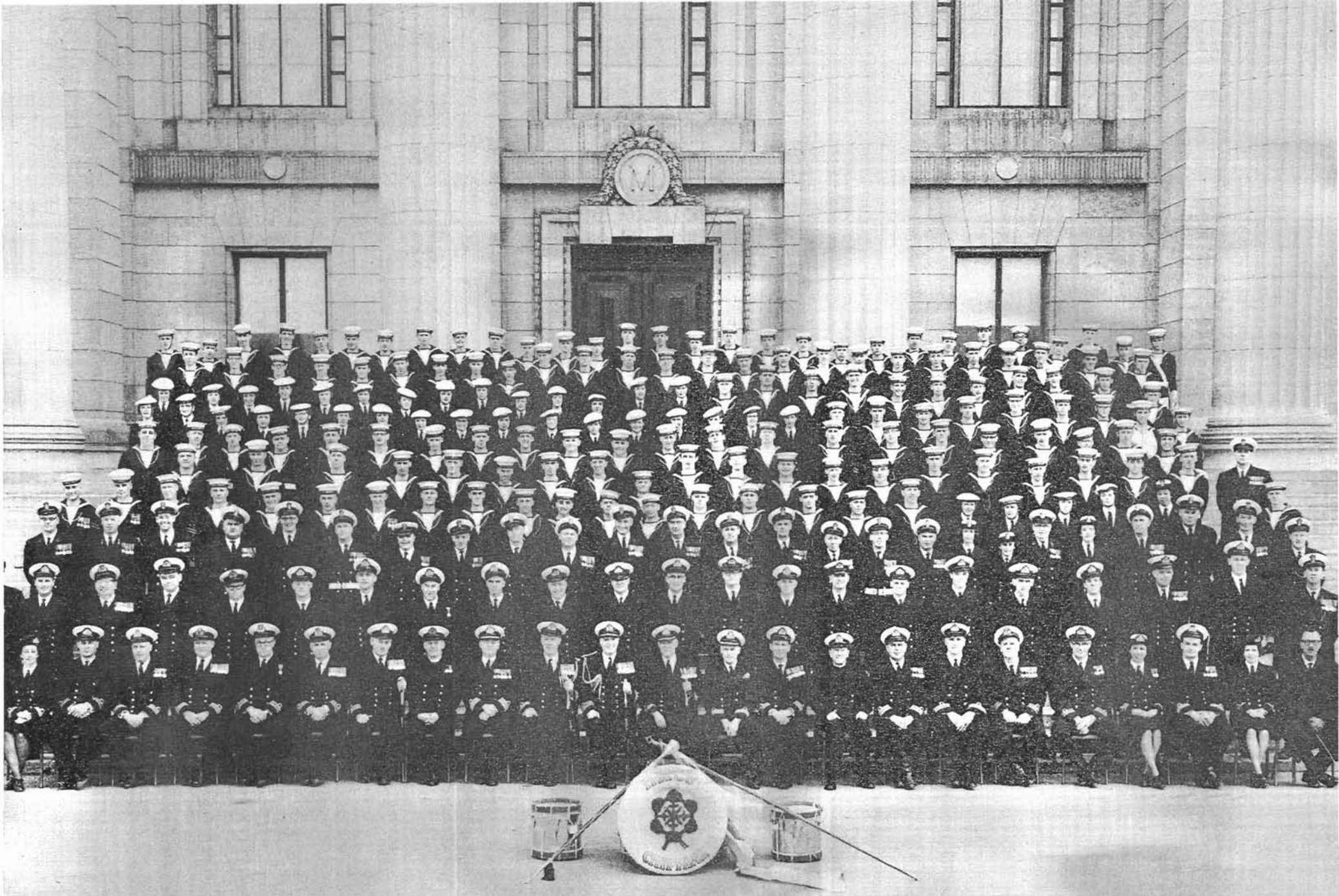
On Sunday, May 5, members of the *James Bay's* company joined other personnel of the Pacific Command in paying their respects to those of the naval service who lost their lives in the Battle of the Atlantic.

The following Saturday the ship was open to visitors as a contribution to Navy Week. The day was considered a great success with the leading seamen acting as guides and the chief petty officers as hosts.

During gunnery exercises in mid-May the ship's gun crew, PO G. E. Lonvik and Ldg. Sea. C. D. Algate, veterans of a guns' crew from the *Athabaskan* during the Korean War, gave a display of firing accuracy, sinking all three targets.

Three harbours were visited during the week, Nanoose Bay, Westview and Bedwell Harbour. A platoon of soldiers from the Princess Patricia's Light Infantry were in the Nanoose Bay area on exercises and accepted a challenge to a game of softball. It is only fair to state that the *James Bay* won by a wide margin.

In honour of Odin (HMS Odin, that is) these young ladies were appropriately dressed for the cabaret held by the Sixth Submarine Division for the visiting submarine in May. They are the Misses Tineke Droogendyk, a Norwegian lass, and Valerie Wickam-Vaune.



FAMILY PORTRAIT—For the first time in more than 30 years a group photograph of the ship's company of HMCS Chippawa has been taken, the occasion being the church parade on Battle of the Atlantic Sunday, May 5, and the place being the steps of the Legislative Building. (Photo by David Portigal and Co.)

On Wednesday, May 29, all four ships of the squadron sailed for PACSWEEPEX 4, 63. This was the first time that the squadron as a whole had gone to sea since HMC Ships *Cowichan* and *Miramichi* completed their annual refit.

NAVAL DIVISIONS

HMCS Cabot

In a ceremony in Government House, St. John's, on March 1, 1963, Cdr. Fabian O'Dea, QC, took the oath of office as Lieutenant-Governor of the Province of Newfoundland.

Cdr. O'Dea succeeds Hon. Campbell L. MacPherson, who had held office since 1957, and will be Newfoundland's fourth lieutenant-governor. It is interesting to note that his appointment to office revives an old Newfoundland tradition of appointing naval officers as governors of the Island.

Born in St. John's in 1918, Cdr. O'Dea is at 45 the youngest of the four lieutenant-governors to hold office in Newfoundland and is probably the youngest in the whole of Canada.

The son of the late Hon. John V. O'Dea, KCSG, and Mrs. May O'Dea, MBE, he was educated at St. Bonaventure's College and Memorial University in St. John's and later at the University of Toronto and Dalhousie University.

He received his Bachelor of Arts degree from the University of Toronto in 1939 and in the same year was named Rhodes Scholar for Newfoundland. The Second World War intervened and in 1940 he joined the Royal Canadian Naval Volunteer Reserve and was later seconded to the British Navy for a period of two years. During the war he saw service in the North Atlantic, Mediterranean, and North Sea, serving in HMCS *Restigouche,* HMS *Berwick* and HMS *Formidable,* returning to Newfoundland in 1945 with the rank of Lieutenant.

Following the war, he took up his Rhodes Scholarship at Christ Church, one of Oxford University's best-known colleges, where he received his Bachelor of Civil Law degree in 1948.

He was called to the English bar at the Inner Temple, London, in 1948 and to the Newfoundland bar the following year. He has been practising in St. John's ever since.

In 1952 he was appointed commanding officer of HMCS *Cabot,* with the rank of lieutenant-commander and was promoted to the rank of commander in 1955.

Besides being active in the business life of St. John's, he is a vice-president of the Canadian Bar Association, a member of the Board of Regents of Memorial University and a former French consular agent for Newfoundland.

He has served as naval aide-de-camp to Lieutenant-Governors Sir Leonard Outerbridge and Hon. Campbell L. MacPherson, and as honorary aide-de-camp to Viscount Alexander of Tunis when he was Governor General of Canada.

HMCS Chippawa

Battle of the Atlantic Sunday, May 5, found Commodore P. D. Taylor, Commanding Officer Naval Divisions, in Winnipeg for his annual inspection of HMCS *Chippawa.* He attended the service in observance of the occasion at Holy Trinity Church.

Before attending church, the ship's company of *Chippawa* paraded to the Legislative Building where a photograph was taken. This was the first time in many years that a similar opportunity had presented itself. More than 70 per cent of the reserve personnel were in attendance.

Following the church services, the ship's company, together with the *J. T. Cornwell, VC,* and *Crusader* Sea Cadet Corps and the *J. R. K. Millen* Navy League Cadets assembled at the Cenotaph for a wreath-laying ceremony.

A march past was then held in front of the Legislative Buildings, with His Honour Errick F. Willis, Lieutenant-Governor of Manitoba, taking the salute of the more than 1,100 Navy and Navy League personnel.

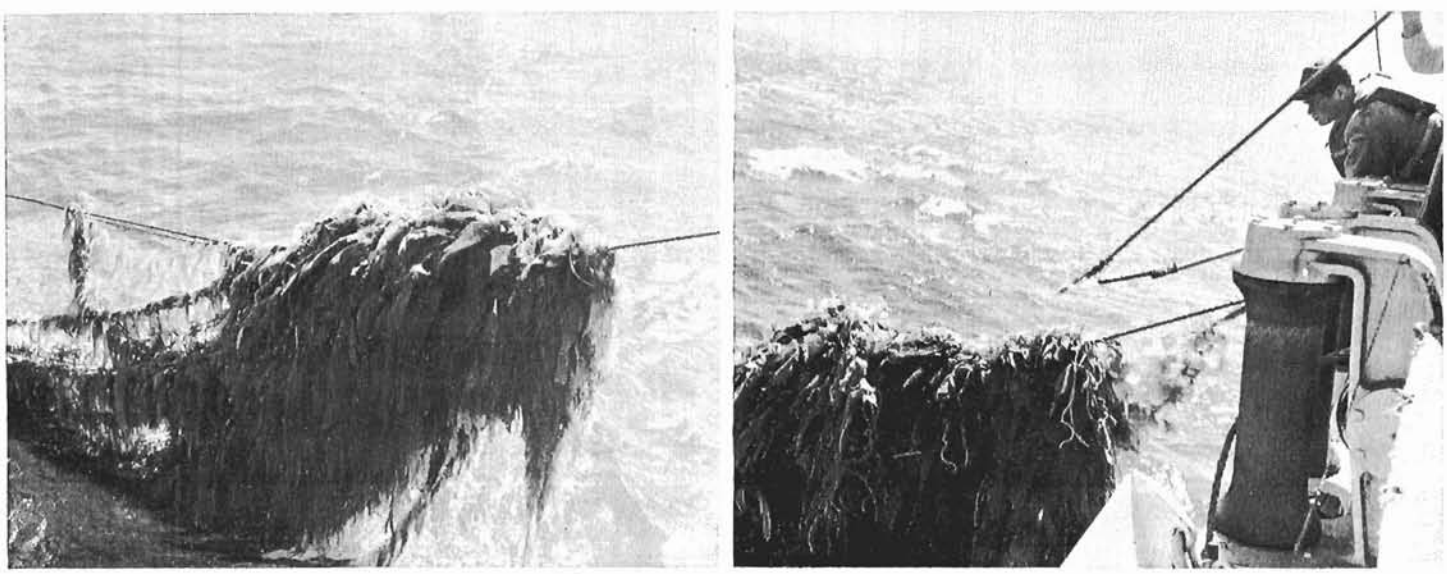
HMCS Hunter

The presentation of trophies and awards highlighted the annual reserve inspection of HMCS *Hunter,* the Windsor naval division, on May 21.

Inspecting 185 naval reservists was Captain Murray A. Davidson, Chief of Staff to the Commanding Officer Naval Divisions at Hamilton.

Part of Captain Davidson's inspection duty included visiting various classrooms, where work in communications, seamanship, general training and bandsmanship was being carried out.

Recipients of trophies and awards were: AB Gary Fairthorne, best-in-seamanship trophy; Ord. Seaman Louis Blanchette, best-in-communications trophy; CPO Cy Hranka, best all-round chief or petty officer trophy; AB R. J.



"Help! Kelp!" One of the bothers experienced by HMCS James Bay and sister ships while sweeping in California waters earlier this year was the accumulation of vast quantities of seaweed on the sweep wires and floats. (E-71340-56 and 57)

Sitarz, best kit award; Ord. Sea. R. R. Young, best new entry award; Ord. Sea. I. J. May, the runner-up new entry award; Ldg. Sea. G. T. Dowdell, best all-round seaman or below award and the .22 shoot high aggregate award for leading seaman or below, and CPO F. C. Doolittle, the .22 shoot high aggregate chief and petty officer award.

The *Hunter* band, under the direction of PO John Gimpel, provided the music for the inspection.

HMCS Unicorn

Presentation of awards won by naval reserve seamen and wrens in the winter training period followed the annual inspection of HMCS *Unicorn* ship's company by Commodore P. D. Taylor in Saskatoon in early May.

Representatives of the Army and Air Force participated in the event and assisted in presenting the awards.

Ord. Wren P. A. Peters was presented with the best new-entry wren award by Group Captain J. D. Kelly; and Ord. Sea. Z. A. Kutz received the best new-entry prize for men from Brigadier J. A. Pringle.

Ord. Wren M. C. McKinney and Ord. Seaman D. M. Dysart won the Rowney trophy in their respective sections for high individual aggregate in the small-

bore rifle shoot, the presentations being made by Major L. Tucker.

Ldg. Sea. G. I. Burlingham won the achievement award, presented by Carl McLeod, assistant city commissioner and a former commanding officer of *Unicorn*.

CPO D. T. Mann won the proficiency award, presented by Commodore Taylor.

Fraser division under Sub Lt. R. Irwin was judged the best division, with Cdr. D. M. Keith, commanding officer of *Unicorn*, presenting the award.

Lt.-Cdr. W. A. Faire, staff officer at *Unicorn*, also presented awards to 20 members of the ship's company for 100 per cent attendance during the training period.

E. D. Stone Corps

(Navy League Wrenettes)

Vancouver's naval division has the inevitable name of HMCS *Discovery* and 10 years ago was the site of the "discovery" of something quite new to Vancouver, a Navy League Wrenette corps.

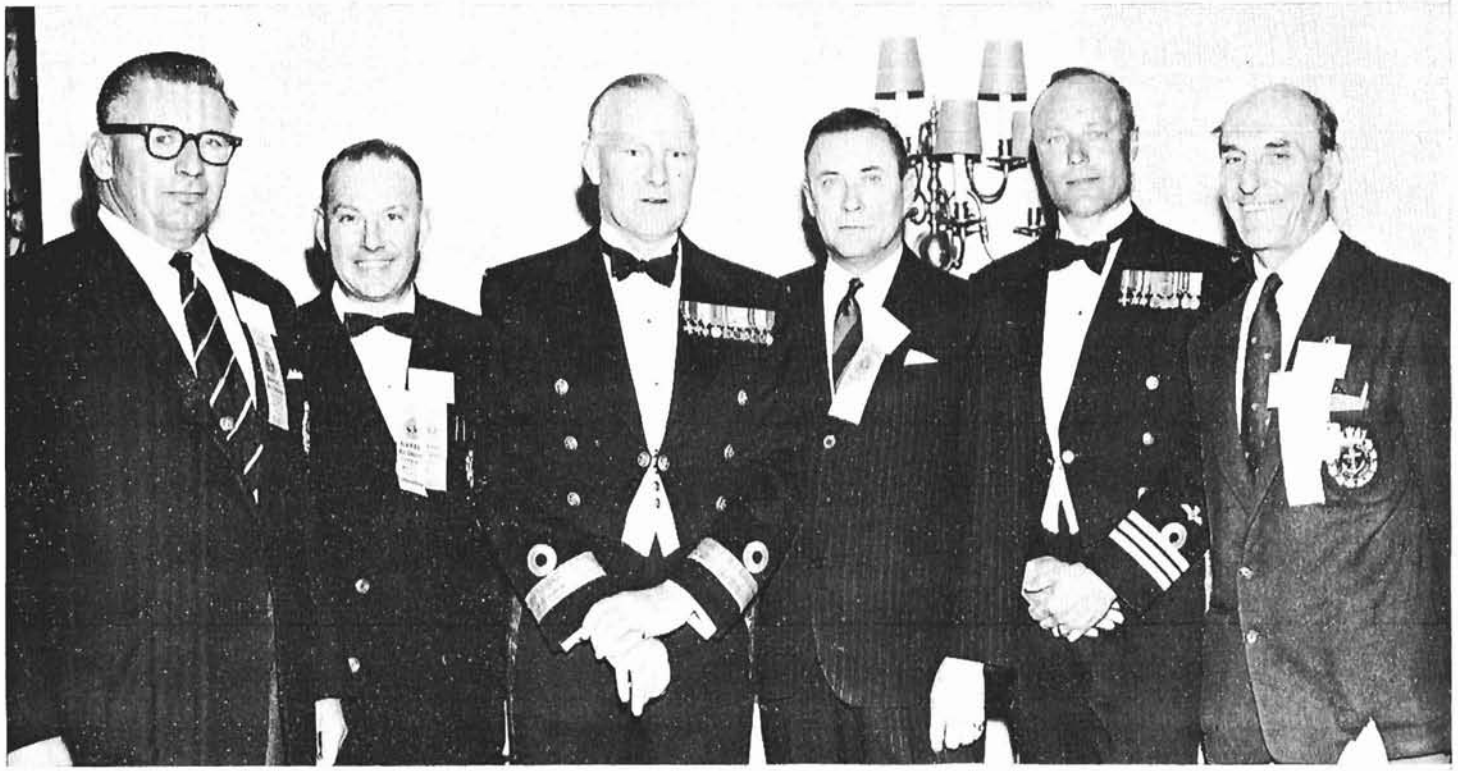
In 1953 E. Douglas Stone officially founded the corps which is named in his honour. Previous to this, three girls had been working in the sea cadet office and showed such interest that Mr. Stone, then chairman of the sea cadet corps, promoted the organization of the Vancouver Wrenettes. The corps became the first of five in B.C.

The corps now consists of 100 wrenettes and eight officers, under the command of Lt.-Cdr. J. Eakins. Weekly parades are held and classes cover seamanship, signals, boats, naval history, first aid and leadership. But it is not to be thought that the girls do not march. On the contrary, under the guidance of PO Peter Strelaeff, a member of the Naval Reserve, the wrenettes have learned both basic and precision drill.

The five divisions of the corps are the namesakes of the *Beacon Hill, Fraser, Ottawa, Skeena* and *Margaree*, the last-named being the band.

This year on February 21 the corps celebrated its 10th anniversary by naming itself the "*E. D. Stone* Corps" after its founder.—R.G.

Officers' wives of the Atlantic Command attended a spring bonnet tea May 8 in the Shearwater wardroom in aid of the Children's Hospital Kermesse. TV personality Libby Christiansen was special guest. The organizing committee consisted of, standing left to right, Mrs. R. A. Creery, Mrs. S. R. Linguist, Mrs. Christiansen, Mrs. G. C. Edwards and, seated, Mrs. J. M. Paul. (DNS-31023)



For the 9th Annual Canadian Naval Veterans' Reunion, thousands of naval and civilian guests assembled in Sarnia over the Victoria Day week-end. Among the honoured guests and officials were, left to right, Herbert Maynard, president of the Canadian Naval Association, Thomas Bradley, president of the Sarnia Naval Veterans' Association, Commodore P. D. Taylor, Commanding Officer Naval Divisions, Cdr. R. C. Chenoweth, RCN (Ret), Cdr. W. H. Atkinson, commanding officer of HMCS Haida, and S. R. Piner, publicity director of the CNA. (COND-8434)

REUNION IN SARNIA

THERE WAS an international atmosphere about the Canadian Naval Association's 9th Annual Naval Veterans' Reunion held in fine spring weather at the border city of Sarnia from May 17 to May 20.

Augmenting the estimated 3,000 delegates and wives, were personnl of ships from both the Royal Canadian Navy and the United States Navy.

The senior Canadian naval guest was Commodore Paul D. Taylor, Commanding Officer Naval Divisions and a patron of the CNA. The senior USN representative was Cdr. John P. Boyd, Commanding Offiecr, Broadhead Naval Armoury, Detroit.

Even the local Sarnia businessmen became involved when the Sarnia Chamber of Commerce played host to Cdr. R. C. Chenoweth, RCN (Ret), of Montreal, war-time captain of the minesweeper HMCS *Sarnia*, the host city's namesake.

To add to the success of the reunion, the CNA officials brought with them the first official ensign of the CNA and a letter from My Lords of the British Admiralty authorizing the design and use of flag by the association.

All in all, it was one of the most successful reunions of Canada's naval veterans yet held. It started with registrations at noon on the Friday, May 17, and progressed from there on. The destroyer escort *Haida*, commanded by Cdr. W. H. Atkinson, arrived at the Sarnia government wharf Friday evening to be met by hundreds of spectators from Sarnia and the neighboring city of Port Huron, along with the official welcoming party from the Sarnia Naval Veterans' Association, the Sarnia Chamber of Commerce, a guard from RCSCC *Repulse*, Sarnia sea cadet corps, and the all-girl Sarnia Marching Angels.

On Saturday, May 18, the reunion was officially opened by Sarnia's Mayor H. T. Ross and Commodore Taylor. A guard from the *Haida* and a combined band from the Hamilton and Windsor naval divisions, *Star* and *Hunter*, paraded for the official opening ceremony.

During the afternoon, naval veterans and naval personnel harked back to the old days and discussed the new navy, each according to his own.

Saturday night brought more formalities and speeches. Main guest speaker at annual banquet was Commodore Taylor who traced the growth of the CNA and complimented it on its progress. He recommended its expansion west to include prairie and West Coast naval groups and promised his continued help in furthering this movement. He also gave the veterans an outline of the progress of the naval service and summarized the navy's shipbuilding program and defence role.

"Now what is your part?" Commodore Taylor asked. "You are doing excellent work supporting the Navy League in providing funds for Sea Cadets. You are building an organization of ex-naval persons informed in the ways of the Navy and the sea. Let's use it. You'd be surprised at the lack of knowledge of the Navy across the country.

"Our national motto was chosen deliberately outward looking, 'From Sea to Sea'. As I've pointed out before, far too many of our countrymen think of

it the other way, 'From Shore to Shore', and look inward. Let's tell them how much Canada depends on the sea and the Navy. We depend for our existence on trade, and the vast majority of markets are reached by sea. We must export to live and, in turn, we must import too.

"What was it that recently averted the possibility of a Third World War? Was it not the use of sea power that forced the withdrawal of the threat to the United States and ourselves from Cuba? I doubt whether any other means could have accomplished this without armed conflict.

"You veterans here at this reunion number more than the total strength of the Navy—RCN and Reserves—at the beginning of the last war. In five years, because of your efforts, it had expanded to almost 400 ships and 100,000 men and women. Let's put a similar effort behind the *prevention* of a war by ensuring that we have a well understood and well supported navy today".

The same evening, the host club held its grand naval ball, along with informal dances at the Sarnia Arena and the SNVA club rooms.

On Sunday, sentiment played its largest part. There was the church parade and the Cenotaph ceremony. Just before the church parade, USS *Amherst* arrived astern of the *Haida* at Sarnia's government wharf. Veterans and service personnel attended church services at St. Andrew's Presbyterian Church and Our Lady of Mercy Church where the RCN's chaplains of the fleet officiated.

The post-church march past was one of the best ever held. Commodore Taylor, taking the salute, saw marched past him the White Ensign, a USN colour party, the Royal Canadian Sea Cadet ensign and the furled CNA ensign, awaiting its dedication at the Cenotaph. With the colours and their guards were the columns of uniformed personnel and those of the blue-blazered naval veterans.

Canadian naval veterans saw their new ensign for the first time over the Victoria Day week-end. Veterans, along with serving members of the Royal Canadian and United States Navies, paraded the ensign in Sarnia at the 9th annual Naval Veterans' Reunion. Admiring the new ensign are Wren M. A. Trudel, N. J. Yorston, executive secretary-treasurer of the Canadian Naval Association, and Wrens C. A. Johnson, M. J. Nopper and F. E. Hoyle. (COND-8376)

Canadian naval veterans and serving members of the Royal Canadian and United States Navies gathered in Sarnia over the Victoria Day week-end for the 9th annual Naval Veterans' Reunion. A tour of HMCS Haida was made by members of the Sarnia reunion committee, shown with Lt. A. F. Cottingham. (COND-8432)

At the Cenotaph, veterans put reunion activities away from them and paid their respects to fallen comrades and the sacrifices of war-time days. It was a special day, like all the other Sundays at all the other reunions except for one additional ceremony which would never be repeated. This was the dedication of the CNA ensign. Held in jealous custody until this time, the ensign was brought before Rev. Harry Ploughman, Chaplain of the Fleet (P), and Rev. J. E. Whelly, Chaplain of the Fleet (RC), for the dedication ceremony. It then joined the other colours at the Cenotaph and was marched away. Probably one would have had to be at the ceremony to realize the pride the naval veterans had in the unfurling of their ensign.

At most reunions, Sunday afternoon has marked the end of the activities, but this time, while the Canadian Navy had departed, the American naval guests still had another day in Sarnia and their hosts were happy. Monday was the day they were able to make up for the hospitality the Americans had missed because of their Sunday arrival. Appropriately, a dance for the officers and ship's company of the *Amherst* on Monday evening completed the across-the-border atmosphere of the reunion. The *Amherst* sailed Tuesday morning for further Great Lakes training activities and the reunion had ended.

THE PONOKA CANNON

Sir:

While browsing through the interesting pages of *Crowsnest* of January 1963, I ran across an article by Hal Kirkland, entitled "The Almonte Gunners".

This story and the pictures brought back fond memories of my boyhood, as I had been very interested in muzzle-loading cannon from as far back as I can remember. As a youngster, I bought my first cannon for a few pennies. This was made of brass and had a barrel five inches long, with a quarter-inch bore. Later on this gun became too small to suit my requirements, so, when I was busy trying to learn how to use a metal lathe, I made a larger one, 10 inches long, with a half-inch bore. The first time this gun was fired, the barrel split from end to end, one half remaining on the gun carriage, while the other half just disappeared altogether and was never found. After this experience "toy cannons" were prohibited as a method of entertaining my playmates.

Later on in life I served as a marine engineer in the British Mercantile Marine from 1903 up to 1912, and then decided to emigrate to Canada, settling down in a small central Alberta town, called Ponoka.

Here I opened a machine shop, repairing all the different types of machinery that the farmers brought to me, which wasn't very much for some time.

But after Kaiser Bill started his trouble in 1914, I had plenty to do, as the farmers were getting a high price for their grain and were able to buy lots of machinery.

Towards October 1918 it became pretty evident that the Kaiser had had just about enough of it, and it looked as if the Armistice was not very far away. So, putting two and two together, I decided to make a decent-sized cannon, that would make some real noise when the day of rejoicing arrived.

I cut a piece of steel shaft five inches in diameter by 30 inches long, which had done duty as a rear axle for a steam traction engine at one time. I intended to use this for the barrel, and just had it set up in the lathe on November 10, ready to start operations on it, such as boring it out, and also turning the barrel to a taper so that it would look somewhere near the proper thing. During that night my telephone rang, it was 2 o'clock in the morning. It was the town's mayor calling me up to tell me that he had news for me. His news was that the Germans had given up. Then he asked me if I had the cannon ready to fire (he must have had a tip from someone that I was about to make a gun). I told him that it was only just started on. Then I asked him to phone to the power station, for them to turn the lights on right away, so that I could go to work on it.

At this time Ponoka didn't have lights between midnight and six in the morning. The lights came on immediately, and so I went to work on the gun.

A lot of steel had to be removed to make the barrel to look like the real thing, and this was quite a big job, but the biggest job was to do the boring to a depth of 28 inches, and to a diameter of one and a half inches.

Eventually this was done, and a priming hole was drilled to take a nipple to fit a copper percussion cap, as used by the Indians in their muzzle loading shot guns. The trunions were fitted so that it could be elevated for easy loading, and a two-wheeled carriage was provided.

The firing lever (powered by a spring) was held in its cocked position by a small pin, to which was attached the firing lanyard, about 12 feet long. At 20 minutes past four in the afternoon of November 11, the cannon was wheeled out to an empty lot adjoining my shop for its first shot. About a third of a teacup of fine black gunpowder was used for a charge, with a lot of paper wads rammed tight with a rear axle from a Ford car. There were only a very few boys present when the first shot was fired, but in a few minutes after that I had as many gunners on the job as Nelson had in the *Victory* at Trafalgar.

After the cannon was fired several times, we found that we were running short of ammunition, but when the businessmen of the town found this out, they bought up all the available gunpowder in town from the two hardware stores. But eventually we ran short of powder again, so some of the more enthusiastic of the town businessmen drove to the two nearest towns and brought back a lot more gunpowder, so that the youngsters of the town were able to have enough ammunition to carry on far into the night.

I couldn't make a guess as to how many times we fired the cannon, but a farmer who lived 20 miles to the east of town told me afterwards that he could hear every shot that was fired, and told me the number, but I have forgotten now what it was.

Now comes the final chapter of the cannon. This occurred in July 1927 when the present Duke of Windsor (the Prince of Wales at that time) was due to pass through Ponoka on a very early train, about 6 am.

Our two boys, 12 and 13 years old, were all for firing off the cannon as a salute when the train came to a standstill at the water tank.

At first I wasn't very fussy about getting up so early, but eventually had to give into them. So the gun was loaded and pulled to a patch of grass near the water tower and was made all ready to fire.

I stood fairly near to supervise the proceedings. Just as the locomotive came to a standstill at the water tower, one of the boys fired the cannon, which sounded twice as loud at that time of the morning as it usually did.

Mixed Lot In Victory

The proposal to man NATO nuclear surface ships with ship's companies of mixed nationalities has met with something less than universal acclaim as critics voice their doubts on the ability of sailors of various nationalities to work together.

Noting these doubts, *The Ottawa Journal* quotes a letter written to *The Times* of London by R. P. Garnonas Williams, of Englefield, Surrey, giving the composition of the crew of HMS *Victory* at Trafalgar:

Excluding Marines and boys, the ship's complement of 633 officers and men were made up as follows:

411 English, 64 Scots, 63 Irish, 18 Welsh, 3 Shetlanders, 2 Channel Islanders, 1 Manxman, 22 Americans, 7 Dutch, 6 Swedes, 3 French, 2 Danes, 3 Norwegians, 1 Russian, 3 Germans, 2 Swiss, 2 Portuguese, 4 Italians, 2 Indians, 1 African, 9 West Indians and 4 Maltese.

"And didn't they fight!" remarked Mr. Williams.

In a few seconds the two boys were surrounded by a lot of people, including the train crew, a few Royal North West Mounted Police in their red coats, as well as some private detectives, I believe, and as soon as the two boys saw the red coats making for them, they thought they were on the way to jail right enough.

When I saw what was happening I then stepped up and explained the motive of the boys was only to fire a salute to the Royal passengers.

After this, things were soon smoothed out and they all went back into the train, smiling as they went. Both of these boys helped to stop Hitler in the last fuss, joining the colours as soon as war was declared. The elder joined the RCEMEs while the younger went into the Navy and was on convoy duty in the North Atlantic during most of the war years.

I had a good picture of this cannon in my possession for a long time but, having moved around the Pacific Coast to several places, during the war, it has been lost, I am very sorry to say.

But if the rear wheels of the gun in the picture in *The Crowsnest* were to be removed, then Cdr. Walker's cannon and mine would be as alike as two peas.

This little cannon was presented to the Calgary unit of the sea cadets in 1939. A brass plate was attached to the gun carriage, telling the story of when it was made and why. (They use it when in camp out at Chestermere Lake, to fire at sunset). This was shortly after the war broke out.

I am still interested in naval matters even though I am past my four-score years today.

Sincerely,
HERBERT J. REES

Elmwood Lodge,
15901-87th Ave.,
Edmonton, Alta.

HAIDA VISIT

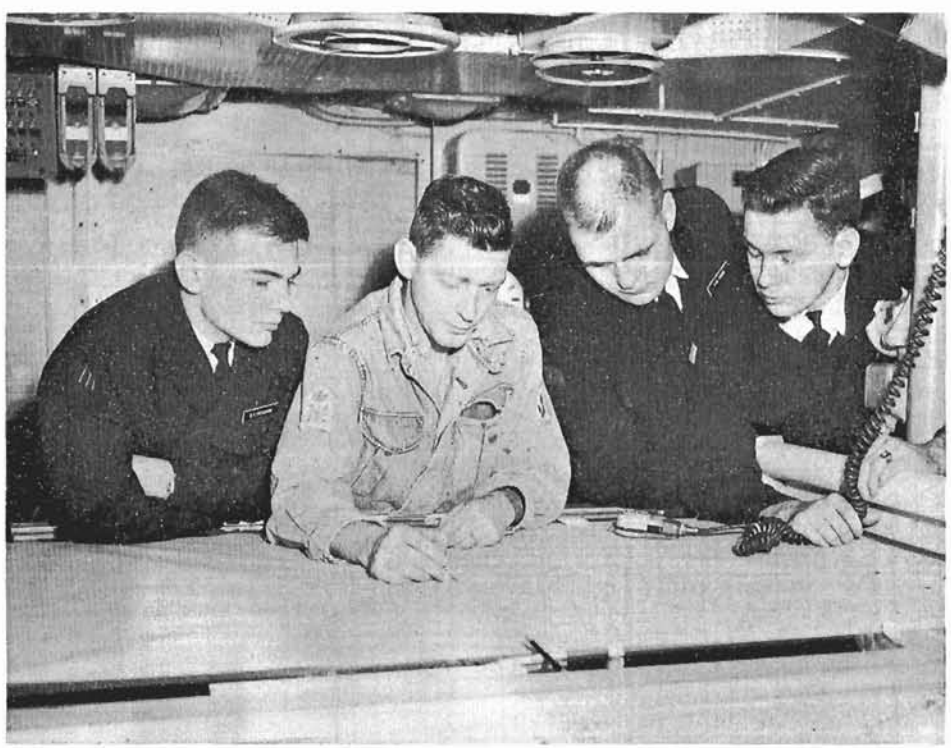
Dear Sir:

Today the destroyer HMCS *Haida* is visiting Toronto and I had the opportunity to be on board for a cruise out into Lake Ontario. I want to express my appreciation to the captain and the crew for the well-planned program that showed me how the ship carried out her duties. I enjoyed the cruise very much and appreciate the courtesy and helpfulness shown to me by the crew of the *Haida*.

Yours sincerely,
S. FRASER

38 Owen Blvd.,
Willowdale, Ontario.

Toward the end of March, Memorial University of Newfoundland held a nautical display of models of ships, photographs, paintings, blueprints of ships, and more than 300 books. The display drew almost 2,000 visitors. Present for the opening ceremonies were Cdr. W. Bremner, Canadian Naval Commander Newfoundland, and Lt.-Cdr. W. J. Gushue, Commanding Officer, UNTD. The Memorial UNTD assisted with the display. ROTP Cadet M. E. Pinfold and Cadet Captain R. J. Jenkins examine a volume of Admiralty charts. (NF-7664)



A group of 65 cadets from Royal Military College, Kingston, toured the RCN Atlantic Command recently. Shown at the local operations plot table on board HMCS Kootenay are, left to right, Cadet Roy V. Prichard, Leading Seaman Donald Wagg, and Cadets David Robb and Bruce Greaves.

THE NAVY PLAYS

RCN Officer Heads Rifle Team

For the first time in its history, the Dominion of Canada Rifle Association's Bisley Teams, will have a naval officer as its commandant. He is Captain A. Graham Bridgman, RCN, Principal Naval Overseer, Montreal Area.

Captain Bridgman will take over the 21-man 1963 Bisley Team when they assemble in Ottawa on June 23 for their team meeting to decide committees and duties during the Bisley Shoot in the United Kingdom.

The team, composed of qualified DCRA shots from across Canada, will leave Uplands on June 24 at 5:00 pm and will arrive at Bisley, England, on June 26 after a brief stopover at Marville, France.

Practice will be the order of the day until the matches commence on July 13, although some members will shoot individually before the team shoot.

Matches will be completed by July 20 and the team will leave for Canada on July 26, arriving in Ottawa on July 27.

In addition to Captain Bridgman, there will be two other naval members of the team. They are: CPO H. M. Oliver, of HMCS *Stadacona,* and PO L. A. Williams, a member of the naval reserve from HMCS *Chippawa,* Winnipeg naval division.

14 Swim Records Established

Fourteen Nova Scotia records were established at an invitational all-star swim meet held June 1, at *Shearwater's* pool.

The meet saw five old records go by the board and nine marks established for events having no previous records.

Brian Marklinger, of *Stadacona,* was over-all winner in the Group A boys' division, while Doug Sitland of the Halifax YMCA topped the Group B boys' category.

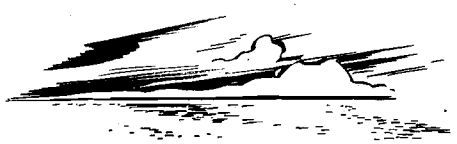
Two *Shearwater* girls dominated the girls' events. Arlene Henderson in the A group and 14-year-old Beverley Britton in B group. Miss Britton chalked up three firsts and a second.

Ann Marie McCarthy, of *Shearwater,* was selected as the outstanding swimmer of the year.

A clown diving display and a beachwear fashion display were held during the intermission.

Following is a summary of the events.

1. Group A, boys' 100-metre free style: 1. R. Perlin, 2. Brian Marklinger. Time 1.14.2.
2. Group B, boys' 200-metre free style: 1. Jim Lovett, Halifax Y; 2. Doug Sitland, Halifax, 2.29.9 (new N.S. record).
3. Group B, girls' 200-metre free style: 1. Beverley Britton, 2. Pat Paul 2.35.7 (new N.S. record).
4. Group A girls' 100-metre free style: 1. Arlene Henderson, 2. Sara L. Robinson. Time 1.19.1 (new N.S. record).
5. Group A, boys' 100-metre backstroke: 1. Brian Marklinger, 2. R. Perlin. Time 1.33.6 (no previous record).
6. Group B, boys' 200-metre backstroke: 1. Brian Crowe, Halifax Y., 2. David Gorseline. Times 2.51 (no previous record).
7. Group B, girls' 220-metre backstroke: 1. Bev Britton, 2. Pat Paul. Time 3.02 (new record).
8. Group A. girls' 100-metre backstroke: 1. Arlene Henderson, 2. Ann Hirtle. Time 1.35.5 (no previous record).
9. Group A, boys' 100-metre breast: 1. Brian Marklinger, 2. Stephen Corman. Time 3.09 (no previous record).
10. Group B, boys' 200-metre breast: 1. K. Frewer, 2. Jack Smith, Halifax Y. Time 3.09 (no previous record).
11. Group B, girls' 200-metre breast: 1. B. Britton, 2. Ann McCarthy. Time 3.26 (new record).
12. Group A, girls' 100-metre breast: 1. T. Buckley, 2. Arlene Henderson. Time 1.40.4 (no previous record).
13. Group A, boys' 50-metre butterfly: 1. Brian Marklinger, 2. R. Perlin. Time .37.8 (ne previous record).
14. Group B, boys' 100-metre buttefly: 1. John Burchell, Halifax Y, 2. Doug Sitland. Time 1.09.6 (new record).
15. Group B, girls' 100-metre butterfly: 1. Ann McCarthy, 2. Beverley Britton. Time 1.26 (new record).
16. Group A, girls' 50-metre butterfly: 1. Arlene Henderson, 2. Gillian Paul. Time 0.41.5 (no previous record).



Weapons Division Heads Volleyball

The *Stadacona* Inter-Divisional trophy for volleyball was won by the Weapons Division, *Stadacona,* and was presented to PO R. C. Reimer at ceremonial divisions May 10. Six teams were defeated in the course of victory by the Weaponeers, the final match, a hard-fought battle, being played against Canadian Forces Hospital staff and won 2-0.

In the other inter-divisional sports, Weapons Division personnel won top honours in last year's sports tabloid and softball league and placed second in soccer, .22 rifle shooting and the basketball tournament.

Shearwater Tops Rifle League

Shearwater was the major prize winner when the Halifax Garrison Indoor Rifle League recently held its annual banquet and award night.

In 10 weeks of competitive shooting, *Shearwater* topped both the junior and senior divisions to take the following trophies: Richard Oland Trophy—first place senior team; Caldwell trophy—first place junior team; United Cleaners trophy—senior team high weekly score; Navy League trophy—senior challenge trophy; Phinney Trophy—junior challenge trophy; Aldershot cup—second place senior aggregate (won by PO Jack Marsden); Safety Supply trophy—third place senior aggregate (won by Ldg. Sea. Elgin Helps).

The Garrison League dates back to the turn of the century when gallery rifle shooting was a keenly contested sport. First started by the militia, it is now open to all active service units (Navy, Army, Air Force) and the RCMP, as well as local police units.

Patrons are the Flag Officer Atlantic Coast, General Officer Commanding Eastern Command, and the Air Officer Commanding Eastern Command.

The officer-in-charge of the Halifax Garrison is honorary president of the League, and the executive is elected by those attending the annual meeting in October.

LOWER DECK PROMOTIONS

Following are lists of men selected by Naval Headquarters for promotion. These selections are subject to confirmation by the RCN Depot and the concurrence of the commanding officer in each case. The effective date of promotion is March 1, 1963. Names are grouped according to trade.

Atlantic Command

For Promotion to
Petty Officer Second Class

LSBN2 D. J. Cole....16071-H

LSWS2 E. J. Banks....12259-H
LSWS2 R. D. Clarke....24416-H
LSWS2 J. C. Markey....16735-H
LSWS2 D. W. Ross....15364-H

LSFC3 D. P. Dagenais....26347-H
LSFC3 D. I. Spence....24921-H

LSWU3 C. J. Butler....26408-H
LSWU3 J. R. Douglas....25770-H
LSWU3 F. V. Efford....16574-H
LSWU3 T. H. Houlden....33625-H
LSWU3 J. E. Millman....15371-H
LSWU3 G. M. Royal....29388-H

LSSN3 B. W. Taylor....8867-H

LSRP3 D. L. Wagg....12164-H

LSSG2 D. J. Margerison....31184-H

LSRM2 J. R. Lalumiere....32172-H
LSRM2 A. R. Thomson....33778-H

LSER3 C. G. Ayers....30937-H
LSER3 T. G. Chadwick....25122-H
LSER3 G. J. Elwgren....26518-H
LSER3 B. J. Fay....29809-H
LSER3 F. D. Garel....25552-H
LSER3 M. G. Kennedy....16305-H
LSER3 D. C. MacDonald....15863-H
LSEM2 E. H. McCabe....33980-H
LSER3 A. F. Morin....31768-H
LSER3 J. S. Novak....33862-H
LSER3 H. J. Romme....31030-H
LSEM2 I. D. Wise....19925-H

LSET3 W. A. Holland....35188-H
LSET3 C. E. Lamothe....17962-H
LSET3 G. W. Scofield....12863-H

LSLT3 J. W. Lane....31889-H
LSLT3 G. M. Pollock....38236-H
LSLT3 R. A. Reid....27190-H
LSLT3 H. A. Sinclair....26854-H

LSHT3 W. R. Bissett....52025-H
LSHT3 J. P. Craig....45334-H
LSHT3 M. E. Robinson....48817-H

LSAT3 R. Lawton....27205-H

LSNA3 C. F. Armstrong....36826-H
LSNA3 J. P. Main....42212-H
LSNA3 C. G. Moore....42532-H
LSNA3 R. V. Sutherland....23633-H
LSNA3 D. A. Watters....34262-H
LSNA3 G. W. Way....33616-H

LSAM2 P. J. Pinnoy....24369-H

LSRA3 R. J. MacDougall....23579-H

LSPW2 L. J. Ashby....18674-H

LSVS2 W. R. Finnigan....26576-H

LSNS2 C. R. Near....10229-H

LSCK2 W. V. Ferguson....16732-H

LSSW2 G. R. Elliott....26957-H

LSMA3 M. W. Gilbertson....32719-H
LSMA3 M. A. Langevin....36511-H

LSCD2 L. A. Goneau....11493-H

For Promotion to
Leading Seaman

ABBN2 A. K. Burian....45868-H
ABBN2 L. G. Farrell....36760-H
ABBN2 W. G. Little....38716-H
ABBN2 J. F. McInnis....15501-H

ABWS2 J. C. Armstrong....37891-H
ABWS2 W. J. Baker....25160-H
ABWS2 C. J. Bourgault....37254-H
ABWS2 R. A. Charbonneau....37009-H
ABWS2 R. W. Clifford....23773-H
ABWS2 E .R. Delorey....44267-H
ABWS2 S. U. Houde....29104-H
ABWS2 R. D. London....36914-H
ABWS2 N. R. Rowe....32154-H
ABWS2 F. J. Roy....29055-H
ABWS2 D. G. Wilson....39799-H

ABFC2 J. H. Grigg....37982-H
ABFC2 E. F. Hill....45920-H
ABFC2 R. Jenkins....37034-H
ABFC2 R. C. Johnston....37032-H
ABFC2 G. C. Miller....45291-H
ABFC2 R. A. Reid....43098-H
ABFC2 L. L. Robinson....43429-H
ABFC2 J. B. Stewart....46824-H
ABFC2 D. G. Sheward....39876-H
ABFC2 J. L. Vantassel....46742-H

ABWU2 R. C. Briggs....48252-H
ABWU2 M. A. Coulombe....44656-H
ABWU2 L. W. Curti....46518-H
ABWU2 J. H. Duxbury....42473-H
ABWU2 W. R. Fenton....45930-H
ABWU2 K. A. Grandmaison....37017-H
ABWU2 R. E. Gignac....42783-H
ABWU2 G. F. Hepworth....27222-H
ABWU2 R. H. Macphee....44184-H
ABWU2 D. K. Norquay....33552-H
ABWU2 B. J. Rashotte....12970-H
ABWU2 A. R. Sears....44523-H
ABWU2 D. J. Tod....37943-H
ABWU2 J. C. Van Buren....46517-H
ABWU2 E. J. Veinotte....48581-H
ABWU1 R. H. Woodcock....30526-H
ABWU2 A. F. Young....37988-H

ABSN2 J. J. Auld....45765-H
ABSN2 P. E. Barry....44645-H
ABSN2 D. D. Enders....33541-H
ABSN2 R. V. Galloway....45040-H
ABSN2 H. R. Gardner....38738-H
ABSN2 G. V. Godin....42711-H
ABSN2 A. G. Laidlaw....46054-H
ABSN2 C. E. Ramsey....45946-H
ABSN2 A. H. Reynolds....45146-H
ABSN2 K. J. Ruddy....66479-H
ABSN2 N. B. Sakins....35704-H
ABSN2 J. W. Shedden....42763-H
ABSN2 J. A. Viney....33510-H

ABRP2 J. D. Bowers....44114-H
ABRP2 T. L. Downer....31165-H
ABRP2 G. T. Duffy....26642-H
ABRP2 D. J. Johnston....42659-H
ABRP2 D. F. Kelly....42746-H
ABRP2 C. F. King....37782-H
ABRP2 T. H. Kraushar....38751-H
ABRP2 E. A. Leblanc....44514-H
ABRP2 W. F. MacKenzie....39808-H
ABRP2 G. W. Perigo....44537-H
ABRP2 S. N. Plante....44981-H
ABRP2 U. L. Ruhloff....45627-H
ABRP2 J. G. Savage....37735-H
ABRP2 R. E. Turner....37803-H
ABRP2 P. R. Williams....37690-H

ABSG2 G. Andrews....26956-H
ABSG2 A. N. Johnson....43940-H
ABSG2 T. C. Lafontaine....47690-H
ABSG2 D. J. Parker....44299-H
ABSG2 G. W. Schneider....39903-H
ABSG2 C. D. Tarry....42344-H
ABSG2 L. P. Uhlin....44423-H

ABRM2 R. G. Bird....34189-H
ABRM2 R. E. Blinco....47703-H
ABRM2 J. W. Guilford....39075-H
ABRM2 W. A. Grundy....45613-H
ABRM2 R. H. Macfawn....42854-H
ABRM2 L. J. Mielko....45776-H
ABRM2 M. E. Stanley....37900-H
ABRM2 R. P. Stevens....45772-H
ABRM2 J. H. Turner....38753-H

ABEM2 W. A. Abbey....49455-H
ABEM2 B. T. Albert....42605-H
ABEM2 D. G. Baker....43447-H
ABEM2 D. D. Bird....39882-H
ABEM1 D. W. Brocklebank....44176-H
ABEM2 D. H. Brown....46490-H
ABEM2 D. G. Bush....35638-H
ABEM2 W. F. Couvell....42968-H
ABEM1 W. R. Curtis....23746-H
ABEM2 G. G. Densmore....44064-H
ABEM2 R. L. Dinner....45657-H
ABEM2 R. A. Dorrington....44204-H
ABEM1 G. V. Emeree....37498-H
ABEM2 W. A. Gardner....43426-H
ABEM2 J. R. Gayton....43092-H
ABEM1 A. Gowthorpe....43416-H
ABEM2 J. H. Gregory....42251-H
ABEM2 R. J. Hall....44910-H
ABEM2 M. E. Heal....35336-H
ABEM2 W. A. Harder....43993-H
ABEM1 H. R. Harris....34968-H
ABEM1 R. A. Holt....42822-H
ABEM2 J. W. Lacey....39795-H
ABEM2 P. R. Lapier....42216-H
ABEM2 K. R. Matson....39802-H
ABEM2 C. G. McCrae....45982-H
ABEM2 L. F. McIntee....43077-H
ABEM2 R. G. Mills....39843-H
ABEM2 L. B. Monminie....36805-H
ABEM1 M. A. Moore....38744-H
ABEM2 D. R. Peterson....38736-H
ABEM1 R. A. Power....37889-H
ABEM2 D. J. Richard....37351-H
ABEM2 R. W. Schultz....45603-H
ABEM2 R. G. Selka....45710-H
ABEM2 R. E. Smith....43441-H
ABEM2 K. G. Sutcliffe....39003-H
ABEM1 T. A. Tills....34287-H
ABEM2 O. E. Tolhurst....42376-H
ABEM2 G. A. Towill....38717-H
ABEM2 G. R. Trafford....38745-H
ABEM2 R. A. Walker....43389-H
ABEM2 K. R. White....26796-H
ABEM2 W. E. Wilson....42731-H

The destroyer escort St. Croix cuts through an unusually placid North Atlantic during a NATO exercise. The photographer, Ldg. Sea. James Oakes, has framed her with boats carried by a sister ship, HMCS Kootenay. Both warships are members of the Fifth Canadian Escort Squadron. (HS-71761)

ABEM2 E. M. Wilson....31621-H
ABEM2 F. V. Yurechko....45968-H

ABLM2 M. S. Barber....38129-H
ABLM2 R. J. Daley....36609-H
ABLM2 J. A. Guttin....42687-H
ABLM2 J. G. Ingram....46450-H
ABLM2 K. E. King....46173-H
ABLM2 K. G. Pennington....45931-H
ABLM2 G. O. Pepper....39807-H
ABLM2 R. J. Pratte....32382-H
ABLM1 B. E. Rogers....42768-H
ABLM2 G. W. Schmidt....31607-H

ABHM2 J. T. Chiasson....42995-H
ABHM2 K. T. Charlton....45875-H
ABHM2 E. M. Fairbanks....39181-H
ABHM2 C. J. Lavoie....37344-H
ABHM2 L. D. MacDonald....45933-H
ABHM2 R. J. Scrimshaw....36699-H
ABHM2 G. J. Tremblay....37260-H

ABAF1 S. D. Pyett....30190-H
ABAT2 G. Synnuck....34627-H

ABWA2 W. MacArthur....25107-H
ABWA1 J. C. Webb....30835-H

ABNA2 E. J. Aveling....34130-H
ABNA2 W. A. Bereza....36544-H
ABNA2 J. W. Dawson....46791-H
ABNA2 R. R. Iris....36208-H
ABNA2 E. G. Seal....31577-H

ABAM1 J. J. Bergeron....30430-H
ABAM2 J. A. Dark....27136-H

ABEA2 S. Swan....35559-H

Wrens

For Promotion to Leading Wren

WANP2 J. J. Campbell....W-39917
WANP2 J. A. Deslippe....W-37021
WANP2 G. E. Holmesdale....W-44129

WAWP2 W. R. Cotterall....W-49423
WAWP2 M. N. Kievill....W-49421

WACO2 M. M. Harder....W-44679

ABEA2 A. G. Thomas....46825-H
ABEA2 R. D. Townsend....39732-H

ABRA2 G. C. Fleming....28686-E
ABRA2 J. F. Gould....42308-H
ABRA2 A. W. Hilts....39058-H
ABRA2 J. K. Knudsen....47438-H
ABRA2 D. H. Morley....46478-H
ABRA3 E. S. Parfitt....51809-H
ABRA2 D. J. Williams....16025-H

ABAW1 J. A. Clemens....30384-H
ABAW1 J. U. Thompson....23716-H

ABPW1 J. A. Donald....38991-H

ABVS2 A. W. Booth....35745-H
ABVS1 P. R. Hebblethwaite....31005-H

ABCK2 J. G. Boudreault....28520-H
ABCK1 R. L. Martin....37482-H
ABCK1 P. K. Miuse....13833-H
ABCK2 R. J. Racette....29377-H
ABCK1 R. F. Turpin....30405-H
ABCK2 B. D. Walsh....25159-H

ABSW2 R. J. Bureau....18872-H
ABSW2 M. O. Julien....29196-H

ABMA2 G. J. Benard....37395-H
ABMA2 F. J. Butt....29738-H
ABMA2 D. R. Fones....37898-H
ABMA2 W. J. Kern....46761-H
ABMA2 D. W. McLean....46070-H
ABMA2 C. J. McNicol....19064-H

ABCD2 G. A. Frauzel....25052-H
ABCD2 K. J. Whitney....16430-H

ABPT2 M. A. Heddon....25892-H

Pacific Command

For Promotion to Petty Officer Second Class

LSBN3 R. A. Falk....17213-E

LSWS2 E. J. Hurrell....8330-E

LSFC3 F. F. O'Neil....33105-E

LSWU3 D. Campbell....22907-E

LSSN3 N. W. Atkin....24003-E
LSSN3 H. J. Klein....27469-E
LSSN3 C. G. McKinnon....34859-E

LSRP2 W. T. Evans....18376-E
LSRP2 R. J. Peterson....15062-E

LSRM2 S. V. Hicks....34553-E
LSRM2 D. Lesiuk....14924-E

LSEM2 E. A. Beaulieu....27812-E
LSEM2 T. W. Brown....28036-E
LSEM2 A. J. Couillard....18587-E
LSEM2 O. D. Holland....16372-E
LSEM2 T. R. Ingleson....28736-E
LSEM2 J. R. Ramsay....17396-E

LSET3 W. Desiatnyk....7904-E
LSET3 M. A. Dunn....23942-E
LSET3 M. L. Guenther....27486-E
LSET3 D. J. Shestopals....27491-E

LSLT3 A. L. Acheson....28608-E
LSLT3 D. Burek....9473-E

LSAW2 W. D. Leggett....9717-E

LSVS2 L. H. Lenner....27360-E

LSNS2 G. A. Robinson....7921-E

LSCK2 L. V. Carveth....17570-E
LSCK2 D. H. Wocks....7795-E

LSSW2 W. R. McGhee....35159-E
LSSW2 L. B. Olivier....13289-E

LSHA3 J. K. Giesbrecht....28832-E
LSMA3 C. W. Patterson....28672-E

For Promotion to Leading Seaman

ABWS2 J. A. Harrison....35309-E
ABWS2 V. J. Herasimenko....44822-E
ABWS2 M. Sophonow....35242-E

ABFC2 D. E. Lackey....28196-E
ABFC2 B. R. Selesky....28186-E

ABWU2 M. A. Carter....38436-E
ABWU2 C. E. Maguire....32882-E

ABSN2 G. L. Benjamin....28729-E
ABSN2 R. R. Grant....43844-E
ABSN2 D. R. Jarvis....49525-E
ABSN2 B. Jennings....43807-E
ABSN3 R. L. O'Sullivan....12785-E
ABSN2 G. L. Ross....49519-E

ABRP2 R. H. Anderson....32817-E
ABRP2 M. R. Rutherford....33460-E

ABSG2 W. C. Greig....39679-E

ABEM2 H. F. Andrew....33278-E
ABEM2 G. W. Guenther....39504-E
ABEM2 G. A. King....28243-E
ABEM2 H. R. Mayled....32851-E
ABEM2 B. N. Robertson....38322-E
ABEM2 J. H. Van Somer....43828-E

ABLM2 R. F. Bader....35248-E
ABLM2 R. D. Conroy....28661-E
ABLM2 D. C. Patterson....46548-E
ABLM2 A. L. Rimmer....44809-E
ABLM2 B. L. Sinkinson....35355-E
ABLM2 N. D. Tarrant....39723-E

ABHM2 D. V. Bowden....35154-E
ABHM2 R. W. Brideson....4406-E0
ABHM2 J. A. Mondor....7943-E

ABAW2 G. E. Hicks....23865-E

ABPW1 D. N. Warner....23871-E

ABVS2 A. F. Wells....18484-E

ABNS1 D. J. Stith....14948-E
ABNS2 B. W. Wilmot....16034-E

ABCK2 W. T. Egeland....18422-E
ABCK2 A. E. Penney....33207-E

ABSW1 B. J. Desjardins....36043-E
ABSW1 E. R. Fullaway....36818-E
ABSW2 E. F. Lemaitre....29790-E

ABMA2 F. N. Burger....45966-E
ABMA2 J. M. Scott....35273-E

ABCD2 I. E. Sherlock....31528-E

Supplementary Radio Stations

For Promotion to Petty Officer Second Class

LSRS3 C. E. Amor....27800-G
LSRS3 R. J. Browne....28839-G
LSRS3 W. C. Bulley....31427-G
LSRS3 A. L. Campbell....33303-G
LSRS3 J. H. Duffy....26080-G
LSRS3 H. J. Harrison....31405-G
LSRS3 R. J. Israel....30744-G
LSRS3 G. D. MacRae....28066-G
LSRS3 J. F. Mitchell....25085-G
LSRS3 R. G. Watkins....31840-G
LSRS3 D. R. Williams....28806-G
LSRS3 J. S. Yablonski....33304-G

For Promotion to Leading Seaman

ABRS2 M. C. Anderson....38559-G
ABRS2 L. H. Atwell....43986-G
ABRS2 J. R. Bertin....26283-G
ABRS2 F. K. Clow....30445-G
ABRS2 L. I. Hassard....38708-G
ABRS2 J. D. Kenyon....42418-G
ABRS2 V. W. Smith....42858-G
ABRS2 R. L. Wortman....44639-G

RETIREMENTS

PO SAMUEL ELDON DELAHAY, CD, P1CK3, joined RCNVR April 2, 1942 transferred to RCN April 29, 1944; served in *Brunswicker*, Montreal, *Cornwallis, Ungava, Stadacona, Givenchy, Fort Ramsay, Niobe, Warrior, Magnificent,* CANAS Dartmouth, *Portage, Naden, New Liskeard, Bonaventure, Gloucester*; retired May 14, 1963.

CPO GORDON FOSTER, C2BN3, joined September 10, 1937; served in *Stadacona, Saguenay, Restigouche, Venture, Shelburne,* (*St. Eloi*), Gate Vessel *Reo II, Fleur de Lis, Protector, Lethbridge, Peregrine, Levis II, Middlesex, New Liskeard, Scotian, Bytown, York,* RCNAS Dartmouth, *Brunswicker, Iroquois, Portage, Swansea, Shearwater, Cornwallis, Bytown, Gatineau*; awarded Long Service and Good Conduct Medal Dec. 27, 1951; retired May 10, 1963.

CPO ARTHUR JAMES HANNAFORD, C2BN4, served in RCN March 18, 1936 to April 4, 1946; re-entered RCN May 17, 1948; served in *Stadacona, St. Laurent, Saguenay, Restigouche, Niobe, Bittersweet, St. Clair, Cornwallis, Givenchy 3, Prince Robert, Peregrine, Scotian, Magnificent,* Albro Lake, *Athabaskan, Inch Arran*; awarded Long Service and Good Conduct Medal; retired May 16, 1963.

PO PAUL STANISLAUS LA RIVIERE, CD, P2CK3; served in RCN June 2, 1941 to June 1, 1948; re-entered RCN Feb 25, 1949; served in *Naden, Stadacona, Regina, Fort Ramsay, QO83, Goderich, Cornwallis, York, Bytown, Quesnel, Avalon, Peregrine, Lauzon, Kincardine, Scotian, Warrior, Unicorn, Shearwater, Magnificent* (18th SAG), *Quebec, Algonquin, James Bay, Ontario, Hochelaga, Cayuga, Quadra, Margaree*; retired May 7, 1963.

PO EDWARD GEORGE PEERLESS, CD, P1RP2; joined RCNVR May 25, 1942; transferred to RCN Aug. 10, 1945; served in *Naden, Prince Henry, Stadacona, Givenchy, Chignecto, Prince Robert, Peregrine, Meon, Niobe, Warrior, Magnificent, Ontario, Athabaskan, Queen, Cornwallis, Crusader, Sault Ste. Marie, Jonquiere, Discovery, Ottawa*; awarded CF Jan. 10, 1955 (due May 25, 1954); retired May 24, 1963.

PO DONALD JAMES RUDOPH, CD, P1FC3; joined RCNVR May 18, 1942 transferred to RCN July 11, 1944; served in Montreal Div., *Cornwallis, Stadacona, Captor II, Murray Stewart, Portage, Peregrine, Hochelaga, Donnacona, Niobe,* HMS *Excellent, Crusader, Givenchy, Naden, Uganda, Crescent, Rockcliffe, Cayuga, Ontario, Athabaskan, Saguenay, Quadra*; retired May 19, 1963.

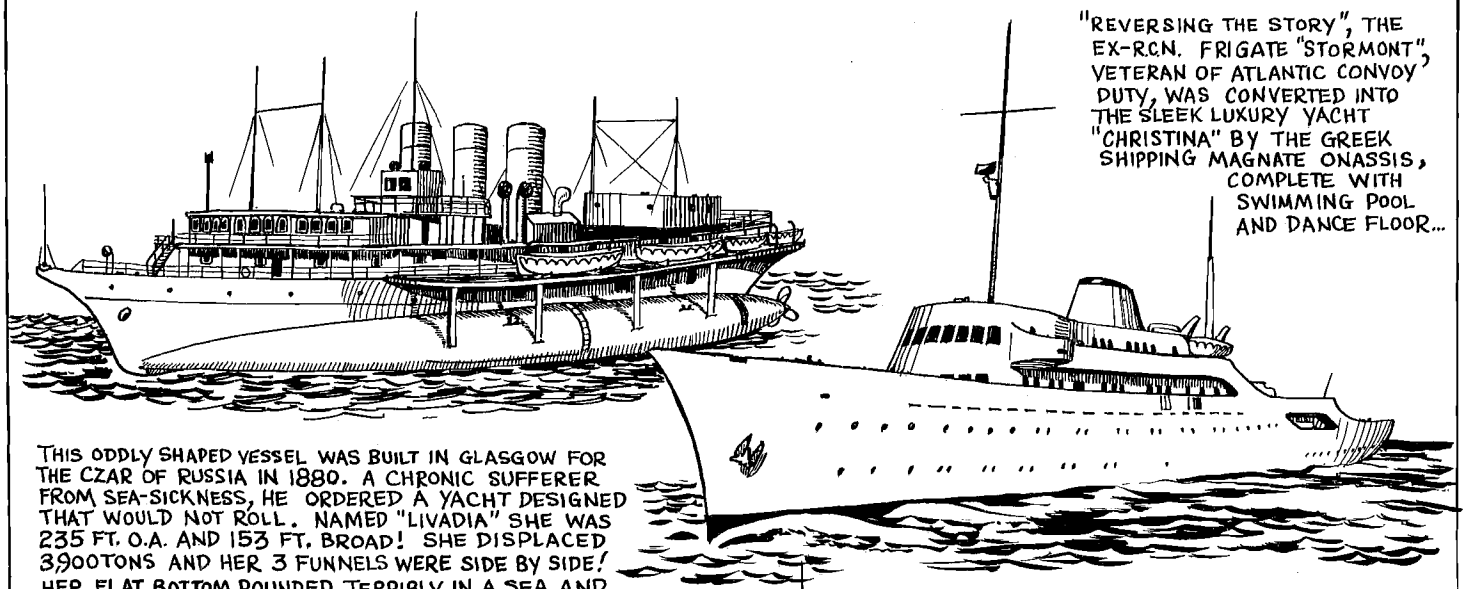
PO WALTER DENIS SCOVILLE, P1WS3; served in RCN March 1, 1937-Oct. 3, 1945; re-entered RCN June 28, 1949; served in *Stadacona, St. Laurent, Skeena, Assiniboine, Summerside, Scotian, Niobe, Ontario, Peregrine, Cornwallis, Naden, Magnificent, Portage, Swansea, Shearwater*; retired May 17, 1963.

Naval Lore Corner

Number 117

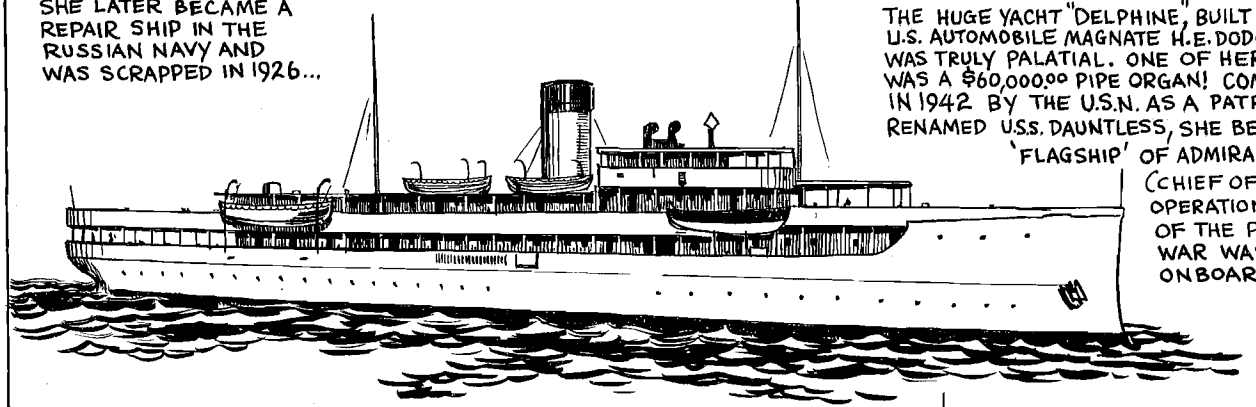
YACHTS AS WARSHIPS

IN BOTH WORLD WARS YACHTS HAVE PLAYED A BIG PART IN THE R.C.N. AS PATROL BOATS AND TRAINING VESSELS. IN OTHER NAVIES, TOO, YACHTS HAVE FIGURED IN WAR-LIKE ROLES, AND SOME HAVE SERVED IN ACTION...

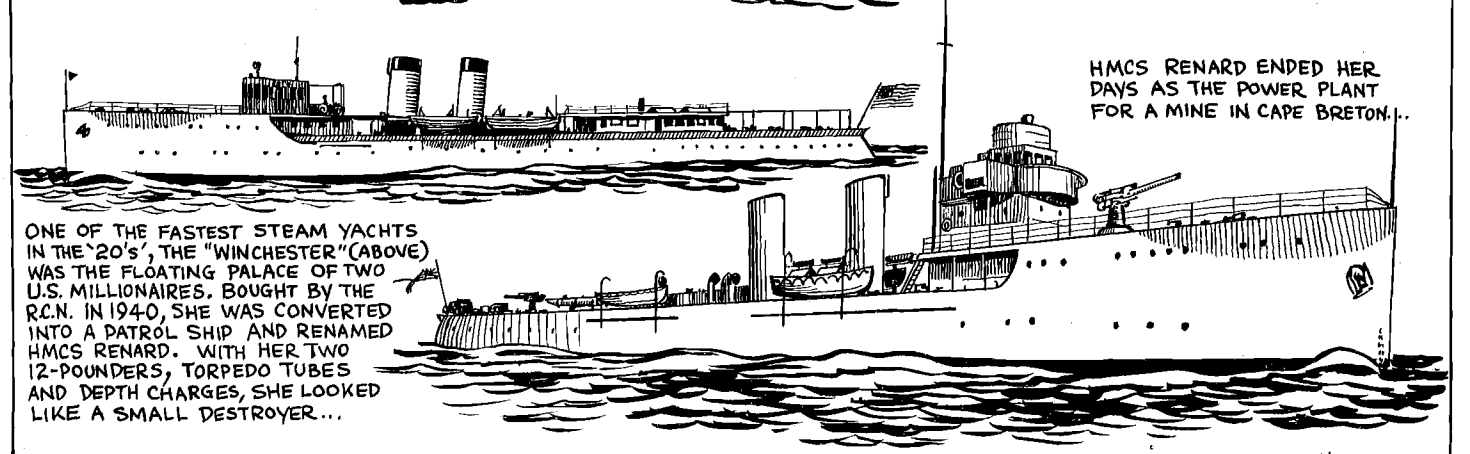


"REVERSING THE STORY", THE EX-R.C.N. FRIGATE "STORMONT", VETERAN OF ATLANTIC CONVOY DUTY, WAS CONVERTED INTO THE SLEEK LUXURY YACHT "CHRISTINA" BY THE GREEK SHIPPING MAGNATE ONASSIS, COMPLETE WITH SWIMMING POOL AND DANCE FLOOR...

THIS ODDLY SHAPED VESSEL WAS BUILT IN GLASGOW FOR THE CZAR OF RUSSIA IN 1880. A CHRONIC SUFFERER FROM SEA-SICKNESS, HE ORDERED A YACHT DESIGNED THAT WOULD NOT ROLL. NAMED "LIVADIA" SHE WAS 235 FT. O.A. AND 153 FT. BROAD! SHE DISPLACED 3,900 TONS AND HER 3 FUNNELS WERE SIDE BY SIDE! HER FLAT BOTTOM POUNDED TERRIBLY IN A SEA AND SHE WAS RELEGATED TO THE BLACK SEA. SHE LATER BECAME A REPAIR SHIP IN THE RUSSIAN NAVY AND WAS SCRAPPED IN 1926...



THE HUGE YACHT "DELPHINE", BUILT FOR THE U.S. AUTOMOBILE MAGNATE H.E. DODGE IN 1920 WAS TRULY PALATIAL. ONE OF HER FEATURES WAS A $60,000.00 PIPE ORGAN! COMMANDEERED IN 1942 BY THE U.S.N. AS A PATROL BOAT AND RENAMED U.S.S. DAUNTLESS, SHE BECAME THE 'FLAGSHIP' OF ADMIRAL E.J. KING (CHIEF OF NAVAL OPERATIONS) AND MUCH OF THE PACIFIC NAVAL WAR WAS PLANNED ONBOARD...



HMCS RENARD ENDED HER DAYS AS THE POWER PLANT FOR A MINE IN CAPE BRETON...

ONE OF THE FASTEST STEAM YACHTS IN THE '20's', THE "WINCHESTER" (ABOVE) WAS THE FLOATING PALACE OF TWO U.S. MILLIONAIRES. BOUGHT BY THE R.C.N. IN 1940, SHE WAS CONVERTED INTO A PATROL SHIP AND RENAMED HMCS RENARD. WITH HER TWO 12-POUNDERS, TORPEDO TUBES AND DEPTH CHARGES, SHE LOOKED LIKE A SMALL DESTROYER...

J.M. THORNTON

Roger Duhamel

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