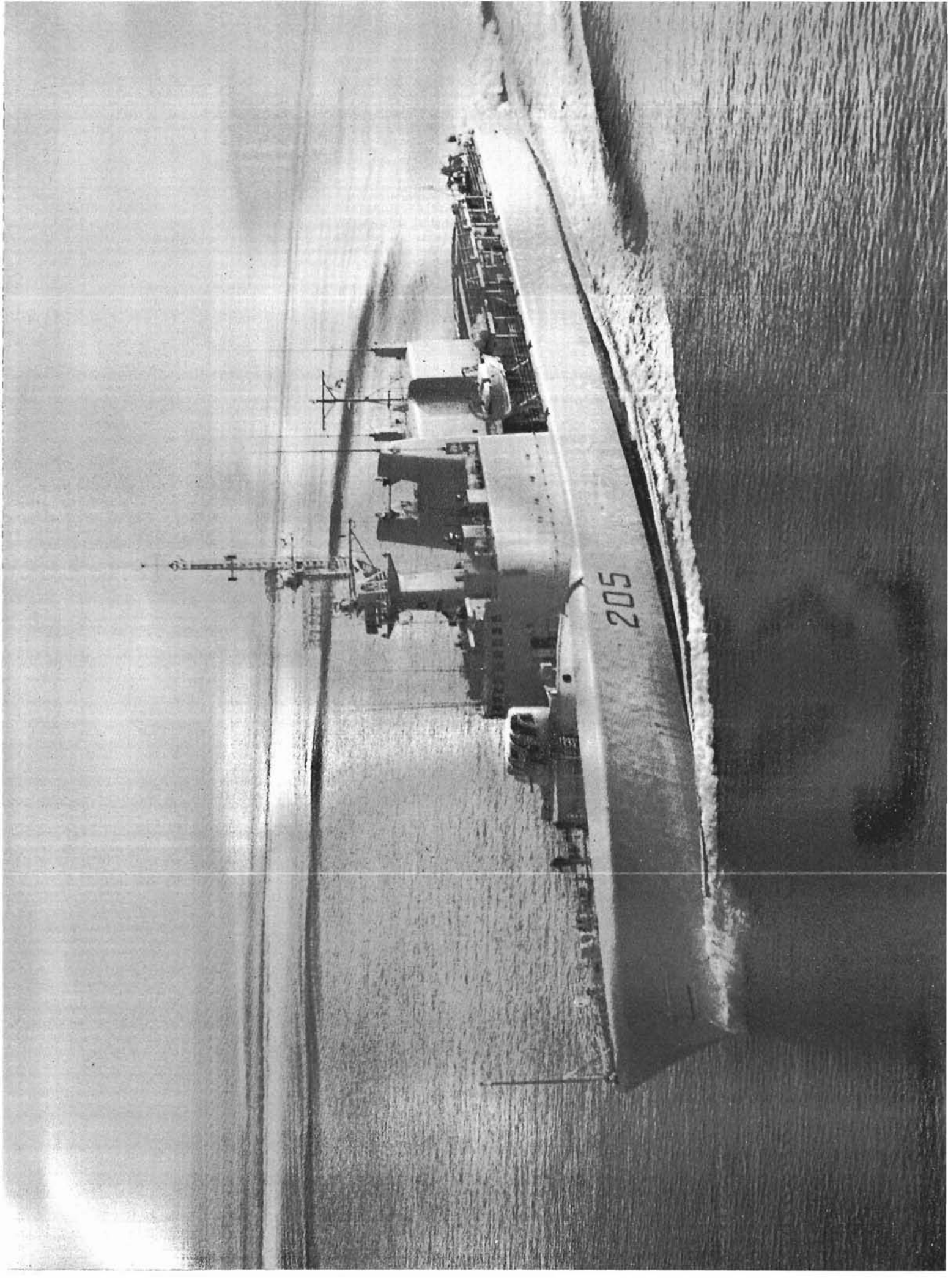


The CROWSNEST



Vol. 16, No. 1

January, 1964



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THE ROYAL CANADIAN NAVY'S MAGAZINE

JANUARY 1964

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LADY OF THE MONTH

HMCS *St. Laurent*, the first of her class, introduced a new sleekness of appearance to the navies of the world, when she was commissioned in 1955. Now she has lost some of that streamlining and gained new, powerful capabilities as an anti-submarine vessel with the addition of helicopter hangar and deck and variable depth sonar.

After preliminary trials in B.C. coastal waters, the *St. Laurent* launched her new career in early January by starting on a voyage around the world the long way to her new home port of Halifax, where she will arrive in mid-summer.

The photograph on the opposite page was taken during trials in British Columbia waters shortly after the *St. Laurent* re-commissioned. (S-74859)

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The Cover—HMCS *Assiniboine* shows a turn of speed during trials. The *St. Laurent* was the second ship to be given similar helicopter-carrying capacity and two others, the *Ottawa* and *Saguenay* will join the select circle during 1964. (E-73649)



RCN News Review

These men of HMCS Cape Scott, employed in various trades on board the mobile repair ship, have a part-time but important job as clearance divers (ships). Making plans for an underwater survey of the ship's bottom at Halifax are, left to right, Ldg. Sea. David Denomey, PO Mike McQuillen, and AB Alfred Dorion. Their "wet suits" absorb water which, warmed by the skin, forms an insulating layer to protect them from the bitter cold. (HS-73956)

Officer Plan Open To Serving Men

Men already serving in the RCN will be considered for promotion to general list officer status through terms of the Short Service Officer Plan for 1964 and subsequent entries, it was announced in January.

The Short Service Officer Plan is designed to provide officers with seven-year commissions for fleet service and naval aviation.

Officer cadets are enrolled on seven-year commissions and paid at the same rate as acting sub-lieutenants, \$235 a month. Twenty-two months after his training starts, the cadet is confirmed in the rank of sub-lieutenant and is paid \$331 a month basic.

The young officer has the opportunity to apply for a permanent commission two and one half years after SSOP training begins. Officers may be considered for promotion to the rank of lieutenant on the completion of five years in the rank of sub-lieutenant.

To be eligible for transfer to the plan, enlisted personnel must meet the same requirements as shore applicants. Junior matriculation education or the equivalent and single status are among these.

The procedure followed in recommending and selecting men for promo-

tion via the Short Service Officer Plan is the same as that promulgated for the former Venture Plan.

It will not be possible to transfer from the SSOP to the Regular Officer Training Plan or the College Training Plan.

The final board of review for the September 1964 intake will meet in Naval Headquarters in July.

First Oberon To Be Launched

The launching of the first of three Oberon class submarines being obtained in Britain for the Royal Canadian Navy was scheduled for Her Majesty's Dockyard, Chatham, Feb. 29.

The submarine's RCN name is *Ojibwa*, after the nation of Indians who occupy the Lake Superior region of Canada. It is intended to name the two other boats, also to be built at Chatham for the RCN, after Canadian Indian tribes whose names begin with "O".

Lady Miers, wife of Rear-Admiral Sir Anthony C. C. Miers, VC, (Ret) accepted an invitation to sponsor the *Ojibwa*. The submarine originally was laid down for the Royal Navy as the *Onyx* but has been made available to the RCN to ensure early delivery of submarines to Canadian service.

Admiral Miers was awarded the Victoria Cross in 1942 while a Lieutenant-

Commander in command of the submarine *Torbay*. Early in March of that year he stalked a convoy into the heavily defended enemy port of Corfu in the Mediterranean and eventually attacked two of its supply ships in broad daylight in conditions of glass calm.

Hon. Lionel Chevrier, newly appointed Canadian High Commissioner to Britain, was named to represent the Canadian Government at the launching.

Commendation For Rescue

The rescue of a 15-year-old boy from the waters of the St. Lawrence River last summer has brought a commendation certificate from the Chief of the Naval Staff, and a letter of congratulation from the Naval Secretary for a 20-year-old able seaman of HMCS *Fort Erie*.

Rear-Admiral J. V. Brock, Flag Officer Atlantic Coast, presented the certificate and the letter to AB Real Joseph Yvon Viens at a ceremony in the Admiral's office on January 16.

On August 26, while the *Fort Erie* was alongside at Murray Bay, Quebec, the boy accidentally rode his bicycle over the edge of the jetty. AB Viens, without hesitation or prompting, jumped from the forecandle of the frigate and rescued the boy, who could not swim.

Other men from the *Fort Erie* later recovered the bicycle from the river bottom.

AB Viens is the son of Mr. and Mrs. Leopold Viens of St. Cesaire, 30 miles west of Montreal. He joined the RCN in May 1961.

Restricted Duty Section Launched

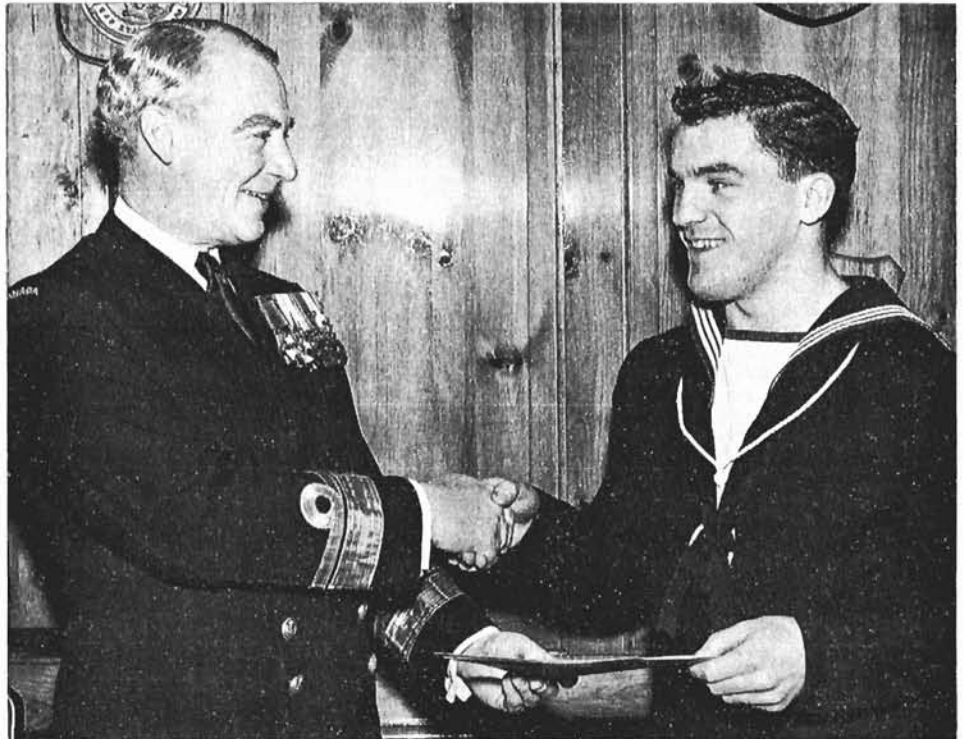
A restricted duty section of the general list of officers will come into effect at the end of March, in accordance with a recommendation of the Ad Hoc Committee on the RCN's Personnel Structure.

The restricted duty section of the general list will be made up of officers considered qualified for transfer by post-graduate training.

Officers are being individually notified of their eligibility for the section and this includes other general list officers without post-graduate standing but with exceptional capability in specialized fields.

The announcement said there are sufficient officers in the rank of lieutenant qualified for the restricted duty section and it is anticipated that candidates in this rank with other qualifications will be accepted.

Some vacancies for officers above this rank exist and a few officers with qualifications less than a master's degree will



The Flag Officer Atlantic Coast, Rear-Admiral J. V. Brock, presents a certificate of commendation from the Chief of the Naval Staff to AB Real Joseph Yvon Viens for the rescue of a 15-year-old boy from the St. Lawrence River last summer. (HS-73917)

be considered for transfer. The restricted duty section is expected to be maintained at about 125 officers. The size of the section is based upon the total number of billets to be filled and other

appointments in which restricted duty officers may be placed. The requirement will be reviewed and revised annually. Billets contain appointments from lieutenant to rear-admiral inclusive.

The announcement gave examples of restricted duty billets: Director of Marine and Electrical Engineering; Staff Officer Management Control (Naval Supply) in Naval Headquarters; in the weapons division of the Fleet School, Halifax; on the staffs of the Commodore Superintendent Atlantic; Commodore Superintendent Pacific; the Naval Engineering Development Investigation Team and the project section of VX 10, the experimental air squadron at *Shearwater*.

Some appointments can be filled by either restricted duty section or general duty officers. These include: Chief of Naval Technical Services; dockyard superintendents; Director General Fighting Equipment; Director of Operating Systems; Staff Officer Data Processing at Naval Headquarters; on the staffs of squadron commanders; on the staffs of the Naval Members, Canadian Joint Staffs in London or Washington and on the staffs of Principal Naval Overseers.

It is stated further that opportunity will exist for all lieutenants in the restricted duty section to be promoted to lieutenant-commander. Thereafter, the promotional opportunities will compare



Defence Minister Paul Hellyer addresses the ship's company of the *Bonaventure* during his January visit on board the aircraft carrier.

favorably with those of general duty officers. This will be ensured by reserving an appropriate number of promotion vacancies for restricted duty officers. Officers will retain the seniority they held on transfer.

Stadacona Band Busy at Christmas

Playing meant work for the 45 members of the band of HMCS *Stadacona* during the busy Christmas season when the bandmen gave of their own time and money for an extra Christmas engagement. They also contributed their talents to entertain underprivileged children from the Dartmouth area.

In co-operation with the Salvation Army, 39 youngsters were entertained by the bandmen at a Christmas party in St. Andrew's Church hall, Dartmouth. For this the bandmen donated a day off and among them collected more than \$100 to provide gifts. Party treats were donated by merchants.

And while the children's party was a favorite with the band, it was the band's annual carol tour that was a favourite with the fleet.

For this event, half of the bandmen sang carols while the remainder provided the accompaniment. The band strolled along the jetties to bring carols to the men on board the ships in harbour, toured *Stadacona* including main buildings, accommodation blocks and the Canadian Forces Hospital, and visited the main buildings in HMC Dockyard.

Earlier the band had brought Christmas carols to children in the Nova Scotia Home for Coloured Children; St. Joseph's Roman Catholic Orphanage, and the Children's Hospital.

Their Christmas schedule also included the playing of carols in the Naval Armament Depot and before the children in Shannon Park School and visits to Camp Hill Veterans' Hospital and the Halifax County Orphanage.

Grilse Undergoes First Long Refit

HMCS *Grilse* began her first major refit in October at Esquimalt, terminating 16 months of activity. The submarine will return to operation in April.

Her operational statistics are impressive. She made 579 dives while steaming 51,740 miles in 374 days at sea. The *Grilse* spent 34 per cent of her time at sea fully submerged and another 31 per cent "snorkelling".

Up to the time of the refit, a total of 15 officers and 106 men had served in the *Grilse*, two officers and 82 men formally qualifying as submariners in this time.

Six Ships Sail For Mediterranean

The aircraft carrier *Bonaventure* (Captain R. W. Timbrell) and five destroyer escorts of the Fifth Canadian Escort Squadron sailed from Halifax Jan. 13 on a training cruise that was to include visits to ports in Italy and the south of France.

The ships under the immediate command of Commodore R. P. Welland, Senior Canadian Officer Afloat (Atlantic), were to exercise en route to the Mediterranean where from Feb. 7 to 17 the *Bonaventure* and one destroyer escort will visit Toulon, France, and four destroyer escorts will visit Leghorn, Italy.

Taking part in addition to *Bonaventure* are HMC Ships *Chaudiere* (Cdr. R. H. Falls), *Kootenay*, (Cdr. D. P. Ryan), *Restigouche*, (Cdr. B. C. Thillaye), *Columbia*, (Cdr. A. E. Fox) and *Terra Nova*, (Cdr. J. B. Young). Captain D. L. MacKnight, Commander Fifth Canadian Escort Squadron is embarked in the *Restigouche*.

Restigouche Wins Lighting Award

For the third year in a row, HMCS *Restigouche* has sailed off with top honours for ships in the Halifax Junior Chamber of Commerce Christmas lighting contest.

The 1963 plaque was presented to Cdr. B. C. Thillaye, commanding officer of the *Restigouche*, by Norman Walters, president of the Halifax Jaycees.

The judging committee toured ships secured alongside at *Shearwater*, Dartmouth and in HMC Dockyard. HMC Ships *Lanark* and *La Hullose* were named as runners-up and received smaller plaques.

Sunken Freighter Former 'Sweeper

On Sunday, Dec. 8, the little St. Lawrence River freighter *Fort Albany* was in collision near Sorel, Quebec, with a Norwegian ship. A gaping hole torn in her side, the *Fort Albany* sank to the river bottom on even keel, her mast still

showing above water. Four of her crew went down with her.

The *Fort Albany*, although her appearance was radically changed from her Second World War days, was the former steam Bangor minesweeper HMCS *Drummondville*, which served in Canadian coastal waters from late 1941 to the end of the Second World War.

She was the lone escort of the first convoy to come under attack in the lower St. Lawrence in July 1942.

Items Dropped From Kit Issue

Two items of kit which have been issued to men of the RCN in Class 2 uniform since the Navy was formed in 1910 are to be discontinued.

The Naval Board has approved that the issue of jerseys and flannel vests be discontinued.

The year-round wearing of cotton vests will be the order of the day.

Originally, RCN seamen were issued with one jersey and three flannels. In recent years, the scale of issue has been two jerseys, two cotton vests, and two flannel vests.

The new scale of issue will be four cotton vests to men of the RCN, three cotton vests to men of the RCNR, and three cotton vests to sea cadets.

Greenwood Wins Fire Award

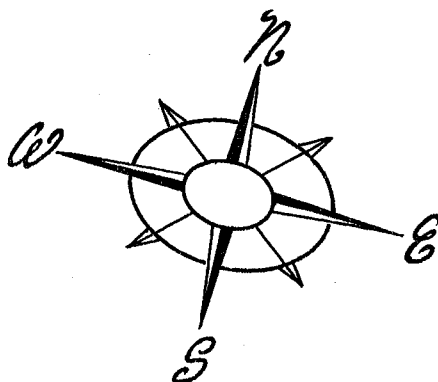
The National Fire Protection Association has announced the winners of the 1963 fire prevention contest, with the Department of National Defence Grand Award going to RCAF Station Greenwood, N.S.

In the RCN competition, winners in the large establishments section were: HMC Dockyard, Halifax, first; HMC Dockyard, Esquimalt, second, and HMCS *Shearwater*, third.

In the medium naval establishments competition, the first three places were taken by HMCS *Naden*, Belmont Park married quarters, near Royal Roads, and HMCS *Cornwallis*.

In the competition among small naval establishments, the winners were, in order, RCN Ammunition Depot, Renous, N.B.; RCN Magazine, Rocky Point, B.C., and the Naval Air Facility, Patricia Bay, B.C.

The contest is administered by the National Fire Protection Association, an international organization founded in Boston in 1896. Fire prevention is a year-long campaign and, in service establishments, it involves Fire Prevention Week, lectures and demonstrations to interested groups such as Boy Scouts, service clubs, teen clubs, and constant vigilance and inspection.



THE RCN IN 1963

FROM SUNNY HAWAII to fogbound Alaska, from the balmy Caribbean to the stormy Hebrides, ships of the Royal Canadian Navy logged well over a million miles in 1963.

Much of this mileage was accumulated in national and international exercises designed to test the readiness of ships and aircraft for operations and to refine fleet tactics, particularly in anti-submarine warfare.

RCN units participated in three major NATO exercises, half a dozen exercises with the U.S. Navy, an exercise with the Royal Navy off Londonderry and three full-scale national exercises. In addition, local exercises and training cruises were carried out on the Atlantic, Pacific and the Great Lakes.

Two of the NATO exercises were annual fixtures for the RCN, embracing anti-submarine warfare in the one case and mine warfare in the other. The third, Exercise Flat Rock, was held in the autumn when five Canadian warships and some 30 others from Britain, Denmark, France, The Netherlands and Norway operated north of Scotland, at times in hurricane force winds and 40-foot waves. In spite of conditions, the exercises went on and several submarines were "hunted" successfully.

In the Pacific, Exercise Golf Club, in February, involved six West Coast surface units and the submarine HMCS *Grilse* for two weeks of coastal defence operations with the USN. RCAF mari-

time patrol aircraft participated in the exercise, which involved a total of 150 ships.

In September, eight surface ships, the *Grilse* and RCAF aircraft took part in Exercise Saddlesoap, a major, week-



long anti-submarine exercise with the USN which tested joint defences in the Pacific off the North American seaboard.

There were four other exercises with the USN by Pacific Command units, including mine warfare operations in February off California and in November off northern British Columbia.

A new type of joint national exercise conducted by the Maritime Commander,

Atlantic, took place in December when ships of the RCN's Atlantic Command and units of the Canadian Army joined in Operation Boat Cloak in the Canso Straits region of Nova Scotia.

There were a number of notable new additions to the fleet in 1963.

Three destroyers of the Mackenzie class were commissioned: the *Saskatchewan* in February, the *Yukon* in May and the *Qu'Appelle* in September.

On September 28 HMCS *Provider*, the biggest ship ever built in Canada for the RCN, was commissioned. The 22,000-ton fleet replenishment ship will contribute significantly to the fighting efficiency of the fleet by providing fuel, ammunition and stores to warships at sea, thus extending their range and endurance on operational missions.

HMCS *Assiniboine*, first of the seven St. Laurent class destroyer escorts to be fitted with variable depth sonar and a helicopter flight deck and hangar, was recommissioned on the Pacific Coast in June. In October, the *St. Laurent* emerged with the same "new look"—a change in configuration that will improve appreciably the anti-submarine potential of these ships.

The RCN in 1963 received and began flying the anti-submarine helicopter that will operate from the destroyer escorts and from the *Bonaventure*.

Four of the machines, the all-weather CHSS-2 Sea King, were delivered and more are on order.

CHORE - RUNNERS OF THE FLEET

RCN HELICOPTERS on both coasts proved over and over again during 1963 their capacity for performing rescues and unusual chores.

A naval helicopter edged its way along a sheer mountain face 10 miles west of Victoria last April to pick up an injured 13-year-old who had hurt his head and back in a 30-foot fall. Volunteer rescuers had earlier carried the boy down the mountain to a narrow space between cliff and trees where he was transferred to the helicopter, which had to fly backward to get out of the confined area.

Also during April, a helicopter from HMCS *Shearwater* flew to Chatham,

N.B., to pick up a doctor and take him to Miscou Island to attend a sick baby. Doctor and little patient were later flown to hospital.

Another mercy flight carried out by an HU 21 squadron helicopter saw anti-hayfever serum dropped to a scoutmaster in the woods with members of his pack about 10 miles from Dartmouth.

The scoutmaster had been prepared for anything, except for his hayfever attack. While a special parachute was rigged in the safety equipment section of HU 21, the medicine was rushed to

Shearwater from a local pharmacy. A short time later, the serum had relieved a grateful scoutmaster.

A Sikorsky helicopter from *Shearwater* was recalled and another on the runway stood down after two boys and a dog on a raft managed to pole themselves ashore in St. Margaret's Bay last spring.

A seven-year-old boy reported lost in the woods near Sheet Harbour, N.S., on May 4 found his way out of the bush while the search by a naval helicopter was in progress. The helicopter put in an hour and 45 minutes of flying time before the search was called off.

Three destroyers of Second World War fame, the *Huron*, *Haida* and *Sioux*, and the frigate *Lauzon* were paid off.

An example of the type of duty for which ships of the Navy have always been particularly well suited was furnished by HMCS *Saskatchewan* in May, just three months after the ship was commissioned.

The *Saskatchewan* was at San Juan, Puerto Rico, en route from Esquimalt to Halifax, when she was ordered, on the afternoon of May 15, to proceed with all dispatch to waters off Port Au Prince, Haiti. The state of affairs in the island republic was such that it seemed prudent to have at hand some means of evacuating Canadian nationals and protecting Canadian government property, should the need arise.

Three hours after receiving her orders, the *Saskatchewan* got under way. At 3 p.m. the next day she was on station in international waters off the Haitian capital.

En route, the ship had busily prepared herself for the unexpected assignment. Three landing parties, action boat crews and a shore headquarters group were organized. Arrangements were made to accommodate and feed evacuees.

Off Haiti, the *Saskatchewan* found a U.S. Navy amphibious force and a British frigate engaged in similar duties. Close liaison and friendly relations were quickly established. In the days that followed, the *Saskatchewan* maintained constant patrol, waiting for whatever might develop.

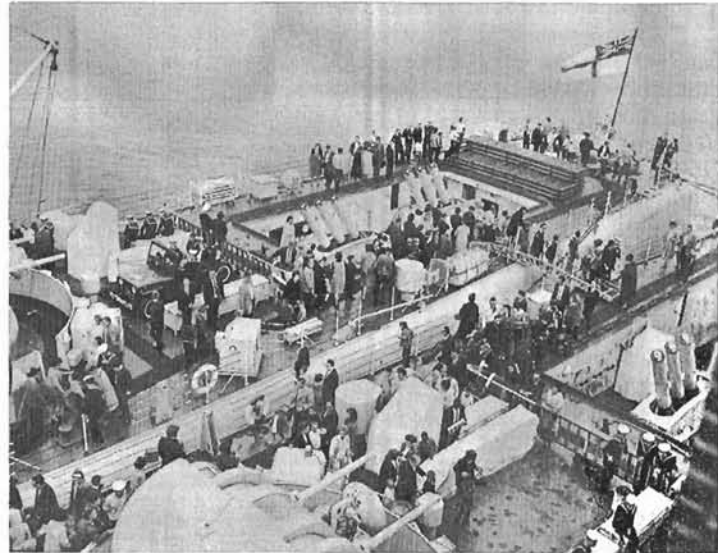
Gradually the unrest ashore subsided, and on the evening of May 24 the *Saskatchewan* was ordered to proceed to Kingston, Jamaica, for fuel. On May 27 she was formally released from stand-by duty and the next day set sail from Kingston for Halifax.

To what was then the youngest member of the RCN's family of warships went this message from Naval Headquarters:

"Reference your recent operations, you have displayed early in your commission the ability of the RCN to fulfil an important role in readiness to protect Canadian interests. Well done".

Another RCN ship was also put on an alert basis at the time of the trouble in Haiti. HMCS *Bonaventure*, which was at Charleston, South Carolina, was

TRADE EMISSARIES OF CANADA



More than 100 Canadian manufacturers set out their wares at the Canadian Trade Fair in Philadelphia in mid-November. An estimated 120,000 people visited the fair in the showrooms of the Sheraton Hotel.

Ably assisting in advertising Canada were ships of the Fifth Canadian Escort Squadron, commanded by Captain D. L. MacKnight, which visited Philadelphia during Canada Week.

The *Columbia* and *Kootenay* were open to visitors during the long weekend preceding the fair and about 15,000 residents of the city and surrounding area were welcomed on board.

On Veterans' Day, November 11, Rear-Admiral Desmond Piers, Chairman Canadian Joint Staff, Washington, laid a wreath at the Tomb of the Unknown Soldier in Washington Square. A 100-man guard from the five ships marched through the centre of the city following the ceremony.

THE MINISTER VIEWS THE NAVY

A VISIT to the *Bonaventure* and *Restigouche* at sea, inspections of *Cornwallis*, *Stadacona*, *Shelburne* and *Shearwater* and a visit to RCAF Station Greenwood high-lighted a familiarization tour of armed forces establishments on the East Coast by the Minister of National Defence from January 19 to 24.

Hon. Paul D. Hellyer was paying his first visit to the Atlantic Command since assuming his portfolio in 1963. He was accompanied by Deputy Minister E. B. Armstrong, Vice-Admiral H. S. Rayner, Chief of the Naval Staff, and Lt.-Col. B. J. Weeks, military secretary to the minister.

First on Mr. Hellyer's busy agenda was a two-day visit to the *Bonaventure* and her accompanying destroyer escorts, which were exercising at sea off Bermuda before proceeding on exercises in the eastern Atlantic and visits to ports in Italy and France. Tracker aircraft of VS-880 flew Mr. Hellyer and his party on board the carrier.

The minister talked with many officers and men of the ship as he inspected weapons, aircraft, workshops, hangars, engine rooms and living spaces, and was briefed by the Senior Canadian Officer Afloat, Atlantic, Commodore R. P. Welland, on exercises involving the carrier, the destroyer escorts, and two Royal Navy submarines. A jackstay transfer to the *Restigouche* enabled Mr. Hellyer to get a first-hand look at the operations of a destroyer escort, and to see her mortars and 3-inch-50 guns in action.

The visitors returned to Halifax by RCAF *Argus* after a flight to Bermuda from the *Bonaventure*.

In Halifax, Mr. Hellyer attended a briefing at the headquarters of the Canadian Maritime Commander, Atlantic, Rear-Admiral J. V. Brock, and toured the joint RCN-RCAF Maritime Warfare School in *Stadacona*. His Halifax visit also included the naval air station at *Shearwater*, units of the Fleet School, the Dockyard, and an informal inspection of HMCS *Assiniboine*, first of the converted St. Laurent class destroyer escorts.

A helicopter then flew the minister's party to the oceanographic research station at *Shelburne*, and to *Cornwallis* for an inspection of new-entry training facilities.



No ski-lift could offer a more thrilling ride than a January jackstay transfer at sea. Defence Minister Paul Hellyer chose the jackstay type of transportation to travel from the *Bonaventure* to the destroyer escort *Assiniboine*. (HS-74028)

The minister and his party concluded their east coast tour with a visit to RCAF Station Greenwood, home of the RCAF's Maritime Command.

On his return to Ottawa, Mr. Hellyer sent the following message to the Flag Officer, Atlantic Coast:

"I have had a most worthwhile and thoroughly enjoyable visit to your command. The program you arranged was excellent and was carried out with impressive smoothness. I would mention

particularly the enjoyable and instructive visit to the ships at sea, the interesting flying demonstration at *Shearwater*, the briefing on the VDS and the helicopter arrangements in the *Assiniboine*, the tours of the fleet school, JMWS, the Dockyard and *Shelburne*, and the enjoyable visit to *Cornwallis*.

"My party and I thank you for your hospitality and all that has been done for us. I am grateful. Good luck and good sailing."

OFFICERS AND MEN

Ex-Naval Surgeon Heads Physicians

Dr. Walter C. MacKenzie, of the Department of Surgery and Radiology, University of Alberta, Edmonton, has been named successor to Dr. Malcolm Brown as president of the Royal College of Physicians and Surgeons of Canada, it was announced in January.

Dr. MacKenzie, a graduate in medicine from Dalhousie University, Halifax, was practising as a surgeon and instructing in clinical surgery at the University of Alberta when he joined the RCNVR in October 1939 as a surgeon lieutenant.

Called to active service late in 1940, he served during the Second World War in *Naden*, *Avalon*, wartime establishment in St. John's Nfld., HMCS *Iroquois* and Nova Scotia naval establishments. He was demobilized in December 1945 and joined the retired list at HMCS *Nonsuch*, the Edmonton naval division.

Course Choices Broadened

The list of acceptable university course patterns for naval Regular Officer Training Plan officer cadets (ROTP) has been widely expanded with the present college year.

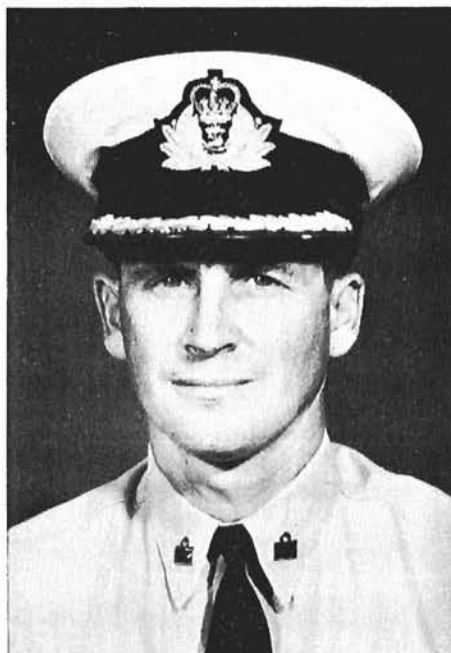
The change affects applicants for subsidized education to the degree level in universities or the Canadian Services Colleges.

Previously naval ROTP officer cadets in universities and the Canservcols were restricted to courses in electrical engineering, mechanical engineering, engineering physics, arts, with majors in mathematics and physics, science, with majors in mathematics and physics, or honours courses in arts or science with majors in mathematics and physics.

Under the current regulations, naval ROTP officer cadets selected to attend Royal Military College, Royal Roads or le Collège Militaire Royal de Saint-Jean may select any of the course programs outlined in the calendars of the Canservcols.

Naval ROTP officer cadets selected to attend university may choose a course pattern leading to one of the following degrees as described in individual university calendars:

Honours science (mathematics or mathematics and physics);



Cdr. H. T. Cocks is the first Canadian naval officer to be promoted while on exchange duty in the 14-year history of the U.S. Navy-RCN supply officers' exchange program. Cdr. Cocks was promoted to his present rank while serving as stock control officer at the Naval Supply Centre, Pearl Harbour, Hawaii. (USN Photo)

Honours arts in economics, political science or international studies;

General or pass science with a major in mathematics or physics;

B. Eng. BSc, or BA Sc in one of the applied sciences;

Aeronautical engineering;

Chemical engineering;

Civil engineering;

Electrical engineering;

Geological engineering;

Industrial engineering;

Mechanical engineering;

Metallurgical engineering;

Mining engineering;

Petroleum engineering;

Education;

Physical and health education;

Honours arts (mathematics or mathematics and physics);

Pass arts with a major in mathematics and physics;

Baccalaureate degree in commerce and baccalaureate degree in business administration.

Naval ROTP officer cadets attending a university who select any course pattern leading to a degree in any of these are required to include in their course pat-

tern a minimum of one university course in mathematics and one course in physics beyond the senior matriculation level.

Naval personnel with sons interested in seeking a naval ROTP officer cadetship should discuss the matter with their naval recruiting officer for further information.

Promotions for Reserve Officers

The following officers of the Royal Canadian Naval Reserve have been promoted to their present ranks, with seniority effective from January 1, 1964:

Captain J. W. Dangerfield, Commanding Officer, HMCS *Chippawa*, Winnipeg;

Captain Peter Thomas, Commanding Officer, HMCS *Malahat*, Victoria;

Surgeon Captain J. A. Beggs, HMCS *Carleton*, Ottawa;

Surgeon Captain N. B. Reilly, HMCS *Malahat*, Victoria;

Captain W. J. Herbert, Staff Officer (Information), HMCS *Discovery*, Vancouver;

Cdr. D. A. Binmore, Commanding Officer, HMCS *Griffon*, Port Arthur, Ont.;

Cdr. D. P. Brownlow, Executive Officer, HMCS *Scotian*, Halifax;

Cdr. P. McC. Cornell, Commanding Officer UNTD, HMCS *Carleton*, Ottawa;

Cdr. Albert Holland, Executive Officer, HMCS *Discovery*, Vancouver;

Cdr. H. W. Littleford, Commanding Officer, HMCS *Prevost*, London, Ont.;

Cdr. R. L. Shaver, Commanding Officer, HMCS *Star* (Kitchener Tender), Kitchener, Ont.;

Surgeon Cdr. D. R. Ingraham, HMCS *Brunswick*, Saint John, N.B.

Petty Officer Wins Lott Fund Award

An award of £10 from the Herbert Lott Naval Trust Fund has been made to PO L. R. Ferguson, of HMCS *Naden*, for attaining highest marks in the BN4 (conversion) course at *Naden*.

PO Ferguson achieved an overall average of 82.6 per cent on the course. His prize money amounts to \$30.20.

The Herbert Lott Naval Trust Fund was instituted in 1930 from the benefactions of the late Herbert Lott, a

member of the London Stock Exchange who was deeply interested in the Royal Navy and the part it played in the defence of the Commonwealth. He was convinced that the guns of the Royal Navy were of prime importance in maintaining world peace.

In 1928, he gave the first donation of £20,000 for the creation of the fund and shortly after another donation of £5,000. When he died in 1948, he left the whole of the residue of his estate of more than £100,000 to the trust fund which bears his name.

From the fund prizes are awarded for skill in gunnery and fighting practices generally.

Blood Donors Exceed Quota

Response of civilian and naval personnel at HMCS *Shearwater* to the appeal for blood at a three-day clinic held at the naval air base in January was commended by Robert Whyte, Director of Red Cross Blood Donor clinics.

Mr. Whyte said 648 persons gave donations.

He said the suggested quota for the three-day clinic was 600 donations.

Two clinics are held annually at *Shearwater*. The next one is slated for June.

Captain's Rank For Medical Officer

Surgeon Captain John H. Fleming, Principal Medical Officer, *Naden*, has been promoted to his present rank.

Captain Fleming was born at Toronto, in 1915, and entered the RCN as a surgeon lieutenant in 1942. During the war he served as medical officer in naval hospitals ashore and at sea in the frigate *Beacon Hill*.

From August 1958 to June 1963 Captain Fleming was Principal Medical Officer at *Cornwallis*.

Credit Union's Growth Rapid

A credit union chartered in May 1962 to serve members of the armed forces stationed in Ottawa is reported by its board of directors to be growing at a record rate.

Defence HQ (Ottawa) Credit Union reports 1,650 members and more than \$850,000 in assets at the end of December. The board expects assets will top \$1,000,000 within the next few months. Loans outstanding totalled \$780,000, and over 50 per cent of these loans were made to consolidate other debts.

The board of directors said that service people are considered poor credit risks and charged high interest rates by many lenders because they are frequently transferred. Credit unions provide them with a good source of low-cost credit, and encourage them to save, according to a spokesman for the Credit Union National Association.

Canada has 4,650 credit unions with 3,000,000 members. Some 25 of these are owned and operated by members of the armed forces.

Officer Named Squadron MO

Surgeon Lt. Jean-Charles Bruyere, son of Mr. and Mrs. Charles Bruyere, Ottawa, has been appointed to the Pacific Commands Fourth Canadian Escort Squadron, as squadron medical officer.

Lt. Bruyere entered the naval reserve as a UNTD cadet in 1952, and in 1959, transferred to the RCN as a surgeon cadet under the University Medical Subsidization Plan.

On completion of his internship in the Ottawa General Hospital, Lt. Bruyere joined the medical staff of RCAF Station Holberg, on an isolated plateau on the north west tip of Vancouver Island, where he served for a year. Since July, he had served in *Naden*.

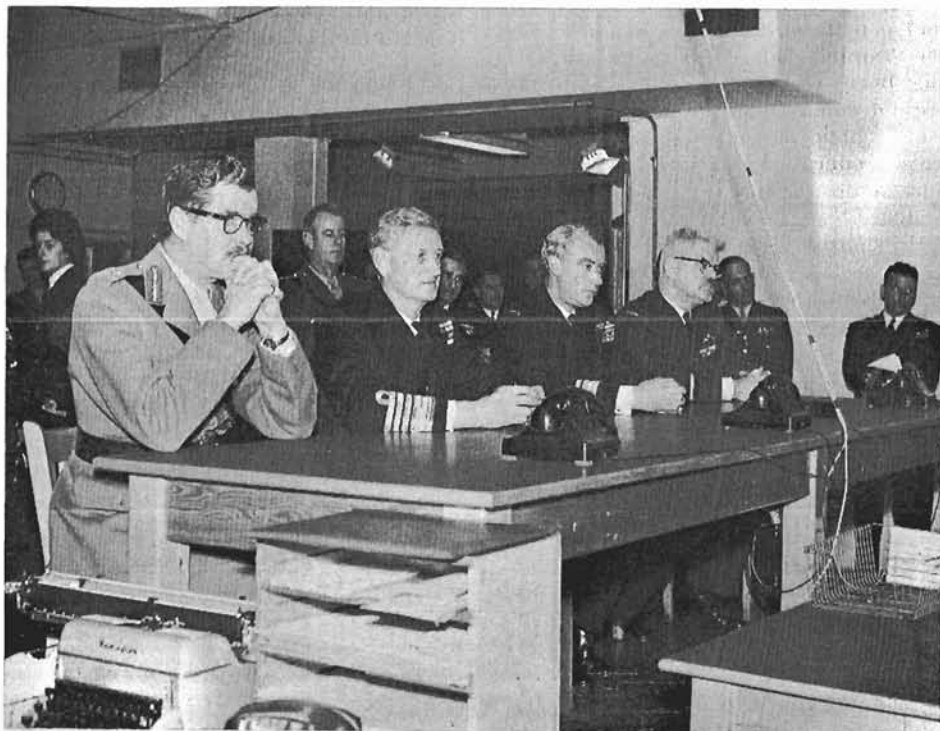
Red Cross Honours P and RT Staff

The Physical and Recreational Training staff at HMCS *Stadacona* was honoured at the year's end by the International Red Cross Society with a citation reading: "In deep appreciation for years of collaboration in mutual humanitarian tasks for the alleviation of human suffering the greater understanding of men of all nations."

The citation, which was signed by Frank Hall, National president of the Canadian Red Cross Society, and Maxwell Bruce, the chairman of the national executive, was presented by G. R. Matheson, president of the Nova Scotia Division of the Canadian Red Cross.

Captain D. G. Padmore, commanding officer of *Stadacona*, accepted the Citation on behalf of the P and RT staff and in turn presented it to Lt.-Cdr. B. M. Kidd, P and RT Officer.

The citation was in recognition of the many years of assistance the *Stadacona* P and RT staff has given to the Red Cross in their water safety program and for its assistance in promoting water safety among the citizens of Nova Scotia. It was presented on the occasion of the centenary of the International Red Cross Society.



Admiral Sir David Luce, First Sea Lord, visited the Atlantic Command last November and conferred with Rear-Admiral Jeffrey V. Brock, Maritime Commander Atlantic. Attending a briefing at Maritime Command Headquarters are, left to right, Major-General R. W. Moncel, GOC Eastern Command, Admiral Luce, Admiral Brock and Air Commodore F. S. Carpenter, Deputy Maritime Commander Atlantic. (HS-73587)

SUMMER ON THE LAKES

"The wear and tear on upper deck paintwork has been quite considerable."

THIS COMMENT was the obvious one to make at the end of a four-month period during which more than 114,000 visitors walked the decks of three RCN destroyer escorts.

They were the *Sioux*, *Nootka* and *Haida*, units of the Third Escort Squadron which could probably claim the title of the "most visited" ships in the fleet during 1963.

They were hosts to the visitors as part of their assignment in the Great Lakes where they operated under control of the Commanding Officer Naval Divisions. Their specific task was to facilitate the sea-training phase of the RCN Reserve summer training program.

Cdr. C. Anthony Law, the squadron commander, and also commanding officer of the *Sioux*, noted a "keen interest" in the ships everywhere they visited in the inland waterways.

Notable was the *Sioux's* visit to Chicago where during a five-hour period more than 20,000 persons were estimated to have crowded on board. Also, outstanding was the *Nootka's* visit to Toronto during the Canadian National Exhibition where some 1,000 toured the ship although she was not officially open to the public.

From the time the ships left Halifax until they returned, they steamed more than 16,000 miles and provided training for more than 350 officers and men of the RCNR.

While the planning actually started months earlier, the Great Lakes program for the squadron got underway in April. Early that month, the *Haida* returned to Halifax, freshly painted, from St. George, Bermuda. On April 25, after taking on board 60,000 pounds of supplies, Cdr. W. H. I. Atkinson sailed his ship for the St. Lawrence River on the first leg of the journey.

En route, brief cruises for high school students, sea cadets and others were provided by the ship between Quebec City and Montreal. On May 12, during one such cruise, the *Haida* took on board a 10-ton mobile television studio of the CBC.

This studio, which measured 24 feet in length, eight feet wide and 10 feet high, was secured on the port side of the torpedo tubes. Its purpose was to aid the production of a 30-minute program which featured the ship.

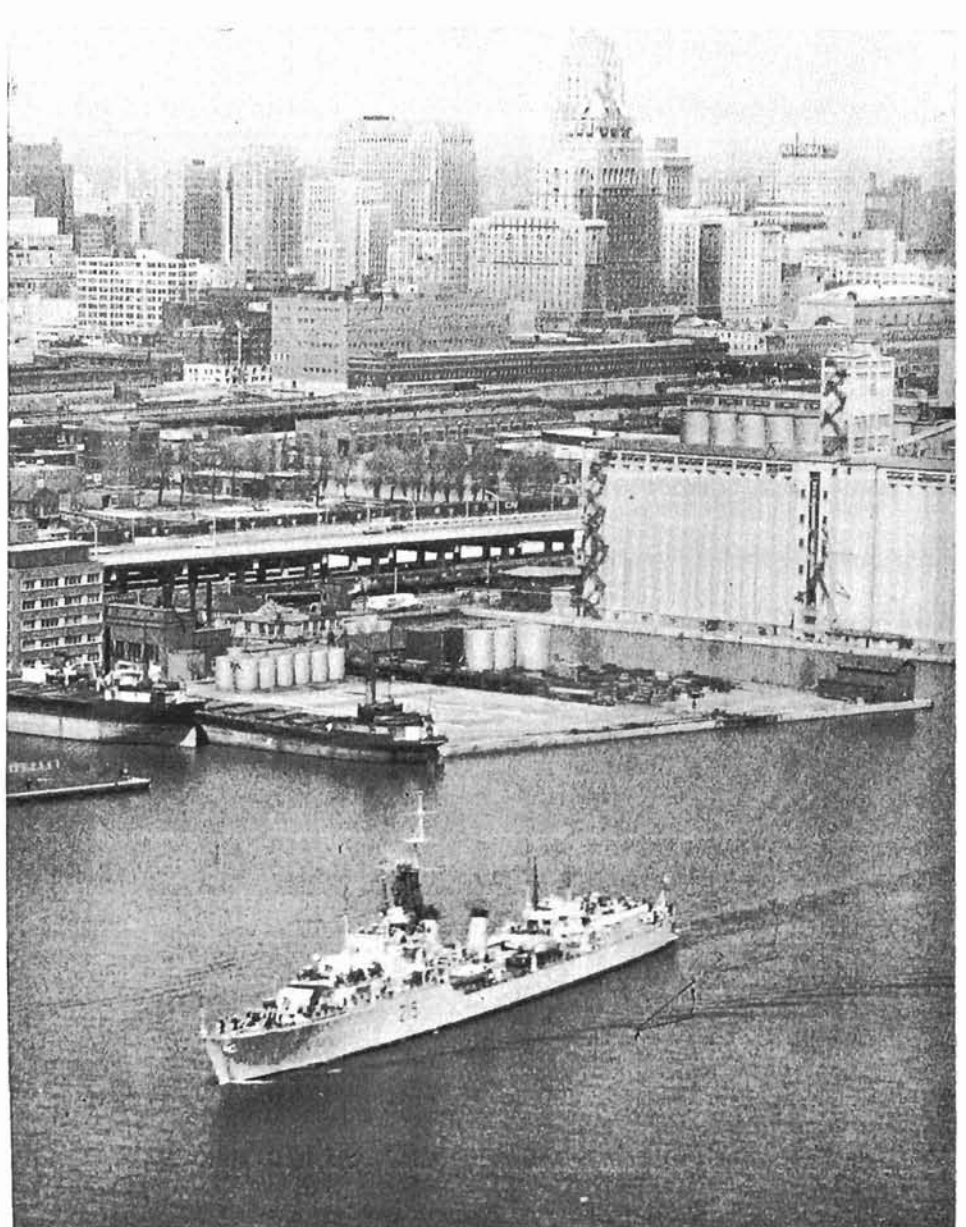
From May 17 to 20 the *Haida* took part in the ninth annual Naval Veterans' Reunion at Sarnia. A 24-man guard and a marching contingent from the ship were included in the official ceremonies, and later 120 men took part in a church parade and remembrance services.

During May the *Haida* visited Cleveland, Ohio, and Toronto and Hamilton. The training schedule continued into June with the ship visiting Kingston,

Picton, Port Hope, Toronto, Hamilton, Port Weller and Port Dalhousie.

In the meantime, the *Sioux* and *Nootka* completed a six-week leave and maintenance period in Halifax, and on June 10 sailed to join the *Haida*.

During the first stop three days later at Quebec City, Cdr. Law, Cdr. D. S. Bethune, commanding officer of the *Nootka*, attended a luncheon given by Monsignor Louis Albert Vachon, rector of the University of Laval.



Toronto's harbour skyline formed a backdrop for the destroyer *Haida* as she sailed on a summer training cruise for Canadian naval reservists on the Great Lakes. The famous veteran of the Second World War was paid off at the end of the training season. (COND-8429)



Several of the RCN's smaller ships did their share in the reserve training program on the Great Lakes last summer. This one is HMCS Porte St. Jean. The Scatari and Porte St. Louis were also on the job. (Photo by Patrick E. Griffiths, Hamilton)

Later in the day, both ships embarked guests from the University Counselling and Placement Association and others for a brief cruise. Among the guests on board the *Sioux* were his Excellency the Ambassador of Belgium, and the Belgian Consul-General.

On June 17 the departure of the two ships from Quebec City was delayed briefly for the arrival of the French aircraft carrier *Foch*.

Cdr. Law paid an official call on Rear-Admiral Fernand Bailleux, président de la Commission permanente des Essais of the French Navy, who was embarked in the carrier.

As the *Sioux* left Quebec City this message was sent to the *Foch*:

"Je vous souhaite la bienvenue au Canada. C'est toujours un plaisir d'accueillir les vaisseaux de guerre français. J'espère que votre visite à Québec sera très agréable pour vous et tous vos officiers et hommes."

Eleven hours later the two ships arrived in Montreal, and the following morning started through the St. Lawrence Seaway.

On June 20 the *Sioux* also starred in a television program. A television camera crew from station CHCH, Hamilton, boarded the ship to film and interview crew members for a program which was broadcast later.

During July, with the reserve training program in full swing, the ships worked independently and in widely separated

areas. The exception was on July 15 when the *Sioux* and *Nootka* met at the south end of Lake Huron and carried out combined exercises for 10 hours.

During the month, nine Canadian and two American ports were visited, including Windsor, Port Dalhousie, Cobourg, Kingston, Picton, Port Hope, Toronto, Hamilton, Midland, Chicago and Erie, Pa.

The *Sioux's* visit to Chicago proved to be a highlight of the squadron's summer activities. She arrived at the entrance to Chicago's "downtown" harbour to be greeted by units of the U.S. Coast Guard, five police boats and five fireboats.

With this impressive escort the *Sioux* proceeded to her berth at the foot of Michigan Avenue bridge, in celebrity style, to the accompaniment of whistles, fireworks and magnificent columns of red and green coloured water shot high into the air by the fireboats. On the jetty, a U.S. Navy band greeted the ship as she berthed.

Witnessing the gala arrival were hundreds of the city's residents who lined the jetty and bridge and watched from the windows of the towering office buildings surrounding the area.

On Sunday afternoon, July 14, with the *Sioux* still the centre of interest, an estimated 500 persons crowded across the brow onto the ship within 15 minutes of her being opened to the public. The pace continued during the day, and

in five hours an estimated 20,000 persons had been on board.

Cdr. Law later termed the Chicago visit as "overwhelming".

Meanwhile, the *Nootka's* program had taken her to Windsor where she landed a contingent of 30 men to participate in the Freedom Festival.

Windsor proved popular with the ship's company. This was reflected in the success of the blood-donor clinic which was held and resulted in the ship's quota being exceeded by 85 per cent.

Six Nigerian officer cadets who are taking training with the RCN were on board the *Nootka* at this time. It was arranged for them to visit three Royal Navy frigates which were cruising the Lakes and which also had Nigerian cadets on board.

The *Nootka* left Windsor on July 15 and, exercising en route, proceeded south through the St. Clair and Detroit Rivers. Four days later she secured alongside at Erie, Pa.

Here, Rear-Admiral D. W. Piers, Chairman, Canadian Joint Staff, Washington, visited the ship. Admiral Piers was in Erie as guest of honour during sesquicentennial celebrations.

The program for the *Haida* took her to Kingston where she arrived to anchor on July 5. During that week-end more than 3,500 visitors toured the ship after taking advantage of the yardcraft service provided by HMCS *Cataraqui*.

While in Kingston, Vice-Admiral H. G. DeWolf, former Chief of the Naval Staff and commanding officer of the *Haida* in 1943-44, came on board as guest of honour during the reception.

Later in the month, 30 members of the *Haida's* company, dressed as pirates, delighted 35 orphaned children from the Hamilton area who were invited on board the ship for a party.

During the latter part of July, six members of the "Preserve *Haida* Organization" were on board for a brief cruise. This is a group of some 50 businessmen who wish to take the ship to Toronto and have her permanently based at the city's waterfront as an historical monument.

For the *Haida*, the Great Lakes training program ended on August 9, when she returned her last reserve training class to HMCS *Patriot* and topped up with fuel and stores.

As the *Haida* began her return trip to Halifax official word was received that she was to be paid off into operational reserve on October 11.

At Toronto, the ship—for a second time—loaded a mobile television studio

on board. Interviews, high-speed runs and squid and gun firings were recorded.

Cdr. Atkinson noted that these firings, recorded on film and video tape, were the last to be made by this famous warship. The *Haida* reached Halifax on August 16 and immediately prepared to pay off.

The *Sioux* and *Nootka*, meanwhile continued their cruise program. For the *Sioux*, this phase of the program took her to the Lakehead district. On August 6, at Jackfish Bay, about 100 miles east of Port Arthur, the ship anchored and ceremonial divisions were held on board. Immediately after divisions, the crew proceeded to a beach for an all-day swim and sports program and barbecue.

Unfortunately, this outing ended abruptly when a chief petty officer slipped on a rock and received serious head and neck injuries. As a result the ship rushed him to Port Arthur for medical attention.



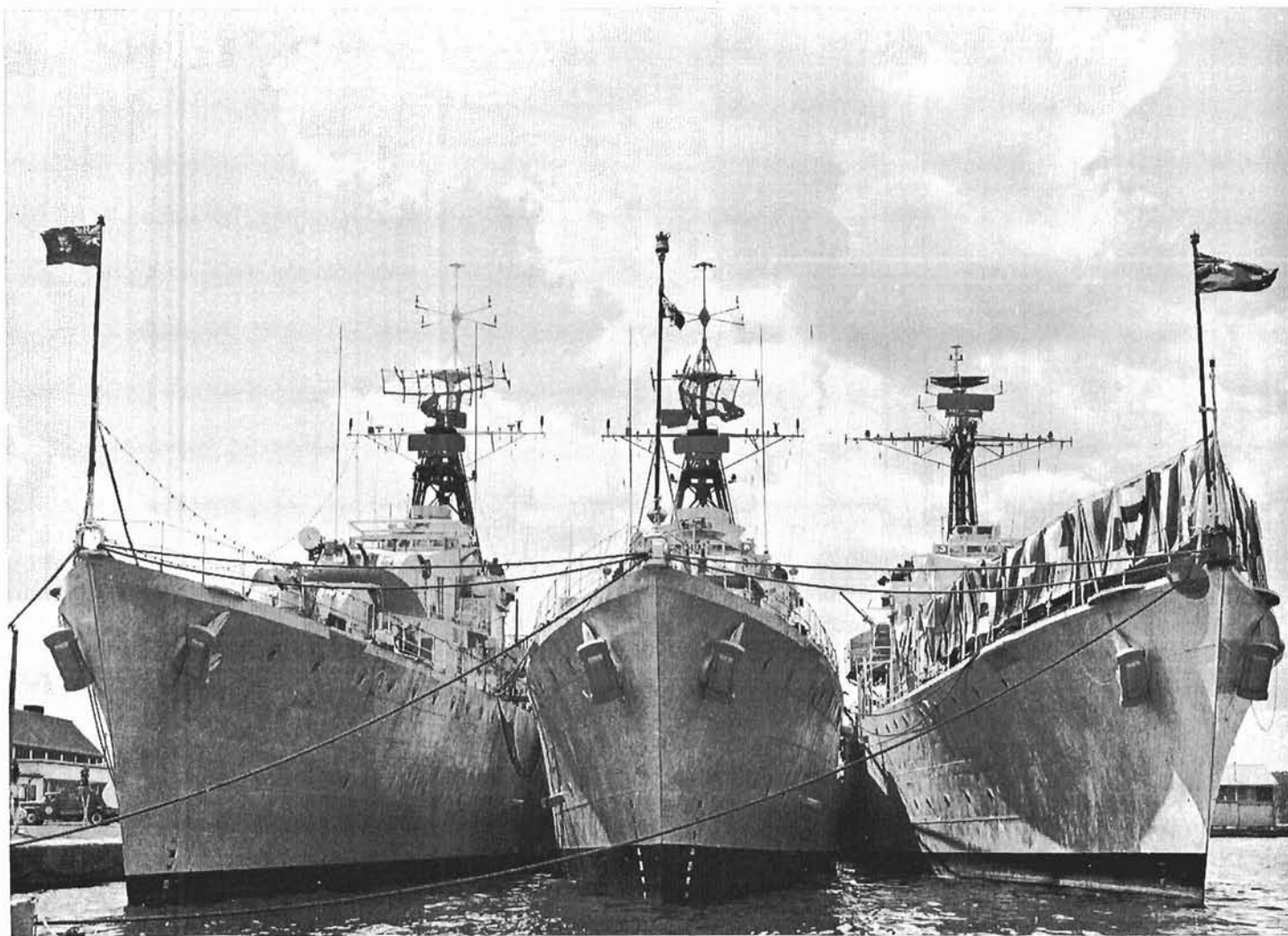
On August 14, the *Nootka*, while at anchor at Kingston, was involved in a rescue mission when a yacht capsized in the harbour. The ship's motor cutter, with Ldg. Sea. Ivan G. Foote as coxswain, was sent to the rescue. Showing excellent seamanship, he succeeded in

rescuing the three crew members from the water and in righting their yacht. All were taken to the Kingston Yacht Club.

The *Sioux* and *Nootka* again joined forces in Hamilton on August 23 where the reserves were landed and the training program ended. In leaving the Great Lakes the ships visited the Canadian National Exhibition in Toronto, and called at Kingston and Montreal.

The ships arrived in Quebec City on August 31, where a 48-man guard was landed to take part in a parade held in connection with the Quebec Provincial Exhibition. A similar guard was paraded by the Royal 22nd Regiment, and officer of the combined guards was Lt. W. G. Park, from the *Sioux*. The salute was taken by Air Vice Marshal H. H. Hendricks, RCAF, Air Officer Commanding Air Defence Command.

Both ships arrived back in Halifax on September 6, ending the 1963 Great Lakes training cruise.



Wilful winds at Hamilton's Great Lakes Training Centre cause the jack staff ensigns of the destroyer escorts *Haida*, left, and *Sioux*, right, to fly in opposite directions. The ensign of *HMCS Nootka* didn't know which way to turn. The three warships were part of a six-ship fleet which trained nearly 1,000 Canadian naval reservists on the Great Lakes last summer. (COND 8512)



BOAT CLOAK

Hardy Photog Defies Cold

Operation Boat Cloak, the Navy-Army manoeuvres near Canso, N.S., in December, taught Ldg. Sea. James Oakes a lesson from which he quickly profited.

Much boat and beach and bush work was the lot of soaked, half-frozen sailors. Ldg. Sea. Oakes was one of the naval photographers assigned to cover the exercise. The first time he set off ashore in a ship's boat he was dressed in presentable "Threes", since the sea was relatively flat and the weather promising. But when he jumped to reach the beach, he went in up to his waist. It was perishing cold.

The next time ashore, he was in dungarees. If a pool of water was in his way, he sloshed through it, camera held high. While other sailors huddled for warmth, he wandered blithely about and even sat on the marrow-chilling damp earth to remove his sea boots and pour the water out. People were beginning to notice his hardihood with some awe.

But Oakes, unbeknownst to all, had taken a page from a recent course wherein he had come top of the class. He was wearing a clearance diver's frogman suit, complete with angora underwear, beneath his working rig.

SOME 3,500 officers and men serving on board 20 ships of the Navy's Atlantic Command, about 200 officers and men from Camp Gagetown, N.B., and aircraft from HMCS *Shearwater* took part in a two-week combined exercise from Dec. 2 to 12.

Centred on Madame Island, N.S., east of the Strait of Canso, the exercise was given the code name "Boat Cloak."

The exercise was designed primarily to provide training for the fleet in various aspects of naval warfare not normally included in ships' exercise programs, and to emphasize Army and Navy co-operation and joint training as a basis for future military operations by naval, army and air forces.

The exercise encompassed a wide range of operations including beach survey, defence of ships against underwater teams, establishing shore encampments, opposed landings, demolition, bush patrols and air attacks against ships at anchor.

Exercise Boat Cloak was scheduled by Rear-Admiral Jeffrey V. Brock in his appointment of Maritime Commander

Atlantic, and Major General R. W. Moncel, General Officer Commanding, Eastern Command, both of whom accompanied the fleet to the exercise area on board HMCS *Terra Nova*.

Admiral Brock, in his appointment of Flag Officer Atlantic Coast, was in operational control, while Commodore R. P. Welland, Senior Canadian Officer Afloat (Atlantic), was the officer in tactical command of all forces. Lt.-Col. G. H. Sellars, Officer Commanding the First Battalion Black Watch, was in command of the Army Force.

Army personnel provided patrol, signals and reconnaissance groups, landing parties and interrogation teams, as well as personnel for liaison duties on board ships.

Naval units participating included nine destroyer escorts, seven frigates and four minesweepers. Tracker and T-33 aircraft from RCN Air Station *Shearwater* based at Sydney, carried out air strikes against the fleet.

For the purpose of the exercise, a country called Lemonland (which covered the area of Madame Island) re-

cently achieved independence, set up a democratic government and had delegates seated in the United Nations.

An insurgent group of their own people, backed by a foreign power, commenced subversive operations and some guerilla warfare against the government. Subversive operations prior to the start of the exercise were assumed to be mainly ambushes and attacks with small arms and hindrance to shipping from lightly armed coastal craft.

Intelligence received suggested that Redland, a member of the United Nations, had been assisting the insurgents by providing unmarked aircraft and other arms. The result was that Lemonland could have become a communist state.

Bluenoseland, a small democratic state having a well trained Navy and Army force, with the capital at Halifax, was requested by the United Nations to assist the authorized government of Lemonland.

As a result of the request, a force of ships and aircraft were allocated to the Senior Officer Afloat of Bluenoseland, together with a combat advisory group from the Army, to assist in land operations and gun fire support.

The mission of the Bluenoseland force in carrying out their assignment was to destroy all subversive elements operating in and around Lemonland in order to restore the authority of the elected government of the country.

CANCOMFLT sailed his fleet on the morning of Dec. 2 from Halifax with Army personnel embarked. While a few of the Army personnel found the heavy weather encountered en route to the exercise area a trifle "overwhelming," others enjoyed their first trip to sea on board a warship.

On arrival off Lemonland on the morning of Dec. 2, the minesweepers of the First Canadian Minesweeping Squadron, commanded by Cdr. W. H. Willson, were detached for a check sweep of an anchorage area in Lennox Passage. Following the sweep, the fleet proceeded to anchor in assigned berths.

During the period Dec. 3 to 10 inclusive, ships landed expeditions of men, with Army assistance, to carry out foraging patrols and generally soften up the enemy.

While the exercise itself was entirely fictitious and without tactical significance, there was nothing fictitious or lacking in the realism.

Often doused by spray in reaching shore, sailors daily formed landing and

assault parties which proceeded ashore in ships' boats, then battled their way through snow, mud, rain and swamps to attack assigned targets. Along the way trained Army personnel taking the enemy part waited in ambush.

The routes which naval patrols took to reach their objectives were selected in advance but afforded opportunities for the sailors to spot ambushes and use their initiative to counter the situation.

Army personnel who worked with the patrols said the sailors learned the rules of ground warfare quickly and by the end of the exercise period displayed considerable ability.

Exercise serials were designed to advance progressively towards the solution of a tactical problem confronting the forces concerned. At the same time, it was planned to provide for units and individuals to obtain as much practical experience as possible through standard exercises and evolutions.

The exercise ended with a major assault on "enemy" shore targets and involved some 500 naval personnel. All

ships' boats were pressed into service to carry the men ashore.

Overhead, naval aircraft flew low to lay a smoke screen which effectively covered the landings.

Following the final assault, naval and army personnel were embarked on board their ships, and the fleet proceeded to Halifax.

En route heavy weather was again encountered, and combined with freezing temperatures so that on arrival the ships were covered with ice.

Admiral Brock, on the conclusion of the exercise, praised the forces participating for their keenness and initiative displayed in making the exercise a success.

He also said naval personnel had gained considerable valuable experience which would contribute towards the efficiency of the fleet.

The splendid co-operation afforded the participating forces by the residents of Isle Madame was an important factor resulting in the overall success of the operation.

ROUGH VOYAGE

THE UNMANNED naval tug *Glenside*, in tow by the CNAV *Riverton* from Sydney to Halifax, broke loose during a driving snowstorm and high seas on the night of Thursday, Dec. 19. The next morning VS-880 was asked for a Tracker aircraft to aid in the search.

Despite heavy drifting snow on the runways and taxiways, with winds gusting to 60 mph, the aircraft was airborne within a half-hour. Two hours later the *Glenside* was located about 70 miles northeast of Halifax by the Tracker, which remained in the area until the arrival of the destroyer escort *Qu'Appelle* and the tug *Saint John*.

The *Saint John's* master, Gordon Wicks, a seaman not given to overstatement, said it was a difficult job getting a line aboard the iced-up *Glenside*.

"I couldn't put a man on board. The ice was too treacherous and the sea was too rough," he said. "We sent grappling lines aboard and were able to get a temporary line which served until we could tow her into the lee of the land. We found her off Country Island, about 70 miles northeast of Halifax. There was a 60 mph gale blowing when we secured the temporary line after going alongside. Then we towed her to Petit de Grat Island and got a man on board. He chipped away and fixed a proper line. Then we brought her back to Halifax."

There were more heavy seas and gale force winds to battle with on the way back and Skipper Wicks admitted that he and his 22-man crew were glad when they secured the ice-covered *Glenside* in the Dockyard.



The naval tug *Glenside* is shown at her Halifax berth shortly after being brought home by the ocean tug *Saint John*. The *Glenside* broke her tow, was lost and then found again after an air and sea search during a heavy storm that pounded Nova Scotia just before Christmas. (HS-73787)



Home from the Sea

Soo Veterans Have New Home

The Naval Veterans' Association at Sault Ste. Marie, Ont., has acquired a new clubhouse.

The association has signed a long-term lease for the premises on Korah Road formerly known as the Latin Quarter. Decoration of the hall in naval and nautical motif is proceeding. The facilities can accommodate 60 couples, and has a bar and kitchen.

A membership drive has been launched and association spokesmen say that acquisition of new quarters is expected to spur the drive.

The Soo Naval Veterans' Association is active in community affairs. It recently built and donated a boat house to the local Sea Cadet corps.

Commodore Taylor Addresses CNA

The reasons for the reduction in reserve and operational strength of the Navy were outlined by Commodore P. D. Taylor, Commanding Officer Naval Divisions, at the January meeting of directors of the Canadian Naval Association in Hamilton.

The RCN had had to adjust itself to a reduced budget and had fully co-operated in the reorganization of its expenditures, Commodore Taylor said. Perhaps the hardest decision of all to make was which of the naval divisions should be closed down.

The Royal Canadian Navy would continue to be a competent fighting force and would maintain its commitments in support of Canada's role in world affairs, the CNA was assured.

Other guests at the meeting included Cdr. W. T. Houghton, RCNR (Ret); Lt.-Cdr. J. G. Walker, RCNR (Ret), vice-president of the Naval Officers' Associations of Canada for Ontario; and Cdr. Frank L. Ross, RCNR (Ret), who has been active in Navy League work in Ontario for many years. The attendance of Lt.-Cdr. Walker at the meeting

was as an observer for the NOAC. Since the objectives of the NOAC and the CNA are similar, a closer liaison is being sought for the advantage of all ex-naval personnel and to provide an authoritative voice in the interests of the Navy.

Cdr. Ross suggested that, during Navy Week, meetings be held by all interested naval and ex-naval personnel wherever such meetings are possible. He said the main feature of such meetings would be an informed and capable speaker who could review the Navy's activities over the previous year and analyze trends for the future.

The board of directors decided at their meeting to arrange for the annual general meeting of the CNA to take place in the fall, in order to help distribute the main activities of the association more evenly throughout the year. This is now awaiting a recommendation from the executive body as to a suitable date.

The CNA's annual sports tournament will be held on April 11 in Toronto.

Application forms will be in the mail shortly and member associations are urged to reply as soon as possible.

Interest in the Canadian Naval Association among organizations of ex-naval personnel continues to rise. Requests for information have been received from Calgary, Regina, Edmonton, Halifax, London and the Ex-Wrens' Association of Vancouver. London, Ont., sent representatives to the board meeting to request consideration of immediate membership in the association. Following a brief debate, the directors agreed to immediate admittance and granted voting powers to the London delegate for the remainder of the meeting. Negotiations are continuing with the other clubs mentioned and it is expected the CNA will be expanded considerably in the next few months.

Plans have been completed for the official opening of the new clubhouse of the Oshawa Naval Veterans' Association. A smoker and social will be held Friday, May 1, starting at 8 p.m. The following day, the official opening ceremony will take place at 2 p.m., and this will be followed by a reception in the afternoon and a naval ball in the evening.

On Sunday, May 3, all members, guests and visitors are invited to participate in the Battle of the Atlantic church service, starting at 10 am. Sunday afternoon will be given over to a social period in the new club house, which has been built through the efforts of a number of dedicated naval veterans and their wives.

The Kitchener-Waterloo Naval Veterans' Associations, host club for the reunion in May, is preparing a comprehensive brochure in conjunction with the event. All clubs and other interested parties requiring space in the brochure should make their wishes known as soon as possible.

The next meeting of the directors has been set for Sunday April 5 in the clubrooms of the Kitchener-Waterloo NVA, 315 Weber Street, Waterloo, Ont.—S.R.P.

No More Free Cigarettes

The U.S. Defence Department plans to prohibit distribution of free cigarettes in military hospitals and to establish an Armed Forces educational program to point out the hazards of smoking.

The Department of Defence is not considering prohibition of individual purchase, possession or use of tobacco products.

The action is a result of an Armed Forces study of *Smoking and Health*, a report published by the U.S. Public Health Service. The report linked smoking to lung cancer and heart disease.

Surgeons general of the U.S. Armed Forces and health and medical directors of the Defence Department are continuing their study of the report and further action for the health protection of military personnel in relation to smoking may be taken, the announcement said.—AFPS

AFLOAT AND ASHORE

ATLANTIC COMMAND

HMCS *Shearwater*

The *Shearwater* Players Drama Group, in their first production in several years to be offered to the public, came up with a fast-moving three-act farce called "Reluctant Heroes", presented at the *Shearwater* Theatre for five nights in mid-December.

The play, about Army life under Britain's post-war conscription system (National Service), was directed by Roy Portchmouth and featured Danny Shaw, Kip Reeves, William Walter, Charles Robinson, Joan Armson and Walter Morris, along with a fine supporting cast.

The *Shearwater* Players Drama Group, whose aim is to entertain members of the Canadian Armed Forces, provides an outlet for dramatic or entertainment talents of service personnel and to give members an opportunity to participate in the fields of their choice, claims membership from among service personnel and their families at *Shearwater* and civilian personnel there.

The group has an outstanding record, including the winning of the Calvert Trophy at the Regional Drama Festival four times from 1952 to 1957. This year they are out to surpass their own record.

PACIFIC COMMAND

Second Canadian Escort Squadron

The Hawaiian tourist industry has unknowingly assisted fleet preparedness on board ships of the Second Canadian Escort Squadron, on their way to the Far East.

Taking advantage of heavy tourist air traffic to and from the islands, the *Fraser* and *St. Laurent* instituted Exercise Skywatch, under the direction of the *Fraser's* operations' officer, Lt. James D. Buchan. While in Hawaiian area waters, operations personnel detected and tracked large numbers of commercial passenger and transport aircraft within a great radius of the warships. Exercise Skywatch is believed to be the longest air-plotting exercise ever undertaken by the ships as it covered a 22-hour period.

The tourist-laden planes were quickly detected by the air warning radar sets



CPO Andrew Reid, is credited with being the individual who contributed most to efforts of HMCS *Restigouche* in winning the third consecutive lighting award. The award is made annually by the Halifax Junior Chamber of Commerce. (HS-73832)

aboard the ships, and each aircraft was tabbed with its own "raid" number. Vital information about each "raid" was quickly and progressively recorded on the main air-display plots, including range, course, speed and altitude. Such information was maintained until each aircraft passed beyond the reach of the ships' radar. At times, radar plotters and others involved in the exercise were keeping track of 12 planes at a time.

Prince Patron of Bird Watchers

His Royal Highness Prince Philip has consented to be the Patron of the Royal Navy Bird Watching Society. When formed in 1946, this society was the first in the world organized to attempt bird observation on the seas on a co-operative basis.

As many observers as possible, not necessarily expert ornithologists, are asked to send reports from the ocean areas where their ships are operating and members of the society have made a valuable contribution to the worlds' knowledge of sea birds. In addition, many seafaring men have been introduced to this work and have found it a fascinating hobby when at sea or ashore. The Merchant Navy and Fishing Fleets are included as eligible for membership.

The society is affiliated to the British Trust for Ornithology. — *Admiralty News Summary*

Throughout Exercise Skywatch a constant radio-telephone link was maintained between the *Fraser* and *St. Laurent*, with the ships competing for first aircraft contacts and longest tracking periods.

The exercise was just one of many special evolutions carried out by the ships almost daily after leaving Esquimalt January 7 for a four-month training cruise to the Far East. The *Fraser* and *St. Laurent* were joined by the *MacKenzie*, which left Esquimalt a day later. The squadron commander is Captain G. H. Hayes.

During the training cruise, the ships will represent the RCN in Commonwealth sea and air exercises, and visit more than a dozen Asian and European ports.

The ports of call include Pearl Harbour, Midway and Guam, Manila in the Philippines; Singapore and Port Swettenham, Malaysia; Hong Kong and Tokyo.

On completion of the Commonwealth exercise, the *St. Laurent* is to detach and proceed via the Suez Canal and the Mediterranean to Halifax.

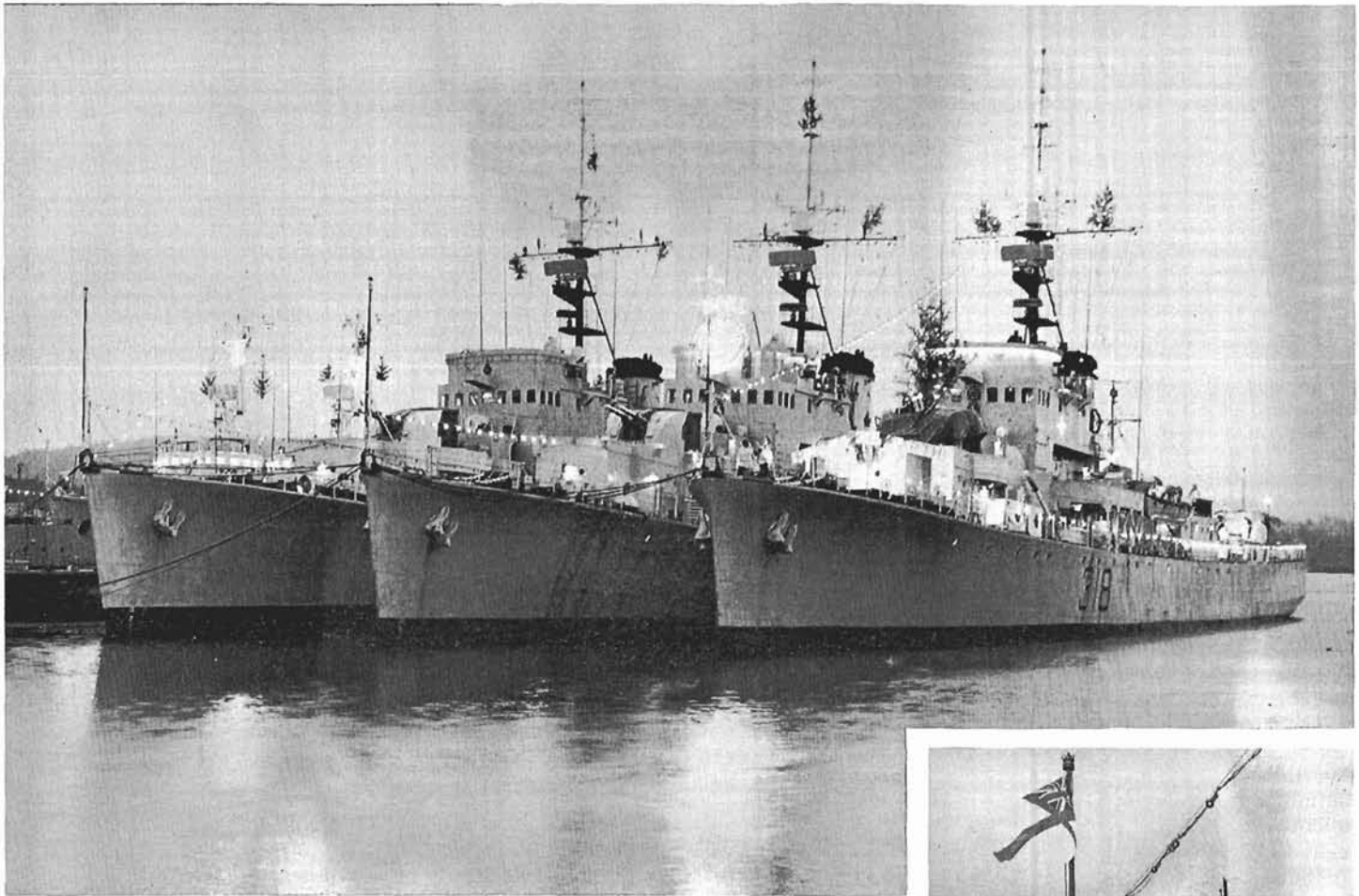
HMCS *Jonquiere*

December 1963 proved to be the climax of a busy and successful year for the *Jonquiere*.

The frigate spent 166 days at sea and steamed a total of 29,543 miles, more time at sea than any other West Coast ship and fourth in overall miles logged.

The *Jonquiere* was selected winner in the Victoria Junior Chamber of Commerce Christmas Lighting Contest on Dec. 21, the laurels being the result of a great deal of effort by the whole ship's company. Her decorations consisted of blue lights all around the upper deck and coloured lights on the dressing lines, a large lighted Christmas tree mounted on the 4-inch gun and two smaller trees on the yard arms, a large white cross on the foremast, an angel scene on the foc'sle, and a nativity scene on the quarterdeck.

The Jaycees presented the ship with two plaques, one to be held by the *Jonquiere* and the other to be passed on to the next winner.



The *Sussexvale*, *Stettler* and *Jonquiere* show their Christmas lighting displays. The large white cross on the foremast of the *Jonquiere* (outboard) was out at the time the photograph was taken. The lower photo shows the Nativity scene, made by the Engineering Department, on the *Jonquiere's* quarterdeck. The day before Christmas brought rain to Esquimalt, and personnel arriving on board were amused and pleased to find the members of the Holy Family and the shepherds dressed in navy slickers. (E-74971, E-74970)

Another trophy won by the *Jonquiere* during 1963 was the Sonar Proficiency Award, which was presented to the weapons underwater division by the Flag Officer Pacific Coast, Rear-Admiral W. M. Landymore, on Jan. 7.

HMCS *Fraser*

On Oct. 1 the *Fraser*, in company with the *Skeena*, sailed from Esquimalt for San Francisco. The Flag Officer Pacific Coast was embarked in *Skeena* for the first part of the trip but transferred to *Fraser* before arriving in San Francisco in the evening of Oct. 3. While in the ship Rear-Admiral W. M. Landymore took the opportunity to chat with officers, chief and petty officers and below.

The ships sailed from San Francisco on the following Sunday morning and were joined by the *Margaree* for the one day passage to Long Beach.

The five day passage from Long Beach to Hawaii was made in company with Carrier Division 17. During this trip an exchange of personnel was carried out with the USS *Frank E. Evans* (DD

754), one of the modernized anti-submarine destroyers of the USN Ensign S. A. Barclay and RD2 Frederick Dover joined the *Fraser*, while Sub-Lt. Wayne Morgan, Sub-Lt. Kenneth Bowering and Ldg. Sea. Gordon Roth joined the *Frank E. Evans*.

On arrival in Pearl Harbour a three-week series of exercises began. This was followed by a much-needed week of self-maintenance—a week during which a large portion of the ship's company managed to tour the island of Oahu, while many others were content to just laze in the sun on Waikiki beach.

The *Fraser* was active in sports throughout the trip with members of the ship's company taking part in a wide range of events. These included ship's teams in softball, rugby, touch football, golf, and volleyball, and participation in hockey and soccer on a squadron basis. The ship's softball team lived up to its reputation as command champion by sweeping all 10 games played against USN. Soccer and rugby were played against HMNZS *Taranaki*, a New Zeal-



and frigate operating out of Pearl Harbour during the period of the visit. The squadron soccer team won 2-0, and the *Fraser's* rugby team, playing their first game together as a unit, lost 5-0 in a game under the lights.

After a month of sun in Hawaii the ships sailed for Esquimalt on Nov. 3, arriving home on the 21st.

NAVAL DIVISIONS

HMCS *Chippawa*

A general meeting of cadet officers from the three cadet services of Greater Winnipeg and district was held in HMCS *Chippawa* recently. Chairman of

the meeting was Lt. A. Hodgson, RCSC, who introduced the area cadet officers. Lt.-Cdr. R. L. Gleadow then spoke on the aims and policy of the tri-service cadet committee.

The aim of the committee is to co-ordinate all tri-service activities concerned with cadet work. These include inter-service competitions, social functions, community demonstrations, local joint parades, etc.

The elected members of the tri-service cadet committee are: Lt.-Cdr. W. Somerville, RCSC, chairman; Capt. W. Korchik, 526 Winnipeg Grenadiers, first vice-president, and S/L R. Wilson, 191 RCAC, second vice-president.

Many sub-committees were also formed at the meeting, primarily to look after arrangements for the tri-service cadet ball on February 8, at RCAF Station, Winnipeg.

HMCS *Discovery*

The command of the Vancouver naval division, HMCS *Discovery*, changed hands on Jan. 21 when Captain Andrew W. Ross relinquished the post to Cdr. Albert Holland. Lt.-Cdr. G. S. Levey was appointed executive officer.

Captain Ross's retirement marked the end of 34 years of naval service. He first joined the Royal Canadian Naval Volunteer Reserve in May, 1933, in Edmonton, as an ordinary seaman. He took naval training in several ships before the outbreak of war. While on active service, he served in ships ranging from an armed yacht to a destroyer as gunnery officer.

Following the war, Captain Ross took TAS, guided missile and gunnery courses at a number of shore establishments.

In 1955 he was appointed executive officer of *Discovery*, and became commanding officer in 1958.

Captain Ross was towed away from his final command in a jeep, provided by the army. As the *Discovery* band played, 20 officers took up two lines tied to the jeep's front bumper and a sentry shouted: "Away Captain's gig!"

In civilian life, Captain Ross is a senior customs officer in Vancouver.

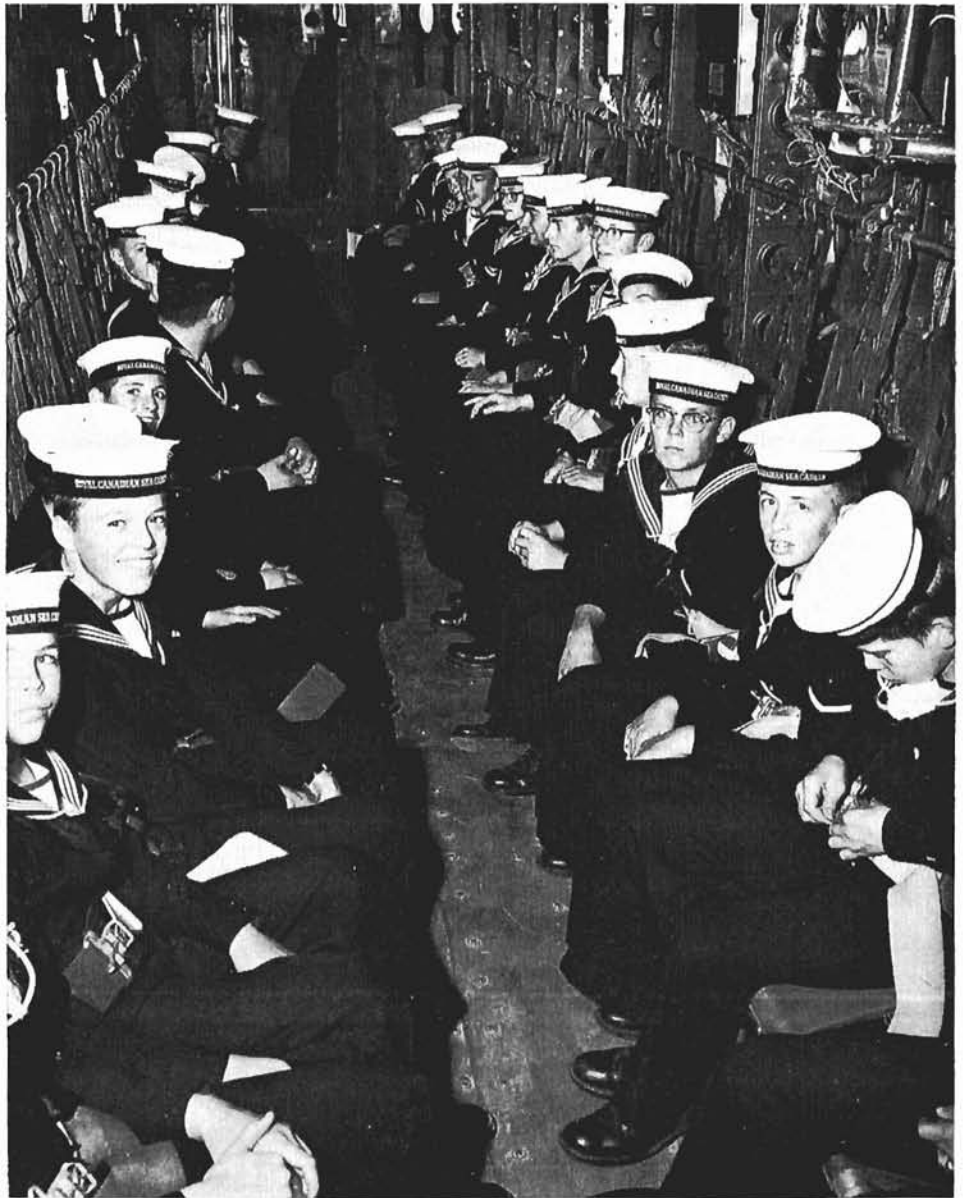
SEA CADETS

RCSCC *Fredericton*

A sea cadet officer who joined the cadet movement 11 years ago as an ordinary cadet last fall assumed command of the corps in Fredericton.

Lt. G. G. O'Hara has been continuous service with RCSCC *Fredericton* since 1952. He succeeded Lt. R. H. Spurway.

In his address to the cadets on taking command of the corps, Lt. O'Hara said



Sea Cadets from RCSCC *Swiftsure*, of Brandon, Man., visited the Canadian Joint Air Training Centre at Rivers, Man., in mid-October. They were taken on a tour of the camp by Lt.-Cdr. E. A. Myers, naval assistant to the commandant, visiting the Air Supply School and Airborne School. They tried a few jumps from the mock parachute tower and went for a flight in a C-119 "Flying Boxcar", as shown. (RS-63-295-3)

he looks forward to the months ahead and called on all ranks to help make the Fredericton corps the most proficient in the country.

Lt. O'Hara first joined RCSCC *Fredericton* as an ordinary cadet in 1952. He rose through the ranks, and at the time of his discharge from cadet status in 1956, he was chief petty officer of the corps. He then became a midshipman, serving in that rank until 1958 when he was promoted to sub-lieutenant. Promotion to the rank of lieutenant came in 1960.

Educated in Fredericton, Lt. O'Hara is employed as a draftsman on the staff of the University of New Brunswick.

Following a final inspection and march past, the retiring commanding officer, Lt. Spurway, commented on the excellent co-operation he had received from the Navy League, the public in general, the cadets and their officers. He said that many members of the public have been generous in their aid to the corps and its activities and yet have preferred to remain in the background.

Presentations were made to two men for their work with the corps. Awards of merit went to J. D. O'Connell for his many years' service as a marksman-instructor and to Dr. H. H. MacKinnon who served as medical officer for many years.



Prospective ROTP and SSOP naval officer cadets show a keen interest in a naval Tracker anti-submarine aircraft of the kind they will fly if they are accepted for naval aviation. The picture was taken at Centralia, Ont.

OFFICER SELECTION

THE YOUNG MAN was making a good impression on the naval selection board. His voice was strong, his answers were forthright, and there was not a trace of nervousness.

His name was Thomas Knight. He was 18 years old and he had just completed his senior matriculation in a high school in Saskatchewan.

He wanted two things: The first was a university education, to graduate with a degree in engineering physics. His second desire was to serve in the Navy. A few months earlier, he had learned there was a way he could do both, provided he got through high school with good marks and was able to prove to a group of experienced naval officers and educators that he had what it takes.

Tom had been sitting in front of the selection board for about 20 minutes, answering the questions put to him by

its six members. It didn't seem like a test, there had been plenty of those during the past 10 days, and this session was more like an informal chat. The officers were polite and seemed genuinely interested in him; the captain especially had questioned him at length about his attitude towards sports, his studies, hobbies and work.

In a moment, Tom was thanked and allowed to leave the board room.

Captain Peter Cossette, Director of Naval Manning, Naval Headquarters, sat back in his chair, looked around the table at each of his board members, and smiled.

"I think we've got a winner in that young gentleman. What do you think?"

Dr. Harry Smith, President of the University of King's College, Halifax, agreed.

"I hope he picks King's!"

The others chuckled, and each gave his vote of approval. Tom Knight would be provisionally selected as a Regular Officer Training Plan Naval Officer Cadet at either a Canadian Service College or a Canadian university. The final decision would be made in a few weeks. In his case, approval would be forthcoming in a telegram from the Minister of National Defence, offering a university education to the degree level in engineering physics.

Tom is now going to university and doing well. He is also fully aware of his good fortune and that his hard work in high school has paid good dividends. His university education isn't costing him or his parents a cent. It is being paid for by the Department of National Defence, which over the next four years

will spend close to \$40,000 in tuition, books and salary on behalf of Thomas Knight.

In the spring of 1967, Tom will become an officer in the Royal Canadian Navy and his university degree will qualify him for a rewarding career in the years ahead.

Tom has won his scholarship by applying the same formula used by 185 other young high school junior and senior matriculants selected this year for ROTP Naval Officer cadetship. They had attained good marks in school, kept physically and mentally alert, and out of trouble. They had set their sights on an objective and had worked to achieve it, thereby creating a lasting personal attitude that will continue to pay dividends for the rest of their lives.

Young men of Tom's calibre have been selected each year since 1952 by the Royal Canadian Navy, the Canadian Army and the Royal Canadian Air Force, and all three services are convinced that university training through the tri-service ROTP is a sound method of grooming young men of service as career officers. As you read this article over 2,000 "Tom Knights" from all over Canada are going to university or one of the three Canadian Service Colleges: the Royal Military College of Canada, at Kingston, Royal Roads, near Victoria, and le Collège Militaire Royal de Saint-Jean, near Montreal, with all costs borne by the Department of National Defence. In addition to their academic training, they undergo military instruction de-

signed to prepare them for service as naval, army or air force officers.

The RCN uses facilities at RCAF Station Centralia, near London, Ont., for cadet selection for economy's sake and because some of the naval officer cadets selected will serve in naval aviation, flying the anti-submarine planes and helicopters of the fleet.

There are three steps to the selection of a naval ROTP officer cadet. The first takes place at the recruiting office in or near the young man's home town, where the candidate fills in the required application forms, is given a preliminary interview by the recruiting officer, and undergoes a physical examination.

On the basis of the result of these initial studies, the young man is recommended for the second step, an intensive 10-day psychological probing at Centralia of the candidate's emotional stability, academic ability, leadership potential, physical and mental condition, power of expression, logic and general knowledge.

Last summer, the RCN selection board processed the applications of over 400 candidates and selected 185 of them for sponsored education to the degree level. In four to five years, most of them will graduate and be commissioned to serve in the ships, aircraft and shore establishments of the Navy. A small percentage will drop out along the way, unable to maintain the academic standard expected of the cadets by the Navy.

The third step of the selection process takes place at Naval Headquarters,

where the dossier of each applicant is given further study. By August, the high school marks of the applicant are indicative of his potential to succeed.

The most important step of the three is the 10-day "crucible" of Centralia, which is designed to determine the existing, but not readily apparent, qualities of the applicant.

The officer commanding the RCAF Selection Unit in Centralia is Squadron Leader A. E. Paxton. He said the role of officer cadet selection is to determine the potential the candidate possesses; the latent properties of the candidate must be assessed, not merely the experience he acquired prior to his arrival at Centralia.

Squadron Leader Paxton also said the testing and assessment process is designed to measure the young man's intellectual, social, emotional, moral and physical development. In the end, the service gets reasonably clear insight into the make-up of the candidate, and can make a fairly accurate estimation of his potential as an officer, a leader of seamen or airmen.

Captain Cossette expressed his views on the subject. He said that it is not easy to become a service officer, and not every young man has what it takes. "The naval officer lives a different life; much of his time is spent in a comparatively small ship on the high seas, living in close association with other men, often under conditions of considerable stress. In selecting young men who will become officers, the Navy looks for those who can think on their feet in spite of conditions or problems, and who can live with, lead and manage the men they command under any circumstances.

"This is a heavy responsibility and it takes a particular type of man to carry it. Naturally, the Navy wants to pick the best, and therein lies the reason behind the care taken in the selection of ROTP cadets."

There are three basic phases to the Centralia selection system. The first involves a complete medical assessment.

The candidate is then turned over to assessors for a further exploratory interview, dealing with subjects such as school, relationships with teachers and fellow students, sports, music, literature, morals, part-time or full-time employment, and hobbies. He is also questioned about domestic and international current affairs and history. The candidate's answers and his attitude during the interview are carefully noted.

Following this exploratory interview, the candidates are grouped in syndicates of seven or eight men for a series of group tests.



Applicants under test in the Naval Selection Centre, RCAF Station Centralia, often find seemingly simple tests tax their mental and physical ability. Here they are asked to devise a means of crossing a minefield. Those with leadership ability soon emerge from the group. (CE-63-215-4)

The first group test is in the form of a round table discussion which may involve any number of topics ranging from some development in international affairs to the question of whether teenager should go steady.

From the classroom, the eight-man syndicate moves to a large, enclosed compound where physical demands are added to mental requirements. The candidates are placed in a situation which may require them to imagine themselves prisoners of war endeavouring to escape. There are "obstacles" in their path, such as a mine field, electrically charged-fence or some other deterrent. They must find a way out within a limited period of time.

The problems look childishly simple on initial exposure but the candidates soon find themselves mired in a swamp of built-in frustrations. The problem may or may not be solved within the given time limit but it will have allowed a tentative assessment of potential leadership ability or a lack of it.

The syndicates are put through a series of these problems and, for some of them, each man is delegated the leader, providing the assessors with an opportunity to evaluate individual performance and the degree of organizational and leadership ability. The logic of each leader's approach to the problem is measured along with his judgment in applying it. From these exercises come not only an assessment of candidate's leadership potential but also of his ability to work with others.

From this variety of tests and exercises, interviews and discussions, the assessors gain a firm insight into the make-up of each candidate and are able to make a prediction of his chances of becoming a successful leader. A report is then written on each candidate



A discussion period, which is listened to carefully by the assessors, serves to indicate the candidate's vocabulary, his ability to express himself and his self-confidence. The viewpoints of young men from widely separated parts of the country reveal interesting contrasts. (CE-63-215-2)

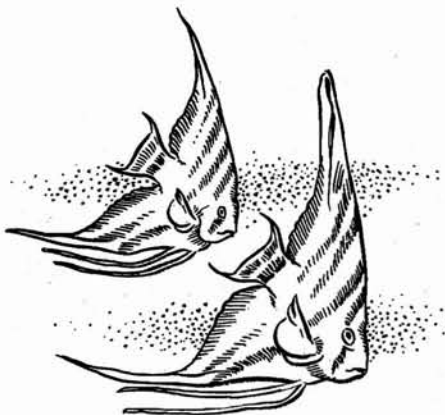
and this, coupled with the findings of the medical examination, forms the basis of the naval selection board's decision on each candidate.

Those who want to enter naval aviation are given additional tests by service pilots to determine their aptitude in this field. Those who are not considered suitable for aviation are told the facts and if they are suitable in all other respects, they are still in the running for the surface fleet.

Those who fail the process entirely are informed of their unsuitability for service life.

So it can be seen that the selection of young men to be Canada's future naval officers is not a simple process. Great care is taken in assessing the candidate's ability, self-confidence, leadership potential, physical condition and general character.

Substantial sums of money will be spent on the university and naval training of those young men who do make the grade. This coupled with the responsibility they will ultimately shoulder requires that only those with the necessary qualities and potential can be selected.



SAILOR IN YEMEN

"What in the world is a Canadian sailor doing in the middle of the desert?"

THIS IS the question I found myself answering last summer and now that it's all over, I find the answer a bit bewildering myself!

It started in early July. I am a member of HU-21 Squadron at HMCS *Shearwater* and on July 8 I began instructing eight RCAF ground crew on the care and maintenance of the Sikorsky helicopter.

You may remember that about this time world attention was being focused on the Middle East, and it was decided the United Nations should take an active interest.

Two days after I began instructing, my eight class members were ordered to proceed to Aden, in South Arabia. I recall that when the news was received I jokingly told the class: "I'm glad it's you going, not me!"

However, I suddenly found myself deeply involved when I was informed that I would go along as a technical adviser. Someone said something about "laughing last."

Imagine the panic as I began packing my personal gear, special tools and publications, then getting all the necessary shots. Everything worked out, and by Friday evening we were in the briefing room at RCAF Station Trenton.

We departed for Ottawa and thence to Aden via Britain, France, Belgium, Luxemburg, Italy, Greece, Egypt, Saudi Arabia and Yemen, arriving six days later.

Our job was to assemble a United Nations Sikorsky H-19 helicopter which had been brought to Aden by transport aircraft from the Congo.

We arrived in Aden during the intense heat of the afternoon. On arrival we had an opportunity to inspect the helicopter we were to make air-worthy. I estimated we could get into the air within 10 days.

Next, we were taken the Crescent Hotel, which would be our "home" for the next while. We settled in for a good rest after our long trip, figuring that an early start in the morning would be in order.

That morning we arose early, had breakfast, then started assembling the helicopter.

By 10 am we had learned one lesson about work in this part of the world.

Last summer a Canadian sailor found himself in an unexpected part of the world doing an unexpected job. Where he ended up was in Aden, one of the hottest, driest spots on the globe, teaching RCAF ground crew how to keep Sikorsky helicopters flying. PO W. G. Lowes, an aviation technician from Shearwater, tells in this article how these unlikely events came about.

The sun was so hot by this time that all of us were on the verge of collapse. It was plain that the normal pace was much too strenuous in this heat and that we would have to adapt accordingly.

As a result, we decided to begin work at 7 am and work until noon. This proved most practical, and we then joined others who stayed indoors during the hot afternoons. We later ventured out in the cool of the evenings.

My visit in Aden was particularly enjoyable because a fellow petty officer at *Shearwater* had given me the address of some of his relatives before I left. They were wonderful and, as British government representatives, did much to make my stay both interesting and comfortable.

Safe Driving Taught at Sea

Sailors of HMCS *Saskatchewan* held their own safe-driving campaign while at sea on their way home to Esquimalt November 29. She ship had been away for nearly seven months.

"It was felt", explained Sub-Lt. R. G. Mitchell, "that because of the long time spent away from driving, and because our return coincided with the start of the Christmas season (and Safe Driving Week) that the whole ship's company could use a refresher in safe driving."

One portion of the sea-going safe-driving program was devoted to study. Each officer and man in the ship was supplied with a copy of a safe-driving booklet—obtained earlier from local offices of the Superintendent of Motor Vehicles. Everyone was encouraged to digest the contents thoroughly.

The ship also staged a safe-driving slogan contest.

This was won by AB Vincent Barone, with his: "Safety Match: A Careful Driver and a Cared-for Car."

Also, through these people I met others from the British Foreign Office, the Air Ministry, Aden Airways and the RAF Station at Khormaksar, and enjoyed the hospitality of the various clubs. I appreciated this very much, because the only social life in Aden is found in the private clubs.

Generally speaking, I found the food situation in Aden quite good—with the odd exception. One such was the time I ran into difficulty with an Italian major domo, a French menu and Arab waiters.

The first Arabic I learned to speak was how to ask for ice water. However, I also found that hot water in Aden has an interesting aspect.

The water is heated by the sun. This is accomplished by pumping water up into storage tanks on the roofs where the torrid sun does the rest. Then, as the kitchens, bathrooms, etc., usually have only one tap, you find the water is either very hot about noon when the sun is high, or cool in the evenings or early mornings. This method of heating water is common to all the hotels and apartment blocks.

Our work on the helicopter proceeded as planned. In exactly 10 days we had the helicopter flying, and for the first week there were no problems.

However, the heat began to take its toll of the electrical components, and gradually breakdowns occurred. This caused delays, as our supplies had to be shipped from Canada and our means of communication was via the accommodating people at the American consulate.

Our difficulties were finally ironed out. In due course the helicopter was tested out satisfactorily in the high temperatures.

This completed my job in Aden, and on August 19 I left Aden in a UN Caribou for Yemen, from where I travelled by North Star to France and then by Yukon to RCAF Station Trenton.

As a result of the trip I had a first hand look at life in the Yemen area and Sinai desert, and I don't envy the job of the Army, RCAF and other UN personnel on duty there.

However, I still enjoy thinking back to the surprised look on the faces of the people I worked with when they would see RCN, RCAF and UN badges that I wore on my uniform, and ask:

"What in the world is a Canadian sailor doing in the middle of the desert?"

POLITICS AND THE NAVAL OFFICER

FRANK UHLIG, Jr., editor of *Naval Review—1964*, published by the United States Naval Institute, states his credo in the preface, a credo that is admirably executed: “. . .no military thought, any more than policies and operations, ought to be exempt from the processes of scrutiny, analysis and discussion. That is the concept underlying the publication of this book.”

Further down in the preface, he discusses the winds which blow about today's naval officer. He says, “These winds . . . sometimes strong, sometimes weak, sometimes this way, sometimes that, sometimes steady and reasonably safe, sometimes fluky and dangerous, are those of politics.”

He continues: “It is none of (the naval officer's) business to attempt directing the winds and currents in which his professional ship moves . . .” and then goes on to use an example American policy toward Indonesia.

“Since the officer may be called upon to implement that policy—whatever it may be—he ought to be in a position to offer advice should it be asked; more than that, he ought to be capable of providing advice of such value that it will be sought by those who do determine the policy. On a commoner level, if he is to implement that policy effectively, he will have to understand it, he will have to understand the broad bases upon which American policy rests, and he will have to understand the problems, hopes and developments of Indonesia. He may some day be in a position which requires immediate action without opportunity to consult his superiors. He should be in a position to act in the best interest of the United States.”

Stanton Candlin, a British diplomat, engineer, chemical engineer and ship-builder, became associate professor of science and mathematics at Jacksonville University last summer. His essay, “The Return of Total Seapower”, attempts to put seapower in perspective today and in the future as “sea/space power”. He uses the historical method, giving a broad-brush outline of seapower in modern times. When he projects it into the future, it sounds as if he were still writing history. It sets the stage for the next century.

A retired U.S. Navy commander, now a senior research engineer in systems evaluation, discusses with unimpeachable authority the frightening prospect of mere flesh and blood officers moving ashore so that computers can be re-

BOOKS for the SAILOR

leased for active command in war. He examines the vast problems of command and pre-programmed computer-assisted decision making. He ends his article with a sombre thought. He says: “If World War III should start, the question of history will not be ‘Who won?’ but rather ‘Why did the war start?’ We *must* be prepared to give a better answer than ‘Because the computer said it was necessary.’”

A French submariner reviews “The Soviet Submarine Force” in considerable depth—no pun intended. Rear-Admiral G. T. S. Gray, RN, senior naval member of the directing staff, Imperial Defence College, throws up his hands at the prospect of a totally integrated European NATO navy operating mixed-manned ships. He suggests, as a starter toward workable integration, that SAC-LANT move to Europe and “establish a virile and efficient public relations organization.” It sounds like a pat solution but, in the context of the article, it appears to be a plausible start in building a true NATO navy.

CANADIAN-FLOWN PLANES DEPICTED

An upcoming book, *Winged Sentries*, by John Gordon, illustrated by Claude Rousseau, has descriptions, historical notes and line drawings of about 200 types of aircraft flown by Canadian pilots of the armed forces during more than 50 years of war and peace. It includes the more important types of naval aircraft that Canadians flew during the Second World War, in peacetime operations and during the Korean conflict.

The author, a former commercial and military pilot, began his initial flying training at Barker Field, Toronto, in 1937. He served during the war and from 1951 to 1955 as a pilot with the Royal Canadian Air Force. He now lives at 5 Larkspur Drive, Ottawa 6.

Mid-April is the expected date of publication, to coincide with the 40th anniversary of the RCAF.

“Sealift for Limited War” brings new light to the problems of moving men, equipment and material to the world's trouble spots. It's sealift hands down in almost every case to the extent that “Increased emphasis on jet airlift means increased tanker requirements, even beyond that indicated by historical experience.”

Another article deals with the troubles in Southeast Asia. Senator Saltonstall writes about “The Navy as Seen from Capitol Hill”.

Two serving USCG officers discuss “Developments and Problems in Coast Guard Cutter Design”. An interesting inference can be drawn here that the Coast Guard's fighting role is rapidly diminishing. The authors say the U.S. Coast Guard is “Now mainly a maritime safety organization . . .”. They have apparently decided that you can't train ASW forces on a part-time basis.

In “The Future of the Enlisted Man”, a serving captain points out, “Just how long the hours are that a bluejacket puts in are little appreciated even within the Navy but will, in the future, become of critical importance as the civilian work week continues to shrink.”

A 1959 analysis in the USS *Altair*, a general stores issue ship (AKS), showed the overall ship's company average was close to 70 hours a week, with the “deckhands” putting in 77 hours. And Big Labour is just opening the fight for the 36-hour week!

“Reading and the Future of the Fighting Man” actually advocates that naval people should read something besides purely professional material supplemented by *Playboy!* It gives one to think again.

The editor has made a neighbourly gesture in listing RCN events in the Appendix, “Naval Chronology 1 January 1962—30 June 1963.” It includes ship commissionings and policy decisions of interest in the period. More recent events have been somewhat more startling!

Among the appendices is an interesting study, covering all statistical factors except the colour of eyes, on “Professional Backgrounds of Flag Officers.” “A New Fleet Emerges: Combat Ships” looks at the ship-building and modernization programmes in the USN since the Second World War. This is as interesting for its omissions as for its tremendous additions.

Last but emphatically not least is Secretary McNamara's January 30, 1963,

statement to the House Armed Services Committee on the Fiscal Years 1964-68 defence program and the 1964 defence budget. This is sobering stuff, discussing defence in a perspective almost too broad for the Canadian mind. In his preface the editor gives Mr. McNamara less than full marks. He says: "The intellectual performance is impressive,

though some of the reasoning exhibited is subject to questioning."

This is all solid stuff, an indispensable tool of the trade.—J.L.W.

NAVAL REVIEW 1964, Published by the United States Naval Institute, Annapolis, Maryland; 393 pages; extensively illustrated; \$10; \$8 to Institute members.

LETTERS

Dear Sir:

I cannot tell you how much I enjoyed Mr. Walpole's "Last Day of Sail". I have read and re-read them, and what memories they bring back! I commissioned the *Shearwater* at Chatham on Oct. 24, 1901. We left England Nov. 14, and arrived at Coquimbo, Chile, Jan. 1902 on a Saturday afternoon. I remember the *Icarus* was waiting there for us. We were her relief, and she left for home the next day.

We learned from her that the *Condor*, our sister ship, was 30 days overdue at Honolulu and was presumed lost. The storeship *Liffey*, former prison ship was also at Coquimbo, that being the southern base for the fleet. We arrived at Esquimalt April 22, 1902. We heard about (as Mr. Walpole mentions) the *Egeria* sailing right into the harbour. At the old canteen, the Whitewashers, as the *Egeria's* sailors were called, because of the whitewashing of rocks, etc., for survey, after a few beers would blow quite a bit over that accomplishment.

When he mentioned the "Bill of Fare" of those days, I have long wondered how we stood up under it.

One item he failed to mention and that was "Fanny Adams", the vilest concoction ever served to man. It was canned Australian mutton and when issued in the tropics (no refrigeration then) we would jab a couple of holes in the can and the fat would run out almost like a stream of oil.

The reason for its name is this story:

A certain lady, notorious in Sydney, was named Fanny Adams, and she had a ring of which she was very proud with her initials engraved, "F.A.". One day Fanny turned up missing. No one knew where she had gone or why. In fact, she just completely disappeared.

Some months later, while on salt tack, a mess in one of the ships of the Australian Fleet opened a can of mutton and, lo and behold, one of the messmates bit down on some hard substance. Upon examination it turned out to be Fanny's ring.

The logical conclusion was that Fanny had been canned—hence the name and it stuck long after I left the service, which was Jan. 1, 1907. I was then in the *Egeria*.

Mr. Walpole should be congratulated on his most interesting story. I am very sorry indeed that I am unable to meet him in person, and spin a few yarns about the *Last Days of Sail*, and, to you, Mr. Editor, for publishing the article, many thanks.

Sincerely,

GEORGE C. ETHERIDGE

1280 Wee Burn Rd.,
Apt. 31 K,
Seal Beach, California.

MORE ABOUT THE RCN's PLOT

Dear Sir:

Reference is made to your article "The RCN's Plot" in the August 1963 issue of *The Crownsnest*. Though the portion of the article which deals with the description of the table operation is quite correct, the earlier part of the article which deals with relations between the company and the service strays rather badly from the facts as they happened. I was the project officer for this development from the time of its conception until the prototype was tested and I should like to present a more accurate picture of the early part of the story.

The RCN specification for this table was far more than a mere performance specification. While the specification was couched in terms which indicated a preferred method of solution, it was carefully prepared to ensure that it did not eliminate other promising ideas from consideration. The specification covered a preferred method of solution as well as materials and construction techniques required for building the table.

The specification and the contract demand for the plot tables aroused very

wide interest and bidding for the contract award was very keen. Six contractors submitted bids ranging in monetary value from \$1,100,000 to \$2,600,000 for the prototype plus production tables. The lowest bid was submitted by Marsland Engineering. The proposal accompanying the bid, however, was unacceptable to the RCN and it was proven to the manufacturer's and the Department of Defence Production's satisfaction that the method of attack proposed by the company would not meet the performance required of the table by a wide margin. DDP subsequently allowed the company an extra period of several weeks to submit an alternative technical proposal, which the company did.

The alternative proposal was directly in accord with the preferred RCN method of solution and was re-submitted with no change in price. DDP subsequently awarded the contract for the plotting table to Marsland Engineering. The target plot attachment contract was awarded to another manufacturer. Marsland at that time had very little know-how in the area of servo-mechanisms and was in fact trying to break into this field.

The company produced the prototype table fairly close to the originally scheduled time and the prototype tests of the table met the intent, if not the letter, of the original specification to a very large degree. It was therefore accepted and as the article implies, the production order was released. In passing, it should be noted that liaison between Marsland, the prime table contractor, and the company which was awarded the TPA contract broke down and subsequently DDP cancelled the TPA contract and re-awarded it to Marsland. Two tables of the production order were loaned to the USN at their request and were in fact so well received that they were never returned.

The table was well received in the Navy by both the operators and maintainers since it proved to be relatively accurate and reliable. It is interesting to note that the table was the first device in RCN service use which employed transistors; the fact that these were selected and applied in such a way as to be virtually trouble free in service is a tribute to the company and their design effort.

While the table as a whole was reliable one key component did give some cause for concern as to its reliability. It was to eliminate this component that the company embarked on its own development program. The resulting design was far from a major technical

breakthrough but was, in fact, merely an alternative way of providing the same answer using current techniques. While the improvements noted were achieved, they were in fact marginal over the original table, particularly with regard to overall accuracy, and the modification was an expensive one.

The facts as stated above cover all my points of variance with the original article. As you can see, they make an interesting story as well.

Yours truly,

J. A. STACHON
Commander, RCN

Corkstown Road,
RR No. 2,
Bells Corners, Ont.

LAST SHIP FROM LONDONDERRY

Dear Sir:

For the sake of the record, I would like to invite attention to an error in the article "An Ensign for 'Derry", that appeared in the September 1963 issue of *The Crownsnest*.

It is claimed that HMCS *Lauzon* was: "the last Canadian warship . . . to sail from Londonderry . . . following the end of hostilities in Europe in 1945 . . ." The article continues: ". . . the ships of C-6 left Londonderry on June 13. Records show that the *Lauzon* was the last of the ships to sail."

With due deference to the records of the Naval Historian, an examination of the Log Book or the Report of Proceedings, of HMCS *Stettler*, which I had the honour to command, will disclose that the *Stettler* sailed from Londonderry three days after *Lauzon*, i.e., 16 June 1945. Other ships of EG-16, to which the *Stettler* belonged, had sailed earlier. Thus the *Stettler* was "the last Canadian warship to sail from Londonderry following the end of hostilities in Europe in 1945.

Yours truly,

D. G. KING
Captain
Royal Canadian Navy

Headquarters of
The Supreme Allied Commander
Atlantic,
Norfolk, Virginia,
U.S.A.

NOTE—Inquiry has established that there is indeed an error in the wording of the plaque presented to the cathedral in Londonderry by the Naval Officers' Associations of Canada. The intention was to honour the eastern terminus of the RCN's "Newfie-Derry run"

with the laying up of a White Ensign from a ship of the Mid-Ocean Escort Force, preferably one still in commission. The only ship in commission in the RCN at the time of the request that was in the last group to sail in 1945 was the *Lauzon* and her name was put forward. Unfortunately, the wording of the plaque, as a result of efforts to make the inscription concise, was in error. The NOAC is taking steps to have a new plaque replace the erroneous one. The *Lauzon* will be described as "a ship of the last Canadian group of the Mid-Ocean Escort Force to sail from Londonderry, 1945."

LOSING THE PAPER WAR

Sirs:

One is constantly amazed by the march of science and the ever increasing technicality of modern military hardware with its attendant, almost incomprehensible, descriptive jargon. We feel that Navigation is in some ways left leagues astern in the peace-time "paper-wars" of words. In fact, we blush slightly that our correspondence still deals with the humble sextant, and that the magnetic compass is still officially not beneath our pride and this in times when up-to-date folk are discussing micromini electronics, nuclear physics and rocketry.

We proudly present therefore our contribution to the late 20th Century military scene—we can speak a new language which saves time, space, paper

and, most valued quality, obviates entirely the need to think. We hasten to add we do NOT write it.

An unusual example of this new tongue we now offer, confident in the knowledge that few of you will be blessed, as we are, with the necessary wisdom and depth of perception to comprehend fully the writer's intent. May we just further add that this is the opening paragraph of a genuine letter, and not one jot or tittle has it been amended.

"It would appear that failure to comply entirely with reference (a) as indicated by paragraph 2 of enclosure (A) to reference (b) was in part responsible for the action taken in paragraph 10 of enclosure (A) to reference (b) and appendix (c) of Enclosure (A) to reference (b) under navigation."

The last word of course gives the game away. In strictest confidence we don't have the remotest idea what he's talking about.

Yours

J. F. GLENNIE
Royal Navy
Lieutenant-Commander (N)

Navigation Section
Operations Division
Fleet School,
HMCS STADACONA,
Halifax, N.S.



Christmas Eve midnight mass at Shearwater this year was celebrated by His Excellency, the Most Rev. Norman J. Gallagher, Auxiliary Bishop of the Armed Forces. Seen before the celebration of Mass are left to right, Father J. E. Whelley, Chaplain of the Fleet (RC), Auxiliary Bishop Gallagher and Father Regis Pelletier, Chaplain (RC) at Shearwater.

THE NAVY PLAYS

Two Chosen for Judo Course

Two men from the Atlantic Command were selected to take the Judo instructor's course at RCAF Station Trenton, Ont., from March 9 to 13.

They are Leading Seamen B. F. Hogue, of HMCS *Shearwater*, and K. J. Whitney, of the *Granby*, diving depot ship.

Hostess Wrens Winners of Meet

Wrens from HMCS *Cornwallis*, by winning two of the main events, headed the inter-establishment meet at the Annapolis Valley shore establishment in December. Wrens from *Stadacona* and *Shearwater* tied in second place in the overall standings and *Shelburne* also ran.

Lt.-Cdr. Constance Ogilvy presented the meet trophy at a buffet in Conestoga block at *Cornwallis* after the meet.

Cornwallis led in basketball and badminton, *Shelburne* took the bowling honours and *Shearwater* won the .22 shoot. The day's activities were rounded off with a "fun" broomball game which didn't count in the final standing. *Shearwater* made two goals, *Shelburne* one and *Stad* and *Cornwallis* failed to score at all.

RCN Bonspiel Set for Ottawa

The eight annual RCN Curling Association Bonspiel is to be held in Ottawa from March 30 to April 2.

The allocation of entries will be on the basis of one rink for every 17 members registered with the association. Clubs with fewer than 17 members, and ships, will be allocated one rink.

Registration fees for the 'spiel were due on November 30, and member clubs which have not forwarded such fees are urged to do so immediately. The fee is \$40 a rink.

Personnel participating in the bonspiel may travel on duty, provided entitlement to financial benefits under QRCN C 209 is waived.

Complete bonspiel details are being forwarded by newsletter. Accommodation is being arranged for visiting curlers by members of the RCN Curling Club, Ottawa.



A fast-moving game between petty officers and an all-star team of officer and leading seamen had the crowd literally on its feet when the opening of the Flyer's Forum was marked on October 25 at HMCS *Shearwater*. The all-stars won the game 3-2. The new rink was officially opened by Captain G. C. Edwards, Commanding Officer of the naval air station. (DNS-32219)

WALKATHONS FEATURED IN '63

Walkathons, triggered by the late President John F. Kennedy among U.S. Marines, had their counterpart in Canada in early 1968, especially among men of the Atlantic Command.

For example, eight stalwarts attempted to walk the 60 miles from Truro, N.S. to the VS-880 hangar at *Shearwater*. Only two made it, the other six dropping out along the way. Other efforts had varying success.

While in Bermuda, another walkathon was staged by men of HMCS *Columbia*. Of the eight officers and men who started the 45-mile hike from Ireland Island to St. George and back, only one determined type loped in after making the round trip.

For some reason, the fad didn't gain navy-wide characteristics.

The Rayner Trophy, awarded annually for the most outstanding sailing achievement or contribution to the Royal Canadian Navy Sailing Association was awarded for the first time to Lt.-Cdr. K. W. H. Hall, RCNR, (Chief

Superintendent Hall, RCMP) of the Ottawa Squadron.

The annual Halifax Natal Day swim saw a record set by a husky sailor from *Cornwallis*. Gerald MacKenzie defended his 15-mile marathon title and set a record of seven hours, 21 minutes.

SAILORS' BLOOD IN RUSSIAN VEINS

A woman member of the crew of a Soviet trawler has reason to be grateful to men of the First and Fifth Escorts Squadrons of the RCN.

In her veins flows blood from donors from HMC Ships *Columbia*, *Kootenay*, *Micmac* and *Algonquin*. The men had supplied 14 bottles of her blood type, "A" negative, just before she was rushed to hospital in Halifax for an operation. The Red Cross stocks of this type had run dangerously low, and the blood donor clinic was held aboard the ships to prepare for any eventuality.

The need arose unexpectedly and the supply provided by the ships was more than adequate to fill the hospital's sudden need.

RETIREMENTS

CPO JOHN HERBERT BUCKINGHAM DREW, CD; C1ER4; joined RCNVR Nov. 28, 1938, transferred to RCN Oct. 21, 1940; served in Calgary naval division, *Naden, Stadacona, St. Laurent, Cornwallis, Hunter, Niobe, Bowmanville, Peregrine, Charlottetown, Rockcliffe, Antigonish, Ontario, Cayuga, Sault Ste. Marie, Brockville, Bonaventure, New Glasgow*; retired Dec. 27, 1963.

CPO ROBERT MOBAY HEATH, CD; C2BN4; joined July 15, 1941; served in Toronto naval division, *Naden, Stadacona, Annapolis, Cornwallis, Q-083, Esquimalt, Mahone, Sprague, Niobe, Loch Morlich, HMS Puncher, Peregrine, Hochelaga II, Glendyne, Stou, Bytown, Ontario, Unicorn, HMS Excellent, Quebec, Algonquin, HMS Dolphin, HMS Adamant*; retired Dec. 9, 1963.

CPO ROBERT HAROLD HUGHES; C1CM4; joined August 9, 1939; served in *Naden, Royal Roads, Prince Robert, Givenchy, Avalon, Stadacona, Peregrine, Crescent, Athabaskan, Ontario, Cornwallis, New Glasgow, Ottawa*; awarded RCN Long Service and Good Conduct medal; retired Dec. 28, 1963.

CPO BRIAN NICHOLSON INGLIS; C1BN4; joined April 24, 1939; served in *Naden, Stadacona, Ottawa, Hochelaga, Drummondville, Parrsboro, Chaleur II, Kenora, Truro, Brantford, Provider, Brentwood, Diving Tender No. 4, Diving Tender No. 6, Givenchy, Cornwallis, Cayuga, Antigonish, Oriole, Venture, Saguenay*; awarded Long Service and Good Conduct Medal; retired Dec. 13, 1963.

CPO CLIFFORD BRUCE McILRAY; CD; C2ER4; joined June 2, 1941; served in *Naden, Malaspina, Bellechasse, Givenchy, Prince Robert, Peregrine, Stadacona, Micmac, Scotian, Rockcliffe, Antigonish, Athabaskan, Sault Ste. Marie, Ontario, Beacon Hill, Stettler, Saskatchewan*; retired Dec. 28, 1963.

PO JOHN IRWING OSTER, CD, P1WS3; served in RCNVR July 26, 1943 to Dec. 11, 1945; joined RCN March 25, 1946; served in *Tecumseh, Naden, Stadacona, Cornwallis, Port Colbourne, Micmac, Peregrine, Ontario, Nonsuch, Athabaskan, Porte Quebec, Crescent, Assiniboine, Royal Roads, Beacon Hill*; retired Dec. 9, 1963.

CPO WILLIAM CHARLES PARSONS, CD; C1RA4; joined March 15, 1946, after serving in RCAF for two years, served in *Malahat, Naden, Stadacona, Niobe, Ariel, RCNAS Dartmouth, Magnificent (18 CAG and 19 CAG), Shearwater (VS 881, VT40, VU32, VX10 and VU 33)*; retired December 29, 1963.

CPO ROBERT OLIVER RENTON; C2ST4; joined June 21, 1938; served in *Naden, Restigouche, Nootka, Stadacona, Loos, Orillia, Avalon II, Chilliwauck, Algoma, Hamilton, Givenchy, Peregrine, Grou, Buckingham, Chatham, Uganda, Crescent, Rockcliffe, Cornwallis, Cayuga, Athabaskan, Hochelaga*; awarded Long Service and Good Conduct Medal; retired Dec. 5, 1963.

CPO THOMAS JOSEPH YOUNG; CD; C2ER4; joined Jan. 8, 1948, after serving in Canadian Army for two years; served in *York, Naden, Stadacona, Scotian, New Liskard, Warrior, Iroquois, Swansea, Magnificent, Nootka, Prestonian, Crusader, Restigouche, Saguenay, Algonquin*; awarded CD; retired Dec. 25, 1963.

Sinners Outfoxed By Nimble Padre

A United States Navy chaplain has a sneaky way of increasing attendance at his chapel services.

Chaplain William Walker, stationed on Guam, invites sinners to a series of table tennis competitions. If the padre loses (best 3 out of 5), he provides the winner with a steak dinner. If the sinner loses, he agrees to attend church for one month. Chapel attendance is reported to have increased by 25, and no steak dinners have yet been provided.

Chaplain Walker was pingpong champion at the Great Lakes Naval Training Centre for two years, the U.S. Navy *Chaplain's Bulletin* discloses in telling the story.

PENNANT FOR SENIOR SHIP

The practice of painting the funnel of a ship to indicate the ship of the squadron commander and division commander has been discontinued to be replaced by a Command pennant. The senior ship has up to now been designated by a black band at the top of the funnel.

Until the Command broad pennants are available, the flotilla flag, a white burgee with blue borders top and bottom is to be flown, an interim measure to indicate the ship embarking the squadron commander.

The Command broad pennant for the RCN is shown in General Orders as a swallow-tailed pennant with blue borders top and bottom, and squadron

OFFICERS

CAPTAIN LORENZO LYSONS ATWOOD, CD, VRD; joined RCNVR January 11, 1928, as a midshipman; served in *Stadacona, Champ-lain, Venture, Quebec, Ambler, Bytown, Prince Robert*; transferred to RCN November 14, 1945; served in *Naden, Bytown, Niagara, Avalon*; last appointment Naval Headquarters, on staff of Assistant Chief of the Naval Staff as Director of Naval Operations; commenced leave January 20, 1964; retires on August 14, 1964.

CDR. WILLIAM HORACE FOWLER, CD; joined RCNVR October 17, 1941, as probationary sub-lieutenant; served in *Cataraqui, Kings, Nanaimo, Chaleur, Ste. Therese, York*; demobilized, October 23, 1945; joined RCN January 3, 1947, as Instructor Lt.-Cdr.; served in *York, Stadacona, Royal Roads, Naden, Bytown, Cornwallis*; last appointment *Stadacona* as Officer-in-Charge Academic Division and on staff of Commodore Personnel Atlantic Coast as Staff Officer Academic Training; commenced leave January 3, 1964; retires on May 26, 1964.

LT.-CDR. HEDLEY GORDON IVANY, CD; joined RCNVR July 8, 1940, as Shipwright 3rd class; served in *Stadacona, York, St. Laurent, Scotian, Avalon*; transferred to RCN January 20, 1942; promoted to Acting Warrant Shipwright on July 6, 1944; served in *Protector, Scotian, Stadacona, Naden, Magnificent, Cornwallis, Niobe, St. Croix*; last appointment *Stadacona* on staff of Commodore Superintendent Atlantic Coast for Ship Repair; commenced leave January 9, 1964; retires on July 21, 1964.

CDR. DUNN LANTIER, DSC, CD; joined RCNVR June 13, 1935, as a cadet; served in *Stadacona, Restigouche, HMS Vanquisher, Ottawa, Niobe, Athabaskan, Bytown*; demobilized September 15, 1945; joined RCN as lieutenant June 21, 1946; served in *Donnacona, Uganda, Warrior, Niobe, Magnificent, Stadacona, Haida, D'Iberville*; last appointment Naval Headquarters, on staff of Director Naval Operations as Exercise Co-ordinator; commenced leave January 31, 1964; retires on July 2, 1964.



numbers, also in blue. The Naval General Order states that the function of the Command broad pennant is to identify a ship in which a squadron commander is embarked.

In harbour, when two or more ships are present, a ship in which a squadron commander is embarked wears the appropriate Command broad pennant in a conspicuous position.

By day at sea, a ship in which a squadron commander is embarked may hoist the Command broad pennant when meeting or joining other warships. It should be hauled down when sufficient time has elapsed for visual identification.

The General Order says further that the Command broad pennant shall neither displace the masthead (commission) pennant nor be hoisted in a ship wearing a standard or other distinguishing flag or pennant.

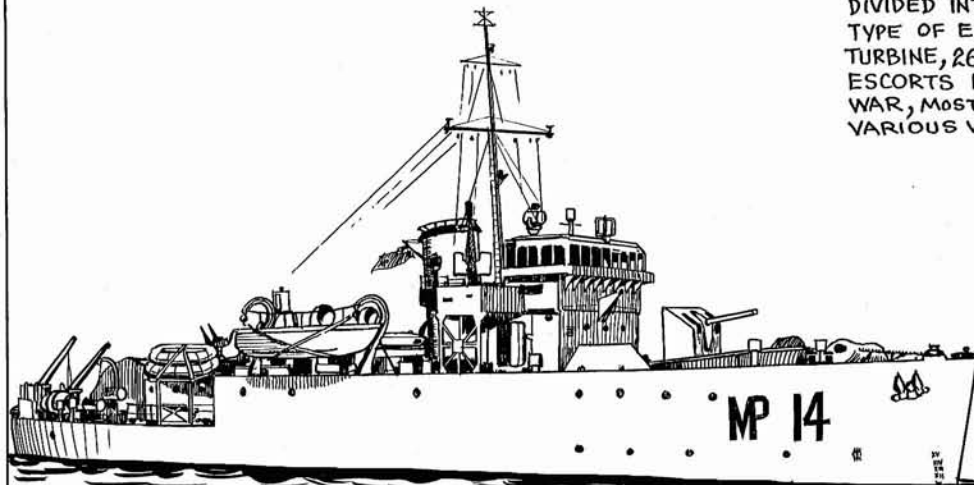
Naval Lore Corner

Number 123

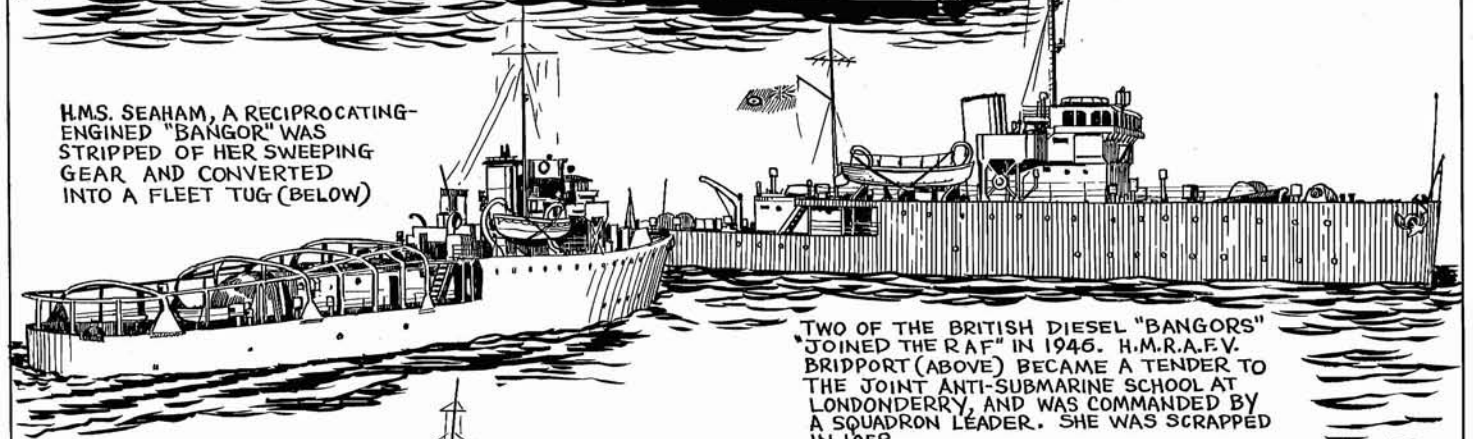
THE "BANGOR" SWEEPERS

THE 113 "BANGOR" CLASS WARTIME-BUILT MINESWEEPERS WERE CONSTRUCTED IN THE U.K., CANADA, AND A FEW IN HONG KONG, THEY WERE DIVIDED INTO 3 GROUPS ACCORDING TO THE TYPE OF ENGINES (DIESEL; 14 ; RECIPROCATING, 73; TURBINE, 26), AND SERVED AS SWEEPERS AND ESCORTS IN THE RN AND RCN. AFTER THE WAR, MOST OF THEM WERE DISPOSED OF IN VARIOUS WAYS...

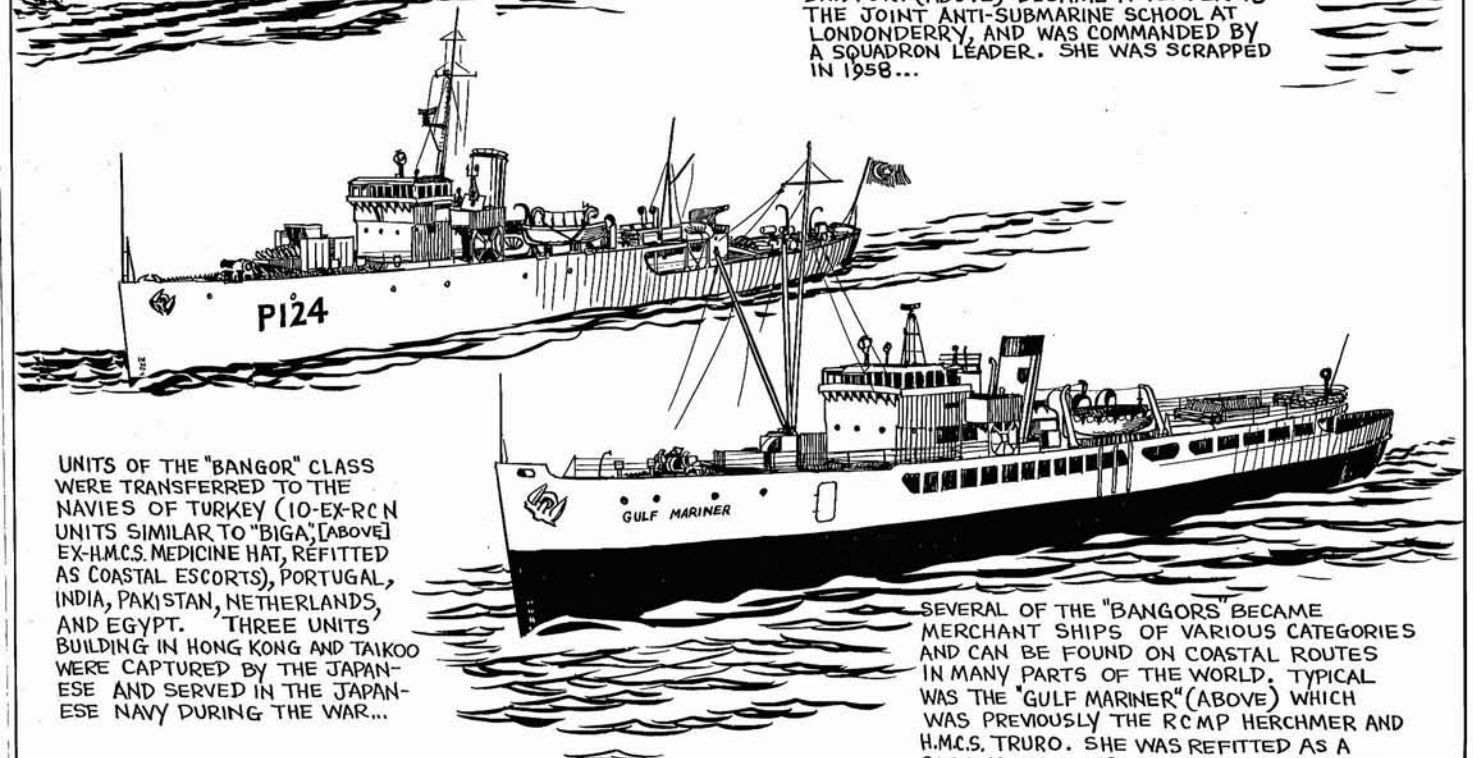
NINE OF THE CANADIAN DIESEL "BANGORS" WERE TRANSFERRED TO THE RCMP (MARINE SECTION) IN 1950 TO BECOME PATROL SHIPS (LEFT: RCMP MACBRIEN, EX-H.M.C.S. TROIS RIVIERES). SEVERAL WERE RE-ACQUIRED BY THE RCN, AND NONE NOW REMAIN IN THE RCMP..



H.M.S. SEAHAM, A RECIPROCATING-ENGINED "BANGOR" WAS STRIPPED OF HER SWEEPING GEAR AND CONVERTED INTO A FLEET TUG (BELOW)



TWO OF THE BRITISH DIESEL "BANGORS" JOINED THE RAF IN 1946. H.M.R.A.F.V. BRIDPORT (ABOVE) BECAME A TENDER TO THE JOINT ANTI-SUBMARINE SCHOOL AT LONDONDERRY, AND WAS COMMANDED BY A SQUADRON LEADER. SHE WAS SCRAPPED IN 1958...



UNITS OF THE "BANGOR" CLASS WERE TRANSFERRED TO THE NAVIES OF TURKEY (10-EX-RCN UNITS SIMILAR TO "BIGA", [ABOVE] EX-H.M.C.S. MEDICINE HAT, REFITTED AS COASTAL ESCORTS), PORTUGAL, INDIA, PAKISTAN, NETHERLANDS, AND EGYPT. THREE UNITS BUILDING IN HONG KONG AND TAIKOO WERE CAPTURED BY THE JAPANESE AND SERVED IN THE JAPANESE NAVY DURING THE WAR...

SEVERAL OF THE "BANGORS" BECAME MERCHANT SHIPS OF VARIOUS CATEGORIES AND CAN BE FOUND ON COASTAL ROUTES IN MANY PARTS OF THE WORLD. TYPICAL WAS THE "GULF MARINER" (ABOVE) WHICH WAS PREVIOUSLY THE RCMP HERCHMER AND H.M.C.S. TRURO. SHE WAS REFITTED AS A COASTAL PASSENGER AND FREIGHT SHIP ON THE BRITISH COLUMBIA COAST IN 1952...

Roger Duhamel

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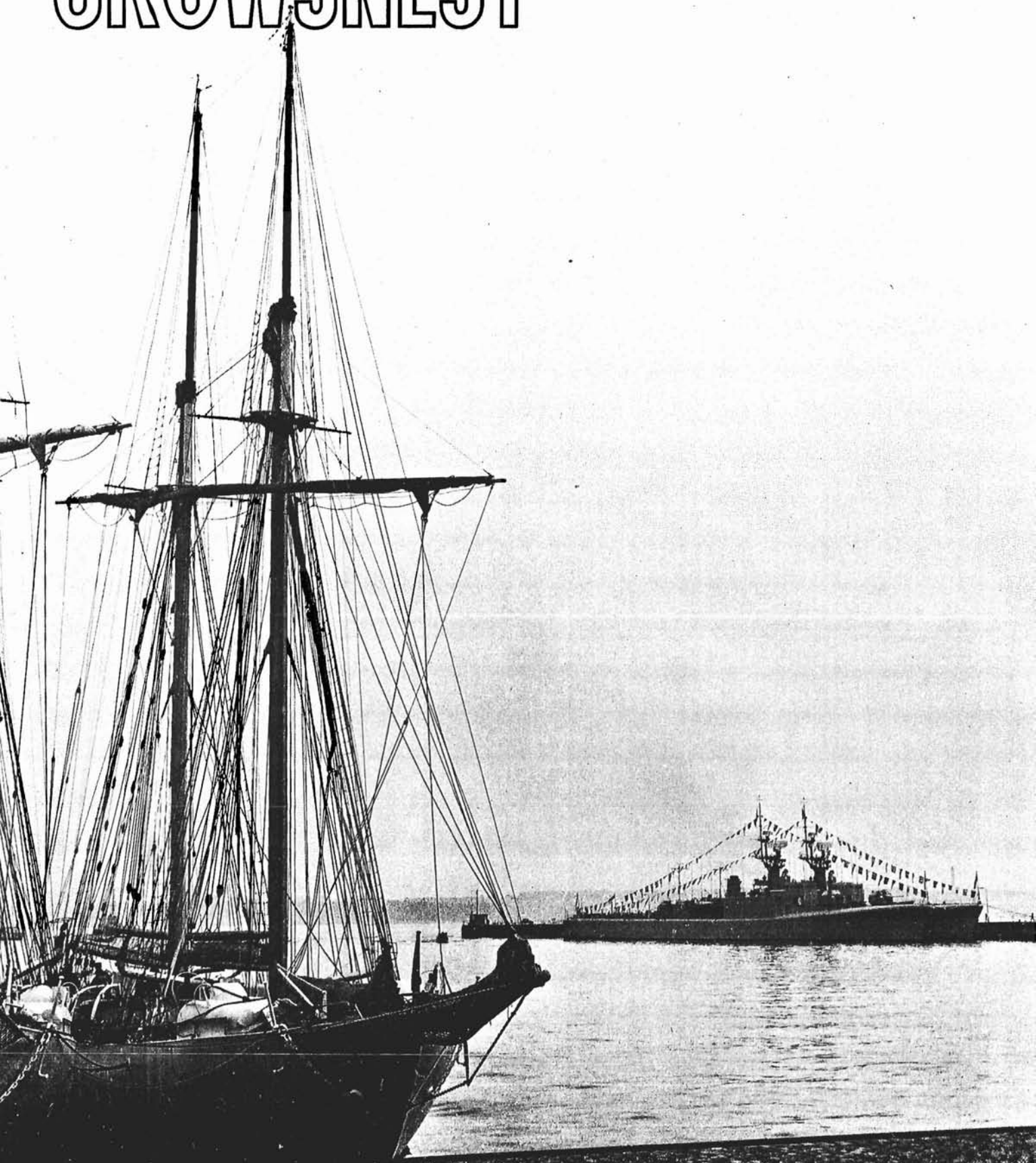
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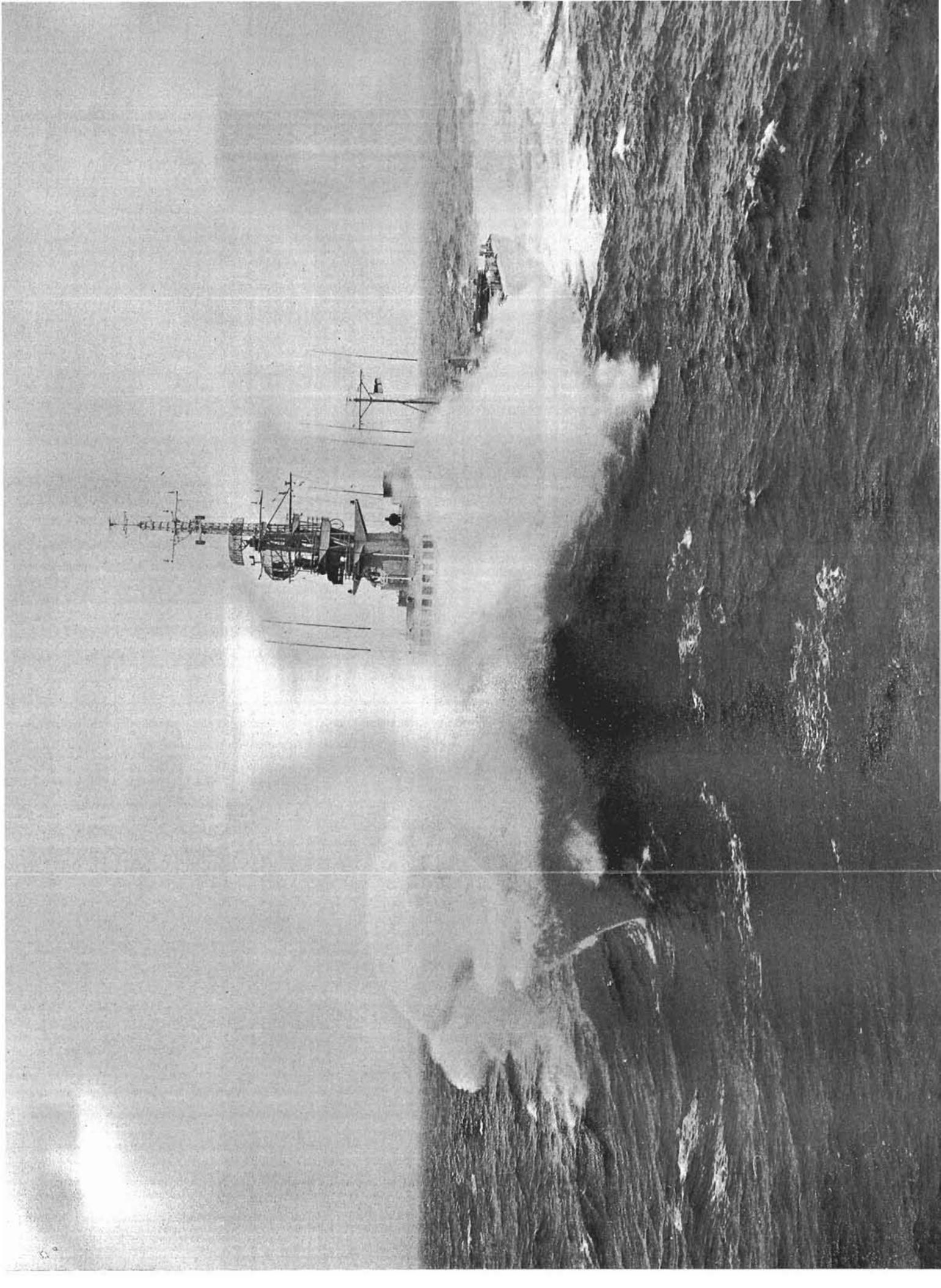


The CROWSNEST



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February, 1964



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THE ROYAL CANADIAN NAVY'S MAGAZINE

FEBRUARY 1964

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LADY OF THE MONTH

There is not much visible of the "Lady of the Month", the destroyer escort *Saskatchewan*, in the picture on the opposite page, but it does give a graphic idea of the rough seas with which the *Saskatchewan* and four other Canadian warships had to contend during NATO exercises off Scotland late last year.

The ships encountered two of the most intense cyclonic depressions ever recorded in the North Atlantic with furious winds and waves up to 40 feet high.

The *Saskatchewan* is now attached to the Pacific Command. The sailors are glad. (HS-73100-206)

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.

The Cover—Ships of the Fifth Canadian Escort Squadron, the *Columbia* and *Gatineau*, are shown dressed overall in observance of "Kieler Woche" festivities and secured at the Tirpitzmole, Kiel, Germany, during last year's Baltic cruise. Two German sailing vessels are in the foreground. (CCC5-503)



RCN NEWS REVIEW

Ships of the Fifth Escort Squadron, the *Restigouche*, *Terra Nova*, *Kootenay*, *Chaudiere* and *Columbia* fan out from the *Bonaventure* as they approach the straits of Gibraltar. The ships were en route to Mediterranean ports after a brief visit to Bermuda. (BN-5175)

Stettler Takes Gunnery Trophy

HMCS *Stettler* of the Pacific Command, has taken the L. W. Murray Trophy for gunnery excellence away from East Coast ships. The *Stettler*, skippered by Lt.-Cdr. R. F. Gladman, turned in the fleet's best gunnery record for 1963 to win the trophy.

Last year the *Restigouche*, based at Halifax, won the trophy.

Second place gunnery honours also went to a West Coast ship, the *Jonquiere*. The *Gatineau*, *Cap de la Madeleine* and *Columbia*, all from the Atlantic Command, and *Kootenay*, Pacific Command, followed in that order.

The L. W. Murray Trophy was presented to the Navy in 1934 by Rear-Admiral Leonard W. Murray, CB, CBE, RCN (Ret), when he was Captain (Destroyers) Eastern Division of the RCN. Each year Naval Headquarters totes up gunnery scores from all ships of the fleet to determine the winner.

Ships in Far Distant Places

The "Go Places Go Navy" recruiting slogan rang true early this year, with destroyer escorts in the Far East, frigates in South America, an aircraft carrier and DDEs in the Mediterranean

and the *St. Laurent* in the first stages of heading for Halifax via the Far East and Suez from Esquimalt.

The West Coast destroyer escorts *Fraser*, *Mackenzie* and *St. Laurent* were at Singapore February 9-18, with a large scale Commonwealth naval exercise looming in the Bay of Bengal later in the month.

The frigates *Beacon Hill*, *Antigonish* and *St. Therese* were at Callao, the

port of Lima, Peru, Feb. 4-11, in the course of a training cruise for Short Service Officer Plan cadets from Esquimalt.

The training yacht *Oriole* visited southern California ports.

In the Mediterranean, the *Bonaventure* and *Terra Nova* were at Toulon, France, and the *Restigouche*, *Columbia*, *Chaudiere* and *Kootenay* were at Leghorn, Italy, from the 7th to 17th before joining NATO Exercise Magic Lantern in the Atlantic approaches to Gibraltar.

At Halifax the frigates *Fort Erie*, *Lanark*, *New Waterford* and *La Hullose* plus HMS *Alcide* were preparing for exercises Feb. 17-March 1 that would take them to Bermuda.

Visual Acuity Rule Changed

A revised standard of visual acuity for officers has been adopted by the Royal Canadian Navy.

The new standard means many high school students who wear glasses will now be eligible for enrolment in the RCN as officer cadets under the tri-service Regular Officer Training Plan, or the navy's Short Service Officer Plan.

A major influence on the revision has been the increasing efficiency of and reliance on electronic "eyes", chiefly

Hand Salute When Hatless

The Royal Canadian Navy has decided to follow the Royal Navy rule of recent years to salute with the hand, if bareheaded in civilian clothes. An amendment dated November 1, 1963, to QRCN 63.71 paragraph (6) includes a second sentence. The paragraph now reads:

"When in civilian clothes, the person saluting shall raise his hat or cap. If no hat or cap is worn, the naval salute as described in paragraph (1) of this article shall be made."

Paragraph (1) tells how to make a proper salute with the right hand.

The Royal Navy, aware that a great many people no longer wear headgear in civilian clothes (a notable example is His Royal Highness, the Prince Philip), has required the hand salute for several years, instead of the former "eyes right" or "eyes left".

radar, for detection and observation. These instruments have not replaced the human eye but have enormously extended a ship's visual capability, especially at night and in low visibility. This has enabled an easing of emphasis on eyesight standards for General List officers, whose careers involve varied appointments in ships and shore establishments.

In navigation at sea, loran and similar systems have largely reduced reliance on sun and star sights. For pilotage and station keeping, almost constant visual checks or "fixes" are still required, but the enclosed bridge and the use of radar and short range navigational systems and other aids have appreciably raised the standards of safety in poor visibility caused by snow, sleet, fog and rain. So refined have those standards become that "blind pilotage" is now a part of the stock in trade of the navigator and the officer-of-the watch. It is expected that new developments will raise the safety standards even higher in the future.

The eyesight standard required for entry into the navy's two main officer training plans has been amended to not less than 20/60, 20/60; or 20/40, 20/100 unaided distant vision correctable to 20/20, 20/30 with glasses regardless of age group. Colour vision must be normal.

Commodore Brock Dies, Aged 72

Commodore E. Reginald Brock, CBE, RCNR (Ret), the first reserve officer to attain his rank, died at 72 in Vancouver's Shaughnessy Hospital on Feb. 13.

Commodore Brock, a prominent Winnipeg businessman, joined the RCNVR in 1923, the year of its formation, at HMCS *Naden* and later trained in the destroyers *Champlain* and *Saguenay*.

In the lean years before the Second World War Commodore Brock did much to keep the reserve divisions in being.

He went on active duty on Sept. 1, 1939, and a week later was appointed Naval Officer-in-Charge, Montreal. He moved to Naval Headquarters in Ottawa in 1940, then went to Toronto in 1942 as Commanding Officer Reserve Divisions. His title was changed to Commanding Officer Naval Divisions in



COMMODORE E. R. BROCK

November, 1945. He was demobilized April 2, 1946, and went on the retired list at Winnipeg.

His brother, Captain Eustace Brock, was commanding officer of HMCS *Niobe*, the RCN's shore establishment in Scotland during the Second World War. Rear-Admiral Jeffrey Brock, Flag Officer Atlantic Coast, is a nephew of Commodore Brock.

He leaves his wife Kathleen; four sons, Rees and Michael, of Winnipeg, Arthur, of London, England, and Jeffrey, of Vancouver; and a daughter, Mrs. Margaret Norwich, of North Vancouver.

The funeral was held from St. Catherine's Anglican Church, North Vancouver on February 15.

Minesweeping Group Praised

Among the comments on the impending retirement of the First Canadian Minesweeping Squadron, whose ships were paid off to reserve at Halifax, was one from Rear-Admiral E. B. Grantham, Jr., USN, Commander Mine Forces Atlantic, at Charleston, S.C. His message read as follows:

"The necessary discontinuance of our annual bi-national minesweeping exercises is a matter of great regret to the Mine Force of the U.S. Atlantic Fleet. The U.S. participants in these exercises

have benefited not only from the professional aspects but also from the valuable personal relationships which were developed so spontaneously. It is our hope that conditions will soon change to permit a resumption of these pleasant and profitable operations. All hands in Mine Force, U.S. Atlantic Fleet join me in wishing our friends who have so ably manned and led *MINRON ONE* a fair breeze and smooth sailing for the future."

Shearwater Host To Grounded Plane

Engine trouble forced a United States Navy Super-Constellation transport carrying 90 servicemen and their dependents to land at HMCS *Shearwater* a few days before Christmas.

The four-engined aircraft was on a flight from Iceland to the U.S. when it developed engine trouble over Newfoundland. The 90 passengers were housed and fed at *Shearwater* until another aircraft could be flown in from Maryland.

Three Tribals End Careers

The first of the three Tribal class destroyer escorts to be paid off in the cutback program was retired from service in a short ceremony at the Dockyard in Halifax February 6. HMCS *Nootka* had entered the fleet initially in August 1946 and served two tours of duty in the Korean war theatre. Coming back from the second one she became the first destroyer in the RCN to girdle the globe.

Her sister ship, the *Cayuga*, was destroyed to pay off late in February and the *Micmac* about the third week in March. They are being held at Halifax pending completion of disposal arrangements with Crown Assets Corporation, which will sell them for scrap.

HMCS *Athabaskan* of the First Escort Squadron in Halifax thus will be the only Tribal left in service.

Two of the six East Coast minesweepers, the *Chignecto* and *Fundy*, had paid off by the time it was the *Nootka's* turn. The remaining four proceeded into retirement successively up to early March. All six will remain at Halifax, in reserve at the Minesweeping Base Facility near the Royal Nova Scotia Yacht Squadron.

NAVY WEEK

MAY 3rd - 9th

Low Accident Rate Attained

HMC Dockyard, Halifax has achieved the lowest accident rate ever recorded in its history when, in four short years, it reduced its lost time injuries from 149 in 1959 with a resulting loss of 2,183 working-man-days, to 83 lost-time injuries in 1963 representing only 859 days lost.

In line with its safety program the HMC Dockyard Management Safety shield, awarded annually to the department showing the most improvement over its four-year injury frequency rate, was presented to the Queen's Harbour Master whose department overcame many difficulties and hazardous conditions to register an impressive safety improvement of more than 71 per cent.

The marked decline in the injury frequency rate has been attributed largely to the Dockyard's aggressive safety program and to its aims and objectives. Credit also is due to the leadership received from management and to the co-operation of the supervisors and the employees.

The safety program, in addition to applying rigid safeguards to machinery and providing protective clothing, gained strength from an intensive safety educational program, which included courses, films and posters stressing the importance of safety both on and off the job, and meetings held each month at shop, departmental and management levels.

The program is under the supervision of the Command Safety Engineer, R. T. Giovannetti, assisted by Safety Engineer W. B. Power and Safety Inspector L. D. Kehoe, and by training and safety supervisors on the staff of the Commodore Superintendent Atlantic Coast, all of whom engaged in the educational program and conducted numerous routine and shop safety inspections.

Lord Mayor Opens 'Voyager' Fund

The Lord Mayor of Sydney, Australia, has opened a relief fund for the dependents of officers and men lost in the sinking of HMAS *Voyager*.

Contributions sent to the Australian High Commission, 90 Sparks Street, Ottawa, will be acknowledged and forwarded to the Lord Mayor's Fund. Cheques or money orders should be made payable to the Australian High Commission (*Voyager* Fund).

Following the disaster in early February, in which the *Voyager* was cut in two by the aircraft carrier *Melbourne* with heavy loss of life, a message was despatched to Vice-Admiral H. Har-

ington, Chief of the Naval Staff, Royal Australian Navy, by Vice-Admiral H. S. Rayner, Chief of the Naval Staff, Royal Canadian Navy. The message said:

"It was with shock and deep regret that I heard of the loss of HMAS *Voyager* and so many of her crew. I know how keenly you must feel over this tragedy.

"On behalf of the Royal Canadian Navy I would like to extend deepest sympathy to you and all personnel of the Royal Australian Navy and to the families of the officers and men who lost their lives."

Special Gear Aids Copters

Two important developments which affect flying operations from Canadian destroyer escorts are being fitted to St. Laurents under conversion and two ships of the new Annapolis class yet to commission, the *Nipigon* and *Annapolis*.

One feature is the roll-damping system of the activated fin type. The other is the "bear trap" haul-down system. The first apparatus reduces rolling of the ship, the second is a landing aid for the big Sea King helicopters that operate from new or converted DDEs.

The roll-damping system consists of a non-retractable fin on each side of the hull, hydraulically tilted and controlled by a gyro sensing unit. The fins extend about four and half feet out from the hull on a spindle and are about nine feet long. They are located underwater just forward of the boiler room and angle down 50 degrees from the horizontal. They can elevate 15 degrees and depress another 15 with the pivotal point on each fin being some three feet from the leading edge.

When the ship is underway in a calm sea, the fins lie in a neutral position, but begin their work as the sea state rises. The *Assiniboine* and *St. Laurent* are the first ships with them in service. Four other St. Laurents are to follow and the two new Annapolis DDEs.

Postage Dearer Than Used Stamps

Stamp collecting can be an uneconomical business, in the opinion of Ldg. Sea. Wesley Young of HMCS *St. Laurent*.

His 15-year-old son Robert is a stamp collector. Being a dutiful father, Ldg. Sea. Young usually sends back packets of stamps from various countries he visits as a naval photographer.

At Port Swettenham, Malaysia, he purchased a package of 200 used stamps for 66 cents.

It cost him 75 cents to air mail them back home.

The roll-damping system ensures that rolling during extreme conditions of wind and sea is kept to about 10 degrees. Thus, stresses on the aircraft and its handling gear due to rolling acceleration are minimized and at the same time maintenance conditions are improved.

The *Assiniboine* has been carrying out "bear trap" trials. This is a winch-down system which guides the big helicopter to a safe landing on the relatively small flight deck of the DDE, and secures it immediately upon touch-down. The system also centres the helicopter on the flight deck, tows it into the hangar, and out again.

The pilot hovers the Sea King over the flight deck and lowers a wire messenger. The flight deck party attaches it to a heavier wire which is then hoisted to the helicopter and secured. A winch and two drums beneath the flight deck haul the flying machine down and, if necessary, in and out of the hangar.

There are three methods of disengagement during the haul-down process. If there is too much tension on the wire, it parts at a certain place, or the pilot can manually disengage the wire. Lastly the drum will slip if strain is too great.

The all-weather, speedy Sea King extends appreciably the dual "hunt" and "kill" capabilities of the Canadian destroyer escort against the most modern submarine in service or those projected for some time to come.

Award Made On Board Ship

Vice-Admiral H. S. Rayner, Chief of Naval Staff, has presented a cheque to a *Bonaventure* sailor on behalf of the Suggestion Award Board of the Public Service of Canada.

The presentation was made on board the *Bonaventure* to Ldg. Sea. Harold G. Smith, of Peterborough, Ont. While serving on board the *Cayuga*, Ldg. Sea. Smith submitted a suggestion concerning the lifebuoy system. This suggestion involves the installation of a buzzer in the operations room to enable closer plotting of the position in the event of a man overboard.

This suggestion was evaluated by a panel of experts and was subsequently tried and has been adopted for use in the RCN.

Ldg. Sea Smith was awarded \$100 by the suggestion Award Board for his suggestion. The cheque was presented by Vice-Admiral Rayner when he visited the ship near Bermuda in company with the Hon. Paul Hellyer, Minister of National Defence.

LONG WAY ROUND

By the time HMCS St. Laurent reaches Halifax in mid-summer, she will have completed the circuit of the earth she began on March 6, 1959, when she steamed out of the eastern port on her way to Esquimalt. The following is the first chapter of the account of her present journey around the world.

albatross family affectionately known as the "gooney bird". Visitors to the island are particularly amused at the ludicrous walk and dance of this exceedingly ungainly bird. The gooney is capable of many zany antics but possibly the most comical antic of all is his oftentimes futile attempt to become airborne. It

ON THE MORNING of Jan. 7, 1964, HMCS St. Laurent, under the command of Cdr. D. D. Lee, slipped and proceeded to sea from HMC Dockyard, Esquimalt. A voyage, which would last six months and would almost encircle the globe, had commenced. An experience not likely to be soon repeated was becoming a reality.

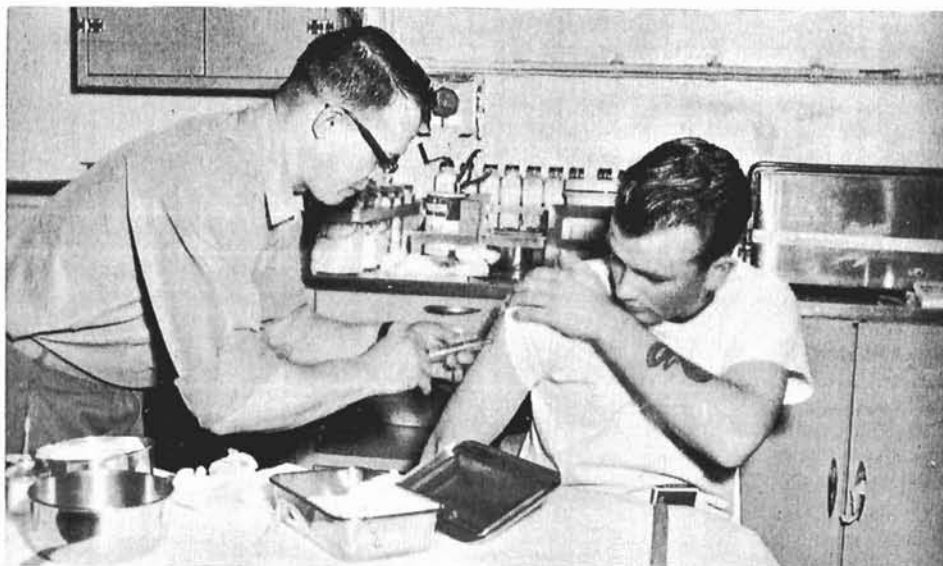
The St. Laurent, the second ship to be converted to accommodate the RCN's new anti-submarine helicopter, the CHSS-2 Sea King, had been assigned to the Atlantic Command and was proceeding to Halifax around the world. The St. Laurent sailed in company with HMCS Fraser and later they were joined by HMCS Mackenzie. The three ships were to remain together until the completion of Jetex 1964 at which time the St. Laurent would detach and proceed to Halifax, arriving in mid-July.

Although a cruise of this nature provides many exciting and alluring aspects, it also affords its more unpleasant moments. This was abruptly brought to view on our first Sunday at sea when PO Edward A. Achtymichuk, medical assistant, introduced the ship's company to the first of many inoculations. Thereafter each Sunday the officers and men filed sombrely through sick bay to receive yet another of the seemingly endless list of serums.

On Tuesday, Jan. 14, the ship arrived at Pearl Harbour for a brief visit before proceeding westward. Here the ship's company had an opportunity to take advantage of the beautiful beaches and the foaming surf and to do some last-minute shopping.

On Sunday morning, just before leaving Pearl Harbour, Captain G. H. Hayes, commander of the Second Escort Squadron, reviewed the ship's company at ceremonial divisions and then joined the St. Laurent for the next leg to Midway.

Midway was merely a scheduled six-hour refuelling stop. However, almost everyone had an opportunity to go ashore and see this tiny Pacific atoll which is truly a tropical gem. Here alone is to be found that member of the



"Chicken Every Sunday" is an appropriate title for this touching scene. For the first month at sea members of the ship's company of the St. Laurent each Sunday received another in the series of shots required for tropical travellers. PO Edward A. Achtymichuk is shown needling AB David L. Sutherland. (E-74896-23)



An enterprising Hawaiian souvenir vendor moved his portable shop on board the St. Laurent for the benefit of those who did not have shore leave. AB Colin R. Stewart and AB Ralph L. Shultz, two prairie sailors, try to choose between exotic flowers offered for sale by another tropical beauty, Miss Sugar Quijano, of Honolulu. (E-74896-17)

is not uncommon to see a "gooney" fluff his take-off and crash heavily into the soft sands, only to stagger to his feet and try his luck once again.

Fuelling complete the *St. Laurent* said a fond farewell to this beautiful Pacific atoll and proceeded westward—destination Guam.

On Wednesday, Jan. 22, the *St. Laurent* crossed the International Date Line. A birthday cake was presented by the captain to AB Henry Kehler to mark the occasion of missing his 26th birthday when January 23 was wiped from the calendar.

On Monday, Jan. 27, AB L. Beston suffered an attack of acute appendicitis and it was necessary for the *St. Laurent* to detach and proceed at best speed for Guam. The following afternoon a USN helicopter from Guam rendezvoused with us and airlifted AB Beston to the US Naval Hospital where an appendectomy was performed immediately. With a promised speedy recovery, AB Beston was to join again in Singapore.

The *St. Laurent* arrived in Guam on the evening of Jan. 28 and was joined by the *Fraser* and *Mackenzie* on the morning of Jan. 30. That afternoon the three ships participated in a squadron sports meet and when the results were tabulated the *St. Laurent* had captured the Cock o' the Walk.

The visit over, the task group proceeded to sea once again, its destination Manila. The passage from Guam to Manila was of particular significance because the ships sailed waters made famous during the Second World War. Names such as San Bernardino Straits, Luzon, Samar, Sibuyan Sea and Leyte Gulf all had a familiar historical ring and everyone took a keen interest in the ship's progress.

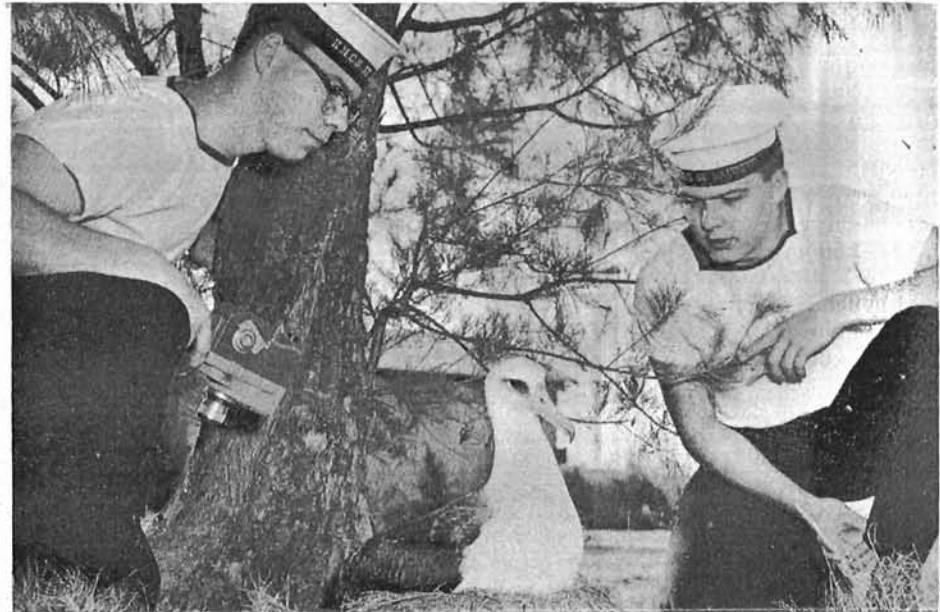
On the morning of February 3 the ships arrived off the tiny island of Corregidor, guarding the entrance to Manila Bay. Here the U.S. made its last stand against the Japanese in 1942 and it was from Corregidor that General Douglas MacArthur made the famous statement, "I shall return", before being evacuated by submarine.

Manila provided the ship's company with a multitude of activities. The Canadian Consul General arranged a complete program of spots, bus tours and social functions. For most this was their first visit to the Philippines and few failed to take advantage of the many opportunities to tour the city and surrounding countryside. Manila itself is a large city with a population of approximately 2,750,000.

On first impression, one feels that absolutely everyone is in the streets, driving helter skelter and with reckless



Cdr. D. D. Lee, captain of the *St. Laurent*, presents a non-birthday cake to AB Henry Kehler, who missed his natal day when the ship crossed the International Date Line and dropped January 23 from her calendar. Ldg. Sea. Richard H. Cailies, who baked the cake, looks on. (E-7489-24)



Ord. Sea. John A. Schimnowski and Ord. Sea. Brian W. Penman, during a brief visit to Midway Island, ponder the ways of nature that make the "gooney", or Laysan albatross, so clumsy on the ground and so graceful in flight. (E-74096-31)

abandon in many and varied types of vehicles. Possibly the most abundant and most amusing vehicle is the colourful and noisy "jeepney". This is a gaily coloured and bespangled jeep, which has been converted to carry six passengers and which can be seen at any moment and in any place in the city.

The countryside offers a quieter and more peaceful atmosphere. The carabao, a type of water buffalo, appears to be the principal beast of burden and it is not uncommon to see it pulling a wooden plough or drawing a cart laden high with bamboo, rice or coconuts.

Everywhere can be seen rice paddies, coconut groves, pineapple fields and quaint thatch and bamboo houses. No one really appears to be too enthusiastic about toiling in the hot sun.

The visit to Manila, although short, was certainly a delightful experience for most. Those who attempted to match wits with the local merchants almost invariably came out second best. However, it was a lesson well learned.

Thursday, Feb. 6, saw the ships steam from Manila Bay on their way across the South China Sea—destination Singapore.

OFFICERS AND MEN

Halifax Fleet Club Plans Outlined

A half-million-dollar undertaking of men of the Atlantic Command—the establishment of a Fleet Club in Halifax—was described to members of the Halifax Board of Trade by Rear-Admiral Jeffrey V. Brock, Flag Officer Pacific Coast, in a Feb. 14 address.

One of his first duties on taking up his appointment, Admiral Brock said, had been to give his blessing to what he called one of the most ambitious undertakings of Canadian servicemen anywhere. This was the decision of Halifax-based sailors to raise about \$500,000 to build a Fleet Club. They had set themselves a goal of \$100,000 for the first year and were well on their way to their objective.

"The RCN has long been concerned about the lack of suitable shore amenities and recreational facilities for naval personnel in Halifax—keeping in mind that this is the principal base and home port for more than 12,000 sailors in my command," Admiral Brock said.

More than 3,000 of these men were single and under 21 years of age. Most of them were far from home and lived on board ship, where accommodation was necessarily cramped. Civilian clothes were the fashion for sailors on leave these days and the men needed a place ashore to change.

The new club, which will replace a temporary one now in existence, will provide lockers, overnight accommodation, an opportunity for rest and relaxation, and an economical place to meet and entertain messmates and friends. The club, the admiral said, would also serve as an important link between naval personnel and the community.

The project has been scheduled for completion in 1967, Canada's centennial year.

Admiral Brock's remarks were part of an address in which he discussed the relationship between the Navy and the economic life of Halifax.

PO Heads U.S. Missile Course

PO Barry D. Smith, RCN, recently gained the highest mark ever attained in the Tartar Computer Course at the U.S. Naval Guided Missiles School, Dam



PETTY OFFICER B. D. SMITH

Neck, Virginia. The eight students of his class graduated from the 14-week course late in January.

PO Smith was presented with a Letter of Merit commending him for his achievement.

He is currently employed in the Weapons Division, Fleet School, HMCS *Stadacona*, Halifax.

The son of Mrs. Jeanne Smith, of Stokes Bay, Ont., he attended high

Weddings

Able Seaman Robert Carter, HMCS *New Waterford*, to Julia Ellen Luoma, of Copper Cliff, Ont.

Sub-Lieutenant David Goyder, HMCS *Jonquiere*, to Miss Karen Ross, of Messachie Lake, B.C.

Able Seaman Donald Trevor Watts, HMCS *Assiniboine*, to Joan Frances James, of Warsaw, Ont.

Births

To Chief Petty Officer Gerard J. Quesnel, HMCS *Montcalm*, and Mrs. Quesnel, twins (girl and boy).

NOTE: Ships and establishments are invited to report weddings and births regularly to *The Crow'snest*. Life would still appear to be going on, but contributions to these two departments have fallen off noticeably.—Ed.

school in Lions Head, Ont., before joining the Navy in March 1952. He is married to the former Margaret Hessian, of Halifax, and they live in the Greenhill subdivision, Lower Sackville, N.S.

Bursary Fund Support Sought

Financial support is sought for the King's College Naval Bursary Fund.

The purpose of the fund is to provide a bursary covering university fees and books to children of naval personnel attending the University of King's College, Halifax.

The original objective of the fund was capital totalling \$10,000 to allow a bursary of \$550 per year. The present amount in the fund is only half the required amount \$5,500. Because of this, the annual bursary is at present \$300.

Contributions are requested from any source, particularly from canteens or messes of ships paying off. Cheques should be payable to King's College Naval Bursary, and sent to Staff Officer (Education) Commodore Personnel, Atlantic, from whom further details may be obtained.

New Rear-Admiral Served with RCN

Captain S. Grattan-Cooper, OBE, RN, has been promoted to Rear-Admiral effective January 7, 1964, and appointed Deputy Controller of Aircraft for the Royal Navy in the British Ministry of Aviation.

Rear-Admiral Grattan-Cooper was lent to the RCN in April, 1950, and held the appointment of Commander Air in HMCS *Magnificent* from May 1950 to October 1951. He also served on the staff of the Flag Officer Atlantic Coast and held a temporary appointment at *Shearwater* as Commander Air, before returning to the Royal Navy in August 1952.

Painting Idea Adopted by RCN

A suggestion by PO William C. Patterson, of *Shearwater*, has earned him a cash award from the Suggestion Award Board of the Public Service of Canada. His suggestion concerning a

method of painting naval aircraft has been adopted by the RCN.

PO Patterson was born in Toronto in 1929 and has served in the RCNR and RCN since 1946. As an aviation technician, he has served in the aircraft carrier *Bonaventure* and at *Shearwater*.

Lott Fund Prize For Petty Officer

PO Donald W. Purdy has received a cash award from the Herbert Lott Naval Trust Fund for his achievements while attending a technical advancement course in the Fleet School, at Esquimalt.

PO Purdy topped the 45-week naval engineering course with an overall average of more than 88 per cent.

Born in Abernethy, Sask., in April 1930, he entered the RCN at Vancouver in 1954, later qualifying as an engineering technician. He has served at sea in various RCN ships including the destroyer escort *Fraser* and the frigates *Beacon Hill* and *Ste. Therese*. At present he is in the destroyer escort *MacKenzie*.

Machinists Given Special Training

A highly trained group of Navy machinists, drawn from the engineering mechanic trade, is going back to sea following the first annual course at the Engineering Division of the Fleet School in HMCS *Stadacona*.

The Navy has turned out 10 engineering technicians from a five-month course to enrich their ability in machine shop work. They will form an elite corps and eventually each warship of the RCN will have two on board. The Navy plans to train about 20 each year.

Training Officer at the Engineering Division, Lt.-Cdr. Thomas Orr, said they



PO William R. Black shows his course instructor, CPO Harvey Day, the prize micrometer donated by Peacock Brothers Limited, Montreal, for being top man in a recent five-month machinist course in the Engineering Division of the Fleet School at Stadacona. (HS-74172)

Page eight



Two qualified naval helicopter pilots have also become qualified helicopter instructors as a result of their recent completion of a course at the Army Aviation Tactical Training School, Canadian Joint Air Training Centre, Rivers Camp, Manitoba. Lt. J. A. F. Delisle and Lt. G. A. Potter are back at *Shearwater* training future pilots with the helicopter utility squadron, HU-21. In the picture are Major A. K. Casselman, officer commanding the school; Lt. Delisle; Group Captain C. M. Black, Commandant CGATC; Lt. Potter; Captain J. K. Pugh, chief flying instructor at the school, and Lt.-Cdr. E. A. Myers, naval assistant to the commandant. (NS-64-71-3)

are selected from the top 10 per cent of petty officers entering the higher technical trades from the engineering mechanic levels.

During the course the machinists each had to make a screw jack, valve spindle, globe valve, swivel vise, gear pump, drill press and claw coupling, all from basic castings poured in the division.

Peacock Brothers Ltd., Montreal, who manufacture auxiliary machinery for the RCN, donated as prize a micrometer set to the top man. The winner was PO William R. Black, who joined the Navy in 1952.

The other graduates of the first course are Petty Officers Paul Jules Bergeron, Kingsley William Clark, Earl Lloyd McIntyre, Cecil Barrington Grist, Brython Elwy Jones, Gordon Carman Harrett, Charles Coyle, and Donald Bruce Riddiford and John Lawrence Wagerman, Halifax.

Cdr. T. L. Hebbert Promoted

Cdr. Thomas L. Hebbert was recently promoted to his present rank. He is serving on the staff of the Flag Officer Atlantic Coast, Halifax.

Commander Hebbert, a graduate of the former naval college, HMCS *Royal Roads*, near Victoria, underwent his the former naval college, HMCS *Royal Roads*, near Victoria, underwent his

anti-submarine specialist. Before his present appointment, he commanded the frigate *Buckingham*, based at Halifax.

Radio Equipment Idea Wins Award

A suggestion by CPO Jack P. Mooney, of *Naden*, has earned him a cash award from the Suggestion Award Board of the Public Service of Canada. His suggestion concerning modification to radio equipment fitted in destroyer escorts has been adopted for use by the RCN.

CPO Mooney was born in Winnipeg, in 1923, and served in the former RCNVR from 1941 until 1945. He entered the RCN in 1946. Specializing in radio communications, he has served in RCN establishments on both coasts and at sea in the destroyer escorts *Sioux* and *Assiniboine*.

Promotion for Directorate Head

Cdr. Harold W. Smith was recently promoted to his present rank. He is Director of Systems Engineering at Naval Headquarters, Ottawa.

Cdr. Smith, a graduate in electrical engineering from the University of Toronto, entered the RCN in 1947. Since then he has served both at sea and ashore as an electrical specialist.

Following post graduate training at Massachusetts Institute of Technology, where he was awarded a Doctor of Science degree, he came to Naval Headquarters for duty with the Director General Fighting Equipment.

Personnel Study To Be Undertaken

A statement on the work of the committee recently appointed to study the results of the implementation of the 1957 personnel structure report has been made by the chairman of the committee, Rear-Admiral W. M. Landymore, Flag Officer Pacific Coast.

Working with Admiral Landymore will be Commodore Donald McClure, Commodore R. L. Hennessy, Captain R. H. Leir and Captain J. A. M. Lynch.

The function of the committee, as expressed by Admiral Landymore, is "to find out how well the structures have withstood the first seven years, and to see what needs to be done to make them work well for the next seven, or 10, or 20 years." His full statement follows:

In 1957 a group of officers was appointed to study the personnel structure of the Navy. Rear-Admiral E. P. Tisdall was chairman of the study group. He was assisted by a number of others—Commodore A. H. G. Storrs (later to retire as Rear-Admiral), Commodore H. G. Burchell, Commodore James Plomer, and the late Rear-Admiral B. R. Spencer.

Their main task was to set aside all traditional thinking in order to find a systematic structure for entry, training, promotion, advancement and service to meet the changing needs of a Navy in a changing world. Their findings were put into effect so that the structure under which officers and men now find themselves came about as a result of their studies.

To a certain extent they were "trail blazing". It wasn't always possible for them to look into the past to derive their conclusions, and looking into a crystal ball is not necessarily a sound means of projecting the future. Nevertheless, their work gave them the opportunity to make the most searching scrutiny of personnel matters that had ever been undertaken.

From their recommendations came the communal system of entry, the three-year engagement, new reporting methods, the new system of promotion and advancement. From their recommendations came the change that brought operations and maintenance closer together. In fact, almost every aspect of the present structure of officers' and men's careers came from their work.

That was seven years ago. The radical changes put new stresses on personnel; stresses of adjustment, stresses of cross-training, stresses from old and new methods enduring alongside one another. Now, after seven years, most problems of implementing the changes have been overcome and, while it is

too soon to forecast the future for the structure with a real degree of accuracy, at least the time is ripe for an examination of the structure as it now stands.

I have been given the task of re-examination. Commodore McClure, Commodore Hennessy, Captain Leir and Captain Lynch have been named to work with me to find out how well the structures have withstood the first seven years, and to see what needs to be done to make them work well for the next seven, or 10, or 20 years.

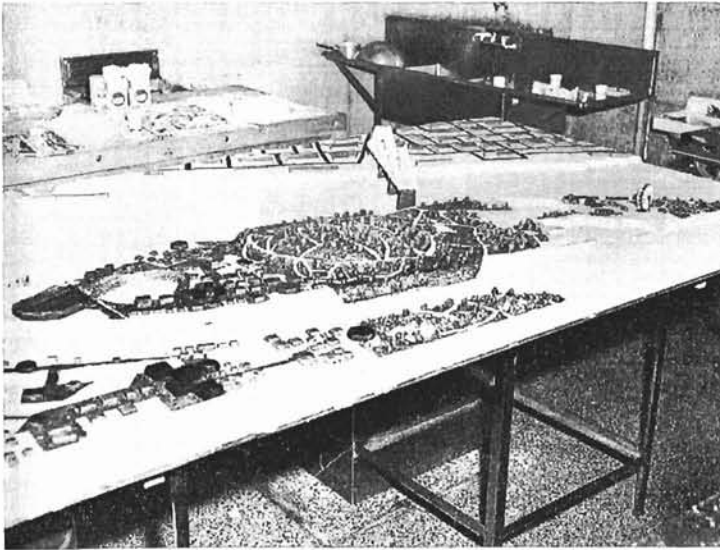
Generally, when it appears in print that a personnel study is being undertaken, the fleet groans and says simply: "More upheaval!"

I hope this won't be the case this time. My personal outlook toward this is that upheaval or radical adjustment is undesirable and should be unnecessary. It is more likely we will find that major matters need only slight adjustments to improve that which is basically good.

During the weeks to come, everyone will be given the opportunity of writing out his views as to how we can best prepare personnel matters for the future. Every opinion is valuable for the more there are, the greater the depth of knowledge available to the studies. I hope many officers and men will take the opportunity to jot down their views so they can be studied and so influence the shape of things to come.



Dartmouth and Shearwater Girl Guides and Brownies, who received awards following a course in artificial respiration, posed with their instructors for this picture in January. (DNS-32692)



A 6 X 16-foot scale model of the Montreal World's Fair, "EXPO 67", on St. Helene's Island, was a creation of cooks from Hochelaga that won an award of excellence in the Culinary Arts display in Montreal in January. Navy cooks used about 92 hours each and 560 pounds of ingredients. The four who undertook the job (top right) were Petty Officers Hugh Brewster and John Comeau, CPO Alfred W. Shano, and PO Kenneth Mitchell. Also taking a keen interest in the exhibit were Cdr. D. C. McKinnon, commanding officer of Hochelaga, and Commodore M. J. A. T. Jette, Senior Naval Officer St. Lawrence River Area, shown flanking Chief Shane. In the fourth picture, PO Comeau puts the finishing touches on an icing bridge. (ML-13570, 13585, 13578, 13578)

WORLD'S FAIR COOKERY

SIX NAVY COOKS baked their way right onto the feature pages of Montreal newspapers this winter.

They whipped up a 560-pound cake that measured six feet by 16 feet, and walked off with an award of excellence in the Armed Forces Division of the Food Service Executives Association annual culinary competition, repeating the Navy's success in the 1963 competition.

The monster cake was a scale model of St. Helene's Island, illustrating how it will look when the World's Fair opens at Montreal in 1967.

Responsible for the edible model of the coming World's Fair were CPO A. W. Shano and PO J. J. Comeau, of Cornwallis, and Petty Officers K. J. Mitchell and H. E. Brewster, of Stadacona.

To produce their masterpiece, the cooks spent about 92 hours each in the kitchen and went through 338 pounds of sugar, 45 dozen egg whites, immeasurable quantities of flour, and enough spices to season a whole bakery.

Their success in duplicating the World's Fair site may have given hope

to officials trying to sort out construction problems for the full-sized fair.

CPO Shano said he and his men used the model of the fair site displayed at Place Ville Marie for engineering details. The cooks had no trouble with materials for their World's Fair but the engineering was a real headache.

Chief Shano said after a small taste of a World Fair building, he pitied the men building the real thing.

"They are going to have a terrifically tough job," he said. "Lot's of luck to 'em."

THE USE OF SHIPS

"Exercise 'Big Lift' transports a division to Germany by air. What's the use of ships?"

HANSON W. BALDWIN, military editor of *The New York Times*, asked this question in a recent article on the future of the navy.

Mr. Baldwin didn't put it that way but an obvious answer to his question (and he has no doubts about the value of ships) is that surface transport, at the very least, is needed to carry the fuel to fly the aircraft back home again.

A much more detailed reply can be found in the *Naval Review-1964*, published by the United States Naval Institute. Captain Ira Dye, USN, chief of the office of program planning, U.S. Maritime Administration, here presents a thoughtful and detailed study of the comparative costs and merits of sea and air transport.

Captain Dye's article assumes that during the rest of the '60s and '70s the world will be faced increasingly with the problem of limited wars and that means must be found to prevent them from occurring or, if they do, from spreading.

He suggests that as important as having the combat-ready forces to apply is the ability to move these forces rapidly to wherever they are needed, and to maintain them there as long as they are required.

He leaves little doubt that this ability is unalterably dependent on the sea—not just on the control of it but on the ability to move men, equipment and supplies in bulk on it.

The United States Army and Air Force have carried out several exercises in recent years designed to show the ability of air power to move infantry forces quickly to potential trouble spots. The most recent of these exercises, the "Big Lift" mentioned by Mr. Baldwin, took place late in 1963, when one United States Army division was flown from the U.S. to West Germany.

All well and good, says Captain Dye, but it must be remembered that much of the equipment, trucks, tanks, armored cars, food, ammunition and supplies that would be used by these soldiers is stored, in bulk, at the scene in West Germany. The same situation is not likely to exist if limited war were

to break out in the Middle East, the Far East, South America or Southeast Asia.

It is generally conceded that ships can carry larger loads than aircraft and do it more cheaply, but Captain Dye vividly points out one additional fact that is widely overlooked. *This is that ships can move bulk cargo faster than can aircraft.*

For his examples, Captain Dye uses four C-141 Starlifter transport aircraft, and two C4-S-1a Mariner cargo ships. He defines each of these transport types as \$20 million worth of transportation resources—four \$5,000,000 aircraft and two \$10,000,000 ships.

The C-141 is a Lockheed jet aircraft not yet in service. Maximum cruise speed is given as 552 mph, maximum ferry range is 7,540 miles, and the cargo capacity is 34.5 short tons. A Mariner cargo ship can carry 4,180 short tons of cargo.

The planes in question will be able to deliver 34.5 tons of cargo from New York to France in 12 hours, including loading and unloading time. It would hardly be practical to use the two ships for this as they would require 10.5 days to deliver the same amount of cargo. The edge is obviously with the aircraft in these circumstances.

However—let the four transport aircraft try to deliver the full capacity cargo of the two ships and the results are strikingly reversed. Captain Dye calculates that it would take the aircraft 60 days to transport 1,770,000 cubic feet and the operation would cost \$5,010,000. The ships would do exactly the same job in 15 days at a cost of \$1,090,000.

In other words, in these circumstances, ships are four times as fast as jet transports and more than four times as economical.

In actual performance during Long Thrust II, 100 aircraft delivered 5,300 men in six days. The SS *United States* or the *Queens* converted into troop carriers each could convey 14,000 or 15,000 men in less than five days.

Another angle of the problem with which Captain Dye does not deal in this article is the possibility that the place to which troops and supplies are destined may be in unfriendly hands and there may be no place for aircraft to land. Thus, during the Second World War, aircraft may have been able to

soften up mainland Europe; they couldn't invade it. However, this is a separate matter.

Dealing again with the proponents of air-lift strategy, Captain Dye says the transportation requirements for contingencies or limited wars will be underestimated seriously if planning is based only on forces to be deployed initially. Rapid deployments and fast reaction would lose none of their importance, but staying power and the ability to handle mass movements of heavy forces would become of at least equal importance.

Captain Dye says it is clear that in the foreseeable future, as general ground forces become heavier and more mechanized, there will be a larger role in limited or conventional war for the sealift of cargo than in the past.

He therefore calls for the construction of better cargo carriers with which to do the job. He adds that it is well within the capacity of current ship construction technology to build a specialized, fast-response ship, which he calls "Sea-lifter".

She would have a speed of about 30 knots, meaning she could deploy from the west coast to Southeast Asia in 10 days, from Hawaii to Southeast Asia in eight days and from South Carolina to Africa south of the Sahara in from six to eight days.

Sealifter would be nuclear-powered and have unlimited range without refueling, or be conventionally powered with a 10,000-mile radius. She would carry 1,000 soldiers in air-conditioned space, plus 5,000 measurement tons of vehicles, plus 3,000 long tons of heavy re-supply items. Vehicles would roll on and roll off.

She would carry a limited number of landing craft and she could load in 30 hours and unload in about 24 hours, or less. In a well equipped port, such a ship, he says, could be unloaded in about eight hours.

The cost of the vessel would be between \$20 and \$25 million.

Captain Dye concludes by saying that sealift and airlift should be viewed as the two swift legs of military mobility. By using the two as a co-ordinated instrument, each in its proper complementary role, the optimum in rapid response and heavy punch can be achieved.



This is an official Vatican photograph of an audience granted by His Holiness, Pope Paul VI, to officers and men of the Fifth Canadian Escort Squadron in early February. A second audience was attended by 300 Canadian sailors.

PAPAL AUDIENCE FOR SAILORS

POPE PAUL VI on February 11 gave a private 20-minute audience to 70 RCN personnel in Rome. Nearly 300 sailors later attended a second audience.

The Canadians, led by Commodore R. P. Welland, Senior Canadian Officer Afloat Atlantic, at the first audience were ushered into a private reception room in the Vatican where His Holiness addressed them in English and French. The navy personnel were officers and men from four destroyer escorts of the Fifth Canadian Escort Squadron which were on a courtesy visit to Leghorn.

While the majority attending the audience were Roman Catholic, Chaplain Theodore Fenske, Protestant Chaplain of the squadron, attended. Navy personnel were taken into the Vatican past the traditional Swiss Guards to a throne room where they awaited the arrival of the Pope.

When His Holiness entered the throne room he blessed the Canadians, then addressed them.

The message of welcome, read by Pope Paul in English, said:

"Beloved sons,

"The successor of Peter the Fisherman welcomes you. We thank you for coming to visit us, and we assure you of our interest in your work and our heartfelt wishes for your success and happiness.

"The sea and the waters, which played such a large part in the life of Our Lord, are used by the Fathers of the Church as a symbol of this life. We sail over the ocean of life through storms and calms, keeping ever onwards until we reach the port of heaven, the harbour of eternal life.

"We pray for you as you fulfil your difficult duties, and we gladly bestow our Apostolic Blessing upon you, upon

your families and loved ones at home, particularly your children, the sick and afflicted."

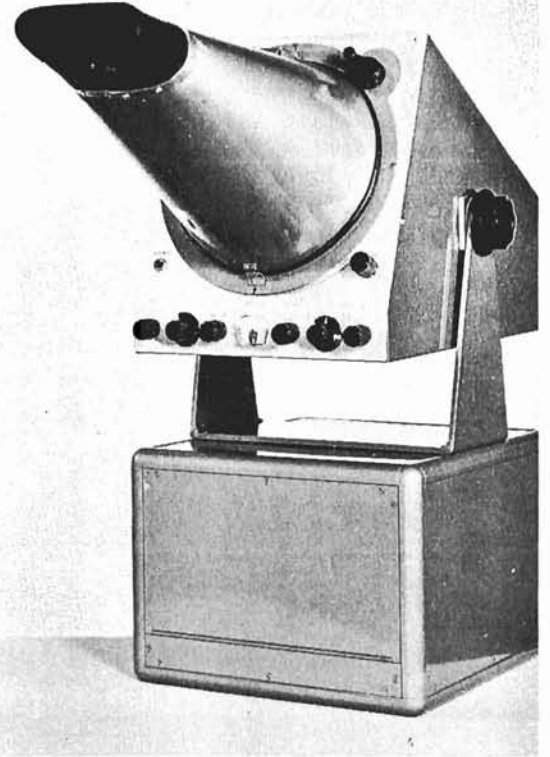
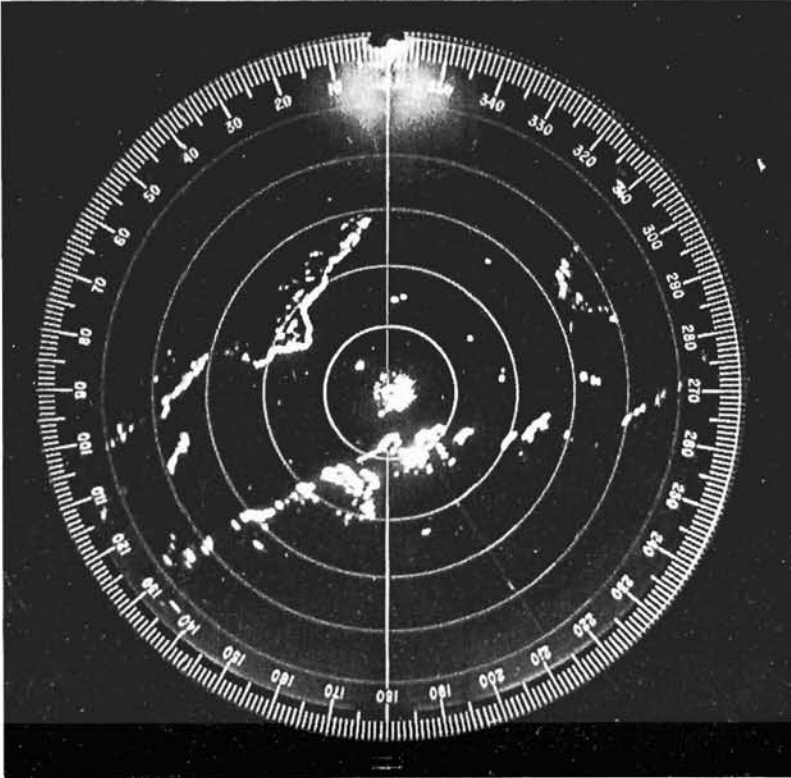
Following the message of welcome He received Commodore Welland, Captain D. L. MacKnight, Commander of the Fifth Escort Squadron, Cdr. E. A. Fox, commanding officer of HMCS *Columbia*, and Cdr. Patrick Ryan, commanding officer of HMCS *Kootenay*, and other officers. His Holiness also presented souvenirs, handing many out himself.

The two audiences were granted at the request of Chaplain C. B. Murphy, Chaplain (RC) of the Fifth Escort Squadron.

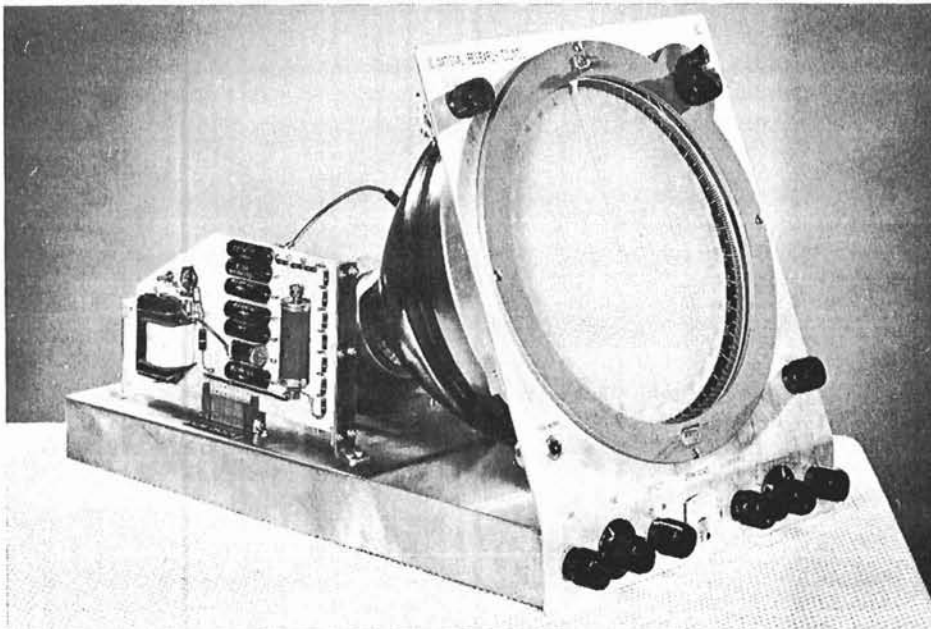
In seeking the audiences, Father Murphy visited Rome and enlisted the assistance of Monsignor Marzinkas, who once served in Ottawa as the Secretary of the Apostolic Delegate.

Following the audience sailors toured the Vatican including St. Peter's Cathedral.

SCIENCE AND THE NAVY



Naval radar operators should be impressed by the compactness and apparent simplicity of the transistorized marine radar developed by the National Research Council's Radio and Electrical Engineering Division. The combined weight of the display chassis and modular chassis, shown attached together, is less than 70 pounds. The picture at the right is from a film strip showing a display of the approach to the Kingston, Ont., harbour. The photo was taken during operational trials of the new marine radar. The bearing ring rotates and, accordingly, numerals are anti-clockwise. (Official photographs from Radio and Electrical Engineering Division, NRC).



The display unit of the new radar with the chassis removed to show one of the plug-in boards, adaptable to printed circuit techniques. (NRC Photo)

RADAR FOR SMALL CRAFT

A TRANSISTORIZED marine radar has been developed in the navigational aids section of the National Research Council's Radio and Electrical Engineering Division. A prototype has already been delivered to a Canadian firm for commercial production. A second model underwent successful evaluation trials this summer on board the *MV Radel II*.

The chief advantages of the new radar are: remarkably low cost, ease of installation, economy of operation, and a radical simplification of service problems.

It is expected that the new radar will be available for about half the price of any model now on the market. This means that, for the first time, purchase of radar equipment will come within

easy reach of the fishing industry and of owners of small vessels plying inland and coastal waters.

In the crowded wheelhouse of a small vessel, where space is always at a premium, the most attractive feature of the new radar is that its main parts have been reduced to two light-weight "packages", the display chassis and the modular chassis. The display chassis containing the 10-inch cathode ray tube and its circuitry may be either table-mounted or bulkhead-mounted like a wall clock. The modular chassis may be conveniently located in an out-of-the-way spot, as cabling from it to the display chassis can be extended to 20 feet without difficulty. The display package weighs only 31 pounds, the modular only 35, so that each can easily be handled by one person. (Design of the antenna, motor drive and radome for the production model has been left to the manufacturer.)

The entire system is so highly transistorized that it can be operated from a single 12-volt storage battery with a current drain of seven amperes (excluding only the antenna motor).

The display circuitry is confined to three plug-in boards, adaptable to printed circuit techniques, and built as complete sub-assemblies: this means that, if anything goes wrong, the faulty board need simply be replaced. Repairs can be made as convenient.—Photos and text courtesy NRC Research News.

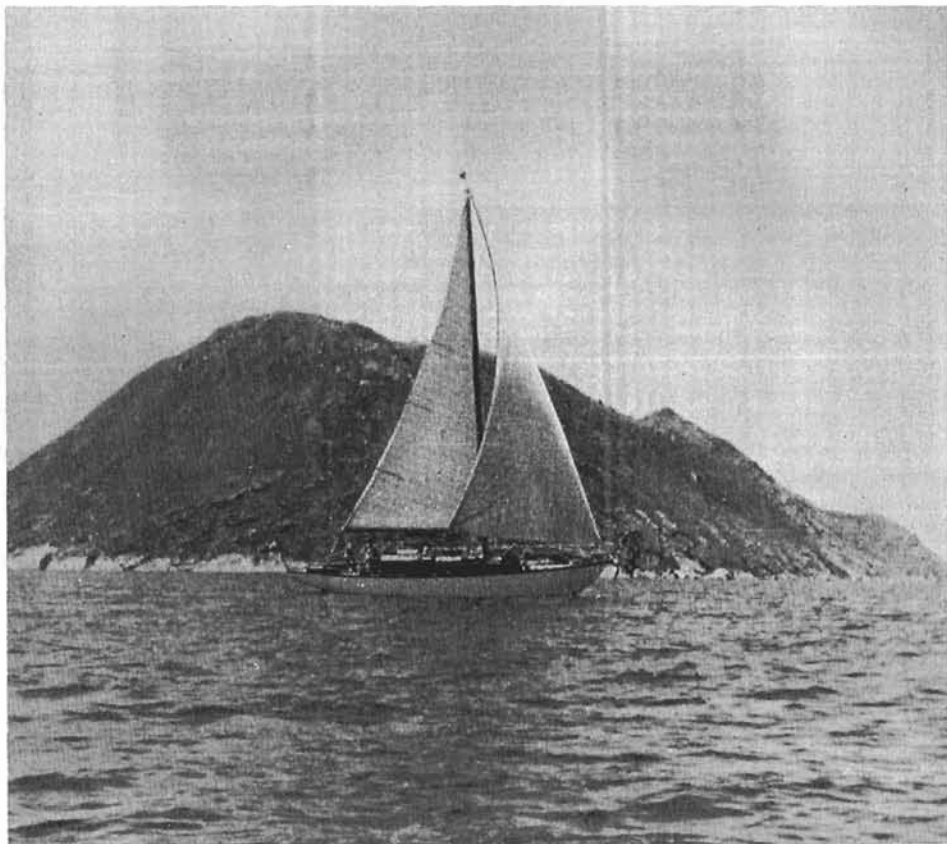
JET PROPULSION FOR SHIPS STUDIED

A two-year program aimed at the development of a water-jet propulsion system that will drive ships at speeds of almost 90 knots has been started by the Lockheed-California Company of Burbank, according to the *Army, Navy and Air Force Journal and Register*, published in Washington, D.C.

The engine would swallow large quantities of water, pass it through powerful engine-driven pumps, and eject it through rear nozzles at tremendous speeds.

Lockheed-California's emphasis will be on a propulsion system capable of powering a 500-ton hydrofoil ship up to 80 knots (92 miles per hour). The firm will also study the possible use of water jet propulsion systems for conventional surface ships.

A spokesman for the company says there are two main advantages in the advanced water jet propulsion over the marine propeller system. The first is mechanical simplicity—there are no complex gears and shafts. The second is control of the underwater cavitation problem associated with propellers.



The Haida Sea, off the barren coast of Arabia near Aden. (CN-638)

SOLDIER AT SEA

A LIFE-LONG dream of going to sea is coming true for Major Ron Roberts, Canadian Army (Retired), of Vancouver.

In 1961, during his last army appointment, he ordered a yacht to be built in Hong Kong according to his specifications. At the time he was serving with the International Commission for Supervision and Control in Vietnam. His wife Barbara wound up the family's affairs in Vancouver and joined Ron in Saigon for the last six months of his Vietnam appointment. Together they made their plans for the homeward voyage which would have no fixed ETAs.

As Major Roberts served out the last days of an active army career his thoughts turned to all the nautical subjects which would be necessary to fulfil the dream to come. As he counted the days to retirement he kept in constant touch with the yacht builder in Hong Kong. Finally, in the spring of 1962, he said farewell to fellow officers in Saigon and started retirement leave to stand by the *Haida Sea*. Here their teen-age daughter Pat joined the venture as crew.

It is not a coincidence that "*Haida*" is part of the yacht's name. It was put there to honour the famous Canadian destroyer that retired from service last fall.

Many months of shakedown, a typhoon that nearly spelled disaster before the voyage began and a hundred and one problems that go with getting a new yacht ready for sea failed to shackle the major's determination and the dream cruise finally got underway.

Christmas greetings for 1963 came to his naval friends in Ottawa from Malta where the *Haida Sea* was spending the winter for "rest and refit". Thus far in his timeless cruise Major Roberts reports "several storms but mainly story-book sailings".

As they stretched their sea legs in Malta after the first 10,000 miles, they looked forward to a leisurely cruise through the western Mediterranean. Later in the year they plan to cross the Atlantic. Barbados is the *Haida Sea's* target port of call for Christmas 1964. The ultimate destination is Vancouver but that doesn't come until right near the end of the dream.

LIFE AS IT SHOULD BE LIVED

Cdr. W. S. T. McCully was born in Kingston, Ont., on May 3, 1919, son of an Army officer, and was living in Vancouver when he joined the RCN as a cadet in 1936. He went to HMS Frobisher and continued early training in Royal Navy ships and establishments, returning to Canada in 1940 to join HMCS Restigouche, one of three Canadian destroyers at Halifax poised to take part in the evacuation of France. Later he specialized as a torpedo officer.

In April 1944 he joined the destroyer Qu'Appelle on convoy duties and was her executive officer to December of the same year when he succeeded in command. During the war he also had command of the Torpedo School at HMCS Cornwallis.

Following the war Cdr. McCully served at Naval Headquarters, commanded the West Coast frigate Antigonish

and became officer in charge of the Torpedo Anti-Submarine School in Halifax. He commanded the coastal minesweeper Gaspe and was additionally Commander First Canadian Minesweeping Squadron at Halifax, then was executive officer of HMCS Cornwallis before taking command of the new destroyer escort St. Croix in 1959.

He took up his appointment as Queen's Harbour Master on the staff of the Flag Officer Pacific Coast in 1961. He died while on leave in Arizona on February 10, 1964. His wife and four children were with him at the time. The funeral service was held at St. Paul's Garrison Church, Esquimalt, Feb. 14, followed by full naval honours at Royal Oak Crematorium, Saanich, B.C.

There follows a tribute to his memory from one who was long his friend.

FRIENDSHIPS formed in early youth and carried through the years are very special friendships. They differ from any other, because the experiences of youth are more vivid than those of later years. Consequently, the friends who share youthful experiences are in a sense special friends.

Such a friend was Bill McCully.

He arrived on board a liner in Halifax in December 1936, full of enthusiasm for his new career, still hardly believing that he was on his way across the Atlantic to become a naval officer. He kept that enthusiasm throughout the next 27 years and never lost his boyish zeal; whenever I met him in later years I was struck by that boyishness, the quick wit, the zealous volatile nature, untouched by the cynicism of age. In some ways he left the impression of a perennial 20-year-old.

Yet, Bill was not a perennial 20-year-old; it was just that he refused to let maturity dull his zeal for life. The age in which he lived thrust him early into the realities of life. As a midshipman on the China Station at the outbreak of war he was employed while awaiting passage home to Canada, in defensive mining of the approaches to Hong Kong. His job was to plot the mine lines from a motor torpedo boat. At the end of the first day while returning at high speed to harbour, the boat came under fire of the nervous Sikh-manned shore defences at Stonecutters.

Thus, Bill McCully encountered his baptism of fire a few days after the outbreak of war, while most of us were still shocked by the news of the out-

break. He pulled the injured stoker from the engine room of the sinking boat, recovered what possessions he could by diving into the half-submerged wardroom compartment, and transferred to a passing motor cutter. No medals were given for such heroics in the first weeks of war; we were all too busy getting organized.

Years of convoy escort followed, and he brought to war the same high good

humour, youthful exuberance and enthusiasm which had marked his course of training in the Royal Navy.

In 1944, on Channel operations, Bill was executive officer of the leader of the Twelfth Escort Group. In a fierce surface action in which the ship came under heavy fire, there were many casualties, including the captain. At 24 years of age, in the middle of a confused night action, the dark sky full of tracer, Bill McCully found himself elevated to command of a damaged destroyer and an escort group. Transferring control of the group to the divisional commander, he devoted himself to repairing damage, organizing medical care for the wounded, including his captain, and bring his injured vessel safely back to England from the Brittany Coast. The degree to which his success was attributable to extra effort of his men cannot be known, but that his men thought highly of him there was no doubt. His mention in despatches for this feat was well earned.

His high spirits and competitive nature earned him the nickname "Wild Bill" among some of his contemporaries. He was capable of stirring strong antagonisms because of his inability to conceal honest feelings, but he was utterly incapable of bearing a grudge. A fierce, angry flare-up was quickly followed by a twinkling wit, a broad grin, an infectious chuckle, and a relaxation of the tension. Somehow men understood him better than many officers. No one I have met ever inspired a greater loyalty among his men than



CDR. W. S. T. McCULLY

Bill. If he was ever in real need, I'm sure he would find half the lower deck of the fleet figuring ways and means to sort the problem out. Why or how this affinity developed I do not know, for he did not seek popularity and bore his rank in company of subordinates in a manner that did not invite familiarity, yet did not forbid ease. His qualities were recognized by an early promotion to commander at the age of 32.

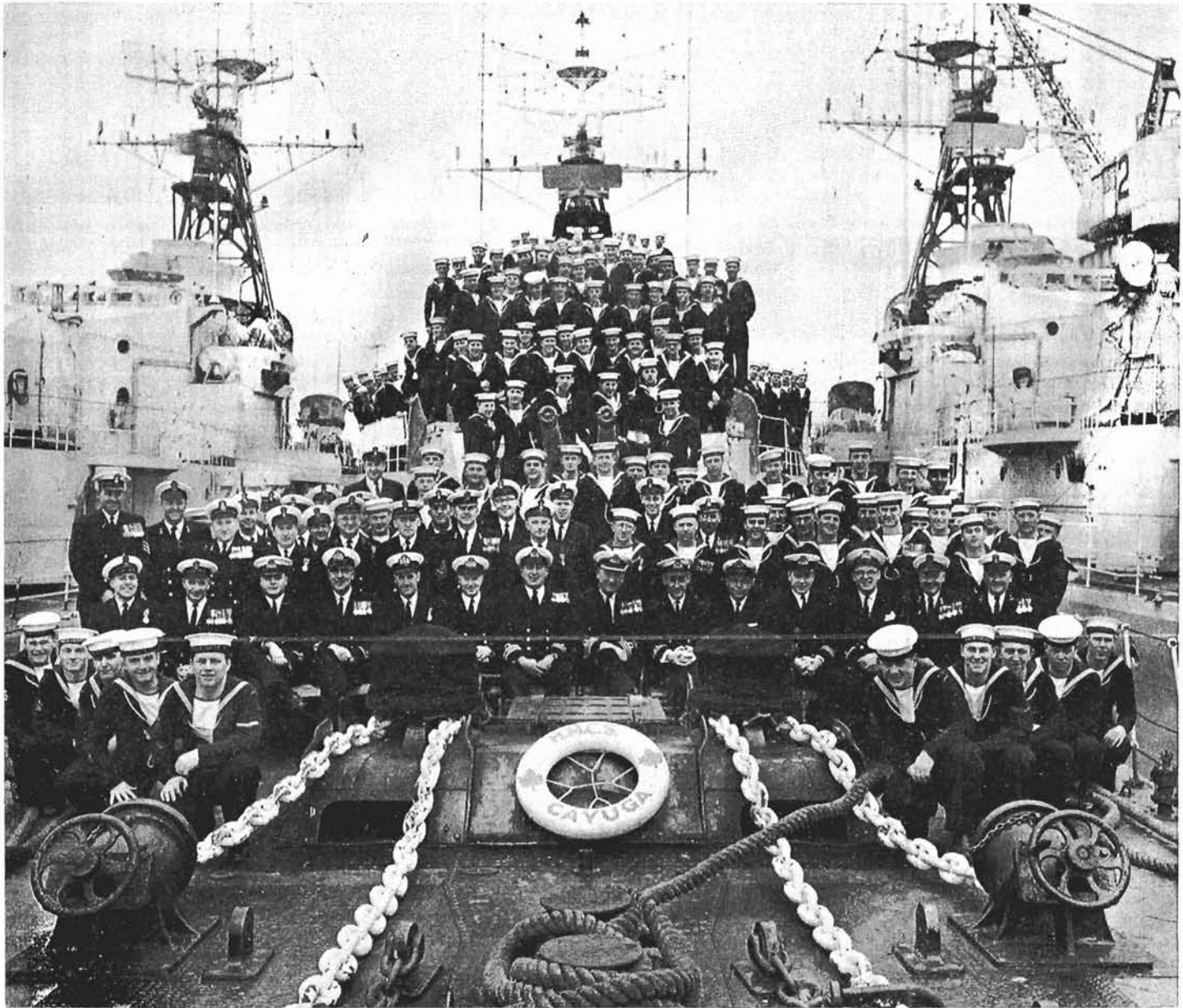
In recent years, until he fell ill, Bill McCully continued to live his life as before—a dedicated officer, he did not ease off in duty; a fierce sport competitor, he found an outlet for his spirited nature in basketball and a savage attacking squash game.

The recent death of Bill McCully was a sad event, but not as sad as it would have been if he had not crammed so

much life into the years that were allowed him.

He was no colourless, stereotyped, organization man. He treasured his individuality and lived life as he wanted to live it and as he felt a naval officer should live it.

The memories of the years I have known him provoke the thought: "They don't come like Bill any more!"—W.H.W.



FAMILY PORTRAIT—Officers and men of HMCS Cayuga assembled in the fore of the ship in late January for their last group picture in the knowledge that their ship, a veteran of three tours of duty in the Korean war, would be paid off on February 27. Cdr. W. M. Beckett was her captain for the last two years of her services. (HS-74044)

AFLOAT AND ASHORE

PACIFIC COMMAND

HMCS Oriole

The Royal Canadian Navy's training yacht, HMCS *Oriole*, can really fly under proper wind conditions and this was proved dramatically in early February on the first leg of a 38-day cruise to California waters.

Aided by northwest winds of more than 40 knots, the *Oriole* literally flew under the Golden Gate bridge, a full day ahead of schedule.

The *Oriole* attained a top speed of 11 knots during one hour of a 24-hour period that saw her cover 213.5 miles, for an average of 8.8 knots.

Leaving Esquimalt harbour on February 3, the *Oriole*, under power and sail, cleared the entrance of Juan de Fuca Strait by mid-afternoon.

Rounding Tatoosh islet, off Cape Flattery, the ship, with four officers and 17 men under the command of Lt.-Cdr. W. D. Walker, ran into heavy swells and a 40-mile per hour southwest wind.

She managed only three or four knots under such severe conditions and everybody suffered through a wet, uncomfortable night.

The third day out found the *Oriole* almost 100 miles off shore when the wind suddenly veered to the northwest and allowed the yacht literally to sprout wings.

The *Oriole* went on from San Francisco to Monterey and the remainder of her trip was to take her to Port San Luis, Santa Catalina, San Diego, Newport and Santa Barbara.

She was due back in Esquimalt on March 12.

ATLANTIC COMMAND

HMCS Fort Erie

Nine-year-old Generosa Carucci, of Naples, Italy, has a new set of foster parents for the second time in less than a year and for the third time in her life. Her new "fathers" are members of the ship's company of the frigate *Fort Erie* at Halifax, who won out over two other ships and an establishment in the Atlantic Command for the honour of "adopting" her. She had been sponsored by HMCS *Micmac*, Tribal class destroyer escort due to be paid-off on March 19.

Generosa first came under the Foster Parents Plan some years ago but her original sponsor was forced to relinquish his sponsorship in October 1963 and the *Micmac* then "adopted" her.

When it became known that the *Micmac* would be paid off, the ship's company didn't just turn Generosa's file over to the *Fort Erie* and then proceed to forget her. They went to work and took up a collection of money and allo-

cated it for clothing to be forwarded to "their little girl" as a combined Easter and farewell gift.

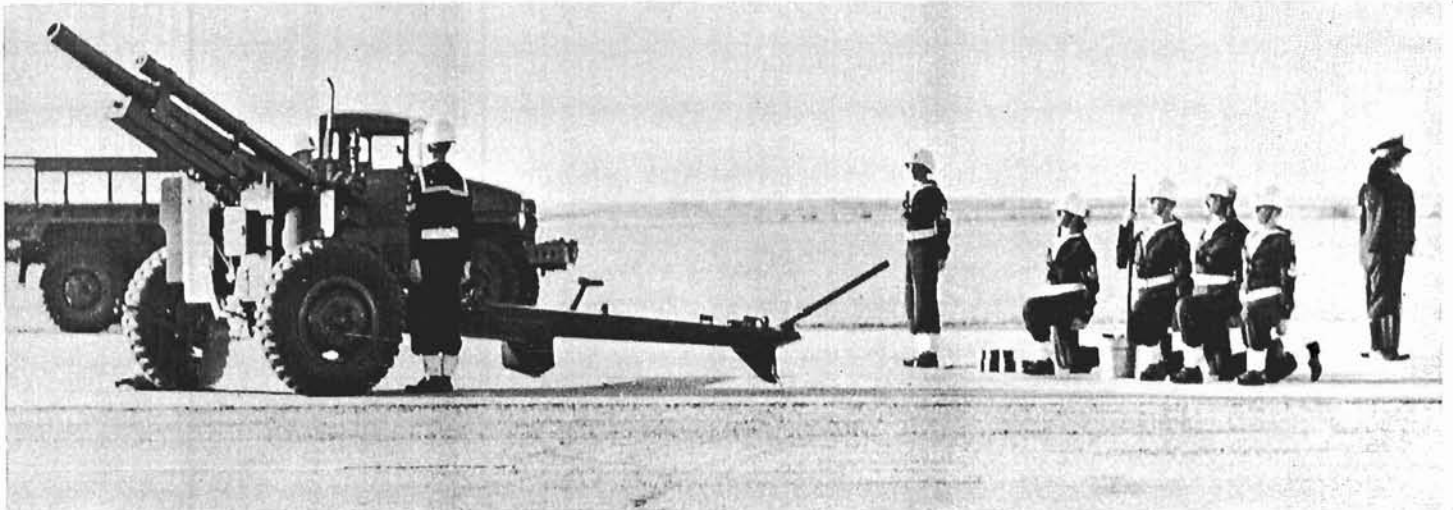
"It is amazing," said the *Micmac's* commanding officer, Cdr. J. M. Cutts, "how interested and absorbed 240 sailors can get in trying to help a child they have never seen and may never see. But they feel it is a worthy cause."

Generosa's father died of a heart attack soon after her birth and her mother was forced to work hard doing housecleaning and washing to support the two of them. The assistance of the *Micmac*, and now the *Fort Erie*, under the Foster Parents Plan, assures Generosa of essential foods and of an education.

Generosa has been described as a sweet child, one of those beautiful children that so often seem to light up the slums. She is now in fourth grade and her most ardent desire is to be able to keep up with her studies so that some day she may find a good position and be able to help her mother.

HMCS Crescent

Three ordinary seamen and a chief petty officer from the destroyer escort *Crescent* went shopping in Halifax stores just before Christmas and piled up shopping cart after cart with groceries and gifts. But they weren't shopping for their ship or for themselves.



What a business-like group of persons in navy-type uniforms is doing in the vicinity of an army howitzer requires explanation. The scene came about because Sgt. George Hannah, of the Royal Canadian School of Artillery, Camp Shilo, undertook to organize a 105mm-howitzer gun crew from among cadets of RCSCC Swiftsure, Brandon. During annual inspection of the corps at the Brandon airport last fall, the crew gave a smart demonstration of quick firing.

They were out to make Christmas a little merrier for a centre-town family of which the father was out of work, the mother was pregnant and there were nine little mouths to feed.

The idea was sparked by some ordinary seamen taking on-the-job-training in the ship. They put the idea up to the rest of the ship's company and from there it went to the ship's Welfare Committee. An initial \$50 was voted out of the ship's non-public funds for the project. Then the OJTs began collecting from the ship's company and after everyone chipped in they realized about \$95 more to make \$140.

Their "family", asked that there be no turkey. They felt that beef and other meats would be more practical. So the sailors decided not to buy a turkey but they wouldn't stand for the youngsters being deprived of a turkey dinner and invited the whole family down to the *Crescent* for Christmas Day where they had their Christmas dinner with all the trimmings.

CPO Leonard E. Hampton and Ordinary Seamen Spencer L. Hutchinson, Carlton J. Power and Peter A. Malton did the shopping on behalf of their shipmates and the whole expedition had approval of Lt.-Cdr. Rex Guy, the *Crescent's* executive officer.

HMCS *Restigouche*

Many people regard a calendar year as a complete cycle. The ship's company of the *Restigouche* are great believers in completing this cycle, for the year 1963 started with their winning the Halifax Junior Chamber of Commerce Annual Christmas lighting award for the second year in succession, and it finished with their winning it for the third time. The *Restigouche* was also presented with the Murray Trophy for Gunnery and the Fifth Canadian Escort Squadron Efficiency Trophy for 1962—a good start to the new year.

However, prize giving occupied only a short time in a busy year. Early in January 1963 the ship sailed with the rest of the Fifth Squadron for winter exercises off the New England coast. After three weeks of anti-submarine exercises with the United States Navy, and the odd skirmish with North Atlantic storms, she enjoyed five days in Newport, Rhode Island.

Since it was still very much winter in Halifax, she went to Bermuda to paint ship for what turned out to be a week of ideal conditions.

Back in Halifax, she was prepared for refit and turned over to the tender care of HMC Dockyard. The start of the refit marked the beginning of a hard-working

period for the whole ship. Personnel not working on the actual refit itself were given interim training in the various Fleet Schools in *Stadacona*.

The "bits and pieces" that flowed so steadily ashore in April did not really begin to flow back until July, but by the middle of August the ship started post-refit trials. At the end of September the trials were complete and the *Restigouche* was delivered into the hands of Captain Sea Training. Then there followed five weeks of workups. With everyone putting forward his best, the fiendish problems set by the work-up team were coped with as they came along, with what was the beginning of a return of *Restigouche* efficiency.

Having successfully completed workups, the ship rejoined the Fifth Escort Squadron once more and sailed for Philadelphia to take part in the opening ceremonies of the first Canadian Trade

Fair there. In a very short space of time Philadelphians came to know what sailors were in town and the gold maple leaf badge of the fair began to appear everywhere. The Fighting Fifth was thanked by the Canadian Trade Commissioner on behalf of all the Canadians in Philadelphia for helping to promote good Canadian-U.S. trade relations in such a pleasant manner.

After 10 days, the squadron returned to Halifax and to its various duties before the close of another year.

In retrospect, it has been a good year. The ship had known the dark days of despair in refit and the bustle of work-ups. There have come to her a lot of new faces that very soon became a part of the fighting unit that is the *Restigouche*. As the new year began, everyone in *Restigouche* was determined to make her the "pace-setter" of the Fleet in 1964.



PRINTS AVAILABLE

A war painting that tells a dramatic tragic story, Cdr. Harold Beament's "Passing" has been reproduced in full colour and in the same size as the original by the Queen's Printer in collaboration with the National Gallery of Canada.

A photograph of the painting has been shown in *The Crow'snest* on two previous occasions—in January 1951 as an illustration for the story of a beleaguered convoy, "Christmas Story: 1942" and in February 1959 to accompany an account of an incident almost

identical with that shown in the painting, the destroyer *Skeena's* vain search for survivors of a torpedoed merchant ship.

The reproduction of the painting is 28½ by 22½ inches and is priced at \$7.50. It can be ordered directly from the Queen's Printer, Ottawa, or purchased at the National Gallery sales counter in Ottawa or Queen's Printer's book stores in Montreal, Ottawa, Toronto or Quebec. Two more Queen's Printer's book stores will open soon, in Winnipeg and Vancouver.

HERE AND THERE IN THE RCN



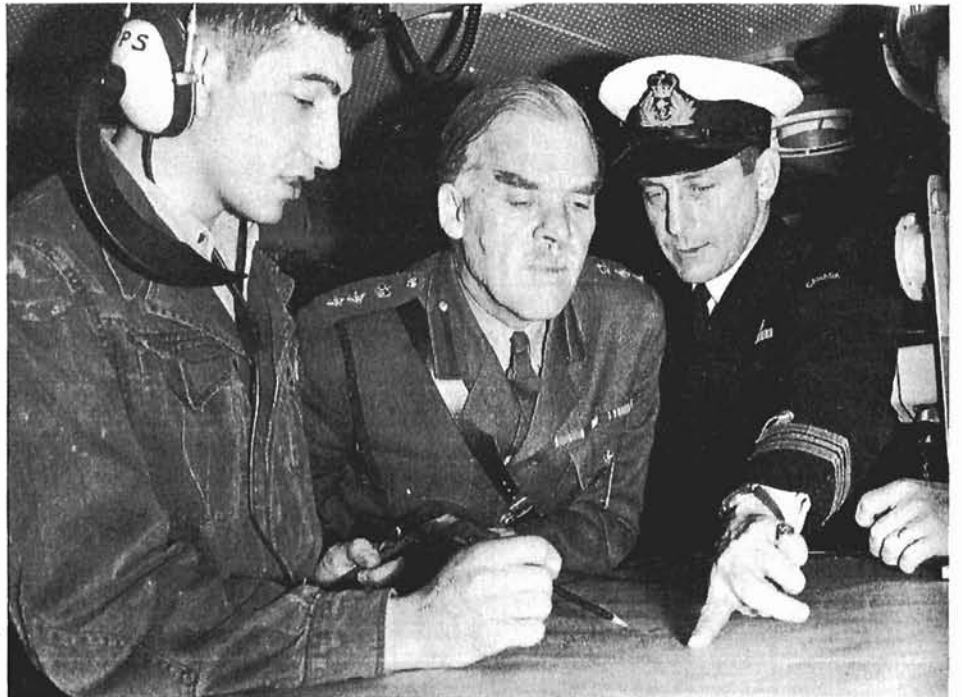
A leading role in the Pacific Command's annual Fire Prevention Week was played by Miss Bernice Adcock, employee of the Naval Supply Depot, who was named "Miss Firefighter -1963". (E-73744)



Superintendent of the Red Cross Mobile Blood Clinic in Victoria Mrs. V. A. Thostle, offers thanks to PO Gordon Broster, HMCS Fraser, as he makes his 30th donation during the annual Pacific Command Drive. Officers and men of the command donated 529 pints. (E-74979)



Pressing their hands against the non-existent glass in the "picture window" of their mess, seamen on board the Terra Nova find their view of the landscape limited by the walls of the dry-dock in Halifax when the ship was undergoing her biennial docking at Halifax Shipyards in November. Workers who had provided the view for their own convenience sealed it off a few days later. Front row spectators are Ordinary Seamen B. I. Cocuyt, R. C. McQuiggin, Y. J. Vannini, B. C. Stewart, L. Woodrow and G. J. Petit. (HS-73069)



Students and staff of the National Defence College, Kingston, visited the Halifax-based destroyer escort Yukon in the course of a tour of North American defences. Left to right in the operations room of the Yukon are AB Joseph MacLean, Colonel E. F. Kyte, British Army, and Lt.-Cdr. Hugh Plant, executive officer of the ship. (HS-74307)



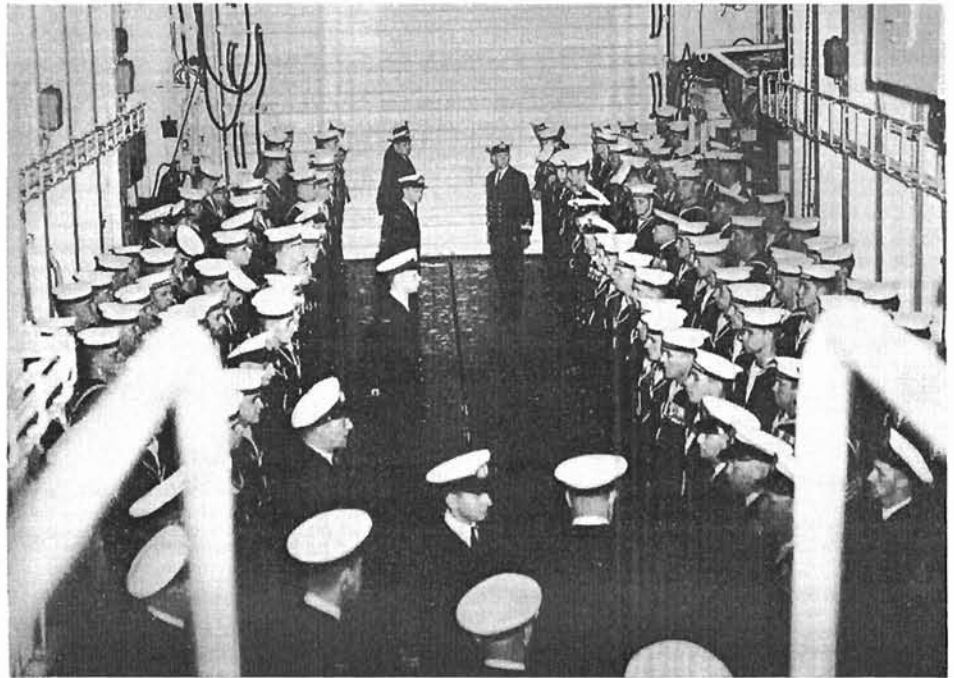
Defence Minister Paul Hellyer, 6'2" speaks to Ord. Sea. Hugh Ireland, 6'8", during his inspection of HMCS Cornwallis in January. (DB-18724)



Cdr. E. S. Smith, officer-in-charge of the Aircraft Maintenance Depot, presented Cd. Offr. V. R. Vanderwater, 17 Sheridan St., Dartmouth, with a certificate of competency in air engineering, following the successful completion of a three-month study in administrative and technical procedures at Shearwater. (DNS-32640)



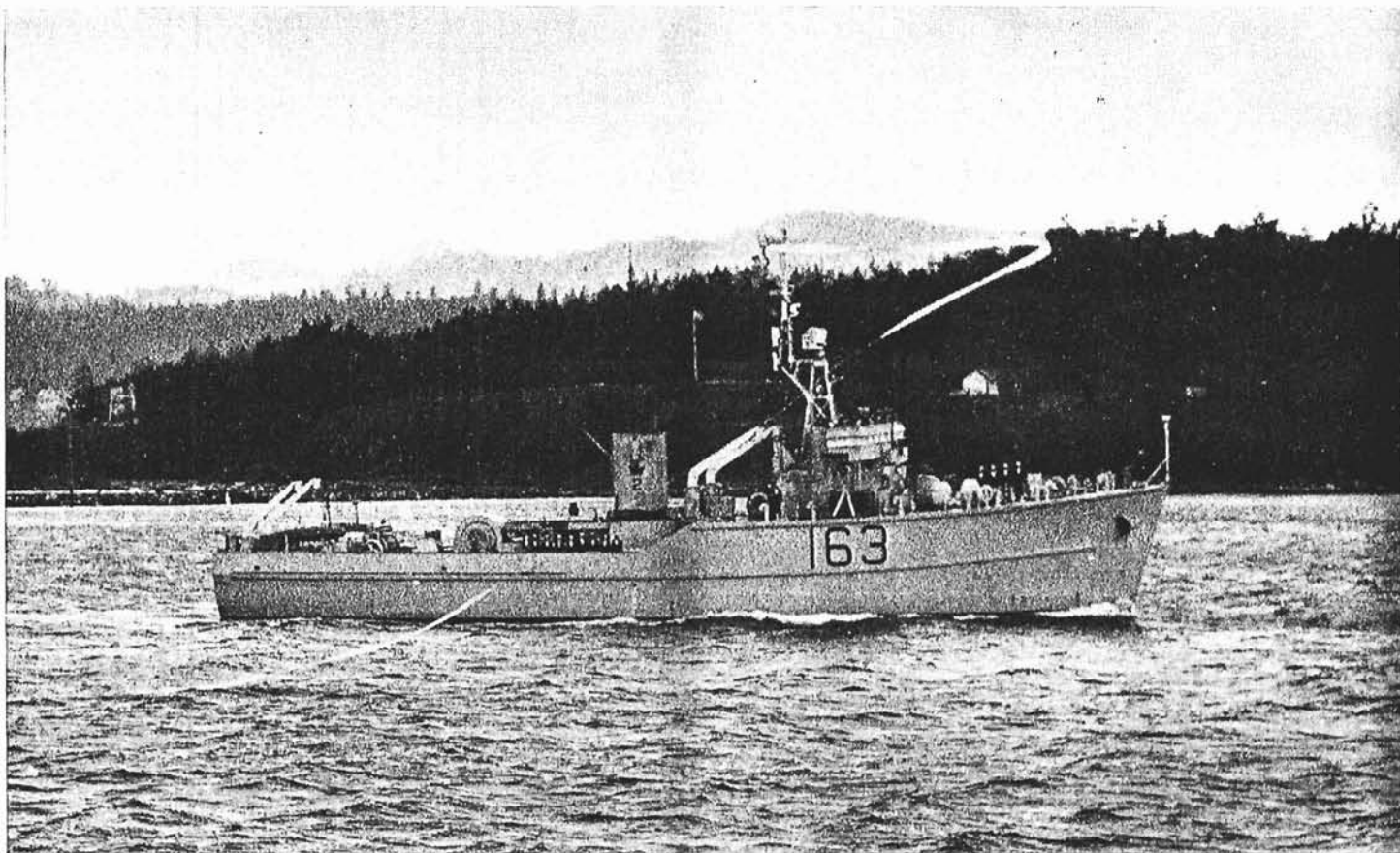
For about five years, Stadacona wrens have assisted financially and sent gifts and letters to a Korean lad, Kang In Soo, now aged 15, through the Foster Parents Plan. Captain Donald G. Padmore, commanding officer of Stadacona, recently had the pleasure of presenting them with an official letter of appreciation from the Republic of Korea's Ministry of Health and Social Affairs. Accepting the letter on behalf of her messmates is Wren Ruth Heisler. Wren Peggy Eccles in the centre. (HS-73919)



It's cold outside. So the helicopter hangar of the destroyer Assiniboine served as a drill shed during ceremonial divisions while the converted St. Laurent class DDE lay alongside the Shearwater jetty in January. (DNS-32743)



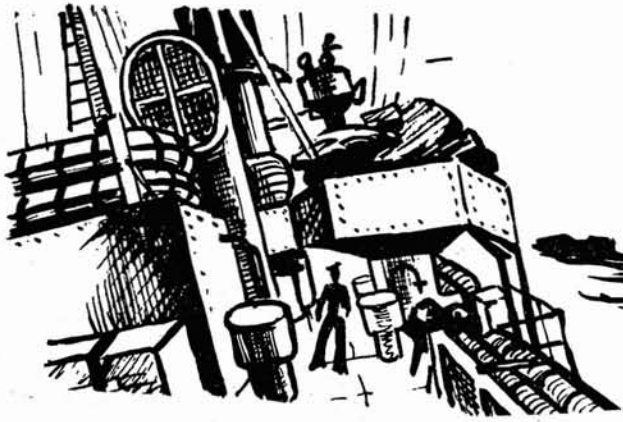
The fourth preparatory academic course for sub-specialist training assembled for a class picture at HMCS Venture. The course, from Jan. 6 to May 15, gives officers selected for weapons, operations and test-pilot courses a background in mathematics and science. Front row, left to right: Lieutenants J. J. Chouinard, A. D. Deslisle, Peter Smart (course officer) and R. D. Baird. Centre row: Lieutenants Michael Hodgson, N. J. Davy, G. J. Turner, G. J. Eldridge, G. D. Paltridge and R. C. Grant. Back row: Lieutenants D. A. Henderson, R. J. Deluca, R. J. Lancashire, J. M. Barlow, R. N. D. Mathieson and H. P. Hansen (E-75298)



The minesweeper Miramichi, her 481-foot paying-off pennant streaming astern, comes home from the sea on a squally January afternoon at Esquimalt Harbour. The Miramichi, along with nine other RCN minesweepers, has been placed in reserve. (E-75136)



HMCS Qu'Appelle was honoured last fall by a visit at Halifax from Mrs. John Diefenbaker, who was presented with a badge of the ship she sponsored at the launching in May 1962. The ship's bell hung at the Diefenbakers' former summer cottage at Lake Harrison, near Ottawa. It was the original bell of the first Qu'Appelle, scrapped in 1947, and was used at their cottage as a recall from fishing expeditions on the lake. On the left, Mrs. Diefenbaker is shown displaying her ship's badge to Cdr. A. G. Kilpatrick, the Qu'Appelle's commanding officer. The bell she returned to the ship is also visible. In the other picture she is chatting with CPO Joseph Frank Wilson, from their mutual home town of Prince Albert. The Qu'Appelle is taking up station this spring in the Pacific Command. (HS-73511; HS-73512)



Home from the Sea



U-Boat Destroyer Captain King Dies

Decorated in two world wars for destroying U-boats, Captain Clarence A. King, DSO, DSC and Bar, RCNR (Ret), died at his home at Osoyoos Lake, B.C., on February 9 at the age of 77.

Born in England, Captain King served in the British merchant service for a time, then settled in Canada before the First World War. In 1916 he joined the Royal Naval Reserve. He served in "Q-ships" and commanded one of these U-boat killers for the last 15 months of hostilities. During this time he was credited with one sure kill

MTB REUNION

Dear Mr. Editor:

I have not seen a copy of the last issue of *The Crow'snest* in which I am advised there was a notice of the reunion being organized for the 54th and 65th MTB Flotillas.

Our plans are for a reunion of all ex-MTB personnel. What lists we have are confined to the 29th and 65th Canadian MTB Flotillas and these lists are without addresses.

Any further assistance you may give us by including a notice in the forthcoming issues of *The Crow'snest* advising that a reunion of the 29th and 65th Canadian MTB Flotillas and all ex-MTB personnel who served in RN Flotillas is being organized to be held in conjunction with the Canadian Naval Association's 10th Annual Reunion at Kitchener-Waterloo, May 15, 16, 17 and 18, will be greatly appreciated. Also, could you add that persons interested should contact J. R. H. Kirkpatrick, 134 Frederick St., Kitchener.

Thanking you for any assistance you may give this "one-man committee", I am,

Very sincerely,

J. R. H. KIRKPATRICK,
Captain, RCNR (Ret).

134 Frederick St.,
Kitchener, Ont.



CAPTAIN C. A. KING

and two probables. He was awarded the Distinguished Service Cross.

When he returned to Canada, Captain King settled in the British Columbia interior. He was operating a fruit farm near Oliver when the Second World War began. He immediately volunteered and was attached to the Royal Naval Control Service on the America West Indies Station, serving in Panama and Bermuda. Early in 1942 he transferred to the Royal Canadian Naval Reserve with the rank of lieutenant-commander. He commanded the Bangor minesweeper HMCS *Nipigon* briefly and then took command of the corvette *Oakville*, in which he scored a spectacular success against a U-boat in the Caribbean.

The German submarine, flushed by a U.S. aircraft, was attacked by the *Oakville* with gunfire and depth charges and then rammed three times. The corvette was brought alongside the damaged U-boat and a two-man boarding party forced the surrender of the Germans.

This exploit brought Captain King the Distinguished Service Order and

the United States Legion of Merit, the first U.S. decoration to be awarded to a Canadian during the Second World War.

In 1943, Captain King was given command of the frigate *Swansea*. On her first convoy trip in March 1944, she helped the River class destroyer *St. Laurent* kill a U-boat in the North Atlantic. A month later, the *Swansea* teamed with HMS *Pelican* to destroy U-448. It was only a month after Captain King had relinquished command that the *Swansea* helped to sink a third U-boat. He subsequently commanded the frigates *Prince Rupert* and *Runnymede*.

He was promoted to captain on Jan. 1, 1946, while serving as Staff Officer (Operations) to the Commanding Officer Pacific Coast at Esquimalt.

In peacetime, Captain King was active in Kokanee community affairs. He was prominent in church work and was chairman of the board of management of St. Martin's Hospital at Oliver.

He leaves his wife, two sons, two daughters, seven grandchildren and four great-grandchildren. A son, Ronald, was killed in Sicily while serving with the Seaforth Highlanders.

D-Day Landing To Be Recalled

Two anniversaries will be marked by special Canadian memorial services on European soil this year.

The first, on June 6 at the Canadian war cemetery, Beny-sur-Mer, will be on the 26th anniversary of the D-Day landings in Normandy. The cemetery's name is derived from Bernieres-sur-Mer, the town on the Normandy beach where Canadians landed.

Three days later, on June 9, a remembrance service will be held at the Vimy Memorial to mark the 50th anniversary of the beginning of the First World War.

The ceremonies will be included in the itinerary of a Royal Canadian Legion tour.

THE YOUNG AND OLD AMONG NAVIES

THAT INVALUABLE compilation of information on the navies of the world, *Jane's Fighting Ships*, can be viewed statistically—and the result is impressive, or it can be scanned historically—and some facts of great import emerge.

From the statistical viewpoint, *Jane's* lives up to expectations, with the presentation of 490 new illustrations (425 photographs plus 65 drawings), many of them showing new species of ships or older ships converted to new potentialities.

We learn from the editor's foreword also that the total number of illustrations now exceeds 2,000, made up of 1,540 ship photographs and 470 scale drawings, and that there are particulars of some 10,000 warships in the navies of 96 countries.

The editor points out that the first postwar issue of *Jane's*, that of 1946-47, listed 52 navies. The 44 new ones that appear in the current volume, he observes, in some cases represent considerable fleets, particularly those of Germany, Italy, Japan and Indonesia.

"It is somewhat ironical," Editor R. V. B. Blackman writes, "that while the navy of the mighty United States, the senior partner of the victorious allies, is in danger of becoming top-heavy with the weight of its out-dated war-built hulls (although of course the U.S.A. has built in recent years the biggest and most sophisticated warships in every major category), the navies of the so-called defeated nations are rising on a pinnacle of new steel, unfettered by the deadwood of a generation gone."

Jane's Fighting Ships was founded in 1897 by Fred T. Jane, three years before the acceptance by the U.S. Navy of the first practical submarine, the USS *Holland*. Many warships of the day still carried sail. *Jane's* has seen the rise and fall of the dreadnought and battle cruiser; the years of its publication have embraced the whole of the development of the destroyer, from

the torpedo-boat destroyers designed to combat the new-fangled torpedo boats that came on the scene shortly before the submarine, to the escorts of today with their electronic wonders and deadly weapons.

Most of all, the 66 years of *Jane's* have seen the submarine develop into the most fearsome weapon carrier the world has known.

BOOKS for the SAILOR

The decision of the Royal Navy to acquire its own Polaris submarines has brought its own problems, according to *Jane's*. The nuclear-missile-armed, nuclear-powered submarine is so fantastically expensive that it leaves little money for acquiring other much needed hardware. It is not necessary to go very far from home to find another Navy faced with similar problems arising out of rising costs.

It is an interesting (and somewhat frightening) subject of speculation as to what happens if every major navy acquires a "deterrent" in the form of Polaris submarines—first the United States, then Russia, then Britain, then France, then Italy, and so on.

The mad logic behind the deterrent is that it must be acquired at fantastic cost but that it must never be used, because this is an admission that the deterrent has failed. And because the deterrent (it is profoundly hoped) will not be used, it is necessary to have conventional forces to cope with the problems that do arise.

It may be possible (as Mr. Blackman suggests) to predict the future course of world events by a study of the forces in being and of their development over the years.

"At intervals, over the decades, it has been possible, from the study of the build-up of one naval power or naval powers in close proximity to each other, to discern the ingredients of a potentially explosive mixture," he writes. "A small or rising nation could strike the spark. Grouped in a wide circle round the South China Sea, vis-à-vis each other, are the indigenous and divergent navies of no fewer than a score of the countries listed in this annual. 'Look to your moat,' might apply to the straits in this theatre rather than nearer at home, whether home be Great Britain or the United States."

Later on in his introduction, Mr. Blackman, after reviewing the strength and policies of the United States, says:

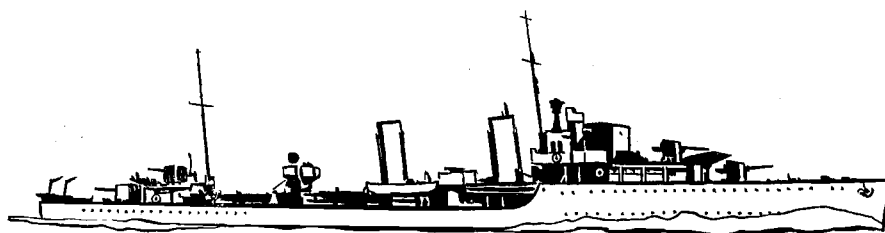
"On the American side of the Atlantic the custodians of security and freedom are taking more and more to heart the oft reiterated and proven maxim exemplified by Nelson and Churchill: 'Who rules the sea, rules the world.'"

To turn to the body of the book, this edition shows the first pictures of the St. Laurent conversion, which brings into being a concept pioneered by the Royal Canadian Navy of a relatively small ship equipped with a manned helicopter for the swift pursuit of enemy submarines.

The government decision not to proceed with the construction of the new general-purpose frigate came too late in the year for the reference to be deleted from *Jane's* but the section provides interesting information on a "compromise" design intended to carry out a number of functions.

As in other years, Canadian readers will find scattered through the pages the names of RCN warships of other years. The volume notes that the *Magnificent*, predecessor of the *Bonaventure* as the floating home of RCN aviation, was disposed of in 1963 but her predecessor, the *Warrior*, is very much in being as Argentina's *Independencia*.

Argentina also employes as a surveying vessel the former corvette,



HMCS *Barrie*. In fact, serving in the other navies of the world, there are nearly 60 ships which were either at one time commissioned in the RCN or built in Canadian shipyards.

Only since the publication of this edition of *Jane's* has the original identity of a ship listed in the Ceylon section as ex-HMCS *Violetta* has learned. It now appears she was the former HMCS *Orkney*, acquired by Israel during the days when refugees were running the blockade and since sold along with the former HMCS *Hallowell*, also a frigate, to Ceylon.

Space does not permit analysis of the major navies of the world or, in particular, the growth of the nuclear surface and submarine fleets. However, all the facts can be found as easily as turning the pages of what remains the standard reference on the fighting ships of the world.—H.M.C.

JANE'S FIGHTING SHIPS, 1963-64; supplied in Canada by the McGraw-Hill Company of Canada, Ltd., 253 Spadina Road, Toronto 4; 450 plus xxiii pages; illustrated; \$35.

White Tape White Twist

NAVAL ORDER 2854 of June 19, 1943, began, "It is approved to form Naval Training Units in Universities in Canada in cities where there are RCNVR Divisions."

And the University Naval Training Divisions were underway.

At first their personnel were dressed as seamen; in the postwar, with a white tape where the cap tally is shipped. Then they climbed into a form of mid-night-blue battle dress with an officer's cap and a white twist on each lapel with the status of officer cadet. At the peak periods, there would be 1,000 of them on the East Coast for summer training. They were called "untidies", "the RCN's favourites" and other terms of endearment. They have endured as personnel of the RCNVR, the RCN(R) and now the RCNR.

A paper has been produced by the Naval Historical Section, at Naval Headquarters in Ottawa, which traces their origins and first 20 years of life. The author is P. A. C. Chaplin, historical research officer and a reserve officer on the retired list of HMCS *Carleton*, the Ottawa naval division. He was one of the mixed bag of earlier UNTDs, having reached the dizzy heights of petty officer in the Royal Navy (hostilities only) before continuing his university education in Canada.



The Physical and Recreational Training staff at Stadacona has been honoured by the Canadian Red Cross Society for its support of the Red Cross water safety program. A citation was presented on December 23 by G. R. Matheson, president of the Nova Scotia division of the society, to Captain D. G. Padmore, commanding officer of Stadacona, who in turn presented it to Lt.-Cdr. B. M. Kidd, P and RT officer (centre). (HS-73786)

He has most of those little intimate pieces of knowledge pertaining to the UNTD ready at hand. They make the paper entertaining as well as informative.

He notes that graduates of the UNTD are making themselves felt in the reserve. One division is commanded by an officer who entered through the ranks of his own UNTD. The CO of a UNTD tender is the son of one of the original commanding officers of the UNTD and Mr. Chaplin writes: "It seems that half the active officers of the Reserve Divisions nowadays are graduates of the scheme." He mentions that one regular officer from the UNTD was getting a "brass hat" but forgets that another, a lieutenant-commander, has been driving a West Coast frigate for some considerable time.

The paper was written in time for the 20th anniversary of the UNTD. For various reasons, it was not published until early this year, which caused a few little problems with tenses and whatnot. Better late than never, however, for a good look at this important and continuing segment of the Navy.

A copy of the paper has gone to each UNTD tender and to the library of each university involved in the program. The rest are held by the Director of Publications and Printing, Naval Headquarters, Ottawa.—H.C.W.

North Shore Shipyards

An interesting and informative addition to the publications of the Maritime Museum of Canada, Halifax, has appeared in *Ships of the North Shore*, Occasional Paper Number 11, jointly compiled by Phyllis R. Blakeley, assistant archivist, Province of Nova Scotia, and John R. Stevens, curator of the museum.

The "North Shore" referred to in the title is the coast-line of the counties of Pictou, Colchester and Cumberland, Nova Scotia, and the booklet is concerned with the shipbuilding, both sail and steam, in the towns, villages and coves of that area.

The shipbuilding industry there goes back to the late 18th Century and saw its greatest activity 100 years ago "when the building of the larger type of three-masted schooners, brigs, brigantines, barques and full-rigged ships flourished, and Nova Scotian-built ships were known and respected in every quarter of the globe."

This booklet is a generously illustrated source of information for those interested in the history of shipbuilding in Canada.—C.

THE NAVY PLAYS

Sailors Given Judo Course

Three East Coast sailors were chosen to attend a judo instructors' course at the RCAF Station, Trenton, Ont., March 9 to 13.

Selected for the course were Ldg. Sea. B. F. Hogue, of *Shearwater*; Ldg. Sea. K. J. Whitney, of the diving depot ship *Granby*, and Ord. Sea. R. J. Currie, of *Cornwallis*.

'Bonnie' Takes Sports Crown

Teams from the "Bonnie" out-pointed competitors by a substantial margin in sports competition during January in Bermuda.

Teams were entered from the *Bonaventure*, *Chaudiere*, *HMS Auriga*, *Terra Nova*, *Algonquin*, *Gatineau*, *Columbia*, *Restigouche* and *Kootenay*.

Keenly contested games were played in softball, volleyball and soccer. The *Bonaventure* was victorious in softball and volleyball while the skilled submariners from the *Auriga* won the soccer title.

When the final standings were tallied, the *Bonaventure* was on top with 21 points and the *Chaudiere* in second place with 7 points.

A highly competitive inter-departmental sports program was held in the *Bonaventure* during the latter part of 1963 and early 1964. Twenty-four teams were entered in both the volleyball and deck hockey tournaments and defaulted games were rare.

The volleyball championship was won by a strong team from VS-880. The squadron aces went undefeated throughout the entire tournament.

The deck hockey tournament provided lots of bumps, bruises and excitement. A big upset occurred in the final when a group of spirited officers from the wardroom defeated the highly favoured flight deck crew by a score of 4-2 and became the new champions.

Sports Award to Gordon Payette

A young apprentice engineer from the Fleet School in HMCS *Naden*, Ldg. Sea. Gordon A. Payette, won the top sports award in the Pacific Command in 1963.



Ldg. Sea. Gordon A. Payette, of the Naval Technical Apprentice School at Naden, holds the Charles McDonald Memorial Trophy, presented to him as the individual who had done the most for sports in 1963. (E-75149)

Ldg. Sea. Payette, 21, who never took part in organized sports until he joined the Royal Canadian Navy four years ago, has been given the Charles McDonald Memorial trophy. The citation reads: "To the one who has, through his own achievements or efforts, contributed most to sports in the Pacific Command throughout the year."

Rear-Admiral W. M. Landymore, Flag Officer Pacific Coast, presented the trophy to Ldg. Sea. Payette at a ceremony in the admiral's office.

Six others were nominated for the award. They were Lt. C. T. Gunning, *Grilse*; PO W. B. Lewis, *Naden*; PO R. H. Wilson, *Fraser*; Ldg. Sea. G. A. Anderson, *Cowichan*; AB J. D. Merrifield, *Naden*, and AB R. N. Bongard, *Cape Breton*.

While Ldg. Sea. Payette is truly a "jack-of-all sports", his leadership qualities were a key factor in his nomination and eventual winning of the coveted trophy.

He took over as captain of the Forecastle team in the apprentices' inter-divisional sports program and in less than a year guided it, through his inspiration and organization, into first

place—a clear-cut winner over *Foretop*, *Maintop* and *Quarterdeck* teams. It was the first time the Forecastle had won since the event started in 1959.

Included in the competition were dual swims, cross-country, basketball, volleyball, softball, soccer, rugby and track and field.

Ldg. Sea. Payette has also been on Pacific Command representative teams for basketball, volleyball, water polo and track and field.

He also plays basketball for St. Louis College of the Independent Athletic Association League in Victoria and is a Vancouver Island representative for trials being held in order to choose a British Columbia team for a rugby match against the New Zealand All-Blacks later this Spring.

One of seven children of Mr. and Mrs. G. A. Payette, of Fruitvale, B.C., Ldg. Sea. Payette took his primary schooling in Fruitvale and high school in nearby Trail. He had little interest in organized sports activities at that stage of his life.

Cdr. Herb Smith Squash Winner

Cdr. Herb Smith defeated Dr. Bob Fraser two games to none to win the Canada Dry handicap squash tournament staged in February at the *Stadacona* gym.

In the semi-finals Dr. Fraser defeated Len Sperling two games to none and Cdr. Smith took two out of three games from Spike Murray.

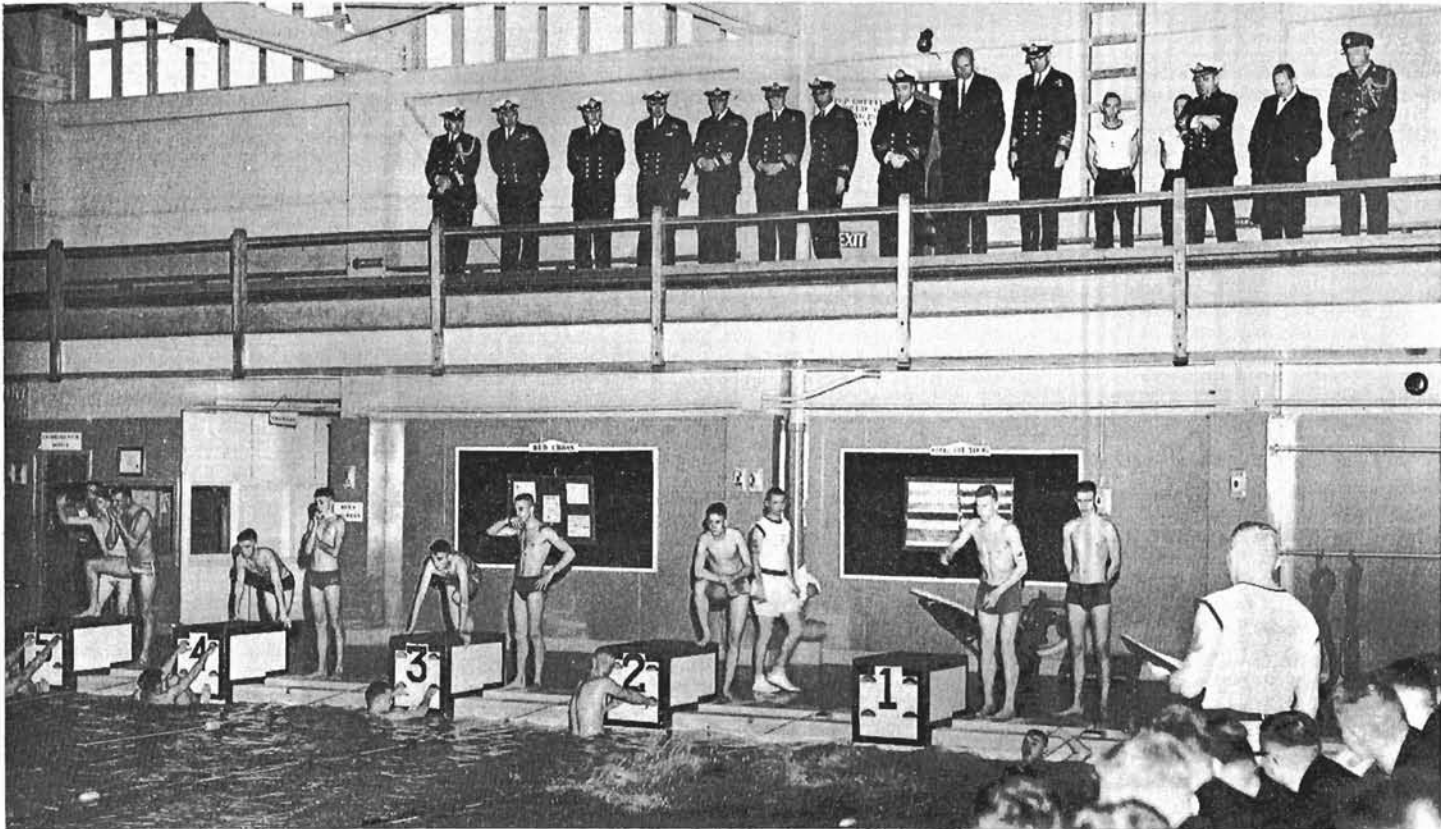
There were 16 entries in the tournament sponsored by the *Stadacona* Squash Club.

Shearwater Wins Volleyball Title

HMCS *Shearwater* captured the Tri-Service volleyball championship in a tournament staged at the *Stadacona* gymnasium in early February.

Shearwater took the winners half of the schedule, defeating *Stadacona* 2-0 in the final. In the losers' half, the RCAF Summerside team defeated *Stadacona* 2-0 in the final.

Shearwater then won the best-of-five series over Summerside by three games to two.



Defence Minister Hellyer watches a new entry swimming meet in one of the three pools at HMCS Cornwallis. Physical training, with the accent on teamwork, is emphasized during the 15-week course and swimming forms a major part of the PT schedule. (DB-18723)



The RCN Ski Club got off to a good start in January, with a record turnout for the club's first 1964 ski class, held at Camp Fortune, 20 miles north of Ottawa. Now in its second season, the Ottawa club has a membership of more than 140 naval personnel and their dependents. Weekly ski classes are conducted by qualified civilian and naval instructors at Camp Fortune and at least one week-end excursion to the Laurentians is organized for club members. On the slopes while under instruction first names only are used and shown here in one of the more "advanced" classes are, second and third from right, two members who in less playful surroundings are known as Vice-Admiral H. S. Rayner and Rear-Admiral M. G. Stirling. (O-15375)

LETTERS TO THE EDITOR

Dear Sir:

Up till now 15 Belgian officers have been trained in the RCN. Unfortunately this type of training is no longer continued. Anyway, by means of *The Crowsnest*, we would like to inform our many friends, previously our instructors or colleagues, of our present appointments. The latter illustrate the fact that the Belgian Navy specializes in mine-sweeping.

Sub-Lt. I. L. Lefevre is a W/K officer on board the A957 *Kamina*, the Belgian training-ship.

Sub-Lt. R. W. Strijkers is first lieutenant on board on MSC; so is Lt. (JG) P. Yans.

Lt. (JG) Claude Sedeyn and Lt. (JG) L. Krott are both first lt. on board an MSI.

Lt. (JG) E. A. Verheyen is No. 1 on board MSO M909.

Lt. (JG) R. H. M. Leenaert and Lt. (JG) J. L. S. Ceux are both on board the fishery protection *Algerine De Moor*, respectively as "No. 1" and as "pilot".

Lt. (JG) J. L. S. De Leu is No. 1 on board A955, a research vessel and Lt. (JG) A. F. Claus is CO of MSC M933.

Lt. J. D. De Wilde is following a long MCM-course in The Netherlands.

Lt. P. Segers became a helicopter pilot and is with the ASR-service at Coxyde (Belgium).

Lt. C. D. C. Jacobs is an instructor at the NATO Mine Warfare School in Ostend.

SHIPLOVERS' GROUP FORMED

The formation of an association of shiplovers under the name Marine Documentation (Cercle des Amis de la Mer), is reported in a letter from Ravel Gervais, 12, Avenue Zengler, Mourepiane, Marseille 16e, France.

The purpose of the organization is to bring an exchange of information between shipowners, collectors of photographs and documents concerning ships, and all other persons interested in such subjects as merchant shipping, warships, sailing, fisheries, yachting, harbours, shipyards and model-making—in a word, writes Mr. Gervais, all about the sea.

The organization will also provide for institutional memberships for schools, colleges, shipping companies, yacht clubs and nautical publications, according to the founder.

Lt. (JG) R. Hoeben is taking jet-pilot training with the Belgian Air Force.

R. F. D'Hollander went back to civilian life as personnel manager with the Brussels branch office of the Ford Motor Company.

Marital status: When Claude Sedeyn marries this spring, there is only Lefevre left to look around for a "dream-girl". Wives: 5 Canadian, 1 American, 8 Belgian. Children: 22; 8 girls, 14 boys. We are all commonly known as the "Canadians" and we do hope to see a Canadian ship call at Ostend or Antwerp in the near future. Maybe some day



the RCN will send a few officers to the Mine Warfare School, which is open to all NATO countries.

In closing we extend our best wishes to all our old friends and to the RCN. When in Belgium, drop in. We will be very glad to receive you, either at home or on board our ships.

In the meantime we send our best regards,

On behalf of the 15,
C. D. C. JACOBS,
Lieutenant

NATO Mine Warfare School,
Belgium Navy, Ostend,
Belgium.

Sir:

I see in the English newspapers that Canada has decided to have submarines in her Navy. I am proud to hear this for I was very sorry in 1922 when they decided to scrap my old sub *CH-15*. We were quite a happy crew and well I remember our skipper, Lt. Woods, who unfortunately was drowned in a small boat. I often wonder how many of that crew are still knocking about.

I was lucky and did not return to England but was given the chance to go on the *Patriot*, one of the two destroyers which at that time comprised the RCN, to finish my three years. Your Navy today must be one to be proud of and I wish you all over there every success.

I have been aboard one of the modern subs and I must say I was completely lost. It was quite a difference from the

old cockle shells *CH-14* and *15*. You may use this letter as you please if it will help you in your recruiting.

Yours,
ABEL NEWTON
Ex-Ldg. Sto. RN, K16114
RCN, 21056

15 Stansfield St.,
Oldham,
Lancs.
England.

Sir:

I am writing to ask if any readers might kindly help regarding photographs of British warships visiting these waters.

As a former RN member now living over here, I have developed an interest in compiling a history of all such visits over the past century through photographs taken at the time, in peace and war. I have had only fair success to date through trying normal sources, however, and I would now like to ask readers' help.

Space does not allow details, but I would welcome anything at all ranging from squadron calls such as the 2nd CS to Halifax in 1905 and the *Hood* to both coasts in 1924, down to single-ship visits to smaller ports on both coasts and the Lakes. Because this is a rare opportunity for me to seek assistance on a limited subject, I would be obliged also for anything along these lines concerning RCN and RN calls to the U.S.A. over the same period.

Pictures of any vintage, size or shape will be appreciated and I will cover any costs entailed—at the very least, the postage.

Yours faithfully

KENNETH KELLY

120 Main Street,
Irvington-on-Hudson,
New York, U.S.A.

N. Z. TALLY COLLECTOR

John Rene Savidan, a former member of the Royal New Zealand Navy, who lives at 38 Takitimu Street, Orakei, Auckland, N.Z., advises that he is a serious collector of cap tallies and ship photographs. He has a few spare tallies, including those of HMAS *Anzac* and INS *Delhi*, and one from the East German Navy, bearing the word "Volksmarine", which he is willing to exchange for other unusual cap tallies.

RETIREMENTS

CPO ADAM COCHRANE; CIBN4; joined RCNVR Feb. 2, 1937; transferred to RCN Feb. 22, 1945; served in *Naden*, *DEMS*, *SS Fowbery Tower*, *DEMS*, *SS Silvergava*, *DEMS*, *SS Baluchistan*, *Stadacona*, *Iroquois*, *Cornwallis*, *Peregrine*, *Niobe*, *Ontario*, *Discovery*, *Beacon Hill*, *HMS Excellent*, *Ste. Therese*, *Royal Roads*; awarded Long Service and Good Conduct Medal; retired January 17, 1964.

CPO HERBERT WATTS COOPER, CD; C2RM4; joined RCNVR, Sept. 11, 1939; transferred to RCN Dec. 11, 1939; served in Ottawa naval division, Ottawa W/T Station, *Stadacona*, *St. Hyacinthe*, *Venture*, *Assiniboine*, *Avalon*, *Pictou*, *Kenora*, *Kenogami*, *Lethbridge*, *Peregrine*, *Victoriaville*, *Scotian*, *Coverdale*, *St. Stephen*, *Haida*, *Albro Lake* radio station, *Magnificent*, *Cornwallis*, *Quebec*, *Cap de la Madeleine*, *Bytown*; retired January 15, 1964.

PO JOSEPH GEORGE COYLE, CD; PICM4; joined RCNVR June 25, 1942; transferred to RCN Jan. 16, 1946; served in *Queen Charlotte*, *Cornwallis*, *Avalon*, *Eyebright*, *Stadacona*, *St. Catharines*, *Assiniboine*, *Peregrine*,

Niobe, *Warrior*, *Magnificent*, *Haida*, *Micmac*, *Huron*, *Quebec*, *New Liskeard*, *Lauzon*, *Hochelaga*, *Swansea*, *Albro Lakes* radio station; retired January 9, 1964.

CPO GERALD RICHARD FREEMAN, CD and First Clasp; C2WV4; joined RCNVR Jan 13, 1937, transferred to RCN June 27, 1940; served in Winnipeg naval division, *Naden*, *Armentieres*, *Prince Robert*, *Prince David*, *Stadacona*, *Chaleur II*, *Louisbourg*, *Niobe*, *J 3393*, *Peregrine*, *Chatham*, *New Liskeard*, *Antigonish*, *Beacon Hill*, *Cornwallis*, *Athabaskan*, *Skeena*, *St. Laurent*; retired January 4, 1964.

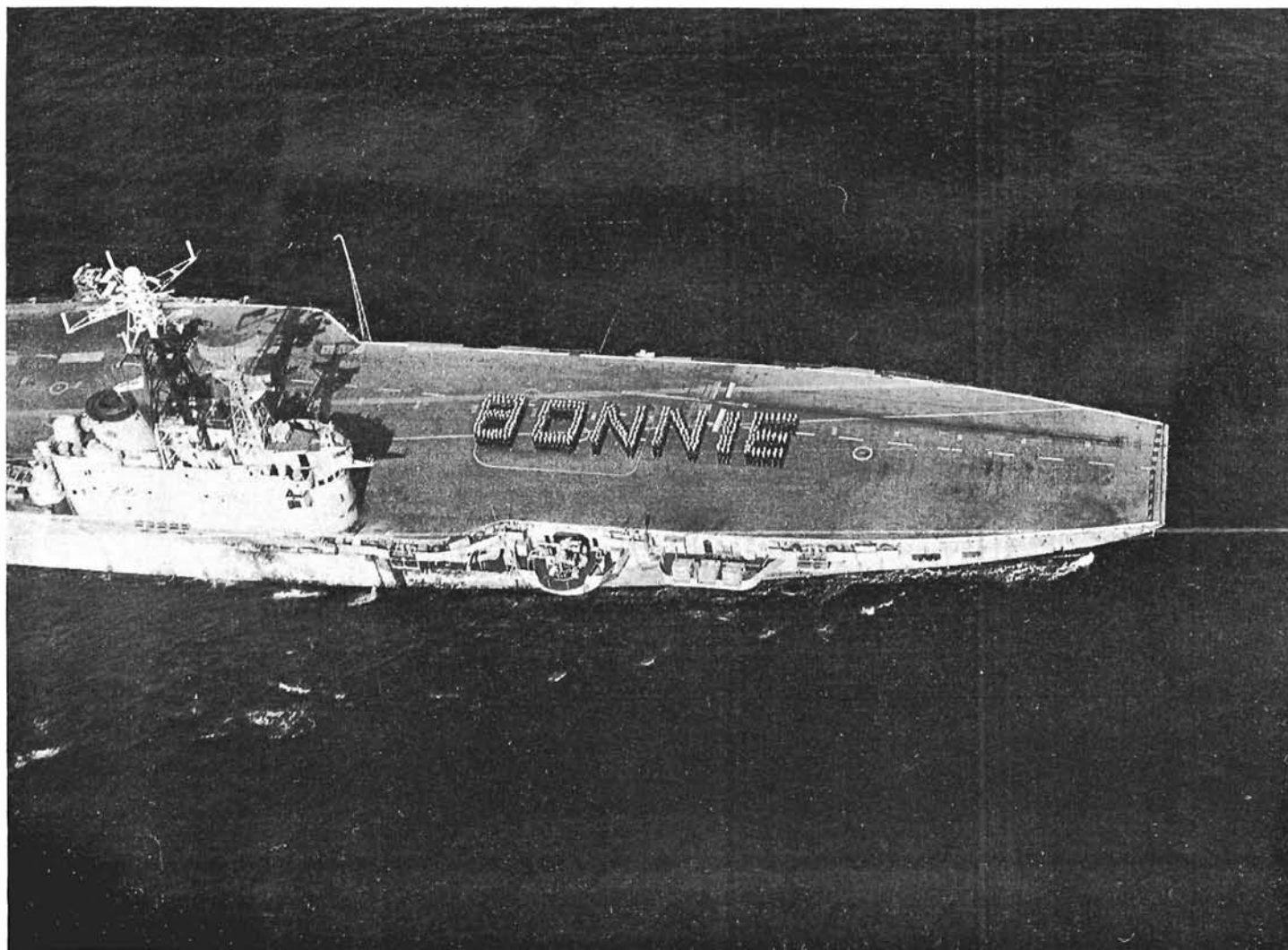
CPO WILLIAM RAY HARKNESS, CD; C1RS4; joined January 15, 1940; served in *Naden*, *Prince Robert*, *Bayfield*, *Chatham*, *St. Hyacinthe*, *Stadacona*, *Avalon*, *New Westminster*, *St. Hyacinthe*, *St. Pierre*, *Scotian*, *Coverdale*, *Gloucester*, *Aklavik* radio station, *Bytown*, *Bermuda* radio station; retired Jan. 14, 1964.

CPO ALBERT VICTOR MARCHANT HUGHES, CD, C2WS4; joined RCNVR March

3, 1937; transferred to RCN Sept. 3, 1940; served in Toronto naval division, *Stadacona*, *Fundy*, *Skeena*, *Orillia*, *Niobe*, *Chatham*, *Huron*, *Peregrine*, *Cornwallis*, *Qu'Appelle*, *Cornwallis*, *Toronto*, *Naden*, *Warrior*, *HMS Excellent*, *Iroquois*, *Portage*, *Swansea*, *Quebec*, *Magnificent*, *Prestonian*, *Wallaceburg*, *Crusader*, *Inch Arran*; retired January 30, 1964.

CPO MARTIN MURPHY, CD; C1BN2; served in RCNVR Oct. 4, 1943 to Oct. 2, 1945; transferred to RCN Jan. 28, 1946; served in *Stadacona*, *York*, *Scotian*, *Peregrine*, *Haliogonian*, *RCNAS Dartmouth*, *Iroquois*, *Warrior*, *Magnificent*, *La Hullose*, *Haida*, *Wallaceburg*, *Quebec*; retired January 28, 1964.

CPO DANIEL JEAN JOSEPH REGIMBAL; C2CM4; joined January 16, 1939; served in *Stadacona*, *Fraser*, *Chaleur*, *Ross Norman*, *Standard Coaster*, *Venture*, *Adversus*, *Alachasse*, *Sudbury*, *Avalon*, *Sarnia*, *Niobe*, *Sioux*, *Teme*, *Haida*, *Peregrine*, *Bytown*, *Coverdale*, *Cayuga*, *Nootka*, *Naden*, *Shearwater*, *Cornwallis*, *Crescent*, *Iroquois*, *D'Iberville*, *Hochelaga*; awarded Long Service Good Conduct Medal; retired January 15, 1964.

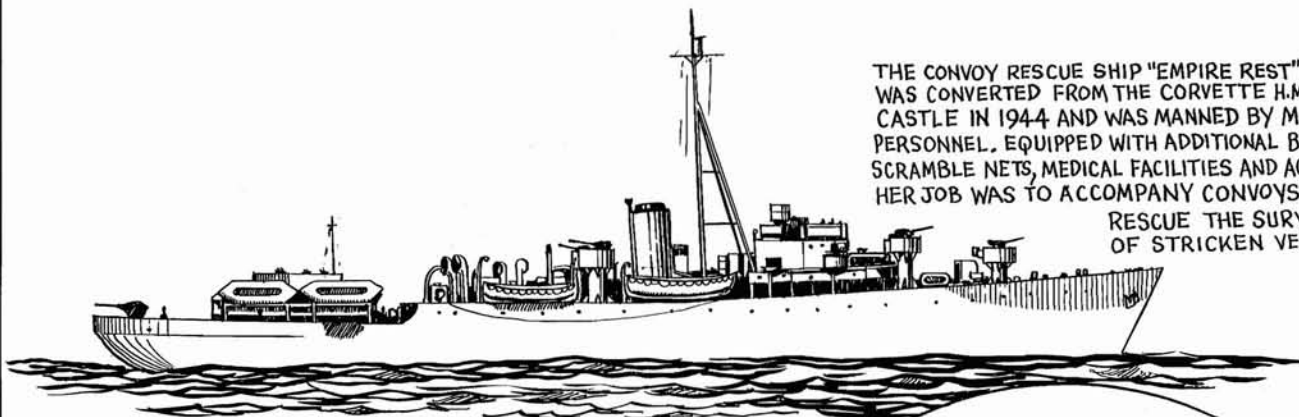


It is said that the officers and men of the *Bonaventure* were worried that their helicopter, away up there taking pictures, might get lost. So, what did they do? They made themselves recognizable. (BN-5177)

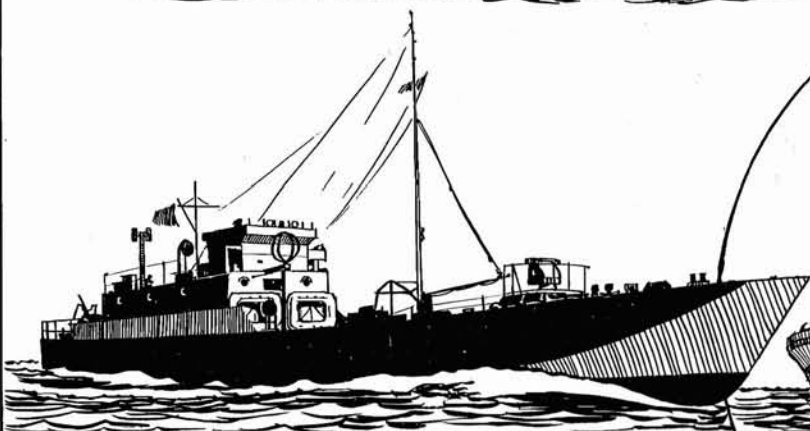
Naval Lore Corner

Number 124 "SPECIALIZED DUTIES"

AMONGST THE GREAT ARMADAS THAT WERE BUILT DURING THE WAR, MANY HIGHLY UNIQUE AND SPECIALIZED VESSELS WERE CONCEIVED TO PERFORM A VARIETY OF UNUSUAL TASKS...



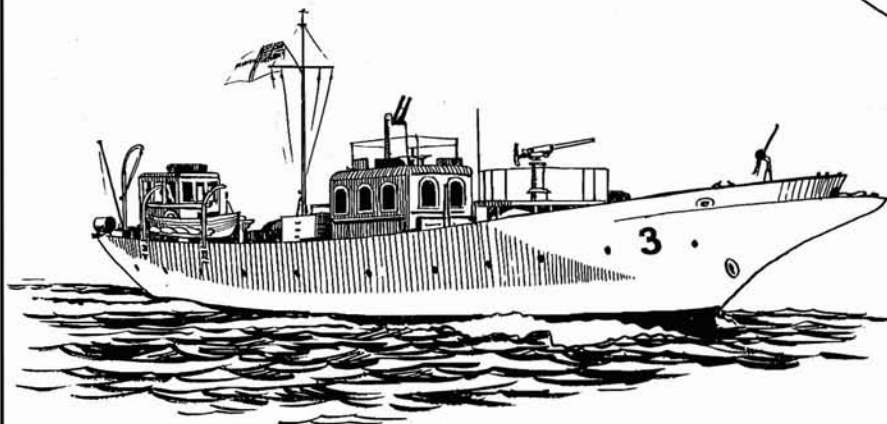
THE CONVOY RESCUE SHIP "EMPIRE REST" (LEFT) WAS CONVERTED FROM THE CORVETTE H.M.S. RALEIGH CASTLE IN 1944 AND WAS MANNED BY M.N. PERSONNEL, EQUIPPED WITH ADDITIONAL BOATS, FLOATS, SCRAMBLE NETS, MEDICAL FACILITIES AND ACCOMMODATION, HER JOB WAS TO ACCOMPANY CONVOYS AND TO RESCUE THE SURVIVORS OF STRICKEN VESSELS...



THE MERCANTILE "GAY VIKING" (ABOVE) WAS CONVERTED FROM THE MOTOR TORPEDO BOAT '506' FOR RUNNING THE BLOCKADE THROUGH THE KATTEGAT TO SWEDEN FROM THE U.K. DURING THE WAR. THESE HIGH-SPEED CRAFT CARRIED STRATEGIC CARGOES, AND WERE LIGHTLY ARMED...



ONE OF THE MOST UNUSUAL WORLD WAR II LANDING CRAFT WAS LBK-1 (LANDING BARGE, KITCHEN)... VIRTUALLY A FLOATING GALLEY DESIGNED TO SUPPLY MEALS TO LANDING CRAFT CREWS DURING AMPHIBIOUS OPERATIONS..



ONE OF THE ODDEST YACHT-CONVERSIONS DURING THE WAR WAS THE HARBOUR DEFENCE VESSEL H.M.S. DUENA (LEFT), ARMED WITH A 3-PDR. AND 3 MACHINE GUNS, HER HULL-LINES REVEALED HER AS A DISMASTED FORMER SAILING YACHT...

Roger Duhamel

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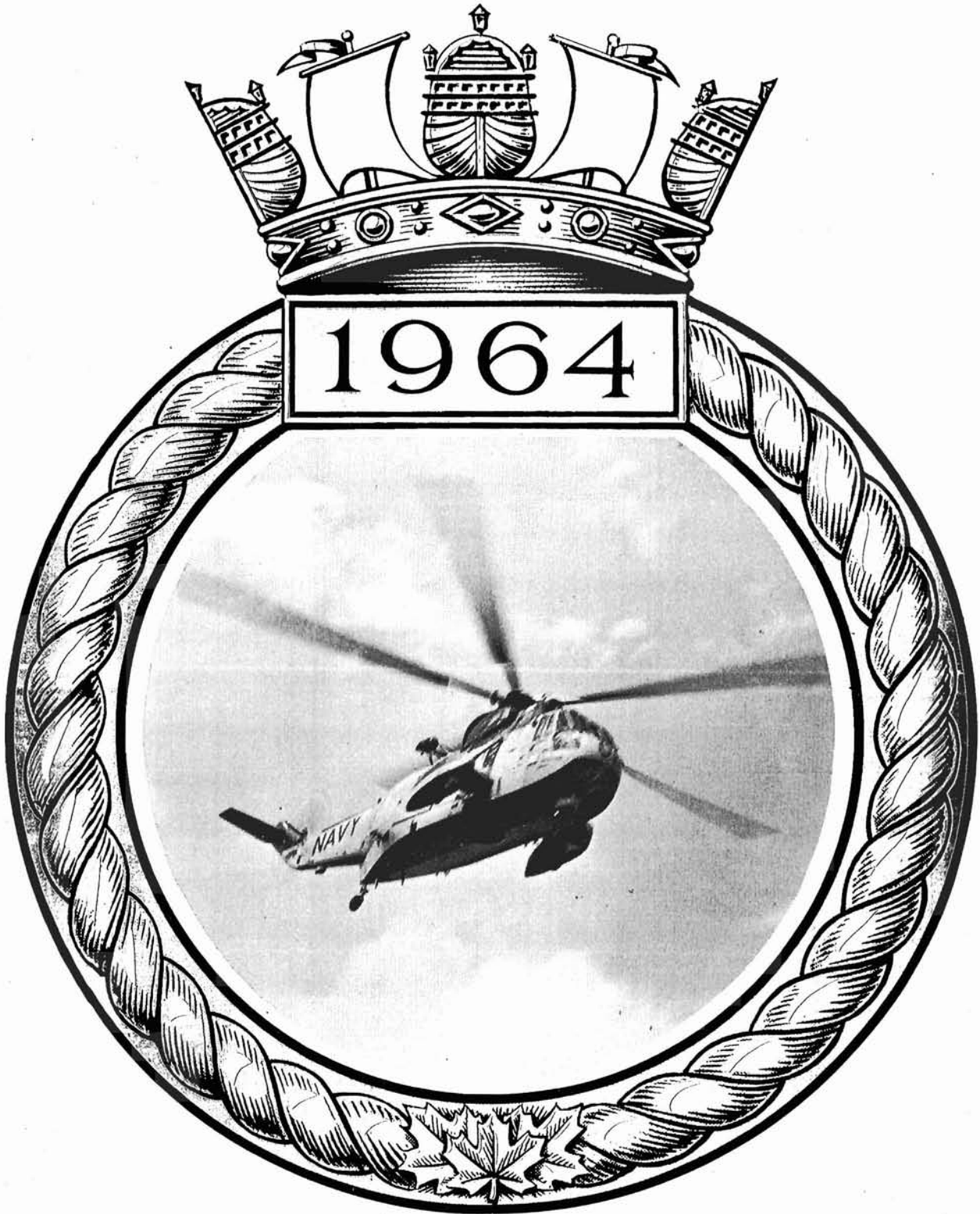
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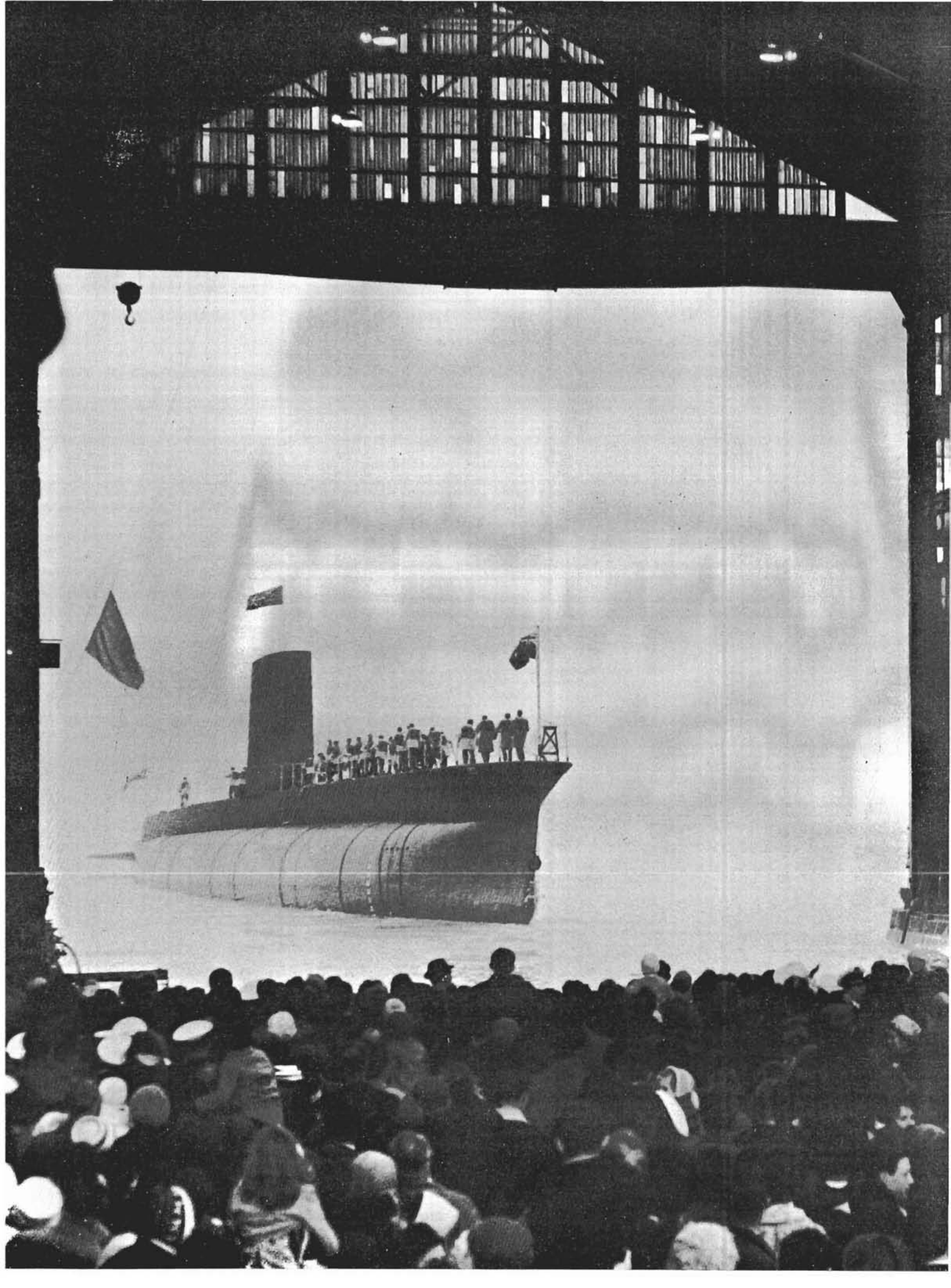
The CROWSNEST



Vol. 16 No. 3-4

OUR NAVY Issue

March-April, 1964



The CROWSNEST

Vol. 16 No. 3-4

THE ROYAL CANADIAN NAVY'S MAGAZINE

MARCH-APRIL 1964

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OUR NAVY

This is the sixth consecutive issue of *Our Navy* that has appeared as a special issue of *The Crownsnest*. Some of the articles have already appeared in the 1964 RCN issue of Canadian Shipping and Marine Engineering News, Toronto. The regular *Crownsnest* departments omitted from this issue will be resumed with the May issue.

On the Opposite Page: This is the scene at the launching on February 29 at Chatham, England, of the *Ojibwa*, first of three Oberon class submarines being acquired by the Royal Canadian Navy for anti-submarine training or operational duty as required. (O-15413-6)

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

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

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EDITOR,
The Crownsnest,
Naval Headquarters,
OTTAWA, Ontario.

The Cover—As it is observed elsewhere in this issue, one of the important naval occasions of 1964 will be the wedding of the Sea King anti-submarine helicopter to the converted St. Laurent class destroyer escorts, of which four will be in service by the end of the year. The cover shows a Sea King (CHSS-2) helicopter. (DNS-31618)

TOWARD UNITY

FORTHCOMING changes in the administration and organization of Canada's armed forces are outlined in the *White Paper on Defence* tabled in the House of Commons on March 26 by Hon. Paul T. Hellyer, Minister of National Defence.

The *White Paper* opens with a statement that the objectives of Canadian defence policy cannot be dissociated from foreign policy. These objectives are to preserve the peace by supporting collective defence measures to deter military aggression; to support Canadian foreign policy, including that arising out of our participation in international organizations, and to provide for the protection and surveillance of our territory, our air space and our coastal waters.

The second section of the paper deals with policy since the end of the Second World War in 1945, outlining developments which led to Canada adhering to the United Nations Charter, acquiring membership in NATO, forming a partnership with the United States in the defence of North America, and taking national measures to discharge the responsibility for the security and protection of Canada.

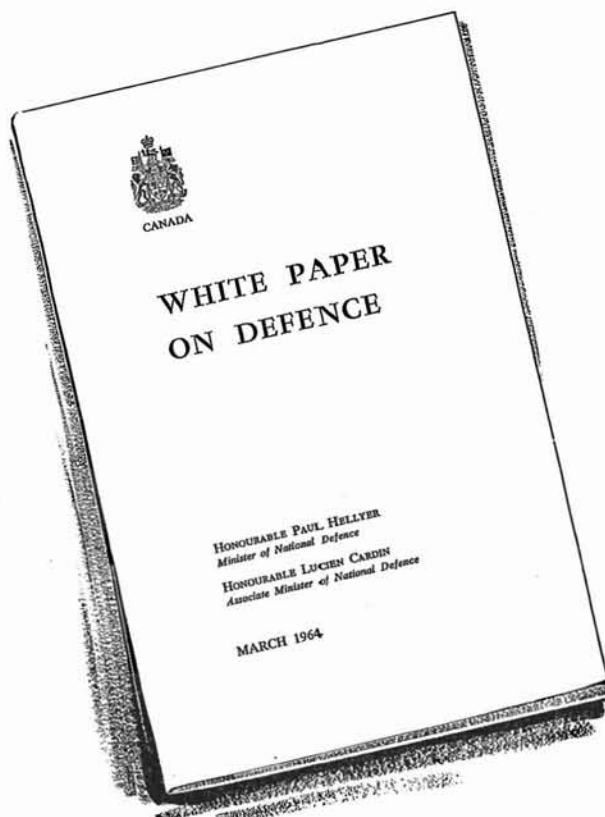
Reorganization of the Armed Forces during the post-war years is outlined, this having taken place because of the realization that the pre-war mobilization base had been inadequate. This brought about a two-and-a-half-fold increase in regular manpower and a five-fold increase in the defence budget.

Future Policy

CONSIDERATIONS affecting future policy are dealt with in Section III of the *White Paper*. Defence policy is related to the international outlook, the possible range of conflict, the part Canada can play in the deterrence of a major war, NATO strategy, the defence of Canada and North American defence.

Reference is made to nuclear weapons, with the conclusion that having accepted the responsibility for partnership in a nuclear-armed alliance, such as NATO, the question of nuclear weapons for the Canadian Armed Forces is a subordinate issue, depending as it does on how Canada can most effectively contribute to collective strength.

The paper states that the future requirement for air defence of the North American continent will depend to a large extent on whether or not an effective anti-ICBM system is developed and deployed on this continent. An ICBM defence would also have some effect on forces required against the missile-launching sub-



marine. It states that Canadian maritime forces are increasingly effective against the submarine threat and that improved techniques give promise of even more effectiveness against both conventional and nuclear-powered submarines in the years ahead. However, major problems remain to be solved and a major study to determine the best combination of weapons systems for an anti-submarine force is in progress.

The *White Paper* then outlines the various contributions Canada has made to United Nations operations and stresses the importance of our continued participation in such forces.

Organization

SECTION IV of the paper deals with the organization of the defence forces. Reference is made to the Royal Commission on Government Organization (the so-called Glassco Commission report) dealing with the Department of National Defence and, in particular, to the recommendation that effective consolidation cannot

How Integration Will Be Implemented

The following statement concerning the White Paper on Defence was issued by Vice-Admiral H. S. Rayner, Chief of the Naval Staff, on April 3:

By now I hope that all personnel have had an opportunity to read the White Paper on Defence for themselves. The first step toward integration of NDHQ staffs is underway and there is no doubt that this reorganization will result in greater efficiency.

The Navy is already organized on functional lines and this, together with our extensive experience in the integrated Maritime Commands in Halifax and Esquimalt, places us in an excellent position to fit into the new defence organization.

The changeover from the present to the new organization will not be easy but it can and will be achieved. It will require the active whole-hearted support of all personnel. This I am sure we will give for the good of the country and the service.

The following letter in amplification of the White Paper has been received from the Minister and the Associate Minister of National Defence. It is desired that this letter be promulgated and brought to the attention of all naval and civilian personnel.

"To all members of the Armed Forces and employees of the Department of National Defence:

"The news coverage of the issuance of the government White Paper on Defence was so complete and widespread that all members of the forces and departmental employees will have had reasonably complete information on what the paper contained. However, in the event that some of the main points were missed or not completely understood, this letter is intended to set out in a very concise way what the intention of the department is in carrying out the reorganization announced in the White Paper.

"The White Paper enunciated the policy that the Armed Forces of Canada should be integrated under a single Chief of Defence Staff. It further stated that this would be the first step toward a single unified defence force for Canada. It said that this would be a step-by-step process. This process will take place in the manner outlined below.

"The first step is to establish a single defence staff at National Defence Headquarters. A planning group is being set up at once to prepare an outline plan for the organization of this staff. When this outline organization is approved, the heads of the main staff elements will be designated and will be assigned specialist planning staffs to enable them to draw up the organization plan for their staff.

"The replacement of the three service staffs by a single Defence Staff will require legislation to amend the National Defence Act. This will take some time. It is hoped that the planning for the reorganization at National Defence Headquarters and the legislative action can be completed by July 1964 so that the change-over to the new National Defence Headquarters organization can be made this summer.

"The second step will be the reorganization of the field command structure. Planning for this will be undertaken by the National Defence Headquarters staff after it is established. It is estimated that the integration of the field commands will take approximately one year.

"The third and final step will be the unification of the three services. This will not be initiated until the various staffs outlined above have been established and are working effectively. It is reasonable to expect that it will be three or four years before it will be possible to take this action.

"The process outlined above is not immutable. As the lessons of the reorganization are learned, changes in plan or in the timing may result. However the end objective of a single service is firm.

"One of the main objectives of this reorganization is to provide funds in the defence budget for the purchase of new equipment for the forces. With a relatively fixed budget, this can only be effected by a reduction in our overhead through the elimination of duplication. Such a move inevitably means reduction in personnel. Every effort will be made to ensure that this reduction can be brought about simply by not replacing personnel when they reach normal retirement or take their discharge. Not all the reductions necessary can be effected in this manner, and special benefits are being planned for those personnel who may have to be released somewhat before normal retirement. The reduction in personnel resulting from the reorganization is being planned to take place over the next two-to-three-year period.

"The above is only an outline, but we trust that it will contribute to the understanding of all personnel of what is being undertaken. We sincerely hope and believe that this undertaking will receive the support of all personnel, both service and civilian.

PAUL T. HELLYER,
Minister of National Defence

LUCIEN CARDIN,
Associate Minister of National Defence"

be based on joint control by the three services, with the conclusion that there should be a gradual transfer of executive control to the Chairman, Chiefs of Staff.

In the opinion of the Government, this solution does not adequately resolve the basic issues, since, if a single command structure is not established, co-ordination by the committee system will remain, with all its inevitable delays and frustrations. In consequence, it has been decided to integrate the Armed Forces of

Canada under a single Chief of Defence Staff and a single Defence Staff. This will be the first step towards a single unified defence force for Canada. It is pointed out that the result would be a substantial reduction in manpower strengths in headquarters, training and related establishments, along with other operating and maintenance costs, and lead to savings which would make additional funds available for capital equipment purchases.

The Government has also accepted the recommendation of the Glassco Commission on the need for a strong staff group, which is essentially civilian in character, outside the framework of the Armed Forces and it is intended to give the Deputy Minister greater responsibility for keeping under review the organizational and administrative methods of the Canadian defence establishment.

It is also intended to introduce a management system for planning and controlling major defence programs at the departmental level. The total Canadian defence structure will be grouped into a number of major programs which will cover all arms of the services and will be expressed in terms of major military missions or objectives, with each program being reviewed annually. This system will enable defence programs to be examined and considered in relation to their overall military effectiveness from the standpoint of achieving a particular mission.

Next 10 Years

THE SHAPE of the Canadian forces over the next 10 years is the subject of Section V of *The White Paper*. The Government's support of NATO is affirmed, as is its intention to maintain a Canadian Army brigade group on the central front in Europe. The two brigades in support of NATO maintained in Canada are to be re-equipped and re-trained as a mobile force to permit their effective deployment in circumstances ranging from the European theatre to United Nations peace-keeping operations.

The fourth brigade in Canada will gradually be converted into a special service force, somewhat smaller than conventional brigades and provided with air-portable and air-droppable equipment. It will be trained for a variety of military tasks. Canada will also make available, from the Canadian-based brigades, one battalion for SACEUR's mobile force.

The paper outlines the present deployment of the RCAF Air Division in Europe—six squadrons in Germany in a strike role and two squadrons in France in a reconnaissance role, with all eight squadrons also being equipped for a non-nuclear attack role in order to give the air division maximum flexibility. It is pointed out that no additional CF-104s will be acquired and, in consequence, the number of operational squadrons of this type of aircraft will decline as a result of normal attrition. During that period, it is intended to give increased emphasis to the provision of aircraft for direct support of our ground forces and it is anticipated that a high performance tactical aircraft will be available with sufficient capability to permit squadrons to be stationed in Canada, in Europe or elsewhere as required. Squadrons in Canada would be available for training in close association with ground forces and would also contribute to air defence, thereby eliminat-

ing the necessity of special interceptor aircraft for this purpose. The three squadrons of CF-101s now assigned to NORAD will be maintained, as will the two Bomarc squadrons, as long as they form an integral and useful part of the NORAD system.

In view of the emphasis on increased mobility, steps are being taken to augment considerably the "air truck" component of the air transport fleet which will be available for United Nations and other requirements.

Maritime Forces

WITH REGARD to the maritime forces, it is intended to continue in the anti-submarine role and studies are continuing to determine the most effective combination of weapons systems.

A careful study is being given to the possibility of constructing two or three nuclear-powered submarines, which are powerful anti-submarine weapons, but in view of the magnitude of this project, a firm decision cannot be taken immediately. It is intended, however, to maintain a modern and well equipped fleet of appropriate size.

It is pointed out that, with increased flexibility and mobility including the addition of transport aircraft, Canada will be in a better position to fulfil any future United Nations requirements and, in this regard, a requirement for sea lift is being considered. It is intended to obtain an additional modest sea lift, either in conjunction with a NATO anti-submarine force or independently.

The paper summarizes the major projects in the years ahead, which include re-equipping of the Army as a mobile force; the provision of an adequate air and sea lift; the acquisition of tactical aircraft and the maintenance of a relatively constant improvement of the maritime anti-submarine capability.

The Reserves

THE SECTION on the armed forces reserves refers to the ministerial commission, under the chairmanship of Brigadier E. R. Suttie, and points out that the integration of the regular forces will have to be considered in any reorganization of the reserve forces. The reports of the two committees established with regard to the naval and air force reserves are being referred to the Suttie commission with the objective of obtaining from that commission recommendations for the maximum degree of integration of reserve facilities.

The section on Civil Defence outlines the way in which the Canadian Army has carried out the responsibilities assigned to it in 1959. The degree of emphasis on civil defence measures will be influenced by the decision to deploy or not to deploy an anti-ICBM system. In the meantime, approved projects will be consolidated and maintained at their present level.

Referring to Mutual Aid, the *White Paper* points out the changing circumstances in so far as the European members of NATO are concerned but states that Canada is prepared to continue to consider reasonable requests for assistance in military training and possibly in the provision of equipment to NATO nations which require such assistance and where it can be given by Canada with advantage to the alliance as a whole.

(The force structure outline will make it possible for Canada to discharge its existing NATO commitments, which run to the end of 1966. For the ensuing period new commitments will be negotiated, compatible with the force concept as set out in this paper.)

Research and Industry

THE LAST PORTION of the *White Paper*, Section VI, deals with defence research and industry. It stresses the importance of both defence research and

development and the need for close co-operation between the armed services and the Department of Defence Production in order to permit efficient purchasing practices and to see that Canadian products are used wherever that is feasible.

A dynamic defence research and development program is considered an essential element of defence policy and it is the intention not only to support it fully but also to implement a gradual but consistent increase in the resources made available for such a program.

In conclusion, it is stated that the paper should be considered as a guide rather than as a detailed and final blueprint since changes can be made to meet the changing circumstances, national and international. While the use of force is not a solution to the problems of peace and security, it is essential to maintain military strength as a deterrence against attack and to help preserve the peace.

THE LAUNCHING OF OJIBWA

NINE THOUSAND Britons cheered and a band of the Royal Marines played *The Maple Leaf* in fast time as the submarine *Ojibwa* slid down the ways at Chatham, England, on February 29. The 295-foot craft is the first of three Oberon class submarines being acquired by the Royal Canadian Navy.

The recently appointed Canadian High Commissioner to Britain, Hon. Lionel Chevrier, was guest of honour at the launching during which the *Ojibwa* was named by Lady Miers, wife of Rear-Admiral Sir Anthony Miers, VC, British war-time submarine commander.

The *Ojibwa* is an "attack" type of submarine fitted to fire homing torpedoes and equipped with the latest submarine detection apparatus. She is capable of high underwater speeds and able to carry out long submerged patrols in any climate. A new feature in her construction is wide use of glass fibre laminate in the superstructure.

The submarine's name is taken from that of the Ojibwa tribe of North American Indians who occupy the Lake Superior region of Canada and whose legendary history was woven by Longfellow into the story of Hiawatha. The two succeeding submarines, also to be built at Chatham, England, for the RCN, will be named after other Canadian Indian tribes whose names begin with "O".

The *Ojibwa* was originally laid down as the *Onyx* for the Royal Navy but was made available to the RCN to ensure early delivery of the submarines for Canadian service.

Mr. Chevrier, who was the official representative of the Canadian govern-



Hon. Lionel Chevrier, Canadian High Commissioner to Britain, (left), with Rear-Admiral Sir Anthony Miers, VC, former submarine commander, and Lady Miers, who named the RCN's new submarine, the *Ojibwa*, during a ceremony at Chatham, England, on February 29. (British Information Services Photo)

ment at the ceremony, said the purchase of the three submarines was a significant event in Anglo-Canadian trade relations. But, he added, this was not simply a business deal but a transaction that reflected Canadian ties with and confidence in Britain, the Commonwealth and NATO.

Lady Miers, whose husband, now retired, won the VC for stalking a Medi-

terranean enemy convoy with his submarine, said she was sure the Canadians who manned the new submarine would emulate the bravery of the men of the Ojibwa tribe. Naming the vessel, she broke a bottle of Canadian champagne over the prow.

The *Ojibwa* is expected to commence service with the Royal Canadian Navy in 1965.



HMCS Athabaskan, last of the Canadian-built Tribal class destroyers to remain in service, was the heroine of a North Atlantic rescue operation on March 1 which saw 34 merchant seamen brought to safety from the Liberian tanker *Amphialos* which had broken in two. (HS-64756-81)

ATHABASKAN'S RESCUE

THE SHIP'S COMPANY of HMCS *Athabaskan* was mustered in the forward seamen's messdeck for divine service on Sunday, March 1. The commanding officer read an appropriate lesson, the officers and men solemnly said the naval prayer. As divine service ended, the officer of the watch, Lt.-Cdr. John Huxtable, reported that a vessel on the port bow five miles distant was stopped and its appearance seemed unusual.

The *Athabaskan's* commanding officer, Cdr. Peter R. Hinton, (I was embarked as commander of the task unit) was proceeding to rendezvous with HMCS *Crescent* (Cdr. Vincent Murphy) and HM submarine *Auriga* (Lt.-Cdr. K. A. Bromback) for anti-submarine exercises.

Course was immediately altered to close this vessel and speed was increased. As the *Athabaskan* neared the

scene an Argus aircraft dropped a smoke bomb near a lifeboat, drawing attention to its presence. Throughout the entire operation the willing co-operation of the RCAF aircraft was of considerable assistance.

All arrangements were smoothly and quietly made to effect rescue if, as

By

Cdr. H. W. Vondette

soon became apparent, such should be necessary. Scramble nets were rigged over the side, the sea boat was turned out, the sick bay readied for any emergency.

On closing what proved to be the stern section of the Liberian-registered SS *Amphialos*, two lifeboats were

sighted with personnel on board. All available lookouts scanned the water for lone survivors. Although it was a bright, brisk day, the wind gusted to 35 knots and the height of swell was approximately 12 feet.

The *Athabaskan* closed the wreck and it was seen that a good number of the crew were still on board. There were no liferafts or lifeboats left and the deck was inclined at an angle of over 30 degrees, the forward upper works being well under water. The seas broke over the stricken vessel and the stern hung helplessly with propeller and rudder high in the air.

The *Athabaskan* closed and recovered one boat load of eight survivors and despatched her own seaboot to stand by the stern of the stricken vessel. Two of the survivors from this lifeboat were unable to cope with the scramble net as the lifeboat reared and

plunged in the heavy swell. Men from the *Athabaskan* went over the side into the lifeboat to assist and the two injured men were removed by stretcher. Unfortunately one of these men, aged 69 and apparently suffering from a weak heart, although alive on recovery, died about one hour later.

Meanwhile, the Commander of the Task Unit ordered HMCS *Crescent* to surface HM Submarine *Auriga* and proceed with all despatch to the scene as USS *Searcher* closed the area. At the height of the operation two Argus aircraft and a USCG aircraft orbited the area searching for possible lone survivors.

USS *Searcher*, at the request of the commander of the task unit, launched a motor whaleboat. Due to the weather, the engine failed and her whaleboat was not able to close the wreck. The *Searcher* remained nearby until final recovery was made to provide whatever aid may have been required.

In the heavy sea the *Athabaskan's* whaler broker her tiller and the crew resorted to steering by an oar over the stern. Because of the state of the sea and swell, rescue attempts by the whaler became futile. The whaler did, however, spot a survivor who had jumped from the ship in an endeavour to swim to the whaler and, with the



A Greek sailor is assisted below in the *Athabaskan* where he was given dry clothing and hot food.

aid of signals between boat and ship, the *Athabaskan* quickly manoeuvred toward this man.

AB Donald Patterson, one of the divers who had dressed for duty, was ordered to go to the assistance of the survivor. Within minutes the survivor and diver were both safely on board.

The second lifeboat was closed and eight more survivors were quickly embarked.

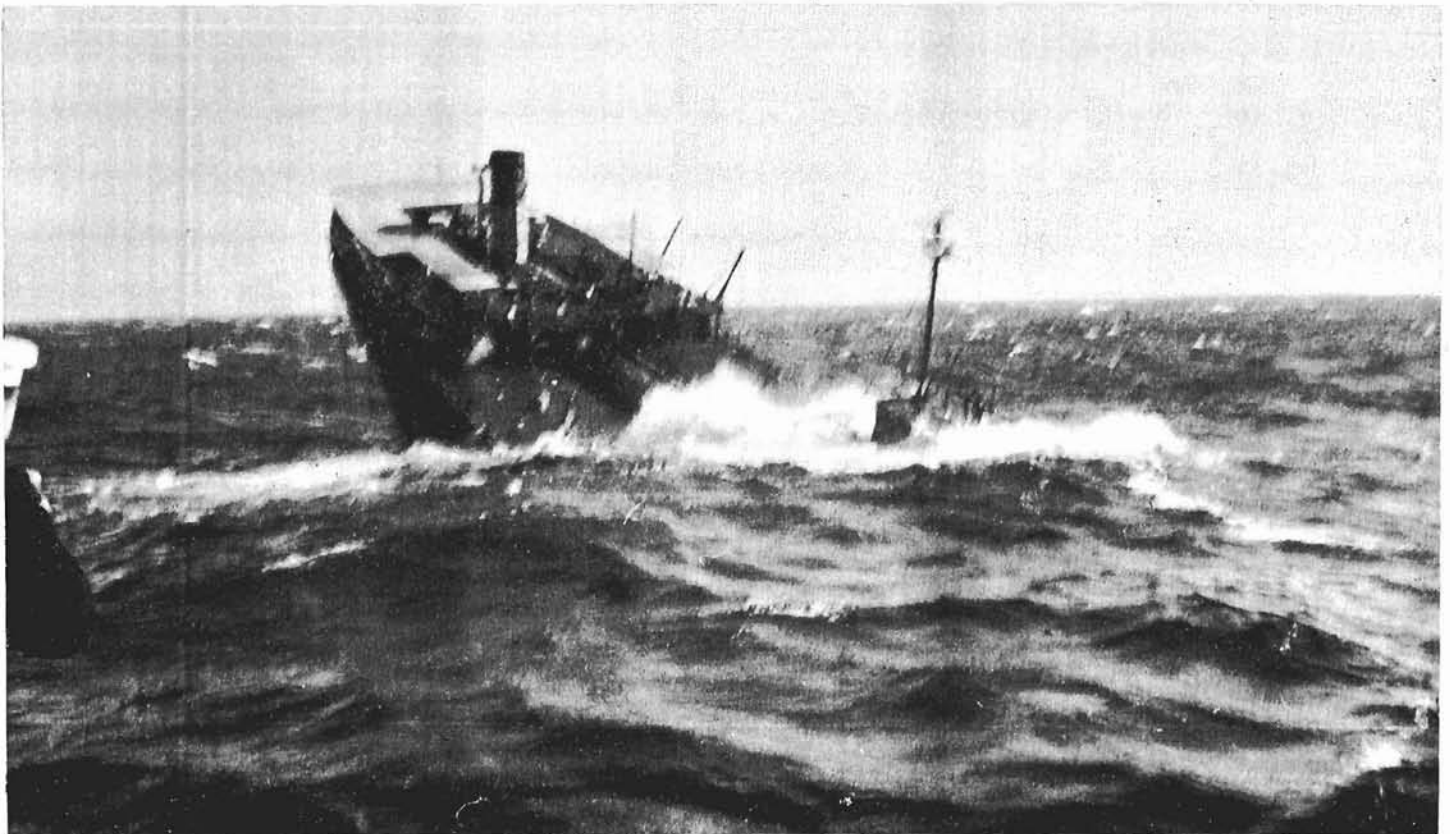
The survivors said that they did not think the ship, with a number of men still on board, would last another hour. (At 1800 on Feb. 29, with no warning whatsoever, the forward section of their ship had broken away and attempts to transmit a distress signal became impossible.)

The *Athabaskan* stood to windward of the wreck and endeavoured to swim a 20-man liferaft to the stern section of the *Amphialos*, edging perilously near to the submerged section of the vessel. However, the divers, due to the extensive oil on the surface, were soon exhausted and had to be recovered.

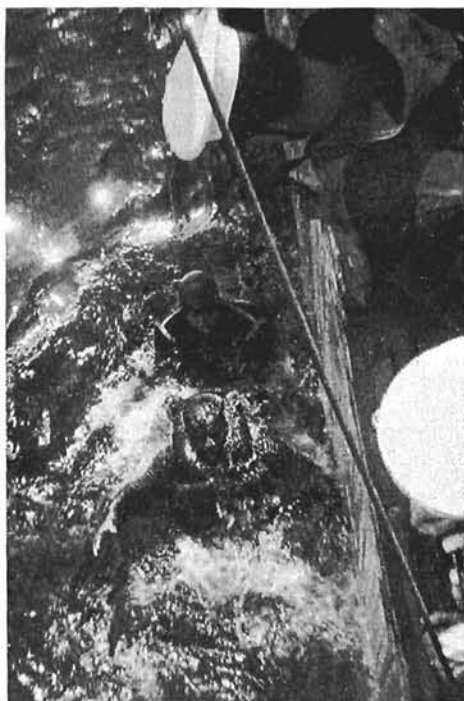
There was nothing left but to get near enough to pass a line to her stern section. The ship was manoeuvred to within 100 feet and after several attempts eventually succeeded in passing a Coston gun line to the wreck. To this a messenger, then a heavier line and eventually a 20-man liferaft were secured and the raft was pulled under the stern.

Eighteen men, including the ship's captain, lowered themselves one by one into the liferaft from the stern 60 feet above.

Due to the drift of the wreck, they were unable to get clear of the ship and



Sailors were clinging desperately to the stern section of the *Amphialos* when the shattered merchant vessel was sighted by the *Athabaskan*.



AB Donald Patterson, clearance diver, helps an oil-covered seaman from the *Amphialos* alongside the *Athabaskan*.



Athabaskan sailors help seaman from the *Amphialos* up the scramble net to safety.

the *Athabaskan* a second time, this time edging even closer, fired a well-aimed Coston gun line over the raft and towed the last survivors clear of the wreck.

The final recovery was conducted without any difficulty and the 20-man liferaft was taken on board.

HMCS *Crescent* appeared, was assigned commander of the scene and ordered to stand by. The *Athabaskan* was ordered to proceed to Halifax with all despatch.

Cdr. Hinton praised AB Donald Patterson and Ldg. Sea. Frank Edgar, both of whom fought their way through the oil-covered sea in attempts to manhandle the two lifeboats closer to the hulk. Both detached their lifelines so they could manoeuvre the rafts in the 15-foot swells.

Most of the survivors were too weak to climb scramble nets hung over the *Athabaskan's* side. Sailors from the destroyer escort climbed down and helped them on board.

Cdr. Hinton also praised the *Athabaskan's* boatswain's mate, PO Sidney McNevin, who supervised and participated in so much of the seamanship that was displayed during the operation.

Throughout this operation I was greatly impressed by the high standard of seamanship displayed by the commanding officer, officers and men of the *Athabaskan* and by the cheerfulness and bravery displayed by the officers and men of the SS *Amphialos*.



At the left, one of five injured survivors of the *Amphialos* is comforted by a fellow crew member as *Athabaskan* sailors stand by to give aid. Two clearance divers (right) from the *Athabaskan*, Ldg. Sea. Frank Edgar and AB Donald Patterson, each spent half an hour in the North Atlantic assisting seaman from the stricken tanker to the rescue ship.

FOLLOWING the rescue operation, messages of congratulation poured in to the *Athabaskan* and *Crescent*. The *Athabaskan*, incidentally, had shared in the search for survivors of a Flying Tiger airliner, down in the North Atlantic, in September 1962.

The *Athabaskan* received praise from many sources, including the owners of the SS *Amphialos*, the Commander Eastern Sea Frontier, Naval Headquarters and the Minister of National Defence. Mr. Hellyer's message was as follows:

"I note with approval the excellent display of seamanship on the part of HMCS *Athabaskan* in rescuing the crew of SS *Amphialos*. Congratulations to all who took part in the rescue on the resolute and heroic manner in which it was so swiftly done."

Mr. Hellyer also sent a message of congratulations to the crew of the RCAF *Argus* that first sighted and reported the stricken ship.

A letter received by Rear-Admiral Jeffrey V. Brock, Flag Officer Atlantic Coast, from His Honour Henry P.

MacKeen, Lieutenant Governor of the Province of Nova Scotia, reads:

"Through you I would like to congratulate Cdr. Hinton and the ship's company of HMCS *Athabaskan* on their outstanding achievement in rescuing the crew of the tanker *Amphialos*. I had an opportunity of discussing the episode with the master and mate of *Amphialos* yesterday and I can tell you they were loud in their praise of the seamanship, courage and kindness of those in the *Athabaskan*. As far as I could learn every incident during the rescue reflects the highest credit to the training, efficiency and personnel of the Royal Canadian Navy."

Other messages included the following:

"Commander 1st Coast Guard District extremely pleased and most appreciative of your outstanding seamanship in rescuing the crew of the tanker *Amphialos*. Your excellent performance has exemplified the finest traditions of the sea."—Rear-Admiral C. L. Harding USCG.

To *Athabaskan* and *Crescent*: "Your fine example of seamanship in rescuing

crew of SS *Amphialos* reflects great credit on your ship. Congratulations to all officers and men who took part in the rescue on an excellent job well done."—Chief of the Naval Staff Ottawa.

"The officers and men of the Pacific Command join me in congratulations for your fine rescue work."—Flag Officer Pacific Coast.

"On behalf owners and master steam tanker *Amphialos*, may we express our gratitude to the officers and men of the Royal Canadian Navy whose heroism and gallantry saved the lives of 34 crew members of our vessel. The prompt and efficient rescue was performed under most difficult conditions in a manner which reflects credit on your entire service. Please convey our most sincere thanks and admiration to all concerned"—United Operations Shipping Agencies, Corp., 660 Madison Ave., New York City".

"My heartiest 'congratulations' and 'well done' to HMCS *Athabaskan* for outstanding performance in rescue of crew of SS *Amphialos*"—Vice-Admiral H. T. Deutermann, USNS COMEAST-SEAFRON.

OPENINGS FOR SUBMARINERS

THE FORTHCOMING acquisition of three "O" class submarines from Britain by the Royal Canadian Navy will mean a continuing requirement for volunteers from general service to complete the manning of the new submarines to provide replacements.

A general message, dated March 26, says it is expected the three "O" class submarines will commission in 1965, 1967 and 1968 and will replace the "A" class submarines at present loaned by the RN and based at Halifax.

At the end of March a total of 382 qualified submariners were enrolled in the Royal Canadian Navy. This total was made up 32 officers and 350 men.

Actually serving in submarines, either Canadian or British, were 20 officers and 206 men.

RCN submariners, now serving in the RN submarine service, will be transferred to service in the RCN as required.

All three of the "O" class submarines will be based at Halifax, while HMCS *Grilse* will continue to serve in the Pacific Command.

Volunteers will be accepted for service regardless of the type or locality of the submarines. The general require-

ments, other than medical, are given in General Order 10.21/1, which provides in its opening paragraph that "officers and men may volunteer for service in submarines at any time during their service career". Once personnel have undergone basic training and qualified as submariners, they are entitled to wear the submarine badge.

Trades to which the submarine service is open are: Weaponman Underwater (WU); Sonarman (SN); Radar Plotter (RP); Radioman (RM); Engineering Technician (ER); Engineering Mechanic (EM); Electronic Technician (LT); and Electrician's Mate (LM). A few volunteers will be accepted from the following trades: Firecontrolman (FC); Victualling Storesman (VS); Naval Storesman (NS); Cook (CK); Steward (SW), and Medical Assistant (MA). Special consideration will be given to ex-submariners now in general service.

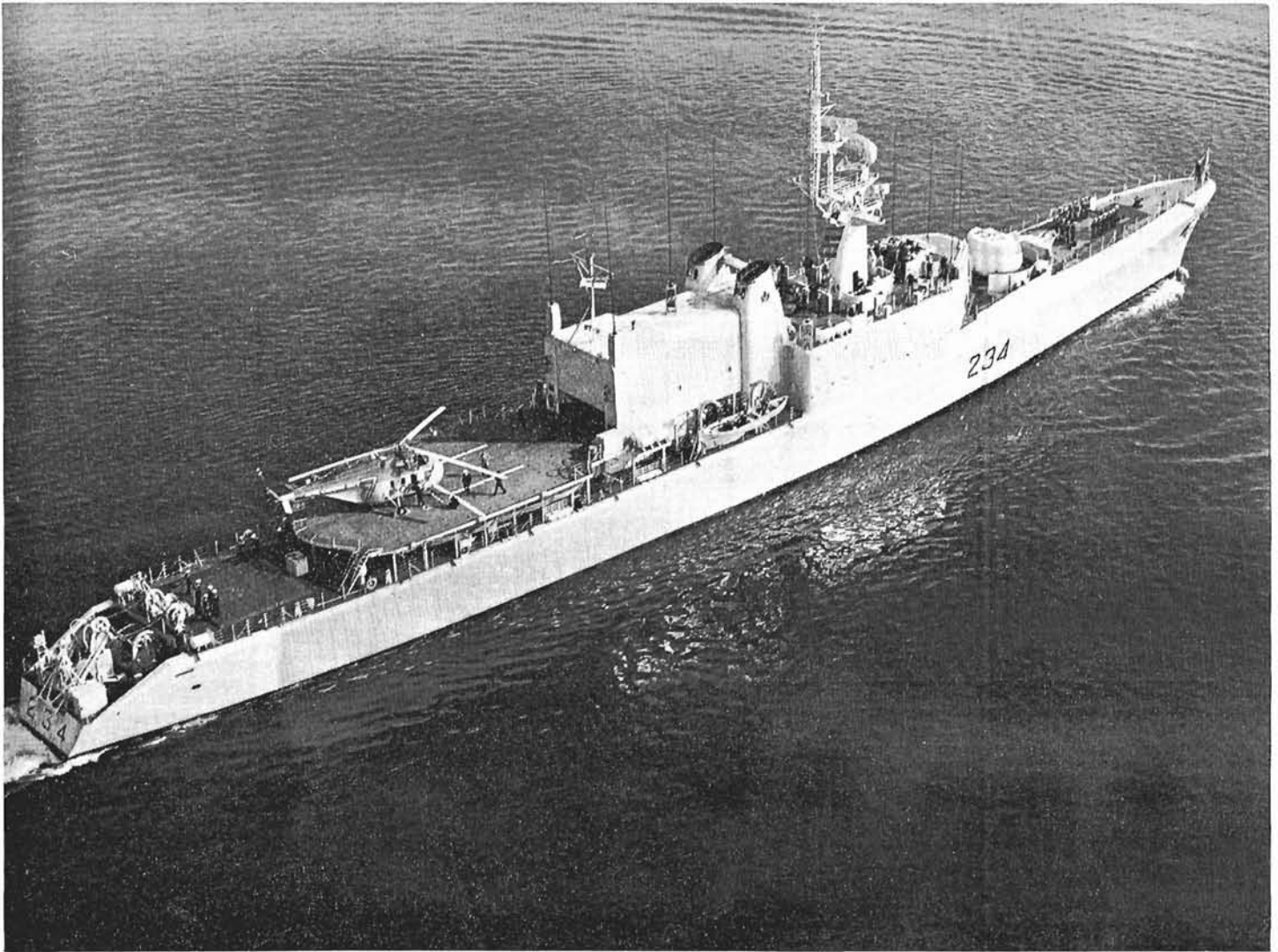
Basic submarine training will continue to be given in either the United States or Britain, depending on the type of submarine to which the trainee is to be initially drafted.

The present intention is to permit men to remain in submarines for as long as

they remain qualified in all respects and within the limitations of complement. In addition, within these limitations, men will be permitted to return to submarines after absences for trade courses etc.

The duration of basic submarine training abroad will not ordinarily permit men to take their families but, for men drafted to commission "O" class submarines or to undergo acquaintanceship courses subsequent to basic training, overseas service will in some cases be of sufficient length to enable this privilege to be exercised.

The general message also states that submarine allowance will continue to be paid in accordance with QRCN 205.37, together with the appropriate allowances when drafted outside Canada. The submarine allowance ranges from \$65 a month for leading seaman and below to \$115 for lieutenant-commander and above. Half these rates are payable while undergoing basic submarine training or while serving in certain "annotated" positions, such as spare crew. Non-qualified personnel are entitled to an allowance of \$30 a month while serving on casual duty in a submarine in commission.



Except for the gyro-controlled stabilizer fins and the down-haul winch used to guide helicopters to the flight deck, this picture shows most of the changes being made in the St. Laurent class destroyer escorts. This is the Assiniboine. (DNS-32228)

WEDDING OF THE SEA KING

THERE'S GOING to be a wedding in the RCN this summer.

HMCS *Assiniboine*, first of the St. Laurent class destroyer escorts to be converted for helicopters, will be married to the RCN's new CHSS-2 Sea King anti-submarine helicopters. The conversion also includes installation of variable depth sonar handling gear.

The *Assiniboine* will be the first DDE to fully complete the conversion program that began two years ago and will cost an estimated \$24 million by the time it's finished.

Sea King helicopters are now carrying out work-ups at techniques in handling and practising with haul-down gear similar to that they will use on board ship.

The *Assiniboine* had her conversion job finished last June; HMCS *St. Laurent's* conversion was finished in October, and HMCS *Ottawa* will return to service this year.

HMCS *Saguenay* is due to resume her duties later in 1964. Still to be converted are HMC Ships *Skeena*, *Fraser* and *Margaree*.

The last two ships of the Annapolis class, the *Nipigon* and *Annapolis*, slid down the ways with helicopter decks and variable depth sonar as original equipment. The *Nipigon* will be commissioned in May and the *Annapolis* in the fall.

The conversion job being done on the St. Laurent class destroyer escorts sound easy when you say it fast, but

shipyard workers needed every day of the 14 months they took to convert the *Assiniboine*.

It isn't just a simple matter of plunking a landing deck and helicopter hangar amidships, then hooking variable depth sonar on the stern. Each ship being converted must be practically rebuilt. An estimated 2,400,000 man hours were spent converting the *Assiniboine*.

Except for main machinery spaces and some forward sections, converted ships are being totally re-designed. To give the St. Laurents their new look, shipyard workers begin by stripping everything off the upper deck from the bridge aft.

Finished ships display the world's most modern submarine detection

equipment, variable depth sonar, hanging over the stern. As the name implies, VDS can send its searching sonar beam into the ocean from varying depths, avoiding ocean temperature layers which in the past bent the beam enabling submarines to hide within the thermal zone.

Mounted just forward of the VDS unit, each converted ship carries a triple-barrelled Limbo anti-submarine mortar which can hurl three A/S bombs in any direction fused to explode at the proper depth, at a detected submarine.

The flight deck is fitted with a "bear trap" winch. A helicopter can land on that flight deck in bad weather conditions with the bear trap. The hovering machine, at full power, lowers a cable while the bear trap hauls it down safely on the deck. Once landed, the helicopter can be shunted by the same device into the huge midships hangar, tucked between and aft of the new twin funnels.

The Sea King helicopter is capable of operating in any weather. It is fitted with its own dunking sonar to detect submarines, and homing torpedoes for attack. These machines will fly eventually from the aircraft carrier *Bonaventure* as well as helicopter-carrying destroyer escorts.

The long range of these turbine-driven helicopters and their high speed makes them a most deadly anti-submarine weapon. They extend their mother ship's range so one escort with helicopter can cover many times the sea area it could before conversion. Their



A Sea King, one of the big, swift, turbine-powered helicopters which will operate from the RCN's Annapolis class converted St. Laurent class destroyer escorts hovers over the flight deck of the *Assiniboine*. (CN-6759)

speed provides the margin needed to attack fast modern submarines.

Not only the fighting tools of the St. Laurent class are being changed in the conversion program. After conversion the ships have a much larger and better equipped recreation space forward. There is increased space in all the mess decks and activated fin stab-

ilizers have been added to the hull to reduce the DDE's snappy roll in rough weather. The better sea-keeping qualities these stabilizers give the ship make her more comfortable for the crew, but the primary purpose of those fins is to make the hull a more stable platform for helicopter landings in high seas.

COPING WITH FLU AT MASSET

The Canadian Red Cross, always a willing helper in time of distress, had to call in outside help itself during a recent flu epidemic in the Queen Charlotte Islands. The Royal Canadian Navy was happy to jump into the breach.

Most of the 1,800 people of Masset fell victim to the epidemic, resulting in the re-opening of the normally closed Red Cross hospital.

A doctor and two nurses were brought in but within a week they were literally run off their feet. Most of the patients were either very young or very old Indians and required considerable attention.

The naval radio station at Masset asked for volunteers to stand tricks in the wards and help out with the feeding. The sailors quickly responded and soon became quite adept at caring for their helpless charges. They even sup-

plied entertainment when the situation eased off after a time.

Navy cooks AB K. J. Dorosh and Ldg. Sea. L. G. Bagley put up chicken pie, cakes, meat loaf and beef and delivered the food over a three-day period.

AB Brendon C. F. Smith also helped out with feeding the patients. His wife, Brenda, herself a Red Cross nurse, joined in during the emergency.

Ldg. Sea. R. H. Petrie helped out in the wards and showed that his early training in swabbing the decks was not forgotten.

Fortunately, most of the naval personnel at the base escaped the epidemic.

AB Brendon C. F. Smith, from the naval radio station at Masset, Queen Charlotte Islands, coaxes his young Indian charge to finish off a bottle. AB Smith and other RCN personnel helped out during a recent flu epidemic that taxed the capacity of the Red Cross outpost hospital.





Mission accomplished. Eleven and a half days out of Halifax, the *Bonaventure* lies at anchor in the deceptive Mediterranean calm of Famagusta harbour. The unloading operation was accomplished in about six hours thanks to the smooth-working team in the ship and efficient service from the Royal Engineers Port Commandant organization. (BN-5197-44)

CYPRUS MISSION

IT IS THE CUSTOM in the *Bonaventure* to issue a supplementary sheet to Daily Orders when the ship is entering a strange port.

On May 6, two days out of Halifax, the supplement could well start like this: "Halifax is the largest commercial and naval port on the east coast of Canada. The city is the capital of the Province of Nova Scotia . . ." along with various data on port facilities, industries, topography, climate and history. It then would finish something like this, "English is spoken in Halifax, the dollar is the medium of exchange and the natives are very friendly".

Halifax is the one NATO port which the *Bonaventures* have had little opportunity to know in the past eight months.

The *Bonaventure* had sailed from "home port" last September 25. In the ensuing months and 38,000 miles of steaming she spent 39 days there, until her return May 8 from Operation Snow Goose, mid-ocean flying exercises, and other business at Norfolk, Va.

Operation Snow Goose was unique in the *Bonnie's* experience. Wearing the UN flag, she slipped from Halifax on March 18. She had taken on board, along with normal provisions, stores, fuel, avgas and general logistics, 95 officers and men of the "Van Doos", the

By

Lt.-Cdr. J. L. Wightman

Royal Canadian Dragoons and the Royal Canadian Army Service Corps, 16 Ferret armoured scout cars, 36 Canadian Army trucks and trailers, two jeeps and 160 tons of army stores. All this was designated, in slightly insulting Army parlance, the "sea tail" of the Canadian UN Contingent Cyprus.

Even though 12 Trackers of VS 880 and one H2SO4 chopper of HU 21 were also on board, the trip across to Famagusta, Cyprus, was strictly a "car-

go-passenger" run. The object of the exercise was to deliver the Army's equipment, supplies and personnel to Cyprus "at best possible speed".

Getting back to September 25, 1963: When the ship left Halifax she headed for Exercise Flatrock, a NATO show ranging round the Norwegian sea and northeast Atlantic. With a couple of brief visits to Invergordon for exercise conferences the ship worked steadily for a month, putting in to Rosyth October 25 for three days. A visit to Bergen, Norway, followed then more exercises and the ship arrived at Portsmouth on November 8, did a boiler-clean period and self-maintenance, departed November 21.

She actually did get back to "home port" on December 3, staying in for three days. The ship left for the Bermuda area December 6 and carried out "carquals" (carrier qualification for pilots) in the area for almost a week, returning to Halifax December 13 for the Christmas period leave.

The *Bonaventure* sailed again January 13, carried out flying operations en route to Bermuda, played host to the Minister of National Defence, paid a brief call to port there, then sailed for the Mediterranean. Toulon, France, provided the ship's company with a break from February 7 to 16 and the ship moved on to "Gib" on February 18 for pre-exercise conferences. NATO Exercise Magic Lantern in the vicinity of Gibraltar was the next project and the ship pounded through North Atlantic and western Mediterranean seas, flying night and day. On March 7, during exercises, a priority message from Naval Headquarters recalled her from sea forthwith—destination "home port"!

Well, the Bonnies didn't see much of "home port". The ship arrived in the evening of March 13. It was a Friday night but the ship's company simply turned to and began to work round the clock. Normal replenishment, vital maintenance and off-loading aircraft took up a lot of the first couple of days. The Army's "sea tail" might have been expected to present loading problems but the Bonnies, assisted by a number of HMC Dockyard's doughty mateys, put the stuff on board, secured it below in the hangar deck and made ready to embark 12 Trackers and one "Pedro".

It had appeared that the ship would be chock-ablock with soldiers, scout cars, trucks, jeeps, guns, ammo and billy-cans or whatever it is that the army can't march without—and no room left for the ship's "main arma-



Lt.-Cdr. Richard Bone, liaison officer in the *Bonaventure* for the Army detachment on board, briefs the soldiers on vital fire precautions in the hangar deck. Boots with steel cleats or hobnails were prohibited—a spark is an unacceptable hazard where avgas fumes may be present. Most of the soldiers stowed their boots for the sea trip and wore gym shoes. (HS-74518)

ment", the Trackers. It turned out that the RCAF was going to lift the bulk of the fighting troops and that the ship would have room for aircraft. So on they came. If the ship had merely to steam across and off-load, at least she would come alive on the return trip

and get back to her main object in life—night and day flying of ASW missions.

It was a record turn-around. With all Army personnel, Ferret scout cars, trucks, trailers, jeeps and stores embarked, special sea dutymen closed up, the ship slipped and proceeded for sea at 5:00 p.m. Wednesday March 18. Halifax quickly disappeared under a heavy snowstorm and the ship, secured for sea, nosed out past Sambro into a three-quarter gale.

It was a straightforward, uneventful journey. The ship headed southward in an attempt to outrun the weather, altered to the east early Friday morning and forged ahead at a steady 20 knots. Some of the soldiers, wondering how they had ended up in a 20,000-ton bucking bronco, stayed in their bunks for a day or two. But they quickly rallied.

The half-gale continued until the ship was about a day and a half out of "Gib". With a quartering sea jostling the big ship, normal activities were somewhat curtailed. There were only two days of normal flight-deck activity and sports in the entire 11-day crossing but the soldiers managed to carry out training exercises, PT, orientation lectures on Cyprus, the servicing and firing of their weapons, maintenance routines on their vehicles.



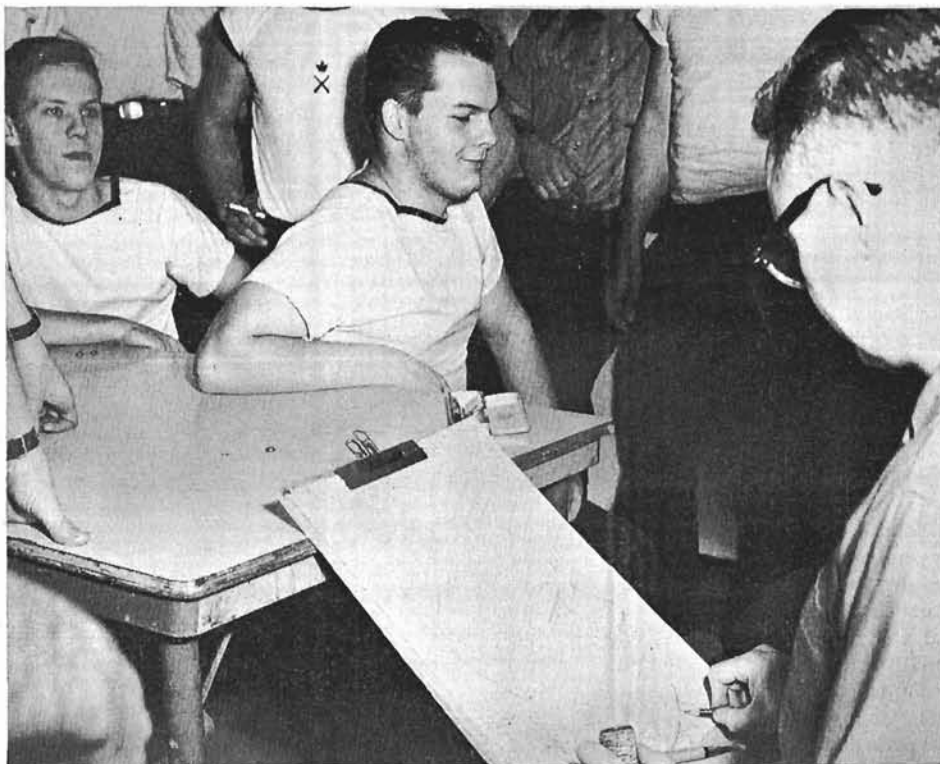
The controls of a Ferret armoured scout car don't quite have the feel of the Bonnie's wheel. Leading Seaman William MacArthur tries it while Trooper Wayne Nickerson spins him an Army dip. (HS-74526)

The ship entered Gibraltar on Wednesday, March 25, under typically brilliant Mediterranean skies. It was a short respite—five hours in harbour. The soldiers had short leave to visit the Rock, but the ship's company stayed on board to fuel and replenish and make ready for sea again. The balmy "Med" lived up to her press notices for about 12 hours until *Bonnie's* own "made in Halifax" weather joined up again. She pounded down the Med, with the *Restigouche* astern, for another five days.

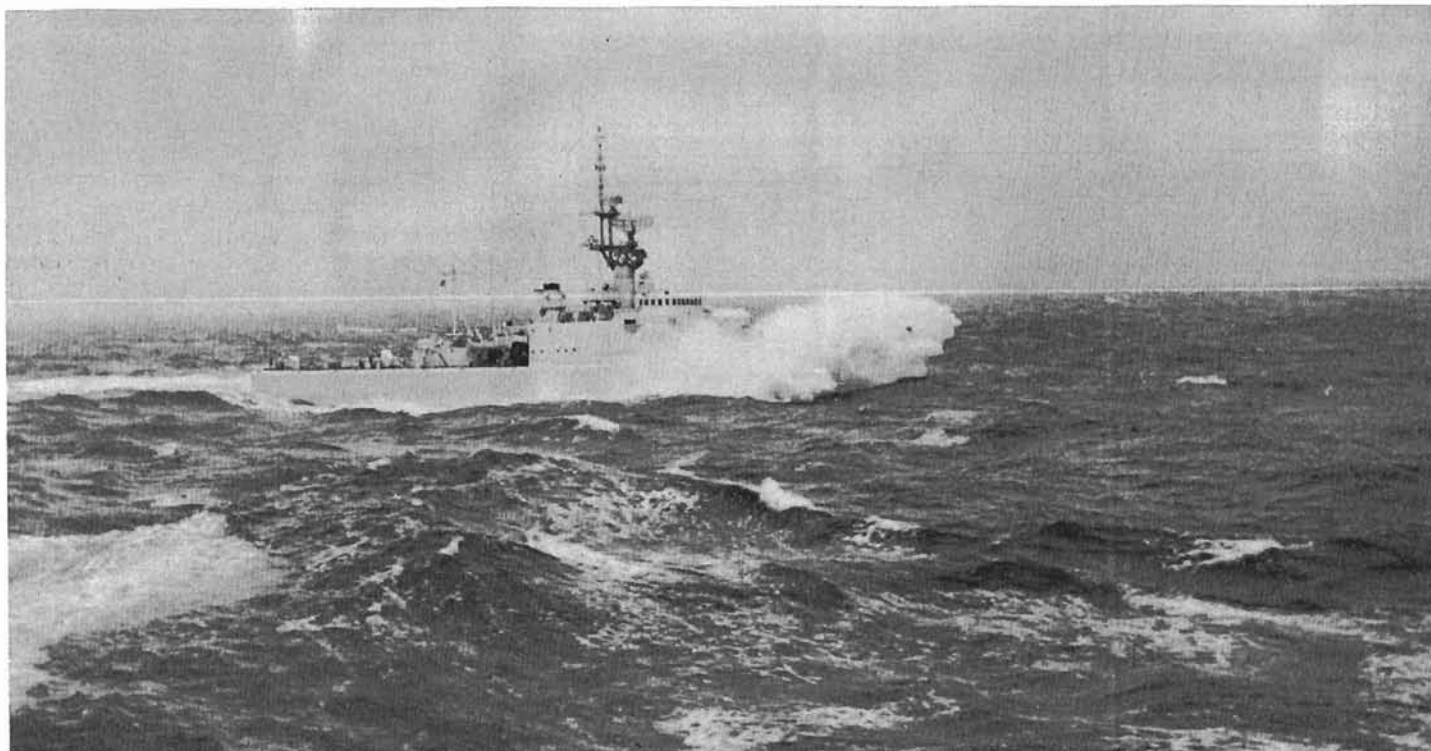
"*Rusty*", detached from the Fifth Escort Squadron, had waited in Gibraltar to join the carrier as plane guard during planned flying operations. It wasn't possible to fly between Gibraltar and Cyprus, without delaying the ship's arrival. So flying operation began late Wednesday, April 1, several hours after departure from Famagusta.

A North African sandstorm lost its way when the carrier was off the coast of Libya and dumped a fine, gritty film of desert sand over the entire ship. This was adding insult to injury but the first lieutenant merely scratched his head, uttered a seaman's incantation and the hands turned to. After all they were assisting the Army, might as well get used to sand.

The ship came to her anchorage off Famagusta at 3 am, Monday, March 30.



Study of a man working his passage. During the crossing to Cyprus "Ting" Tingley, cartoonist-reporter of the London Free Press, presented his chalk-talk cartoon show in the wardroom, senior chiefs' mess, the petty officers' mess and the main cafeteria. After the show, he set up his small easel and did signed caricatures of many of the hands. Also on board, hard at work, were TV-men Bill Curtis, Paul (Big Daddy) Murray and Geoff Laurence, of CBC Atlantic Region, Peter Ward, military editor of the Toronto Telegram, and writer Phil Smith and photographer Bob Brooks of Weekend Magazine. (BN-5197-18)



The weather didn't co-operate with the RCN for Operation Snow Goose. Even the Med was unruly, as this photo of the *Restigouche*, plane guard for the carrier, demonstrates. (BN-5197-20)

Then began the ingeniously planned solution to a massive Chinese puzzle. Trackers were struck down, up and sideways. The fore and after lifts did an elephant's cha-cha. Ferrets, trucks and jeeps waltzed up and down the deck. In case of an insoluble traffic jam there was an emergency clearance procedure ready to go—squirting a two-ton truck off the catapult. Fortunately the shuffle worked smoothly and the Army wasn't piped to flying stations.

The off-loading was completed by about 3 o'clock that afternoon. The ship's company were highly organized, the unknown factor in off-loading had been the capabilities of the port authorities. It turned out that the Port Commandant was a major of the Royal Engineers. His British sappers were the port stevedoring and warehousing organizers. Aided by a couple of "Z" craft, (large lighters), smaller lighters, drifters and personnel ferries organized by the Royal Engineers Port Authority, the ship's staff was able to put the Ferrets, trucks, trailers, jeeps and stores over the side in record time.

The ship was welcomed by United Nations, Cyprus government and diplomatic officials along with a corps of approximately 40 press correspondents of all nations.

Taking a special interest in the unloading activities on the flight deck were Lieutenant General P. S. Gyani, Commander of the United Nations Forces in Cyprus, the Hon. Mr. Fissentzides, Minister Plenipotentiary and Foreign Affairs Minister of the Government of Cyprus, His Excellency Arthur Andrew, Canadian High Commissioner to Cyprus, and Colonel E. A. Amy, Commander of the Canadian Contingent, UN Forces in Cyprus.

It was an entirely routine mission for the *Bonaventure*. It was carried out with despatch and efficiency, negative the theatrics.

Riding at anchor in Famagusta harbour, the big ship looked a little rusty and weather beaten, particularly with the gleaming *Restigouche* lying nearby. The *Restigouche* had had several days in Gibraltar to get that way. The *Bonaventure* had logged 8,500 heavy-weather miles in the month of March, about 3,200 miles better than her previous one-month record of May 1960.



The *Bonaventure* was officially welcomed to Cyprus by United Nations and Cyprus government officials. Captain R. W. Timbrell, commanding officer, discusses the unloading operation on the flight deck with Lieutenant General P. S. Gyani, Indian Army, Commander of the United Nations Forces in Cyprus, and the Hon. Mr. Fissentzides, Minister Plenipotentiary and Foreign Affairs Minister of the Government of Cyprus. (BN-5197-37)



Under the balmy Mediterranean sun, fortuitously the first really fine weather of the entire operation, the *Bonaventure* quickly put soldiers, Ferret scout cars, trucks, trailers, jeeps and Army stores ashore via Royal Engineers "Z" craft, other lighters and small ferries. Shortly afterwards the ship's company got their first break from routine in 12 days—swimming over the side in Famagusta harbour. The navy didn't see much of Cyprus. Leave was restricted to organized beach parties outside Famagusta. (BN-5197-32)





Living out his last years in the Chinese Community Hospital in Victoria, Soue Kee, 79, showed keen pleasure when a group of sailors called on him. Of three visitors from HMCS Saskatchewan, AB David Jowsey, Ldg. Sea. Gary Carlson and CPO Raymond McMurtrie, the latter two had known Soue Kee when they served on Board HMCS Ontario. Wearing a Saskatchewan "skimmer", Soue Kee showed he had not forgotten how to deliver a snappy, navy-style salute. (Photos by Jim Ryan)

SOUE KEE

SIXTEEN YEARS seemed to have slipped by quickly, but it was that long ago I took my last picture as a navy photographer and left the service (with some regrets) to join the editorial staff of the *Daily Colonist* in Victoria, B.C.

But Victoria is a navy town and I've actually never lost touch with former shipmates. I've taken hundreds of pictures of them since 1948 for the newspapers.

A short time ago, talking over the old days at HMCS *Naden* with a couple of navy pals, the thought struck me: "What ever happened to the Navy's favourite laundryman, Soue Kee?"

Now, I guess there are few old *Naden* hands who don't remember Soue.

Particularly the fellows who served aboard the "Big O", the former cruiser *Ontario*.

For 33 years, Soue made daily visits to ships in dock at Esquimalt and his arrival was greeted with almost as much ceremony as a visit from the admiral. When he mounted the gangway of the *Ontario*, he was piped aboard like a celebrity—and he always replied with a smart salute.

Once on board, Soue would be allowed to announce his presence over the ship's loud-speaker system: "Laundlee!" And a lot of hands will recall how Soue would run under their



Former PO Photographer Jim Ryan, now a partner in Ryan Brothers Photo Centre, Victoria, tells in the accompanying story of a nostalgic visit to an old friend of his navy days, laundryman Soue Kee.

By
Jim Ryan

Ex-PO Photographer, RCN

hammocks in the early morning and give them a sharp clout on the rear with a "mick stick", while shouting: "Wakey! Wakey".

No one can recall that Soue ever handed out a ticket for the laundry and hammocks he picked up to wash. But they certainly remember how Soue operated as unofficial banker to the fleet for navymen caught short between paydays. He never charged interest, either—or was ever "seen off".

Every messdeck had an open invitation to Soue to drop in for a meal and a tot.

This all started me thinking: "I wonder where Soue is today?"

I finally found out . . . but it took a whale of a lot of digging.

I asked a few of the Navy boys but they all thought he was dead. His laundry in Esquimalt has long since disappeared. I figured the best thing to do would be to shake up the memories of a few of the fellows still serving in the RCN.

Lt.-Cdr. Ray Wormald, information officer at *Naden*, and I looked through hundreds of copies of *The Crowsnest*

—but no story on Soue Kee. We turned up a picture of him taken on the quarterdeck of the *Ontario*, though—thanks to CPO Norm Keziere, a navy photographer stationed at Ottawa. Lt.-Cdr. John Turner, at HMC Dockyard in Halifax, came through with several anecdotes on Soue after talking to Lt. Cdr. Bill Northey; ex-PO James (Dolly) Doyle, who is now taking a journalism course at St. Mary's University; and Tom Marsden, now parade lieutenant at HMCS *Stadacona*.

Everyone remembered Soue with great affection.

The next job was to find him.

Finally, with the help of his nephew, Jack Tang, of Victoria, I traced him—to the Chinese Community Hospital in the B.C. capital city.

When I walked in the front door of the tiny hospital on Herald Street, there was Soue Kee—sitting in a pair of blue pyjamas, watching television.

He remembered me, all right . . . for I had taken his picture on two occasions over the years; once when he was hit on the head and robbed; the second time when a fire hit his laundry.

What made finding Soue a tough job is this: his name isn't Soue Kee after all. That was only the name of his laundry. Soue was born Tang Kam Chew in Canton 79 years ago; he arrived in Canada at the age of 25 and operated his laundry for 50 years in Esquimalt. So people just started calling him Soue Kee.

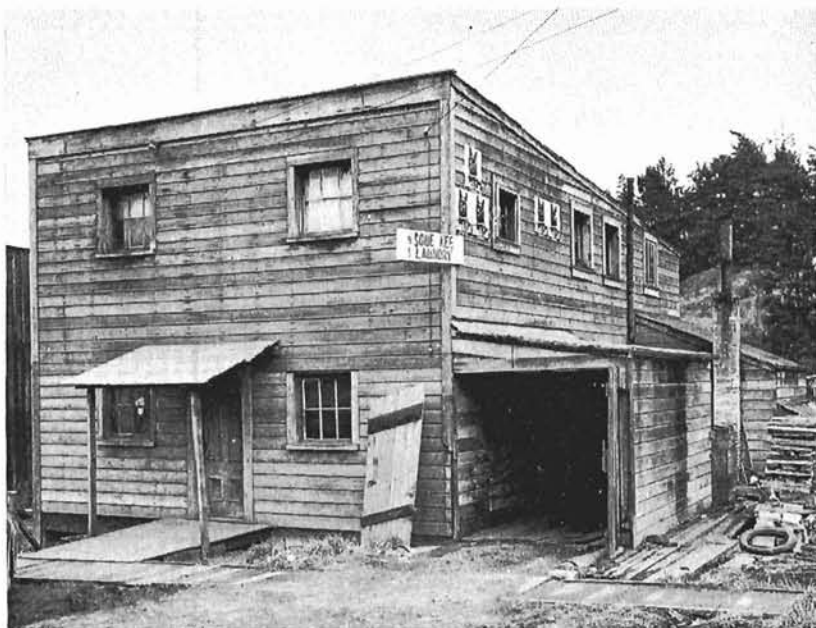
Soue was delighted to see one of his "old navy boys". He wanted to know

if the *Ontario* was still in Esquimalt, and seemed genuinely sad to hear she was paid off in 1958 and scrapped. He has been at the hospital for the past 18 months—he retired five years ago and lived in Chinatown before entering hospital.

He misses the Navy and I guess the Navy certainly misses the best laundryman ever to serve the fleet. I think he would be very glad to hear from anyone who wanted to write him a note.

The hospital matron, Mrs. Birdie Pegg, calls Soue "a wonderful patient; just wonderful." Soue calls himself her "No. 1 boy".

And that is the story of Soue Kee—it was hard work finding him, but it was well worth it!



The ancient Soue Kee Laundry, which once stood at 62 Pioneer Street, Esquimalt, has been gone these many years. Even the street has disappeared, absorbed into the Dockyard complex. Sailors still remember, however, the old Chinese laundryman who roamed Dockyard and messdecks unchallenged, as he plied his trade. The picture at the right shows Soue Kee going on board the cruiser *Ontario* a dozen years ago.




















ROYAL CANADIAN NAVY






























BADGES & INSIGNIA

RCN TRADE BADGES

BADGES MARKED THUS ● HAVE DIFFERENT TRADE NAMES WHEN USED BY WRENS.

- ① SECRETARY ● PERSONNEL RATE
- ③ ACCOUNTS ● NAVAL OPERATIONS
- ⑤ COMMUNICATIONS OPERATOR

①  ADMINISTRATIVE WRITER	 AIR ELECTRICAL TECHNICIAN	 AIR ELECTRONIC TECHNICIAN
 CLEARANCE DIVER	 COMMISSARYMAN	 COOK
 HULL MECHANIC	 HULL TECHNICIAN	 HYGIENE ASSISTANT
③  PAY WRITER	 PHARMACIST	 PHOTOGRAPHER
 SHIP'S STORESMAN	 SHIP'S WRITER	 SIGNALMAN
 WEAPONMAN SURFACE	 WEAPONMAN UNDERWATER	

 AIR FITTER	 AIR RIGGER	 APPRENTICE TECHNICIAN	 AVIATION TECHNICIAN	 BANDSMAN	②  BOATSWAIN
 ELECTRICAL TECHNICIAN	 ELECTRICIAN'S MATE	 ELECTRONIC TECHNICIAN	 ENGINEERING MECHANIC	 ENGINEERING TECHNICIAN	 FIRECONTROLMAN
 LABORATORY ASSISTANT	 MEDICAL ASSISTANT	 METEOROLOGIST'S MATE	 NAVAL AIRMAN	 NAVAL STORESMAN	 OPERATING ROOM ASSISTANT
 P & R TRAINER	 PHYSIOTHERAPY AID	④  RADAR PLOTTER	 RADIOGRAPHER	⑤  RADIOMAN	 RADIOMAN SPECIAL
 SONARMAN	 STEWARD	 TECHNICAL ASSISTANT	 VICTUALLING STORESMAN	 WEAPONMAN AIR	

RANK BADGES



LEADING SEAMAN



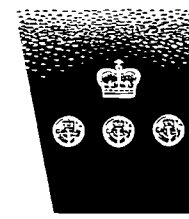
PETTY OFFICER 2ND CLASS



PETTY OFFICER 1ST CLASS



CHIEF PETTY OFFICER 2ND CLASS



CHIEF PETTY OFFICER 1ST CLASS



MISCELLANEOUS BADGES



BLAZER



NAVAL PATROL ARMLET



INSIGNIA BUTTON (PERSONNEL)



INSIGNIA BUTTON (WREN, PO, CPO)



SHOULDER BADGE



NAVAL AIRCREWMAN



CLEARANCE DIVER(SHIPS)



MARKSMAN



INSTRUCTOR'S BADGE

(Worn on Maple Leaf above Branch Badge)



BUGLER



SUBMARINE

GOOD CONDUCT BADGES

3 TO 8 YRS



8 TO 13 YRS



13 YRS AND OVER



RCNR TRADE BADGES



AIR ARTIFICER



ANTI-AIRCRAFT RATE



ARMOURER'S MATE



COMMUNICATOR



COMMUNICATOR RADIO



COMMUNICATOR VISUAL



CONTROL ARMOURER



GUNNERY ARMOURER



HULL TECH. (WOOD)
HULL TECH. (METAL)



LAYER RATE



MECHANIC



ORDNANCE TECHNICIAN



PLUMBER



QUARTER'S RATE



RADAR CONTROL RATE



REGULATOR



SAFETY EQUIPMENT TECHNICIAN



SAILMAKER



SEAMAN



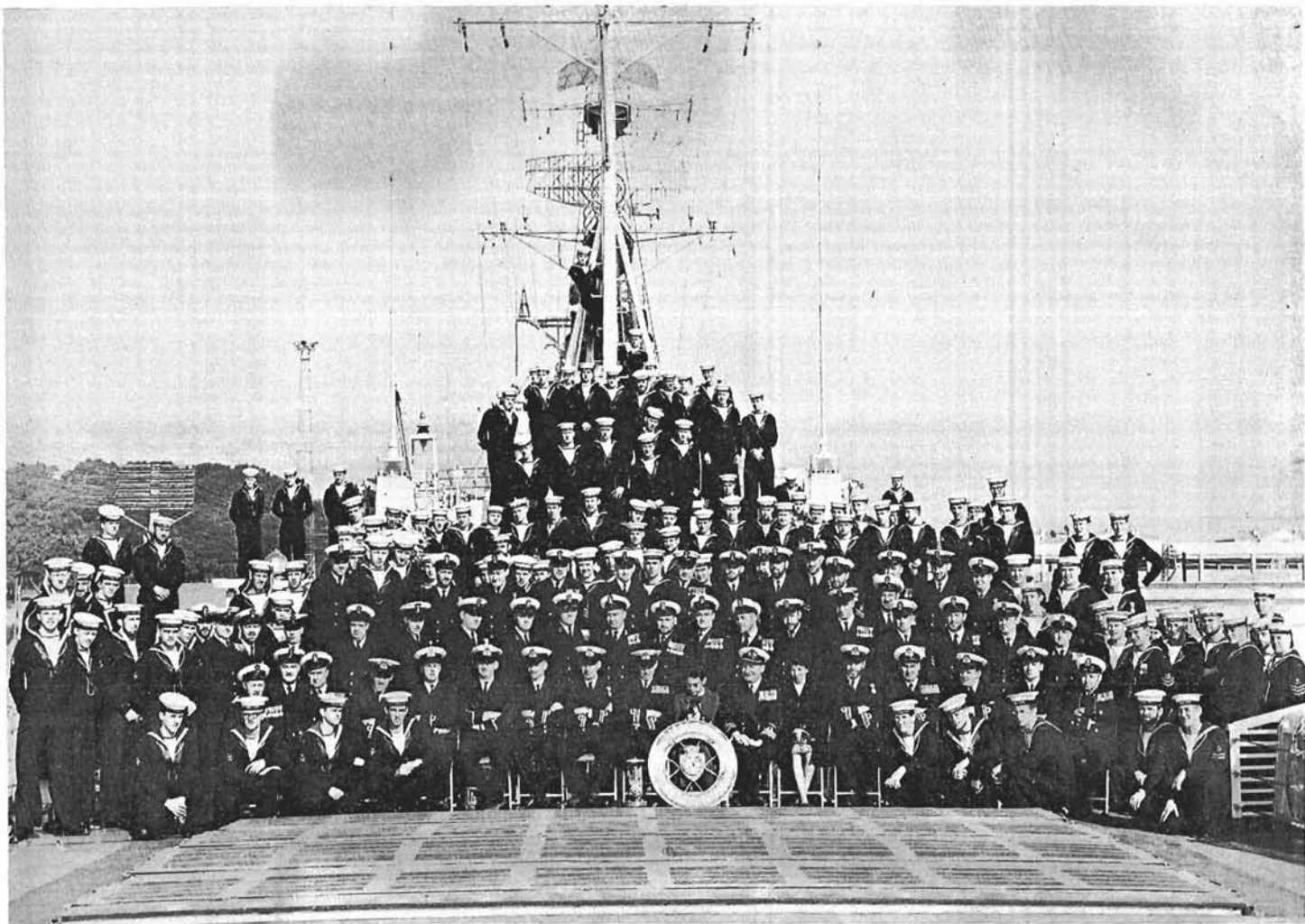
TECHNICIAN MECHANIC



TORPEDO ARMOURER



TORPEDO DETECTOR RATE



FAMILY PORTRAIT—It is not often that pictures of ships' companies include a foster child but this one of the *Terra Nova* "family" does. Fourteen-year-old Bernard LeBozec, who is provided for by the ship's company under the Foster Parents Plan, is the central figure in this picture taken in Toulon, France. Bernard's mother is to the left of the ship's captain, Cdr. J. B. Young (BN-5179)

TERRA NOVA'S FOSTER SON

ANY 14-YEAR-OLD boy with 246 foster fathers is likely to be impressed when he meets them all for the first time. Bernard LeBozec was impressed indeed.

Bernard LeBozec is the foster child of the destroyer escort *Terra Nova*. The officers and men in the ship adopted Bernard in June 1959, under the Foster Parents Plan. Bernard lives in the small village of Larmor en Belz, on the coast of Brittany near Lorient, and the officers and men of the *Terra Nova* chose their recent visit to Toulon for a fathers-and-son meeting.

Through the Canadian Embassy in Paris, the *Terra Nova's* welfare committee invited Bernard and his mother to Toulon for a two-day visit at the foster parents' expense. French press,

radio and television outlets, too, considered the visit worthwhile and national coverage of the meeting resulted.

Following the 21-hour journey by train to Toulon, Bernard and his mother were met by PO John Kingston, PO Alfred Gagnon and the press, radio and television representatives, and then were escorted to their reserved hotel rooms.

The next day the two met Cdr. J. B. Young, commanding officer of the *Terra Nova*, and were guests at a special dinner in the wardroom at which officers and men representing various ranks and messes in the ship were hosts. During the visit Bernard posed for a special photograph with his "fathers", had other meals with the men in the main cafeteria, toured the

ship, and even managed a sightseeing tour of the surrounding countryside. A special treat for the youngster was a tour of Toulon Harbour in the *Terra Nova's* fast despatch boat.

Bernard's visit to the *Terra Nova* was his second direct contact with men from the ship. While the ship was in Portsmouth, Eng., in 1961, two representatives were sent to Larmor en Belz to see the lad.

Each month since his adoption one of the 11 messes in the ship has written to tell him what they have been doing. But until his visit Bernard was known only by his letters. Now he is better known to his "fathers" than ever and they have found him to be well mannered, slightly shy, and "a darn nice kid".



This is the destroyer escort, Nipigon during builder's trials in the St. Lawrence. Although she will not be commissioned until this spring, she has already taken part in the "operation" described in the accompanying story. (ML-13224)

OPERATION LITTLE NOISE

THE DESTROYER ESCORT *Nipigon* has already done an important job for the RCN, even though she won't be commissioned into the fleet as HMCS *Nipigon* until late this spring.

The destroyer escort, being built by Marine Industries Limited, of Sorel, P.Q., took part last fall in an experiment conducted by Computing Devices of Canada, Limited, an experiment which the company dubbed "Operation Little Noise" and which is described in the company's magazine, *The Pulse*, in an article by Ian Thomson.

For many years, says Mr. Thomson, there has been growing concern in the

navies of the world about the amount of noise generated by the multitude of machinery and equipment contained in

Transducer Is 5 Stories High

A study into the possibility of long-range submarine detection is being carried out by Columbia University's Hudson Laboratories.

Project Artemis is using a new ship-borne acoustic device about five stories high. The transducer is lowered into the sea to produce sound waves for study. It requires as much electric power as a city of 50,000 people.

a modern day warship. This noise seriously affects the ship's ability to detect other underwater noises, at present the principal method of locating enemy submarines. Because of this, many attempts are being made to reduce ship noise to a minimum, thus increasing the vessel's anti-submarine warfare efficiency.

The RCN has been doing its share in these investigations, and last fall Computing Devices of Canada, Limited, was awarded a contract which brought representatives of the firm into close contact with ships, their noises and the sea.

The Navy wanted to determine the effect regrinding a ship's main propulsion gearing would have on the vessel's acoustic noise. The company's proposal, which was accepted, was as follows:

A new destroyer escort, the *Nipigon*, would be undergoing builder's trials in the lower reaches of the St. Lawrence River before being turned over to the Navy. While the ship was in the river area, the company would arrange to measure the noise created by the vessel. She would then return to the builder's yards at Sorel, the main gearing would be removed and reground to a much higher tolerance and the gearing would then be re-installed.

It was also planned that, in the spring, when the ship was on her way from Sorel to Halifax, her noise measurements would be made under exactly the same conditions, i.e., over exactly the same course at the same speed and with the same machinery operating. Then any difference in the two measurements could only be due to the regrinding. Computing Devices therefore undertook the responsibility of measuring and analyzing the noise on each occasion and submitting the final state to the Department of National Defence.

Having selected the area, the next step was to procure a boat suitable for housing all the complex and sensitive equipment which would be used to measure and record the *Nipigon's* noise.



Tony Green and Ian Thomson (the author) work out the best approach to laying the buoys for the sound-detection experiment. (Photo from Computing Devices of Canada)

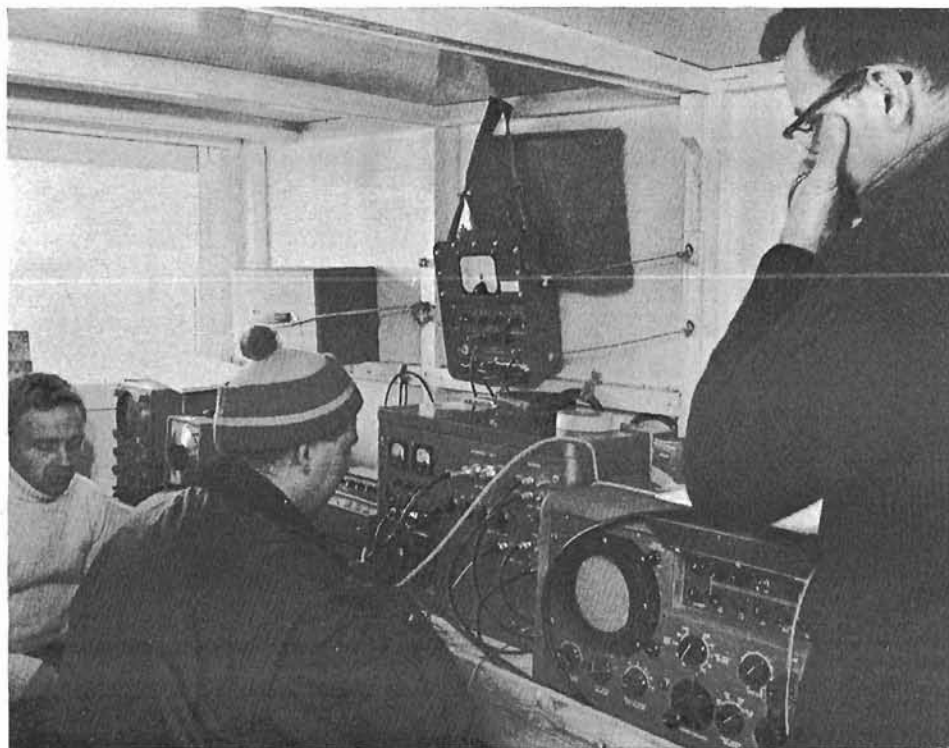
Accordingly, Tony Green, from Industrial Division, and Dick Seaman, of Engineering Division, set off for Rimouski, where they obtained the use of the fishing vessel *Gagnon*. Though not the ideal craft, it proved adequate

and proved to be a sturdy vessel with fine sea-going characteristics.

The weeks before the date set for the trials were hectic ones, particularly for Computing Device's Engineering Division. When the shipbuilders announced that they would like to advance the test date by a week, the engineering crew of Dick Seaman, Barry Jeffrey, John Lighthall and Jeff Scofield had to spend many hours during week-ends and evenings to be ready for the new target date. Back at Industrial Division, Ian Thomson was embroiled in fathoms and fathoms of nylon rope, shackles, thimbles, and weird looking plans for laying and mooring buoys. Two of these would guide the *Nipigon* along a selected track at a precise distance from a third. The hydrophone was to hang at a pre-determined depth from this third buoy.

This hydrophone, through which the ship noises are picked up, is the key to the whole operation and was treated accordingly. It looks like nothing more than a little rubber ball about one and one half inches in diameter but this delicate and highly sensitive instrument received kid-glove treatment throughout the entire operation, as did a very expensive tape recorder.

Tony Green and Ian Thomson were the first to leave for Rimouski, preceding the remainder of the party in order to set up survey markers and prepare buoys. These had been manufactured locally and some 1,300 pounds of



Jeff Scofield and John Lighthall operate the sensitive sound equipment while Barry Jeffrey passes a message from the *Gagnon* by radiotelephone. (Photo from Computing Devices of Canada)

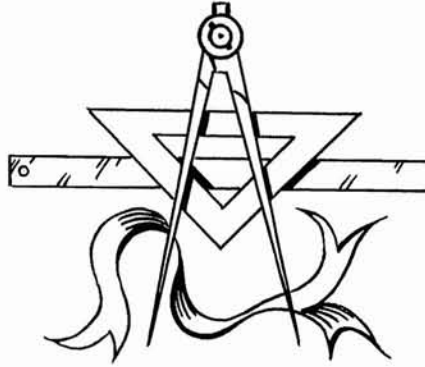
railway track, cut to suitable lengths, had been acquired for anchoring them. Coils of nylon rope were unreeled, cut, spliced, marked with pieces of red and yellow cloth and finally reeled up again. If each buoy was moored with two anchors laid an exact distance apart, with a specific length of rope between anchors and buoy, then the movement of the buoy in the tidal current would be reduced to a practical minimum.

The other members of the group showed up two days later in a truck and station wagon loaded down with recorders, analyzers, control units, batteries and generators and all the other hundred and one things required for the operation. Ian McMillan, of Industrial Division, exhibiting considerable talent in the carpenter's trade, immediately set about constructing a good solid bench on board the *Gagnon* to hold the various pieces of equipment. Then all hands set to loading everything on board by hand.

The day of the trials broke fine and clear and, long before daylight, the party was en route to the test area. By first light, the hydrophone was in position, the *Gagnon* was anchored about 100 feet from the buoy, and the sound

equipment was running and ready to record. Radio contact was established with Ian McMillan in the *Nipigon* and the word was passed to start the first run.

Looming large in the early morning light, the *Nipigon* lined up on the buoys

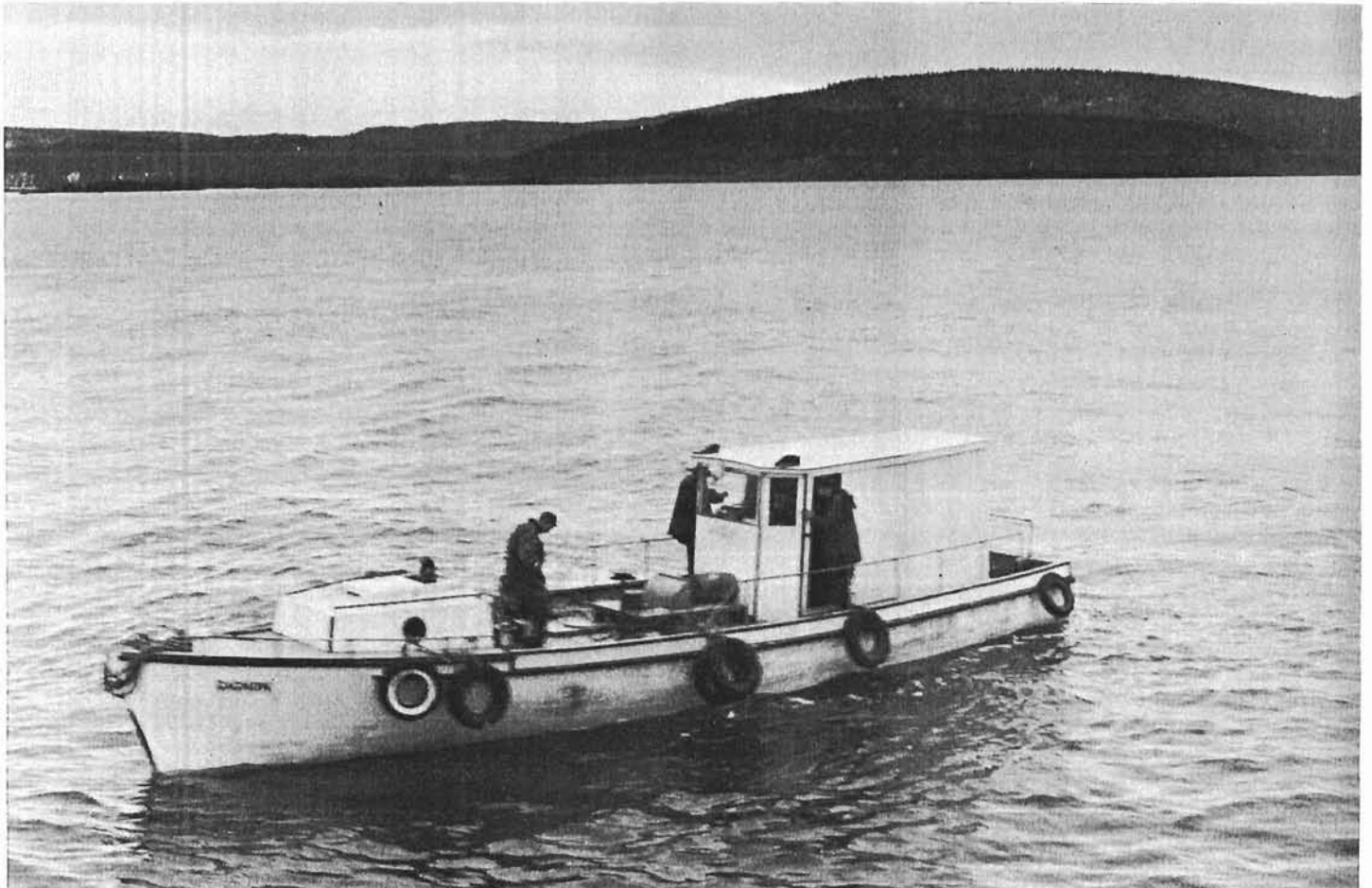


and started the run that would bring her past the sound boat at a distance of only 400 feet. Inside the cabin of the boat John Lighthall and Jeff Scofield operated their equipment, Barry Jeffrey made verbal notes into a small hand microphone and Dick Seaman anxiously

watched a small dot of light dancing up and down on the analyzer scope and listened to an assortment of noises emanating from a speaker. Out on deck, Ian Thomson watched the ship approach, ready to advise those inside of her closest point of approach as first the bow and then the stern came in line with the buoy and a survey marker on shore.

Cutting the water cleanly, the *Nipigon* approached, passed and withdrew, the instruments recording her noise while the *Gagnon*, though rolling violently in the waves thrown up by the ship, remained in a state of relative equilibrium. The test run was successful and the trials commenced in earnest. All day the *Nipigon* steamed up and down the track at various speeds and the instruments recorded her passing. With the last of the daylight, the engineers called it a day. They had recorded sufficient data to keep them and the computers busy for some time to come.

When analysis had been completed, an interim report was to be made to the Department of National Defence and some time this spring, the *Nipigon's* noises will again be recorded.



The little fishing vessel *Gagnon* served as a floating laboratory for technicians from Computing Devices of Canada who were measuring the decibel output of the *Nipigon*. (Photo by Tend Grant, from Computing Devices of Canada)

'PEGGY' EVANS

A Portrait
by
H. C. W.

"Good evening, Sah! Bon Soor, Mem'selle!"

THE CHEERY GREETINGS of the strapping hall porter of the *Stadacona* wardroom are stilled.

"Peggy" Evans died on Sunday, March 15. He was buried with naval honours as the late Lieutenant Colin Preston Evans, MBE, CD, RCN (Ret), two days later at Gate of Heaven Cemetery, Sackville, N.S. He was 64.

His death was announced by naval message to all naval commands in Canada and abroad. Someone special had been lost.

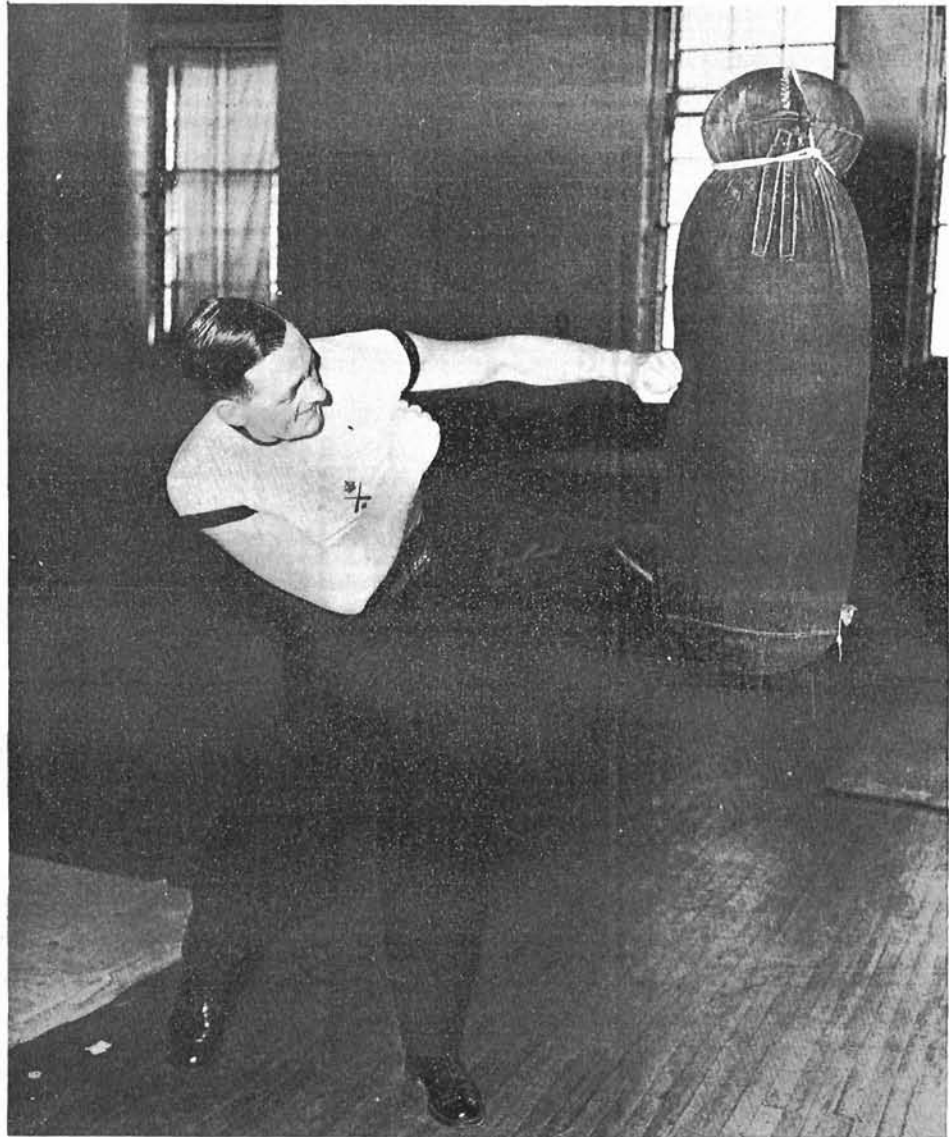
The general consensus is that there never had been a better hall porter. The Navy was proud of Peggy. He had excelled as an athlete and as a "springer". He was the special champion of the young officers and did everything in his power to help them in every way when he first became hall porter at Admiralty House in *Stadacona* in 1947 after leaving the service. When the new wardroom got going, it was found that Peggy was indispensable there, too.

He was sometimes tough on senior officers. He pointedly told more than one of them where the barber shop was to be found. He argued down died-in-the-wool gunnery commanders, especially when it came to the respective leadership qualities of gunnery instructors versus the P and RT people.

He added his bit to biculturalism by greeting all French-speaking officers in their mother tongue, laced with the accent of Kent. He kept track of officers in their various wanderings, and of their wives and sweethearts. If an officer wasn't bringing his wife to enough mess functions, Peggy gave him the message—within the little lady's hearing.

Peggy was a splendid argument in favour of physical conditioning. (See "51 Years Young", *The Crowsnest*, April 1950). A broad-shouldered, six-footer, with a thick thatch of grey-brown hair, he moved with a springy step and kept himself trim in the metal grey cutaway that was his wardroom "uniform". He seemed to have "Norwegian" (continuous) watches in the mess.

He served in the reserve at HMCS *Scotian* in Halifax for valuable years,



The heavy bag didn't swing after "Peggy" Evans poked it. It just hung there and quivered as if mortally wounded. Up to the day of his death Lt. Evans stayed fit but he scorned modern methods in favour of his own techniques developed as an RN and RCN physical training instructor. (HS-9668)

imparting much of his lore to the young citizen-sailors of the Halifax-Dartmouth area. His orders were never disputed and he used the forceful approach on occasion to accentuate a point, but with private mirth.

"I tell the lads to get on with it or I'll knock you flat," he once confided with a huge twinkle. "Now if a young officer tried that tack, the lads would be inclined to provoke him to see if he could. I'm too old to fight, so they go along with what I say out of respect for my years."

His sailor lads knew better. Peggy still had a punch that could fell an ox.

Lt. Evans was born on October 29, 1899, in Chatham, Kent, England, one of the three major manning ports of the RN. Early in 1915, Colin Evans became Boy Seaman Evans, and acquired the traditional nickname "Peggy".

A fast-growing youngster and strong as a bull, he entered the fistic world at 16. Two years later he was middleweight champion of Malta naval base. Later, although still only a light heavyweight, he captured the coveted

Hong Kong Challenge Belt and the far eastern fleet's heavyweight championship. In the early twenties, he transferred to the "springer" branch. In 1922, meanwhile, he became light heavyweight champ of the Royal Navy and Royal Marines and was runner-up in the 1924 tourney. In 1925 he won the contenders' championship in a tri-service match.

A bustling PTI, he taught boy seamen in the training ship *Marlborough* and became a petty officer. By 1926 he was the heavyweight champion of the Navy and Marines. Although he fought more than 100 bouts, a dented nose was his only scar.

Peggy first came to Canada in 1930 on a three-year loan to old *Stadacona* in the dockyard. He married Mary

Livingston, of Springhill, N.S. They reared two children.

Service in Britain and Bermuda rounded out the pre-war years. Due for pension, he continued in service and



in 1943 transferred to the RCN. He taught physical fitness and physical combat to more than 1,700 sailors who passed through the Shore Patrol Train-

ing Centre, of which he was second in command. In 1946 he was appointed an MBE.

He had been on the Royal Navy's rugby union team and is remembered in the Canadian Maritimes as the man who helped organize the Halifax Rugby Referees' Association in the early '30s.

He was a member of the winning field gun's crew in the London Royal Tournament of 1924. He played soccer, was on champion water polo teams as well as fencing and bayonet fencing teams. He was a fast track sprinter and excellent in shot-put. For some years during and after the war he refereed at boxing tournaments. It was in the ring that the writer first met him. Peggy was bending over him, busy counting "ten".

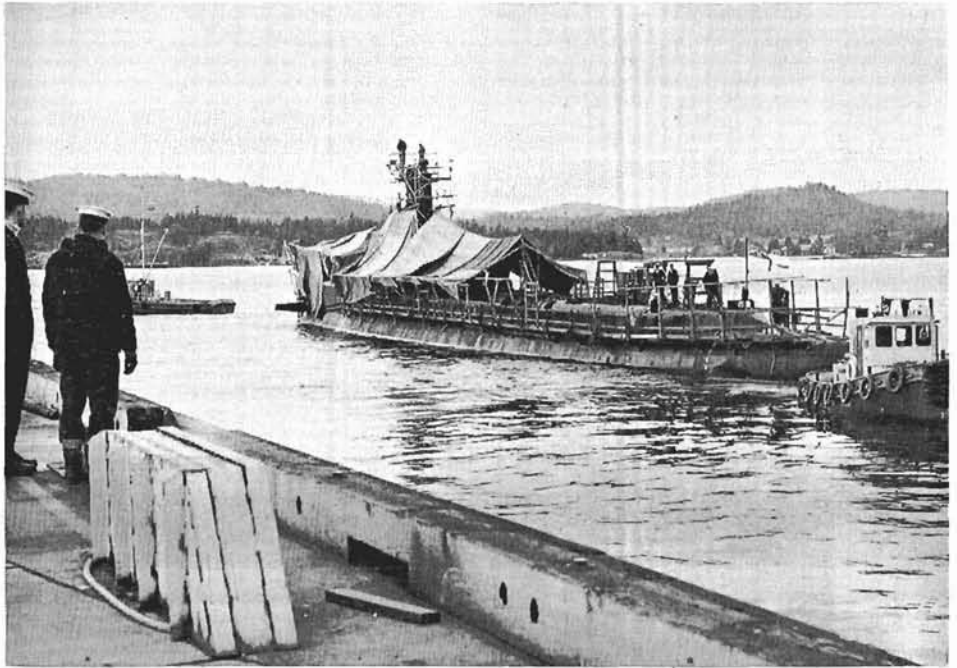


Rt. Rev. William W. Davis, Anglican Lord Bishop of Nova Scotia, during a service at St. Michael's Church, Shearwater, laid his hands upon the heads of candidates in confirmation on December 23, with Stewart Churlish acting as chaplain and Bob Patterson and Ian Whitby as servers. Chaplain (P) Douglas Fuller presented the candidates. Front row, left to right, are Leslie Davids, Daniel Collins, Brian Bourquin, David Stevens, Barrie Rennick, Neill Bell and Michael Hollywood. Second row: Jacqueline Stevens, Joanna Muncaster, Leslie Heather Rennick, Evelyn Sopko. Third row: Susan McKenna, Elizabeth Keeler, Robyn Williamson, Debra Dunnet, Bishop Davis, Karen Melnyk, Janice Jamieson, Mrs. Ann Hunt, Lynn Williamson, Ann Batten. Last row: Bob Patterson, Chaplain Fuller, Stewart Churlish, Ian Whitby.

HERE AND THERE IN THE RCN



Ldg. Sea. Ronald Carter of the Shearwater Bowling Team, is pictured with his trophy after capturing the high single award in the Tri-Services Five-Pin Bowling Tournament at RCAF Station Greenwood. He rolled a perfect score of 450 and became the first man in the tournament's history to bowl a perfect string.



Starting the camping season early, HMCS Grilse, West Coast submarine, was under canvas in early March. This picture of the tarpaulin-draped Grilse was taken as she left drydock at Esquimalt toward the end of a long refit. (E-73657)



His Honour, the Lieutenant-Governor of Nova Scotia, H. P. MacKeen, receives a framed photograph of the ship's company of HMCS Scotian from the Commanding Officer, Cdr. S. C. Oland. The presentation was a highlight of a mess dinner at HMCS Stadacona by Scotian officers and their guests to celebrate the decision to keep the Halifax division open. (HS-74352)



That was pretty sudsy looking champagne the UNTD cadets of the University of Saskatchewan and HMCS Unicorn, Saskatoon, supplied to Campus Queen Goria Vogeli for the ceremony of naming the model of the Bonaventure they built for Winter Carnival Week at the university. Also shown are Cadets John Dalzell, Ran MacNeill and J. D. Donaldson.

CONNING IN COMFORT

by
Eric R. Axelson

Editor

*Canadian Shipping and Marine
Engineering News*

F. Lewis, Head, Human Engineering Group, and A. V. Churchill, Scientific Officer.

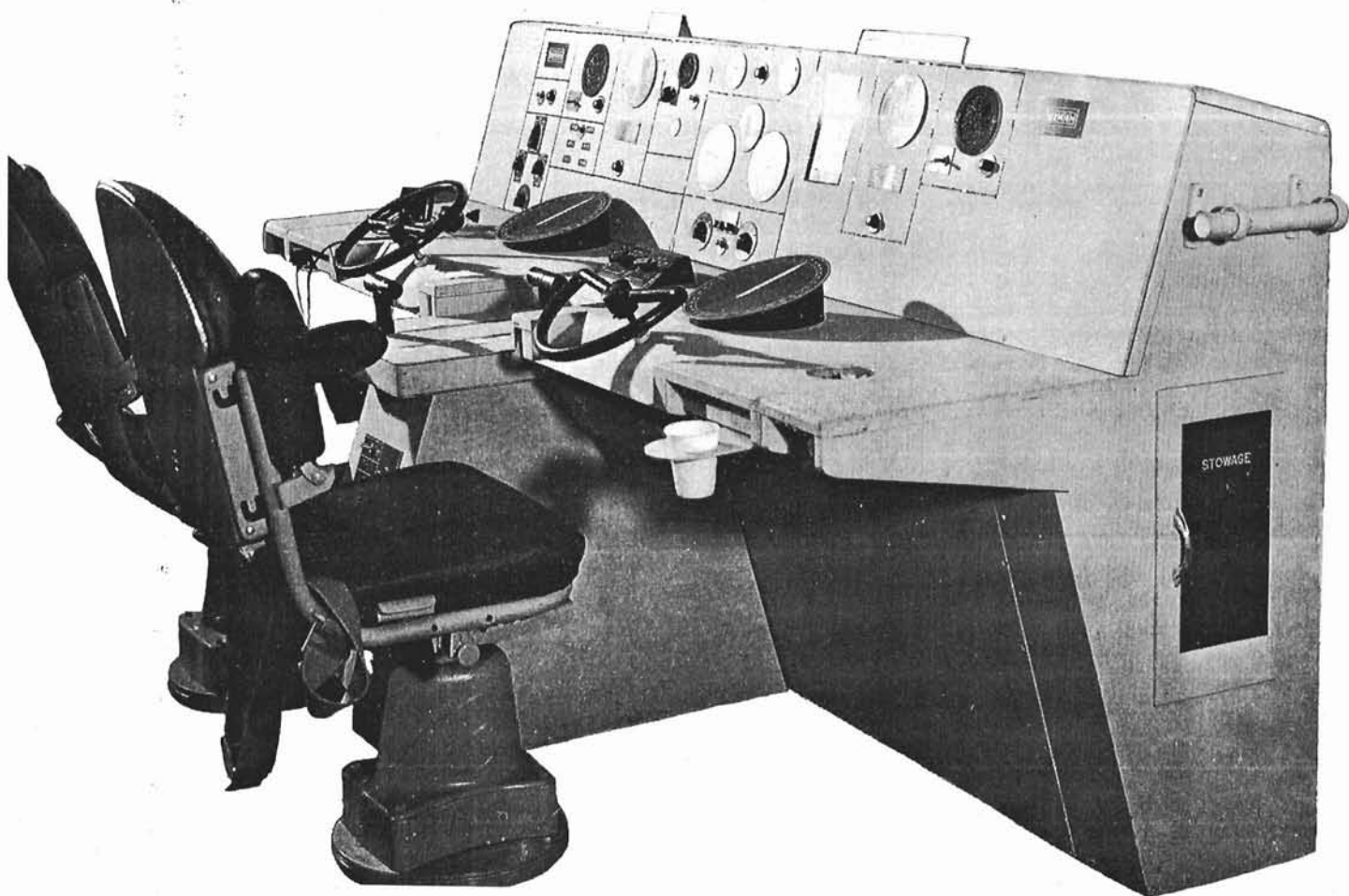
Before DRML were consulted by the RCN, much design work had already been completed by the Director General Ships and ship characteristics firmly established. During this important stage, many critical decisions were made which led to the definition of ship control spaces. In this way, decisions to control machinery remotely from a specifically placed machinery control

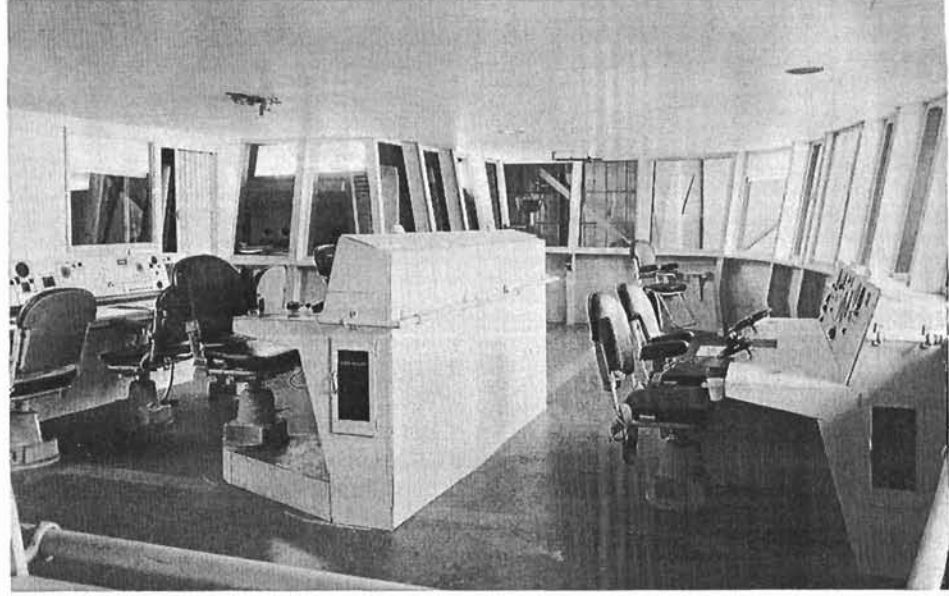
room, and to juxtapose the operations room and bridge in a fixed size and spatial relationship were made before consultation with DRMR commenced.

As the design passed in the RCN from the preliminary phase to the contract phases, systems requirements for ship control were already hardened into specification form. Moreover, detailed diagrams enabled the number and kind of equipments to be determined and arranged. In this way the RCN was able to prepare layouts which, together with operational sequence diagrams, formed a clear basis upon which DRML could work. This had the effect of allowing DRML to concentrate less upon the layout and design of control spaces and more upon the generation of action information displays.

REVOLUTIONARY CHANGES are in the cards for the control of ships' operations which will contribute much to safety at sea by increasing the efficiency and reliability of order execution on board. A two-year study at the Defence Research Medical Laboratories at Downsview (Toronto) has resulted in the development of a complete control system which is now ready to be supplied in practice. The project began two years ago and its success has been dependent largely on the support of the Royal Canadian Navy and its willingness to accept rather drastic changes in the way of life at sea.

The venture has been under the direction of Dr. N. J. B. Wiggin, Chief Superintendent at DRML, but the actual work was performed by R. E.





The ship's bridge today . . . and tomorrow

Using the principles of a not-too-widely-known branch of science, Human Engineering, the DRML team set out, first, to define closely the functions of ships' personnel in the vital areas of bridge command and engine room. Using equipment and design ideas which in most respects are already in use as a result of recent technological advances, the team of scientists has produced a startling new concept of running a ship, in war or peace.

It should be emphasized that although the project was undertaken primarily on behalf of the RCN, all the results are or will be made available to the marine industries to the extent that they are applicable in commercial vessels. (It is understood that the first installation may well be made in one of the new ships planned for Government agencies, such as the Department of Transport or the Hydrographic Service.)

What is this new concept, then?

One of the purposes of research in Human Engineering is to eliminate "the middleman"—members of a ship's crew, for instance, who in many cases serve only as communication links in the chain of command. In the old days the captain of a vessel stood on the quarterdeck giving his orders to the sailing master who was responsible for their execution by still others. In present-day ships the main improvement is that the orders are given from an enclosed bridge and sent on by mechanical means.

With the completion of the DRML project is it clear that every effort

should be made to put actual control of the engines and the helm on the bridge. Then, in difficult situations such as docking, the many ship control decisions can be put into immediate effect by the officer making the decisions. Alternatively, the controls could be operated by the helmsman under supervision, still with substantial improvement. Ship's captains will recognize that this system will ease their burden considerably. No longer will they have to worry as much about delays in response to their control orders, and, more important, the ever present danger of a wrong response as a result of human error.

As the illustrations show, there is, a complete redesign of the bridge, or wheelhouse. (Of necessity, this article deals with a naval ship where several installations are essential which have no function on a commercial bridge. The latter, therefore, will be considerably simpler, and less expensive.)



The main ingredients in the new design are three control consoles which bring the needed instrument displays, controls and switches to the operators. The captain and the officer of the watch occupy raised seats, side by side, at the centre panel from which they both have a clear view of the course ahead. There are a number of gauges on the panel which together give an instant view of overall performance. An easily accessible radar scope is located between the two chairs and communication is provided through a direct-line system to important areas in the ship (sometimes called 'hot lines'), and a dial telephone.

Directly in front of this command console is the helmsman's console, with—on a man-o'-war—two seats; one is intended for a trainee or, in certain conditions, a special or relief helmsman. In addition to the usual instruments indicating course, etc., between the seats are the throttles for direct control of the engines.

On the panel before the helmsman is also something entirely new: a miniature television screen which could show the side of the vessel and is intended for use in docking. Its use is, of course, optional, since experienced captains usually have a pretty accurate impression of where they are in relation to other objects.

The decision to place bridge personnel in comfortable chairs was another result of the human engineering studies. It is evident that seated personnel will not be exposed to as much of the fatigue and stresses attendant upon standing and walking on the deck

which more often than not is pitching and rolling.

The DRML studies also led to a proposal for changing the age-old watch system which incorporates two dog-watches and puts crew on a 20-hour rather than a 24-hour cycle. The suggestion has been made that watches should, within a cruise, occur more regularly in relation to the time of day for reasons which have much to do with the chemistry of the human body and its performance capabilities. As is amply evident by the illustrations herewith, the most radical improvements under the new system will take place in the area where they are most needed.

A SHIP'S machinery spaces are in general very poor areas in which men must monitor controls and displays. Not only are the spaces confined, but the noise level is such that personnel must shout to be heard, or be efficient lip readers. Temperatures are high—so hot that gloves are needed to climb some ladders. Controls and displays are scattered with little or no thought given to the operator's requirements. To eliminate, or at least greatly alleviate, such conditions, automation again takes over.

In an appropriate location (which will be changed in accordance with the general design of the vessel concerned), two sets of consoles are installed, one behind the other.

At the rear, three positions seat, from left to right, a monitoring officer, the engineer on watch and the hull tech-

nician. The engineer has unobstructed view of the entire monitoring system at the front console, which, in the same order, has positions for the electric, engine and boiler technicians.

On all the various panels there are check points covering the entire propulsion function with its auxiliary systems—a total of more than 200 meters and gauges and valves. In cases of failure of any part, the corresponding panel shows a red light accompanied by an auditory signal warning the operator that something is going to happen. When it does, the location of the malfunction is immediately known and technicians are despatched to correct the fault.

It might be feared that such repairs would be highly complicated ventures in a variety of specialized technological areas. That possibility has been foreseen and met by provision of "package" replacement—so designed that a very small number of units need be carried to take care of the entire panel.

As will be realized from the above, and perhaps even better from the photographs, this new control system is a tremendous improvement on the conditions which govern the efficient and safe operation of ships. While the changes discussed here, as already mentioned, refer to naval vessels, it will also easily be seen that they are equally applicable to commercial operations. Commercial carriers are less complex in both design and equipment; they have no weapon or damage control systems to worry about. Consequently a

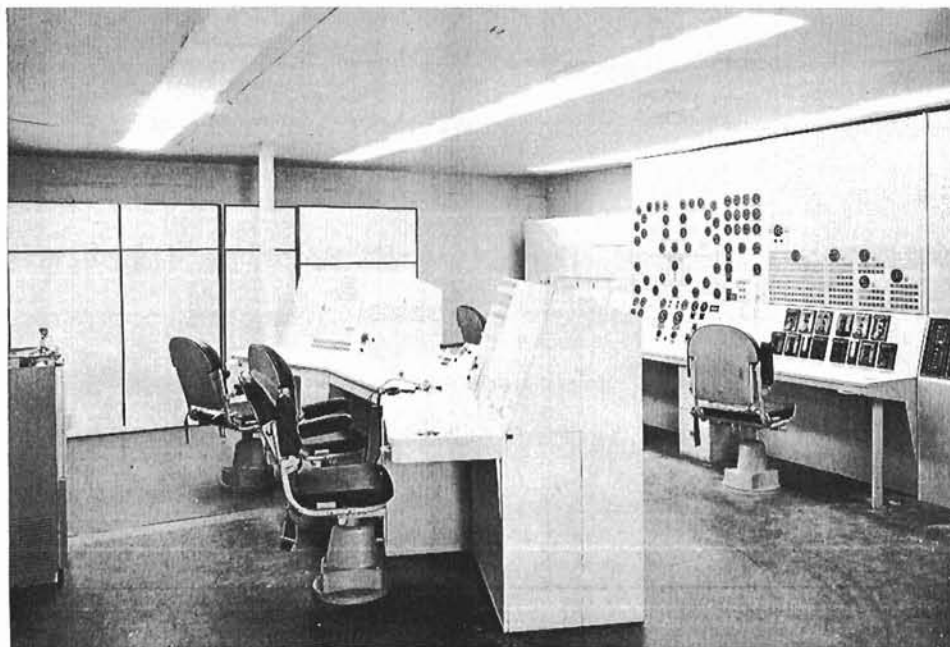
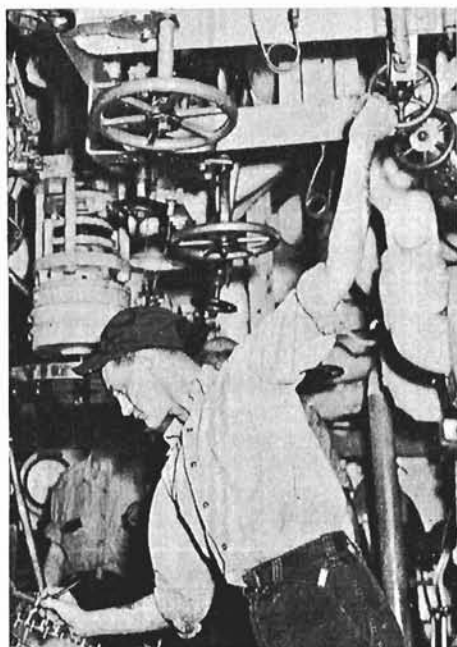
civilian installation of comparable control systems will be much more compact and less expensive.

Like automation in general, they will lead to a reduction in crew which in the long-term outlook will more than compensate for the initial cost. Yet the manning scale is not likely to be affected to a degree where serious objections can be raised from labour. In addition, the greatly increased safety, efficiency and comfort for all concerned should more than balance all other considerations.

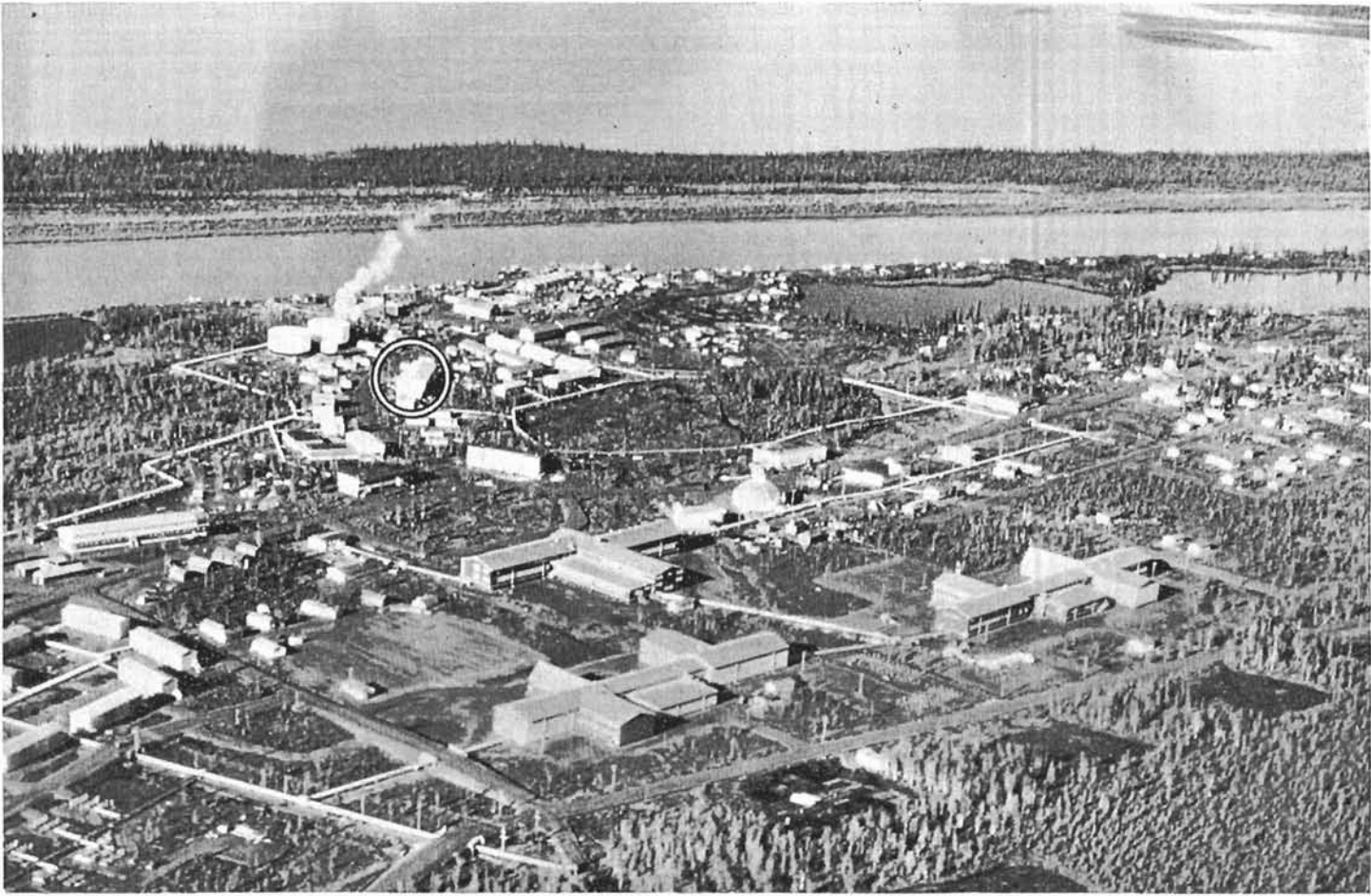
Because of the relative simplicity of operations, the proposed control system will not require much, if any, additional training or education of the operators. In the opinion of Mr. Lewis, the manufacturers of the various equipment ingredients today offer a highly reliable product which meets all requirements for both accuracy and stability under varying working conditions and stresses.

With the successful project, the Defence Research Medical Laboratories and its staff have taken what appears to be a comfortable lead over the rest of the world. According to reports, great interest in the developments has been shown in Great Britain and the United States, especially on the part of naval authorities.

It is great accomplishment for Canadian science and technological know-how, and it can only be hoped that a Canadian ship will be the first one to practically demonstrate its value.



Engineer room clutter will also disappear



Located on the East Channel of the Mackenzie River near the Arctic Ocean, Inuvik is the home of the naval radio station HMCS Inuvik, whose administration building is shown circled. The bare patches in the wooded foreground are experimental gardens. Two hostels and the federal school, along with the dome-shaped Roman Catholic church, share the central part of the picture. The white lines are "utilidors", insulated ducts that convey steam, hot and cold water to the buildings and carry waste away. (Photo courtesy Northern Affairs)

HMCS INUVIK

OF THE LAND-BOUND ships of the Royal Canadian Navy, the newest is HMCS *Inuvik*, commissioned in the Arctic town of that name last September 10.

The Navy has long operated a radio station in the area, formerly at Aklavik, 35 miles away in the Mackenzie River delta. Naval Radio Station Aklavik, established in 1949, was moved in March 1961 to Inuvik and its name was changed to conform to the new location.

The move was necessitated by the thawing of the permafrost under the buildings of Aklavik, which caused them to settle and shift. The new town of Inuvik, on the east channel of the Mackenzie delta, is a community on stilts, all buildings having been built clear of the ground on piling to avoid the fate of Aklavik.

Inuvik is 110 miles north of the Arctic Circle and the sun remains below the

horizon for several weeks around the turn of the year. However, the sun was shining on the day of the commissioning, September 10, 1963, and the tem-

perature was around the 50-degree Fahrenheit mark.

The ceremony held in front of the Naval Administration Building, on Distributor Street, and was witnessed by most of the 850 pupils of Sir Alexander Mackenzie School, who were released from class for what was in most cases their first view of a military ceremonial event. Several hundred townspeople also turned out for the occasion.

The guest of honour was Rear-Admiral M. G. Stirling, Chief of Naval Personnel, who was visiting Inuvik in the course of the annual tour of supplementary radio stations. His entourage included Captain A. O. Solomon, Naval Secretary; Surgeon Captain F. G. MacHattie, representing the Surgeon-General; Cdr. P. J. Pratley, Director of Supplementary Radio Activities, and Cdr. B. E. Gaynor, representing the Director-General of Naval Supply.



The ceremony was under the direction of the commanding officer, Lt.-Cdr. D. W. Smith, and the religious portions were presided over by the Rt. Rev. Henry G. Cook, suffragan bishop of the Arctic, of All Saints Pro-Cathedral, Aklavik; Rev. Fr. Adam, OMI, pastor of the Church of Our Lady of Victory, Inuvik, and Rev. A. G. Morton, Protestant officiating clergyman for HMCS Inuvik, of the Church of the Ascension, Inuvik.

Admiral Stirling addressed the assembly and briefly reviewed the history of the Western Arctic, paying tribute to the naval and civilian explorers who penetrated the north in the early days of Canada.

After he had inspected the ship's company, Rear-Admiral Stirling made rounds of the naval buildings.

As well as being the RCN's only commissioned establishment north of the Article Circle, what is less likely to be observed is that HMCS Inuvik is the most westerly of the Navy's shore bases. A line drawn due south of Inuvik would cross the Pacific Ocean about 500 miles to the west of Esquimalt, headquarters of the Pacific Command. (It is to be noted that the distance between the meridians passing through Inuvik and Esquimalt is not nearly as great at the northern locality as at the southern).

In anticipation of the commissioning of the radio station, a ship's badge was designed by the Heraldic Adviser, Lt.-Cdr. Alan Beddoe, RCNR (Ret), whose talent is reflected in most of the badges of the RCN. With the co-operation of E. C. Russell, Naval Historian, and Lt.-Cdr. Bruce A. Campbell, Deputy Naval Secretary (Administration), the badge was produced in record time.

The heraldic description and significance of the badge for HMCS Inuvik are:

Blazon: Party per pale Sable and Or, the figure of an Eskimo in native



Commissioning gifts to HMCS Inuvik included silverware from three other naval radio stations, a water pitcher from HMCS Gloucester, candelabra from HMCS Coverdale and a salver from HMCS Churchill.



Lt.-Cdr. D. W. Smith, commanding officer of HMCS Inuvik, displays the new ship's badge.

garb, Argent, embellished Azure, his back affronte and launching with his dexter arm a lightning flash Gules.

Significance: The black and yellow background is symbolic of the long, seasonal Arctic nights and days. The Eskimo is used here in reference to the meaning of the word "Inuvik"—"The Place of Man" or "The Place Where Man Is". He is shown in the act of hurling a flash of lightning, as a reference to naval communication.

Ship's Colours: Yellow and Black. In everyday terms, the colours of the

badge are white for the Eskimo's parka, with blue trimming and a red flash of lightning. The background is vertically divided, half black and half yellow.

To commemorate the commissioning a medallion was designed, bearing the ship's badge on the obverse and a map of the Mackenzie delta on the reverse. This was struck in the same diameter as a Canadian silver dollar in bronze, silver metal, sterling silver and gold-plated sterling silver. A limited number of bronze copies of the medallion are available to naval personnel from the ship's canteen, HMCS Inuvik, for \$2, including postage.

SURFACE SHIP vs SUB

UP TO A FEW years ago submarines were a major threat only to other ships which they could attack with torpedoes or mines. It is true that submarines could, and did, bombard shore targets but their small guns and limited ammunition supply prevented them doing any significant damage. In both World Wars submarine attacks caused serious losses to surface ships and in certain areas came near to stopping all sea-borne trade. These operations continued until large forces of surface ships, aircraft and submarines could be deployed against the enemy submarines.

Until the end of the Second World War submarine weapons limited the types of operation that could be undertaken by a submarine. Minelaying was only effective in comparatively shallow water where the mines could be laid in focal points such as the entrance to a port or in a narrow channel. These areas were normally patrolled by anti-submarine vessels and minesweepers and could also be covered by deep anti-submarine defensive minefields. The return from the small field a submarine could lay was not very good and the risks of laying were great. The most profitable employment for these submarines was to use them to attack with torpedoes but the submarine had to find a target and then close within a mile to be reasonably sure of getting a hit.

The convoy system, while primarily designed to reduce the target area available to enemy submarines, had the further advantage of obliging the submarines to enter a small area of the ocean in which they could be effectively detected and dealt with by the escorts. Unfortunately this was a weakness of the submarine that could only be exploited by an adequate escort force, a requirement that was not met during the Second World War, because of a shortage of escorts, until its later stages.

Today the problems of escorting shipping are essentially the same as in the past. Submarine speed and mobility have increased significantly but the submarine must still approach within effective range of her target. If the escort around a convoy or task force can cover the area out to the effective range of the submarine, then the submarine must, as before expose herself to the screen, if she is carry out her mission. The effective weapon range of

the submarine has increased in the last few years but so have the detection ranges of the escorts. More escorts or longer detection ranges can still supply the solution.

Now, however, it is not only necessary to protect shipping from the depredations of submarines but shore targets many miles from the sea must be protected from submarine attack. This makes the anti-submarine problem

By

Lt.-Cdr. P. F. B. Roe, RN

much more difficult. In peacetime the submarines that can fire ballistic missiles can legally patrol the high seas, while remaining within range of their targets, for weeks at a time. The convoy concept of watchful waiting no longer holds. The submarine must be located and destroyed before she can launch her missiles.

Very large areas of sea must now be searched, quickly and thoroughly. No one type of detection equipment is superior to the others under all circumstances, nor can any particular vehicle operate efficiently under all weather conditions. The forces available include fixed-wing aircraft, helicopters, surface ships and submarines each of which has various advantages and disadvantages.

The fixed-wing aircraft has proved to be a good submarine hunter in the past. It can be fitted with radar and other long range detection devices but these devices can only detect a submarine under certain conditions. For example, radar can only detect a submarine when she chooses to show some part above the surface. All the long range detection devices of fixed-wing aircraft are affected by bad weather and at such time the chance of an aircraft detecting a submarine is slight.

This does not mean that the efforts of an aircraft are of little use in bad weather. Although the aircraft may be unlikely to detect the submarine, the submarine may be unwilling to accept this slight chance of detection so may be diverted from her chosen course of action and prevented from carrying out her task. The measure of the efficiency

of fixed-wing aircraft in anti-submarine warfare is not the cold figure of the number of submarines sunk but the number of submarines prevented from making their attacks. Over the years the number of submarines sunk by aircraft can only be a small proportion of the total number of attacks frustrated by the mere presence of an aircraft.

The helicopter is sufficiently different from other aircraft to be considered separately. It is only of short range but can lower a sonar set into the water, which puts the helicopter into a similar class with the surface escort. To operate the sonar, the helicopter must hover and lower the sonar into the water. To move from one position to another, it is necessary to raise the sonar clear of the water, fly to a new position and "dunk" again. The helicopter can only lift a comparatively light and small sonar but, as it is not moving through the water when operating, it can achieve ranges comparable to many of the sonars fitted in surface ships.

The helicopter's high speed enables it to overtake even the fastest submarines if their position is known but its low endurance limits its operations to within a relatively short distance from its base. If helicopters are to be of any use more than about 100 miles from shore they must be carried to the scene of action by surface ships. Once there they may be prevented from operating by bad weather.

The surface anti-submarine force is made up mainly of ships with conventional hull forms. In future, unconventional types of surface craft, such as hydrofoils or hovercraft, may be useful but at present these craft are still experimental.

The destroyers or frigates now used for surface escort may carry helicopters to assist them and attack submarines which may be too fast or too far away for the destroyer to catch, but the first requirement of these ships is to provide protection from submarines when aircraft cannot operate efficiently. The ship must be able to remain at sea and operate under all weather conditions. Because of the large areas to cover and the relatively slow speed of surface ships, large numbers are required, which means that each ship must be efficient at her task but must be built at the lowest cost. A balance must be struck between the advantage of

increased performance which may only be used occasionally, and building more ships which may not be individually as effective but whose total abilities may be greater.

Surface ships must undertake the whole anti-submarine task when bad weather prevents other forces from operating and they must also undertake the jobs that other units cannot perform. For example, fixed wing aircraft cannot usually locate a submarine close to or even inside a convoy. Either a helicopter or a surface ship is required and often only the surface ship can carry the necessary weapons to attack.

Surface escorts have other important tasks to perform, especially in convoy operations. Submarines are a great threat but they are not the only one. Aircraft and mines may also menace the convoy. Although anti-submarine escorts may carry only limited anti-aircraft weapons, they can deter the more impudent attacks which may be made by reconnaissance aircraft.

The best protection against mines is to keep clear of them. Merchant ships do not have the facilities to keep their information on mining up to date. They must depend on the instructions of their escort to keep them clear of danger.

In addition to all these various tasks for surface escorts someone must co-ordinate and control the various units

operating together. This is another important task of the surface anti-submarine escort as she alone has the facilities and endurance to provide the essential continuity of control.

The last line in the trident of seapower is sub-surface, the submarine. In submarine anti-submarine operations the hunter and hunted will never see each other and the hunter must move warily in case he is detected and becomes hunted in turn. These operations are best carried out away from other shipping which may distract the hunter and allow an intruder to slip by undetected. In addition, aircraft and surface ships suffer a great onset of martial ardour as soon as they detect a submarine. Mistaken identity and attacks on friendly submarines have occurred. Submarines prefer to operate in waters clear of their dangerous friends.

Each type of anti-submarine vehicle has its place in the overall operation but none can do all the tasks on its own. Surface escorts are necessary, so it is necessary to decide on the type of ship for the job. It must have long endurance so it can stay with a convoy or patrol an area for a long time. It must be fast enough to reach the operational area quickly and to escort fast convoys or task forces. It must have good sonar and anti-submarine weapons, some

anti-aircraft armament and good communication equipment. It must be manoeuvrable and able to operate at high speed in bad weather and it must be reasonably cheap, as a lot are needed.

Clearly, all these requirements cannot be built into one ship. To drive a ship very fast requires very powerful engines, it takes about twice as much power to do 35 knots as it does to do 28 knots. These powerful engines take up a lot of space and have to be supplied with more fuel unless the endurance is reduced. Extra fuel takes up still more space.

The object of building anti-submarine escorts is to attack submarines, but before the submarine can be attacked it must be pinpointed. The best sonar, which is essential if the ship is to be worthwhile, gives good performance at low speed but the performance starts to fall off as speed increases. High speed is therefore not much use when hunting but it is needed to get to the operational area quickly.

Each of the requirements changes with every change of equipment, ship size, speed, endurance, sea-keeping qualities and so on. The final decision is a compromise based on the expected performance of one's own weapons and detectors and the estimated capability of the enemy.

EDUCATION ON THE HIGH SEAS

WHEN LT. DAVID MITCHELL, of HMCS *Bonaventure*, talks about his mobile classroom and library, he means mobile indeed!

In fact, during the period of a year, the former Yarmouth, N.S., high school teacher can expect to accompany his classroom and library for a distance nearly equal to that around the world at the equator.

This is part of Lt. Mitchell's job as the Education Officer on board the *Bonaventure*, to travel with the aircraft carrier during her cruises, to control a library made up of some 2,000 books and to cater to the education needs of the 1,200 officers and men on board.

In addition, as a ship's officer, Lt. Mitchell takes his turn on the bridge and performs other duties as required.

But the education of the ship's company is his major concern, and Lt. Mitchell encourages officers and men alike to make use of some of their spare time at sea to improve their educational standing.

After the warship left Halifax on Jan. 13, 120 persons signed up for courses in

the Navy's junior matriculation classes, while 130 others were taking correspondence courses offered by the Department of Veteran's Affairs or provincial department of education.

"I find there is a very good interest in education among naval personnel," Lt. Mitchell said, "and it doesn't seem to be confined to any particular age group or rank.

"While some men intend to qualify for commissions, others realize their chances to get a good job on 'civvy' street are limited without a better education.

"However, the reason a man takes a course isn't really too important. The main thing is that a sailor today has every chance to get a good education free before he leaves the service and, inside or outside the Navy, education is an asset."



The reading tastes of the *Bonaventure's* officers and men are many and varied. To satisfy this range, Lt. Mitchell has on board 1,500 volumes of fiction and non-fiction, plus 500 text and reference books.

Each month about 600 of these books are taken out by the sailors to read or study in their off hours. In addition, scores of other books are used by sailors who drop into the library to browse.

Magazines of all kinds are also received regularly in the library and are available to anyone interested.

Lt. Mitchell has operated the library and classroom on board *Bonaventure* since August 1963, when he came on board after spending the previous two years as an instructor at HMCS *Venture*, the junior officer training establishment in Esquimalt.

Lt. Mitchell was a high school teacher in Yarmouth before becoming an instructor at *Venture*. In Yarmouth he was also the commanding officer of the local sea cadet corps, RCSCC *Chebogue*, which, under his leadership in 1961, took the national proficiency trophy and attendance award.

FROM BAD BOY TO HERO

IT IS THE CURRENT FASHION to be pretty blunt when writing a biography.

Only an iconoclast would take this tack with the life of Admiral Lord Mountevans, KCB, DSO, LL.D. Blunt treatment of this public darling just might mean trouble for the author.

Reginald Pound, an experienced biographer, instead has written somewhat in the vein of a doting uncle who praises the many virtues of his hero and chooses his words with very great care indeed when it comes to certain follies.

It is just as well. Top people have helped him with data, correspondence, insights. His foreword contains several score of their names and, what with initials of many honours and awards following each name, the pages are a galaxy of notables.

Edward Ratcliffe Garth Evans, stocky, vital, and with a fabulously magnetic personality, had an appetite for adventure. An extrovert, his leadership qualities were outstanding. A great wave of popularity early engulfed him and carried him on to new triumphs. Author Pound writes, "His personal magnetism is still felt, by many of those who came under his spell."

As a youth, he had his escapades and was thrown out of one school. At another his headmaster hushed the general uproar by making him a prefect, which brought about a miraculous transformation. He didn't make the grade for entry to HMS *Britannia*, the usual manner of officer entry in the Royal Navy. He went to the training ship *Worcester* (a sister of HMS *Conway*) and in his second year there won one of the three cadetships for which *Worcesters* and *Conways* could compete. He joined his first ship in 1897.

Although short, he developed enormous strength and athletic prowess and kept fit all his life. A parlor trick was to carry a grown man suspended by the trouser seat from his teeth.

He was in Scott's first expedition to the Antarctic and was second in command of the next one wherein Scott perished on the way back from the South Pole. Evans himself was as close to death as could be towards the end of the 800-mile trek back to base after leaving Scott poised for the final push to the pole. There's lots about the *Terra Nova* which should mightily interest those who have served in HMCS *Terra Nova*, present and past.

In 1917, his ship HMS *Broke* and another destroyer tangled with six fast German destroyers in the Channel and routed them, destroying two, possibly three.

For this magnificent feat, he was celebrated as "Evans of the *Broke*". Evans himself never liked the name but it stuck.

Two years after the war, the first and only gold medal ever struck by Lloyds for life-saving at sea was his. The account has to be read to be believed.

BOOKS for the SAILOR

Small wonder Evans was hailed as the bravest man of his generation. He served as C-in-C, Australia, and later Africa and in 1935 became C-in-C, the *Nore*.

By the time the Second World War was at hand he had gathered no less than 30 decorations and medals. A leading naval personage, irritated by the enormous publicity accorded him, went so far as to have his secretary check them all out. Pound writes: "The secretary's report produced three weeks later, brought no malicious comfort to the admiral. The list had been checked and confirmed.

Jealousy in some circles there was. His favour lay not only in the populace but also with several reigning monarchs, and leading lights of various countries knew him well and enjoyed his company always.

In the war he was a regional commissioner with paramount powers over civil defence in London. Churchill sent him in 1940 to the King of Norway with special information and reassurances.

The Germans were invading, the king was in hiding. Evans resumed his civil defence duties, but he worked his tireless magic to keep London's morale ever inspired. He became known as "Evans of the Blitz".

Frequent bumps with senior civil servants made him enduring enemies and his scorn for red tape in arranging speedy relief for bombed-out inhabitants sometimes created more confusion than good. Finally, the Home Secretary had to be called upon to deliver the appropriate "blast".

He was forever in the public eye, although naval authorities long had been unhappy about such prominence awarded a serving officer. Evans contrived nothing. He carried on in his extroverted fashion, doing much as he pleased, gathering further adherents by droves. But he was always at home to a newspaperman. They have to make a living, he told his wife when one was at the door.

A busy lecturer, ardent fund raiser, he laboured mightily for most of his life in the cause of Youth. He wrote them books of his and others' adventures, supported their organizations, lent his weight and name to their activities. His public appearances, on the other hand, on behalf of political endeavours of one kind and the other, were hilariously disastrous. He was almost belligerently democratic but more usually charmingly so.

All his brimming energy was suddenly robbed from him a decade after the war. He'd burnt himself out. In his 77th year he fell asleep late one summer afternoon "as gently as a child." He did not wake again.—H.C.W.

EVANS OF THE BROKE, A Biography of Admiral Lord Mountevans, KCB, DSO, LL.D., by Reginald Pound, 324 pages, illustrated, issued by Oxford University Press, 76 Wyndford Drive, Don Mills; \$9.25.



THE PROWLERS

REPORTS of red-garbed men prowling the woods of Nova Scotia in the fall of the year cause little concern among residents of the Annapolis Valley. It usually means that the deer hunting season has opened.

But when reports began to circulate that a small army of men in blue coveralls was skulking the woods, some eyebrows were raised and questions were asked, except by those wise, long-time residents who assumed that "the Navy is up to something again".

The assumption was correct, for the Navy is up to something in the Nova Scotia woodlands, something called "Expedition Field Training". It's part of an expanded training program within the Leadership Division, the school within a school at HMCS Cornwallis.

Last fall's operation was the first of a series of woodlands exercises to be carried by officers and petty officers undergoing leadership training. The usual six-week leadership course is designed to measure and develop the leadership qualities of young officers and non-commissioned officers of the ships and establishments of the fleet. Specifically, the new field expedition training is aimed at further testing the organization and leadership qualities of course members in unfamiliar territory

and circumstances, and to test their physical endurance.

The first experimental exercise was held on October 16, when the 52 members of the current leadership course were blindfolded, put into buses and trucks, and driven over a devious route to a secret area selected by the staff of the school.

The blindfolds were removed, and the students told to proceed, on foot, to their objective, the Cornwallis recreation camp, Raven Haven. Each section of men was given a compass, a whistle, bugle and a map of the area. Each man carried a canteen of water, three sandwiches, some fruit and a mock rifle.

All sections had to traverse marshy and heavily treed west Nova Scotia terrain, staying off the roads, determining their direction and movements from their compasses, the position of the sun, or from any experience they may have had in field craft and common sense.

But the planners of the exercise took additional precautions to cut down the possibility of course members getting thoroughly lost. A helicopter from the RCAF station at Greenwood, N.S., was on hand, and the directing staff were assisted by 12 members of the Fleet School Communications Division equipped with radios.

One section of trainees did become lost for a time but the helicopter quickly found them, heading off the possibility of a night-long search on foot.

Five hours after the exercise began, the first groups of trainees emerged from the woods in the vicinity of Raven Haven, with only a few men suffering from sprains, barked shins and elbows, and aching feet.

The experiment was deemed a success and future officers and men at the Leadership School can look forward to their day in the woods.

Good experience, good fun, and good training, without a doubt. Besides, it serves to help put one in shape for the school's other delightful diversion, the assault course.



Feet sometimes take quite a beating during expedition field training out of Cornwallis and PO Arthur E. Prill gives his attention they have earned. (DB-18477)



"Your guess is as good as mine." Lt.-Cdr. Bernard J. Van Fleet, of Cornwallis, and Flt. Lt. J. Homel, of RCAF Greenwood, consult on the whereabouts of trainees during expedition training (DB-18490)



To the winner go the spoils, Lt.-Cdr. Donald M. Waters, officer in charge of the Leadership division, presents the coveted expedition trophy to PO David I. Spence, leader of the outstanding section in the first field exercise. (HS-18470)

COMPOSITION OF THE FLEET

The Royal Canadian Navy's 47 commissioned ships (two more will be added by the end of the year) range from an aircraft carrier through destroyer escorts, ocean escorts, a submarine, and several support ships. As well, two Royal Navy submarines serve in the Atlantic Command under the operational control of the RCN. Four small ships are on loan to other government departments. There are more than 100 auxiliaries from research vessels down to small passenger ferries.

The 20,000-ton aircraft carrier *Bonaventure* leads the RCN's anti-submarine team. The *Bonaventure* has an angled deck, mirror landing-aid and steam catapult. Her aircraft are twin-engined CS2F-2 Tracker anti-submarine planes and HO4S-3 ASW helicopters. The latter are to be replaced by the all-weather Sea King CHSS-2. There are 21 destroyer escorts in the fleet, 18 of which have been built in Canada from 1955 onward. Two others will enter service later this year; the *Nipigon*, built at Sorel, Quebec, and the *Annapolis*, from Halifax.

The first three Oberon class submarines for the RCN, the *Ojibwa*, was launched in Britain on February 29. These submarines are scheduled to enter service in 1965, 1967 and 1968. HMCS *Provider*, the RCN's first fleet replenishment ship, was accepted last fall.

The RCN has two first-line air squadrons, one armed with Trackers, the other with ASW helicopters, both squadrons with carrier operating capability. There are four other squadrons engaged in training, evaluation and utility roles.

Strength of the Navy on January 1, 1964, was 21,260 officers and men, wrens and cadets. A new ceiling of 20,700 has been authorized and will be reached this summer by normal attrition. Ships are manned to 89 per cent of war complement.

Changes in the fleet units attached to destroyer escort squadrons on each coast will take place during the year as helicopter-carrying DDEs are incorporated in the Atlantic fleet. The following was the fleet allocation as of May 1, 1964:

Atlantic Command - Ships Based at Halifax

HMCS <i>Bonaventure</i> , aircraft carrier		HMCS <i>Chaudiere</i>	Restigouche Class	<i>Special Duties</i>
First Canadian Escort Squadron (destroyer escorts)		HMCS <i>Columbia</i>	" "	HMCS <i>Provider</i> —fleet replenishment ship
HMCS <i>Algonquin</i>	Algonquin class			HMCS <i>Cape Scott</i> —mobile repair ship
HMCS <i>Crescent</i>	" "	Seventh Canadian Escort Squadron (ocean escorts)		HMCS <i>Granby</i> —diving depot ship (converted Bangor minesweeper)
HMCS <i>Athabaskan</i>	Tribal class	HMCS <i>Victoriaville</i>	Prestonian class	
HMCS		HMCS <i>Lanark</i>	" "	Sixth Submarine Division—one or two submarines (RN under RCN operational control)
Assiniboine—St. Laurent conversion		HMCS <i>Inch Arran</i>	" "	
HMCS <i>St. Laurent</i>	" "	HMCS	" "	
HMCS <i>Yukon</i>	Mackenzie class	HMCS <i>New Waterford</i>	" "	RCN Air Squadrons
		HMCS <i>Fort Erie</i>	" "	VS-880 CS2F-2 Tracker ASW aircraft
				VU-32 T-33 Silver Star jet trainers
Fifth Canadian Escort Squadron (destroyer escorts)		Ninth Canadian Escort Squadron (ocean escorts)		CS2F-1 and 2 Trackers
HMCS <i>Restigouche</i>	Restigouche class	HMCS <i>Cap de la Madeleine</i>	Prestonian class	HS-50 HO4S-3 ASW helicopters, rearming with CHSS-2 ASW helicopters
HMCS <i>St. Croix</i>	" "	HMCS <i>La Hullose</i>	" "	HU-21 HO4S-3 helicopters
HMCS <i>Gatineau</i>	" "	HMCS <i>Swansea</i>	" "	HTL-6 helicopters
HMCS <i>Kootenay</i>	" "	HMCS <i>Buckingham</i>	" "	VX-10 Various aircraft for experimental purposes
HMCS <i>Terra Nova</i>	" "	HMCS <i>Outremont</i>	" "	

Pacific Command - Ships Based at Esquimalt

Second Canadian Escort Squadron (destroyer escorts)		Fourth Canadian Escort Squadron (ocean escorts)		<i>Special Duties</i>
HMCS <i>Mackenzie</i>	Mackenzie class	HMCS <i>Sussexvale</i>	Prestonian class	HMCS <i>Grilse</i> —Balao class submarine
HMCS <i>Saskatchewan</i>	" "	HMCS <i>Ste. Therese</i>	" "	HMCS <i>Oriole</i> —sail training yacht
HMCS <i>Qu'Appelle</i>	" "	HMCS <i>Beacon Hill</i>	" "	RCN Air Squadron (Patricia Bay Airport, near Victoria)
HMCS <i>Ottawa</i>	St. Laurent class converting to helicopter carrying capability and variable depth sonar installation.	HMCS <i>Antigonish</i>	" "	
HMCS <i>Saguenay</i>		HMCS <i>Stettler</i>	" "	
HMCS <i>Skeena</i>		HMCS <i>Jonquiere</i>	" "	VU-33 CS2F Trackers
HMCS <i>Fraser</i>		HMCS <i>New Glasgow</i>	" "	T-33 Silver Star jet trainers
HMCS <i>Margaree</i>				

Commanding Officer Naval Divisions - Hamilton

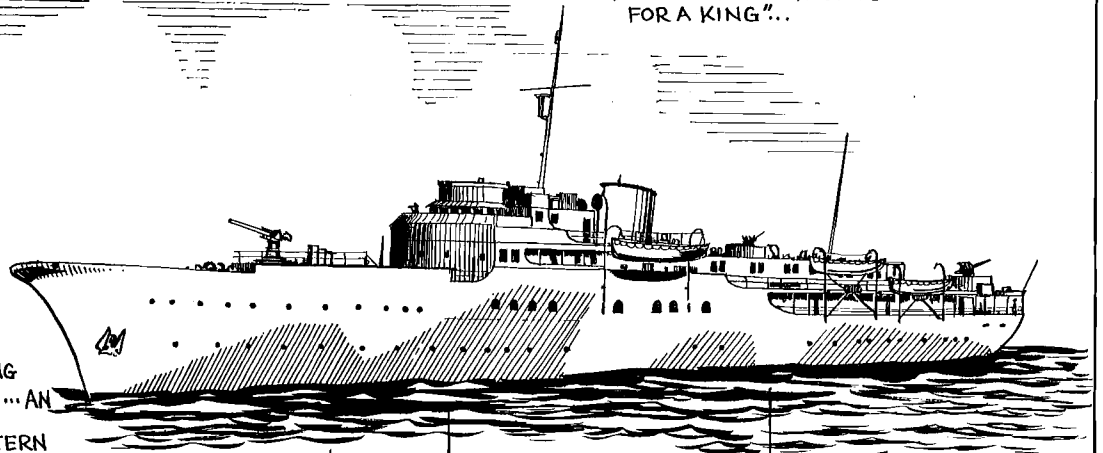
Two gate vessels and a small cargo vessel (HMC Ships *Port St. Jean*, *Porte St. Louis* and *Scatari*) are maintained on the Great Lakes, manned each summer

for the training of naval reserves on Canada's inland seas. They are reinforced during the summer by a ship or ships from the RCN Atlantic Command.

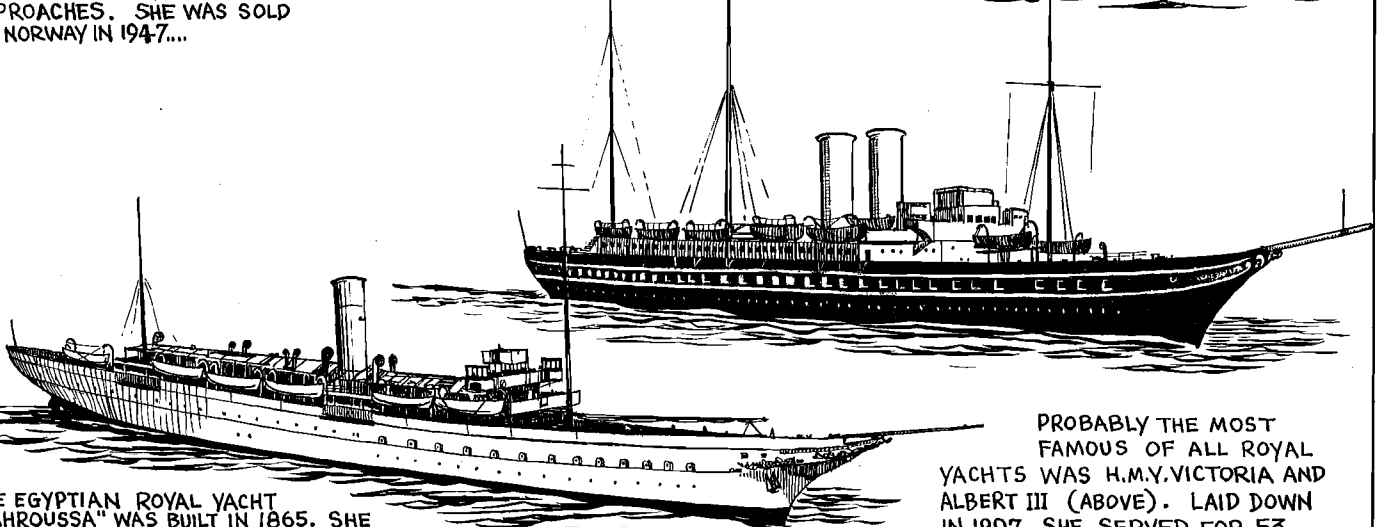
Naval Lore Corner

Number 125
ROYAL YACHTS

MANY SHIPS HAVE BEEN USED AS ROYAL YACHTS... BATTLECRUISERS AND LINERS INCLUDED. HERE ARE FOUR SHIPS DESIGNED AS YACHTS "FIT FOR A KING"...

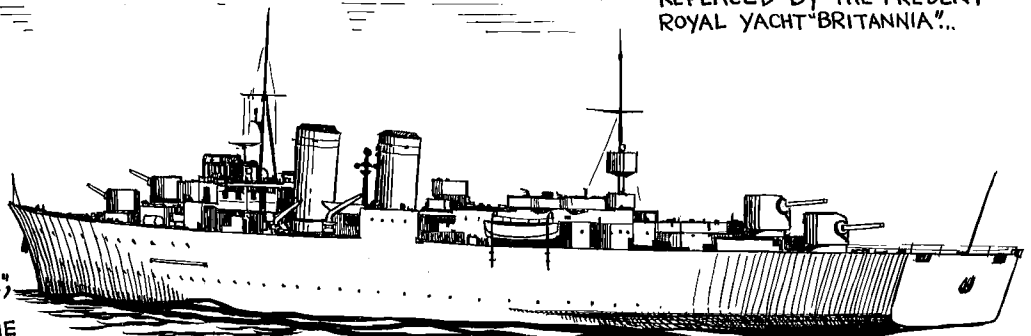


THE NORWEGIAN ROYAL YACHT "NORGE" (RIGHT) SERVED DURING THE WAR AS H.M.S. PHILANTE... AN ANTI-SUBMARINE ESCORT AND TRAINING VESSEL IN THE WESTERN APPROACHES. SHE WAS SOLD TO NORWAY IN 1947...



THE EGYPTIAN ROYAL YACHT "MAHROUSSA" WAS BUILT IN 1865. SHE NOW SERVES AS A TRAINING SHIP IN THE EGYPTIAN NAVY. NEARLY 100 YEARS OLD, SHE WAS RENAMED "EL HORRIA" WHEN EGYPT BECAME A REPUBLIC...

PROBABLY THE MOST FAMOUS OF ALL ROYAL YACHTS WAS H.M.Y. VICTORIA AND ALBERT III (ABOVE). LAID DOWN IN 1897 SHE SERVED FOR 53 YEARS, AND HER GRACEFUL LINES WERE THE CENTRE OF MANY GREAT NAVAL REVIEWS. A POOR SEABOAT, SHE WAS SCRAPPED IN 1954-5 AND WAS REPLACED BY THE PRESENT ROYAL YACHT "BRITANNIA"...



THE RUSSIAN TRAINING-SHIP/MINELAYER "ELIZABETA" WAS ORIGINALLY THE CZAR'S IMPERIAL YACHT "MARTY". SHE WAS LAID DOWN IN 1893 AND REBUILT AS A MINELAYER IN 1935-37. SHE IS STILL IN SERVICE...

Roger Duhamel

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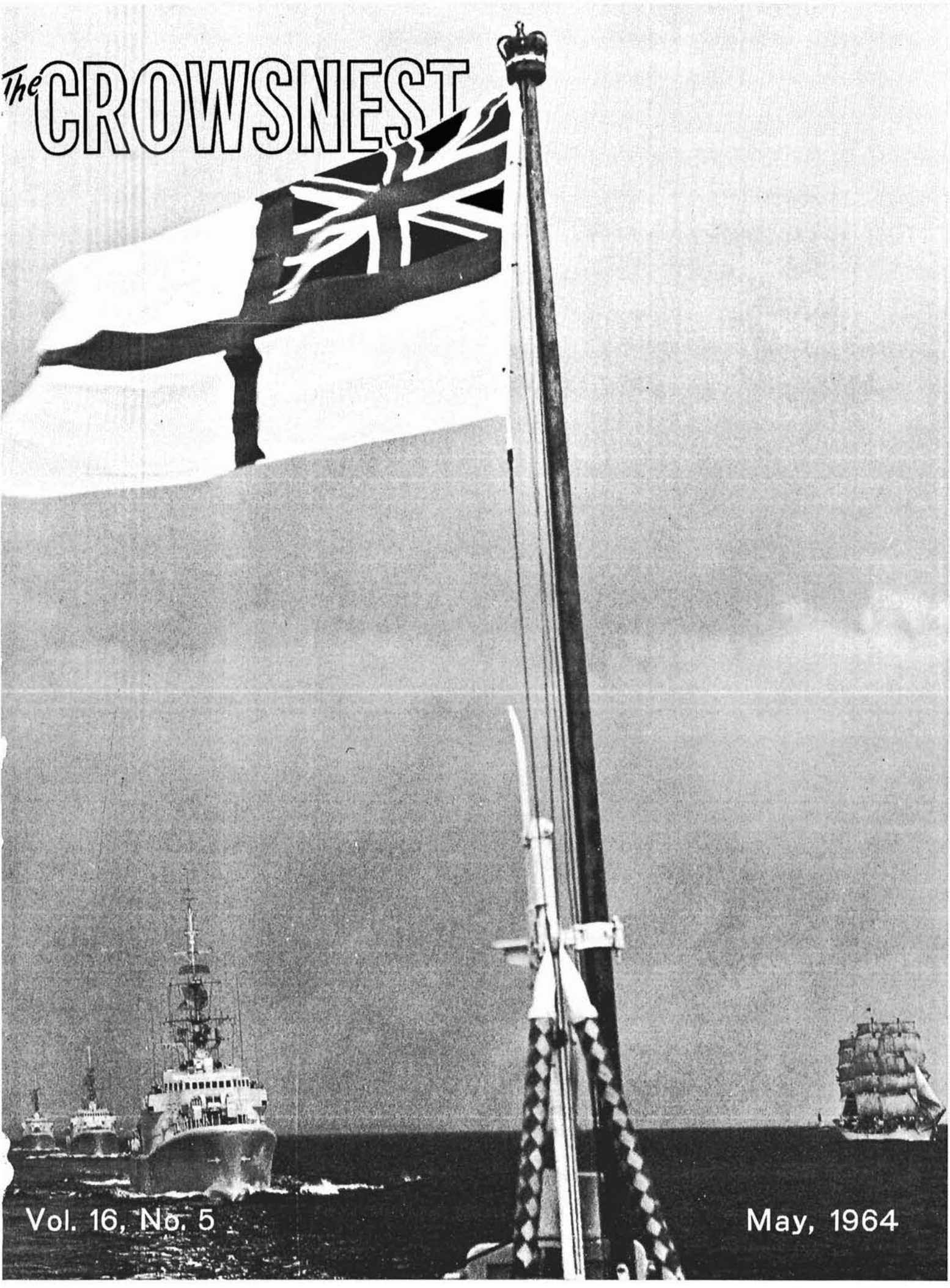
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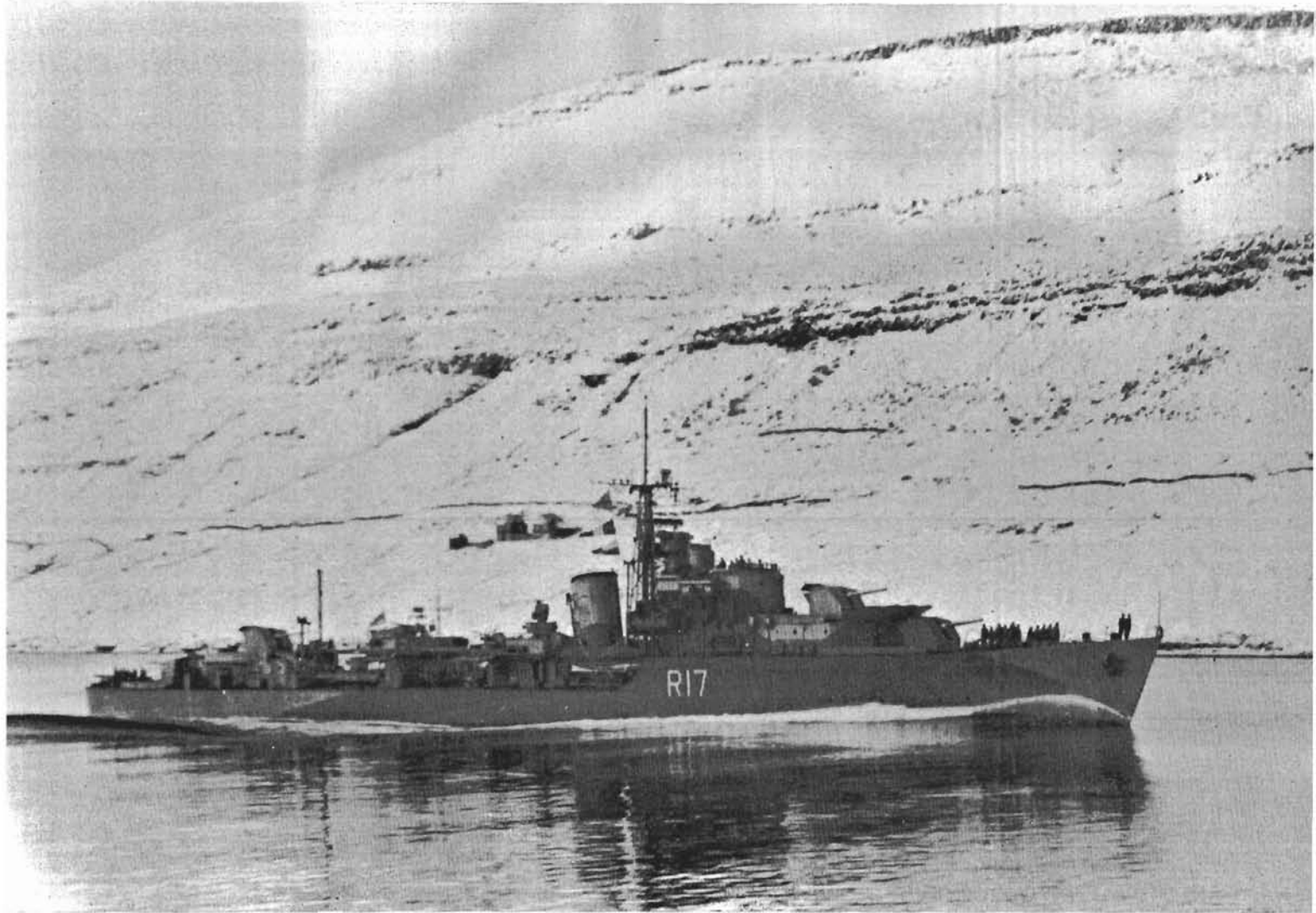


The CROWSNEST



Vol. 16, No. 5

May, 1964



The CROWSNEST

Vol. 16 No. 5

THE ROYAL CANADIAN NAVY'S MAGAZINE

MAY 1964

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The Cover—Passing through the Kattegat between Denmark and Sweden, four Canadian warships seemed to be voyaging into the past as they overtook the square-rigged merchant cadet training ship *Danmark*. HMC Ships *Chaudiere*, *Gatineau*, *Terra Nova* and *Columbia* were on their way to Londonderry after having paid a courtesy and recreational visit to Copenhagen, Denmark, last year. (CCC5-594)

LADIES OF THE MONTH

Of more than 100 ships of the Royal Canadian Navy that took part in D-Day operations 20 years ago this June 6 only two remain in service—HMC Ships *Swansea* and *Algonquin*. The year 1944 was one in which the *Swansea* covered herself with glory, sharing in the destruction of no fewer than three U-boats.

But when it came to D-Day, the *Algonquin* was there for the in-fighting, escorting ships to the beaches and then joining in the thunderous bombardment. The *Swansea* was 100 miles or so away, patrolling the approaches to the English Channel to destroy or frighten off U-boats proposing to tamper with the invasion.

The top picture shows the *Swansea* and the bottom, the *Algonquin*, both in their war-time garb. The two ships have since been fully modernized. (GM-1473; X-145)

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OTTAWA, Ontario.



Hon. Paul Hellyer, Minister of National Defence, stands before the National War Memorial after having placed a wreath honouring the memory of those who died in the Battle of the Atlantic. Memorial services were held across Canada on Sunday, May 3. (O-15520)

UNTD Cadets Off To Britain

A total of 150 cadets from University Naval Training Divisions across Canada embarked in five frigates of the Ninth Escort Squadron May 7 for a five-week training cruise to Britain and France.

The cruise was the first of three summer training cruises for the UNTD cadets. They are embarked in HMC ships *Cap de la Madeleine*, *La Hullose*, *Buckingham*, *Outremont* and *Lanark*, with 30 officer cadets in each ship.

The ships sailed from Halifax May 8. In Britain they will visit Spithead, Portsmouth and Weymouth Bay. They will return to Halifax June 12.

During the three summer cruises 360 cadets will undergo sea training. Shore training for the cadets is centred at *Cornwallis* where the cadets will undergo 12 weeks of summer training.

Ships Exercise In Far East

For 432 consecutive hours three Canadian destroyer escorts had almost everything in the naval exercise book

thrown at them in rapid succession. HMC Ships *Fraser*, *St. Laurent*, and *Mackenzie* represented the Royal Canadian Navy in "Jet 64", one of the

largest Commonwealth Fleet exercises ever held in peace time.

The joint exercise and training program, held in the Indian Ocean in the first three weeks of March, involved nearly 30 warships and 10,000 men of the navies of Britain, Canada, Australia, India and New Zealand. In addition there were numerous auxiliary ships, aircraft of the Royal Navy and the Royal Australian Air Force and Royal Navy submarines. In the course of "Jet 64" the *Fraser* carried out or participated in more than 70 exercises and covered 4,589 miles. Similar figures apply to the *St. Laurent* and *Mackenzie*.

For the exercise, the fleet was divided into units, each assigned to a prescribed operational area. The *Fraser* worked for the most part with British and Indian units. The *St. Laurent* and *Mackenzie* were attached to other forces operating in distant areas.

The gruelling exercise program was designed to test offensive and defensive capabilities of the ships in both conventional and nuclear warfare. It ranged from aircraft attacks, shore bombardments and anti-submarine ex-

Admiral Thanks Personnel for Aid

The thanks of Vice-Admiral H. S. Rayner, Chief of the Naval Staff, have gone out to all those who assisted in what was unofficially described in the service as "Operation Cutback".

"The task of implementing the reductions in the Fleet and naval establishments as announced by the Minister in December 1963 has now been largely completed," Admiral Rayner said in a General Message.

"A great many of the changes involved considerable planning and additional effort by many personnel to permit the changes to be carried through expeditiously and satisfactorily.

"Great credit is due to all concerned. I would like to express my personal appreciation to all those personnel, both naval and civilian, many of whom were directly affected by the reductions, but who planned and carried out successfully the many difficult tasks connected with the operation."

ercises to convoy screening, plane-guard duties and replenishment at sea.

Neither time nor opportunity was lost, even while the fleet units were at anchor for brief periods. On such occasions there were communications workouts between various ships and special opportunities to test fleet defences against attack by small surface craft, saboteurs and divers.

The latter phases of the big exercise included tactical operations and division of the fleet into "invaders" and "defenders". Playing key roles in such operations were aircraft from the British carrier *Victorious*, the Indian Navy aircraft carrier *Vikrant* and the Royal Navy submarines *Anchorite* and *Amphion*.

Midday of March 17 marked the conclusion of "Jet" for HMCS *St. Laurent*. She came alongside the *Fraser* for a transfer of documents and as the operation was ending sailors of the *Fraser* lined their ship's rails to "off caps" and present a hearty three cheers for shipmates of the departing DDE. The *St. Laurent* detached from the squadron, made a quick turn and proceeded westward to continue her round-the-world voyage. The *Fraser* and *Mackenzie* continued in the opposite direction. Within 30 minutes the "Sally" had vanished over the horizon.

On conclusion of their role in "Jet" the *Fraser* and *Mackenzie* proceeded to Singapore for a four-day series of post-exercise briefings, sports events for the ships companies and shore leave.

From Singapore the two ships went to Hong Kong, Kure and Tokyo. From Japan the ships crossed the Pacific and returned to their home port of Esquimalt May 5.



HMCS *Ste. Therese*, back from a cruise to South America, proudly displays the "Cock o' the Fleet" Trophy, won in competition with other frigates. Included in the competition were sports, shooting, whaler racing and general proficiency. Admiring the coveted bird is AB John Matthews. (E-75933)



CPO J. H. K. LAY

George Medal For East Coast Rescue

Her Majesty the Queen has been pleased to approve the award of the George Medal to a chief petty officer in the Royal Canadian Navy, it has been announced by Hon. Paul T. Hellyer, Minister of National Defence. CPO Joseph Henry K. Lay, of HMCS *Shelburne* will receive the award for his bravery in the rescue of W. R. Fiske, from drowning on Jan. 13, 1962, off Western Head near Lockeport, N.S.

The George Medal, established in 1940 by the late King George VI, may be awarded to officers and men of Commonwealth Armed Forces in recognition of brave conduct not in the presence of the enemy. CPO Lay is the sixth member of the Royal Canadian Navy to be awarded the medal in the past 10 years.

CPO Lay and a friend were at Western Head on Jan. 13, 1962, preparing to go duck hunting, when an overturned boat was sighted and a cry for help heard. They soon located a small boat in a nearby boathouse and because of the extremely high seas skidded it three-quarters of a mile over snow before launching.

Both men could not attempt the rescue in the eight-foot boat so CPO Lay, dressed in heavy winter clothing, rowed to the overturned craft to which Mr. Fiske was clinging. Realizing his boat would capsize if he attempted to bring the delirious man into it, CPO Lay persuaded him to take hold of the stern.

Exhausted, the man could not retain his hold and CPO Lay held him with his legs. In this manner CPO Lay rowed the 300 yards to shore through shoal and rip-tide water and seas up to 15 feet.

The citation read in part: "In view of the sea state and the prevailing weather conditions, this rescue demanded great courage, endurance and alertness. Chief Petty Officer Lay undoubtedly risked his own life in saving Mr. Fiske from death by drowning".

CPO Lay was born in Southampton, England, May 12, 1923, and entered the RCN at Halifax in 1952. At the time of the rescue he was serving the destroyer escort *Huron*, based at Halifax. Since June 1963 CPO Lay has been at Shelburne, as a member of the RCN's oceanographic station located there.

He is married to the former Joan Ferguson Shaver, of Kingston, Ont.

Minister Lays Memorial Wreath

Defence Minister Paul Hellyer placed a wreath and took the salute at ceremonies in Ottawa marking Battle of Atlantic Sunday, May 3.

Special church services were followed by a ceremony at the National War Memorial during which the Minister placed a wreath in honour of those who gave their lives in the war at sea. He later took the salute during a march past of some 300 naval personnel and sea cadets.

A service at Dominion-Chalmers Church, preceding the ceremony was conducted by the minister, Rev. Dr. A. F. MacLean, assisted by Rev. D. C.



Rear-Admiral W. M. Landymore Flag Officer Pacific Coast, greets Rear-Admiral Elmer E. Yeomans, USN, Commander U.S. Western Sea Frontier. Admiral Yeomans, whose headquarters is in San Francisco, was among a group of senior officers of the Canadian and U.S. Armed Forces who recently attended a defence conference in Victoria. (E-75860)

Latt and Chaplain Robert Shannon of HMCS *Gloucester*. The Deputy Chaplain of the Fleet (P), Rev. Dr. C. H. MacLean, delivered the sermon. The lesson was read by Mr. Hellyer.

At St. Patrick's Church, the Most Rev. J. R. Windle, Auxiliary Bishop of Ottawa, celebrated the mass. Rev. J. P. Farrell, Deputy Chaplain of the Fleet (RC), preached the sermon.

The parade following the services included units from HMCS *Gloucester*, naval radio station; HMCS *Carleton*, Ottawa naval division, and RCSSC *Falkland*, Ottawa sea cadets corps. It was commanded by Cdr. E. G. Gigg, with Lt.-Cdr. J. B. Boase, second-in-command. Lt. R. A. Coombes was parade marshal. The formation marched off to the music of HMCS *Carleton* and *Falkland* sea cadet bands.

In the official party at the memorial were Vice-Admiral H. S. Rayner, Chief of the Naval Staff, and Air Marshal C. R. Dunlap, Chief of the Air Staff, who represented members of the RCAF who took part in the Battle of the Atlantic. Also attending were members of the Naval Board, the commanding officers of *Gloucester*, *Carleton*, *Bytown* and RCSSC *Falkland*, the president of the Ottawa Branch of the Naval Officers' Association of Canada, and the chairman of the Ottawa Branch, Navy League of Canada.

After Mr. Hellyer had placed a wreath at the Memorial, wreaths were also placed by Cdr. William A. Manfield, RCN (Ret), president of the Ottawa Branch, Naval Officers' Asso-

ciations of Canada, and by Cdr. W. J. S. Fraser, RCNR (Ret), vice-chairman, Ottawa branch, Navy League of Canada.

The Dominion carillonner, Robert Donnell, played a special commemorative recital from the Peace Tower between noon and 12.30.

RCASC Handles Bulk Food Supply

The Royal Canadian Army Service Corps took over responsibility for the wholesale supply of bulk food to the Royal Canadian Navy April 1.

This move to consolidate the supply of foodstuffs for the Armed Forces was the result of recommendations made by a tri-service committee under the chairmanship of Commodore D. McClure, Director General Naval Supply.

The shift in responsibility is an extension of supply methods in operation since 1955 whereby the Army has been providing food in bulk to naval establishments in Montreal and to naval radio stations at Gloucester, Ont., Churchill, Man., Inuvik, N.W.T., and Aldergrove, B.C.

Under the new arrangement, the Army will provide bulk food based on actual requirements evaluated by the RCN. The Navy will continue to control quantities of foods required.

The changeover on April 1 calls for the closing of the RCN central victualling depot in Halifax. All stock on hand will be moved to the RCASC Supply Depot, Willow Park, Halifax. The main-

ly civilian staff at the naval depot will initially be loaned to the Army and will be absorbed by that service where necessary.

On the Pacific Coast, the RCASC will take over operation of the RCN central victualling depot at HMC Dockyard, Esquimalt.

The naval depot in Esquimalt has adequate storage facilities to meet the integrated Navy-Army requirement. In Halifax, extra facilities have been prepared by the RCASC to accommodate the Navy's needs.

Vancouver to Hold Maritime Festival

Vancouver's second annual Maritime Festival, to be held from June 19 through June 28, will place emphasis in this year's celebration on the 100th anniversary of the first commercial shipment by sea from Vancouver.

Now known as the Pacific Maritime Festival, the celebration will be marked by the visits of units of the RCN and USN. A number of events now being planned call for naval participation.

It is the hope of the organizers that the Pacific Maritime Festival will draw attention to the maritime heritage of Vancouver and that it will help to maintain the cordial relations between the civilian population and the naval service.

Vancouver today is Canada's second busiest port (Montreal is first) and is also reported to be the busiest on the West Coast of North America.



The Pacific Command of the Royal Canadian Navy fired a 21-gun salute on March 10 to mark the occasion of the birth of a fourth child, a son, to Her Majesty, Queen Elizabeth. A party of 18 men under Lieut. George A. Grivel fired the salute from the Black Rock installation. A royal salute was also fired in the Atlantic Command, at Halifax. Ships of both commands were dressed with masthead ensigns until sunset. (E-75694)



Lt. Tom Wood's graphic painting of Canadian landing craft carrying the Queen's Own Rifles onto the beach at Bernières-sur-Mer. (52)

THE RCN ON D-DAY

IN EARLY JUNE the beach at Courseulles warms with the sun after dawn. Tents of holidaying Frenchmen make colourful splashes on the warm, golden-brown sand and a few young girls sprawl on blankets, skirts hiked high so spring sunshine can toast slim legs.

Eastward, the sea sweeps in a shallow five-mile horseshoe, with the town of Bernières-sur-Mer perched on a distant point. The line of beach houses at Bernières, daubed blue, red, white, and yellow, makes a misty rainbow splash through the lazy haze.

This five miles of beach is dotted with crumbling concrete pill boxes. At low tide the remains of tank traps and landing craft obstacles jut from tidal pools. A few minutes sifting through the sand anywhere will produce oddments of rusted barbed wire, brass bullet casings, or a jagged shell splinter. These are

fragments of 20 years ago, testimony of the greatest invasion ever launched.

Canadian troops landed between Courseulles and Bernières-sur-Mer. They formed just a small fraction of the front opened by Allied forces June 6,

By
Lt. Peter Ward
RCNR

1944. Military historians are still trying to sort out the details of what happened that day.

Preliminary planning for the world's largest amphibious operation began in May 1942. A small group of officers was assigned to study the problems involved in opening the second front by invasion across the Channel.

A year later the tempo of activities increased and the staff expanded. In early 1944 problem after problem was attacked, and solved. The hour of D-Day grew nearer, the staff grew even bigger and details became even more minute. This was the biggest planning job military forces had ever attempted.

The Royal Canadian Navy felt the added load of the build-up for invasion months ahead of time. Convoy traffic increased across the Atlantic, crowding U.K. ports with transports. Cargoes that successfully ran the U-boat gauntlet added to the huge arsenal in the British Isles needed to launch Operation Overlord.

THE FIRST ACTION directly connected with D-Day for the Royal Canadian Navy came in early April 1944.

The Tribal class destroyers *Haida*, *Athabaskan* and *Huron* were attached

to the 10th Flotilla, a composite force which also included two Polish destroyers, several RN destroyers and the cruiser HMS *Black Prince*.

Together they were assigned to carry out Operation Tunnel, an operation with a three-fold purpose. Ships of the 10th Flotilla were to destroy enemy warships in the Channel area, disrupt coastal convoys and aid in mapping coastal defences.

Ships of the 10th Flotilla made raid after raid across the Channel, shooting up enemy convoys which wound through off-shore islands, making careful note of any batteries that fired on them, and destroying enemy surface warships.

The 10th was also doing shepherd duty for British minelayers, sowing German coastal convoy routes with random fields of explosives further to demoralize the enemy shipping which slipped from shore battery to shore battery under cover of night.

By the end of April HMCS *Haida* had been involved in 19 night-time Operation Tunnel sorties across the Channel.

With only six weeks to go until D-Day there were still 230 surface ships flying

the German Navy flag available to fight in the Normandy area. These included 16 destroyers, 50 E-boats, 60 R-boats, armed trawlers, minesweepers, etc. If these surface ships were to make a concentrated attack on the shipping that would mass for D-Day in front of the beaches, they could create havoc and seriously jeopardize the operations. The Germans also had 130 submarines available within striking distance of the Normandy beaches, and another 70 that could be brought into action with two week's notice.

The Tribals' job was to destroy as many surface warships as possible, and that they did. In the four months which ended August 23, the 10th Flotilla sank 35 surface vessels, including four destroyers, and damaged 14 others.

TYPICAL of the actions the 10th Flotilla ships fought was the fight during the night of April 25-26.

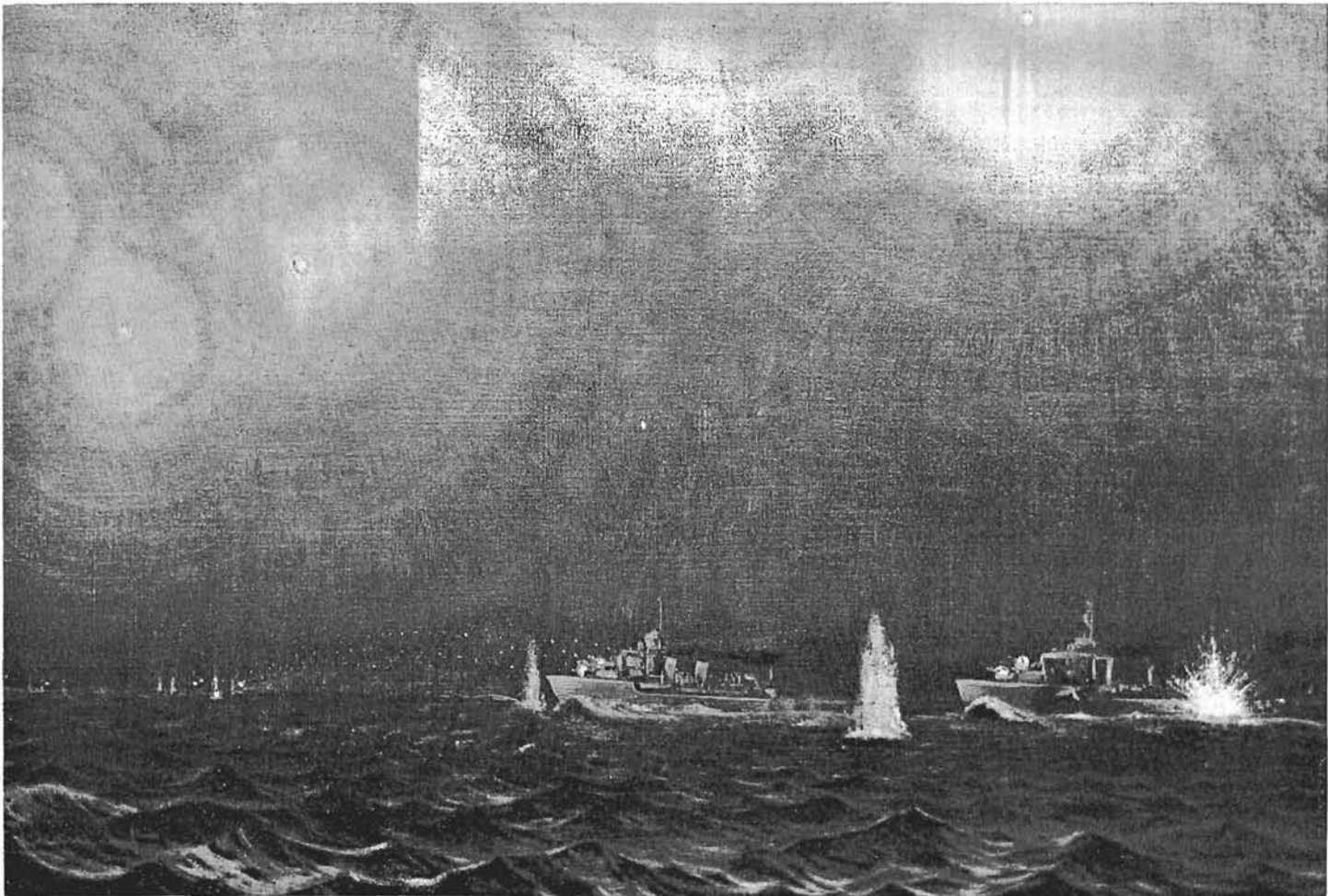
Canadians *Haida*, *Huron* and *Athabaskan* sailed with the British Tribal HMS *Ashanti* and the cruiser HMS *Black Prince*. At 2 a.m. off Ile de Bas the *Black Prince* got a radar contact at

21,000 yards, immediately confirmed by the *Haida* and *Ashanti*. Three German Elbing class destroyers were known to be based at St. Malo and the allied force hoped it was these Elbings they had detected.

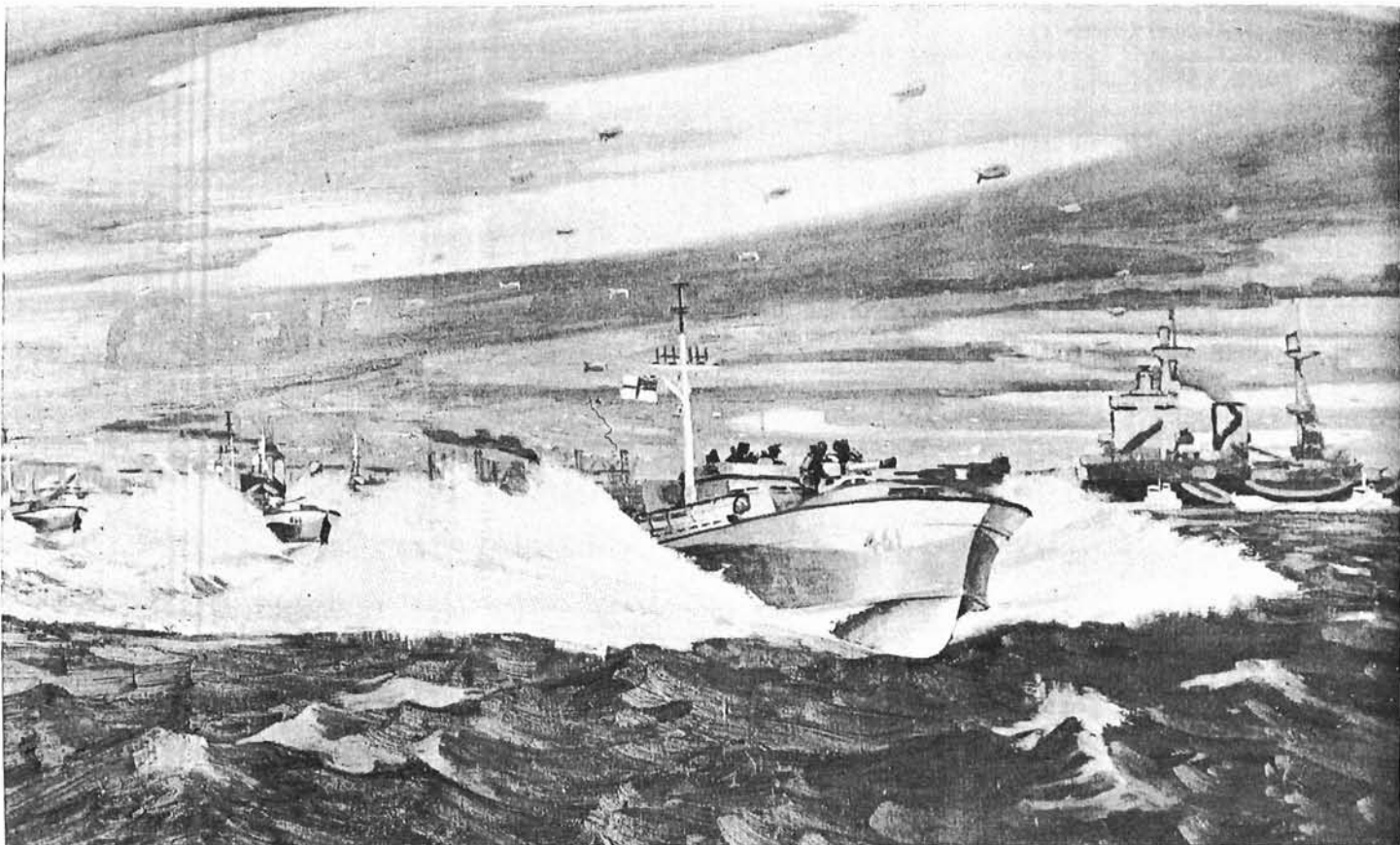
Shortly after those blips appeared on radar screens, the enemy wheeled towards the French coast, increasing speed from 20 to 24 knots. Our ships increased to 30 knots and gave chase.

By 2.19 am range was reduced to 13,000 yards. The *Black Prince* opened up with star shell and her second salvo revealed three Elbings racing for home. The *Haida*, *Athabaskan*, *Huron* and *Ashanti* closed to five miles and opened fire, while the *Black Prince* hung back to provide illumination with her superior range.

The *Ashanti* drew first blood. Her shell explosions were seen through the heavy smoke made by the escaping Germans. Other flashes came through the smoke, but it was impossible to tell which Tribal had scored. The chase continued. Flying Tribals closed the range to 7,300 yards, but couldn't see the enemy for smoke. Radar echoes were



Cdr. Harold Beament re-created the scene of April 29, when HMC Ships *Haida* and *Athabaskan* attacked two Elbing class destroyers and the *Athabaskan* was lost. He has captured the ships at the moment the *Athabaskan* was first hit by a torpedo from an Elbing. (WA-011)



Canadian MTBs helped protect the huge fleet from German E-boats. Cdr. Tony Law painted the boats of his flotilla moving at speed on the fringes of the shipping. (0-5357)

confused by rocky capes that jutted from the coast, now only 12 miles distant. The Elbings were weaving towards their home port of St. Malo.

The *Haida's* radar showed the three blips had decreased to two and, at the same time, the *Black Prince* had a torpedo pass down her port side, apparently from the Elbing that had split from the formation. At 3.25 am the *Haida* spotted the Elbing that had broken away. She turned with the *Athabaskan* following and sent her first salvo crashing into the Elbing's stern. Shells from both Tribals rained into the German, turning her into an inferno.

The *Huron* and *Ashanti* had lost the other two Elbings, so the four destroyers fired torpedos at the flaming enemy, which was still serving her guns through the flames. All torpedoes missed, so the Tribals circled the enemy, pouring shells into her until 4.21 when the *Haida* signalled the *Black Prince*: "Enemy has sunk."

During the melee the *Ashanti* and *Huron* had collided with each other, doing considerable damage. The five ships headed for their home port of Plymouth with battle ensigns flying.

Because of the collision, the *Ashanti* and *Huron* missed the action three days

later, in which the *Haida* and *Athabaskan* caught two Elbings out for the night. The *Haida* crippled, then sank, one of the Elbings, but a torpedo from an Elbing, struck the *Athabaskan* just under "X" turret and sank her.

The *Athabaskan* was the only ship of the 10th Flotilla sunk during the hectic four months that ended August 23, but each of the other destroyers suffered hits at one time or another during those chilling night-time games of hide and seek through French coastal shoals.

ANY ACCOUNT of the invasion of Europe and the part played in it by Canadian forces must surely include mention of the Canadian-manned motor torpedo boat flotillas. There were two such flotillas: the 29th, armed with "shorts", 71½ feet in length and with a top speed of 38 knots, and the 65th, composed of "D" class Fairmiles, slower, longer and more heavily armed than the "shorts".

The two flotillas of RCN motor torpedo boats joined the 10th Flotilla's campaign against enemy surface ships in the channel about mid-May. The 29th and 65th MTB Flotillas were organized in mid-March, but took a month to

bring themselves to fighting pitch. Four boats of the 29th drew the first duty. They were assigned to proceed to the D-Day beaches with two British MTBs, and protect them while volunteers were landed by outboards to lift sample mines from beach defence. They managed to complete their mission undetected and returned with the German mines. What they learned by dismantling of these mines enabled our troops to avoid considerable casualties when D-Day came. May 2 saw boats of both the 29th and the 65th out in force. Both flotillas had good hunting and they each badly shot up an enemy convoy.

These tiny, fast MTBs combined with the Tribals to put many enemy warships out of action before the Channel became clogged with tempting targets on June 6.

They fought all up and down the Channel, intercepting enemy coastal convoys, duelling with German E-boats, luring German destroyers within the gun range of heavier warships, shooting up escort ships and torpedoing merchant vessels.

Their work carried on into 1945, by which time their field of action had extended along the English Channel into the North Sea. The 29th Flotilla

was practically wiped out by a disastrous fire at Ostend in February 1945, but the 65th continued its patrols until the end of the war in Europe.

TO COUNTER a possible German submarine threat 11 Canadian frigates, nine destroyers, and five corvettes joined a force of British escorts to throw a huge asdic screen across the western approaches to the Channel. They moved to their stations a week before the landings were scheduled and carried out sweep after sweep in some of the world's toughest sub-hunting waters. More about them later.

To make the invasion possible, tremendous numbers of ships had to be concentrated in the Channel ports. Corvettes of the RCN began to play their part in the great Overlord plan as these concentrations built up. Transports, blockships for artificial harbours, and sections of floating pier, all had to be convoyed to their marshalling points, then safely shepherded across the Channel to the beaches. There were 19 Canadian corvettes in the armada of small ships assigned to convoy duty. Some of them had to bring their charges

safely from northern Scotland. Stolid merchantmen had sorely tried the patience of skippers in Atlantic convoys but frustrations increased a hundredfold when concrete barges—floating piers and hulks making their last voyage had to be escorted through those dangerous waters.

The job was not spectacular, compared with the glories of the fighting Tribals, shell-battered landing craft, and speedy MTBs but without the lumbering assortment of floating hybrids, herded to the beaches by Canadian corvettes, Overlord could have failed through lack of a harbour to land supplies.

PERHAPS the most ticklish job Canadian sailors were called upon to perform was the task assigned to our minesweepers. The 31st Flotilla was composed of 14 'sweepers, all Canadian. Attached to British 'sweeper flotillas were six other Canadian ships. British and Canadian 'sweepers were charged with ploughing a clear path through the Channel, speckled with random-sown German mines. Then they had to clear 10 shipping lanes through a dense German minefield that stretched right

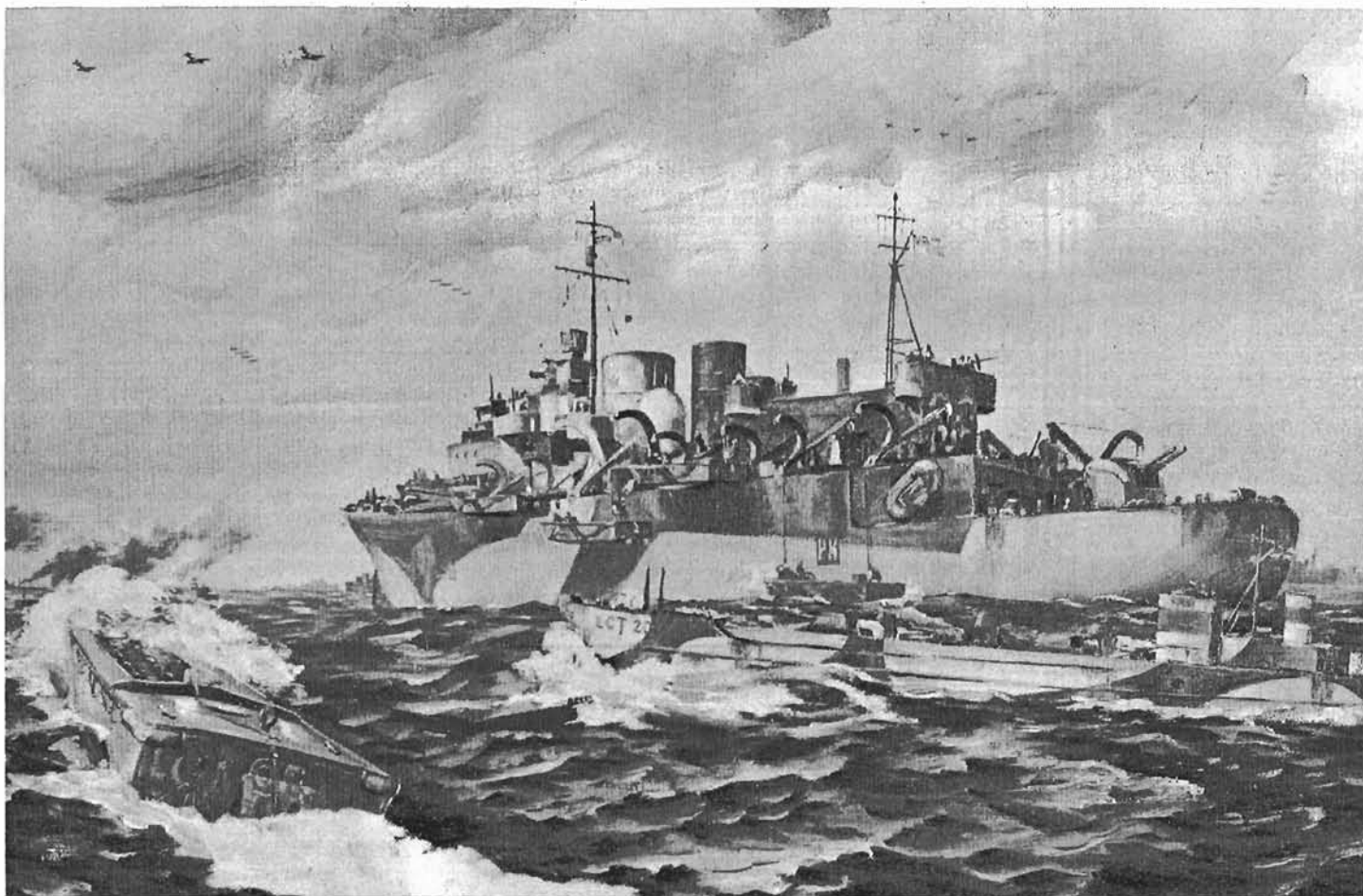
across Baie de Seine. That minefield was eight miles deep, the inner edge about 30 miles from the invasion beaches.

Water between that minefield and the beaches was sown again with random mines. Any ship that attempted to cross the minefield took her life in her hands.

The 'sweepers headed towards their deadly job June 4. Shortly after they went to sea, Overlord was postponed from June 5 to June 6, and they were recalled.

June 5 dawned through clearing skies with seas abating. The 31st Flotilla arrived again at their assembly area off the Isle of Wight at 5.35 p.m. They took up sweeping formation immediately and steamed the 40 miles to the edge of the German minefield sweeping random mines as they went.

The 31st entered the German minefield at 7 p.m. They were assigned to sweep one of 10 lanes through which the invasion shipping would pass. In late afternoon the Bangors, which had spent so many tedious years on coastal convoy work, began the operation on which the dreams and hopes of the free world were centred. British shallow-draught launches went ahead of the



Lt. Ed McNally painted HMCS Prince Henry, landing ship, unloading her assault boats off the D-Day beaches. An assault boat already loaded heads for the beach in the foreground and a tank craft dashes past in the middle ground. (HN-1406)

lead 'sweepers in each formation, clearing a narrow belt of mines for the first wedge of the sweep. The over-lapping sweeps cut loose mine after mine, and British danlayers followed the sweeping formations to mark the swept channel with dan buoys.

Shore defences would hear the explosions if swept mines were detonated with rifle fire in the conventional manner, so it had been decided to let the mines drift free, counting on wind and current to carry them away.

Once through the minefield, the 'sweepers were ordered to clear lanes through coastal water to the anchorage the huge invasion fleet would use. Next they were charged with making the anchorage itself free of mines. The final task was to sweep lanes for assault boats right to the limit of deep water. This would take them to within a mile and a half of shore.

The operation had been timed so darkness would be over the coast when the 'sweepers came within sight of land.

In pitch blackness the 'sweepers finished clearing the anchorage for transport and bombarding ships. They were 4.5 miles from shore when at 1.05 am on D-Day they turned south and headed for the beaches to sweep for the assault craft.

At 3 am, with the ships a scant 1.5 miles from shore, the moon broke through clouds to bathe the 'sweepers in a ghostly light. Men at the sweeps, gunners and officers on the bridges held their breath, waiting for the boom of shore batteries to blast them from the water at point-blank range.

They were never seen. The moon slid back behind those protecting clouds and the 'sweepers continued their perilous task. They finished at 5.15 am and headed out to sea.

AS THEY REACHED the lanes they had swept to the assault anchorage, the first of the attacking ships met them. They were the first of a fleet of 6,000 ships. When those ships anchored off the beach, packed as close as safety would allow, they made a solid line of ships 60 miles long. They had crossed the Channel on a front 20 miles wide. The steady stream of ships was to continue for more than a month as the Allies built up the strength that eventually crushed Hitler's Fortress Europe.

There were more Canadian sailors in that huge fleet, some of them on board ships which carried Canadian soldiers. The fleet had made an abortive start June 4, only to be recalled in bad weather. Finally at noon of June 5, seven large infantry landing craft of the 260th Flotilla slipped and headed

for their assembly point. The 260th was one of three Canadian LCI(L) flotillas. Four remaining craft of the 260th were held back in reserve. On board the attacking ships were 250 Canadian soldiers and 1,050 British troops, all attached to the 3rd Canadian Division.

Astern of the 260th were 12 ships of the 262nd Flotilla, with 1,946 Canadians and 148 British troops. Seven ships of the 264th Flotilla were there, too, with 1,227 British troops.

The landing ships *Prince David* and *Prince Henry*, heavier and faster, left behind the clumsy landing craft and passed them en route. Each of the "Prince" ships was loaded with Canadian troops and each led her own division of assault ships. The "Princes" each carried a flotilla of assault craft.

All Canadians troops were heading for Mike and Nan beaches in the Juno sector. Craft of the 264th Flotilla, carrying British troops, went to Gold Sector.

With the assault forces were the destroyers *Algonquin* and *Sioux*, both assigned to the bombarding force.

ON THAT FIRST DAY the ships of the biggest fleet ever assembled landed 90,723 troops on the beaches of Normandy. They put ashore 9,989 vehicles, and supplied the troops with 5,507 tons of food and ammunition. The stream of men and supplies moved endlessly across the channel and into the beach

at Normandy. By June 11, 357,000 troops had been landed with 50,228 vehicles and 59,961 tons of supplies. In a month the total reached the staggering figure of a million men landed, plus 200,000 vehicles and 650,000 tons of supplies. About half were American men, supplies and machines. The rest were British, Canadian and free European forces.

The story of how those ships were protected for that long first month is another part of the contribution ships and men of the RCN made in the beginning of the end for Hitler's Germany.

Destroyers, frigates, corvettes and MTBs all shared the important job of providing the screen for the endless stream of ships that turned the Channel into an allied rush-hour highway. Enemy E and R-boats made several attempts to break through and attack but each time they were turned aside.

On June 9 Tribals of the 10th Flotilla engaged a force of two German Narvik class destroyers, one former Dutch destroyer, and one Elbing. They sank one Narvik and damaged the other. They sank the *Tjerk Hiddes* and badly damaged the Elbing. HMC Ships *Haida* and *Huron* dogged one Narvik for hours, playing hide and seek through mine fields, then finally pumped salvo after salvo into her, drove her ashore near Ile de Bas, and left her a flaming hulk. This was the only German attempt at a breakthrough in force. The action

Ships that Sailed on D-Day

HMC Ships engaged in operations on the Normandy Coast on D-Day, June 6, 1944, were:

<i>Alberni</i>	<i>Haida</i>	<i>Moose Jaw</i>	<i>Saint John</i>
<i>Algonquin</i>	<i>Huron</i>	<i>Mulgrave</i>	<i>St. Laurent</i>
<i>Baddeck</i>	<i>Kenora</i>	<i>Ottawa (II)</i>	<i>Saskatchewan</i>
<i>Bayfield</i>	<i>Kitchener</i>	<i>Outremont</i>	<i>Sioux</i>
<i>Calgary</i>	<i>Kootenay</i>	<i>Port Arthur</i>	<i>Skeena</i>
<i>Camrose</i>	<i>Lindsay</i>	<i>Port Colborne</i>	<i>Summerside</i>
<i>Cape Breton</i>	<i>Louisburg (II)</i>	<i>Prince David</i>	<i>Swansea</i>
<i>Chaudiere</i>	<i>Lunenburg</i>	<i>Prince Henry</i>	<i>Teme</i>
<i>Drumheller</i>	<i>Matane</i>	<i>Prescott</i>	<i>Vegreville</i>
<i>Gatineau</i>	<i>Mayflower</i>	<i>Qu'Appelle</i>	<i>Wasquesiu</i>
<i>Grou</i>	<i>Meon</i>	<i>Regina</i>	<i>Woodstock</i>
<i>Guysborough</i>	<i>Mimico</i>	<i>Restigouche</i>	

29th MTB Flotilla: MTBs 459-466;

65th MTB Flotilla: MTBs 726, 727, 735, 736, 743, 744, 745, 747, 748;

260th LCIL Flotilla: LCILs 117, 121, 166, 177, 249, 266, 271, 277, 285, 298, 301;

262nd LCIL Flotilla: LCILs 115, 118, 125, 135, 250, 252, 262, 263, 270, 276, 299, 306;

264th LCIL Flotilla: LCILs 255, 288, 295, 302, 305, 310, 311;

528th Assault Flotilla: LCAs 736, 850, 856, 925, 1021, 1033, 1371, 1372;

529th Assault Flotilla: LCAs 1057, 1059, 1137, 1138, 1150, 1151, 1374, 1375.



Cdr. Harold Beament painted the scene on board a Canadian landing ship while the first casualties were being returned to the ship. (HN-1628)

broke the back of German attempts to attack ships which supplied the invading forces.

On June 7 HMC Ships *Qu'Appelle*, *Saskatchewan*, *Skeena* and *Restigouche*, part of the force assigned to keep U-boats out of the Channel, made a good submarine contact about 45 miles northwest of Ushant. The submarine fired acoustic torpedoes at the destroyers, played hide and seek through shoals of fish, twisted through tidal currents and finally escaped by running submerged into the areas where the *Haida* and *Huron* were operating. The Tribals were after bigger surface game and the sub-chasing destroyers were ordered to keep clear of the area lest they get shot up by accident.

The 24-hour chase saw the submarine fire eight acoustic torpedoes at the attacking Canadian destroyers, not one of which damaged them, thanks to CAT gear trailed astern.*

* The CAT gear (Canadian Anti-Acoustic Torpedo gear) was a noise-making device towed astern to deflect the sound-guided torpedoes away from the ship's propeller.

A week later the four sub-hunting partners again ran afoul of the *Haida* and *Huron*. They were illuminated by the Tribals' star shells in the dead of night. There was more than one sigh of relief when friendly greetings were exchanged, instead of explosives.

During the time when D-Day shipping was vulnerable, coastal command aircraft sank six submarines and damaged seven others. Surface ships sank four and damaged an undetermined number. The *Haida* and *Eskimo* registered one of these surface kills June 23 after a Coastal Command Liberator led them to a surfaced U-boat.

JUNE 26 the Germans made another attempt to attack the massed shipping. HMCS *Gatineau* and HMCS *Chaudiere* broke up a strong E-boat attack and claimed one as a probable kill when the flash of hitting high-explosive shells came through the enemy's smoke screen.

Canadian MTBs had been assigned to protect the flanks of the huge column of shipping from E-boat attack during

and immediately after the landing. Later they were turned loose against German coastal shipping moving supplies and troops along the coast. On June 22 MTBs 748, 727, 745 and 743 of the 65th Flotilla got into a large German convoy and sank several ships and escorts. In the action 745 got a shell in the engine, but managed to repair it then limp home with her sister boats screening her.

MTBs 459, 465, 460, 466 and 464 had been armed with depth charges instead of torpedoes in case the Germans brought their new, fast, small Walther submarines into action. The switch frustrated the boys of the 29th Flotilla, because they never saw a Walther boat (the Germans never got them into production). Several times the 29th became involved with two Elbing class destroyers. With no torpedoes, all the MTBs could do was lead the Elbings away from transport shipping concentrations. Finally MTB 464 was re-equipped with torpedoes and another chance to use them against the Elbings came. The MTBs were frustrated again

when British destroyers showed up. The 29th had to retire and give the bigger ships a clear field.

As the days wore on, German attempts to challenge allied power in the Channel became less frequent and port after port fell to the Allies in Europe. The English Channel and the western approaches became truly Mare Nostrum.

BY SEPTEMBER the Allied forces were almost unopposed by surface ships in the Channel and approaches but the freedom of those waters had been brought with the death of many fine men and ships.

Although losses occurred during the invasion period, so well had the work of preparation been done, so thoroughly had enemy ships been harassed, gun emplacements pounded and mined areas swept, the Royal Canadian Navy suffered no ship losses on D-Day itself, apart from small assault craft, holed and battered by beach obstructions.

The first major loss of the invasion was that of the *Athabaskan*, mentioned above. The next loss within the invasion area (the frigate *Valleyfield* was torpedoed and sunk off Newfoundland a few days after the *Athabaskan's* loss)

was the Canadian motor torpedo boat 460, mined in the English Channel on July 2, with the loss of 10 lives. Four men were injured when MTB 463 was mined and sunk on July 8.

HMCS *Matane*, a frigate, was hit by a glider bomb in European waters on July 20 but made port.

On August 6, the corvette *Regina* was sunk in the Bristol Channel with heavy loss of life and 15 days later another corvette, the *Alberni*, was mined or torpedoed, also with casualties.

Canadian minesweepers long operated in dangerous waters but it was not until October 7, 1944, that they suffered their first casualty when HMCS *Mulgrave* was damaged by a mine off Le Havre but did not sink.

A disappointed group of officers and men on D-Day was the RCN's Beach Commando, an outfit that had been training for months among the rugged hills of Scotland, running assault courses, cooking, eating and sleeping in the open, crashing ashore from assault craft on rugged beaches and shrugging off the noise of thunder flashes and screeching bullets.

They had trained hard for the invasion but they were not called on to join

the first wave. They did, however, go ashore on July 9 and for many weeks helped to supervise beach traffic. They were the trouble shooters and traffic police who guided landing craft to safe stretches of beach and directed men and equipment to their destinations. They looked after the return traffic, too—the wounded and prisoners of war.

They set up living quarters in abandoned enemy bunkers and gun emplacements, quarters they sometimes had to reach by skirting areas still posted with skull-and-crossbones signs that read "Achtung! Minen!" where the German minefields were still uncleared.

It was a rough life but one for which their training in Scotland had prepared them well and one Ontario sailor waved any suggestion of hardship aside with: "It's just like a glorified camping trip."

D-DAY, Operation Overlord, was truly the end of the beginning. Canadians everywhere can remember with pride the 10,000 men in their little ships of the RCN who played such a vital part in making sure Overlord, the end of the beginning, turned into the beginning of the end.



Ldg. Sea. Winston Haggett presents a cheque to Brigadier A. Pitcher, Provincial Secretary, Salvation Army, on behalf of the ship's company of HMCS Avalon. Also shown are Lt. E. W. Rowe, representing the commanding officer, Avalon, and Captain J. Gerard, public relations officer for the Salvation Army. The Salvation Army was one of five organizations in the St. John's area wholeheartedly supported by Avalon, headquarters of the Canadian Naval Commander, Newfoundland. On the paying-off of Avalon on March 31, a final donation was made to all five organizations, closing out the establishments' Central Charities Fund. (NFD-8248)

OFFICERS AND MEN

RCN's First Chaplain Of Fleet Is Dead

The death occurred in Toronto on April 10 of the Rt. Rev. G. A. Wells, the Royal Canadian Navy's first Chaplain of the Fleet (P).

Born in Newfoundland in 1877, Bishop Wells had served in three wars. He was a trooper in the Canadian cavalry regiment in the South African war and was the first chaplain to go to France from Canada in the First World War.

At the outbreak of the Second World War, Bishop Wells was Principal Chaplain to the Canadian Armed Forces. Early in the war he interested himself in the naval chaplain service and recommended the appointment of the first naval padre to enter the RCN in January 1941. Before that time Army chaplains had served the Navy.

With the application of the 60-year limit for officers in the Canadian Army to the chaplain service, Bishop Wells retired with the rank of brigadier and was immediately asked by the Navy to become Chief Chaplain, a post he assumed on November 1, 1943. The title was changed later to Chaplain of the Fleet.

Bishop Wells left the naval service on December 1, 1945, and was succeeded

SACLANT Deputy Visits Halifax

Vice-Admiral I. W. T. Beloe, RN, Deputy Supreme Allied Commander Atlantic, arrived at HMCS *Shearwater* on Tuesday March 17, for a five-day visit.

Vice-Admiral Beloe began his official activities on March 18 when he was received by Rear-Admiral Jeffrey V. Brock, Canadian Maritime Commander Atlantic. Later Vice-Admiral Beloe visited Maritime Command Headquarters and met members of the RCAF Staff College. He next visited *Shearwater*, then inspected the destroyer escort *Assiniboine*. He also met Royal Navy officers from two submarines of the Sixth Submarine Division based at Halifax, following which he was a guest at a dinner at Government House.

After further briefings and inspections, Admiral Beloe left by air March 23 for Norfolk, Va.



Captain G. C. Edwards, commanding officer of HMCS *Shearwater*, presents the Gordon Mowatt Memorial Trophy to Sub-Lt. Ronald Bauder during ceremonial divisions. The annual award is for the sub-lieutenant most improved in flying during the year and was established by the Montreal parents of the late Sub-Lt. G. L. Mowatt, who died while flying from the carrier *Bonaventure* in 1959. Sub-Lt. Bauder, who is in Helicopter Utility Squadron 21 at *Shearwater*, has also flown from the *Bonaventure* (DNS-31317)

by Rev. E. G. B. Foote, who is now chaplain General of the Armed Forces of Canada.

The following message was sent to Mrs. Wells by Vice-Admiral H. S. Raynew, Chief of the Naval Staff:

"It was with deepest regret that I learned of the passing of our first Chaplain of the Fleet.

"On behalf of his friends and admirers in the Royal Canadian Navy, including the Naval Board and myself, I would like to offer sincerest sympathy to you and your family."

Captain Monteith Heads Project

Captain Rolfe G. Monteith was appointed Director Hydrofoil Development at Naval Headquarters on April 27. He was promoted to his present rank on taking up the appointment.

Captain Monteith had been serving on the staff of the Flag Officer Atlantic Coast in Halifax.

Born in Chatham, Ont., Cdr. Monteith entered the RCN as a naval cadet in 1941 at Ottawa. He took initial train-

ing with the Royal Navy in the engineering branch. He also qualified as an air engineer.

Since then he has served in air engineering appointments at Naval Headquarters, in the aircraft carrier *Magnificent* and at *Shearwater*.

He was engineering officer of the destroyer escort *Sioux* for a year from October 1952. In November 1962 he became squadron technical officer of the Fifth Canadian Escort Squadron based at Halifax. From that appointment he joined the staff at Atlantic Command headquarters there.

In his hydrofoil appointment at headquarters, Cdr. Monteith will serve under the Director General Ships.

Common Uniform Some Distance Off

The introduction of a common uniform for the Canadian Armed Forces is still some distance into the future, according to Hon. Paul Hellyer, Minister of National Defence. In a statement in the House of Commons in April, the minister said:

"In view of the press stories now circulating on the subject of a new uniform for the unified defence force of the future, I felt it would be advisable to say a few words on the subject.

"It is true, as the press has reported, that the Department of National Defence considers July 1, 1967, as 'acceptable as a target' for the unification of the three forces. I have said in the past that the integration-to-unification process would take approximately three to four years.

"On the subject of uniforms, however, it will be some time before we start considering this matter. In the meantime, there are more urgent tasks to be undertaken: a planning group is now working out the plans for the new single defence staff; once legislation has been passed and the single defence staff is in existence, it will start to work on the formation of the headquarters organization, followed by the integration of field command organizations. So there is much work to be done before consideration can be given to such subjects as uniforms. I have no doubt, however, that the new defence staff will eventually study this matter, particularly the problem of utilizing present investments, and also the preservation of valued traditions. I am well aware of the great pride that Service personnel, both regular and reserve, have in their uniforms, and there will be no decision taken without full consideration of all the factors involved."

Lt.-Cdr. Bowditch In Sea Cadet Post

Lt.-Cdr. William W. Bowditch was early this year appointed Commander Sea Cadets on the staff of the Commanding Officer Naval Divisions at Hamilton. Since Sept. 1960, he had been Area Officer Sea Cadets in Victoria. He succeeded the late Cdr. Kenneth E. Grant.

Lt.-Cdr. Bowditch entered the RCN at *Naden* in 1936 as a boy seaman and later qualified as a gunnery specialist. He received his commission in 1943 and was promoted to his present rank in 1956.

As Commander Sea Cadets, Lt.-Cdr. Bowditch is responsible for the training and equipment of all Sea Cadet Corps across Canada in liaison with the Navy League of Canada.

Admiral Mainguy Moving to Coast

Vice-Admiral E. R. Mainguy, who was Chief of the Naval Staff before his retirement from the RCN in January, 1956, stepped down at the end of April



During a general drill held recently by HMCS *Granby*, clearance diving depot ship at Halifax, a furiously fought event was the inter-department "Zodiac" race, won by the divers, one of whom is shown catching a monumental crab. The evolutions found engineers dressed in standard driving dress, supply types making back splices and divers engaged in unfamiliar duties.

as president and general manager of the Great Lakes Waterways Development Association.

Chief spokesman of the association for the past three years, Admiral Mainguy intends to take up residence at the West Coast. He was born at Chemainus, B.C., on Vancouver Island, and entered the Royal Naval College of Canada at Halifax in 1915. He became Chief of the Naval Staff on December 1, 1951.

Admiral Mainguy has been succeeded as head of the Great Lakes Waterways Development Association by Stuart Armour, of Toronto, who has been chairman of the executive committee of the association for the past three years.

Captain Knox Heads Intelligence

Captain Donald W. Knox had been promoted to his present rank and appointed Director of Naval Intelligence at Naval Headquarters.

Captain Knox entered the war-time RCNVR as an ordinary seaman in 1941, and after selection for officer training qualified as a naval pilot. Later he commanded RCN Air groups and squadrons operating from the aircraft carrier *Magnificent* and the naval air station, HMCS *Shearwater*.

In August 1957 he was appointed to Moscow as Naval Attaché on the staff of the Canadian Ambassador to the USSR and on his return to Canada be-

came Commander (Air) in HMCS *Bonaventure*. Following this appointment Captain Knox commanded the destroyer escort HMCS *Columbia*, based at Halifax.

Since April 1963 he has served on the staff of the Commodore Personnel Atlantic Coast.

Lanark Has New Captain

Lt.-Cdr. Francis J. P. French has been appointed in command of the frigate *Lanark* at Halifax.

Lt.-Cdr. French attended Melville, Sask., high school and Regina College before entering the RCNVR in 1942.

Before taking command of the *Lanark*, Lt.-Cdr. French was Assistant Staff Officer communications to the Flag Officer Atlantic Coast.

Lt.-Cdr. Jackson Buckingham CO

Lt.-Cdr. Norman S. Jackson has been appointed in command of HMCS *Buckingham*, based at Halifax.

Lt.-Cdr. Jackson, a graduate of Royal Roads Naval College, entered the RCN as a cadet in 1943. He later qualified as a specialist in navigation/direction and was navigating officer of HMCS *Haida* during the destroyer escort's tour in the Korean war theatre. He commanded the Halifax based coastal minesweeper *Thunder* from 1959 until 1962.

West Coast Fire Losses Kept Down

Losses due to fire at shore facilities of the Pacific Command totalled \$64.35—less than 18 cents a day—for the 12 months ending last October 1.

Under the protective eyes of the naval firefighters are 6,464 acres and a total of 1,011 buildings, many of them multiple units.

Fire losses for the previous year were \$120.

Figures such as these reflect the fact that to the firefighters of the naval service, every week is "Fire Prevention Week".

During the official observance, however, "stop" signs throughout the Esquimalt area carried another sign, a brilliantly colored maple leaf bearing the message: "Stop Fires Too!"

Pleased with the week's special activities were Lt.-Cdr. Gordon Ball, Command Fire Chief, and his deputy, Fire Captain Gordon Morrison.

"The success of our operations here," remarked the fire chief, "is due in no small measure to the excellent co-operation the department has enjoyed with all personnel of the Pacific Command."

Ajax Mayor Guest At Commissioning

The town of Ajax, Ontario, was represented by its mayor at Birkenhead, England, recently when the new Leander class general purpose frigate HMS *Ajax* was commissioned in January at the shipyard of Messrs. Cammell Laird and Co.

Ajax adopted its name in 1949 to commemorate the men who fought in the cruiser *Ajax* at the Battle of the River Plate. Town streets are named after officers and men who took part in the historic action which ended in the scuttling of the German pocket battleship *Admiral Graf Spee* at the entrance to Montevideo harbour on Dec. 17, 1939.

Trophies from the cruiser, including a silver cup presented to the ship by her officers in 1938, and a nameplate from the quarterdeck, and souvenirs of the battle have been presented in the past to the town. The cruiser was scrapped in 1949.

W. A. Parish, the mayor of Ajax, and his wife, headed the list of official guests present when the new *Ajax* was accepted into service. Another guest was



Cdr. Bruce Oland, chairman of the Eastern Claims Committee, RCN Benevolent Fund, presents a certificate of appreciation to CPO James Sinclair Bazley, in recognition of his valuable service to the naval benevolent fund. CPO Bazley, who is retiring after 25 years' naval service, has been HMCS Stadacona's representative to the Fund and will continue to be a member of the claims committee, future civilian employment permitting. On the right is Cdr. W. D. F. Johnston, executive officer of the Halifax shore establishment. (HS-74142)



The first RCN recruits to be attested at the Navy's new Halifax recruiting office, 5 Terminal Road, are sworn in by Lt.-Cdr. B. N. Weber, Area Recruiting Officer. Left to right are Francis McNeil, David Marriott and Kenneth Kinnie. (HS-74131)

Admiral Sir Charles Woodhouse, who commanded the *Ajax* in battle, and Lady Woodhouse.

The Leander class frigate *Ajax* is the eighth ship of the name in the Royal

Navy. Ships of her class have a standard displacement of some 2,000 tons, an overall length of 372 feet and a beam of 41 feet. They are powered by geared steam-turbine machinery.

SHIPBUILDING IN CANADA

The accompanying article on shipbuilding in Canada has been taken from an address by Commodore S. M. Davis, Director General Ships, to the Manitoba United Services Institute on February 18.

Commodore Davis was a member of the Royal Corps of Naval Constructors from August 1940 until October 1964. His war experience including service on board the battleship HMS Rodney as damage con-

trol officer when the Rodney took part in the search and sinking of the Bismarck in May 1941.

Shortly after coming to Canada in January 1950, Commodore Davis entered the RCNR in Montreal. He joined the staff of the Naval Constructor-in-Chief in July 1953. He was appointed Director General Ships at Naval Headquarters in April 1961 and was promoted to the rank of commodore on March 10, 1962.

FOR THE PAST 12 years naval shipbuilding has been a dominant factor in the development of the Canadian shipbuilding industry. Before then the industry had played a quite heroic role during wartime. However, although its war-time size was large and dedication dramatic, its skills were not correspondingly impressive. This was principally because the industry was confined to the production of relatively simple ships.

The 1950s brought an important transition in the industry as a result of the Government's decision to build destroyer escorts of the most advanced design in the world: the modern destroyer escort is a highly-sophisticated vessel combining the finest developments in the engineering, electronics and shipbuilding fields.

During this transition period the industry at all levels developed its abilities to handle new and advanced naval requirements. There was a major change in management approach and attitude. Technical skills were developed to high levels. Impressive advances occurred in planning, administration, co-ordination and costing. This transition was slow and at times discouraging but it did result in a much more efficient method of determining the actual cost of a vessel.

The results can be measured. Destroyer escorts commenced in the early part of this period took around 3,000,000 man hours to complete and well in excess of five years. Destroyer escorts recently completed have taken more than 1,000,000 man hours less for a comparable ship. In the last four destroyer escorts completed, dramatic savings have been achieved with completion right on schedule.

IT IS A COMMON ERROR to measure the shipbuilding industry purely in terms of shipyards. The Canadian

shipbuilder is basically the assembler of the products of others. This is not said to depreciate his role, since his responsibilities in the field of naval architecture, engineering, production and assembly are impressive. Rather, it is intended to demonstrate the breadth of shipbuilding.

The modern warship represents about 10,000 classes of items. The range of these components is dramatic, from dish-washing equipment to variable depth sonar; from insulation equipment to aluminum superstructure; from massive steam turbines to fractional HP motors. It uses the facilities of major companies and small scale proprietors. Companies like Canadian Westinghouse, John Inglis and Canadian General Electric participate in a major way; small facilities in Quebec and the Maritimes also contribute. It is interesting to note that a major Canadian manufacturer of propellers is

located many hundreds of miles from the sea, at Owen Sound.

Naval shipbuilding is thus a vivid example of an industry that generates activity in a vast range of other fields. Few, if any, industries have a broader impact on related industrial fields.

Of the industry generally—and indeed its products—I can assure you Canada has nothing to be ashamed. Our costs may be high, but this is almost entirely a reflection of our cost of living. In productivity, ability and general efficiency, while there is always room for improvement, ours do not suffer by comparison with other world shipyards.

SINCE 1955 we have been producing an average of two DDEs annually. We will have 20 of these by mid-1964. Superficially, these bear considerable resemblance to one another, but progressive improvements have been made. It is now about mid-life for the first vessels, a time to review their usefulness and bring them up to date. We have therefore proceeded with a modernization program for the 205 (St. Laurent Class) which commenced with the conversion of HMCS Assiniboine.

In considering the modernization of our anti-submarine vessels, we took into account the importance of the helicopter in the field of anti-submarine warfare and accordingly have fitted these vessels with a helicopter flight deck and associated facilities, and with a variable depth sonar. The latter is a recent equipment which has been largely Canadian in concept and development. It consists of a towed sonar set which can be lowered through the thermal layers of the ocean so as to detect submarines which previously could hide in or below the various temperature strata of the water. The last of the 205 conversions is to complete early in 1966.

In addition to the conversions, we are building two new vessels, with the



COMMODORE S. M. DAVIS

same configuration, which will be commissioned in 1964. These vessels are of 2,858 tons deep-load displacement. They are 366 feet overall. In order to provide for the helicopter hangar, and for a smoke-free flight deck, it was necessary to have twin funnel uptakes. A CHSS2 Sea King anti-submarine helicopter will be carried and housed in the hangar immediately abaft the funnel. The variable depth sonar will be operated from a well-deck aft.

Within their time scale we consider the 205 class among the best in the world. With our modernization program, we hope that they may maintain their position as anti-submarine units as effective as any within or without the NATO Alliance.

A PROJECT which has been engaging our attention since 1958 is that of the requirement to provide for the replenishment of our fleet at sea. In 1958 the Naval Staff established the requirement for a vessel capable of effecting the replenishment of ships at sea with petroleum products, stores and provisions and for providing logistic support by replacing helicopter and A/S missile and gun ammunition, and certain high-usage material. The ship has to be capable of performing these tasks in heavy weather and at high speeds and of accepting two DDEs simultaneously.

HMCS *Provider* was laid down in Lauzon, Quebec, in July, 1961. She commissioned in September last and has a complement of nine officers and 150 men. She is a vessel of 20,000 tons displacement. Her overall length is 551 feet and her length on the water-line 533 feet with a normal draught of 30 feet. She is propelled by a Westinghouse steam turbine producing 21,000 shaft horsepower (SHP) driving a single shaft. Her endurance is 5,000 miles.

My department has in hand one major project in which the Navy is directly interested and two in which we have an indirect interest through the Defence Research Board. Perhaps the most exciting of these projects is the hydrofoil. Many nations are investigating the potential of this type of craft in which we in Canada have some reasonable experience.

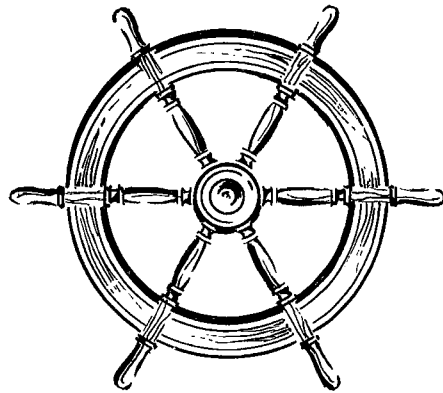
Concurrently with the Canadian work, the United States Navy has also conducted a hydrofoil development program. The basic difference in Canadian and American research programs are in the size of the craft and in the foil systems employed.

The proposal for the Canadian vehicle arose from the Naval Research Estab-

lishment in 1960 and the design has been the subject of a very great deal of experiment and computer analysis. For RCN use the vessel must be capable of all-weather, open-ocean use.

Plans call for delivery of this craft in 1966 for evaluation in Halifax, first as a vehicle and subsequently, with its fighting equipment, as an operational unit of the fleet.

This is a particularly demanding project in which we have the assistance of at least 10 different research laboratories in Canada, the United States and Great Britain. Here is an indication that we are working at the boundaries of knowledge and in many ways Canada is pioneering in this difficult subject. The whole program is being managed by computer techniques and, while we expect a good many headaches, we are soberly confident.



IN ADDITION to the hydrofoil, two other projects for the Defence Research Board are engaging our attention.

The first is an oceanographic research vessel, designed by my department for the Pacific Naval Laboratory. Although the PNL will be the prime users, the Pacific Oceanographic Group will use it for fishery research, Mines and Technical Surveys people will use it for seismographic work and the University of British Columbia will use it for general oceanographic research. We have, in our design, tried to cater for all of these users.

The vessel will have a deep displacement of 1,564 tons and a length of 236 feet overall. The main propulsion will be diesel electric, and the ship will have a range of 10,000 miles at 12 knots and a top speed of 16 knots.

It is intended that the vessel be able to operate in ice, and to that end it has been designed to Lloyd's Class 3 Specification. Twin screws and twin rudders will provide high manoeuvrability and enable the ship to turn within $2\frac{1}{2}$ times her own length. The crow'snest will be

fitted with engine and steering controls for navigation in ice.

A bulbous bow has been incorporated in the design to reduce pitch, and anti-roll tanks will be installed. A large articulated five-ton crane forward will be so fitted as to permit the jib head to be lowered to the water, thus reducing the amount of swing on scientific instruments. Two additional Austin-Weston telescopic cranes each of nine tons capacity will also be fitted. Two oceanographic winches each capable of holding 30,000 ft. of 5/16 inch wire, two bathythermograph winches and a deep-sea anchoring and coring winch are included in the equipment. Noise will be reduced to a minimum by acoustic insulation in the machinery spaces and by the fitting of noise-reducing propellers.

This vessel will satisfy a very urgent need for a Canadian oceanographic vessel, particularly for work in our northern waters.

The second task on which my department is working for the Defence Research Board is the design of a vessel for the Naval Research Establishment on the East Coast.

This ship is required to conduct acoustic, hydrographic and general oceanographic work, particularly as it relates to anti-submarine warfare and is to be capable of operation in heavy ice in company with an icebreaker.

The vessel will be 252 feet overall, with a displacement of 2,000 tons. The power will be diesel-electric driving two shafts, and we plan an endurance of 8,000 miles at 12 knots and a top speed of 16 knots.

I HAVE ONLY discussed ships built in Canada. However, the RCN is acquiring three Oberon class submarines and these are being built for our navy in Britain. The first one, launched February 29, will commission in September 1965. The second will commission in the middle of 1967 and the last in 1968. These are modern, conventionally-powered submarines and we will use them in the Atlantic in peace time to train our anti-submarine warships and aircraft in their trade. During an emergency they can readily turn to operational duties.

It is fashionable these days to be critical of the Navy and of the Armed Forces generally. We acknowledge a lack of perfection and we doubt its existence in our critics. We are not in despair, neither are we at our wits' end, and if tomorrow brings a completely different set of problems, we have the enthusiasm and willingness to tackle them to the very best of our ability.

AFLOAT AND ASHORE

ATLANTIC COMMAND

HMCS *Bonaventure*

When HMCS *Bonaventure* arrived at Famagusta, Cyprus, March 30, she concluded a month that will be long remembered by her officers and men. During this month a mark was set that she will probably never equal nor break. The *Bonaventure* steamed 8,800 miles during the month of March. This is 3,269 miles more than her previous high set in May 1960.

The month began in the Gibraltar area where the "Bonnie" was involved in Exercise Magic Lantern. She was withdrawn from the exercise March 7 and returned to Canada to pick up troops and vehicles for the Canadian Cyprus Contingent. She arrived in Halifax March 13 and sailed for Cyprus March 18.

In the period between Sept. 25, 1963, when she sailed for fall exercises and March 30, 1964, when she arrived in Cyprus, the *Bonaventure* steamed 30,392 miles. This distance is greater than a trip around the equatorial circumference of the earth plus a side trip along the entire Canadian-U.S. border.

NAVAL DIVISIONS

HMCS *Cataraqui*

A long association with the naval reserve ended on April 24 with the retirement of Lt.-Cdr. Wallace R. Berry, of HMCS *Cataraqui*, Kingston naval division.

Lt.-Cdr. Berry attended Queen's University from 1937 to 1942 and joined the RCNVR on April 24 of the latter year as a sub-lieutenant (special branch), specializing in anti-submarine work.

Following demobilization he joined *Cataraqui* and continued to serve there as an officer of the RCNR from Nov. 14, 1946, until his retirement on April 24 of this year. He was promoted to his present rank in 1955.

During his years at *Cataraqui*, Lt.-Cdr. Berry served as information officer and as staff officer, enlistment and release. In addition to actively publicizing the Navy in Kingston, he assisted as an information officer on many occasions at the Great Lakes Training Centre, in Hamilton, and at annual naval veterans' reunions.

In civilian life, Lt.-Cdr. Berry is a photographer. After the war he worked with Associated Screen News until 1947 when he set up his own portrait photography business in Kingston.

HMCS *Scotian*

As so neatly phrased by the Chief of the Naval Staff, what was to have been a wake turned out to be a celebration.

Officers of HMCS *Scotian*, together with their many distinguished guests, foregathered at HMCS *Stadacona* on February 28 to mark the re-birth of the naval division.

Scotian, along with some other divisions across the country, had been scheduled to pay off for the last time in March and officers of the Halifax establishment planned a mess dinner for February 28 to mark the end. However, it was subsequently decided that *Scotian* and *Malahat* would remain in commission.

Distinguished guests included His Honour H. P. MacKeen, Lieutenant-Governor of Nova Scotia; Rear-Admiral Jeffrey V. Brock, Flag Officer Atlantic Coast; Major-General R. W.

Moncel, GOC, Eastern Command, Canadian Army; Air Commodore Fred Carpenter, AOC, Maritime Air Command; Commodore R. L. Hennessy, Commodore Personnel Atlantic Coast; Major Charles A. Vaughan, of Halifax, and Mayor Joseph Zatzman, of Dartmouth.

Cdr. Bruce S. C. Oland, commanding officer of *Scotian*, read a message from the Chief of the Naval Staff as follows: "I am sorry that I am unable to be present at your mess dinner tonight. I rejoice with you that it can now be a celebration instead of a wake. Since its inception as *Haligonian* in 1925, your reserve division has made a notable and effective contribution to the naval effort both in war and peace. It is good to know that *Scotian* will continue to be ready to proceed whenever required. To Cdr. Oland, Officers and Ship's company of HMCS *Scotian*, best wishes and smooth sailing."

The evening was highlighted by the presentation to His Honour of a framed photograph of the ship's company of *Scotian* by Cdr. Oland. Photographs were also presented to other guests. Cdr. D. P. Brownlow, executive officer of *Scotian*, presided.

RCN Sympathy Appreciated

The following letter was received by Vice-Admiral H. S. Rayner, Chief of the Naval Staff, from His Excellency, the Australian High Commissioner to Canada, D. O. Hay:

"Ever since the sad news came through of the *Voyager* tragedy, I have received a steady flow of warm messages of heartfelt sympathy from the Royal Canadian Navy.

"In many cases your officers and men have also made exceedingly generous donations to the Relief Fund for the families of the officers and men of HMAS *Voyager* who lost their lives in the tragedy. These donations have been paid into the HMAS *Voyager* Dependent Relief Fund.

"I have, of course, written to the commanding officers of the stations from which messages and donations have come. I should be most grateful if my deep appreciation could be made known to the RCN more generally.

"Gestures such as these, in time of distress, show how quickly the armed services of our countries respond to one another's needs. They show, too, how enduring is the friendship between our two countries."

SEA CADETS

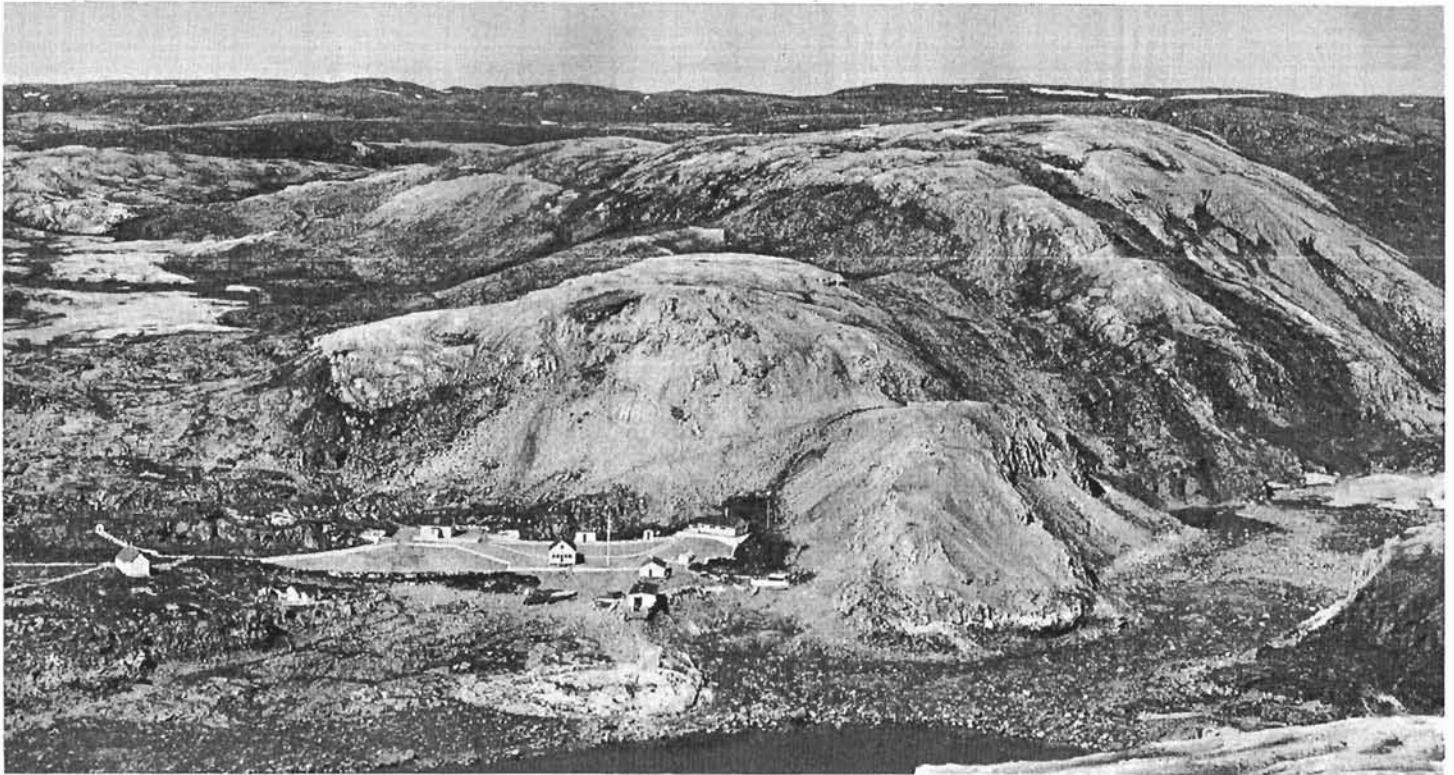
RCSCC Woodstock

Harold Kessler, past president and organizer of the Navy League of Canada, Woodstock, Ont., branch, was honoured by the league for his 22 years of work on behalf of sea cadets.

Mr. Kessler, who joined RCSCC *Quinte* in 1942 as a cadet, has been associated with the sea cadets since then. He left the cadets as a lieutenant in 1948.

He came to Woodstock in 1956 and took part in the organization of RCSCC *Oxford* (now RCSCC *Woodstock*). The name was changed to honour that of the *Woodstock*, Second World War corvette.

A Navy League scroll was presented to Mr. Kessler by Lt.-Cdr. W. W. Bowditch, Commander Sea Cadets, Lt.-Cdr. Bowditch was on his first visit to Woodstock. He was accompanied by Sub-Lt. Philip Levey, Western Ontario area cadet officer.



Sheltered by the barren rocks of Baffin Island is the trim Hudson's Bay post at Lake Harbour settlement. An Eskimo village is nearby. All pictures were taken by Lt.-Cdr. Croal.

THE WORST ICE YET

ONCE AGAIN it was my good fortune to serve as naval observer in the Canadian Coast Guard Icebreaker *John A. Macdonald* during the 1963 Arctic supply operations.

More than 100,000 tons of cargo were delivered to 50 Arctic and sub-Arctic outposts, despite the fact that ice conditions in certain areas were the worst on record. This reflects great credit on the seamen, who manned the landing barges, and the ships' captains, who were subjected to more than normal strain by the hazards of the relentless ice.

A total of 19 Coast Guard vessels, including seven icebreakers, plus about 20 commercial ships, eight of them under charter to the Department of Transport, took part in the supply operations. For the most part they worked

in convoy, with the icebreakers leading the way through the heavy ice fields.

It was apparent when the first north-bound ships reached Hudson Strait in late July that a difficult season lay ahead. Before the shipping season was finished the Arctic ice had wrought vengeance on a number of Coast Guard ships, including the powerful *John A. Macdonald*, which suffered dented bow plates. All were able to continue with their duties, however, excepting three small shallow-draft ships which were forced to undergo emergency repairs in the Arctic and later were towed south for drydocking and repairs. One of these, the CCGS *Nanook* was a near loss.

Delivery of cargo and personnel bound for, or returning from, some of

the Arctic outposts was delayed a week and more while the ships awaited a favourable change in the wind to move the ice and open up channels. Due to ice, lateness of the season and commitments still to be met, the *John A. Macdonald* cancelled her trip to Tanquary Fiord on northwest Ellesmere Island to deliver cargo to the Defence Research Board's scientific base and landed this cargo at Eureka weather station instead.

Even in Hudson Bay ice conditions were worse than in past years but, with routing advice and icebreaker support provided by the Canadian Coast Guard, shipping moved freely throughout the season. The wheat export from Churchill totalled 22,864,100 bushels, establishing a new record, and 48 vessel loadings were recorded.

Dull overcast skies that kept pack ice from melting and a shift in the general direction of the wind were factors making ice conditions the worst on record in some parts of the Arctic in 1963. This gave considerable satisfaction to the RCN's old Arctic hand, Lt.-

Cdr. J. P. Croal, who had previously seen the icy northern seas at their best. Not everyone who made the journey would speak of the opportunity to go north as a stroke of "good fortune", as Lt.-Cdr. Croal does in his account of last summer in the Arctic.

The scientific and charting program normally carried out by the icebreakers was greatly curtailed this year due to the heavy concentration of ice. However, on the bright side, the ex-RCN icebreaker CCGS *Labrador*, of North West Passage fame, pushed north into Kennedy Channel between Ellesmere Island and Greenland to latitude 81° 16' north, the furthest north point yet reached by a Canadian ship in that area.

While the Eastern Arctic supply task was under way, the Victoria-based Coast Guard icebreaker *Camsell* escorted supply ships in the Western Arctic and contributed to the hydrographic program.

To summarize the ice situation in 1963, the Western Arctic appears to have been reasonably open to shipping, Lancaster Sound and Barrow Strait and most of the Archipelago had the worst conditions yet recorded, the eastern side of Baffin Bay and Davis Strait up as high as Kennedy Channel was open to shipping whereas the east coast of Baffin Island was heavily consolidated all season, Hudson Bay and strait was later in clearing but was open to shipping as usual.

I joined CCGS *John A. Macdonald* in Montreal on July 17 where the ship was loading cargo. Due to delays caused by shifting the ship to various loading sheds and in cleaning fuel storage tanks, we did not sail for the Arctic until July 20.

The usual fog and rain, with some icebergs, were encountered along the Labrador coast and our first pack ice was encountered as we crossed the head of Ungava Bay on July 26.

The remainder of July and early August was spent delivering cargo to settlements in Hudson Strait and carrying out escort duties along the east coast of Baffin Island, where extremely heavy ice was encountered.

After a brief stop at Thule, Greenland, to load cargo, the *Macdonald* proceeded to the entrance of Lancaster Sound to rendezvous with shipping bound for Resolute Bay on Cornwallis Island. On August 10, off the entrance to Lancaster Sound, we joined the *Federal Pioneer*, a chartered cargo vessel, not ice-strengthened, the *Edouard Simard*, a chartered tanker, which is ice-strengthened, and CCGS *Nanook*, a converted LCT, which was transporting 90 stevedores, and two

LCMs. Some time later we were joined by CCGS *C. D. Howe*, an ice-strengthened special Arctic service vessel, and proceeded along the south coast of Devon Island.

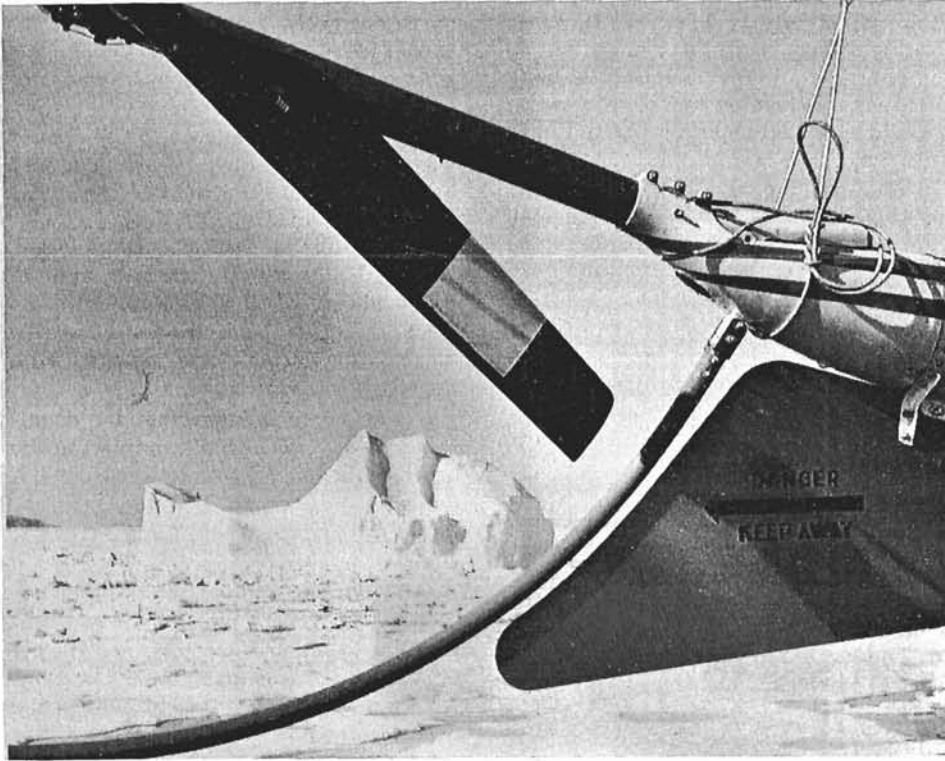
By midnight on August 10 the convoy was past Croker Bay, following a lead along Devon Island two to three miles off the coast. The *Macdonald's* helicopters, after a reconnaissance flight, reported nine-tenths concentration 42 miles ahead of the convoy, with no leads. A report from Resolute Bay indicated the harbour was plugged with heavily consolidated ice.

It was fairly obvious that ice conditions as they were would not permit the unstrengthened ships to proceed without damage.

At 1030 on August 11, the convoy was stopped by 10/10 ice three miles off Burnett Inlet and, with an easterly wind of 20 to 30 knots, there was tremendous pressure on the ice, 70 per cent of which was giant floes. The Danish Polar Vessel *Helga Dan*, which had been proceeding independently to Resolute Bay with oil drilling equipment, joined up with the convoy just prior to stopping.



The Danish ship *Helga Dan* in Lancaster Sound on August 12, 1963. Note the glacier coming down to the sea through the gap in the hills in the background.



Lt.-Cdr. Croal did not notice the sign on the helicopter's tail until the picture was developed but it is a warning that northern voyagers do not need to be given where icebergs are concerned.

To add to the heavy burden of responsibility which the *Macdonald's* master was carrying, only one of his three bridge watchkeeping officers had previous experience in ice. This may be an indication that an apprentice system may be necessary for training Coast Guard officers.

Taking advantage of every occasion when the pressure eased on the ice, the convoy slowly and painfully, under the guidance of the *John A. Macdonald*, proceeded westward along the Devon Island coast until near midnight on August 13 when the convoy was stopped by heavy pressure on the ice near Radstock Bay.

Every seaman has an inherent fear of standing his ship into danger and, in the cases of the unstrengthened ships working in ice this bad, the strain on the masters and bridge officers was indeed obvious.

During this phase of the operation, the chief officer of CCGS *Nanook* died of a heart attack, a sad and premature end for an able officer. This did nothing to raise the morale of the 90 stevedores cramped in this small vessel.

On August 14, while still beset in the ice off Radstock Bay, we received word that the Danish Polar Vessel *Thora Dan* was proceeding independently along the Devon Island coast to join the convoy, which would bring the total to seven

ships operating in this ice-bound nightmare; late on this day *Thora Dan* joined the Resolute convoy.

It was a pleasure watching these fine Danish ships operating in the ice. They are well found and well manned, their radio telephone procedure is most

courteous and correct and, unlike some of the Canadian ships, they caused no delay and followed the icebreakers' track at every turn. The J. Lauritzen Lines, Copenhagen, has a fleet of 21 similar polar vessels, plus an assortment of 17 refrigerator, tanker and cargo vessels.

On August 15 at 0400, with a southerly wind, the convoy drifted to within 1.5 miles of Cape Liddon, Devon Island, and CCGS *Nanook* reported three feet of water in her bow from a hole in her starboard side and said she was pumping. An urgent message was sent for additional icebreaker support. The rest of the morning the *Macdonald* spent escorting the vessels to seaward and, when safely five miles off the land, she returned to assist the *Nanook*, which as well as being holed on the starboard side of her bow had sustained damage to rudder and port shaft. The 90 stevedores and the body of the chief officer were transferred to the *Macdonald* where temporary quarters were set up in the cargo hold for the stevedores.

The *Macdonald's* cooks and stewards did a fine job in feeding the 90 additional hungry mouths.

As expected, the routine of the ship was somewhat disrupted by the additional personnel, who took over like a swarm of hungry locusts, and it was a tribute to the patience and understanding of the *Macdonald's* master that there was only a minor earthquake when he came off the bridge one night



The icebreaker N. B. McLean towing CCGS *Nanook* through Wellington Channel on August 22, 1963. The *Nanook* had been holed forward.

and discovered two stevedores firmly bedded down in his cabin.

August 16 broke fine and clear and, with a drop in the wind, the pressure eased on the ice. Leaving the *Nanook*, the *Macdonald* took advantage of the favourable conditions and escorted the ships to within 15 miles of Resolute Bay. That night was spent standing by the convoy as an ESE wind gusted to over 40 knots keeping the ice jammed solidly in Resolute Bay. With rain and snow, it was a very dismal situation. However, the CCGS *d'Iberville*, somewhere off the Baffin Island coast, was reported steaming at best speed to assist.

On August 17, with conditions little changed, the *Macdonald* transferred the 90 stevedores and the body of the *Nanook's* chief officer to the CCGS *C. D. Howe* and, leaving the *Howe* in charge of the Resolute convoy, she proceeded at best speed to the assistance of the *Nanook*, which reported she was drifting rather close to the land. At 1815 the *Macdonald* closed the *Nanook* to within two miles and stood by to await a slack period in the ice pressure and to attempt towing.

The *Macdonald* stood helplessly by the *Nanook* as she drifted, firmly clasped in the ice, to the west and, rounding the southwest tip of Devon Island, proceeded to drift, at times only two cables off the beach, up Wellington Channel. The ice pressure during this period was too great to permit towing.

Finally, on August 20, with a shift of the wind to the northwest, the *Nanook* was in danger of being forced onto the beach by the ice pressure. It was at this point that Captain James Cuthbert, the *Macdonald's* master, performed a fine feat of seamanship. Taking his ship alongside the *Nanook* and with only 30 feet of water under his keel, he put a tow line aboard the *Nanook* and hauled the vessel two miles to seaward before

the tow line parted in 10/10 ice concentration. The *Macdonald's* two divers went down and examined the damage to the *Nanook's* underside and arrangements were made to beach the vessel at Resolute for temporary repairs, provided she could be towed there.

Another attempt at towing was made on August 21 and a few more miles gained to seaward before the tow line parted again. However, the immediate danger to the *Nanook* was past as her pumps were holding their own.

On August 22, G. W. Stead, Assistant Deputy Minister, Marine, embarked in the *Macdonald* by helicopter from Resolute and, with the arrival of CCGS *N. B. Maclean* (icebreaker), the two icebreakers teamed up to attempt to tow the *Nanook* to Resolute. However, ice conditions were still too severe at this time to make any headway by towing.

As the *Macdonald* had cargo on aboard for discharge at Resolute before going to Eureka weather station on Ellesmere Island, it was decided that the *N. B. Maclean* should remain with the *Nanook* to await favourable towing conditions while the *Macdonald* proceeded to Resolute.

By the time the *Macdonald* arrived at Resolute early on August 23 the ice had cleared out of the harbour and all ships had entered and were discharging cargo.

The *Macdonald* sailed for Eureka on August 24, no difficulty being experienced from ice until Norwegian Bay was reached. It was heavily consolidated with ice of the previous winter's origin. The powerful *Macdonald*, with much snorting and straining, forced a passage and arrived at the automatic weather station on Sherwood Head, South Axel Heiburg Island, early on August 26. After inspection of the station, the ship departed for Eureka, which was reached late the same day with no difficulty.

Soon after arrival at Eureka, the ice cleared sufficiently to allow cargo landing operations to commence and, as usual, the *Macdonald's* seamen, mostly Nova Scotians and Newfoundlanders, did an excellent job in landing by small barges about 280 tons of cargo and a large quantity of fuel in conditions of cold, and choppy seas.

After embarking Dr. G. Hattersley-Smith (DRB) and his scientists, who had flown to Eureka in a light aircraft from their base at Tanquary Fiord, the *Macdonald* departed Eureka on August 29 for Resolute Bay.

The return passage through Norwegian Bay was carried out in similar ice conditions to the north-bound passage, but freezing conditions consolidated the ice even more closely. However, the *Macdonald* was equal to the strain and forced a passage into Hell Gate which was transited in heavy ice conditions on August 30.

On August 31 a good passage was made through Lancaster Sound, as the ice had eased considerably due to northwest winds. In transit of this passage we passed the *Helga Dan*, *Federal Pioneer* and *N. B. MacLean*, which were southbound. The *MacLean* earlier had towed the *Nanook* to Resolute Bay, where she was beached.

The *Macdonald* anchored at Resolute on the evening of August 31 where I disembarked with the Defence Research Board scientists for air passage back to Ottawa.

After further escort duties and scientific studies during September, the icebreaker fleet had all returned to home ports by late October, ending the worst season yet recorded for ice in the Canadian Arctic Archipelago.

The Canadian Coast Guard learned many useful lessons during the year's operation which should lead to more efficient planning and control of future Arctic operations.



Part of the Resolute convoy proceeding through the ice in Lancaster Sound on August 15, 1963.

HERE AND THERE IN THE RCN



FAMILY PORTRAIT—No particulars accompanied this portrait of HMCS New Waterford's officers and men but it appears it was taken in southern waters—south of the Angus Macdonald bridge, that is. The captain of the New Waterford is Lt.-Cdr. Robert S. Brown. (HS-74909)



With summer approaching and the increasing popularity of scuba and skin diving, the Royal Canadian Navy's timely water-safety display gets full attention from students of Colquitz, B.C., Junior High School. Lt. J. O. Rowland, PO F. W. Olkowitz and Ldg. Sea. G. Sine of the Clearance Diving Establishment demonstrate diving apparatus and safety methods used in the RCN and pamphlets stressing water safety are distributed. (E-76130)

THE NAVY PLAYS



These smiling ladies, members of the RCN Ladies' Curling Club of Ottawa, were the first rink, men or women, in the national capital to become champions of Ontario. They went on to a gruelling nine-game national championship at Edmonton, winding up in a fourth place tie after battling ladies from every other province. Left to right are Mrs. A. D. Manning, lead; Mrs. N. W. Denney, second; Mrs. R. D. Fulton, third, and Mrs Sterling Hanright, skip. (O-15409)

NAVY WIVES WIN CURLING TITLE

THE RCN LADIES' Curling Club of Ottawa, a mere five years of age in February, produced a foursome this winter which was the first Ottawa rink, male or female, to capture a provincial curling shield.

Mrs. Sterling Hanright's rink, wearing RCN Curling Club badges, won the shield at Cornwall with four wins and one loss (to Beardmore, the North-western Ontario rink) and then went on to Edmonton in the latter part of February, this time wearing Ontario badges, to play all other provinces in the Diamond "D" bonspiel, the ladies'

version of the Brier Cup. They won five, lost four and finished in a fourth place tie.

Five years ago, only seven of the original 34 members of the club had ever thrown a stone. This year, the Hanright rink had to play six games to break a five-game tie for the club championship, but gained a bye into the Ottawa play. They won their three games there and went on to the district championships in Lancaster where they cleaned the four-game finals. They thus became the first Ottawa team of either sex

to break out and win provincial honours, at stake in Cornwall.

The curlers of the capital were jubilant supporters of the rink, whose members had never curled before joining the club five years ago. Coverage by Marcel Schnobb of the *Ottawa Journal* and Ross Peterkins of the *Citizen* was lavish. Ken Grant of CFRA Radio went with the ladies to Edmonton where he "beeped" a report to Ottawa listeners at every second end as well as interviewing team members during the national playoffs.

With Mrs. Hanright, skip, were Mrs. R. D. Fulton, third; Mrs. N. W. Denny, second, and Mrs. A. D. Manning, lead. The club president, Mrs. Vic Skinner, followed them through the 18 games they played to get the Diamond "D" berth and went with them to Edmonton, just in case one of the Navy girls was injured and she had to step on the ice to sweep.

For the Edmonton play, the *Ottawa Journal* provided provincial crests for their sweaters and the City View rink of Dot Lewis knitted them slippers. All their menfolk baby-sat anywhere from one to six children, but only for the week.

So the RCN Ladies' Curling Club concluded a most successful season with a closing banquet in April, with presentation of trophies and prizes and an original skit by the thespians of the club.

Winners of the various trophies were:

Rose Bowl: Mrs. V. Spooner, Mrs. Marion Staple, Mrs. Eleanor Forrester and Mrs. Barbara Fraser.

Executive Cup: Mrs. B. Newton, Mrs. Helen Pickford, Mrs. Dorothy Stewart and Mrs. Shirley Whittington.

Boyd Trophy: Mrs. Helen Webb, Mrs. Helen Walker, Mrs. Barbara Sinclair, Mrs. Barbara Fraser.

Dempsey Trophy: Mrs. Helen Pickford, Mrs. Vivian Hillier, Mrs. Barbara Fraser and Mrs. Mary Weatherall.

There were three other outside events in addition to the provincial shield. The club produced rinks which won the Montreal invitational Town of Mt. Royal trophy, RCAF Uplands Hiram Walker trophy, and the inaugural Business Girls' invitational at the Ottawa Hunt Club.

Scotian Triumphs In Dockyard Hockey

HMCS *Scotian* players ended their first year in the Halifax Dockyard Independent Hockey League by walking off with top honours.

Sole survivor of the defunct Reserve Forces League, the Halifax naval division entered the Dockyard League this season, competing with the Naval Armament Depot, MEE and Electronics.

Scotian finished the regular schedule in second place behind Electronics, who did not lose a single game and were heavily favoured to capture the league title.

In the semi-finals, both *Scotian* and Electronics disposed of their rivals in straight games and after losing the first game of the finals 9-8 *Scotian* bounced back to take the next two 6-5 and 6-4. In the fourth tilt, Electronics recov-

ered to trounce the sailors 9-4, setting the stage for the final thriller.

After a close battle and with about a minute to go, Electronics removed their goaltender with the face-off in the *Scotian* end. The move backfired as Jack Nicholson, the smallest player in the League, scored into the empty net to give *Scotian* a 4-1 win.

The Nu-Way Cleaner trophy was presented by Captain Frank Harley, Manager Ship Repair. The Naval Civil Service Association Trophy for the league's top scorer was won by *Scotian's* PO "Sandy" Munro. The calibre of play in this league may be appreciated by the fact that two players were called up during the season by the Halifax senior team.

Newport Corner Wins At Broomball

The annual broomball classic between Newport Corner Naval Radio Station and Albro Lake Naval Radio Station was held this year at the Windsor Memorial Arena, Windsor, N.S., the honours going to Newport.

His Worship Major R. C. Dimock, of Windsor, N.S., dropped the first ball to start the game and then headed for the protection of the spectators' seats.

The classy Newport team outscored Albro Lake by 2-0, both goals being scored by PO Ed Bland.

The game was featured by the strictness of the refereeing, the officiating duties being carried out by A. Willet Parsons, popular Windsor businessman and sports enthusiast. At one point dur-

ing the game, star forward PO Bland was sitting out a two-minute minor penalty for smoking on the ice.

The Albro-Newport broomball trophy is proudly displayed in Newport's trophy case for the fourth consecutive year.

Prairie Sailors Hold Bonspiel

Curling skills were fairly well distributed among the Prairie naval divisions when a total of 20 rinks competed January 17-19 in the First CAN-MIDWESTDIV Bonspiel, at Saskatoon.

The primary event, the Boychuk trophy, was won by the G. Black rink of HMCS *Tecumseh*, Calgary. The Keith trophy went to Ralph Oggelsby's Saskatoon rink. The McLeod Trophy was won by *Chippawa's* Williams foursome.

Two former *Unicorn* commanding officers and the current one donated the trophies. Saskatoon firms gave generous assistance. The 'spiel was the brainchild of Ldg. Sea. Ralph Oggelsby, at *Unicorn*. The host division entered eight rinks, there were six from *Chippawa*, Winnipeg, four from *Tecumseh*, Calgary, one from *Queen*, Regina, and one from *Nonsuch*, Edmonton.

Ottawa Curlers End Season

The annual closing of the RCN Curling Club (Ottawa) was held on April 18 with the finals of the closing mixed bonspiel and presentation of prizes for the season providing the program for the evening.



Lt.-Cdr. E. C. Boychuk, commanding officer of HMCS *Unicorn*, Saskatoon, presents his trophy to the first event winners, the G. Black rink of HMCS *Tecumseh*, Calgary, at the conclusion of the first CANMIDWESTDIV bonspiel in Saskatoon. Supporting Black were D. Ferry, J. Thoroldson and S. Kornelson.

Trophy winners for the events operated during the season were:

President's Trophy: R. Carle, H. Wethey, E. Gummer and R. Henry, skip.

Luther Trophy: J. Locke, B. Law, A. Sexsmith and B. Doak, skip.

EDO Trophy: B. Mead, D. Nicholson, G. Swallow and T. Thomas, skip.

United Aircraft of Canada Ltd. Trophy: E. Coombe, A. Ennis-Smith, A. Sexsmith and R. Henry skip.

Captain Morgan Trophy: J. Thomson, K. Barkley, G. Gillis and R. Salmon, skip.

Roper Trophy (non-skip): B. Mead, B. Albert, R. Swallow and G. Swallow, skip.

Labatt Trophy, opening mixed bonspiel: A. Swallow, R. Swallow, J. MacGillivray and John MacGillivray, skip.

Hill-the-Mover Trophy, Christmas mixed bonspiel: H. MacPherson, D. Manning, R. Manning, and C. Evans, skip.

Pat-Lid: B. Mead, J. Sinclair, G. Parker and V. Skinner, skip.

Fleet Trophy, closing mixed bonspiel: D. Hall, A. Ross, V. Ross, D. Gillis, skip.

Carling Trophy (fixed mixed): B. MacKeown, B. Doak, W. Hurcomb and D. Gillis, skip.

The annual general meeting of members was held April 20 and the new board of directors was elected for the 1964-65 seasons as follows:

S. E. Paddon, president; D. A. Collins, vice-president; H. Williams, vice-president and chairman of the membership committee; E. C. Garland, secretary; B. A. Campbell, treasurer; E. R. Harper, chairman of match committee; A. G. Spooner, chairman of the house committee; R. J. Craig, chairman of ice committee; W. Huculak, chairman of the entertainment committee; F. S. Hickman, ice rentals, and N. W. Denney, past president.

The club is grateful to the donors of three new trophies this past season for annual competition, to be known as the EDO trophy, the VACL trophy and the Carling trophy.

W. G. (Dick) Ross was elected to honorary life membership in the club in recognition of his efforts in forming the club and obtaining the curling facilities at Dow's Lake. The first honorary life member of the club, H. Nelson Lay, presented the club with a pin table which will be used to display the various curling pins collected by the club.

Judo Title Won By Single Point

Chatham RCAF defeated HMCS *Shearwater* by a single point to take top team honours in the first tri-service

judo tournament at *Stadacona* in mid-April.

The Chatham airmen amassed 58 points. *Shearwater* was right on their heels with 57.

It was the largest judo meet ever staged in the Maritimes with 49 competitors taking part.

Other teams and their points total: RCAF Greenwood, 31; HMC Ships, 26; HMCS *Stadacona*, 19; HMCS *Cornwallis*, 12 and RCAF Beaverbank 1.

Individual winners; white belt—Bist, *Cornwallis*; yellow belt—Reiffer, Chatham; orange belt—Walper, Chatham; green belt—Brooks, *Shearwater*; blue belt—Wires, *Shearwater*; brown and black belt combined—Hogue, *Shearwater*.

Naden Gym Busy Spot In Spring

The gymnasium in HMCS *Naden* is bursting at the seams with activity these days. A recent typical week saw 4,609 naval personnel, dependents and

members of other groups participating in some type of recreational activity in the gym or swimming pool.

Besides the usual schedule of physical training and instructional classes during working hours, weekly evening events have included badminton, ladies' PT classes, junior Olympic track program, dependents' gymnastic class and boxing.

Special events in the swimming pool include classes for Girl Guides, Scouts, Sea Cadets, Cubs and Esquimalt High School students as well as adult and children remedial groups and dependent children.

During the Easter recess, a special junior leadership course for playground supervisors in the proposed children's recreation program for the coming summer in Belmont Park was attended by approximately 50 enthusiastic young people in their early teens. Basic first aid, water safety and the duties and responsibilities of leadership was stressed as well as the rules of each game and activity.

DARE TO BE A DANIEL

Gentlemen:

I'm a boy of around 10 who is very interested in the Navy. (of all countries). I've sent to; Halifax Shipyard and 8 shipyards in the U.S.A. I bet I'm more interested in ships than any boy in the world. I got a list of all U.S. submarines, and a list of 150 other U.S. ships. I have, 4 Canadian Naval ships, 2 Vietnamese, 1 South African, 1 New Zealand, 1 Australian, 8 Great Britain, 4 Russian, 1 Egyptian, 2 French. I got your address from the Halifax Shipyard. I hope to be the most famous U.S. Admiral and Heroe in the History of the United States Navy. I would like you to send me a list of all your warships or some of them. I hope you do not think I'm a spy or something, because I'm not. Any body that tried to get these papers of mine would have to kill me first be for they would get them. Thank you very much.

Daniel Bock, of Rockford Illinois, is a boy who doesn't believe in going half way in setting himself a goal in life, as is testified to in his letter received recently at Naval Headquarters, Ottawa, and reprinted here.

RETIREMENTS

CPO HOWARD DOUGLAS HAIG ALLEN, CD; C2ER4; joined RCNVR Jan. 18, 1938; transferred to RCN Aug. 2, 1940; served in *Stadacona, Saguenay, HMS Dominion, Cornwallis, Minas, Niobe, HMS Ferret, Grou, Hawkesbury, Avalon, Peregrine, Micmac, Haligonian, Cayuga, Athabaskan, Iroquois, Portage, New Liskeard, La Hullose, Swansea, Crescent, Huron, Penetang, Outremont, Kootenay, New Waterford*; retired April 16, 1964.

PO NORMAN DONALD AYTON BAY, CD; PIRP2; joined RCNVR Sept. 13, 1943, transferred to RCN Feb. 3, 1945; served in *Hunter, Catarauqui, Cornwallis, St. Hyacinthe, Peregrine, Galt, Ungava, Stadacona, Micmac, Middlesex, Scotian, Whitehead, Warrior, Magnificent, Haida, York, St. Stephen, Crescent, Shearwater, Bonaventure*; retired February 17, 1964.

LDG. SEA. DAVID LAFAYETTE McALLISTER BENTLEY; LSBN 2; joined RCNVR March 29, 1944, transferred RCN Aug. 7, 1945; served in *York, Protector, Cornwallis, Punter, Niobe, Warrior, Stadacona, Nootka, Iroquois, Div. Tender #3, La Hullose, Haida, Huron, Porte St. Louis, Quebec, Magnificent, Shearwater, Cape Scott, Lanark, Cayuga, Porte St. Jean, Crescent*; retired April 4, 1964.

PO WILLIAM HARRY BILNEY, CD; PIAT4; ex-RCAF; joined RCN Nov. 12, 1946; served in *Carleton, Naden, RCNAS Dartmouth, Niobe, HMS Condor, (RNAS Arbroath) Stadacona, Shearwater, No. 1 JAG. 31 ISAG, VS 880, VU 32, VC 920*; retired April 3, 1964.

CPO FREDERICK BIRD; C2BN3; joined April 24, 1939; served in *Naden, Stadacona, Assiniboine, Prince David, St. Laurent, Avalon, Cornwallis, Clayoquot, Niobe, HMS Vernon, HMS Warren, Humberstone, Moncton, Matane, Griffon, Athabaskan, Chippawa, Cayuga, Unicorn, Queen, Ontario, Antigonish, Royal Roads*; awarded Mention in Despatches June 2, 1943; Long Service and Good Conduct medal; retired April 23, 1964.

CPO ALBERT ERWIN BOUCHARD; C2RM4; joined RCNVR March 14, 1938 transferred to RCN July 31, 1939; served in *Naden, NSHQ W/T Station, St. Hyacinthe, Guysborough, Givenchy, Ingonish, NOIC Esquimalt, Chatham, St. Hyacinthe, Stadacona, Niobe, Warrior, Aldergrove, Ontario, Rockcliffe, (ML 124), Ehkoli, Tecumseh, Cornwallis, Crescent, St. Laurent, Ottawa, Assiniboine*; awarded Long Service and Good Conduct medal; retired March 25, 1964.

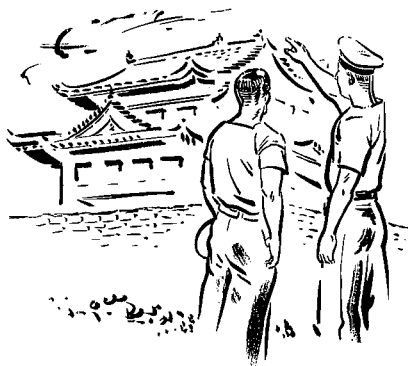
CPO LLOYD RICHARD BRADSHAW; CIBN4; joined April 24, 1939; served in *Stadacona, Venture, Skeena, Nipigon, Q-083, Q-073, Chaleur II, Hespeler, Scotian, Cornwallis, Naden, Antigonish, Ontario, Churchill, New Glasgow, Malahat*; awarded RCN Long Service and Good Conduct medal; retired April 23, 1964.

CPO HARRY FRANCIS BUCK, CD; CIST4; joined RCNVR Sept. 13, 1939; transferred RCN June 25, 1943; served in *Stadacona, Venture, Gaspé, Columbia, Somers, Isles, Peregrine, Scotian, Nootka, Athabaskan, York, Shearwater, Naden, Quebec, Cape Breton, Bonaventure, Hochelaga, Bytown*; retired February 23, 1964.

CPO CHARLES FREDERICK CHURCH, CD; CIHT4; joined RCNVR Feb. 10, 1944; transferred to RCN March 13, 1946; served in *Haligonian, York, Stadacona, Scotian, Peregrine, Shelburne, Bytown, (Catarauqui), Quebec, Donnacona, Pickle, Hochelaga, Crusader, Bonaventure*; retired February 21, 1964.

PO JAMES FRANCIS CONNOLLY, CD and 1st Clasp; PICD3, joined March 24, 1941; served in *Naden, Kelowna, Givenchy, Swansea, Uganda, Ontario, Rockcliffe, (DT No. 2), Cornwallis, Niagara, Cayuga, Oshawa*; retired March 26, 1964.

CPO JOHN VINCENT DRISCOLL; C2ER4; joined RCNVR Jan. 18, 1938, transferred to RCN April 17, 1939; served in *Stadacona, Skeena, Georgian, York, Milltown, Arvida, Scotian, Chaleur II, Beauharnois, Avalon,*



Peregrine, Cornwallis, Niobe, Haida, Kootenay, Wallaceburg, Portage, Micmac, Inch Arran; retired April 16, 1964.

CPO GORDON HUGH STANLEY FRASER, CD; CIER4; joined March 16, 1942; transferred to RCN Oct. 8, 1945; served in *Discovery, Stadacona, Moncton, Vancouver, Givenchy, Burrard, (J805), Outarde, Miramichi, Uganda, Peregrine, Kapuskasing, Warrior, Naden, Ehkoli, Rockcliffe, Cedarwood, PTC 724, Cayuga, Ontario, Royal Roads, Antigonish*; retired April 27, 1964.

PO JAMES STEWART GILLAN, CD; PIBN2; served in RCNVR April 7, 1934-March 4, 1946, RCNR Oct 7, 1948-Sept. 16, 1951; transferred to RCN Sept. 17, 1951; served in *Charlottetown naval division, Stadacona, Saguenay, DEMS, Lady Nelson, Venture, Trillium, Transcona, Annapolis, Naden, Orkney, Niobe, Peregrine, Avalon, Cornwallis, Queen Charlotte, Donnacona, Quebec, Assiniboine, Bonaventure, Quinte*; retired Feb. 7, 1964.

CPO GEORGE HENRY HALLADAY, CD and 1st clasp; CIET4; joined RCNVR Oct. 31, 1941, transferred to RCN May 1, 1942; served in *Star, Nonsuch, Naden, Bytown, Stadacona, Warrior, Niobe, Magnificent, Cornwallis, Huron, Brunswick, Labrador, Shearwater, Kootenay*; retired April 30, 1964.

CPO GEOFFREY CHARLES JONES, CD; C2LT4; joined June 2, 1941; served in *Naden, Stadacona, Kamsack, Cornwallis, Avalon, Bittersweet, Peregrine, Frontenac, Toronto, Sumas, Cayuga, Matsqui, New Glasgow, Oshawa, Beacon Hill, Assiniboine*; retired April 21, 1964.

PO NORMAN ANDREW KEANE, CD; PIWU3; served in RCN Jan. 15, 1940-Feb. 12, 1946; RCNR May 5, 1947-April 8, 1949; transferred to RCN April 9, 1949; served in *Naden, Stadacona, Assiniboine, Orillia, Hochelaga II, Charlottetown, Rimouski, Venture, Fort Ramsay, Q-064, Q-110, Q-082, Burrard, Q-125, Q-128, HMS Mastodon, Tecumseh, Athabaskan, Cornwallis, Antigonish, Crusader, Portage, Queen, Ontario, Cedarwood, Skeena, Fraser, Patriot*; retired April 19, 1964.

CPO HUGH ROBERT LOCKHART, C1ST4; joined RCN April 24, 1939; served in *Naden, Fraser, Assiniboine, Stadacona, Nipigon, Gananoque, Canso, Givenchy, Bellechasse, Outarde, Chatham, Sudbury, Quatsino, Crescent, Rockcliffe, Ontario, Chippawa, Crusader, Cayuga, Hochelaga, St. Laurent*; awarded Long Service and Good Conduct medal; retired April 23, 1964.

CPO RICHARD RYAN GORDON MALIN; C1SN4; joined April 4, 1938; served in *Naden, Restigouche, Stadacona, HMS Vernon, Hochelaga, Annapolis, Cornwallis, French, Captor II, Victoriaville, Penetang, Avalon, Ontario, Givenchy, Rockcliffe, Nootka, Athabaskan, Cayuga, Wallaceburg, Donnacona, Haida, Crusader, Algonquin, Shelburne*; awarded Long Service and Good Conduct medal; retired April 3, 1964.

CPO GEORGE HENRY MALLET, CD; C2ER4; joined RCNVR Aug. 22, 1942, transferred to RCN June 29, 1945; served in *Unicorn, York, Naden, RCN College, Miramichi, Chatham, Peregrine, Stormont, Stadacona, Cornwallis, Huntsville, Niobe, Crusader, Crescent, Cayuga, Iroquois, Portage, New Liskeard, Swansea, La Hullose, Ontario, Athabaskan, Assiniboine, Algonquin, Shearwater, Thunder*; retired Feb. 27, 1964.

CPO JAMES ROBERT MATTHEWS; C1LT4; joined RCNVR July 12, 1937, transferred RCN March 18, 1939; served in *Ottawa, Skeena, Stadacona, Naden, Esquimalt, Givenchy, Prince David, Prince Robert, St. Hyacinthe, Uganda, Crescent, Crusader, Margaree*; awarded Long Service and Good Conduct medal; retired March 17, 1964.

CPO CHARLES ERNEST MELVIN, CD; C1ER4; served in RCNVR May 23, 1941-Aug. 17, 1945; joined RCN Aug. 29, 1946; served in *Calgary naval division, Naden, Q-070, York, Givenchy, Stadacona, Trail, Nonsuch, Peregrine, Cap de la Madeleine, St. Hyacinthe, Tecumseh, Rockcliffe, Stadacona, (CN-391), Antigonish, Athabaskan, Ontario, Skeena*; retired April 6, 1964.

CPO CORNELIUS JOHN NAST; C1SG4; joined April 24, 1939; served in *Naden, Stadacona, Arrowhead, HMS Dominion, St. Laurent, St. Croix, Venture, Givenchy, Ville de Quebec, St. Hyacinthe, Vancouver, Capilano, Ontario, Aldergrove, Rockcliffe, Corn-*

wallis, Athabaskan, Crescent; awarded Long Service and Good Conduct medal; retired February 27, 1964.

CPO REGINALD HENRY PLAYER; C1BN4; joined April 17, 1939; served in Stadacona, Venture, Assiniboine, DEMS Eastern Star, Eyebright, Avalon, Montreal, Donnacona, Nene, Niobe, HMS Norfolk, Peregrine, Ontario, Naden, Queen, Tecumseh, Cornwallis, Labrador, Saguenay, Loon, Chaudiere; awarded Long Service and Good Conduct medal; retired April 15, 1964.

PO GIDEON DUNCAN RANDLE, CD; P1ER4; joined RCNVR March 29, 1944, transferred to RCN Feb. 13, 1945; served in Donnacona, Cornwallis, Shelburne, Peregrine, Victoriaville, Niobe, Crusader, Woodstock, Givenchy, Swansea, La Hullose, Wallaceburg, Lauzon, Toronto, Micmac, Huron, Algonquin; retired April 2, 1964.

CPO TREVOR GEORGE JAMES READING, CD; C1RM4; joined March 27, 1941; served in Niobe, Naden, Givenchy, SDO Dockeyard, NOIC Esquimalt, Q-068, Spray, Ehkoli, Cape Beale, Loyal I, Barkley Sound, Givenchy, NOIC Esquimalt, St. Hyacinthe, Stadacona, Winnipeg, Peregrine, Iroquois, Crusader, Rockcliffe, Crescent, Beacon Hill, Cornwallis, Athabaskan, Aldergrove, Assiniboine, Saguenay; retired February 6, 1964.

LT.-CDR. HENRY ACKLAM, formerly with RNVR; joined RCN(R) October 15, 1963, as constructor lieutenant; transferred to RCN October 16, 1963; served in Niobe, Naden, Stadacona; last appointment, HMCS Naden on staff of Resident Naval Overseer; commenced retirement leave March 31, 1964; retires June 8, 1964.

LT.-CDR. JOHN CRISPO LECKIE ANNESLEY, CD; joined RCN as a cadet, August 28, 1935; served in Stadacona, HMS Frobisher, HMS Exeter, HMS Victory, HMS Excellent, HMS Dryad, Saguenay, Annapolis, St. Francis, Niobe, Haida, Cape Breton, Prince Rupert, Waskegou, Huron, Qu'Appelle, Scotian, New Liskeard, Ontario, Naden, Bytown; last appointment, Naval Headquarters on staff of Director Naval Intelligence; commenced leave March 12, 1964; retires November 4, 1964.

LT. REGINALD BREARLEY, served in RN from 1942-1946; joined RCN(R) as a sub-lieutenant (L); transferred to RCN as acting ordnance lieutenant July 12, 1954; served in Scotian, Stadacona, Cornwallis, Bytown, Niobe, Niobe II, Naden; last appointment, Naval Headquarters on staff of Assistant Director Fleet Maintenance (Survey and Inspection); commenced leave March 15, 1964; retires July 12, 1964.

CDR. WILLIAM BREMNER, CD; joined RCNVR December 6, 1940, as a probationary sub-lieutenant; transferred to RCN as lieutenant (A/S) January 16, 1946; served in Royal Roads, Stadacona, Battleford, Cornwallis, Niobe, Iroquois, Bytown, Haida, Niagara, Magnificent, Avalon; last appointment, HMCS Avalon in command and as Canadian Naval Commander Newfoundland and as Senior Officer in Command; commenced leave April 27, 1964; retires November, 1964.

CPO JOHN ROSS ROWLANDS, CD and 1st Clasp; C1PT4; joined RCNVR June 5, 1935, transferred to RCN March 24, 1941; served in Halifax naval division, Stadacona, Fundy, Fleur de Lis, Skeena, Niobe, HMS Victory, Cornwallis, Elk, Magnificent, Shearwater, Cataragui, College Militaire Royal de St.-Jean, Hochelaga; retired February 28, 1964.

CPO SIDNEY KINGSTON SMITH, CD; C2ER4; joined Feb. 16, 1942; served in Naden, Stadacona, Iroquois, Niobe, Peregrine, Scotian, St. Stephen, Charlottetown, Cedarwood, Crusader, Griffon, Fortune, Antigonish, Cape Breton; retired Feb. 15, 1964.

CPO STANLEY ARTHUR WADDINGTON, CD; C1ER4; joined RCNVR March 16, 1944, transferred to RCN Nov. 19, 1945; served in Stadacona, Givenchy, Ontario, Rockcliffe, (Div. Tender No. 2) Antigonish, Haida, La Hullose, Naden, Sioux, Cowichan, Beacon Hill; retired March 29, 1964.

PO JAMES ARTHUR WADDELL; P1BN4; served in RCNVR April 25, 1937-June 26, 1945; Jan. 23, 1946-June 4, 1947, RCNR Sept. 8, 1949-Jan. 17, 1954; transferred to RCN Jan. 18, 1954; served in Toronto naval division, Stadacona, Bras d'Or, Protector, Kings, Iroquois, Niobe, Peregrine, Chatham,

Cornwallis, York, Star, Shearwater, Acadia, Bonaventure, Carleton, Bytown; awarded RCNVR Long Service and Good Conduct medal; retired Feb. 3, 1964.

CPO JOHN CHARLES WETHERALL, CD; C1ER4; joined RCNVR Nov. 5, 1941; transferred RCN May 1, 1942; served in Star, Nonsuch, Naden, Stadacona, Avalon, Orillia, Peterboro, Peregrine, Poundmaker, Beacon Hill, Woodstock, Givenchy, Unicorn, Ontario, Sault Ste. Marie, Donnacona, Cowichan, Fundy, Trinity, Toronto, Fort Erie, Sioux, Terra Nova; retired April 30, 1964.

CPO ROBERT WILLIAM WHITE, CD and 1st Clasp; C1LT4; joined March 22, 1939, transferred to RCN June 3, 1944; served in Winnipeg naval division, Naden, Stadacona, Husky, Protector, Laurier, Matapedia, St. Hyacinthe, Scotian, Haida, Newport Corners, St. Stephen, Crescent, Donnacona, Magnificent, Shearwater, Micmac, Cape Scott; retired April 17, 1964.

CPO WILLIAM TAYLOR WILSON, CD; C2BN4; joined RCNVR Dec. 7, 1963, transferred RCN May 15, 1944; served in Naden, Grizzly, Givenchy, Chilliwack, Avalon, Stadacona, Chaleur, Lachute, Peregrine, Protector, ML-124, Sault Ste. Marie, Discovery, Kentville, Ontario, Cornwallis, New Glasgow; retired April 15, 1964.

OFFICERS RETIRE

LT.-CDR. IAN BUTTERS, CD, joined RCNVR June 29, 1937 as an ordinary seaman; promoted to probationary sub-lieutenant August 10, 1942; served in Naden, Ottawa, Stadacona, Restigouche, Avalon, Moose Jaw, Kings, Wetaskiwin, St. Catharines, Longueuil, Niobe, Crusader, Chippawa; demobilized September 30, 1947, placed on the RCN(R) retired list September 30, 1947; joined RCN as lieutenant February 8, 1951; served in Malahat, Ontario, Naden, Stadacona, Nonsuch, Bytown, New Waterford; last appointment Naval Headquarters on staff of Director of Naval Manning as Assistant Director Naval Manning Advancement and Promotion; commenced leave March 19, 1964; retires August 13, 1964.

LT. NIXON BLISS DAVIS, CD; joined RCN April 30, 1947 as acting air artificer, 2nd class, promoted to acting commissioned engineer (AE) on Dec. 5, 1951; served in Carleton, Naden, Stadacona, Dartmouth, Shearwater, Magnificent, Cornwallis, Niobe, Bytown; last appointment, Shearwater; commenced leave March 10, 1964; retires July 21, 1964.

LT. RICHARD ERNEST DORKEN, CD; joined RCN March 1, 1937, as an ordinary seaman; promoted to acting commissioned gunner (TAS) September 23, 1950; served in Stadacona, St. Laurent, Skeena, Restigouche, Naden, HMS Osprey, HMS Victory, Fraser, Sans Peur, St. Francis, Cornwallis, Huron, Scotian, Iroquois, Nootka, Niobe, HMS Vernon, New Liskeard, Crusader, Magnificent, Labrador, Granby; last appointment HMCS Granby as executive officer, commenced leave April 8, 1964; retires November 17, 1964.

LT.-CDR. LESLIE MURRAY EVANS, CD; joined RCN October 15, 1937, as an acting

engine room artificer, 4th class; promoted to acting warrant engineer May 9, 1943; served in Naden, HMS Comet, Restigouche, Malaspina, Stadacona, Skeena, Avalon, Athabaskan, Givenchy, Niobe, Uganda, RCN College Royal Roads, Cayuga, Rockcliffe, Antigonish, Cornwallis, Bytown, Fortune, Comox, Sioux, Niagara; last appointment Naden, as Officer-in-Charge NBCD Division and on staff of Flag Officer Pacific Coast as Staff Officer, NBCD; commenced leave February 18, 1964; retires August 22, 1964.

LT.-CDR. GEORGE MILLER FYFFE, BEM, CD; joined RCNVR as ordinary seaman March 6, 1940; promoted to probationary sub-lieutenant July 19, 1943, served in Stadacona, Cornwallis, Kings, Niobe, Bytown, Donnacona; demobilized February 16, 1946; re-entered RCN(R) Aug. 28, 1960; transferred to RCN as ordnance lieutenant June 3, 1951; served in Bytown, Naden, Stadacona, Iroquois, Algonquin, Niobe, last appointment, Naval Headquarters on staff of Assistant Director Ship Design and Construction (Design Services); commenced leave March 22, 1964; retires June 10, 1964.

LT. LORNE BELVIN GILLILAND; joined RCN as a cadet September 11, 1953; served in Naden, Ontario, Magnificent, Stadacona, Niobe, Discovery, Jonquiere, Beacon Hill, New Glasgow, Ottawa, Margaree, Fraser, Ste. Therese; last appointment, Ste. Therese; commenced leave April 29, 1964; retired May 1, 1964.

LT.-CDR. RAYMOND LAWRENCE GLEADOW, CD, joined RCNVR as an ordinary seaman, March 5, 1936; promoted to probationary sub-lieutenant January 4, 1943; served in Stadacona, Kings, Avalon, Pictou, Cornwallis, Niobe, York, Andre Dupre, Skeena, Hochelaga, Brandon; demobilized

May 21, 1946; entered RCN(R) as lieutenant (g) July 22, 1946; transferred to RCN as lieutenant-commander March 15, 1951; served in *York, Bytown, Star, Stadacona, Carleton, Micmac, Cornwallis, Chippawa, Quadra, Naden*; last appointment, *Chippawa* as Area Officer Sea Cadets, Prairie Area; commenced leave April 9, 1964; retires August, 1964.

LT. GEORGE ARTHUR GRIVEL, CD; joined RCN as a boy seaman, June 5, 1930; promoted to acting gunner, June 15, 1945; served in *Naden, Vancouver, Skeena, Fraser, Stadacona, Ottawa, Avalon, Niobe, HMS Excellent, Givenchy, Warrior, Hunter, Ontario*; last appointment HMCS *Naden* for Operations and Weapons Division; commenced leave April 17, 1964; retires January 1965.

LT.-CDR. GEORGE CECIL ANTHONY HUDSON, MBE; served in RNVR from 1939 to 1949; joined RCN(R) as lieutenant, October, 1950; transferred to RCN as lieutenant-commander May 2, 1951; served in *Malahat, Naden, Stadacona, Bytown, Ontario, Hochelega, Donnacona*; member military component of Canadian delegation to Viet Nam truce team 1954-55; last appointment *Donnacona* as Staff Officer Administration; commenced leave March 10, 1964; retires July 5, 1964.

LT.-CDR. WALLACE ELMER JAMES, MBE, CD; served three years in RCAF; joined RCN as air mechanic (E) 2nd class, November, 1946, promoted to lieutenant (P) February 21, 1962; served in *Discovery, Warrior, Magnificent, Shearwater, Bytown, Cornwallis, Niagara, Naden*; last appointment *Naden* for Royal Canadian Navy Diving Establishment (West), commenced leave March 16, 1964; retires August 26, 1964.

LT.-CDR. TERENCE JAMES KEOHANE, CD; joined RCN January 1, 1939, as a cadet; served in *Stadacona, HMS Frobisher, HMS Vindictive, HMS Britannia, HMS Drake, Niobe, HMS Glasgow, HMS Bermuda, Ontario, Warrior, Naden, Bytown, Niagara*; last appointment, *Niagara* on attachment to Supreme Allied Commander Atlantic as Maintenance and Material Officer (Ships); commenced leave March 23, 1964; retires October 18, 1964.

LT.-CDR. JOSEPH MCMULLEN, CD; joined RCNR as probationary sub-lieutenant, November, 1941; served in *Stadacona, Bytown, Cornwallis, Reindeer, Chaleur, Thetford Mines, Lethbridge, Venture*; demobilized August 23, 1945; entered RCN(R) as lieutenant August 23, 1945; transferred to RCN as lieutenant (SB), October 1, 1949; *Bytown, Cornwallis, Gloucester, Niagara, Churchill, Coverdale, York*; last appointment Naval Headquarters on staff of Director Supplementary Radio Activities; commenced leave March 30, 1964; retires July 25, 1964.

LT.-CDR. GERALD WILLIAM MILLS; served in RN from 1939-1949, RNVR 1946-1952; joined RCN(R) as lieutenant-commander (L) October 9, 1952; transferred to RCN as lieutenant-commander (L) October, 1952; served in *Niobe, Stadacona, Bytown*; last appointment Naval Headquarters on staff of Assistant Director Operations Systems (Detection and Navigation); commenced leave March 23, 1964; retires July 26, 1964.

LT.-CDR. THOMAS FREEBORN OWEN, CD; joined RCNVR as an ordinary seaman July 11, 1940; promoted to sub-lieutenant May 15, 1941; served in *Stadacona, HMS King Alfred, HMS Drake, HMS Repulse, HMS*

Kent, HMS Hannibal, HMS Hamilcar, HMS George V, HMS Copra, Cornwallis, Prevost; demobilized August 3, 1945; re-entered as lieutenant RCN(R) August 12, 1946; transferred to RCN as lieutenant-commander, April 23, 1951; served in *Prevost, Ontario, Montcalm, Stadacona, Discovery, Cornwallis, Ungava, Comox, Thunder, Chippawa*; last appointment HMCS *Chippawa*, as Area Recruiting Officer Manitoba and North Western Ontario; commenced leave April 28, 1964; retires August 16, 1964.

LT. HAROLD SINCLAIR PATERSON, CD; joined RCN as an assistant cook (ship's) May 27, 1936, promoted to acting warrant cookery officer January 10, 1947; served in *Naden, Fraser, Stadacona, Saguenay, York, Givenchy, Cornwallis, Niobe, Warrior, Quebec, Magnificent*; last appointment, HMCS *Naden* on staff of Command Supply Officer as Commissary Officer; commenced leave April 14, 1964; retires November 30, 1964.

CDR. WILLIAM CARROLL PATTERSON, CD; attended Royal Military College of Canada 1931-1935; joined RCNVR as sub-lieutenant (E) July 31, 1940, served in *Stadacona, Saguenay, Prince David, Hamilton, Assiniboine, Haida, Bytown, Ontario, Naden, Niobe*; transferred to RCN as lieutenant (E) November 20, 1944; last appointment *Stadacona*, on staff of Commodore Personnel Atlantic Coast, as Staff Officer Management Engineering; commenced leave March 9, 1964; retires September 2, 1964.

LT.-CDR. WILLIAM LAMOREAUX PATTON, CD; joined RCNVR as prob. writer, May 17, 1941; served in *Naden, Givenchy, Bytown*; demobilized January 14, 1946; entered the RCN(R) as acting lieutenant (SB) September 29, 1947, transferred to RCN Dec. 8, 1948; served in *Malahat, Bytown, Naden, Ontario, Stadacona*; last appointment, HMCS *Naden* on staff of Flag Officer Pacific Coast as Staff Officer Information; commenced leave April 4, 1964; retires September 7, 1964.

LT.-CDR. JAMES OLIVER PEARSON, CD; joined RCN(R) as a lieutenant, March 22, 1950; served in *Malahat, Naden, Antigonish, Cedarwood, Bytown, Chatham, Discovery*; transferred to RCN as lieutenant-commander on September 8, 1951; last appointment HMCS *Naden*; commenced leave April 13, 1964, retires July 25, 1964.

LT.-CDR. DONALD CARRUTHERS RADFORD, CD; attended *Royal Roads* 1943-1945; joined as midshipman, RCN, July 5, 1945; served in *York, Uganda, Stadacona, Niobe, HMS Nelson, HMS Orwell, HMS President, Nootka, Bytown, HMS Fulmar, HMS Seahawk, Shearwater, Antigonish, Stadacona, Niagara, Haida, Bonaventure, Crescent, Cape Scott, Athabaskan*; last appointment, HMCS *Stadacona*, for Operations Division; retired April 30, 1964.

LT.-CDR. JAMES GIBB RENFREW, CD; joined RCN as an acting engine room artificer, 4th class, April 16, 1934; served in *Naden, Stadacona, Saguenay, St. Laurent, Restigouche, Swift Current, Avalon, Givenchy, Warrior, Magnificent, Niobe, Cornwallis, Ontario, Discovery, Skeena, Royal*

Roads; last appointment HMCS *Naden* on staff of Resident Naval Overseer, Victoria; commenced leave March 5, 1964; retires September 30, 1964.

LT.-CDR. GEORGE ANTHONY SLO-COMBE, CD; joined RCN as a probationary sick berth attendant May 10, 1937, promoted to acting warrant wardmaster on October 1, 1943; served in *Stadacona, Saguenay, Cornwallis, Magnificent, Shearwater, Royal Roads, Naden, Patriot*; last appointment; HMCS *Stadacona*, for Canadian Forces Hospital, Halifax; commenced leave April 27, 1964; retires on December 7, 1964.

LT. HERBERT HENRY TATE, CD; joined RCN as a boy seaman, January 5, 1937; promoted to acting commissioned communication officer on December 18, 1952; served in *Stadacona, Cornwallis, Naden, HMS Victoria, Ottawa, Restigouche, Avalon, Malpeque, St. Hyacinthe, HMS Glory, Niobe, Peregrine, Huron, Cayuga, Antigonish, Fortune*; last appointment HMCS *Naden* as Regulating Officer; commenced leave April 11, 1964; retires November 20, 1964.

LT.-CDR. THOMAS JOHN THOMAS, CD; served in RCAF 1940-45 and in Fleet Air Arm (Royal Navy) 1945-1946; joined RCN(R) as acting lieutenant (P) July 15, 1946, transferred to RCN as lieutenant (P) January 31, 1951; served in *Chippawa, York, Stadacona, Iroquois, Swansea, Huron, Wallaceburg, Nootka, Niobe, Bytown*; last appointment Naval Headquarters on staff of Director of Naval Operational Requirements; commenced leave April 20, 1946, retires September 16, 1964.

LT.-CDR. EDWARD MICHAEL TURNER, CD; joined RCN(R) as ordinary seaman, November 3, 1947, promoted acting-sub-lieutenant (P) August 11, 1950; served *Catawqui, Portage*, transferred to RCN as midshipman June 22, 1949; served in *Bytown, Ontario, Niobe, Shearwater, Magnificent, Cornwallis, York, Stadacona, St. Croix, New Waterford*; last appointment, Naval Headquarters on staff of Assistant Director Naval Training (Officers); commenced leave April 9, 1964, retired April 17, 1964.

CAPTAIN VICTOR JURA WILGESS, CD; commenced service in the RCNVR September 26, 1939 as a midshipman; served in Ottawa naval division, *Stadacona, Windsor, Ont., naval division, Annapolis, ML 074, ML 118*, initial flying training, *HMS Macaw, HMS Daedalus, HMS Nightjar, HMS Merlin, HMS Battler*; transferred to RCN as lieutenant (P) July 10, 1945; served in *Stadacona, HMS Vulture, 803 Squadron, HMCS Warrior, RCNAS Dartmouth, Niagara, Magnificent, Bytown, Chaudiere*; last appointment, Naval Headquarters on staff of Assistant Chief of Naval Staff (Air and Warfare) as Director Naval Aircraft Requirements; commenced leave March 7, 1964, retires on October 2, 1964.

CDR. EDGAR FREDERICK WILLIAMS, CD; joined the RCN as an acting engine room artificer, 4th class; March 1, 1937, promoted to acting warrant engineer July 22, 1942; served in *Stadacona, St. Laurent, Skeena, Prince David, Naden, Cornwallis, Protector, Algonquin, Sioux, Uganda, Scotian, Bytown, Magnificent, Cape Scott*; last appointment HMCS *Stadacona*, on staff of Commodore Superintendent Atlantic as Production Officer Ship Repair; commenced leave April 17, 1964; retires November 26, 1964.

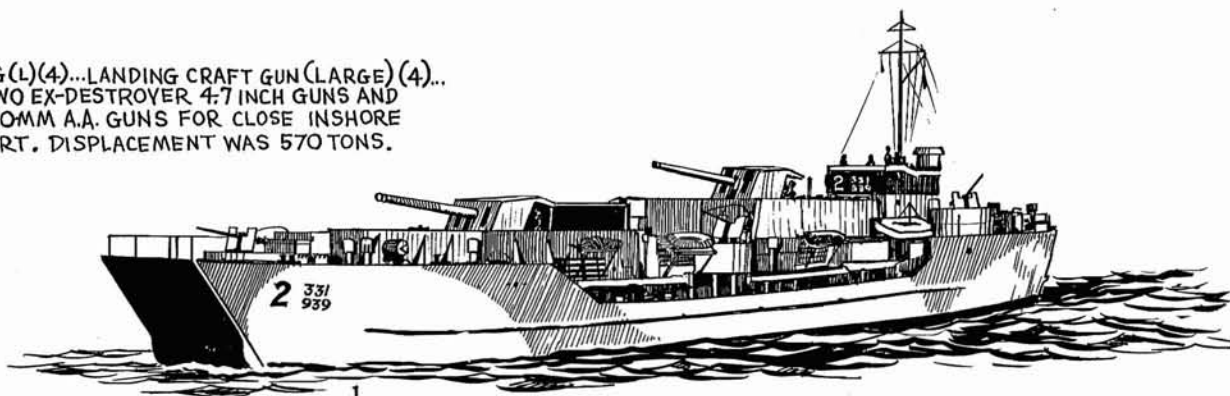


Naval Lore Corner

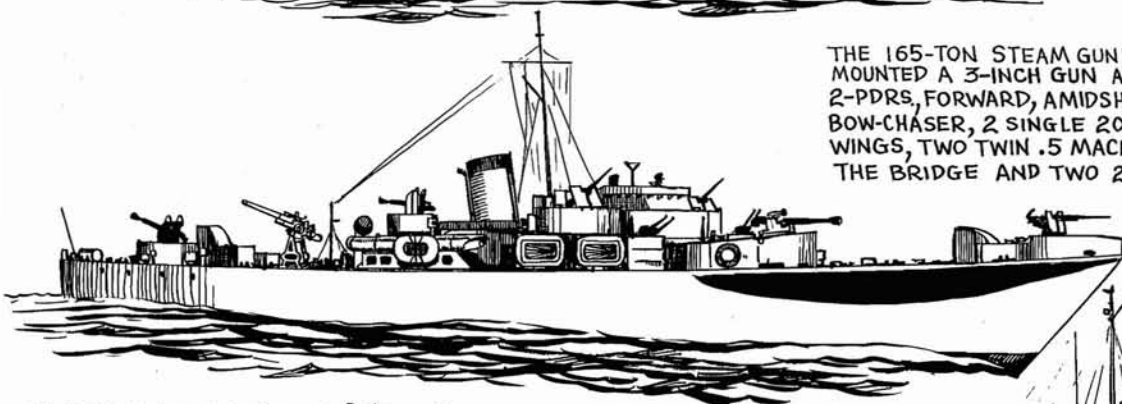
Number 126 "BIG STINGS IN SMALL PACKAGES"

DURING WORLD WAR II, COASTAL FORCES AND COMBINED OPERATIONS PRODUCED A NUMBER OF HEAVILY ARMED SUPPORT VESSELS AND GUNBOATS THAT PACKED MORE "WALLOP" PER TON THAN ANY OTHER VESSELS IN THE FLEET...

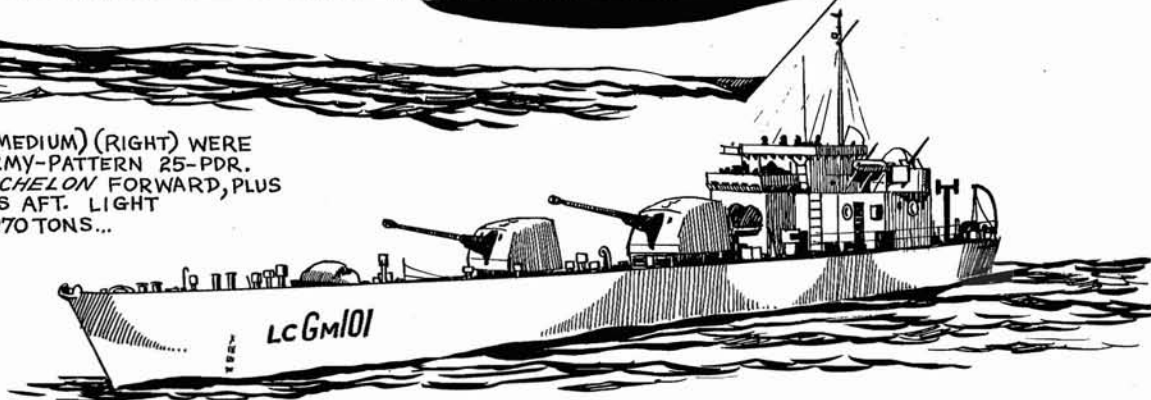
(BELOW) LCG(L)(4)...LANDING CRAFT GUN (LARGE) (4)... MOUNTED TWO EX-DESTROYER 4.7 INCH GUNS AND FOURTEEN 20MM A.A. GUNS FOR CLOSE INSHORE FIRE SUPPORT. DISPLACEMENT WAS 570 TONS.



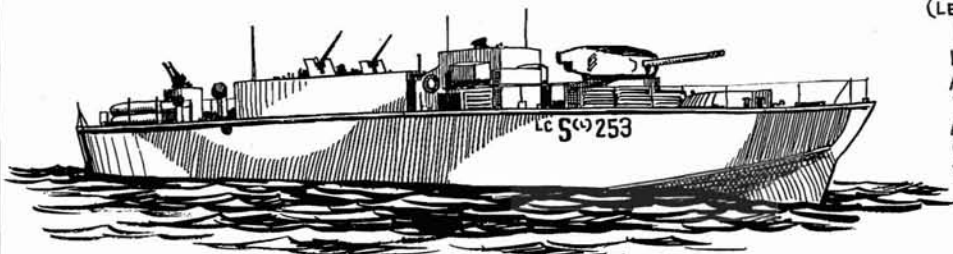
THE 165-TON STEAM GUNBOAT SGB.6 (LEFT) MOUNTED A 3-INCH GUN AFT, THREE SINGLE 2-PDRS, FORWARD, AMIDSHIPS AND AFT, A 20-MM BOW-CHASER, 2 SINGLE 20 MM IN THE BRIDGE WINGS, TWO TWIN .5 MACHINE GUNS BEFORE THE BRIDGE AND TWO 21-INCH TORPEDO TUBES!



LANDING CRAFT GUN (MEDIUM) (RIGHT) WERE ARMED WITH TWO ARMY-PATTERN 25-PDR. GUNS MOUNTED *EN ECHELON* FORWARD, PLUS TWO 20-MM A.A. GUNS AFT. LIGHT DISPLACEMENT WAS 270 TONS...



(LEFT) LANDING CRAFT SUPPORT (LARGE) MK II, (LCS(L)(2)) WERE CONVERTED FROM LANDING CRAFT INFANTRY (SMALL)...LCI(S) AND WERE ARMED WITH A 6-PDR. IN A TANK TURRET, TWO 20-M.M. A.A. GUNS AMIDSHIPS AND TWIN .5 IN. MACHINE GUNS AFT. A 4-INCH SMOKE MORTAR WAS COUNTER-SUNK IN THE BOWS...



Roger Duhamel

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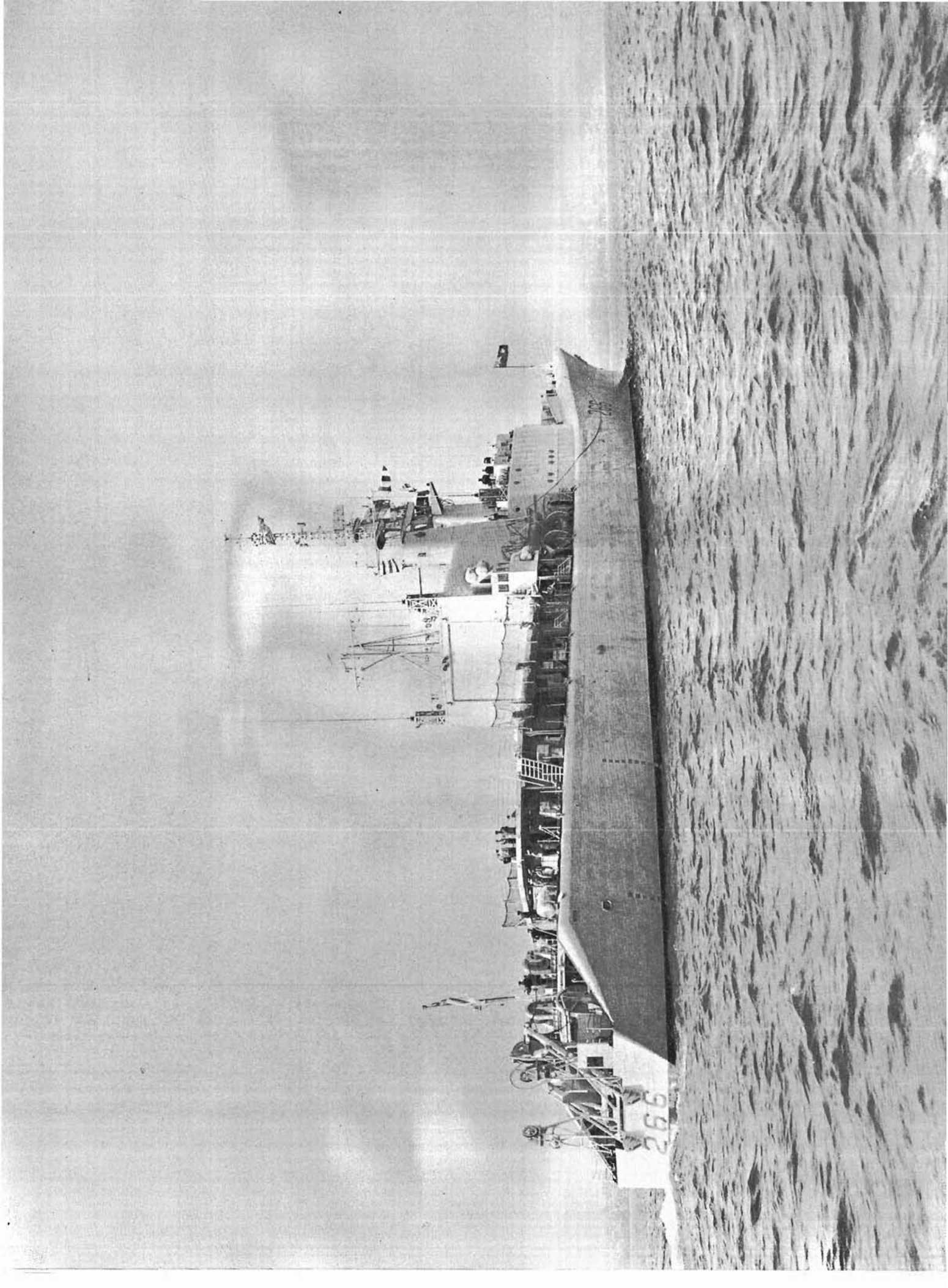


The CROWSNEST



Vol. 16, No. 6

June, 1964



The CROWSNEST

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THE ROYAL CANADIAN NAVY'S MAGAZINE

JUNE 1964

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LADY OF THE MONTH

After the fanfare of the naming and commissioning ceremonies, HMCS *Nipigon* turned to the business of getting herself ready to join the Fleet.

Her voyage down-river to the sea from Sorel, Que., was interrupted briefly for a demonstration of her unusual features—variable depth sonar, helicopter deck and hangar, and so on—to a party of news media correspondents.

There was another interruption in her trip, to complete a ship's noise experiment begun last fall near Rimouski, and then she continued on her way to her new home port of Halifax. (ML-15111)

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EDITOR,
The Crowsnest,
Naval Headquarters,
OTTAWA, Ontario.

The Cover—The *St. Laurent* was photographed five years ago during a routine training cruise in Pacific waters. Now, transformed into a helicopter-carrying, variable-depth-sonar-equipped destroyer escort, she is on her way round the world from Esquimalt to her old home port of Halifax. (E-50275)



RCN NEWS REVIEW

Flying her paying-off pennant, HMCS Skeena sailed from Esquimalt on May 27 for Halifax and subsequent major conversion at an eastern shipyard. The work will include installation of variable depth sonar, and a flight deck and hangar for use by anti-submarine helicopters. Most of her 12 officers and 110 men will return to the Pacific Command. Since commissioning early in 1957, the Skeena has been attached to the Second Canadian Escort Squadron. (E-76615)

Outremont Joins D-Day Ceremonies

HMCS *Outremont* took part in Normandy commemorative ceremonies June 5 and 6 along with the ships of United States, Britain and France.

On the evening of June 5 the ships participated in ceremonies off Lion-Sur-Mer. On Saturday morning, June 6, the ceremonies were held off Omaha Beach and in the afternoon off Utah Beach, scenes of some of the fiercest action during the D-Day landings.

During the Normandy invasion, 20 years ago, the *Outremont* served with the Sixth Escort Group which patrolled the approaches of the English Channel and in the Bay of Biscay to block attempts by enemy U-boats to break into the channel and attack the invasion lifeline.

Following the ceremonies the *Outremont* sailed for Halifax. She is commanded by Lt.-Cdr. John R. H. Ley.

Five Cruises for Officer Cadets

Five cruises in the Atlantic and Pacific Commands are providing summer training for more than 600 cadets of the regular and reserve Navy.

Ships of the Fourth Canadian Escort Squadron are undertaking two cruises embarking more than 250 cadets of the Regular Officer Training Plan. This plan is the principal avenue to a permanent commission in the Navy. Cadets are from the Canadian Services Colleges and universities.

The *Beacon Hill*, *Ste Therese*, *Antigonish*, *Sussexvale* and *Stettler* sailed from Esquimalt May 18 and were to return there July 2. Ports of call on the cruise include San Francisco and Pearl Harbour, Hawaii.

The second ROTP cruise between July 6 and August 21 sees the five ocean escorts joined by sister ships *New Glasgow* and *Jonquiere*. The squadron will visit Long Beach, Calif., and Pearl Harbour.

Approximately 90 ROTP cadets in their third year of training are joining destroyer escorts on each coast for summer training. They are being trained in the First and Fifth escort squadrons at Halifax and the Second Squadron at Esquimalt.

The first of three training cruises for University Naval Training Division cadets across Canada was underway from Halifax. Cadets in the UNTD graduate with commissions in the

RCNR. The *Cap de la Madeleine*, *Inch Arran*, *Buckingham*, *La Hullose* and *Outremont* left Halifax May 8 for calls to British ports and Cherbourg, France. The ships returned to Canada June 12.

The squadron was to take a second group of UNTDs to ports in New Brunswick, Prince Edward Island and the Gaspé between June 22 and July 24. On the final cruise, July 31 to September 4, the ships will proceed to ports in Britain and Ireland.

A total of 360 UNTDs will receive summer training afloat from the East Coast.

Provider, Others Cross Atlantic

HMC Ships *Algonquin*, *Crescent*, *Athabaskan* and *Yukon*, under the overall command of Captain J. P. T. Dawson, Commander First Canadian Escort Squadron, sailed from Halifax on May 22 for a training cruise in European waters.

HMCS *Provider*, fleet replenishment ship, commanded by Captain T. C. Pullen, accompanied the destroyer escort *Yukon* to the eastern Atlantic before proceeding independently to Britain.

She carried out replenishment trials with the *Yukon* en route.

The destroyer escorts were due in Amsterdam, Holland, on June 3 for a seven-day visit. They also will visit ports in Britain before returning to Halifax in mid-July.

HMCS *St. Laurent* is to join the task force in Europe and return with it to Halifax. The *St. Laurent* left Esquimalt on Jan. 7 and following fleet exercises in the Indian Ocean sailed for Halifax via the Mediterranean.

Joint Army-Navy Exercise Held

Exercise Mohawk, a joint exercise to train Army and Navy Forces in certain aspects of combined operations, was held in the Shelburne, N.S. area April 14-17, under the overall command of Rear-Admiral Jeffrey V. Brock, Flag Officer Atlantic Coast, and Major-General R. W. Moncel, General Officer Commanding Eastern Command. The training manoeuvre began with loading of Army stores and equipment at Saint John, N.B. on April 11.

Naval elements included a task force of six ships, together with Tracker aircraft and harbour craft. A submarine also participated. Army forces included the headquarters of a force from Camp Gagetown along with a company group and its logistic element. The RCAF provided two Neptune aircraft and the RCMP assisted with their Shelburne detachment and a patrol boat.

The object of the exercise was to transport by sea sufficient Army personnel and equipment to practise protection of military installations in certain Canadian areas. Other objects were to practise the Army force and ships in problems of loading, unloading, approach and landing, to provide naval logistic support for land forces and to practise a company group in combatting a small enemy operation.

Tecumseh Tops In Efficiency

For the second year running, Calgary's naval division, HMCS *Tecumseh*, heads the list of winners in the annual competition for awards to naval divisions across Canada. The awards are based on the results of the annual inspection by the Commanding Officer Naval Division, Hamilton.

Tecumseh retains the Naval Efficiency Trophy presented by the Canadian Shipbuilding and Ship Repairing Association.

HMCS *Cataraqui*, Kingston, has won the Barry German Trophy, presented by the Naval Officers Associations of Canada for the most improved division.

HMCS *Star*, Hamilton, has won the NOAC's RCNR Band Efficiency Trophy.

Skeena Goes East For Conversion

HMCS *Skeena*, commanded by Cdr. M. A. Martin, left Esquimalt on May 26 for Halifax. She will go to an east-

ern shipyard for a major conversion which will include installation of variable depth sonar equipment, and a hangar and flight deck for use by anti-submarine helicopters.

The ship is due in Halifax on June 30, and soon after most of her ship's company of 200 officers and men were to return to the Pacific Command. It is expected the conversion will be completed by early summer 1965.

The ship sailed via the Panama Canal, and ports of call included San Diego, Calif.; St. Vincent in the Caribbean, and New York.

Since her commissioning in March 1957, the *Skeena* has been a member of the Pacific Command's Second Canadian Escort Squadron, based at Esquimalt.

Manitoba UNTD Trophy Winner

The UNTD Proficiency trophy, presented by ex-UNTD cadets, has been won by the University Naval Training Division of the University of Manitoba, Winnipeg, for the 1963-64 season, it was announced in May by the Commanding Officer Naval Divisions.

The runner-up and a close second was the UNTD of Memorial University, St. John's Nfld.

The most improvement during the past year was shown by the University Naval Training Divisions of St. Dunstan's University Charlottetown, and St. Francis Xavier University, Antigonish, N.S.



HMCS *Outremont* took part on June 5 and 6 in ceremonies in the English Channel commemorating the Normandy landings of 20 years ago. On D-Day, the *Outremont*, with four other Canadian frigates, the *Waskesiu*, *Cape Breton*, *Grou* and *Teme*, was stationed about 300 miles to seaward of the invasion beaches. Through an inexplicable oversight, her picture did not appear with the "Ladies of the Month" in the May issue of *The Crowsnest* which showed two other D-Day participants, the *Algonquin* and *Swansea*, which are still in service with the RCN. (DNS-21080)

THE BENEVOLENT FUND

VICE-ADMIRAL H. G. DeWolf, (Ret), was re-elected to his third term as president of the Royal Canadian Naval Benevolent Fund, at the 19th annual meeting of directors of the fund in Ottawa May 25.

The 19th annual report presented to the meeting covered the 15-month period which ended March 31, 1964. The 18th general meeting, held in May 1963, approved a bylaw to change the end of the fund's fiscal year from December 31 to March 31.

"During this period, grants and loans approved were in reduced totals over the previous year," said Admiral DeWolf, "and this may well be attributed to increased participation on the part of applicants in hospital and medical insurance plans and the extension of credit union facilities available to serving naval personnel."

During the 15-month period under review, help was given to 696 persons. Assistance totalled \$209,935.04, of which amount \$96,991.36 was in grants and \$112,943.68 in the form of loans.

Admiral DeWolf said: "With the impending integration of the Canadian Armed Forces, it is only fitting to assure all serving naval personnel, veterans and ex-members and their dependents that the Royal Canadian Naval Benevolent Fund will continue to serve their interests. Naval personnel who are absorbed in the integrated forces will continue to be eligible for benefits from the fund and the only changes which can be foreseen will be in the procedure for making application."

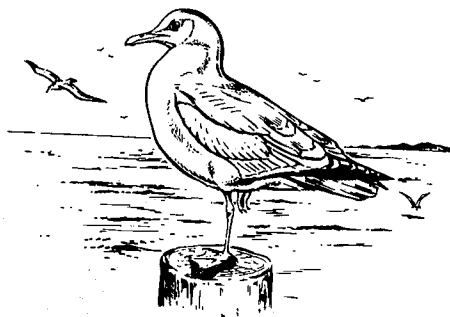
The board of directors for 1964 consists of Vice-Admiral DeWolf; Miss A. I. McPhee, Ottawa; Rev. A. G. Faraday, Chaplain (P), Victoria; CPO R. N. Langdon, Victoria; Lt. W. S. G. George, RCN (Ret), Victoria; Rear-Admiral M. G. Stirling, Ottawa; A. B. Coulter, Ottawa, Cdr. I. A. MacPherson, Halifax; CPO R. J. Carmichael, Halifax; Rear-Admiral W. B. Creery, RCN (Ret), Ottawa; Cdr. T. H. Crone, Ottawa; Rear-Admiral R. A. Wright, RCN (Ret), Ottawa; Lt.-Cdr. H. D. Evans, RCN (Ret), Ottawa; Cdr. J. M. Leeming, RCN (Ret), Victoria; Cdr. B.S.C. Oland, Halifax; Captain R. P. White, RCNR (Ret), Ottawa; A. B. Campbell, Halifax, and Rev. Earl Sigston, Chaplain (P), Halifax.

Elected vice-presidents for two-year terms were Lt. George and Lt.-Cdr. Evans, and elected vice-presidents for one-year terms were Rear-Admiral Wright and Cdr. Crone.

Re-appointed general secretary and treasurer for a further term was Lt.-Cdr. Harry McClymont, RCN (Ret), Ottawa.

In his discussion of the financial standing of the fund, Admiral DeWolf had this to say:

"The most significant change in the physical position of our Fund has been in the field of investments. It will be recalled that in my report last year, our investment portfolio, which contained only Dominion of Canada bonds, was placed under the management of Messrs Fullerton, MacKenzie and Associates.



"The program instituted by our investment manager followed a pattern of switching from low interest Government Bonds to higher interest Provincials. Because low interest bonds sell at a discount whereas high interest bonds are priced nearer to par a loss naturally occurred in the capital or par value of the portfolio. This loss is offset, however, by the fact that the real value, that is to say, the market value of the new portfolio is greater than that of the old and the return of income is greater.

"The increase in income is, of course, permanent and may be increased still further and we have reason to be pleased with the results so far obtained."

The current market value of the portfolio is \$2,700,000, down \$50,000, but revenue is up \$30,000 annually.

"It is of indirect interest to the fund," Admiral DeWolf said, "to note an in-

creased interest of the Navy itself in a vigorous program of financial counselling. The establishment of a financial counselling service in HMCS *Shearwater*, although on a voluntary basis as to personnel, showed the need of such a program has been highly successful in assisting naval personnel to handle their own financial problems without drawing on the Fund. The Divisional Officer's Handbook embodies in Chapter 12 and Appendix 1, much of the program drawn up by the RCNBF and the impetus given to this important aspects of service life should bear good results."

Admiral DeWolf referred to the deaths of three supporters of the fund.

"On July 4, 1963, the fund suffered an irreparable loss in the sudden death of Captain E. A. Thompson, RCN (Ret). The respect and affection which he commanded in naval and civilian circles has mute significant memory in our list of donations and his long and loyal service to naval personnel will ever be remembered.

"The Fund was further saddened during the year by the death of Commodore Paul E. Earl, RCNR (Ret), who was for many years an active and devoted director, with a lifelong interest in naval affairs.

"The sudden and tragic death of Senator D. K. MacTavish removed still another of our founding members. Captain MacTavish was president of the fund from 1942 to 1946 and remained on the board until he accepted the appointment of honorary counsel, which position he held at the time of his death."

Admiral DeWolf said that donations from ships and establishments continued to decrease.

"I ascribe this to a greater need for recreational facilities and welfare items within the Navy which must be met from non-public funds, rather than a diminished interest in the work of the fund. Donations made by serving personnel by assignment of pay have increased and this I trust will continue to receive the encouragement of all naval authorities. The personal assigned pay invites individual interest in the fund and a healthy proprietorship which enables the fund to recruit new members of our claims committees and interested and active representatives from ships in the fleet."



With a stentorian shout that would be the envy of an old-time master gunner, Vice-Admiral H. S. Rayner, right, Chief of the Naval Staff, led three cheers for Madame Vanier, sponsor of HMCS Nipigon, at the May 30 naming and commissioning ceremony in Sorel, Quebec. Her Excellency acknowledged with a cheer for the ship. His Excellency, the Governor General, was guest of honour. Cdr. D. R. Saxon, centre, is the commanding officer.

HMCS NIPIGON

THE NAMING and commissioning of Canada's 19th destroyer escort in the postwar Canadian construction program of 20 took place in Sorel, Quebec, with pomp and ceremony on May 30.

Her Excellency, Madame Vanier, wife of the Governor General, as ship's sponsor, pronounced: "I name you *Nipigon*. May God bless this ship and all who sail in her." Before the several thousand spectators assembled on the roomy Transport Department jetty in Lanctot Basin, Her Excellency cut a ribbon on the dais which actuated a jettyside lever intended to smash a bottle of champagne against the ship's side near the boat deck. (The bottle broke on the third try or so, despite perfect rehearsals on the eve and morning of the big day). So much for automation.

The *Nipigon's* departures in design from that of preceding destroyer escorts of the program were emphasized clearly at her ceremonial berth. Just a

few inches of her flush deck showed above the rim of the jetty, dramatizing to the full her flight deck and hangar amidships and the thwartship twin



stacks looming above. They and the variable depth sonar recessed in the stern put the *Nipigon* and the *Annapolis*, commissioning later this year at Halifax, in a class by themselves.

The ability of the *Nipigon* to operate a nine - and - a - half - ton, all - weather helicopter in the ASW role is not unique in the RCN, no more the fact that she has the new variable depth sonar. Two St. Laurents have been commissioned following conversion, the *Assiniboine* undergoing flying trials off Halifax and the *St. Laurent* en route there round the world from Esquimalt. The *Assiniboine* sent congratulations, with the added remark: "Now we are Three". The *Nipigon*, whose brand new motto is "We Are One", acknowledged with thanks and added, "Nous ne faisons qu'un", meaning "We are but one."

However, the *Nipigon* and the *Annapolis* to come have the undenied distinction of being the only ships with

these ASW advances embodied in original construction. Four St. Laurents will have been converted, on the other hand, by the end of the year and three more are due for conversion.

Hon. Lucien Cardin, Associate Minister of National Defence, who represents the Sorel area in Parliament and who was a war-time RCNVR officer, represented the Prime Minister at the ceremony and had this to say:

"Although it was necessary last October to announce the cancellation of the general purpose frigate program, this does not mean the end of our ship requirements for the Royal Canadian Navy.

"On the contrary, studies are being conducted to determine both the roles and the tasks which will be assigned to the Navy in the future and the most economical way of implementing them. As soon as these studies have been completed, we will be able to develop a ship building program which will fulfil our requirements.

"The necessity of keeping alive the skills which have been developed in the Canadian shipbuilding industry is well-known to the Government and it is the intention to accelerate the major reconversion of the Restigouche class ships . . . In so far as the future of the Navy is concerned, the need to maintain the sea lines of communication between Canada and her allies will continue to play a prominent part in Canada's defence plans, and to this end a modern and well equipped fleet of appropriate size will be maintained."

His Excellency, the Governor General, was guest of honour. He recalled the rescue recently of 34 seamen of SS *Amphialos* by HMCS *Athabaskan* and then the details of his own rescue by HMCS *Fraser* 24 years ago during the fall of France. His Excellency reminded the ship's company of their motto, "We Are One", calling it "the proud boast of sailors who have learned that teamwork is the first lesson of the sea . . . I want Canada to be proud of *Nipigon*. To this end her conduct must be edifying, her discipline inflexible. In company with other ships and other forces, I am sure she will be an outstanding example of unity".

His Excellency recalled "one of the most beautiful and stirring prayers in the English language", the Naval Prayer, in concluding his address.

The vice-regal couple lent their accustomed warmth to the naval event. Madame Vanier's personal interest in the new ship has been high. So much so, that she presented a handsome 27-inch television set for the main cafeteria and a gilt St. Christopher



Nipigon reeve met Nipigon captain May 30 in Sorel when HMCS Nipigon, named after a river emptying into Lake Superior, was commissioned. Left to right are Reeve G. T. Waghorn and Mrs. Waghorn, and Cdr. Donald R. Saxon. Nipigon township has a population of around 3,000 and is famous for trout fishing, which is reflected in the ship's official badge—two golden trout leaping from the river in the best heraldic manner.



Her Excellency, Madame Vanier, and Commander Donald R. Saxon, commanding officer of HMCS Nipigon, discuss one of her gifts to the new destroyer escort just after it was blessed by Father Joseph Whelly, left, Roman Catholic Chaplain of the Fleet. A medal of St. Christopher, patron saint of travellers, it is mounted between windows of the command position on the bridge. Madame Vanier is sponsor of the Nipigon.

Medal, which has been installed in the command position on the bridge. Rev. Joseph Whelly, Roman Catholic Chaplain of the Fleet, blessed this reminder of the patron saint of travellers in Her Excellency's presence.

Madame Vanier will have reminders of her new warship. She was presented

with the ship's badge and a scrapbook in which the *Nipigon's* career will be recorded.

The builders were represented at the *Nipigon* ceremony by A. Ludger Simard, president and managing director. He spoke briefly of the pride that Marine Industries Limited took in

building the *Nipigon*. This was MIL's 35th warship for the RCN.

Vice-Admiral Herbert S. Rayner, Chief of the Naval Staff, spoke for the Navy:

"We are all aware that Canada is not one of the large powers and that our naval forces, in physical numbers, are relatively small . . . This fleet is essential to the security of our coasts and through it, Canada is making a significant contribution to NATO and to the potential sea power of the western world."

Admiral Rayner, in a surprise move, led three cheers and a tiger for Madame Vanier and, although it has been a long time since he had been on a parade square, he needed no microphone to make his voice heard throughout the whole basin area. Response was enthusiastic.

Cdr. Donald Clark, Principal Naval Overseer, Sorel, was master of ceremonies.

The three former commanding officers of the first HMCS *Nipigon*, a steam Bangor of Second World War vintage, were present. Cdr. W. J. Piercey, commanding the Kitchener tender of HMCS *Star*, Hamilton naval division, had the first *Nipigon* from 1942 to 1944. Lt.-Cdr. D. R. Baker, of Kensington, P.E.I., and Lt.-Cdr. J. R. Brown, of Chatham, Ont., both retired, were the succeeding captains until paying off in October, 1945. of her war-time service, His Excellency graciously spoke of "the little ship, which, throughout the Second World War, held a reputation for that useful constancy, which in national defence is every bit as important as spectacular heroism". The first *Nipigon* had a Cold War modernization and was turned over under NATO mutual aid to Turkey where she is known as the coastal escort *Bafra*.

Another guest with a special interest in the ship was G. T. Waghorn, reeve of Nipigon township. He was accompanied by his wife.

Lt.-Cdr. Brown, as the last captain of the former *Nipigon*, turned over to the new *Nipigon* the original commissioning pennant, White Ensign and a copy of her unofficial war-time badge.

The current flag question was brought to mind by the flag activity at the moment of commissioning.

Then the White Ensign replaced the Canadian Red Ensign at the stern. The Blue Ensign meanwhile was hoisted at the jack staff and the commissioning pennant broke from the yard while the Marine Industries house flag came down.

The church pennant was flown during religious services conducted by Rev.

Harry Ploughman, Protestant Chaplain of the Fleet, and Father Whelley.

As His Excellency stepped on board, followed by senior military and civilian dignitaries, two flags seen only occasionally in Canadian warships were broken in the *Nipigon*. The Governor General's flag appeared at the foremast peak. It shows the Royal Coat of Arms on a blue field with "Canada" prominent beneath on a yellow scroll.

Flying for the last time in one of HMC Ships, in this case from the starboard yardarm of the foremast, was the flag of the Naval Board of Canada. A gold anchor centered horizontally on diagonal blue and red portions, it will be laid up this summer on creation of the Defence Staff and resultant abolition of the Naval Board. It is flown whenever two or more Board members are officially present. At the *Nipigon* proceedings, in addition to Admiral Rayner, there were the Chief of Technical Services, Rear-Admiral J. B. Caldwell, and the Naval Comptroller, Rear-Admiral C. J. Dillon.

Besides a strapping Royal Guard and ship's company, two sea-motivated Sorel groups were at the ceremony. The Pierre de Saurel Sea Cadet Corps and the Sorel Sea Scouts have been assisted tangibly in training and in refurbishment of training vessels by the naval overseeing staff of Cdr. Clark.

The Sea Cadets had Cdr. Donald R. Saxon, the *Nipigon's* commanding officer, inspect them and take the salute during ceremonial divisions at a special drill night in their post office quarters. Ordinary Cadet Rejean St. Germain presented him with a guest book for

the new ship on behalf of the Sorel branch of the Navy League, of which Jacques Riopel is president. Mr. Riopel then presented him with Walter S. White's *Pages from the History of Sorel, 1642-1958* on behalf of the Sorel-Tracy Lions International.

The following message was sent following the commissioning by the Chief of the Naval Staff:

"Request you convey my congratulations to all hands on board the *Nipigon* who participated in today's commissioning ceremony. It was very well done.

"Welcome to the Fleet and all good wishes for a happy and eventful commission."

The *Nipigon* left Sorel on Tuesday, June 2, for noise trials off Rimouski (see *Our Navy 1964* edition of *The Crow'snest*) and was due in Halifax on June 7.

Among the many messages of congratulations in her log was one from Madame Vanier:

"To the officers, petty officers and men of HMCS *Nipigon*: As you set off to sea I send you all my warmest wishes for clear sailing and a happy return to take care of our ship and remember always to serve her in unity and loyalty so will she surmount every difficulty and always bring you safely to port.

"Psalm 139, Verses 9 and 10!

"Your sponsor, PAULINE VANIER".

The Bible verses read:

"If I take the wings of the morning, and dwell in the uttermost parts of the sea; even there shall thy hand lead me, and thy right hand shall hold me."



Lt.-Cdr. John Goudy, left, executive officer of HMCS *Nipigon*, and his wife chat with his parents, Captain L. J. Goudy, RCNR (Ret), and Mrs. Goudy, who came from Vancouver for the commissioning of the RCN's latest destroyer escort.



Home from the Sea

Morris Heads Toronto NOA

A retired RCNR lieutenant-commander, J. L. Morris, has been elected president of the Naval Officers Associations of Canada, Toronto Branch. He succeeds J. H. Morgan.

Other officers are: vice-president and corresponding secretary, A. G. Richmond; treasurer, J. G. Kingsmill; recording secretary, John Harbron, and membership secretary, A. A. Wedd.

Directors are H. A. Agar, D. L. S. Bate, J. N. Donaldson, J. R. Faulds, J. P. Jarvis, A. D. Manchester, J. K. Murray, R. I. Priddle, P. L. Robinson, V. N. Stock, A. C. Theobalds, D. M. Waller, J. B. White, W. M. Wismer and F. Manchee.

Ottawa Veterans Name Officers

New officers of the Ottawa Naval Association, elected at the annual meeting at HMCS Carleton, are:

Gordon Weedmark, president; Barry Baker, vice-president; Lorne Wiggin, second vice-president; Arthur Gowling, treasurer; Allan Atwell, secretary; William Mayhew, William Kennett.

Books Record Names of Dead

Commemorating more than 112,000 Canadian war dead of the wars in which Canada has participated as a nation—that is, since Confederation in 1867—Canada's four Books of Remembrance rest in the Memorial Chamber of the Parliament Buildings in Ottawa, three of them temporarily pending the construction of a permanent repository for them.

Copies of all four books have been deposited in each of the provincial capitals.

The pages of all books in Ottawa are turned regularly according to a calen-

dar prepared for each one by the contracting artist, Lt.-Cdr. Alan B. Beddoe, RCNR (Ret), of Ottawa. Both of the smaller books are displayed completely every six months—51 pages for the South African War Book and 81 for the Korea Book—but it takes a full year to work through the books for the two World Wars—601 pages for the First World War Book and 612 for the Second World War Book.

The South African War Book contains the names of 267 Canadians who died in the South African War and 16 who lost their lives in the Nile Expedition of 1885. The First World War Book contains 66,655 names, the Second World War Book has 44,893 names, and

there are 516 names in the Book commemorating those who died in the United Nations operation to restore peace in Korea.

The First World War Book of Remembrance was placed on its altar in the Memorial Chamber on Nov. 11, 1942. The Second World War Book was dedicated on Nov. 11, 1957, the South African War Book on May 31, 1962, and the Korea Book on Nov. 11, 1962. Because of the Second World War, the ceremony for the First World War Book's dedication was very simple, but for each of the other three, the dedication was made by the Governor General of Canada.—*Canadian Veterans News Notes.*

END OF AN ERA

THE HAULING DOWN of the Admiralty Flag, crimson with gold horizontal foul anchor, from the Admiralty building in Whitehall, London, marked the end of an era in Britain's history.

The office of Lord High Admiral, whose flag this is, has existed, with occasional breaks, for over 600 years. From the earliest days the country's maritime affairs had been entrusted to a single high officer of state but in the year 1629 his functions were put in the hands of commissioners for executing the office of Lord High Admiral, or the Lords Commissioners of the Admiralty. The sovereign, however, still retained the prerogative of reappointing an individual as Lord High Admiral, or even of holding the office himself. Charles II, for example, conferred the office on his brother, James Duke of York, later King James II, and the last man to be Lord High Admiral was the Duke of Clarence known as the "Sailor" Prince and later King William IV who held the office in 1827.

In recent years there have been nine members of the Board, two political

appointments, the First Lord of the Admiralty and the Civil Lord, six naval officers, known as Sea Lords and the Permanent Secretary. In former times the whole Board changed if there was a new government, but in recent years only the political members of the Board have changed. Since the office of Lord High Admiral was first put into commission in 1628 the flag of the Lord High Admiral has flown over the Admiralty office; it was only lowered to half-mast on the death of the Sovereign.

Now the Admiralty as a separate government department is no more. It has been absorbed into the reorganised Ministry of Defence and the running of the navy will be in the hands of the Navy Department of the Ministry of Defence headed by the Admiralty Board, not—be it noted—the "Navy Board" as originally proposed. Parliament itself decided, after lively debate, that the old title should continue. Moreover, the office of Lord High Admiral has been retained and has been assumed by the Queen, who will, no doubt, fly the flag when she next visits the Fleet.—*Naval News Summary.*



A snappy salute, eyes right and every man in step—a platoon of men that would bring joy to the heart of the toughest navy Gunnery Instructor. Ex-sailors parade to the memorial service held Sunday, May 17 in conjunction with the 10th annual Canadian Naval Association reunion. Close to 3,000 naval veterans of two World Wars and Korea attended the reunion in Kitchener-Waterloo. (COND-9013)

NAVAL REUNION '64

THE TWIN CITIES of Kitchener and Waterloo took on all the character of a convoy assembly point during the week-end of May 15-18 as close to 3,000 delegates and wives from all across Canada gathered for the 10th annual Canadian Naval Association Reunion.

It was one of the biggest and best national reunions held by the naval veterans and the enthusiasm displayed augured well for the future growth and importance of the association.

In the words of Mayor K. R. Hymmen, of Kitchener: "While many reunions and similar gatherings have taken place in the city over the years, none can be more welcome than this reunion of veterans of the senior service."

The 10th reunion was organized by the Kitchener-Waterloo Naval Veterans' Association under the leadership of club president Jim Fromm, reunion chairman E. W. (Bill) Baker and a committee of some 16 hard-working members. All found that the final stages of the organization provided little time for sleep and still less to spend with their families, but the week-end, with all its fun, reminiscing, dining, dancing

and associated pleasures enjoyed by the delegates and their wives made it all worthwhile.

The Kitchener-Waterloo Record put it this way: "The ex-sailors last night shook hundreds of hands, slapped the same number of backs and sang along

Reunion Held In St. John's

While mainland naval veterans were holding their annual reunion in Waterloo, Ont., those of Newfoundland met in the Old Colony Club, St. John's, for their fourth annual get-together.

The occasion was a celebration of both golden and silver anniversaries. In September 1914 Newfoundland seamen of the Royal Naval Reserve were called up for service and 25 years later, in November 1939, the first draft of volunteers from Newfoundland arrived in England.

On both these occasions, Newfoundland sailors went to war as part of the Imperial forces. With the entry of Newfoundland into Confederation in 1949, most recruits now join the Canadian Armed Forces.

in the style reminiscent of an English music hall during the bleaker days of the early '40s. There were magistrates and mechanics, teachers and truckers, broadcasters and bookkeepers, but for one week-end, they were all 'navy'. They were there from the famous and not so famous ships. From the *Bellechasse* and the *Bittersweet*, the *Arvida*, and the *Assiniboine*, the *Eyebright* and the *Chedabucto*."

The week-end got underway on Friday evening, May 15, with a men's giant smoker in the Glenbriar Curling Club and a women's get-acquainted party in the Kitchener-Waterloo Naval Veterans' Association clubrooms, both on Weber Street. This was followed by a well planned stage show for both the men and their ladies.

The reunion was officially opened on Saturday morning in Waterloo Square, with an inspection of the RCNR guard and band from HMCS *Star*, Hamilton's naval division, and a CNA guard of honour by Commodore Paul D. Taylor, Commanding Officer Naval Divisions. Greetings to the delegates were expressed by officials of both Kitchener and Waterloo.

The afternoon saw a sherry party and fashion show for the women and a get-together for the men.

Saturday evening both the Glenbriar Curling Club and the K-W NVA club-rooms went "full ahead both", with the formal reunion banquet and grand naval ball in the former, and an informal dance in the latter. Official guests at the banquet and ball included Commodore Taylor and Mrs. Taylor and Commodore J. W. F. Goodchild, Senior Naval Officer, Toronto Area, and Mrs. Goodchild. Among other guests at the head table were O. W. M. Weichel, MP, and Mrs. Weichel; Keith Butler, MP, and Mrs. Butler and Liston B. McIlhagga, of Winnipeg, president of the Naval Officers' Associations of Canada.

The guest speaker of the evening was Commodore R. I. Hendy, RCNR (Ret), honorary patron of the CNA and the association's legal adviser. In his address to the delegates, Commodore Hendy referred to the government's plans to bring about integration of Canada's armed forces and offered his views on how such a move would affect veterans' organizations such as the CNA.

He said: "It has been suggested that if the Navy, as a separate service, goes, groups such as the CNA will no longer have anyone to draw on in the future and will wither away. There is no justification for this. As long as men go down to the sea in ships, there is need to maintain and develop a maritime armed force for their protection, and

those who man the ships will continue to be the type of person who should become members of this Association. Rather than becoming redundant, an organization such as the Canadian Naval Association would have a greater responsibility in ensuring that the objectives in the Association's charter directed toward maintaining an awareness in the public eye of the importance of maritime power are fulfilled. It is through the intelligent discussion of men who have experienced the sea that an understanding of its vital role to us all can and should be developed."

Referring to the government's *White Paper on Defence*, Commodore Hendy said he did not think that statements in it concerning maritime forces could have been made by anyone not aware of the importance of maritime potential.

"The danger is that others who may not be so well informed or so alert to this may draw the wrong conclusions. Groups such as the Canadian Naval Association can make their contribution by ensuring that these factors are not forgotten or overlooked when the form which Canada's defence forces will take is being considered."

The activities of Saturday evening by no means ended the reunion. Sunday morning dawned bright and clear. . . . a perfect day for reunion activities of a more solemn nature. Delegates paraded to St. John's Anglican Church and St. Mary's Roman Catholic church for special services. Thereafter followed what has become the highlight of the annual reunions, the moving memorial



The littlest sailor, two-and-a-half-year-old Perry James Winter, of Stratford, Ont., looks up at Mel McMahon, Cobourg, Ont., Canadian Naval Association sentry at the cenotaph in Kitchener, during the memorial service. Close to 3,000 naval veterans and their wives were in Kitchener-Waterloo for the 10th annual reunion of the CNA. (COND 9004)

service and wreath-laying ceremony at the city's cenotaph. Led by *Star's* band and guard, the CNA guard and veterans' contingents paraded to pay homage to those men of the sea who did not return from two World Wars and the Korean conflict.

Following prayers led by Chaplain (P) C. H. MacLean and Chaplain (RC) J. P. Farrell, wreaths were laid by Commodore Taylor on behalf of the Royal Canadian Navy and by delegates from the various naval veterans' clubs as the band played "Abide With Me".

The reunion continued on Sunday afternoon and on Monday on an informal note, with the quarters of the K-W Naval Veterans Association "open for inspection" until the delegates, one by one or in groups, headed back to their homes.

During the course of the week-end, memories had been reawakened, battles had been re-fought, runs ashore in all of the old familiar places had been relived, and many friendships born in the '40s and even earlier had been re-established.

Older, balder of head and rounder of torso many of the veterans are, but the common bonds of friendship and comradeship, like the sea, endure forever.



The national presidents of two major Canadian naval veterans' organizations met at the 10th annual Canadian Naval Association reunion in Kitchener-Waterloo. NOAC president Liston B. McIlhagga, of Winnipeg, (left) makes a point on naval veterans' affairs with Herb Maynard, of Oshawa, president of the CNA. (COND-9010)

OFFICERS AND MEN

General Pearkes Visits Outposts

His Honour G. R. Pearkes, VC, Lieutenant-Governor of British Columbia, sailed in HMCS *Margaree* on his fourth annual visit to Indian villages and isolated communities of the lower British Columbia mainland.

He boarded the destroyer escort on May 25 at Port Hardy, accompanied by Cdr. Joseph Roberts, RCN (Ret), His Honour's naval aide from Vancouver, and secretary, Cdr. Gar Dixon, RCNR (Ret).

General Pearkes visited Hartley Bay, Kemano, Zeballos, Tahsis and Ahousat before returning to Esquimalt in the *Margaree* May 31.

The *Margaree* is commanded by Cdr. J. L. Panabaker.

New Captain For Antigonish

Lt.-Cdr. Paul L. McCulloch has succeeded Lt.-Cdr. H. J. Wade in command of HMCS *Antigonish* of the Pacific Command.

Lt.-Cdr. McCulloch had been staff officer navigation/direction to the Flag Officer Pacific Coast and Honorary Aide-de-Camp to the Lt.-Governor of British Columbia.

Cdr. 'Tony' Law CO of Cape Scott

Cdr. C. A. (Tony) Law has been appointed in command of the escort maintenance ship HMCS *Cape Scott*, based at Halifax.

Cdr. Law entered the former RCNVR in 1940. He was awarded the Distinguished Service Cross and two men-

Weddings

Sub-Lieutenant Roger M. Bernard, HMCS *Fraser*, to Moira McColl, of Victoria.

Ordinary Seaman Colin Grant McKenzie, HMCS *Fraser*, to June Hazel Medler, of Victoria.

Petty Officer R. F. Paquette, HMCS *Shelburne*, to Shirley M. Blakeney, of Shelburne, N.S.

Sub-Lieutenant Roger Michael Pyper, VS-880, to Nancy Ronaldson Dunn, of Victoria.

Able Seaman Roy L. Smith, HMCS *Fraser*, to Dorothy Ann Ditlevson, of Victoria.

Leading Seaman W. C. Warrell, HMCS *Shelburne*, to Elizabeth A. Garber, of Dartmouth, N.S.



East met west at the Canadian Naval Association reunion in Kitchener-Waterloo. Left to right, delegate J. Boyle of Halifax, Wren M. J. Nopper, of HMCS *Star*, Hamilton, and H. W. Wassick, Nelson, B.C. (COND-9011)

tions in despatches for his part in English Channel motor torpedo boat actions during the Second World War.

Following the war, he commanded the frigate *Antigonish*, was first lieutenant-commander in the aircraft carrier *Magnificent* and from 1955 until 1957 served as executive officer of the arctic patrol ship *Labrador*.

In 1961, Cdr. Law was appointed in command of the destroyer escort *Sioux* and a year later assumed the additional appointment of Commander Third Canadian Escort Squadron. Previous to his new appointment he was on the staff of the Commodore Personnel Atlantic Coast at Halifax.

SACLANT Deputy Visits Halifax

Vice-Admiral I. W. T. Beloe, RN, Deputy Supreme Allied Commander Atlantic, arrived at HMCS *Shearwater* on Tuesday March 17, for a five-day visit.

Vice-Admiral Beloe began his official activities on March 18 when he was received by Rear-Admiral Jeffrey V. Brock, Canadian Maritime Commander Atlantic. Later Vice-Admiral Beloe visited Maritime Command Headquarters and met members of the RCAF Staff College. He next visited *Shearwater*, then inspected the destroyer escort *Assiniboine*. He also met Royal

Navy officers from two submarines of the Sixth Submarine Division based at Halifax, following which he was a guest at a dinner at Government House.

After further briefings and inspections, Admiral Beloe left by air March 23 for Norfolk, Va.

Change of Command For New Glasgow

Lt.-Cdr. O. J. A. Cavenagh has been appointed in command of HMCS *New Glasgow* of the Pacific Command. He succeeds Lt.-Cdr. J. S. Hertzberg.

Before taking up his new appointment, Lt.-Cdr. Cavenagh was staff officer operations in Atlantic Command headquarters at Halifax.

Educators Shown Through Assiniboine

Officers and men of HMCS *Assiniboine*, the first destroyer escort of the Royal Canadian Navy to be fitted with helicopter landing facilities and varia-

Births

To Leading Seaman Robert Brooks, HMCS *Fraser*, and Mrs. Brooks, a son.

To Lieutenant K. F. Brown, HMCS *Shelburne*, and Mrs. Brown, a daughter.

To Able Seaman David Erskine, HMCS *Fraser*, and Mrs. Erskine, a daughter.

To Able Seaman Murray Forman, HMCS *Fraser*, and Mrs. Forman, a son.

To Able Seaman J. P. Gillis, HMCS *Shelburne*, and Mrs. Gillis (the former Wren J. Irwin), a daughter.

To Able Seaman Dennis R. Harder, of Naval Radio Station, Gander, Nfld., and Mrs. Harder, a son.

To Ordinary Seaman Gordon E. Hart, HMCS *Fraser*, and Mrs. Hart, a daughter.

To Sub-Lieutenant G. W. Kautz, HMCS *Fraser*, and Mrs. Kautz, a daughter.

To Able Seaman John Klassen, HMCS *Fraser*, and Mrs. Klassen, a son.

To Able Seaman R. A. Morrissey, HMCS *Shelburne*, and Mrs. Morrissey (the former Wren I. Ethier), a daughter.

To Able Seaman R. S. Nearing, HMCS *Shelburne*, and Mrs. Nearing, a daughter.

To Able Seaman O'Neil Regnier, HMCS *Fraser*, and Mrs. Regnier, a daughter.

To Able Seaman E. G. Richards, HMCS *Shelburne*, and Mrs. Richard, a son.

To Petty Officer George A. Stewart, Naval Radio Station, Gander, Nfld., and Mrs. Stewart, a son.

To Able Seaman D. J. Thibeau, HMCS *Shelburne*, and Mrs. Thibeau, a daughter.

To Leading Seaman Russel Thomlinson, HMCS *Fraser*, and Mrs. Thomlinson, a daughter.

ble depth sonar, were joint hosts on May 23 to 100 principals, guidance counsellors and selected students from 10 Halifax, Dartmouth and Windsor, N.S., high schools.

The visitors toured the *Assiniboine* in the afternoon and their hosts familiarized them with equipment on board Canada's modern ships and with some of the duties of the officers and men.

The tour was arranged by Lt.-Cdr. Ben Weber, Area Recruiting Officer, and Lt.-Cdr. Zenon Sadoway, Area Naval Career Counsellor.

HQ Posting For Cdr. Cumming

Cdr. Donald W. Cumming, 39, of Toronto and Ottawa, has been promoted to his rank and appointed to the staff of the Assistant Chief of Naval Staff (Plans) at Naval Headquarters. He is a specialist in marine and aeronautical engineering and a qualified pilot.

Minesweeping Idea Advanced

A suggestion by three civilian supervisors in the Electrical Shop in HMC Dockyard, Esquimalt, has earned them merchandise awards from the Suggestion Award Board of the Public Service of Canada.

They are C. G. Blogg, W. A. Noel, and N. E. Webb, all of Victoria.

They designed and produced detachable, watertight connections to facilitate the replacement of acoustic devices and cables in minesweeping operations. Their improvement was already in use on the West Coast when formal adoption by the Navy came through.

Although Canada's 10 coastal minesweepers were paid off early this year, they have been put in reserve at Halifax and Esquimalt.

Captain Tilley in Sea Training Post

Captain Harold R. Tilley has been promoted to the rank in the Royal Canadian Navy and appointed Captain Sea Training on the staff of the Flag Officer Atlantic Coast at Halifax.

Before taking up his new appointment, Captain Tilley served on the staff of the Chief of Naval Personnel at Naval Headquarters, Ottawa.

Buttons for Long Service

Department of National Defence long service award certificates and buttons for 25 years' continuous service have been presented to Robert C. McCrady and Merrill James McLean.



Second-year cadets of the three armed forces form a colour party at the Canadian Services College Royal Roads. From left, are Naval Officer Cadet Melvin M. Spotswood; Army Officer Cadet Andrew L. Payer, and Air Force Officer Cadet James F. Pfaff. In back is RCAF Officer Cadet Byron R. Hinton. (E-76506)

The presentations were made recently by Commodore Donald McClure, Director General Naval Supply, on whose staff Mr. McCrady and Mr. McLean serve.

Officer's Son Wins Fellowship

A Woodrow Wilson Fellowship for graduate study in the academic year 1964-65 has been awarded to David L. Hitchcock, stepson of Captain Anthony F. Pickard, RCN. Captain and Mrs. Pickard reside at 1208 Cameo Drive, Ottawa.

The award is made by the Woodrow Wilson National Fellowship Foundation, of Princeton, New Jersey, to encourage talented undergraduates to give serious consideration to careers in college teaching. It carries an \$1,800 stipend, plus dependency allowances and tuition cost.

Mr. Hitchcock has been attending McMaster University, Hamilton. The graduate study awards were made to 93 seniors at 19 Canadian colleges and universities.

The foundation administers its fellowship program through a \$27,500,000, five-year grant from the Ford Foundation and

this year has selected 1,507 fellows from among some 11,000 candidates nominated by faculty members through the United States and Canada.

Captain Gaynor In New Post

Captain Beverley E. Gaynor has been promoted to that rank and appointed Director of Matériel and Supply Control at Naval Headquarters.

A commerce graduate of the University of Toronto, Captain Gaynor entered the former RCNVR in 1941. He served in supply and liaison appointments in Britain and Canada during the Second World War.

In 1958 he became Officer-in-Charge of the Naval Supply Depot in Montreal, and since March, 1963, has been at Naval Headquarters as special assistant to the Chief of Naval Technical Services.

Presentation At Bermuda Base

Clasps to the Canadian Forces Decoration were presented to two members of the staff of the Canadian Naval Radio Station, Daniel's Head, Somerset Island, Bermuda, in mid-May by Lt. M. A. Ruymar, officer-in-charge of the station.

The recipients were CPO John Allister Dunbar and Ldg. Sea. Claude Alexander MacDonald.

Chief Dunbar joined the RCNVR in January 1942 and transferred to the RCN four years later. Ldg. Sea. MacDonald spent eight years in the Canadian Army before joining the RCN in 1949.

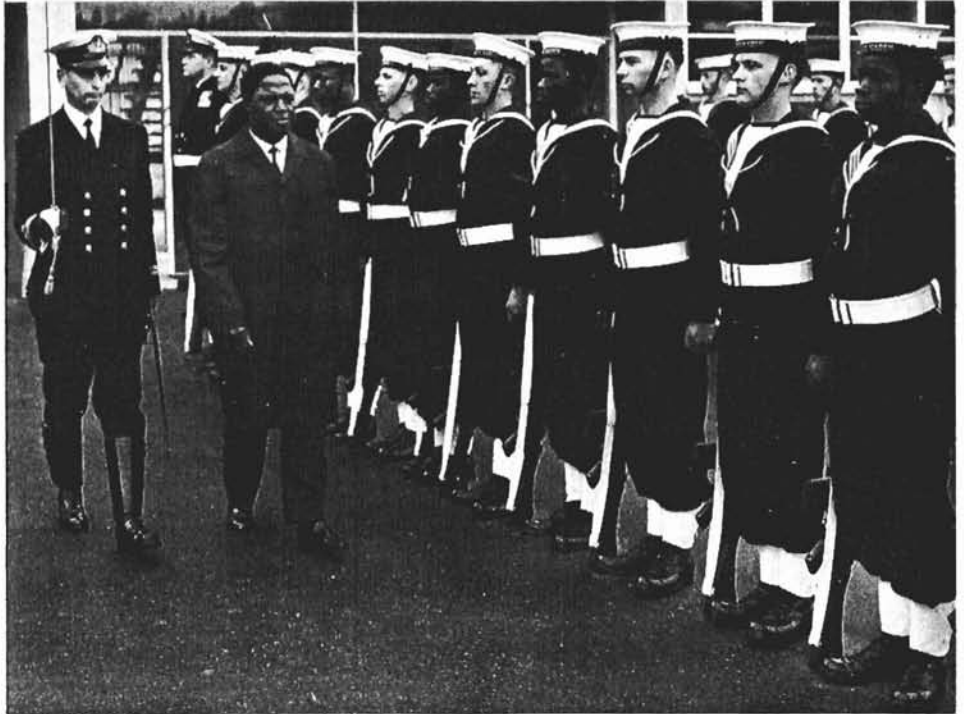
Sailors' Poet. 'Ned' Pratt Dead

"He was the poet of the engineroom, the convoy, the shipwreck, the iceberg, the seas and the strong men who tamed them, the sacrifices of the missionaries, of Canadian prairie sunsets, of Dunkirk and of railways."

These words were spoken of Edwin John (Ned) Pratt, often referred to as Canada's best and best-known poet, by A. J. Northrop Frye. Another noted Canadian, Leonard Brockington, said of Dr. Pratt, who died in Toronto on April 26, that: "Nobody in our generation has seen more clearly the hearts and minds of the strong manhood of Canada."

Edwin Pratt was born to Rev. John Pratt, a Methodist minister in a tiny Newfoundland fishing village, and his wife, Fanny, daughter of a sea captain, on Feb. 4, 1883.

Dr. Pratt studied for the ministry but, according to his own admis-



During his tour of Esquimalt naval establishments Nigerian Minister of State for Navy Mathew Mbu interviewed members of the Nigerian Navy at present under training in Pacific Commandships and in HMCS Naden. While visiting the Naval Technical School he inspected a composite guard of Nigerian and Canadian Technical Apprentices. Lt. L. Goodman is the Officer-of-the-Guard. (E-76155)

sion, he did not feel at home in the pulpit and gladly accepted an invitation from Victoria College, Toronto, to join the English department in 1920. He began writing poetry seriously about the same time and his first volume, Newfoundland Verse, was published in 1923.

His major works in later years included: *The Witches' Brew*, *Titans*, *The Iron Door*, *The Roosevelt and the Antinoo*, *Verses of the Sea*, *Many Moods*, *The Titanic*, *The Fable of the Goats and other poems*, *Brebeuf and His*

Brethren, *Dunkirk*, *Collected Poems*, *They Are Returning* and *Behind the Log*.

In 1959 he wrote a poem in honour of the journey of Her Majesty, the Queen, to Canada to open the St. Lawrence Seaway. The poem was called *Landfall Ahead*. It was his last poetical work.

New Engineering Officer For 'Bonnie'

Cdr. Francis J. Dayton has been promoted to his present rank and appointed engineering officer in the aircraft carrier *Bonaventure*.

Cdr. Dayton, a graduate engineer of the University of British Columbia and a qualified pilot, entered the Navy at Vancouver in 1949. He served in the cruiser *Ontario* and the aircraft carrier *Magnificent* before joining the staff of the Canadian Services College, Kingston, in 1956 as assistant professor in mechanical engineering.

Personnel Post For Captain Lynch

Captain J. A. M. Lynch, has been promoted to that rank and appointed to the staff of the Chief of Naval Personnel at Naval Headquarters. Before taking up his new appointment Captain Lynch was Assistant Director of Fighting Equipment (Plans) at Naval Headquarters.

CORRECTION

Dear Sir:

I refer you to the article "The Launching of Ojibwa" appearing on page 5 of Vol. 16 No. 3-4 *Our Navy* issue of *The Crownsnest* of March-April 1964. The caption appearing under the picture is incorrect inasmuch as the naval officer appearing with Mr. Chevrier and Lady Miers is Rear-Admiral I. L. T. Hogg, DSC and Bar (Flag Officer Medway and Admiral Superintendent Chatham Dockyard) and not Rear-Admiral Sir Anthony Miers, VC.

Yours sincerely,

W. H. MACDONALD
Lieutenant-Commander, RCN
Secretary to Naval Member, CJS(L)
CAPO 5051
Canadian Armed Forces, Europe

Q-SHIP CAPTAIN

Part One

EVERY WEEKDAY morning at 9:30, a sturdy, barrel-chested figure leaves his West End Vancouver apartment and briskly steps off an up-hill, mile-long walk to the local YMCA. After changing into strip clothes, he climbs on a stationary bicycle and pedals off from 20 to 25 miles. After that, several miles on a sculling machine with the precision of a stroke oar, then a 20-minute workout on the gym floor, all topped off by a cold shower. He changes into street clothes and crisply strides back home to a bracer, sometimes with lime juice. On the week-ends, when the "Y" is jam-packed with youngsters, good weather calls for an eight-mile hike around Stanley Park.

At 91 years of age, this is routine for Archibald Heurtley Reed, Master Mariner and Commander, Royal Naval Reserve and RCNR, Retired. Minus a kidney, lost when he was crushed by a falling horse in a steeplechase race in Vancouver more than 50 years ago; minus all but six of his fingers and thumbs, lost following an anchor accident early in his naval career; minus most of his toes, "Cappy" Reed, as everyone on Vancouver's waterfront calls him, faces the world with laughing, light blue eyes over a hawklike nose, doesn't wear glasses except to read and has perfect hearing. His powerful frame belies his smallish height (5' 4½") and weight (124½ pounds).

A pepperpot by disposition, his speech is liberally sprinkled with salty, sea-going cusswords and he recalls his long adventurous career with relish, illustrating a sea-going dip by thumping the arm of his favourite chair with both hands and thundering out a powerful "Ho-ho-ho!" "Cappy" Reed is proud of his powerful build and bursting good health. He has had one serious illness in his life—last November when he contracted pneumonia and spent several weeks at Shaughnessy Military Hospital. The present day 25-mile bike ride is merely a warm up to his normal 50-mile pedalthon.

Once, between October 1962 and January 1963, he rode a real bicycle 2,215 miles to Calgary, three times in a competition, which saw him make his three trips to the other contestants'

by

Captain W. J. Herbert, RCNR

HMCS *Discovery*

single 715-mile jaunt from the coast to the prairie city. Cdr. Reed won without really trying.

"Cappy" was commissioned in the Royal Navy Reserve as a lieutenant in 1899, served throughout the First World War with most of his real action in "Q" ships, was commissioned in the RCNR in 1939 and served as first Chief Examination Officer in Port of Vancouver under his old friend "Barney" Johnson (Captain B. D. L. Johnson, RCN (Ret)) until July 1941, when he was appointed Naval Officer in Charge, Prince Rupert, where he served until his retirement in 1944.

At the outbreak of the Korean police action in July 1950, one of the first offers of service to arrive at Naval Headquarters came from Cdr. Reed, then a youngster of 77.

C DR. REED was born in Stockton-on-Tees in Durham on Feb. 20, 1873. He attended school at Christ Hospital, which was founded by King Henry VIII for sons of Freemen of London, carried on by Edward VI and, through the efforts of Samuel Pepys, was endowed by King Charles II as the Royal Mathematical School. At 15, his application to enter *Britannia*, the Royal Navy's preparatory school of the time, was rejected because the examining physician found a scar on his neck, which Reed claims came from some forgotten schoolboy illness.

His mind was set upon a career at sea, if not in the Royal Navy, then as a merchant service officer. He applied for and was appointed an apprentice cadet in the well known British shipping firm of Shaw, Savill and Albion Company. As an apprentice, teen-aged Archie Reed went to sea in the clipper ship *Invercargill*, engaged in the wool trade between London and New Zealand. He was on board this famous clipper ship when she made a run from London to Little Town on the east coast of New



Ninety-one-year-old Cdr. A. H. Reed, RCNR (Ret) and RNR (Ret), brushes on some finishing touches to one of his water-colours in his West End Vancouver apartment. "Cappy" Reed specializes in water-colour paintings of sailing ships, in storms and under full sail, and reports that he doesn't need any models since his memories of both ships and storms are vividly stored in his agile mind.

Zealand's South Island in 72 days, a feat that "Cappy" Reed claims equalled or even surpassed the historic 61-day run from Britain to Melbourne, Australia, made by the *Cutty Sark*.

As Cdr. Reed recounts his days in sail, his blue eyes flash and he hammers away at the arms of his favourite chair, mixing in philosophy with vivid stories of his time before the mast.

"It was an interesting trade, having a fine flavouring of sport in that every voyage of a wool clipper was a race upon which bets were laid by persons on shore and even to the seamen who received starvation wages.

"It is this inherent love of sport that created a spirit of loyalty to their ship; that elevated a life of unspeakable discomfort into a calling which produced magnificent seamen who took real pride in their seamanship and who exhibited more mirth and good fun than is to be found in the luxurious living of the sea-going labourers of today. One may remark that luxury and ease do not create happiness. Happiness is one thing that money cannot buy."

IN RECOUNTING one of his voyages in sail aboard the clipper *Langstone*, barque-rigged of 746 tons, "Cappy" Reed remembered that he was one of four apprentices all between 16 and 17 years of age. The *Langstone* was built as a flyer for the tea trade in 1869 but with the opening of the Suez Canal, which killed the tea trade for sailing ships, she had been turned into a wool ship.

"Aboard we did a man's work." Cdr. Reed said. "but with the difference that we paid a substantial premium for our apprenticeship (£25 a year), got no pay and worked and were fed the same as the seamen before the mast. The only concession was that we had our own living quarters—a tiny hole at the break of the poop with just enough room for four bunks and four sea chests which contained our clothing and anything else we possessed. We were entitled to a quarter-pound of pork and a quarter-pound of beef twice a week, but it was always stinking and foul and we couldn't eat it. We had no vegetables, no milk. We lived on biscuits and lime juice, the biscuits were so hard they had to be broken with a belaying pin. But they were chock full of wholesome nutrition and we thrived on them. The lime juice—about three ounces or so in a tot—kept scurvy away and we were a healthy lot.

"We worked from 14 to 16 hours a day. Sometimes, during the approach to heavy weather, one's working hours

were eighteen and 20 hours a day; almost as soon as the watch was relieved it was time to come on deck again.

"It would be imagined that a ship bound for New Zealand round the Cape of Good Hope would hug the African side of the Atlantic so as to shorten the distance, but this is not the case, for on either side of the Equator there is a zone of calms and frequent rains and this zone is widest on the African side. So it would entail loss of time to run into this calm zone, which is known as the doldrums. And here it is that the great test of skill and judgment of the master come in. In the doldrums you would get a perfectly flat calm with the sun beating down and making the pitch in the deck seams boil. The decks would be too hot for the bare feet. Then, without warning, clouds would gather and a deluge of rain that must be experienced to realize, squalls in all directions and much thunder and lightning.

"To work a ship through the doldrums, it was necessary to work the crew mercilessly. Yards were swung round from one side to the other without a breath of wind being discernible; then perhaps a hard squall right ahead; but by driving the crew to exhaustion, the ship would ghost along, making perhaps only one knot; under less severe methods she would literally stand still. However, with every squall there would be the anxious question: 'Is this the trade?' Finally a good squall would come from the right quarter and it would hold and then with joy we realized we had got it."

"Cappy" Reed continued: "The zone of the doldrums is very clearly defined so it is obvious that, by driving and bullying the men, a few precious miles might be gained so that, when the trades were actually picked up, a ship that had been worked hard would be romping away with every sail set; whereas, another ship, only a few miles away would be wallowing and turning around in a flat calm."

HIS DESCRIPTION of a passage in the vicinity of the Cape of Good Hope was so vivid you could almost imagine being in the storm.

"During our passage, when in the vicinity of the Cape," he recalled, "an incident occurred which might well have resulted in the *Langstone* being placed on the missing list. We were running before a strong gale with lower top sails and reefed upper topsails set and, of course, the foresail. This sail, being low down, is most effective when a ship is running before the wind, as it tends to lift her bows. It was raining

heavily and the visibility was not more than 100 yards. The sky was particularly dark ahead. The Old Man had left the poopdeck to lay off the ship's position, study the barometer, plan for the night. The mate was in charge of the watch, and it must be admitted that his sea sense was faulty.

"The seas were beginning to lose their true form and appeared to pyramid. This is a sure indication that we were passing through the exact centre of the storm. Sail should have been shortened and all in readiness for a sudden shift of the wind, but he held on—when suddenly there was a brief lull of less than one minute and the wind came out from right ahead, with a furious squall. All square sails were caught flat aback, the ship's bows rose as her stern dipped and she was being forced down stern first with the sea standing 12 feet deep on the poop. The Old Man attempted to reach the poopdeck and got knocked down, with tons of water pouring down the companion hatch. He reached the deck through the break of the poop. Everything was in confusion as it was impossible to reach braces or halyards. The crew on deck was forced into the rigging to have themselves from being washed overboard or drowned. The helmsman was torn away from the wheel and driven forward the whole length of the ship.

"It certainly seemed to be the finish when, just as the ship appeared to be foundering, she swung slightly off the wind and the foretopmast staysail caught the wind and swung the ship broadside on to the wind, which threw her practically on her beam ends. She had low bulwarks and this practically saved her as she rolled the tons of water off her decks. The Old Man was now in charge; the hands jumped on to the deck; orders were shouted for swinging the yards round and letting go topsail halyards and presently we were riding it out, hove to. The whole incident had lasted only a few minutes, but it was a very near thing."

When he was asked what he did for relaxation in New Zealand, a twinkle sparkled his eyes and he pounded the chair as he replied: "What the hell do you suppose we did?" And while he rode and raced ashore, his method for keeping fit at sea was simple: "Go up to the royal yards, with the mast swinging all over the ky, shinny up a wire rope with wet oil skins on. That keeps you fit enough!"

(The second and concluding instalment of this account of "Cappie" Reed's seafaring career will appear in an early issue.)

LONG WAY ROUND

Part Two

BY SUNDAY, Feb. 9, HMC Ships *St. Laurent*, *Mackenzie* and *Fraser* had crossed the South China Sea and were preparing to enter Johore Strait for a ten-day visit to Singapore and an extended visit to the Federation of Malaysia.

In a torrential rain storm the three ships of the Second Canadian Escort Squadron entered HM Naval Base, Singapore, and secured alongside.

Singapore is a focal point on the international sea and air routes of Southeast Asia. Its strategic position, its facilities and its free port status have all contributed to making it the largest port in Southeast Asia, and one of the world's great commercial centres.

Keen to exploit the treasures of the island, a steady stream of sailors ventured ashore. Singapore is a shopper's paradise, especially for those who love to barter and possess the stamina necessary to achieve their end. Silks, brocades, carvings of wood and ivory, jade, cameras are all to be had and in some quarters the shop proprietors even go to the lengths of serving tea, coffee, or soft drinks to their prospective customers. To many, just strolling along the streets was an adequate pastime. Truly a melting pot of races, colours and creeds, Singapore teems with Chinese, Malaysians, Indians and Europeans, Buddhists, Moslems, Hindus, and Christians. They all seem to live in harmony, skillfully preserving their national character to a high degree even after so many years.

Singapore has a population of more than 1,500,000 people and is said to have the highest birthrate in the world. For years hundreds of thousands have been jammed into slums, often living 12 to a room. But today, in order to relieve this intolerable situation, the government has instituted a vigorous campaign to build high-rise apartments and community centres in outlying districts of the city. Throughout the island can be seen evidence of this campaign as beautiful, tall apartment buildings rise majestically from the fading slum areas.

During the first week of our visit two of the most important national holidays took place one after the other. The first,

the Chinese New Year, the year of the "Azure Dragon", was ushered in at midnight on Feb. 12 amidst a crash of cymbals and a war of firecrackers. Shops and homes were decorated with the New Year's greeting "Kong Hee Fatt Choy" printed on great red banners. The streets overflowed with well wishers dressed in their finest, from small children to the most aged. The time of merriment lasts 15 days, of which only the first two are declared public holidays.

Even stranger is the setting of the Moslem holiday which ends Ramadan, the month of fasting during which no Moslem eats, drinks or smokes between sunrise and sunset. Together the Chinese and the Malaysians celebrate their respective holidays in a mutually happy and friendly way.

Although we had more than adequate warning, few, indeed, were able to resist the temptation to try the local dishes. Among these is "Satay", spicy bits of beef or lamb skewered on a stick

with rice cakes, cucumbers, and a peanut curry sauce into which the meat is dipped. Customers pay according to the number of sticks held at the end of the meal. Perhaps because of the heavily spiced nature of the food, many suffered upset digestive systems which lasted as long as a week or more. For some, it was a lesson well learned.

Our visit to Singapore ended on Feb. 18. We steamed overnight and next morning tied up at Port Swettenham. Here we were kept busy for our entire five-day visit. Trips to the Federation Military Academy, the Rural Development Centre, tours of Klang and the capital city, Kuala Lumpur, sports events with local teams all contributed to making our visit most enjoyable.

Probably the most fascinating part of our visit was our tour of Kuala Lumpur or K.L. as it is more commonly known. K.L. is a most beautiful city. It boasts many splendid buildings, spacious public gardens, with broad, green lawns, modern factories, wide streets and a



The *St. Laurent's* flight deck speeded up delivery of mail from home when a Wessex helicopter from HMS *Victorious* was able to land on with the precious cargo. Ldg. Sea. Roman Repski and Ldg. Sea. Clifford Knot wasted no time in getting the mail into circulation. This mail delivery was made during Exercise Jet 64 and at last showed the utility of the helicopter deck. (E-74896-164)

first-rate network of highways leading into and out of the city. K.L. is certainly a capital of which Malaysia should be proud.

Our next stop was at Penang and we anchored off the tiny island state on the morning of Feb. 24. Penang, like Singapore, is a free port and, much to our dismay, we found that it was even more of a shopper's paradise than was Singapore! Most succeeded in spending their last pennies and on Feb. 27 we put to sea again with little money but many wonderful memories and some fascinating souvenirs.

For two days we steamed westward bound for the Indian island group called the Nicobars. Here, in the sheltered harbour off Nancowry, units of the Indian, Australian, New Zealand, British and Canadian navies assembled preparatory to JET 1964, to compare notes, to discuss the exercise and relax. On the morning of March 2 all units put to sea; the first phase of the exercise was underway.

JET '64 was divided into four primary phases. The first week the *St. Laurent* spent working up with other Commonwealth ships and the culmination of this first training period was a tactical exercise of 24 hours duration terminating on the west coast of Malaysia about 50 miles north of Penang.

After a vigorous schedule and a full week the *St. Laurent* and the other Commonwealth navy units returned to the Nicobar Islands for one last rest and a briefing on the last phase of the exercise called "JETAC". Basically this was a tactical exercise. An "Orange" force, of which we were part, was to launch an amphibious invasion on the coast of the "Blue Force" homeland. Supported by submarines, aircraft, a guided missile cruiser and a

limited number of escorts, it was the task of the "Blue" force to intercept the "Orange" force and either divert or destroy us before we could launch an invasion.

Immediately upon completion of JETAC, the *St. Laurent* broke off from the other units and set course for Colombo, Ceylon, the next leg of our world cruise. The *Fraser* and *Mackenzie*, before leaving for Singapore and the post-exercise washup, steamed past and paid their respects to "Sally" before she chopped CANFLAGLANT and departed westward.

JET '64 was a most rewarding and gratifying experience. Although many

problems arose during the exercise most were resolved in very short order. Fears that the language barrier would impede the exercise proved to be quite unfounded. It is estimated that at least 5,000 Commonwealth sailors worked together at times in an efficient and most professional manner. Considering the varying backgrounds this indeed was an achievement.

As part two of HMCS *St. Laurent's* world cruise closes we are steaming westward across the Bay of Bengal. The sea is flat calm and the sun is burning down. Everyone is looking forward to Colombo, and thoughts are of home and the 12,000 miles we yet must steam.



Ord. Sea. Robert E. Leadbetter talks about his ship to visitors on board the *St. Laurent* during a courtesy call to Port Swettenham, Malaya. (E-74896-129)

(END OF PART II)





The Canadian Scientific Ship Hudson, which was commissioned on February 14, will carry out research in the Atlantic and Arctic oceans. (Bedford Institute of Oceanography photo)

Oceanographic Ship in Service

A new \$7 million oceanographic research vessel, the Canadian Scientific Ship *Hudson*, was commissioned February 14 in Halifax. The vessel will be attached to the fleet at the department's Bedford Institute of Oceanography at Dartmouth, N.S.

One of the most modern research vessels afloat, the 294-foot, 4,800-ton *Hudson* has a cruising range of 15,000 miles and can exceed 17 knots.

A floating laboratory, she is capable of hydrographic and oceanographic work anywhere in the world, but will serve mainly in the Arctic and Atlantic oceans. She is already fully booked for 1964, her main cruise involving a full-scale geophysical investigation of Hudson Bay during July, August and September.

The *Hudson* is fitted with the most modern navigational devices and hydrographic aids, including precise radar, echo sounders, both long and short-range positioning devices that will greatly extend the scope of the hydro-

grapher, and with two-range Lambda, an electronic positioning system. She has special mechanisms to control and regulate ship movement during oceanographic observation and measurement and has modern chart rooms complete with the latest cartographic equipment and facilities for making provisional charts at sea.

Her laboratories are adequate and flexible and equipped with modern facilities and instrumentation. A ship's well about 42 inches in diameter permits the lowering of instruments through the ship's bottom. There is special gear for anchoring in very deep water.

The vessel has a wide variety of special winches, ranging from oceanographic winches with some six miles of wire rope to small bathythermograph winches with about 1,000 feet, for many scientific purposes such as drawing water samples from various depths, handling meters for measuring currents, lowering underwater cameras and lights, obtaining samples of the ocean floor, towing plankton nets and obtaining biological specimens.

The vessel carries two helicopters and has a helicopter hangar. She has three launches (two 37-footers and a 31-footer) and a 30-foot landing barge.

Accommodation is provided for 86 persons, including women oceanographers.

The ship is under the command of Captain John Vieau, of Dartmouth, N.S.

The *Hudson* will leave for Hudson Bay early in July for a three-month geophysical investigation of this body of water, which is one of the large inland seas of the world. The project, under Dr. Bosco Lancarevis, chief of marine geophysics at the Bedford Institute of Oceanography, is expected to throw light upon the age and present-day structure of the bay.

Scientists will make a seismic study of the bay to test the theory that its centre represents a large sedimentary basin two miles deep. This will take continuous gravimetric, magnetic and ocean-bottom topography observations to ascertain whether or not the known geological structures on shore extend out into the bay. They will also take sediment samples and photographs of the sea bottom.

AFLOAT AND ASHORE

PACIFIC COMMAND

HMCS Fraser

March was an extremely busy month for HMCS Fraser. On Feb. 29 the Fraser, Mackenzie and St. Laurent sailed from Penang, Malaysia, for the Indian Navy's fleet anchorage at Nancowry in the Nicobar Islands where units of other Commonwealth navies were assembled awaiting the start of JET 64. This was a full scale Commonwealth fleet exercise held in the Indian Ocean. Involved were nearly 30 warships and 10,000 men of the navies of Britain, Canada, Australia, India and New Zealand as well as auxiliaries, subma-

rines and aircraft from the Royal Navy and Royal Australian Air Force.


During the exercise period the Fraser participated in more than 70 exercises and steamed 4,589 miles.

The end of JET 64 signalled the departure of the St. Laurent from the squadron.

After a four-day visit to Singapore, the Fraser and Mackenzie sailed south across the equator before proceeding to Hong Kong, and a "crossing-the-line" ceremony was held aboard. In all 184 tadpoles were initiated into the Ancient Order of the Mysteries of the Deep in a fun-filled forenoon.

The Fraser and Mackenzie arrived in Hong Kong on Saturday, March 28 and berthed at HMS Tamar, the Royal Navy base. HMS Tamar is situated near the center of the city, adjacent to the Kowloon ferry pier, making it an excellent starting place for tours, shopping trips, or a run ashore.

A shipment of 3,500 pounds of used clothing, sent to needy families of Hong Kong by the "Save the Children Fund" of Victoria, B.C., was formally presented to the Hong Kong Junior Chamber of Commerce on April 2. The clothing was collected by the Junior Chamber of Commerce in Victoria and was distributed in Hong Kong by various welfare agencies.



H.M.C.S. FRASER

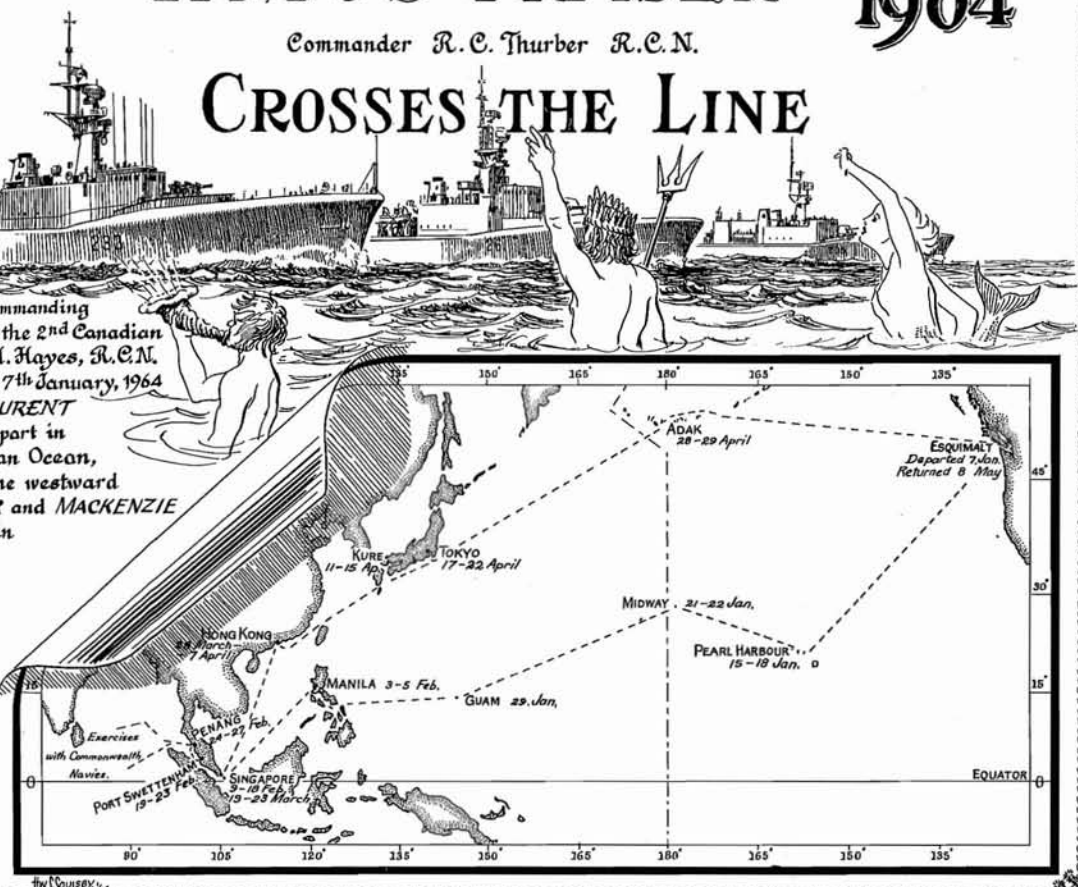
1964

Commander R. C. Thurber R.C.N.

CROSSES THE LINE

Having embarked the officer commanding the 21st Destroyer Division of the 2nd Canadian Escort Squadron, Captain G.H. Hayes, R.C.N. FRASER departed Esquimalt 7th January, 1964 with MACKENZIE and ST LAURENT in company. After taking part in Exercise "JET 64" in the Indian Ocean, ST LAURENT proceeded to the westward around the world. FRASER and MACKENZIE CROSSED THE LINE in Longitude 105° East, on 24th March, 1964, and proceeded to Singapore.

This Certifies that _____ was serving in H.M.C.S. FRASER during this cruise.



HMCS Fraser commissioned Cdr. H. W. S. Soulsby, RCN (Ret), of Victoria, to execute this crossing-the-line certificate to commemorate the ship's steaming over the equator not far from Singapore in late March.

A replica of a hanging flower basket lamp standard, a familiar sight in downtown Victoria, was also presented to the Hong Kong Urban Council by Captain G. H. Hayes, the squadron commander. It was a gift from Victoria's Mayor R. B. Wilson to the people of Victoria, Hong Kong.

A memorial service was conducted jointly by Chaplain (P) W. B. Taylor and Chaplain (RC) A. M. Desrocher at the military cemetery on Sunday April 5. A guard of honour and a large contingent of personnel from the Canadian ships participated in the ceremony. The service was held in memory of Canadian servicemen, who gave their lives in the defence of Hong Kong during World War Two.

The passage through the Japanese Inland Sea to Kure and Tokyo was made in disappointing weather. Fog prevailed throughout most of the trip, reducing visibility to almost zero at times and depriving the ship's company of what would have been one of the scenic highlights of the cruise. However some interesting tours were organized in Kure. These included an eight-hour tour of Hiroshima and Miyajama, a popular resort island in the Inland Sea.

Almost completely destroyed during the last war by an atomic bomb, Hiroshima has been rebuilt and is now one of the most modern cities in Japan. In the city centre is "Peace Park" where the skeleton of the former industrial museum still stands. This structure, now a monument was in the "ground zero" area when the first atomic bomb was dropped.

Great interest was shown in the Canadian ships in both Kure and Tokyo. More than 2,500 people visited the *Fraser* in the shipbuilding centre of Kure while 3,500 toured the ship during "open House" in Tokyo.

The final leg of the trip from Japan was made via the North Pacific route with a one-day fuelling stopover in Adak. The snow flurries and freezing temperature encountered were a sharp contrast to the 100° temperatures everyone had been accustomed to in Malaysia. On May 5, after steaming over 23,000 miles, the *Fraser* and *Mackenzie* returned to Esquimalt to be greeted by a large crowd of dependents.

ATLANTIC COMMAND

HMCS *Restigouche*

A call at Lisbon, Portugal, marked the end of a long NATO exercise in the Mediterranean for the ship's company of the *Restigouche* last March. How-



There were many happy reunion scenes when HMCS *Qu'Appelle* arrived in Esquimalt after serving for several months in the Atlantic Command. In this picture, Ldg. Sea. Vern Young is greeted by his family. (E-76134)

ever, the decision to send Canadian troops and vehicles to Cyprus forestalled getting back to Halifax within a fortnight as originally scheduled.

HMCS *Bonaventure*, carrying vehicles for the Canadian troops airlifted to Cyprus, needed an escort and the *Restigouche* proceeded to Gibraltar to wait for her. While in Gibraltar, the *Restigouche* landed a specially formed internal security squad which underwent instruction in road blocking, house-to-house searches and crowd dispersal in case it should be needed in Cyprus.

Once the *Bonaventure* arrived, the two ships lost no time in heading east down the Mediterranean. Despite an intense winter storm which carried sand from the Libyan Desert out to them at sea, they made good time and arrived off Famagusta, Cyprus, on March 30 wearing the pale blue United Nations Flag. Unloading of stores and vehicles commenced immediately. During the remaining half day of the stay all personnel had the chance to spend a few hours ashore to see the island they had heard so much about.

Once all the Army transport had been landed the ships weighed and proceeded to Malta. Now that her flight deck was clear, the *Bonaventure* began flying operations with the *Restigouche* acting as rescue destroyer.

Two days in Malta gave the ship's company a chance to stretch their legs ashore and see one of the most historic

islands in the Mediterranean. Tours of the island, always popular with the ship's company, took in almost the whole island in an afternoon.

The next leg of the trip again provided ideal flying weather and there were very few hours of the day or night that the *Bonaventure* didn't have aircraft aloft.

After calling at Gibraltar the ships set out across the Atlantic.

On April 20, the *Bonaventure* and *Restigouche* met the destroyer escort *Crescent* north of Bermuda. The *Bonaventure-Restigouche* partnership was dissolved and *Crescent* took over the duties of rescue destroyer.

By the time she reached Halifax, the *Restigouche* had steamed 21,000 miles and had been away 100 days, 64 of which were spent at sea. She had exercised armed parties, fuelled at sea, entertained ambassadors, protected herself in atomic attack exercises and hunted submarines. Her arrival in Halifax started a self-maintenance period and completed a long but worthwhile cruise.—J.K.S.

HMCS *Hochelaga*

The combined efforts of PO Cecil Tabor and six new-entry seamen from HMCS *Hochelaga* and Joseph Bergeron, civilian driver employed at the RCN Supply Depot, Montreal, greatly helped Montreal Police on May 10, in appre-

hending and convicting a breaking-and-entering offender whom they had been seeking for a long time.

While going west on Craig Street in an RCN vehicle on their return from berthing party duty, the naval party saw a man stealing goods through the broken glass of a music store's window display. Mr. Bergeron sounded the vehicle's horn in an attempt to alert passersby but this alarmed the thief and he fled on foot.

PO Tabor ordered the driver to give chase. Noticing that he was being followed, the man began running and backtracking through side streets in the adjacent area in an attempt to elude his pursuers. It then became impossible to continue the chase with the panel truck, so PO Tabor and the new entries got out and pursued the man on foot.

The thief made his way through a bus depot but when he emerged at the other end he found himself face to face with them. He resisted but was overpowered and held until the Montreal police arrived. The man still had some of the stolen goods in his possession and had suffered a cut on his arm from the broken window, giving the police all the evidence needed to put him away.

PO Tabor learned when testifying in court that the Montreal police had tried to indict this man on 14 previous charges but had to release him from lack of evidence.—M.P.R.

This was the second time this year that the initiative of naval personnel had led to the arrest of a lawbreaker in the Montreal area.

Earlier, the Naval Comptroller, Rear-Admiral C. J. Dillon, was instrumental in the apprehension of a shopbreaker in the downtown area. Admiral Dillon saw a man lift an article from a department store counter. He followed the man from the store and down the street at an increasingly brisk pace. After a block or so the admiral picked up a policeman and they ultimately caught up with the suspect after he had ducked into a doorway. On being searched by the policeman, the man was found to be "loaded with loot".

NAVAL DIVISIONS

HMCS *Discovery*

At a recent change of command ceremony Cdr. Albert Holland, took over command of HMCS *Discovery* from Captain Andrew W. Ross, who has been commanding officer of the Vancouver naval division since September 1958.

As he turned over to Cdr. Holland, Captain Ross was ceremonially hauled



CDR. ALBERT HOLLAND
AND
CAPTAIN ANDREW W. ROSS

from the drill deck by wardroom officers on board a jeep.

For Captain Ross, it was the end of a long and eventful career, stretching back 34 years in the Naval Reserve. He joined the RCNVR in Edmonton in 1930 as an ordinary seaman. As a petty officer, he was on his annual naval training when war was declared in September, 1939.

Early in the war he served in HMCS *Sans Peur*, an armed yacht, in the *Prince Robert* and at *Stadacona*. He was an instructor at HMCS *Kings* and was commissioned in 1942.

As an officer, he served on the North Atlantic convoy runs and for some time was in HMCS *Algonquin* in the Murmansk convoy service. For variety he also served in Malta convoys.

Captain Ross was "demobbed" in June 1946 and immediately joined HMCS *Discovery*, where he remained until his retirement. At *Discovery* he served as gunnery officer, training officer, first lieutenant and finally executive officer before assuming his appointment as CO. He was promoted to Commander Jan. 1, 1956, and advanced to Captain on Jan. 1, 1961.

In civilian life Captain Ross is an executive with the Canadian customs service and more recently served as a member of the special ministerial committee to look into the status of the RCNR.

Cdr. Holland is also a product of the lower deck, having joined in Toronto as an ordinary seaman before the outbreak of the Second World War.

He served in HMCS *Beaver*, a converted yacht, the old four-stacker *St. Croix*, the corvettes *Lethbridge* and *Summerside* and the frigate *Outremont*. He was on the Murmansk convoy run and on a 'sweeper duty in the English Channel in preparation for the Normandy invasion. He also served in Bermuda and Gibraltar.

He left the Navy for a short time to try his hand at operating a car agency, but returned on a short service assignment in 1953. For some time he served as staff officer (administration) while at HMCS *Discovery* on SSA. Later he left the permanent force and returned to the Reserve. For a year he served as executive officer with the UBC-UNTD tender and later was named, as a lieutenant-commander, to be XO of *Discovery*. He was promoted to his present rank on Jan. 1, 1964.

HMCS *Star*

A new commanding officer took over at HMCS *Star*, Hamilton's naval division, on May 19. Cdr. H. C. Tilbury, relieved Cdr. R. G. Wilson who had commanded the division since January 1963.

The change of command ceremony took place during *Star's* annual inspection by Commodore P. D. Taylor, commanding Officer Naval Divisions.

Cdr. Tilbury, the new commanding officer, has been executive officer of the division since October 1962. He joined the RCNVR at Hamilton in September 1940 as an electrician. After training in *Stadacona*, he instructed in the torpedo and electrical schools there and at sea in the destroyer *Hamilton*.

Demobilized in July 1945 as an acting sub-lieutenant (L), he rejoined the naval service at *Star* in September 1949 and has served with the division continuously since that time. He was appointed executive officer in October 1962 and was promoted to his present rank in January 1963.

Cdr. Wilson joined the RCNVR at Hamilton in August 1942 as an electrical artificer. After training at *Cornwallis*, he served at Halifax in HMC *Dockyard* and as an instructor in the East Coast naval base's torpedo and electrical schools. He also served at sea in the war-time destroyer *St. Laurent*.

Demobilized as a chief petty officer in December 1945 he returned to service with the naval reserve at *Star* in August 1948 as an acting-lieutenant (L). He served with the division until 1960, when he retired as acting executive officer. In January 1963, he was recalled to the active naval reserve to take command of the division.

HERE AND THERE IN THE RCN



Her Excellency, Madame Vanier, wife of the Governor-General, acknowledges a bouquet presented to her at the naming and commissioning of the Nipigon by 10-year-old Mimi Pontbriand, daughter of Edouard Pontbriand, board secretary at Marine Industries Limited. Mimi and her mother were presented by A. Ludger Simard, left, president and managing director of Marine Industries Limited. In the background is Esmond Butler, secretary to the Governor General.



Lt.-Cdr. William McGown, RCN recruiting officer, Vancouver, presents an engraved mug to Sergeant Ernest (Smokey) Smith, VC, on his retirement from the Canadian Army May 4. Sgt. Smith won the decoration while serving with Vancouver's Seaforth Highlanders in Italy in 1944. He has been a member of the Vancouver recruiting unit for the past 13 years and plans to work as a consultant with a Vancouver travel agency, a position which is likely to take him all over the world.



AB D. D. Hayward, of 33 Utility Air Squadron, looks on while RCMP Constables M. J. Markell and R. E. Sheffield check the safety of his car at Patrician Bay, B.C. The check was required by base authorities before car passes for the current period were issued to personnel. In 68 cars given the 10-point safety check, 16 minor faults were found and corrected. (E-76439)



Six Victoria area charities shared \$2,400, the balance of the Ship's Fund of the paid-off fleet maintenance vessel HMCS Cape Breton in March. Shown holding cheques are representatives of the various charities and ship's personnel. Left to right are Mrs. C. Kellerman, Belmont Park Scout and Guide Hall; Major John Morrison, officer commanding Victoria Citadel of Salvation Army; Cdr. I. A. McPhee, former ship's commanding officer; R. J. Bower, Armed Services Centre, former ship's coxswain CPO Angus P. Allen, Dugald Gillespie, 1964 Conquer Cancer Campaign and Mrs. Winifred Clark, executive director of the Greater Victoria Association for the Retarded. The sixth charity to receive a cheque, the Cerebral Palsy Association, was not represented at the ceremony. (E-75707)

FOR THE DIVISIONAL OFFICER

THE DIVISIONAL OFFICER'S HANDBOOK is a book intended to be of ultimate benefit to the sailor and to the Navy. Dated January 1, 1964, it is for distribution to all officers from the rank of lieutenant-commander down to acting-sub-lieutenant.

The preface reads in part:

"Technology is becoming so voracious in its demands that it may well swallow man himself. There is a very real danger of the man taking second place to the machine, and eventually having no place at all. In the Navy, it is the job of the Divisional Officer to see that this does not happen. It is his responsibility to ensure that the essential dignity and sovereignty of the man is recognized, and that his needs, his aspirations and his individuality are given due consideration."

Having presented these and other lofty remarks, the handbook gets the young and inexperienced divisional officer off the hook by reeling out a wealth of useful information and no little amount of wisdom. It reads smoothly, observes with perception and compassion, but is practical, too. He who heeds and thumbs it well is the better officer, and his sailors the mirror of his enlightenment.

It is not the first handbook for divisional officers in the RCN. The previous guide (mainly extracts from regulations) was soon badly out of date. There had been a stab at up-dating it but when the revision was submitted, Naval Headquarters felt a more comprehensive job was needed.

Staff Officer (Training Publications) in the Directorate of Naval Training "bought" the job, and a happier choice couldn't have been made. Lt. H. R. (Bill) Percy is a widely published author—Ottawa branch president, Canadian Authors' Association; editor of their national organ, *The Canadian Author and Bookman*; frequent *Crowsnest* contributor. Furthermore, he came through the hawsepipe to commissioned rank after service on the lower decks of both RN and RCN.

And so, in addition to the literary touch, Lt. Percy had a solid naval background as officer and man from which to draw. Nor did he hesitate to ask around when putting together this handy guide and reference. He remembered instances when he needed advice, fact, about a situation involving someone in one of his own divisions but had no recourse at the time. Therefore he

has taken pains to incorporate plenty of "for instances" to help surmount the intangibles of human relations. Naval Art Section cartoons brighten the pages, including one of unintentional prophecy, perhaps? It shows an officer shouting "a-TEN-N-SHUN!" in the very best tri-service manner.

The work took six months, spread over a calendar year.

Most of the material is original. The table of contents starts from scratch, exploring the divisional system, the divisional officer, today's sailor, leadership, discipline and morale; then investigates education, training, advancement and promotion, drafting, leave, release and

re-engagement, personnel records and documents, dress, decorations, medals and awards, welfare and recreation; and has a useful appendix about management of personal finances. Some information came from regulations and other manuals, and the financial appendix from a work of the Directorate of Service Conditions and Welfare.

The handbook will be revised every two years, which is the normal course of events for more than a score of publications in Lt. Percy's charge that have to do with rank, trade, courses and what-have-you. Aside from this sort of maintenance, a series of Trade Group Two manuals is projected.—H.C.W.

THE LESSONS OF CONVOY WARFARE

A BOOK written by a professional in taut naval terminology, *Convoy Escort Commander* is about the kind of warfare at sea which so profoundly involved the Royal Canadian Navy in the Second World War.

The author of this account of the Battle of the Atlantic, Vice-Admiral Sir Peter Gretton, KCB, DSO, OBE, DSC, had a long apprenticeship in North Atlantic escorts from 1939 to 1942, then was escort commander of B7 for the next two years. This was a group which met and fought off large wolf packs of U-boats and prompted Samuel Eliot Morison later to write:

"The glorious battle of a British escort group under Cdr. P. W. Gretton to the westbound convoy ONS 5 is regarded by both the Allies and the Germans as a turning point in the struggle for the North Atlantic . . ."

—But read all about it in this 223-page illustrated, appendix and indexed book.

Sir Peter states his purpose in the foreword: ". . . many of the lessons learned at such cost in the last war are

being forgotten, just as precisely the same lessons were forgotten after 1918 and after the Napoleonic wars. I hope that this book will jog a few memories, for the facts are still important even in a nuclear age."

The author is gruff, lucid and very much to the point. He began the book in 1956 but had to wait until retirement to publish it. The freedom of comment makes the wait worthwhile. Because of ill health, he retired recently as Deputy Chief of the Naval Staff and Fifth Sea Lord.

Thirteen chapters recount his personal experiences and he "confined the preaching mostly to the last two chapters". He can be very critical. Yet it can also be seen that he was humane, if necessarily ruthless with incompetence.

His escort group had a mixture of people, including a Canadian captain and one or more Australian commanding officers. The captain of the British corvette *Sunflower* was the Canadian. Of Lt.-Cdr. James Plomer, RCNVR, (Later Commodore, OBE, DSC and Bar, CD, RCN (Ret) he writes. "The *Sunflower* was splendid, and her Canadian captain had an inquiring and keen mind which tackled problems in an unconventional way and much helped me, with my traditional approach."

**BOOKS for the
SAILOR**

The author is sold on convoys since their British beginnings in the 13th century. He resolutely defends all their aspects then and now. He writes:

"Perhaps the most dangerous and misleading phrases used in discussing maritime warfare are those of 'protection of shipping lanes' and the 'defence of our lines of communication'. Over the centuries it has been proved and re-proved that it is impossible to protect a 'sea lane' unless it is very narrow and very short. The aim is to protect ships, not bits of water—ships which are proceeding from one port to another. The only area of the ocean in which we are really interested is the part in which the ship is physically placed at the time."

He won't buy the hunter-killer role unless such groups are employed in the close support of convoys where, in his experience, "they did little aimless patrolling".

He rejects the convoy as a defence. "... Convoy is the essence of offence, for instead of dispersing your forces in search of an enemy whose object is to avoid them, it forces the enemy to scatter his forces in search of your shipping, and when he finds it either to fight on your own ground and on your own terms in order to reach your shipping or to remain impotent. As Admiral Sims said in 1918, it is a purely offensive measure."

MEMORIAL TO THE ANGLERS' FRIEND

THOSE FORTUNATES who do their angling in the Maritimes or on the West Coast, pursuing the noble salmon, the sea-run steelhead, or the other virile trout of those favoured regions, may possibly not be acquainted with the name of Dr. W. J. K. Harkness, to whose memory the handsome volume *Fish and Wildlife* is dedicated. Those, however, whose angling hours have been spent mainly in the less-favoured (piscatorially speaking) province of Ontario certainly will be familiar with his name and will hold it in high esteem.

It is for the benefit of non-Ontarians then that the reviewer must explain that Dr. Harkness was from 1946 to his death in 1960 the Director of the Fish and Wildlife Branch of the Ontario Department of Lands and Forests. For more than 20 years prior to 1946 he served the University of Toronto and the Ontario Government as teacher and scientist in his chosen field of lim-

What of the future, in a nuclear war?

Sir Peter argues that "... the problem should be considered in terms of convoy warfare rather than of convoy defence. It will then be appreciated that there may be compensating developments in the powers of defence that make attacking a convoy as daunting a task as ever in the past, though its size, shape and density may be very different to what we have been accustomed. And can we be sure that a future conflict will include the use of nuclear weapons?"

He has lots of homely advice in the book—exercises to avoid defective sirens and fog-buoys rusted on their reels, for instance. He underlines a lesson of the last war when more than 1,000 ships were lost by collision or grounding, perhaps the most important reasons being "undue insistence on not burning navigation lights and on maintaining radio silence" in areas where, in certain periods of the war, the ships were entirely safe from submarine or air attacks. So he begs future planners to have more flexibility.

All in all, this presents a fine addition to the bookshelf of every professional sailor.—H.C.W.

CONVOY ESCORT COMMANDER, by Sir Peter Gretton, published May, 1964, by Longmans Canada Limited, 55 Barber Greene Road, Don Mills, Ont.; 223 pages, illustrated; \$6.75.

nology, the freshwater equivalent of oceanography and marine biology. His spare time he gave to many causes, most of them connected with those fields of endeavour which are perhaps best described by that oft-misused word "conservation." In his long lifetime of service Dr. Harkness gained the respect, admiration, and gratitude of all who knew him or who knew of his services to the cause of conservation in Ontario.

The list of 15 eminent scientists, civil servants, and newspapermen who have contributed articles to *Fish and Wildlife* is an impressive one and is some indication of the high regard in which Dr. Harkness was held. But with so many articles one cannot possibly discuss them all in a short review. Three of them are essentially personal tributes to Dr. Harkness—four, if one includes the introduction by the inimitable Greg Clark. Most of the others are, naturally, enough, scientific articles by colleagues

or pupils of Dr. Harkness, but their content and style is such that they are all as interesting to the layman, as they are valuable to the scientist. One word of warning—do not read Dr. Fallis' "Parasites—Our Silent Enemy" immediately before dining, especially on Fridays.

One of the articles in this book deserves special mention and that is Dr. C. H. D. Clarke's "A Philosophy of Conservation". If the clear reasoning, unobtrusive erudition, and graceful style of this article are reliable criteria, then perhaps Ontario has been fortunate enough to find a worthy successor to Dr. Harkness.

Though Dr. Clarke's article is perhaps one of the best in the book, the reviewer can unhesitatingly recommend all of them not only to the many anglers in the RCN and Reserves but to all who have any interest in nature and in conservation.—T.T.

FISH AND WILDLIFE—A Memorial to W. J. K. Harkness, J. R. Dymond, editor; Longmans Canada Limited, 55 Barber Greene Road, Don Mills, Ont.; pp ix, 214; \$6.00.

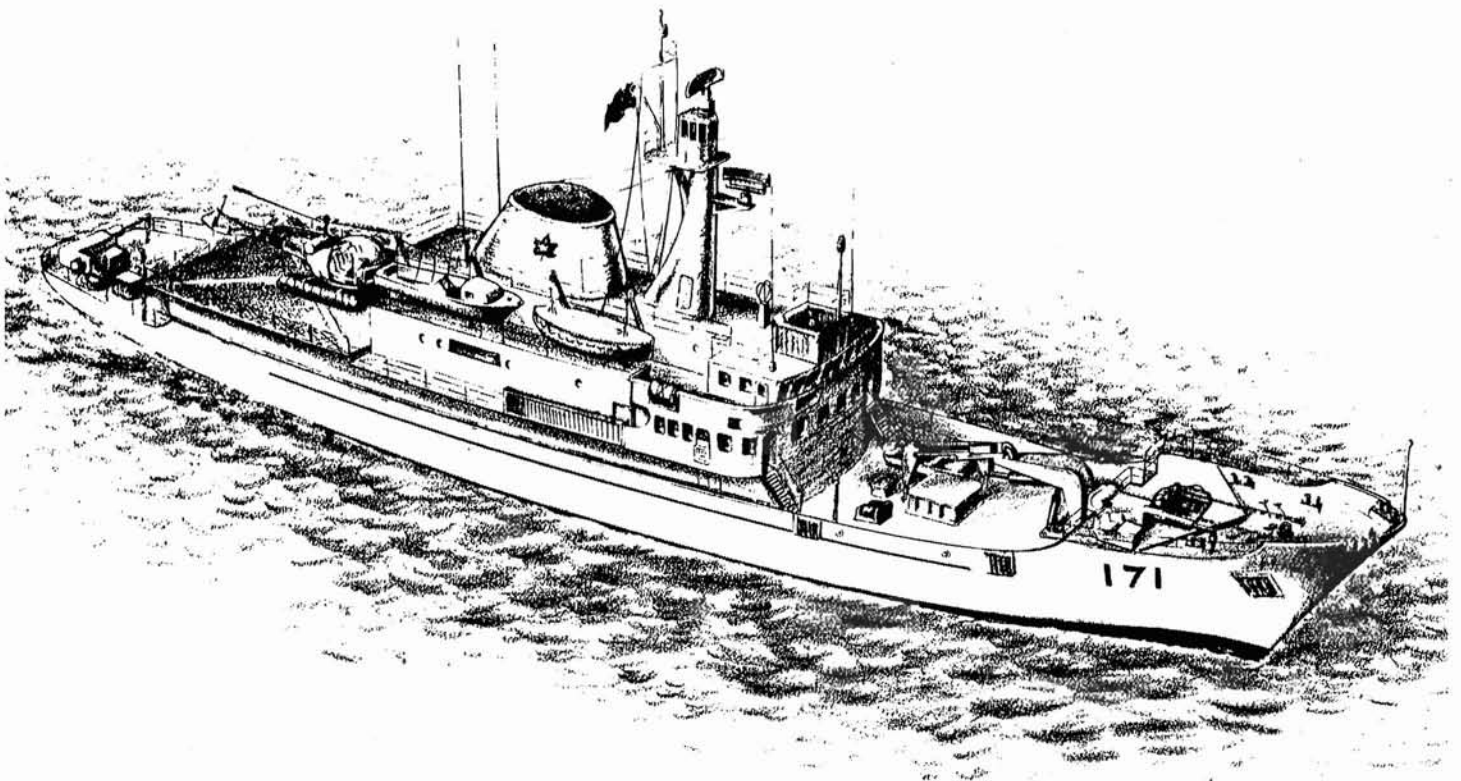
DEVICE DISPLAYS WEATHER 'PROBS'

A modern device, newly adopted by the Royal Canadian Navy, is enabling senior officers of naval forces at sea to deploy their surface and air units to greater tactical advantage.

This has involved installation of facsimile equipment which provides a visual picture of current and future weather conditions and gives those directing anti-submarine operations at sea the ability to take full advantage of prevailing and expected weather and sea conditions. Facsimile equipment enables charts and diagrams to be transmitted in picture form. The chart or diagram viewed at sea is an exact reproduction of that produced and used in the weather office ashore.

Ships with the gear are capable of receiving copies of the current chart of weather conditions over the whole of North America and the North Atlantic, and also forecasts for a period of up to 36 hours. The charts are available within six hours of the time of observation of the data on the charts, which is almost as soon as it is received in a weather office ashore.

Oceanographic data, such as wave height forecasts, sea surface temperature charts and charts showing the thermal structure of the sea are also available, as well as the ice charts prepared by the Ice Central Halifax.



To be known as CNAV Endeavour, the oceanographic research vessel AGOR 171 is under construction at Yarrows Limited, Esquimalt.

CNAV ENDEAVOUR

FOR MANY YEARS the Royal Canadian Navy has been concerned with the difficult problems of anti-submarine warfare, and some significant advances in this highly specialized field have been made. However, the advantage gained by surface and air forces was soon countered by the advent of the operational nuclear submarine and the task of locating and destroying a modern submarine has become increasingly complex.

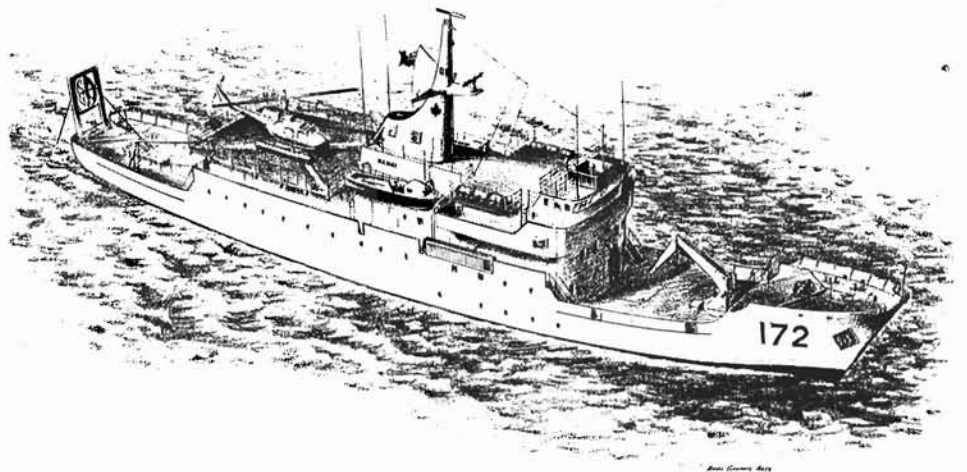
In recognition of these problems, the Defence Research Board of Canada, the Pacific Naval Laboratory and the Naval Research Establishment, who are involved in anti-submarine warfare research and development, are to increase the scope of their studies. This will include research in underwater detection techniques, underwater target identification and classification, underwater communications, noise reduction and anti-submarine weapons systems.

To carry out these additional studies it was decided a new naval research vessel would be required and in November 1962, the construction contract for such a vessel was let to Yarrows Limited, Esquimalt.

The new vessel, designated AGOR 171, will be the first open-water maritime research vessel designed and built

in Canada. Scientists from the Pacific Naval Laboratory, the Institute of Oceanography of the University of British Columbia and the Department of Mines and Technical Surveys will use

the ship. Facilities for research in underwater acoustics, geomagnetics, submarine geology, and physical, chemical and biological oceanography will be provided on board.



A somewhat larger research vessel than the Endeavour is planned for use by the Naval Research Establishment, Halifax, to carry out acoustic hydrographic and general oceanographic work, for the most part as it is related to anti-submarine warfare.

Approximately 50 contract drawings, a model, a detail specification and a projected inventory were required before construction of the vessel started.

The hull configuration chosen is designed to give the best sea-keeping characteristics in the shortest length. A transom stern, bulbous bow, a fairly high rise of floor and considerable flare above the load water line are other design characteristics.

The new vessel will have twin screws for maximum manoeuvrability at slow speeds in ice, and a crow's nest fitted with engine and steering controls for ice navigation. The ship is designed to meet Lloyds class 3 requirements for navigation in ice.

The general characteristics are:

Length over-all. 236 ft. 1 in.
Breadth 38 ft. 6 in.
Designed draft . 12 ft. 10 in.
Displacement .. 1,560 tons
Endurance 10,000 miles at 12 kts.

The main propulsion machinery consists of twin diesel-electric motors producing a total of 2,900 shp at 16 kts. The machinery space is divided by a water-tight bulkhead; the forward section, called the generator room, contains the propulsion generators, ship's service pumps and evaporators; the after section, named the motor room, contains the propulsion motors, exciters and switchboards.

Safety features include a CO₂ smothering system and in the main machinery spaces and a sea-water spray system in the magazine provided for the storage of explosive charges required for acoustic research.

Helicopter handling facilities include a 48 ft. x 31 ft. flight deck, a telescopic hangar and aviation fuel stowage.

Deck machinery, both scientific and ship's service, has been chosen and fitted so as to give maximum use. All upper deck machinery requiring fine speed control is operated by electro-hydraulic power. Loads up to five tons

can be handled over most of the ship and loads up to eight tons can be handled in deck working areas. Two oceanographic winches capable of holding 30,000 feet of 5/16 in. wire are fitted.

Also on the upper deck are wet and dry laboratories, workshops, an electronic maintenance room, photographic laboratory and offices. Each of the laboratories will be fitted with interchangeable equipment so that their functions may be changed as required. Fixed equipment includes precision depth recorder displays.

Although the primary concern of the designers has been that of providing the best possible platform and equipment for scientific study, personnel comfort has not been overlooked. Much thought has gone into the positioning of sleeping cabins and messing facilities. One of the maritime scientists' adage of "when not working the scientist should be sleeping" can easily be put into practice when AGOR 171 enters service later this year.

PILOTS' PATHS CROSS AGAIN

As a senior high school student in Minitonas, Man., in 1958, Bruce McKay listened to an address given by a naval school relations officer on the advantages of a flying career in the Royal Canadian Navy.

The officer was Lt. David Oliphant, of nearby Dauphin, Man., who had just come ashore after serving as a helicopter pilot in HMCS *Labrador*, Arctic patrol ship since transferred to the Department of Transport.

Today, Lt. Oliphant has as his partner Sub-Lt. Bruce McKay, and as helicopter pilots with HU-21 naval air squadron they are carrying out an assignment flying "Pedro" on board the *Bonaventure*. "Pedro" is the radio call sign assigned to helicopter which performs "plane guard" and general purpose duties.

"Pedro's" job is to fly near the carrier when Trackers anti-submarine aircraft are taking off and landing, standing by for rescue duties in case a Tracker goes into the sea.

Pilots of the Tracker Squadron, VS 880, have an excellent safety record but even though "Pedro" is seldom called upon, they agree "It's nice to have him around."

"Pedro" is called upon to perform a variety of tasks, including transfers of personnel, mail and equipment between ships in company and between ship and shore.



Lt. David A. Oliphant checks an exercise area on a map with Sub-Lt. Bruce McKay, seated in the cockpit of a Sikorsky helicopter. Both are pilots in HU-21, the Royal Canadian Navy's utility squadron and are serving on board the *Bonaventure*. (BN-5156-108)

The helicopter was along on the *Bonaventure's* mission carrying Canadian Army troops, vehicles and stores to Cyprus.

BAND SUPPORTS FLEET CLUB FUND

The famed *Stadacona* band of the Royal Canadian Navy, and guest artists Jean Marshall and Clarence Fleiger,

presented a concert on April 2 at Saint Patrick's High School, Halifax, with Don Tremaine of Don Messer's Jubilee as master of ceremonies.

Proceeds from the concert went to the new Fleet Club building to be constructed on Barrington Street at HMCS *Stadacona*.

The program featured the *Stadacona* band as a concert group rather than in its well-known marching form and was under the baton of Lt. W. J. Gordon.

Among the presentations were vocal solos and duets by Jean Marshall and Clarence Fleiger, and concert selections from "Cavalleria Rusticana" (Mascagni) "Overture to Rienzi" (Wagner), and selections from the score of the popular Broadway musical "West Side Story" (Leonard Bernstein). The prominent nautical number of the evening was the symphonic scenario, "Victory at Sea" by Richard Rodgers.

Lt. Gordon was born in England and completed his Royal Academy examinations before the age of 14, and then entered the Royal Marines as a musician. He attended the Royal Naval School of Music for four years and served for 15 years with the Royal Marine Band in various parts of the world. He qualified for bandmastership in 1951, obtained his Licentiate Royal Academy of Music (Conducting) in 1952, and transferred to the Royal Canadian Navy in 1954. He is now Staff Officer Bands, East Coast, and Bandmaster, HMCS *Stadacona* Band.

THE NAVY PLAYS

New Swimming Records Set

Two pool records were smashed on May 26 in the RCN's new entry swimming championship at HMCS Cornwallis. St. Laurent division won the 200-metre medley relay in 2.55, as against the old mark of 2.57.4. Fraser division took the 200-metre free style relay in 2.17.3. The old record was 2.21.5.

Fraser topped the list with 49 points. St. Laurent was second with 39, followed by Gatineau, 26, and Assiniboine, 23.

Top Badminton Honours to Stad

Stadacona counted 44 points to take top honours in the annual Stadacona invitational round-robin badminton tournament in early May. Stad "B" team was second with 25 points, followed by Valley with 22, Dartmouth 17 and Stad "C" 12.

Sixty players competed. Captain D. G. Padmore presented the Stadacona rose bowl to Cdr. E. S. Baker following events.

Some of the closest matches were in the first men's doubles section. Hardest fought women's doubles match saw Florence Fitzgerald and Charm Cottingham, Dartmouth, defeat Jean Jones and Alice Dower, Stad, 17-16, 17-16.

Sailors Compete in Cross-Canada Rally

Two Shearwater sailors returned to duty in late April after having spent a week driving over what they de-



The Rayner Trophy, donated in 1963 by the Chief of the Naval Staff, is awarded annually "for the most outstanding sailing achievement by a member or to the member who has made the most outstanding contribution to the objectives of the RCNSA". This year's winner, Lt. Maurice Carey, RCN (Ret), of the Halifax Squadron, was presented with the award at a brief ceremony during Admiral Rayner's recent visit to the Atlantic Command. Looking on is Lt.-Cdr. Peter Poole-Warren, commodore of the RCN Sailing Association's local squadron. (HS-75008)

scribed as "the roughest and least passable roads in Canada" and placing eighth in individually entered cars in the Shell 4000 Cross-Canada rally.

PO Richard Pepper and Ldg. Sea. William Jackson entered the rally for the first time this year, driving PO Pepper's Volvo, a make of car that captured the top four spots in the race.

Since the two sailors finished out of the prize money, they ended up out of pocket by a \$500 entry fee and another \$500 in expenses, to say nothing of sac-

rificing a substantial portion of their annual leave.

Although they were eighth among individual entries and 23rd in the total field of 62, they had the satisfaction of completing the Vancouver - Montreal grind ahead of many professional drivers, some of whom had flown from Europe to compete.

PO Pepper has taken part in 10 previous rallies and Ldg. Sea. Jackson in 15, of which he won five, but this was the pair's first cross-Canada drive.

HMS VICTORY SAVED FROM COLLAPSE

Extensive repairs during the past 10 years have averted the risk of HMS Victory collapsing at her dock at Portsmouth Dockyard through widespread rot and decay discovered in the early 1950s, according to Admiralty News Summary.

As a result of the anxiety felt a decade ago concerning the condition of the ship, the Victory Advisory Technical Committee, originally formed in the 1920s, was reconstituted in 1955.

Since then the rot and decay found

in the lower parts of the ship—the keelson, lower timbers, riders and planking—have been repaired. The heavy repair work in the vicinity of the keel is nearing completion, although there is still a wide belt of defective structure extending around the ship between the completed bottom repairs and those undertaken in the 1920s above the waterline.

Special purchases of timber have been made, and immense pieces of oak and teak have been cut, fashioned and fit-

ted by craftsmen using tools similar to those used in the original construction of the ship in 1759.

It has been decided to completely re-rig the Victory in Italian hemp. Needed for the work will be 34 miles of hemp, three tons of spun yarn, 300 yards of old canvas, and 224 gallons of tar.

According to *Nautical Magazine*, it costs about \$90,000 a year to maintain the Victory, apart from the cost of the new rigging.

RETIREMENTS

CPO HARVEY GORDON DAY, CD; C1ER4; joined May 6, 1940; served in *Naden, Givenchy, Chilliwack, Stadacona, Drummondville, York, Buxton, Chaleur, Lasalle, Cornwallis, Peregrine, Puncher, Micmac, Ontario, Rockcliffe, Royal Roads, Antigonish, Bytown, Crescent, Assiniboine, Algonquin*; retired May 31, 1964

CPO JOSEPH ARTHUR FLOOD, CD and 1st clasp; CILT4; joined RCNVR May 16, 1938, transferred RCN Nov 28, 1941; served in Montreal naval division, *Stadacona, Naden, Norsal, Sans Peur, Wolf, Givenchy, Agassiz, Avalon II, Quesnel, Cornwallis, Warrior, Antigonish, Churchill, Ontario, Matsqui, Donnacona, Hochelaga, Crescent, Assiniboine, Margaree*; retired May 16, 1964.

CPO JAMES ROBERT JAMIESON, CD; C2SG4; joined Oct. 29, 1945; served in *Hali-gonian, Cornwallis, Naden, Stadacona, Nootka, Warrior, Coverdale, Swansea, Albro*

Lake, Brockville, Quebec, Lauzon, Magnifique, Saguenay, St. Croix, Cap de la Madeleine; retired May 13, 1946.

PO DONALD ALBERT SMITH, CD; P1BN3; joined June 2, 1941; served in *Naden, Stadacona, Comox, NOIC Toronto, Hochelaga, Q-080, Niagara, Cornwallis, Fundy Peregrine, Huron, Middlesex, Haida, Star, Quebec, La Hullose, Portage, Micmic, Cabot*; retired May 5, 1964.

CPO GEORGE ARTHUR DAVID STEELE, C2AM3; joined Sept. 13, 1937; served in *Stadacona, Saguenay, Restigouche, Victory, Mayflower, Niobe, Hochelaga, Grandmere, Naden, Givenchy, (CN 559), Capilano, Shelburne, Provider, Sans Peur, Niobe, Scotian, Whitehead, RNAS Eastleigh; RNAS Eglinton, (19th CAG), Magnificent (19 CAG), Shearwater (19 CAG), Magnificent (30th CAG), Magnificent (31st CAG), Bytown*; awarded Long Service and Good Conduct Medal (due Sept 3, 1952), retired May 9, 1964.

Restigouche, Haida, Carleton; transferred to RCN as lieutenant, October 3, 1945; served in *Carleton, Stadacona, Niobe, Warrior, Cornwallis, Ontario, Bytown, Ste. Therese, Niagara*; last appointment; Naval Headquarters on staff of Assistant Director Naval Training Men, commenced leave May 6, 1964; retires on November 22, 1964.

CDR. ANGUS HETHERINGTON RANKIN, CBE, CD; joined RCNVR as an acting sub-lieutenant May 23, 1936; served in *Naden, St. Laurent, Stadacona, Venture, Captor II, Cornwallis, Kings, Sackville, Hochelaga, Kapuskasing*; transferred to RCN as lieutenant February 8, 1945; served in *Kapuskasing, Stadacona, Niobe, HMS Goldcrest, Warrior, Iroquois, Portage, Bytown, Sioux, Cape Scott, Stadacona*; last appointment, HMCS *Cape Scott* in command; commenced leave May 18, 1964; retires December 10, 1964.

LT. JAMES NICHOL WALKER, CD; joined RCNVR as stoker 2nd class January 17, 1928; discharged November 19, 1936; re-entered RCNVR as acting stoker petty officer April 25, 1938; served in *Stadacona, Skeena, Saguenay, HMS Dominion, St. Clair, St. Laurent, Niobe, Prince Henry, Scotian, Fort Frances, Portage, Iroquois, La Hullose, Haida, Cape Breton, Resolute, Chaleur*; transferred to RCN as acting engine room artificer 4th Class Sept. 21, 1940; promoted to acting warrant engineer April 1, 1945; last appointment HMCS *Stadacona*, on staff of Commodore Superintendent Atlantic Coast; commenced leave May 1, 1964; retires on November 26, 1964.

LT. WILLIAM ROBERT WHITMAN, CD; joined RCNVR as acting telegraphist Sept. 20, 1939; promoted to probationary sub-lieutenant August 23, 1943; served in *Stadacona, Venture, Restigouche, St. Hyacinthe, Transcona, Brunswick, Cornwallis, Kings, Queen Charlotte, Protector, Peregrine*; demobilized Feb. 11, 1946; entered RCNVR as acting lieutenant August 9, 1961; transferred to RCN as lieutenant (SB) November 17, 1952; served in *Scotian, Stadacona, Bytown, Star, Patriot, York*; last appointment, HMCS *Star* on staff of Area Recruiting Officer, Toronto-Hamilton Area as Recruiting Officer, Hamilton; commenced leave May 15, 1964; retires on Sept. 15, 1964.

LT. WILLIAM CLARENCE WILKINSON, CD; joined RCNVR as ordinary seaman April 28, 1931; transferred to RCN as telegraphist Aug. 3, 1943; promoted to A/commissioned officer (SB) on Nov. 21, 1952; served in *Stadacona, NRS Ottawa, Collingwood, Orillia, Sambro, St. Hyacinthe, Niobe, Sioux, Coverdale, Cornwallis, Naval Headquarters, NRS Aklavik, Niagara, Gloucester*; last appointment, Naval Headquarters on staff of Director of Supplementary Radio Activities; commenced leave May 1, 1964; retires on November 26, 1964.

LT.-CDR. JOHN ROBERT YOUNG, CD; attended *Royal Roads, 1945 to 1948*; entered RCN as midshipman July 15, 1948; served in *Royal Roads, Niobe, Bytown, Tecumseh, Naden, Beacon Hill, Cayuga, Fort Erie, Outremont, Stadacona, Gatineau*; last appointment, HMCS *Stadacona*, on staff of Officer-in-Charge, Tactical Trainer; commenced leave May 4, 1964; retires on Sept. 7, 1964.

OFFICERS RETIRE

LT.-CDR. JOHN JEFFERY COATES, CD; joined RCNVR June 8, 1938, as an ordinary seaman; promoted to probationary sub-lieutenant on April 27, 1942; served in *Stadacona, Royal Roads, Captor, Cornwallis, Haida, Matane, Acadia, Chambly, Avalon, St. Laurent, Midland, Louisburg, Halifax*; transferred to RCN as lieutenant on October 31, 1945; served in *Stadacona, Nootka, Bytown, Niobe, James Bay*; last appointment, HMCS *Stadacona*, on staff of Flag Officer Atlantic Coast as Commander Operational Evaluation; commenced leave May 7, 1964; retires on December 2, 1964.

LT.-CDR. ROBERT ROSS MACDONALD, CD; joined RCN as an ordinary seaman February 19, 1931; promoted to acting gunner on July 1, 1944; served in *Stadacona, HMS Vernon, HMS Neptune, HMS Victory, Saguenay, St. Laurent I, Victory II, Pembroke, Ottawa I, Skeena I, Avalon, Cornwallis, Niobe, HMS Brighton, Saskatchewan I, Niobe, Crescent, Nootka, Micmac, Cape Breton, Bytown, Saguenay, Haida, Patriot*; last appointment, HMCS *Stadacona* on staff of Commodore Superintendent Atlantic for Ship Repair; commenced leave May 28, 1964; retires on February 19, 1965.

LT.-CDR. WILLIAM JAMES MAGEE, CD, joined RCNVR as acting paymaster sub-lieutenant; Sept. 27, 1940, served in *Stadacona, Brunswick, Niobe, demobilized and entered RCN(R) as lieutenant (S) June 12, 1946; transferred to RCN as lieutenant (S) February 1, 1949; served in Scotian, Stadacona, Naden, Cornwallis, Portage, Bytown, Huron, Algonquin, Shearwater, Prevost, Patriot, York*; last appointment, HMCS *Patriot* for *Prevost*; commenced leave May 6, 1964; retires on October 3, 1964.

LT.-CDR. ROBERT EARL MIDDLETON, CD; joined RCN as an ordinary seaman January 5, 1935; served in *Stadacona, Saguenay, HMS Osprey, HMS Victory, HMS Pembroke,*

Restigouche, Assiniboine, Ottawa, Sambro, Niobe, HMS Nimrod, Cornwallis, Iroquois, Cornwallis; promoted to acting commissioned gunner (TAS) on Nov. 4, 1949; served in *Nootka, HMS Vernon, Stadacona, Portage, Micmac, Cornwallis, Brunswick*; last appointment HMCS *Patriot* on staff of Commanding Officer Naval Divisions as Staff Officer Promotions and Advancement; commenced leave May 15, 1964; retires on January 9, 1965.

LT.-CDR. JAMES DONALD MOORE, CD; joined RCNVR as ordinary seaman April 18, 1942; promoted to warrant officer (SB), December 15, 1944; served in *Carleton, Bytown, Cornwallis*; transferred to RCN as warrant officer (SB) December 12, 1945; served in *Bytown, Stadacona, Cornwallis, Gloucester*; last appointment, Naval Headquarters, on staff of Director Supplementary Radio Activities; commenced leave May 25, 1964; retires December 4, 1964.

LT.-CDR. WILLIAM FRANCIS POTTER, CD; joined RCNVR as probationary sub-lieutenant April 23, 1941; served in *Stadacona, Venture, Cornwallis, Naden, Niobe,*

Bearded Tar Identified

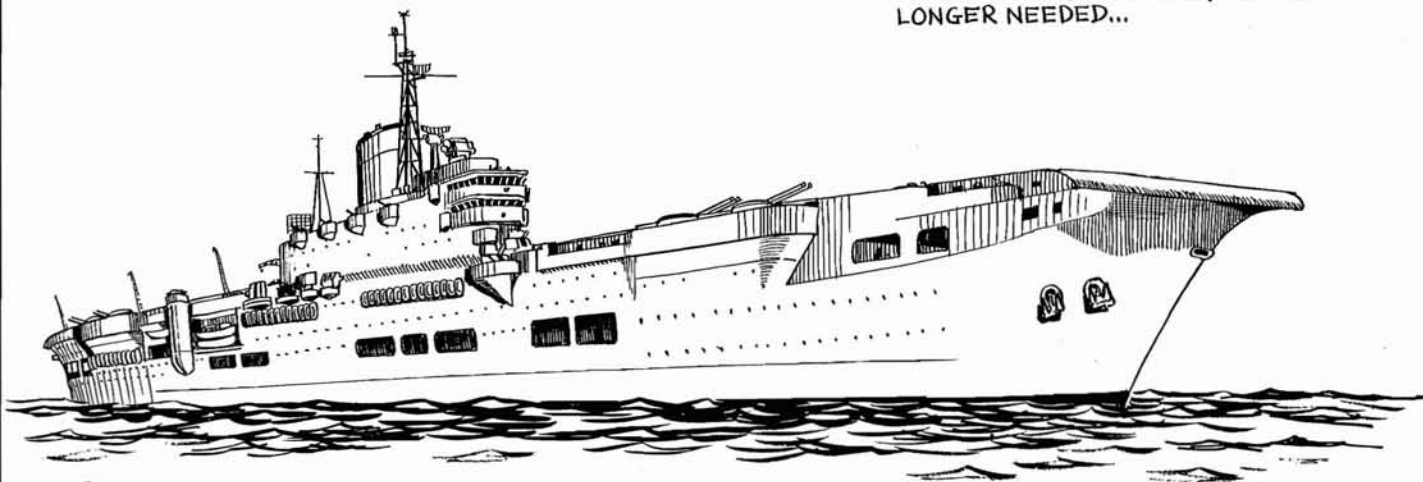
The bearded sailor on the cigarette package, whose likeness has been displayed there since 1896, was AB T. H. Wood, RN, according to the *Evening Telegram*, of St. John's Nfld.

An item in that newspaper says that the picture was based on a photograph of AB Wood, who died in 1951. He is quoted as saying he asked two guineas for the use of the photograph "and a bit of baecy for myself and the boys on board."

Naval Lore Corner

Number 127 "CANCELLED GIANTS"

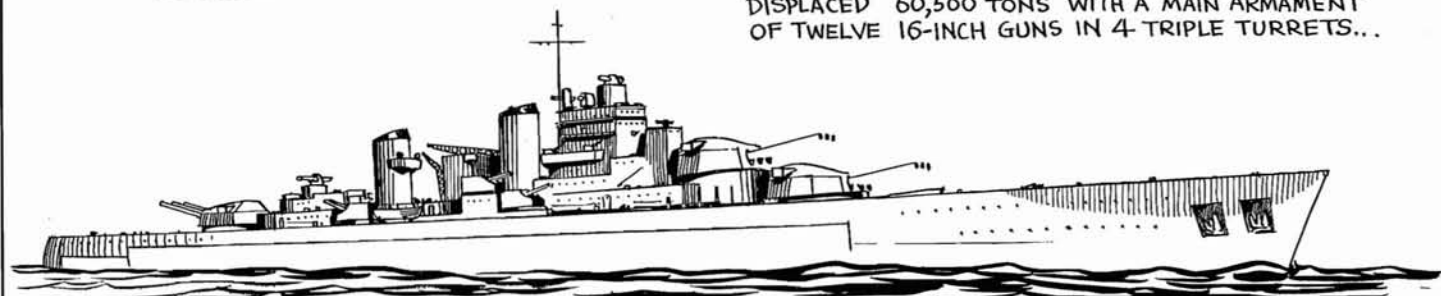
MANY GREAT SHIPS BUILDING IN THE YARDS OF THE NATIONS THAT FOUND THEMSELVES AT WAR IN 1939 WERE CANCELLED ON THE WAYS BECAUSE OF SHORTAGE OF MATERIALS AND ENEMY ACTION, ETC. OTHERS WERE CANCELLED AS THE WAR REACHED ITS CONCLUSION AND THEY WERE NO LONGER NEEDED...



THE CONSTRUCTION OF THREE GIANT BRITISH AIRCRAFT CARRIERS OF THE "GIBRALTAR" CLASS... H.M. SHIPS "GIBRALTAR", "MALTA" AND "NEW ZEALAND", WAS CANCELLED IN 1945 UPON THE TERMINATION OF HOSTILITIES. OF 45,000 TONS DISPLACEMENT, THEY WERE DESIGNED TO CARRY UP TO 100 AIRCRAFT...



FIVE HUGE U.S. BATTLESHIPS OF THE "MONTANA" CLASS WERE CANCELLED IN 1943 ("MONTANA", "OHIO", "MAINE", "NEW HAMPSHIRE" AND "LOUISIANA"). THEY WERE TO HAVE DISPLACED 60,500 TONS WITH A MAIN ARMAMENT OF TWELVE 16-INCH GUNS IN 4 TRIPLE TURRETS...



THREE BATTLECRUISERS WERE PROJECTED FOR THE NETHERLANDS NAVY IN 1939. DESIGNED TO DEFEND THE DUTCH EAST INDIES THEY WOULD HAVE DISPLACED 28,318 TONS. ARMAMENT WAS TO HAVE BEEN NINE 11-INCH GUNS (OF GERMAN MANUFACTURE) WITH A SPEED OF 34 KNOTS. THE OUTBREAK OF WORLD WAR II ENDED THE PROJECT

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