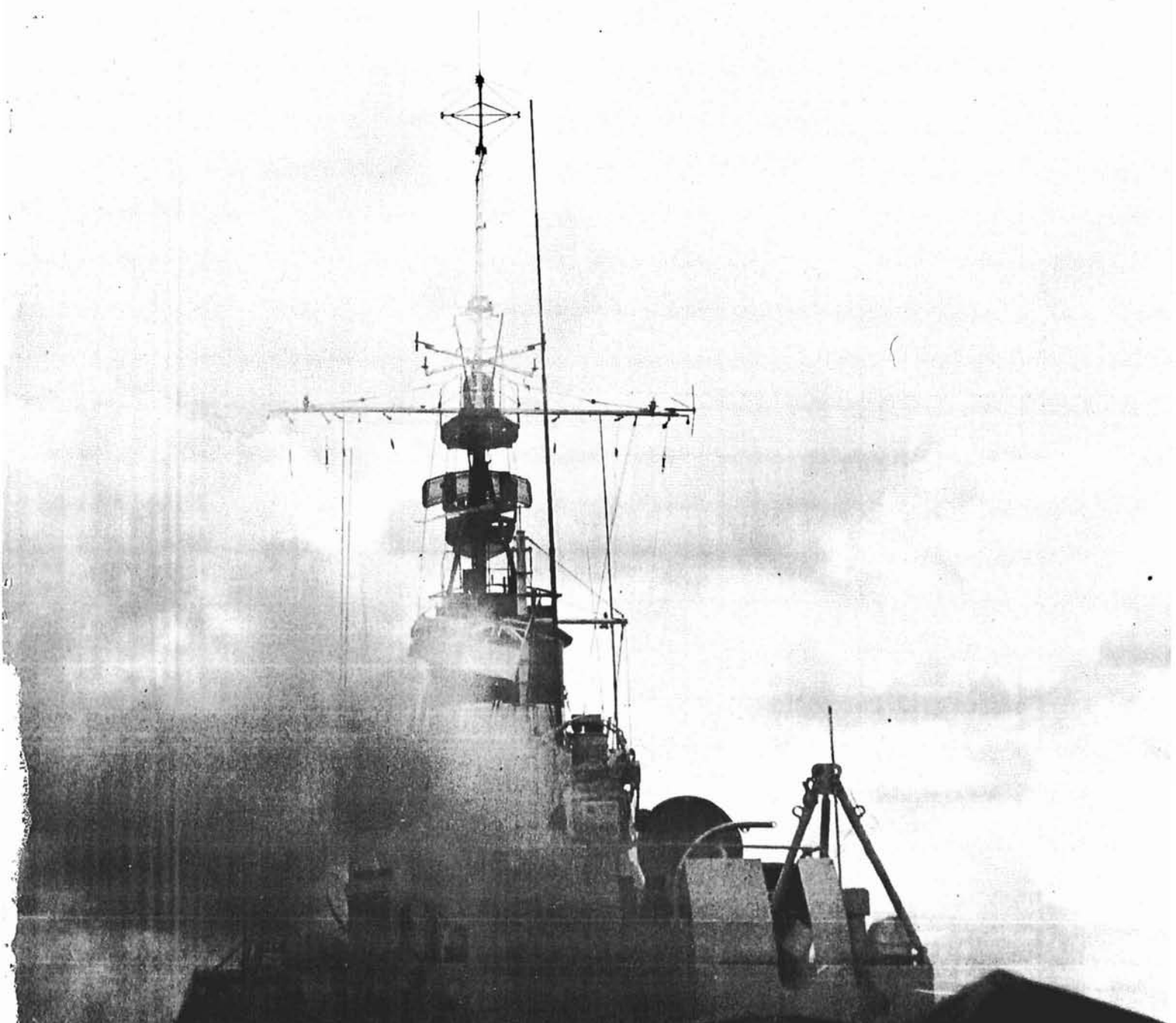


The CROWSNEST



Vol. 14 No. 3

January, 1962



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THE ROYAL CANADIAN NAVY'S MAGAZINE

JANUARY 1962

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The Cover—This scene, showing squid anti-submarine mortar bombs flying high above a frigate's mast, can be taken as a salute to the New Year or simply as a good action shot. It was taken during the Atlantic Command's Fallex '61 by Ldg. Sea. James Oakes, using a Speed Graphic camera, set at 1-200 second; F16; K2 filter, and Superpanchro press film, type "B". Negative has been flopped over. (HS-67132)

LADY OF THE MONTH

The function of HMCS *Cape Breton*, whose portrait appears on the opposite page, is not only to keep herself on the job but to see that other ships are kept in shape to do theirs.

Based at Esquimalt, the mobile repair ship travels afar to make sure that naval exercises and operations are not handicapped by ailing warships. She has carried out these duties for the past two years and before that, for a period of five years, she was both home and school for naval apprentices at Halifax.

The *Cape Breton* was built in Vancouver at the end of the Second World War for the Royal Navy, in which she served as the *Flamborough Head*, a name she retained until being returned to Canada in 1953. (CN-6406)

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RCN NEWS REVIEW

The bow of the aircraft carrier Bonaventure, looms over HMS Aurochs, which had a busy commission on the Halifax station before leaving January 5 for England. (HS-67240)

THE RCN IN 1961

INTENSIVE TRAINING, particularly in the field of anti-submarine warfare, was the outstanding feature of the Royal Canadian Navy's program in 1961 and it was largely in pursuit of perfection in this art that Canadian warships spent 6,500 days at sea and logged more than 1,200,000 nautical miles.

In the air, naval aviators recorded a total of more than 42,000 flying hours and 7,100,000 miles on patrols, anti-submarine exercises and training flights.

These bare statistics underline the RCN's continued effort to maintain a high degree of operational readiness and thereby be fully prepared to carry out its role in the defence of Canada and the preservation of peace.

The year saw the commissioning of a submarine, an increase in the personnel ceiling, announcements of conversion programs for existing ships and the launching of four of seven ships under construction.

Added to the fleet was the submarine HMCS *Grilse*. Commissioned at New London, Connecticut, on May 11, with an all-Canadian crew, the *Grilse* is now

actively engaged in providing ships and aircraft of the Maritime Command Pacific with realistic anti-submarine training.

The authorized personnel ceiling of the navy was increased in September by 1,749 for a total of 22,469. As of December 31 the strength of the regular force was 21,151 officers, men, wrens, cadets and apprentices. This permitted ships to be manned to 89 percent of their full operational complement.

The conversion program involves the addition of the Canadian-designed variable depth sonar and helicopter platforms to the seven St. Laurent class destroyer escorts based at Esquimalt.

Seven Ships Building

New ships being built are six Mackenzie class destroyer escorts and a 22,000-ton tanker-supply ship, to be known as HMCS *Provider*. Four of the destroyer escorts — the *Mackenzie*, *Saskatchewan*, *Yukon* and *Nipigon* — were launched, and the keel of the *Provider* was laid.

At the end of the year the RCN had 63 ships in commission. These consisted of an aircraft carrier, 25 destroyer escorts, 18 frigates, 10 minesweepers, three patrol craft, two escort mainte-

nance ships, one submarine, one diving depot ship, one gate vessel and one training yacht. Forty-two of the ships are based at Halifax, and 21 are based at Esquimalt.

Reviewing the RCN's development during the past decade, Vice-Admiral H. S. Rayner, Chief of the Naval Staff, said in October, in an address to the annual dinner of the Navy League of Canada, that the Navy's budget for 1961 was 19 percent greater than the budget for 1951, yet in the same period the Navy had grown from 20 ships to 63, while personnel strength had increased from 13,500 to 20,000.

"Thus," Admiral Rayner said, "we have tripled the number of ships in the fleet with a personnel increase of 50 percent and on a budget increase of less than 20 percent. At the present time nearly 51 percent of our personnel in uniform are at sea. This is a very high sea-to-shore ratio by comparison with any other navy and is something our men can be very proud of. It costs their families a great deal."

Sailors Travelled Far

In more than 1,200,000 miles of steaming, the ships, aircraft and men of the fleet visited Antigua, Australia,

Azores, Barbados, Bermuda, Fiji, Hawaii, Iceland, Jamaica, New Zealand, Panama, Puerto Rico, Samoa, Sierra Leone, Trinidad and the Virgin Islands, and numerous ports in the United States and Canada.

The record shows HMCS *Bonaventure* as the ship which travelled farthest and spent most days at sea. The aircraft carrier steamed 42,000 miles and was at sea for 178 days. During this time her aircraft made 2,644 deck landings. The runner-up was HMCS *Haida*, Halifax-based destroyer escort, which logged 41,650 miles and spent 160 days at sea.

Atlantic Command ships spent 4,100 days at sea and travelled 800,000 miles. Aircraft of the command travelled 6,667,697 miles and spent 38,841 hours in the air. Most of these totals were achieved during 14 national and NATO fleet exercises.

Although the Atlantic Command was reported to have conducted 14 exercises during the year, the first of these, Wintex '61, was in fact, a series of exercises lasting from January to March and ranging from Halifax to Bermuda and southern U.S. waters. Participating forces included the *Bonaventure*, destroyer escorts, frigates, minesweepers, the *Cape Scott*, units of the RN's Sixth Submarine Division and auxiliary craft.

During February a three-day briefing and symposium was conducted at SACLANT headquarters, Norfolk, Virginia, by Rear-Admiral K. L. Dyer, Commander Canadian Atlantic Sub-Area. Sessions were attended by 16 flag officers and 100 staff officers from 13 NATO countries. ASW sea demonstrations were carried out by the *Bonaventure*, five destroyer escorts, the submarines *Auruchs* and *Auriga*, aircraft of VS 880 and HS 50 Squadrons and Argus aircraft of the RCAF's Maritime Air Command.

Every month of the year saw a major exercise conducted in the Atlantic Com-

mand of the RCN, most of them ASW exercises and many of them in company with ships of other nations, including Britain, the United States and the Netherlands.

Paper exercises, under NATO sponsorship, gave the opportunity of studying techniques in convoy and control of merchant shipping and in alert procedures.

One exercise that was wholly divorced from anti-submarine warfare was Exercise Sea Horse in October, in which the mobile repair ship *Cape Scott* was tried out as a troop carrier, conveying 350 troops of the First Regiment, Royal Canadian Horse Artillery together with 38 vehicles, from Halifax to Saint John, New Brunswick.

Mace for Dartmouth

Another noteworthy event during October was the presentation by Rear-Admiral Dyer of a mace to the City of Dartmouth in recognition of the close



association between that city and the Navy, particularly since the outbreak of the Second World War.

The major exercises were in addition to exercises by individual squadrons throughout the year.

The final major exercises, Fallex '61 like the first of the year, was in more than one phase. The first part was conducted off Cape Breton Island, using Sydney as the base of operations and the second, during November, used Charleston, South Carolina, as the base.

There were 60 visits to the command from British, American, Dutch, New Zealand and French naval vessels.

Pacific Command ships put in a total of 2,295 days at sea and travelled 397,137 miles. Naval aircraft of the command flew 249,460 miles and logged 1,906 hours in the air.

The operational year in the Pacific Command began with the departure on January 9 of three frigates of the



Fourth Escort Squadron, the *Sussexvale*, *Beacon Hill*, and *New Glasgow*, on a three-and-a-half month training cruise to New Zealand and Australia, with senior officer cadets from HMCS *Venture* embarked.

That same month the *Stettler* was presented with the Anti-Submarine Proficiency trophy, competed for by frigates of the Pacific Command.

Saskatchewan Launched

On February 1, the destroyer escort *Saskatchewan* was launched at the Victoria Machinery Depot shipyard, with Mrs. H. S. Rayner, wife of the Chief of the Naval Staff, as sponsor.

Early February also saw a week-long anti-submarine exercise in the Strait of Juan de Fuca in which the *Assiniboine*, *St. Laurent*, *Margaree*, *Ottawa Saguenay*, *Skeena* and *Jonquiere* participated with USS, *Salmon*, one of the world's largest conventional submarines, the target.

On March 2 the *Ottawa*, *Saguenay* and *St. Laurent* left Esquimalt for anti-submarine exercises with units of the USN in the Pearl Harbour area. They returned home on April 4.

April 4 was a busy day, with three destroyer escorts returning from Hawaii and three others, the *Assiniboine*, *Margaree* and *Skeena*, departing, with the fleet maintenance vessel *Cape Breton*, for exercises in the San Diego area.

Ships of the Second Canadian Minesweeping Squadron, the *Fortune*, *James Bay*, *Cowichan* and *Miramichi*, which had conducted three extensive exercises in local waters earlier in the year, left Esquimalt for exercises with the USN off Long Beach, California. They returned in mid-June, after taking part in the Portland, Oregon, Rose Festival.

Five destroyer escorts, two frigates and aircraft from VU-33, Patricia Bay, held a week-long exercise with the U.S. submarine *Volador* in late May.



Silver Drums

On June 16 an estimated 10,000 people assembled in Beacon Hill Park, Victoria, to witness the presentation of nine silver drums to the Pacific Command of the RCN by the Province of British Columbia, the City of Victoria, the municipalities of Oak Bay and Saanich, and the township of Esquimalt.

Three days later the *Assiniboine*, *Margaree* and *Skeena* sailed on a coastal training cruise, with His Honour G. R. Pearkes, VC, Lieutenant Governor of B.C., embarked in the *Assiniboine* for visits to a number of Indian villages on Vancouver Island and the mainland.

Frigates of the Pacific Command began in June a series of training cruises for ROTP officer cadets.

A particularly memorable day in July was the 14th when HMCS *Grilse*, arrived at Esquimalt at the end of her long journey from New London, Connecticut. During the days that followed, she was on display to press and public and, on July 29, Hon. Douglas S. Harkness, Minister of National Defence, was taken on a diving run on board her.

August was a month of cruises and ceremonies, climaxed at the month's end by participation in the Pacific National Exhibition at Vancouver. The Royal Navy anti-submarine frigate *London-*

derry called at Esquimalt, visited Vancouver and exercised with RCN ships.

Commodore J. A. Charles assumed on August 23 the appointments of Commodore RCN Barracks, Esquimalt, commanding officer of HMCS *Naden* and commanding officer of RCN Depot, Esquimalt. He succeeded Commodore H. V. W. Groos.

The annual Pacific Command Navy Day was held on September 9 and attracted some 5,500 visitors.

The annual fleet regatta was held in Mayne Bay on the west coast of Vancouver Island on September 23-24 and was followed by participation by 16 ships of the command in a national anti-submarine and convoy escort exercise in B.C. coastal waters.

On October 2, Exercise Seashell commenced. It involved almost all ships of the command, including the *Grilse*. This also involved U.S. ships and was international in scope.

New Band Training

November 1 marked a new departure in the training of military bandmen. On that date bandmen recruits for all three Armed Forces began training at the RCN School of Music at *Naden*.

The closing months of the year saw the installation of variable depth sonar

in the *St. Laurent*, as the first step in the proposed equipment of all ships of her class with helicopter platforms and VDS.

The Great Lakes Training Centre was in operation at Hamilton, from May 20 to September 1 and trained more than 700 RCNR personnel. The training centre is operated by the Commanding Officer Naval Divisions, with headquarters at Hamilton, who is responsible for the administration and training of 21 naval divisions across Canada. Sea training on the Great Lakes was provided by HMC Ships *Buckingham* and *Lauzon* (frigates of the Atlantic Command) and HMCS *Scatari*, a supply vessel commissioned for this purpose.

Two naval reserve air squadrons, at Toronto and Victoria, flew a total of 199,272 miles and logged 1,660 hours in the air.

On numerous occasions the Navy assisted civilian authorities in rescue work, forest-fire fighting and other emergency services.

Under terms of Mutual Aid to NATO countries, the Netherlands took delivery in September of the final seven of 17 CS2F-1 Tracker anti-submarine aircraft. These aircraft, valued at \$25,500,000, are now being operated by the Royal Netherlands Navy.

Frigates Visit Nigerian Capital

Two frigates of the Seventh Canadian Escort Squadron arrived at Lagos, Nigeria, January 16 for a four-day visit. HMC Ships *Fort Erie* and *New Waterford* were at Lagos to take part in opening ceremonies of the Canadian Trade Fair, sponsored by the Department of Trade and Commerce.

The ships, under the command of Cdr. L. B. Jensen, who also commands the *Fort Erie*, sailed from Halifax January 1 and arrived at Freetown, Sierra Leone, for a fuelling stop on January 12. The *New Waterford* is commanded by Lt.-Cdr. John Wilkes.

Following their stay at Lagos, the two frigates were to visit other West African ports.

Ships Exercise With U.S. Fleet

Three destroyer escorts of the Royal Canadian Navy's Pacific Command have completed a series of anti-submarine warfare exercises with units of the United States First Fleet off the Hawaiian Islands.

The *Assiniboine*, *Margaree* and *Ottawa* left the exercise area south of Hawaii, in mid January and proceeded toward Japan by way of Midway. The destroyer escorts, a division of the Second Canadian Escort Squadron, based at Esquimalt, are on a three-and-a-half-month cruise to Asiatic waters. They are due back at their home port in April.

During the joint USN-RCN exercises, the Canadian ships gave a good account of themselves, HMCS *Assiniboine* being the first to "kill" a submarine, one of three American subs taking part in the exercises. The following morning the Canadian ships carried out anti-aircraft gunnery practice against a drogue towed by a jet fighter aircraft from Hawaii. The gunnery was good with hits being scored by all three ships and the target shot into the sea.

The joint exercises involved the American anti-submarine aircraft carrier USS *Bennington*, close to 30 USN destroyers of various types, and a number of submarines, both nuclear and conventional.

The ships of both countries gained much experience from the exercises

which were made as realistic as possible.

As the Canadian ships left the exercise area to continue their cruise toward Japan, a message was received by the Canadian squadron commander, Captain Victor Browne, of Victoria and Ottawa, from Vice-Admiral J. S. Thatch, Commander of the Anti-Submarine Warfare Force Pacific. He said, "The anti-submarine warfare arm of the United States Pacific fleet is always delighted to have an opportunity to exercise with their Canadian teammates". The Far Eastern cruise, will include a Commonwealth fleet exercise centred on Ceylon.

Observing the first phase of the joint Canadian-American exercise was Rear Admiral E. W. Finch-Noyes, Flag Officer Pacific Coast, who was on board the *Assiniboine*. The Second Canadian Escort Squadron is under the command of Captain Victor Browne.

Crescent to Show New Sonar Gear

HMCS *Crescent* is scheduled to sail from Halifax in February for a series of visits to ports in Northern Ireland,

Britain and the continent where she will carry out evaluation trials of variable depth sonar.

The destroyer escort, commanded by Cdr. P. H. Cayley, will visit London-derry, Portland, Gibraltar and Amsterdam. She will return to Halifax in April.

The *Crescent* has been conducting VDS trials for the past year in the RCN's Atlantic Command. VDS, the result of more than ten years' research and development by Defence Research Board scientists of the Naval Research Establishment, Halifax, and specialist officers of the RCN, enables warships to lower sonar gear through the ocean's thermal layers, thereby greatly reducing submarines' ability to escape detection in or below these layers.

Ships, Aircraft Begin Exercises

Annual winter exercises for ships and aircraft of the Royal Canadian Navy's Atlantic Command began in mid-January.

The mobile repair ship *Cape Scott*, the destroyer escorts *Athabaskan* and *Iroquois* and ships of the First Minesweeping Squadron sailed from Halifax January 17 for fleet exercises in the Bermuda area.

Other units of the fleet, including the aircraft carrier *Bonaventure* and destroyer escorts and frigates of the First and Seventh Escort Squadrons, were scheduled to sail from Halifax January 22.

In all, 18 ships (including the submarine *Astute*) and two squadrons of naval aircraft, are participating in the exercises, conducted by Commodore M. G. Stirling, Senior Canadian Officer Afloat (Atlantic).

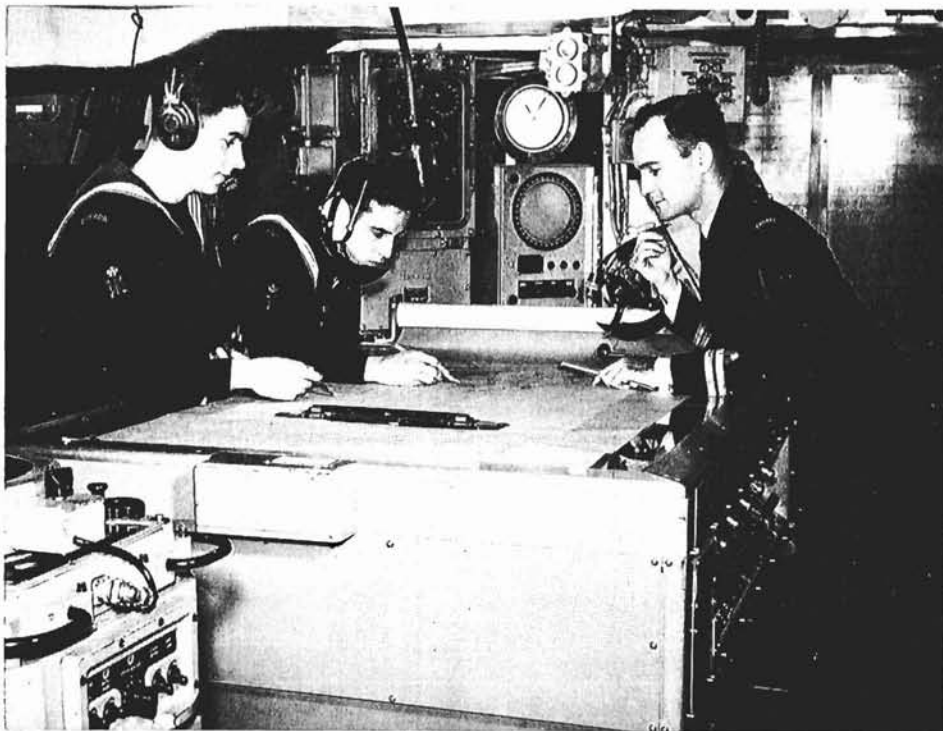
Units of the fleet will visit San Juan, Puerto Rico, Charlotte Amalie in the Virgin Islands and East Coast United States ports before returning to Halifax in mid-March.

Aurochs Ends Halifax Duty

After 18 months of service with the Sixth Submarine Division at Halifax, the Royal Navy submarine *Aurochs* sailed for England in early January.

After her arrival in July 1960 the *Aurochs* steamed about 40,000 miles and spent 325 days at sea, carrying out exercises with ships and aircraft of the Royal Canadian Navy, aircraft of the RCAF's Air Command and units of various NATO navies.

The *Aurochs*, under the command of Lt.-Cdr. O. B. Sharp, RN, was given a



The nerve centre of Canada's fighting ships today has shifted, through technological advances, from the bridge of warships to enclosed operations centres a deck below where action information of all kinds is rapidly plotted, for combat purposes. This is a portion of the operations room of HMCS Kootenay. Left to right at a plotting table are PO John Sweeney, AB Edward Jones and Lt. John R. Barlow, all of whom form part of the ship's operations team. (HS-67123)

musical send-off by the band of HMCS *Stadacona* and by Sgt. J. L. MacLaughlin, RCAF, on the staff of the Maritime Commander Atlantic, who piped the submarine out of harbour from the breakwater at the Royal Nova Scotia Yacht Squadron.

Another Royal Navy submarine was scheduled to arrive in Halifax later in the month to join HMS *Astute* of the Sixth Submarine Division. The *Astute* arrived last August for an 18-month commission.

Visiting Sailors Spend \$200,000

Sailors of foreign warships calling at Halifax in 1961 spent upwards of \$200,000 while ashore, according to careful estimates.

More than 11,300 of them came in 52 ships from six nations. Eighty percent of the visitors were Americans who left about \$156,000 in seaport tills.

Next largest force was from the Royal Netherlands Navy, 1,500 coming in September in the aircraft carrier *Karel Doorman*, two destroyers and a frigate. They spent at least \$31,000.

Germans spent about \$2,400 and warships, from the Royal Navy, Royal New Zealand Navy and France added about \$4,000 to the total.

The international situation was responsible for a lesser influx of visitors than in other recent years or the spending might have been even greater.

Restigouche Wins Lighting Contest

The destroyer escort *Restigouche* captured first place in the annual RCN Christmas lighting contest in Halifax.

The *Restigouche*, commanded by Cdr. W. W. MacColl, thus took the honours won last year by the destroyer escort *Kootenay*. Honorable mention went to the patrol vessel *Loon*, under CPO Trevor Lovekin.

Sponsor of the contest is the Halifax Junior Chamber of Commerce.

Savings Bond Campaign Success

The 1961 Canada Savings Bonds campaign within the Royal Canadian Navy was a resounding success.

"The campaign has been most successful", Vice-Admiral H. S. Rayner, Chief of the Naval Staff, said in a message to the fleet. "The quota has been exceeded and RCN sales are the highest in the history of Canada Savings Bonds campaigns. Well done."

Total sales amounted to \$3,990,350, which was 104.1 percent of the quota.

The Titanic and Halifax

THE TENSIONS and emotions and tragedies of the great explosion of 1917 and two world wars may have tended to obscure the impact that another great tragedy had on Halifax.

On April 14, 1912, the White Star line *Titanic* was moving at full speed across the North Atlantic when, at half an hour to midnight, she struck an iceberg. Two and a half hours later she plunged beneath the ocean and 1,513 men, women and children died.

The nearest port was Halifax and it was here that the dead of the *Titanic* were borne. The dead from the sea have been brought ashore in Halifax for many scores of years, but never in this number.

Then a boy, working in the Royal Naval College of Canada, Frank Hall, of Victoria, recently recalled the scene that accompanied the arrival of the bodies from the *Titanic*. This is his story:

UNKNOWN to a great number of people today, the Royal Canadian Navy had a small part in the events connected with the greatest peace-time disaster in marine history, the sinking of the *HMS Titanic*, 50 years ago, the night of April 14-15, 1912.

The great ship, at that time the largest in the world, about 60,000 gross tons and reported to be unsinkable, was on her maiden voyage from Southampton to New York.

During the night she struck an iceberg a glancing blow below the waterline that tore open her starboard side and in a very short time sank, taking with her to their deaths 1,513 passengers and crew.

One not acquainted with the circumstances and the events that followed immediately the ship's cry for help went out over the wireless, will wonder what part the Royal Canadian Navy had in them.

At the time of the disaster I was on the staff of the Royal Naval College of Canada, Halifax, and, when news of the collision between the ship and the iceberg was received, I ran up to the top floor of the College to the "wireless office", the Chief WTO having invited me to come any time and watch him operate the set. This time, full of excitement (I was 15 years of age), I fairly flew up the stairway. The Chief was busy at the set, sending and receiving so,

sitting on a spare stool, I waited patiently for news.

The news was not good. Later during the morning the usual waterfront rumours began to circulate and one in particular raised everyone's hopes. It was this: The great ship *Titanic* has collided in the North Atlantic with an iceberg, is badly damaged but able to proceed, and is making for Halifax under her own steam. People began to ask one another and I heard them personally around the College, "Where will the ship dock? Can she tie up at No. 2 wharf?" No. 2 wharf was one of the commercial wharves for ocean liners at Halifax. "Is there depth enough alongside No. 2 wharf?"

Sad to say, these were empty rumours and hopes. The great ship had gone down.

Following the disaster, the rescue ships picked up the survivors and other ships searched for bodies of the victims. One ship, the cableship *Mackay Bennett*, owned, I believe, by the International Telegraph Cable Co., was reported on her way to Halifax with several hundred bodies. The report being verified, permission was granted by, I presume, Captain Martin of the Naval Dockyard for the ship to dock at Jetty No. 4.

When the ship arrived and was finally moored to the famous old jetty, I was able to have a clear view of what transpired from the windows of the chemical laboratory of the College. Every available horse-drawn hearse and other vehicle was pressed into service to carry the bodies, as they were unloaded, to the local Armouries. A steady stream moved

away from the jetty out through the Dockyard gates, for the better part of the day.

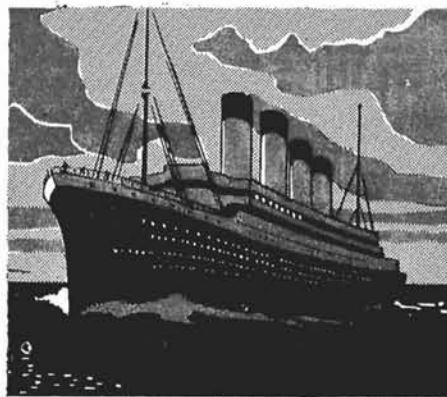
It was one of the saddest sights I have ever witnessed. I have often wondered why the ship docked at the naval jetty, instead of at one of the commercial wharves on Water Street—perhaps in order to avoid the crowd of curious bystanders that might have gathered and hindered the work.

The bodies were laid out at the Armouries for identification and burial. Those that were not identified are buried at St. John's Cemetery, Fairview, Halifax, and each grave has a stone marker with a number at the head. I believe this is correct, as I have not visited Halifax since 1919.

This is but one episode, and a sad one, in the history of the famous old jetty. During my service at the College, I have seen many warships tie up and coal ship—the cruiser *Cornwall*, after towing the Canadian cruiser *Niobe* back from the Bay of Fundy, where she had run aground—ships of the old 4th Cruiser Squadron, the cruiser *Good Hope* before sailing for her rendezvous with destiny at Coronel, November 1914—the battleship *Canopus*, which was unable to reach Coronel in order to render help to the *Good Hope* and *Monmouth*—the cruiser *Sydney*, after her victory over the *Emden* in the Indian Ocean—the cruiser *Cumberland* on board which, serving as a cadet, was our late beloved King, George VI.

The outcome of the great disaster of the *Titanic* was the formation of the Ice Patrol, International, and the first two ships detailed for this job were the two four-funnelled light scout cruisers of the United States Navy, the *USS Birmingham* and the *USS Chester*. These two sleek-looking ships made many visits to Halifax in the course of their patrols, and their commanding officers would land at Jetty Four and, sometimes, if the jetty was occupied, would step ashore at Jetty Five when making their official calls to the Dockyard. The two ships were later relieved by the *USS Seneca* and another one.

There may be others still living who were employed in the dockyard at Halifax during this time, who will no doubt remember these incidents in the history of the famous old coaling jetty.



The Navy's Heart

LAST YEAR was a noteworthy one in the Royal Canadian Navy for the number and variety of humanitarian and public services performed.

Responsible for many of these were naval divers and helicopter pilots. RCN warships and aircraft responded to calls for assistance to those in distress at sea, a number of lives were saved in swimming and other accidents thousands of dollars were contributed to Red Feather and other charitable organizations, and thousands of pints of blood were donated to Red Cross Blood Banks across Canada and in foreign ports.

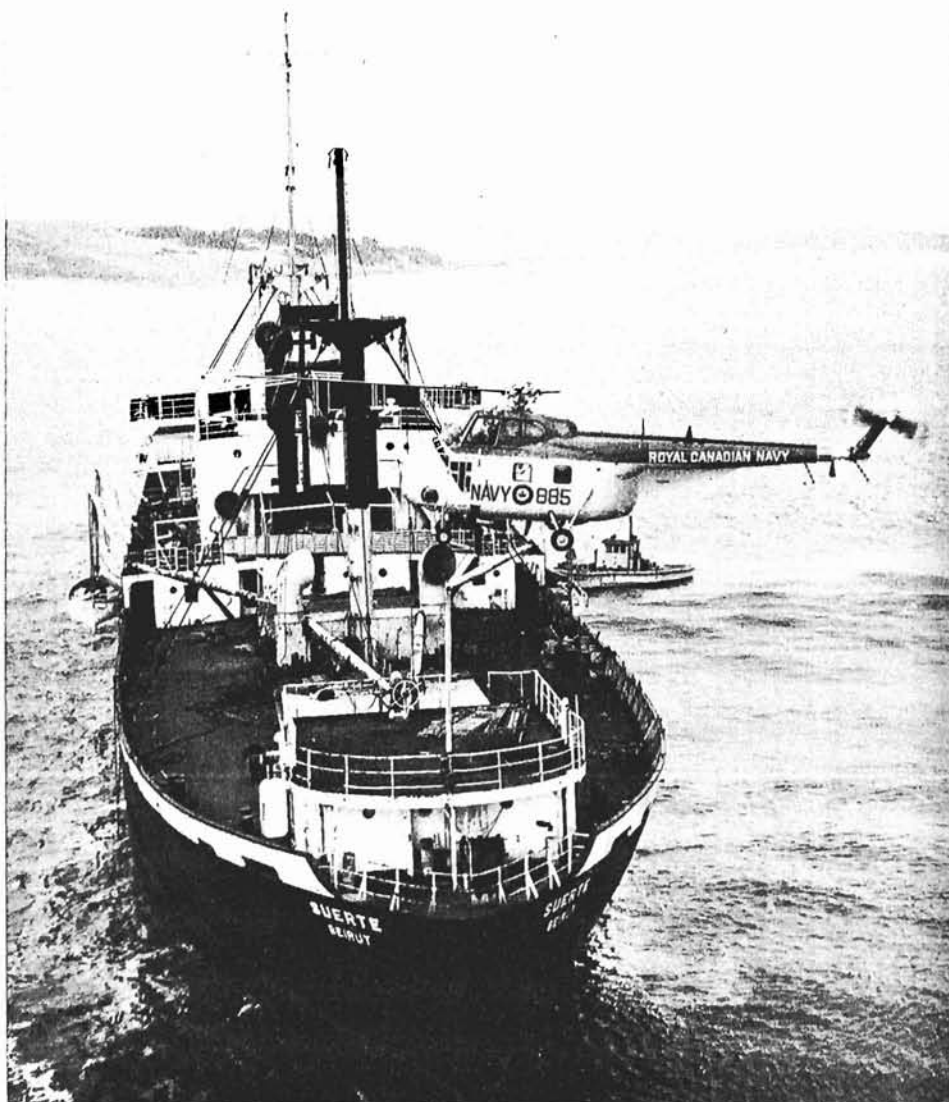
From Halifax to Victoria to Hawaii, naval personnel took part in individual rescues of many kinds.

At Halifax, a 16-year-old boy is alive and well thanks to quick action by Cdr. R. H. Leir, now commanding officer of HMCS *Skeena*. Cdr. Leir, while working in his garden, heard cries for help from the nearby Northwest Arm, dashed to the water's edge and removed only his jacket before plunging in. Assisted by the boy's companion, Cdr. Leir brought the boy ashore and applied artificial respiration.

In Hawaii, AB John F. Armstrong, then serving in the *St. Laurent*, saved a shipmate from drowning when he dived, fully clothed, to a depth of 20 feet to bring up the victim, who had struck his head on the bottom of a boat.

In Ottawa, two young women and a man were rescued from the brink of the Deschernes rapids on the Ottawa River by Cdr. C. A. Law, now in command of the *Sioux*. He was assisted by Captain Frank Harley. Cdr. Law saw the trio waving from the water trying to push their catamaran towards shore after its rudder had broken. Cdr. Law was under sail in strong winds on Lake Deschernes so he continued into harbour, dropped his sails, took aboard Captain Harley and went to the rescue under auxiliary power.

Also in Ottawa, a smoothly working trio from HMCS *Carleton* saved a 17-year-old skater who had broken through the ice of Dow's Lake. A duty commissioner noticed the lad being dragged under water by his soaked parka and alerted Cdr. J. M. Robertson, *Carleton's* executive officer. Cdr. Robertson ran to assist, calling at the same time to Sub-Lt. John Kelly to bring a line. Without hesitation Sub-Lt. Kelly brought one and between them the youth was saved.



The New Year was only a few days old when the RCN once again responded to a call for help. The freighter *Suerte* was hard aground off Halifax harbour and the weather was deteriorating fast. Here a Navy helicopter hovers over the ship during the evacuation of the 28 members of the crew. (DNS-28393)

On Lake Ontario, near HMCS *Patriot*, Hamilton, a sudden squall dumped 80 people into the water from 32 of 46 sailing boats taking part in a Royal Hamilton Yacht Club regatta. Cruising as safety craft with the boats was the RCN tug *Yeoville*, under Cdr. G. H. Davidson, of *Patriot*, and guests on board included Magistrate Robert Morrison. With visibility reduced to a few feet, the magistrate took up the position of bow lookout. The *Yeoville* moved slowly among the capsized boats,

and picked up 12 survivors while coordinating the rescue efforts of three Harbour Police launches, the Harbour Commission tug *Theo. McCoomb*, power launches from the RHYC, a whaler manned by naval reservists and several private boats.

HMCS *Lauzon*, during her summer training cruise on the Great Lakes, assisted three women and two children, lost in a boat and out of fuel, by towing them to Cleveland, Ohio.

Back in Halifax, 18-year old Ord. Sea. Glen Allan Pert swam 250 yards to aid a girl stricken with cramps in Halifax Harbour. He spoke soothingly to her to prevent panic and then towed her for 25 yards to safety ashore.

In Lunenburg, naval firemen and naval personnel assisted during a fire which levelled a large apartment building, leaving eight families, of which three were Navy families, homeless. Six hundred dollars were later raised at HMCS *Shelburne* for the naval fire victims to help them set up housekeeping again.

Still in the Nova Scotia area, a gallant rescue effort by three other naval personnel ended in tragedy. CPO Joseph Lay, CPO Roger Belanger and PO Bill Thompson, on a duck hunting trip to Western Head, heard cries from near an overturned boat. The trio ran for more than a mile to a boat and dragged it overland to launch it. Then, because of snow, wind and choppy water it took an hour and a half to pull the man ashore. He died on the way to hospital at Shelburne, 19 miles away.

A young sea cadet, William Ferguson, of Cornwall, Ont., became the first sea cadet to be awarded the Tri-Service Award for Bravery when Rear-Admiral P. D. Budge, Chief of Naval Personnel, made the presentation recently. Sea Cadet Ferguson rescued two youngsters, aged eight and 10, from the Cornwall Canal. He had been fully dressed in uniform.

At Garneau Beach, Quebec City, PO F. G. Hasler, of HMCS *Sioux*, rescued a man from drowning, bringing him up from a depth of 10 to 15 feet.

Helicopters figured largely in rescues and other events, since they are a natural for such work.

Helicopters from HS-50 and HU-21 flew 230 hours on the fire lines during the serious outbreak of forest fires in Newfoundland, transporting men and equipment.

A helicopter picked up two duck hunters off Inner Bantee Island, N.S., in January, two machines stood by the *MV Carson* when she was fast in ice in March, five crew members were airlifted from the fishing vessel *Ocean Wave* in trouble at sea in April and, in early May, three persons whose aircraft had crashed in the Timberley area of Nova Scotia were found and airlifted to Halifax.

On June 13 a helicopter made a search of Bedford Basin for two missing fishermen and the following day

the Pearl's Island lighthouse keeper was brought to Halifax for hospitalization. There was no rest on the 16th when a doctor was flown to Bear Lake, N.S., and the pilot of a crashed Cub was brought out. Next day a coroner, RCMP, and two naval divers were flown to Bear Lake and on the 19th two divers were taken to the lake to search for the aircraft.

In October, four crew members of the naval auxiliary vessel *Whitethroat* attempted to rescue a shipwrecked fisherman from a beach on the west coast of Vancouver Island and were unable to return to their ship because of the heavy seas. A helicopter from the mobile repair ship *Cape Breton*, operating 20 miles away, shuttled the men to the *Cape Breton* in two trips. The fisherman, who was suffering from the effects of exposure, was flown to Port Hardy and the men from the *Whitethroat* were transferred to their own ship when she came alongside in the evening.

Ships, meanwhile, were figuring in several rescues. The *Bonaventure* picked up an injured seaman from the USS *Calcaterra* in January 1961 and the *Sioux* towed the fishing vessel *Marjorie* and *Dorothy* from Sable Island to Halifax that month. In February, ships and aircraft were involved in an extensive search for missing fishing boats, and the *FV Musquara* was towed to Halifax by the RCN tug *Saint Charles* while the *Kootenay* stood by.

In July, the *Columbia* was in a search for a U.S. yacht, the *Delpha*, joined the following day by *Shearwater* aircraft. On July 17, the *Terra Nova* rescued the six-man crew of the burning *FV FLB101*, and on November 1 the tug *Saint John* took the fishing vessel

Life Saving Award

Breen F. Driscoll, former petty officer and now a civilian employee of the Bedford Magazine, has been awarded a Meritorious Certificate in Life Saving by the St. John Ambulance.

As a volunteer Brigade member on first aid duty at a Canadian Legion picnic at White's Lake last summer, he saved the lives of Edward Trider, 36, and his son Gordon. They were thrown into the water from an upset boat 100 feet from shore.

Driscoll plunged in to rescue the non-swimmers. He saved the son, went back for the father who was by this time submerged. He found him, pulled him ashore and applied artificial respiration for 10 minutes before Trider was revived.

Walter G. Sweeney in tow after she sprang leaks off Cape Breton Island. Crew members were taken off and put ashore at Sydney, N.S., when she finally began to sink.

In December, the frigate *Outremont* took the disabled German freighter *Senator Hagelstein* in tow, later turned her over to the tug *Saint John* who took her into Halifax. A month later the first rescue of 1962 was effected when two RCN and one RCAF helicopters removed the crew members of the grounded 7,238-ton freighter *Suerte*. HMCS *Loon* had been first on the scene but was unable to close because of high seas.

Throughout the year many ships and establishments, as well as departments and individuals, continued their support of children the world over under the Foster Parent's Plan.

Blood clinics held in naval ships and establishments yielded thousands of pints of blood for Red Cross blood banks on both coasts and at naval divisions, as well as in foreign ports.

Trained personnel spent many hours of their own time with handicapped children at the swimming pools on both coasts assisting with the water therapy they required. During the month of August *Stadacona* held picnics for 175 orphans, and crippled and underprivileged children. At Christmas, too, there were parties at both coasts for these children.

Diving teams were particularly active during the year. From March through August, with July the only exception, naval divers were engaged in searches for drowning and accident victims.

Other public service assignments in which naval divers figured included the 27 hours worked by a Halifax diving team repairing a break in a dam at Weymouth, Nova Scotia. A team from Esquimaux spent the summer making underwater surveys of harbours and beaches and demolishing navigation obstructions along the DEW line.

From both coasts RCN ships carried clothing and supplies for charitable organizations. In the east, HMCS *Cape Scott* carried supplies as far as Bermuda for transshipment via Royal Navy ship to Sacred Heart Convent near Grenada, B.W.I. A west coast destroyer escort took four and half tons of clothing as far as Hawaii where it was to be picked up by a Korean training ship. The clothing is destined for Korean children.

OFFICERS AND MEN

Officers Serve In Indo-China

Lt.-Cdr. Wilson F. Jobson and Lt.-Cdr. Beverly J. Gillespie took up appointments with the Military Component, Canadian Delegation, Viet-Nam, on the International Supervisory Commission in Indo-China on November 24.

Lt.-Cdr. Jobson has held appointments in the aircraft carrier *Magnificent*, *Stadacona*, Naval Headquarters and as secretary to the Commanding Officer Naval Divisions. Since January 1958 he had served on the staff of the Director of Naval Organization at headquarters.

Lt.-Cdr. Gillespie had been on the staff of the Director of Naval Information at Naval Headquarters. He had previous Far East experience as information officer in RCN destroyers during the Korean war. He has also served as Staff Officer (Information) to the Flag Officers of both coasts.

Captain Somers Dies in Montreal

Captain John Stephen Somers, Principal Naval Overseer, Montreal Area, died on December 15 in a Montreal hospital after a short illness. He was 50 years old.

Funeral services were held from St. Mary's Basilica, Halifax, to the Gate of Heaven cemetery, Sackville, N.S., on December 20. The honorary pallbearers were senior officers, headed by Rear-

Weddings

Wren Sylvia Iris June Balmer, *Shelburne*, to Leading Seaman Richard John Wells, *Shelburne*.

Able Seaman J. A. Eby, Naval Radio Station Inuvik, to Miss C. Castle, of Inuvik, N.W.T.

Able Seaman G. L. Greetham, Naval Radio Station Inuvik, to Miss A. LeBlanc, of St. Anselme, N.B.

Able Seaman Andre J. Leduc, Albro Lake Radio Station, to Alberta Oslinda Bry, of St. Pierre et Miquelon.

Able Seaman E. A. Pearce, Naval Radio Station Inuvik, to Miss K. Lefurgy, of *Moncton*, N.B.

Sub-Lieutenant David M. Robeson, *Cornwallis*, to Anne Elizabeth Merklinger, of Ottawa.

Lieutenant-Commander M. G. Thompson, *Restigouche*, to Mary Jean Scrivens of Halifax.



CAPTAIN J. S. SOMERS

Admiral J. B. Caldwell, Chief of Naval Technical Services, and the casket was borne by six chief petty officers of the engineering branch.

On the day of the funeral a requiem high mass and libera were celebrated in the chapel of HMCS *Hochelaga*, Montreal.

Captain Somers was born in Arichat, Nova Scotia, on October 4, 1911, and later lived in Halifax. He entered the RCNVR as an engineering lieutenant in February 1941 and served in shore appointments in Canada and overseas. In 1943 he served on board HMCS *Iroquois* for five months.

Demobilized in November 1945, he rejoined the Navy in the regular force in July 1946. He took up what was to be his last appointment, that of Principal Naval Overseer, Montreal Area, in July 1948.

He leaves his wife, the former Mary Alice Ormond, of Winnipeg, and two daughters, Martha Louise, 13, and Mary Sheleagh, 11.

Awards to UNTD Cadets Announced

An officer's sword has been awarded to Chief Cadet Captain C. T. LeBrun, of Halifax Universities and Colleges

UNTD and HMCS *Scotian*, as the best second year UNDT cadet to train on the East Coast last summer.

Other awards to UNDT cadets announced by the Commanding Officer Naval Divisions included the following:

A telescope to Cadet Captain W. E. Macdonald, of *Discovery*, as runner-up to the best second year cadet; Reserve Training Commander's shield, to Cadet D. D. Doederline, of *York*, as the best all-round first year cadet;

Best first year cadets in each division: Cadet W. D. Courrier, *Hunter*; Cadet G. T. Robertson, *Carleton*; Cadet M. G. Biron, *Montcalm*; Cadet J. Hinz, *Non-such*, and Cadet R. W. Callen, *Discovery*.

The prize for the best journal entry written in French by an English-speaking cadet went to Cadet J. T. Hogan, of St. Francis Xavier University (*Scotian*).

Charleston Woman Praises Sailors

A reader in Halifax has drawn attention to a letter from Mrs. Dorothy S. Debnam, of Charleston, South Carolina, which appeared in the December 29 edition of the *Halifax Chronicle-Herald*.

Births

To Petty Officer S. J. Christie, Naval Radio Station Inuvik, and Mrs. Christie, a son.

To Lieutenant-Commander W. D. Davidson, Naval Radio Station Inuvik, and Mrs. Davidson, a daughter.

To Leading Seaman P. J. Frenette, *Kootenay*, and Mrs. Frenette, a son.

To Able Seaman Denis Lefebvre, *Newport Corners Radio Station*, and Mrs. Lefebvre, twins, a son and a daughter.

To Lt.-Cdr. J. I. Manore, *Chignecto*, and Mrs. Manore, a daughter.

To Chief Petty Officer W. C. Paly, *Churchill*, and Mrs. Paly, a daughter.

To Able Seaman Allan E. Penny, Naval Radio Station Inuvik, and Mrs. Penny, a daughter.

To Able Seaman C. J. P. H. Rheault, *Gloucester*, and Mrs. Rheault, a son.

To Leading Seaman W. J. Thorgeirson, Naval Radio Station Inuvik, and Mrs. Thorgeirson, a son.

To Lt. H. C. Wallace, *Stadacona*, and Mrs. Wallace, a son.

To Petty Officer R. P. White, Naval Radio Station Inuvik, and Mrs. White, a son.

To Lt.-Cdr. R. A. Whyte, *Montcalm*, and Mrs. Whyte, a daughter.

The letter referred to the visit of HMC Ships to her city last fall and said:

"As a parent of two grown sons, and a chairman of the Women's Division of the Charleston Chamber of Commerce, I would like the people of Canada to know of the favourable impression made by the young men of the Royal Canadian Navy while they were in our city.

"You perhaps know that your splendid aircraft carrier HMCS *Bonaventure* has been based here in recent weeks.

"The accompanying ships were the destroyers HMCS *Columbia*, *Restigouche*, *St. Croix*, *Iroquois* and *Athabaskan*; the frigates HMCS *Lauzon* and *Cap de la Madeleine*; the minesweepers HMCS *Chaleur*, *Fundy*, *Thunder*, *Chignecto*, *Quinte* and *Resolute*, and the repair ship HMCS *Cape Scott*.

"Wherever I saw the men of the Royal Canadian Navy, they made an excellent appearance and were conducting themselves as gentlemen.

"I'm sure I speak for all the residents of Charleston when I say that it was a pleasure to have them visit our city, and we hope that they will return in the near future."

Promotions and Appointments

The following promotions and appointments have been announced by Naval Headquarters:

Captain Stuart E. Paddon, Director General of Fighting Equipment at Naval Headquarters, has been promoted to the rank of commodore.

Commodore Charles J. Dillon has been appointed Senior Naval Officer, St. Lawrence River Area, Naval Officer-in-Charge Montreal, and Senior Officer in Command.

Cdr. Robert St. G. Stephens, on the staff of the Director General Ships at Naval Headquarters, has been promoted to the rank of captain.

Cdr. Richard H. Leir has been appointed in command of HMCS *Skeena*, a unit of the Second Canadian Escort Squadron.

Lt.-Cdr. Arthur B. Torrie has been appointed in command of HMCS *Fortune*, and as Commander Second Canadian Minesweeping Squadron.

Lt. Robert J. Luke has been appointed in command of HMCS *Fundy*, a unit of the First Canadian Minesweeping Squadron.

Four Rewarded For Suggestions

Two sailors and two members of the civil service have earned cash awards from the Suggestion Award Board of the Public Service of Canada and congratulatory letters from the Chief of Naval Personnel.

CPO S. W. McCleave, of *Naden*, suggested a modification to gunnery radar equipment used in RCN ships.

PO Richards P. Abbott, of VU-32 utility squadron at *Shearwater*, designed a test set for automatic pilots used in certain naval aircraft.

Joseph R. Heisler, of HMC Dockyard, Halifax, suggested a method of screen-

ing slipways of marine railways which effects considerable savings in cleaning costs.

William E. Hopkins, of Naval Armament Depot, Esquimalt, submitted a design for a visual indicator of course control in gunnery radar.

Retired Officer Hospital Manager

Lt. Arthur Saxby, who retired recently, has been appointed business manager of the Fishermen's Memorial Hospital in Lunenburg. Lt. Saxby joined the Navy in 1932, rising through the steward branch to commissioned rank.

More than \$30,000 For United Appeal

At a presentation ceremony on the flight deck of the *Bonaventure* on December 21 Rear-Admiral K. L. Dyer, Flag Officer Atlantic Coast, presented a cheque for \$24,883 to the Halifax-Dartmouth United Appeal. The money was raised from ships and establishments in the area. Commodore E. N. Clarke, Commodore Superintendent Atlantic Coast, presented a cheque for \$5,762 from the Dockyard Major Charitable Campaign.

The total naval contribution to the Red Feather Drive—\$30,645—was accepted by the campaign chairman, Rear-Admiral H. F. Pullen, RCN (Ret). Admiral Pullen, in turn, presented Red Seal plaques to the Atlantic Command, HMC Dockyard and the destroyer *Kootenay* for their efforts in the campaign.



The Naval Board flag flew over the Headquarters of the Commanding Officer Naval Divisions at Hamilton for the first time in November. The occasion was the visit of two Naval Board members to the 13th annual conference of commanding officers from Canada's 21 naval reserve divisions. Here at the entrance to COND headquarters building are, left to right: Commodore P. D. Taylor, COND; Vice-Admiral H. S. Rayner, Chief of the Naval Staff, and Rear-Admiral J. B. Caldwell, Chief of Naval Technical Services. (COND-7387)

The *Kootenay* topped Navy donors by achieving 166 per cent (\$831) of her quota.

The *Bonaventure*, in which the ceremony took place, was the first ship to meet her quota (\$3,500) while at sea a few days after the Navy drive for the United Appeal began in the fall.

Promotions for Reserve Officers

Thirteen officers of the Royal Canadian Naval Reserve, serving in Naval Divisions in 11 cities across Canada, began the New Year with promotion in rank. Promoted were:

To be Captain: Cdr. W. R. Inman, commanding officer, *Carleton*, Ottawa, and Cdr. W. T. Houghton, commanding officer, *Star*, Hamilton.

To be Commander: Lt.-Cdr. A. R. Smith, commanding officer, *Tecumseh*, Calgary, Lt.-Cdr. J. H. Fish, training commander, *Carleton*, Ottawa; Lt.-Cdr. D. H. Botley, commanding officer, *Griffon*, Port Arthur; Lt.-Cdr. B. S. C. Oland, executive officer, *Scottian*, Halifax, and Lt.-Cdr. R. S. Van Alstine, commanding officer UNTD, *Nonsuch*, Edmonton.

To be Surgeon Captain: Surg. Cdr. M. D. Young, commanding officer UNTD, *Discovery*, Vancouver.

To be Surgeon Commander: Surg. Lt.-Cdr. W. J. McCorkell, *Unicorn*, Saskatoon.

To be Commander (S): Lt.-Cdr. H. G. Cheesman, commanding officer, *Cataragui*, Kingston.

To be Chaplain (P) Class IV: Chaplain B. A. Silcox, *Hunter*, Windsor.

To be Chaplain (RC) Class III: Chaplain J. D. O'Brien, *Queen*, Regina.

To be Acting Commander: Lt.-Cdr. W. M. Stan, commanding officer, *Queen*, Regina.

Navy League Officers for '62

Following is a list of officers of the Navy League of Canada for 1961-62: Royal Patron: Her Majesty Queen Elizabeth II.

Admiral, Sea Cadets: His Royal Highness the Prince Philip.

Patrons: His Excellency Major-General Georges P. Vanier, Governor-General of Canada; Rt. Hon. John Diefenbaker, Prime Minister of Canada; Hon. Douglas Harkness, Minister of National Defence, and the Lieutenant-Governors of all the provinces.

Honorary presidents: Hon. Leon Balcer, Minister of Transport; V. L. Brett, Halifax; N. R. Crump, Montreal; David H. Gibson, Toronto; C. K. McLeod, Montreal; D. C. MacLachlan,



The Spirit of Christmas really showed in the efforts of the Terra Nova ship's company. Six needy families received an unexpected Christmas present in the form of "complete" family dinners paid for by funds raised on board and delivered by members of the ship's welfare committee. Men chosen to raise the money and make up boxed dinners were, left to right, CPOs A. W. Mooney and H. B. Cook and Ldg. Sec. J. J. Bellmore. Addresses of needy families were provided by the Welfare Department of the Salvation Army (Halifax area). (HS-67221)

Toronto; S. R. Noble, Montreal; Vice-Admiral H. S. Rayner, Chief of the Naval Staff; J. D. Ruttan, Winnipeg, and Col. the Hon. Clarence Wallace, Vancouver.

Honorary chaplains: Chaplain-of-the-Fleet (P) E. G. B. Foote; Chaplain-of-the-Fleet (RC) J. F. Whelley.

Honorary vice-presidents: Captain A. W. Baker, RCNR (Ret), Beaverton, Ont.; Rear-Admiral P. D. Budge, Chief of Naval Personnel; Rear-Admiral K. L. Dyer, Flag Officer Atlantic Coast; Rear-Admiral E. W. Finch-Noyes, Flag Officer Pacific Coast; J. R. K. Millen, Chairman Navy League Cadets and Wrenettes, Winnipeg. C. F. Ritchie, Montreal. Commodore P. D. Taylor, Commanding Officer Naval Divisions; president of the Naval Officers' Associations of Canada (national).

National president. Cdr. F. C. Aggett, RCNR (Ret), Toronto.

Immediate past national president: R. J. Bicknell, Vancouver.

Vice-presidents: Captain T. D. Kelly, RCNR (Ret), Toronto; E. B. Frost, Winnipeg; R. C. Stevenson, Montreal; D. W. Brown, Victoria; T. E. Waddington, Edmonton; Dr. H. D. Roberts, St. John's, Newfoundland.

Legal counsel: Lt.-Cdr. S. D. Thom, RCNR (Ret), Toronto.

Medical adviser: Surgeon Captain C. H. Best, RCNR (Ret), Toronto.

Board of governors, Cdr. Aggett, Mr. Bicknell, Mr. Brown, Mr. Frost, Captain Kelly, Dr. Roberts, Mr. Stevenson (addresses given above), and D. W. Cathers, Hamilton; J. G. Dunlop, Co-

bourg, Ont.; Cdr. T. R. Durley, RCNR (Ret), Westmount, Que., and O. B. Mcbee, Toronto.

The national manager, secretary and treasurer, and secretary of all committees, is H. R. Gillard, 109 St. George Street, Toronto 5.

Defence College Students on Tour

Twenty-nine students of the National Defence College, Kingston, toured naval installations in Halifax January 14-16.

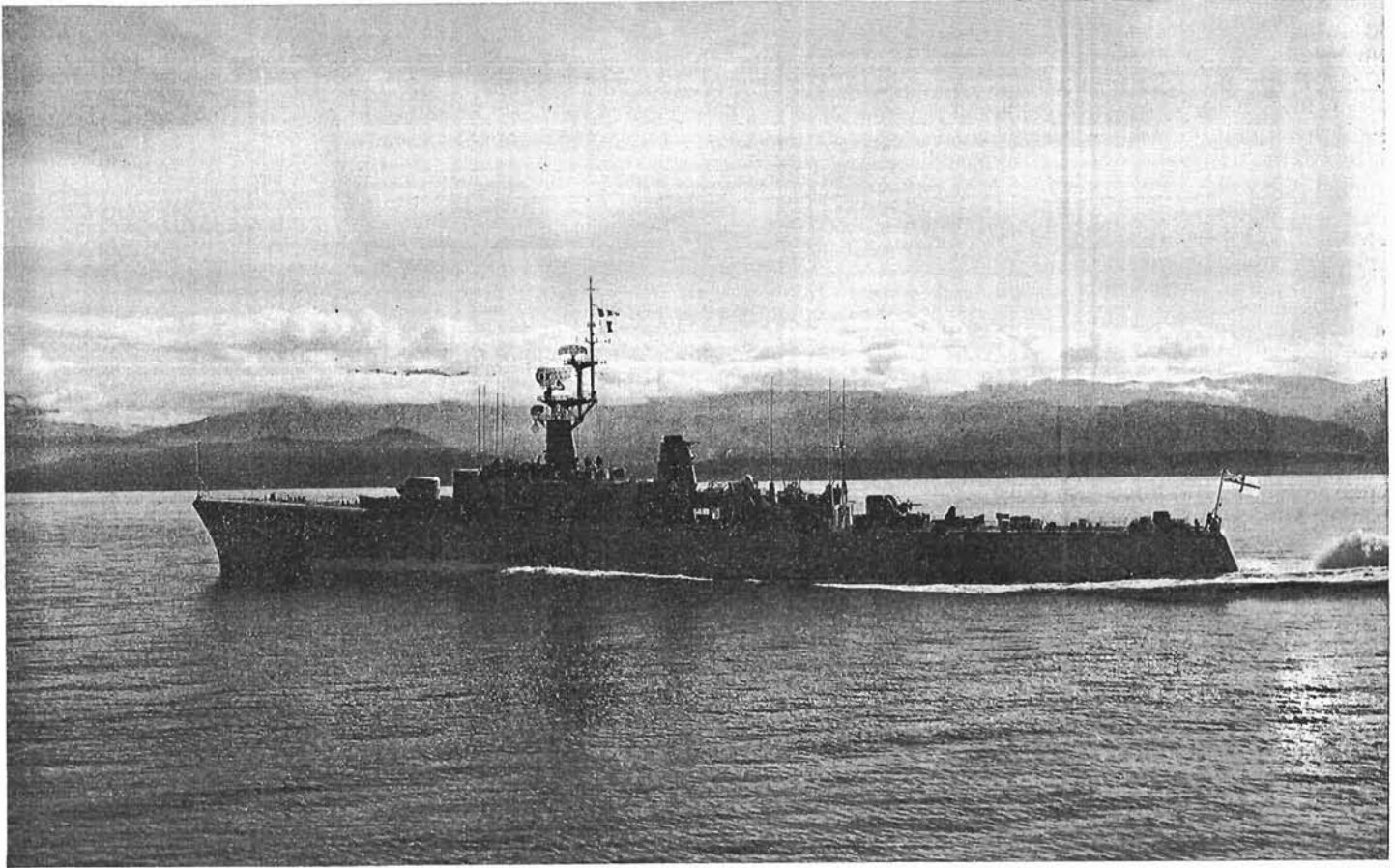
The course consists of senior officers of the Armed Forces and government departments, representatives from Canadian industry and seven others from the United Kingdom and United States.

The commandant of the National Defence College, Rear-Admiral A. H. G. Storrs, and three members of the directing staff accompanied the class.

New Zealander Seeks Cap Tallies

Cap tally collectors may be interested in the following extract from a letter written by F. Bates, of 150 Chivalry Road, Takapuna, Auckland, New Zealand:

"As a member of the Royal New Zealand Navy Volunteer Reserve (Auckland Division), I have plenty of chances to collect cap tallies and I wonder if you could put me on to a reservist in Canada who may collect cap tallies that we may exchange."



Some of the Best

BACK IN 1956 and 1957 photographic salons were held with a view to encouraging technical and artistic excellence among naval photographers. A high proportion of the winners in these contests were photographs taken during off-duty hours when careful attention could be given to such details as choice of subject, posing, lighting and retouching.

The working photographer has often to operate under adverse conditions, making use of available light and grasping the fleeting opportunity. The good photographer in these circumstances is the one who realizes that what he sees will make a picture that will tell an interesting story, that the less-than-ideal lighting conditions can produce a dramatic effect and that it is, in fact, often possible to make a silk purse out of a sow's ear.

The Crowsnest endeavours to publish the best of the current crop of naval photographs but there are times when pictures of high technical interest or sheer beauty have to be omitted for any of a number of reasons.

In order to assure that they were not lost forever in the oblivion of photo-

graphic files, *The Crowsnest* asked the Director of Naval Photography to make a generous selection of what he considered to be the best photographs of 1961. Some of his choices have already appeared but viewers will recognize from the following pages that other extremely good pictures are being published here for the first time. The Naval Art Section assisted in making a final selection, but no attempt was made to grade the pictures in order of excellence and the names of the photographers were unknown to the critics.

Above: Where but on Canada's Pacific Coast, with its sheltering islands, could one obtain this combination of mountains, sea and sky? Silhouetted against this background is HMCS *Skeena*. Photographer: CPO K. E. Martin. (E-60473)

Opposite Page: Working under the handicap of having to shoot from the dark interior of the covered ways against the bright sky over the St. Lawrence River, the photographer nevertheless managed to produce a satisfactory record of the launching of HMCS *Mackenzie* at Montreal last

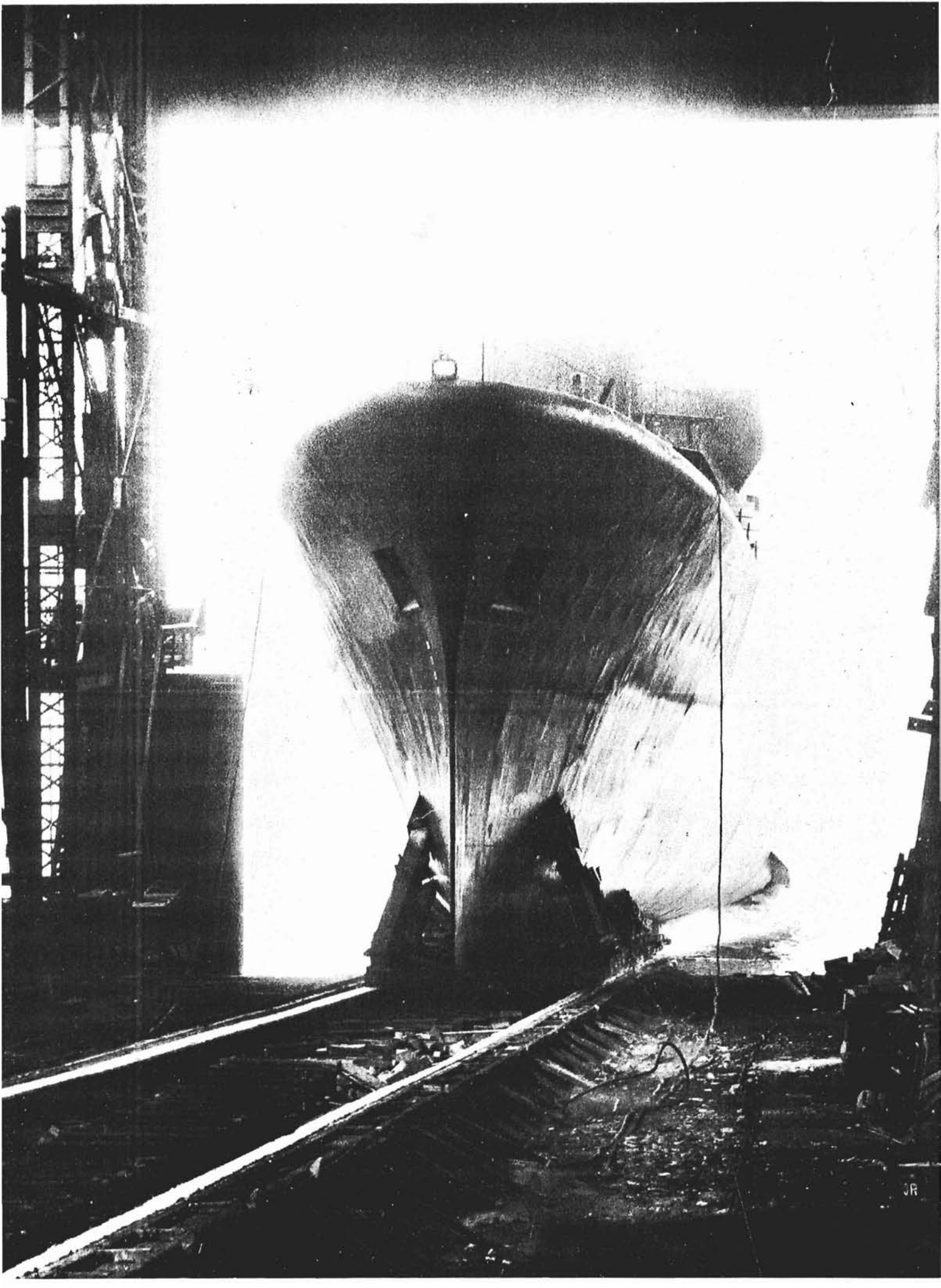
May 25. Photographer: CPO Alex Colley. (O-13675)

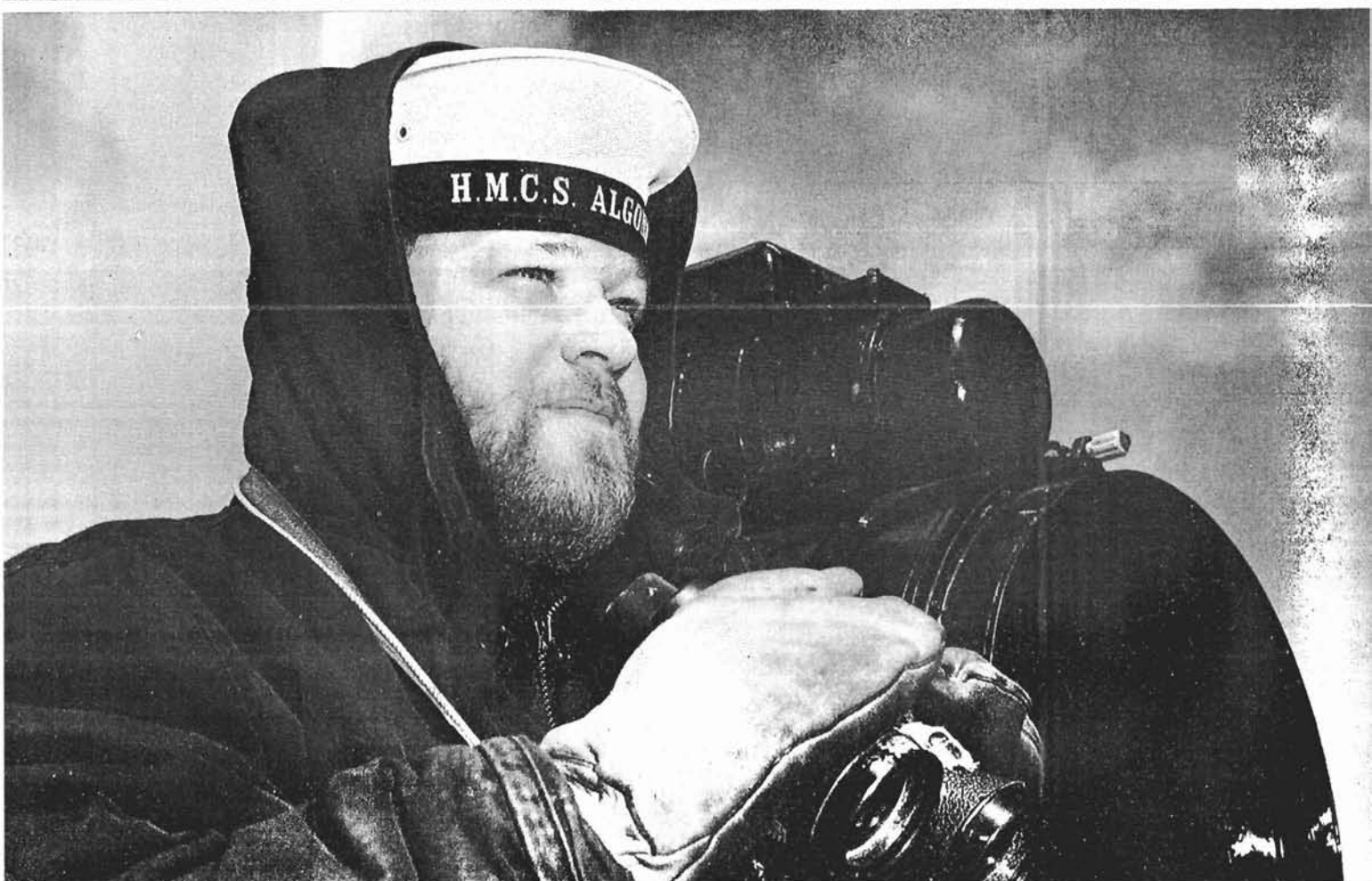
Centre spread, upper left: Here is another lighting problem—avoiding the reflection from the perspex—dealt with successfully in this picture of the main air display board in the operations room of HMCS *Algonquin*. Photographer: Ldg. Sea. T. B. Wamback. (CCC1-003)

Lower left: The art critics liked the composition of this informal portrait taken during the *Algonquin's* cruise to Sierra Leone last April. Observe the way the lighting of the mittens and binoculars carries the eye to the lookout's face. Photographer: Ldg. Sea. T. B. Wamback. CCC1-018)

Upper right: A study in perspective, shadow and sunlight in this picture of Tracker aircraft warming up on the flight deck of the *Bonaventure* before being launched over the lonely northern sea during Exercise Trapline. Photographer: AB Barry Squirrell. (HS-66400-104)

Lower right: Dramatic lighting is once again featured in this romantic photograph of the Danish training vessel *Danmark*. Photographer: Ldg. Sea. D. R. Orrell. (BN-3918)







Now It's the RCNR

RCNR is the abbreviation that will designate the Royal Canadian Navys' reserve force henceforth.

On the authority of the Minister of National Defence, the Royal Canadian Navy (Reserve) changed its official name in the closing days of 1961 to the Royal Canadian Naval Reserve.

The Navy's reserve component has had several titles since it came into being, shortly before the outbreak of the First World War. In May 1914 the Canadian government established a naval volunteer force, known as the Royal Naval Canadian Volunteer Reserve (RNCVR). The authorized strength of this force was 1,200 officers and men, enrolled as volunteers, but engaged to serve in time of war. It was organized into three sub-divisions; the Atlantic, the Lakes and the Pacific; however, when the First World War began, the only naval reserve force actually in existence was the volunteer unit at Victoria. This force had its beginning in 1913, when a group of enthusiasts, encouraged by Cdr. Walter Hose, RCN, Senior Naval Officer, Esquimalt, organized themselves into a nucleus that blazed the trail for all the official Canadian naval reserve organizations that followed.

The contribution of naval reservists to the huge expansion of Canada's naval force during the Second World War was foreshadowed by the RNCVR's contribution in the First World War. Ships and submarines based at Esquimalt were almost entirely manned by members of the reserve force, and in February, 1916, the Overseas Division of the RNCVR was formed. Approximately 1,700 members were enrolled in this division and served largely in trawlers

and drifters on anti-submarine patrols in British home waters and off Gibraltar and British West Africa.

The familiar red maple leaf, which is seen on the funnels of HMC ships today, had its beginning on British ships serving out of West Africa and Gibraltar. The emblem was adopted by Canadian volunteers serving on board.

In June 1920, in line with post-war demobilization, the RNCVR was disbanded.

On January 31, 1923, the Canadian Naval Volunteer Reserve was officially established, its organization again encouraged by Commodore Walter Hose, RCN, who was then Director of the Naval Service. The prefix "Royal" was soon added to its title (RCNVR). At about this time the Royal Canadian Naval Reserve (RCNR) was formed. It consisted largely of officers and men with professional seagoing experience in the merchant marine, while the RCNVR was composed of personnel from civilian occupations ashore. The RCNVR was originally organized into companies or half companies in most of the major cities in Canada. In the mid 1930s, as its strength increased, members were trained for various duties they would be required to assume at the outbreak of war.

In 1937 a supplementary reserve, whose members were private yachtsmen, was added to the RCNVR and a fishermen's reserve was added to the RCNR. On September 1, 1939, all reserves were placed on active service. Their membership at this time was approximately 2,000. Four months later, with a total Canadian naval force of 15,000 officers and men, the combined reserves numbered 8,000.

By 1944 Canadian warships were carrying the major burden of the North Atlantic convoy duty and the majority of the officers and men who manned these ships were members of the RCNR and RCNVR. It was in this year that the total strength of the Navy reached nearly 100,000 officers, men and wrens, of which more than 90,000 were members of the reserves.

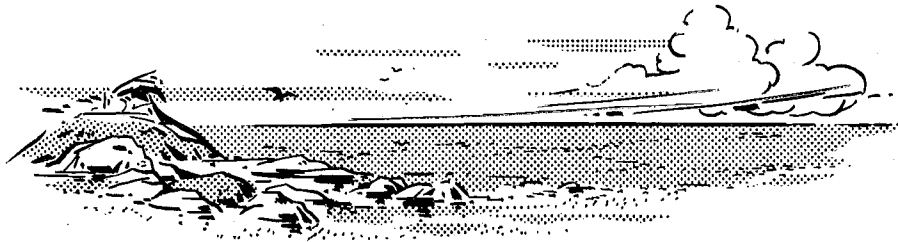
Canada's only naval Victoria Cross in the Second World War was awarded posthumously to Lieutenant Hampton Gray, DSC, RCNVR, who, while serving in the British aircraft carrier *Formidable*, sank a Japanese warship by deliberately crashing his damaged aircraft into the ship.

When the war ended a number of naval reserves continued on naval service. Some transferred to the regular force, others served in the interim force, but the majority returned to "civvy street", taking up where they had left off when they joined the Navy.

In January 1946 the RCNR and the RCNVR were combined to become the Royal Canadian Navy (Reserve). Divisions were re-established on a peacetime basis and many veterans resumed their association with the Navy as members of the RCN(R).

A major step in the organization of the reserves was taken in April 1953, when a new command was established at Hamilton, Ont., known as the Commanding Officer Naval Divisions (COND), responsible for the administration and training of all reserve naval divisions across Canada.

Today, 21 reserve naval divisions are situated from coast to coast, with a strength of 788 officers and 3,375 men, wrens and UNTD cadets.



AFLOAT AND ASHORE

OVERSEAS

HMCS Niobe

During the Christmas season each year the Naval officers of HMCS Niobe in London, England, have the pleasure of entertaining a group of children from Dr. Barnardo's Homes on an afternoon outing. The recent holiday was no exception.

On Tuesday, December 20, the children were taken to the famous Bertram Mills Circus in London which was followed by a tea party.

The 100 boys ranged in age from 11 to 17 and came from two of Dr. Barnardo's Homes: The Dalziel of Wooller House and the William Baker Technical School. After the tea party the children returned to the homes where individual Christmas gifts were awaiting them.

ATLANTIC COMMAND

HMCS Kootenay

The *Kootenay* completed her first major refit late in 1961. Everyone worked at a feverish pitch to prepare for the subsequent workups program.

On December 9 the Nautilus Club, Dartmouth, was the scene of the ship's company smoker. Entertainment was provided by a "Musical Department", composed of Lt.-Cdr. Dan Mainguy, PO P. A. Hollywood and AB E. G. Shaw.

"Guest stars" included Cdr. Harry Shorten, Lt.-Cdr. J. S. Gill, Sub-Lt. A. E. Dumas, CPO G. Broome and a host of departmental choristers. The evening was thoroughly enjoyed by all, and anticipation runs high for future variety shows.

First Minesweeping Squadron

"Welcome home and congratulations. Your squadron looked very smart," was the message the First Minesweeping Squadron received from the Flag Officer Atlantic Coast as the squadron executed a formation "burst" in view of the Admiral's Headquarters.

This compliment marked the summation of training the squadron received after leaving Halifax November 7 for Charleston, South Carolina, to take part in the Fallex program. Fog and two days of rough weather precluded



Not even the clowns were allowed to go hungry at Niobe's annual Christmas party for boys from Barnardo homes in London. Two of the hosts who accompanied the boys to the Bertram Mills Circus were Lt.-Cdr. J. R. Burns and (feeding the clown) Lt.-Cdr. T. J. C. Thomas. (Photo from CJS, London)

any exercising while on passage to Charleston but individual ships spent a half-day off Charleston before entering, getting their gear in peak operating condition.

New commanding officers, new officers and men spent one week at the USN School of Mine Warfare while the remainder prepared for Minronex III, the minesweepers' operational contribution to Fallex. This was entirely an RCN exercise, being conducted from a United States port with the usual genuine co-operation from the USN.

Mines were embarked by the 'sweepers' themselves but on arrival in the exercise area, heavy seas prevented any laying. Local forecasts indicated bad weather for the remainder of the planned exercise period. Thus it was, for the most part, cancelled. However, a dan line was layed and on November 22 the Senior Canadian Officer Afloat (Atlantic) witnessed from the bridge of HMCS *Chaleur* the sweeping of mines.

On the 26th the squadron shaped course for Philadelphia via Chesapeake Bay and the Chesapeake and Delaware

Canal, experiencing cold but clear weather. The flag hoist "Beat Army" fluttered from the ships' halyards as the squadron steamed close inshore abreast the U.S. Naval Academy at Annapolis, Maryland. There was no reply to the hoist then, but the Academy midshipmen did prove themselves the victors on the following Saturday at the annual Army-Navy football classic in Philadelphia, a spectacle which some of the squadron's personnel were fortunate enough to witness.

On arrival in Philadelphia at the Naval Shipyard the Canadians were welcomed by Rear-Admiral R. W. Cavenagh, USN, Commandant 4th Naval District, and W. J. Millyard, the recently appointed Canadian Consul.

After seeing the military academies battle on December 2 and completing some gift hunting in Philadelphia, the ships sailed three days later for Halifax passing through New York Harbour, Long Island Sound and the Cape Cod Canal.

The squadron sailed up the East River of New York Harbour at sunrise

and though not partaking of "Breakfast at Tiffany's" they did observe the unfamiliar view of the city at such an early hour.

The night of December 5 they negotiated the Cape Cod Canal. As the weather was good the following day, minesweeping exercises were conducted en route. On the 8th, after the formation sail past in Halifax Harbour, ships secured alongside at the Mine Base Facility to greet families and get ready for Christmas.

Leadership School

(Cornwallis)

No. 60 Officers' Divisional Course and No. 117 Petty Officers' Leadership Course completed training in the school on December 15, the members returning to their ships and establishments in time for the festive season.

Lt. E. J. Kelly of No. 60 Course remained in Cornwallis and assumed the duties of assistant stores officer, relieving Lt. J. M. Mont who left Cornwallis to take up a sea appointment in the Atlantic Command.

The face-lifting process, which commenced in the spring of 1961 with the painting of the interior of the school, is now nearing completion and the upper deck is being tiled.

Communication Division

(Cornwallis)

Three classes completed their courses in the Communication Division at Cornwallis on December 15.

Ldg. Sea. Duncan Beaton was top man in Course SG 207, Ord. Sea. Dave Cornell in SG 119 and Ord. Sea. William Burchell in RM 119.

The month also saw a change of officers-in-command, with Lt.-Cdr. M. A. Turner leaving to take up an appointment at Naval Headquarters and Lt.-Cdr. W. F. Potter arrived from Halifax where he had been Staff Officer (Operations), Atlantic Coast.

NAVAL DIVISIONS

HMCS Star

Captain W. T. Houghton, commanding officer of *Star*, the Hamilton naval division, was promoted to that rank January 1.

Captain Houghton, who has commanded *Star* since December 1958 was born in Cheshire, England, and came to Canada in January 1927. He attended Upper Canada College, and the University of Toronto in Engineering.

He began his military career as a cadet at Upper Canada College and later as a member of the Canadian Officers' Training Corps.

He joined the RCNVR as a sub-lieutenant in May 1940 and, after initial training, served as Divisional Training Officer at HMCS Kings, wartime officers' training establishment at Halifax.

Following service at sea from November 1941 to July 1942, he took a specialist anti-submarine course. On completion of the course he joined the destroyer *Saguenay* as Group Anti-Submarine Officer.

In February 1943 he joined the staff of the Anti-Submarine Operations Division at Naval Headquarters, serving there until he commissioned the *Portage* (Algerine class coastal escort) at Port Arthur in October 1943 as executive officer. He joined the new frigate *Poundmaker* in November 1944 and was demobilized in December 1945.

He has been on the active list of the RCN Reserve since February 1946 and

Square Rig Once Called Fore-and-Aft?

Now that it has been carefully established that (a) square rig is the proper term in describing seamen's dress, that (b) fore-and-aft rig is correctly used to describe the uniform of petty officers, first class, and above and (c) that "round rig", used so freely during the Second World War by Canadian sailors when they should have said square rig, has no standing at all, the whole question has been thrown into confusion again.

Writing in the "Queries" section of *The Mariner's Mirror*, journal of the Society for Nautical Research, W. E. May says that, in his experience, the terms square rig and fore-and-aft rig were used as above.

However, on receiving information that the terms had been used the other way round before the First World War, he took the question up with four old Navy men, warders of the National Maritime Museum, with experience going back to 1913.

They were unanimous that the lower deck called the jumper "fore-and-aft rig, because you dived into it end on" and had not heard of square rig until the introduction in 1920 of gilt buttons for petty officers of over four years seniority.

On the other hand, four senior naval officers told a friend of Mr. May's that, at least as far back as 1910, they had always heard the jumper with its square collar called square rig and buttoned jacket fore-and-aft rig.

Mr. May wonders whether the lower deck and the quarter deck had different usages, with the latter ousting the former.

served as torpedo anti-submarine officer, training officer and executive officer at *York*, the Toronto naval division.

In 1948 he moved his civilian employment to Hamilton and in December 1958 received his present appointment. He is the branch manager of the mortgage department of an insurance company in Hamilton. Married with two children, he resides in Oakville.

HMCS Scotian

Lt.-Cdr. Bruce S. Oland, who has been executive officer of *Scotian*, Halifax naval division, since September 1959, has been promoted to the rank of commander. In civilian life, he is a director of Oland & Son and general manager of A. Keith & Son, in Halifax.

Scotian, established in 1923, is responsible for the training of more than 300 officers, men and wrens of the RCNR in the Halifax area, including regular and reserve force cadets attending local universities and colleges. Drills are held on Monday nights in the headquarters at the Minesweeping Base Facility near the Royal Nova Scotia Yacht Squadron. Week-end training cruises are undertaken in HMCS *Loon*, tender to *Scotian*.

Cdr. Oland joined the Militia in 1936 as a second lieutenant in the first Halifax Coast Brigade. He went on active service in the Royal Canadian Artillery on the outbreak of war, rising to the rank of major. Following the war, Cdr. Oland commanded the 53rd Heavy Anti-Aircraft Battery (Militia) from 1947 to 1951.

In April of that year, he transferred to the Naval Reserve joining *Scotian* as a lieutenant.

SEA CADETS

RCSCC Admiral DeWolf

The Royal Canadian Sea Cadet Corps *Admiral DeWolf*, at Campbell River in the north part of Vancouver Island, is now in its seventh year of existence. The time has passed quickly; a year's training is over soon when one takes into account that cadets only get two hours of drill and classes weekly. A problem that still remains is that the corps is in rented quarters with a limited amount of stowage space of its own.

To date the corps' most outstanding events have been the two inspections by Vice-Admiral H. G. DeWolf, for whom the corps was named. After his first inspection the corps was honoured by a gift of the personal sword of Admiral DeWolf, which to this day is the corps' most prized possession.

A drum and bugle band has been organized by a competent civilian instructor. To help dress up the band, the local hunter of predators donated a fine cougar skin for the bass drummer. The latest addition to the band is a glockenspiel, which has just been received through the Navy League.

The guard and band have taken part in three out-of-town events in the past two years, the first a joint Easter parade with the sea cadets at Powell River, B.C., the second a tri-service cadet competition at Duncan, B.C., and the most recent a colourful tri-service military tattoo at Powell River in September.

The cadets look forward each year to "Naden Week-end", at which time HMCS Naden is host to cadets from all the sea cadet corps on Vancouver Island. The week-end commences with divisions on Saturday morning followed by a day of sports competition, including a whaler race and a .22 shoot.

Each summer has seen a full quota attend the two-week course at HMCS Quadra. Also the corps has had a good number of cadets chosen to attend summer courses at Naden, Stadacona and Cornwallis. Last year one of the leading cadets was selected to attend a two-week course at the USN establishment at Tacoma, Washington.

Quite a number of cadets have gone on to careers in the RCN and right now several are waiting the results of their applications. One former cadet joined the army and served with the Canadians in the Congo and two others have joined the RCMP. These have all said their cadet training was beneficial to them.

Sea Cadet Regatta Planned for 1962

The first sea cadet national sailing regatta will be held in the summer of 1962 it was announced by Cdr. F. C.

Aggett, national president of the Navy League of Canada.

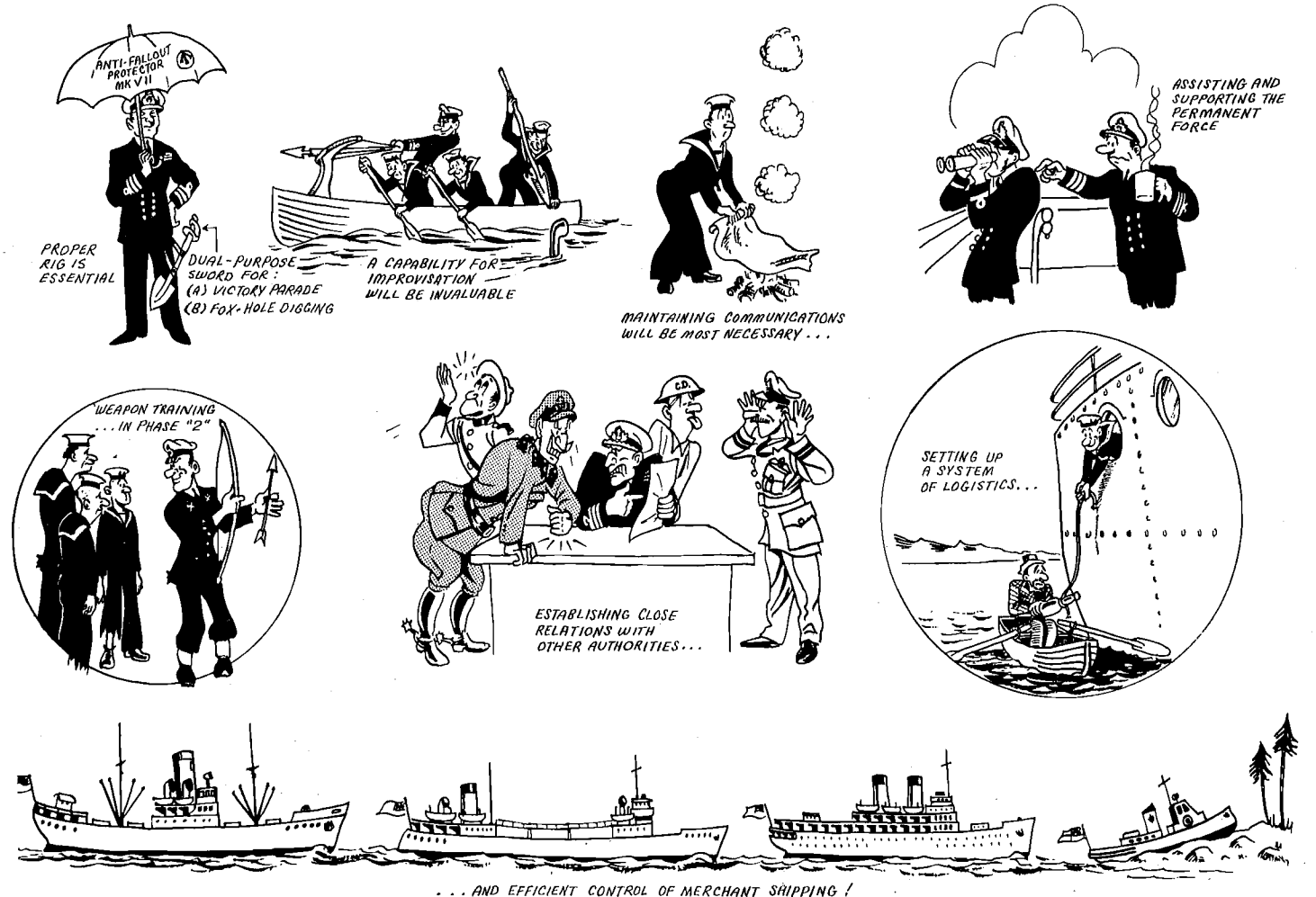
Entries will be invited from every division of the league across Canada, but the number of participating crews will be limited by the number of available sailing boats.

It is expected that this "first" in the history of the 66-year-old league will be a popular one with sea cadets, an official said.

"Many of these young sailors have already competed in sailing races held locally or at camps, but never before have they had the opportunity of testing their skill against their national fellow cadets," he said.

The national president reported that, under the supervision of R. C. Stevenson, OBE, Montreal, who was acclaimed Canada's "Sailor of the Year" in 1960, the league's Montreal branch has been asked to stage the regatta.

The Role of the RCNR in a Future Conflict



If commanding officers of naval divisions were a little unsure about their role in the event of a spot of bother, their worries must have been allayed by the above illustrated thesis. Lt. Jack Thornton, RCNR, of Discovery, had withdrawn from his Naval Lore Corner long enough to sketch the shape of things to come as a contribution to the COs' conference at COND last fall.



Home from the Sea

Kingston Veterans Prepare for Reunion

The busiest branch of the Canadian Naval Association at this time must be the Cataraqui branch in Kingston.

Already well involved with planning for the 8th Annual Naval Veterans' Reunion to be held in the city May 18, 19 and 20, the branch also took on the task of making ready its own quarters. Conversion of an empty building once used as a meat packing plant into comfortable club rooms proved no easy job but the navy spirit prevailed.

Members seized tools, paint brushes, buckets and mops and from the hustle and bustle emerged a dance floor for 75 couples, lounge, bar, washroom facilities, check room, committee room and offices.

At the same time planning for the reunion continued apace and naval and ex-naval personnel and their wives will find plenty to see and do on the big week-end.

The reunion will open with an early registration party on Friday evening and swing into high gear with a general get-together on Saturday. Saturday evening a banquet and dance will be held in the Community Memorial Centre with dancing and entertainment also being held at the club quarters.

Sunday morning a church parade and memorial service will be held, and the official program will close with an after-parade gathering.

Also on the week-end program will be guided tours to points of interest such as Queen's University, Royal Military College, Old Fort Henry and other points, band concerts, and additional entertainment features.

In addition to working on the reunion and club quarters Cataraqui branch also found time to participate in ceremonies on November 11, and with HMCS *Cataraqui* in observance of Trafalgar Day.

It is particularly fitting that a naval reunion should be held in Kingston as the city has always been connected with naval matters. In 1756 the Marquis de Montcalm came to Kingston and ordered four ships built for an attack on Oswego. In the years before the War of 1812 it was Upper Canada's most important naval base and, during the War of 1812, the fleet which made possible the defence of Upper Canada was built at Kingston.

Kingston Shipyards built ships for both world wars and also manufactures minesweeping and other naval equipment.

HMCS *Cataraqui* and RCSCC *St. Lawrence* are the local centres of naval activity today.

Veterans Choose 1962 Executive

Members of the board of governors for 1962 were elected at the annual meeting of the Hamilton Naval Veterans' Association in December.

Chosen were: Bob Frazer, president; Bill Shade, first vice-president; Tim Worrnan, second vice-president, and executive members Gord Martin, Phil Fox, Cliff Black, Russ Woodward, Joe O'Grady, Jim Senior and Russ La Forme.

Elections, Party Held by Veterans

The annual election of officers of the Cobourg-Port Hope Naval Veterans' Association was held December 10 in the Royal Canadian Legion Hall in Cobourg.

Officers for 1962 are: Joseph Ham, president; Charles McCaw, first vice-president; Harry McDougall, second vice-president; Everett Daye, secretary; Adama McGowan, treasurer; Bill Lane, entertainment chairman; John Miller, master-at-arms, and Cliff Donaghue, immediate past president.

The ladies' auxiliary held its election of officers at the home of Mrs. Dorothy Donaghue, retiring president. Elected were: Mrs. Charles McCaw, president; Mrs. Joseph Ham, vice-president; Mrs. T. Brown, treasurer; Mrs. D. McNeill, secretary; Mrs. Harry McDougall, entertainment chairman; Mrs. J. Taul, chairman of the sick-visiting committee, and Mrs. Cliff Donaghue, immediate past president.

A children's Christmas party was held December 10 at the headquarters of RCSCC *Skeena*.

Tea-Clipper Model Contest Announced

Just about 100 years ago, the clipper ships, often spoken of as the most beautiful ships ever to sail the seas, reached the peak of their development. Their decline following the opening of the Suez Canal in 1870 and the coming of steam.

High excitement in England accompanied the annual race of the tea clippers from the Orient and large prizes awaited the first clipper to reach London with a cargo of tea. The tender commodity was subject to deterioration if it remained too long at sea.

The Tea Council of Canada, as a means of keeping alive the romance of golden age of sail, is sponsoring a contest for the best model of a tea clipper.

Open to all residents of Canada under the age of 20, the contest has as first prize an all-expenses-paid holiday to India and Ceylon, plus a \$1,000 scholarship to a Canadian university. For runners-up there are four other scholarships and other substantial prizes.

Details concerning the contest may be obtained from the Clipper Ship Contest, Tea Council of Canada, 42 Charles Street East, Toronto 5.

SCIENCE AND THE NAVY

Miniature Sonar For Crashed Planes

Naval divers, called up from time to time to assist in the recovery of aircraft which have crashed in water and disappeared far below the surface, may find their task made easier by a miniature sonar device being developed by the Radio and Electrical Engineering Division of the National Research Council of Canada.

The latest issue of the division's bulletin describes the proposed device as a further application of "low-drain transistorized ultrasonic transmitters".

Water areas comprise eight percent of the total territory of Canada, the report points out. The likelihood of an aircraft crashing into a lake is, therefore, considerable. In order to identify and possibly to recover an aircraft which had disappeared under a water surface, one would require an underwater transmitter capable of withstanding the crash and then automatically starting transmission of an ultrasonic signal.

The report says the division has started preliminary work on the design of a suitable transmitter. Tests carried out so far indicate that a range of about one-half mile may be obtained from a pulsed ultrasonic transmitter, using 0.25 pounds of nickel-cadmium batteries with an operating life of about five days.

Seaslug Ready For RN Service

The Royal Navy's latest guided missile, "Seaslug" is ready for service.

Described in Britain as "the best of its kind in the world, of unparalleled reliability and with a success ratio higher than nine to one," the missile is embarked for the new "county" class of guided weapons destroyers.

First to receive the medium-range surface-to-air missile will be HMS *Devonshire*, due to be commissioned next summer. After the *Devonshire* will come the *Hampshire*, *Kent* and *London*. Two more destroyers of this class are to be built.

U.S., NATO and Commonwealth experts have been present at some of the "Seaslug's" Mediterranean trials.

In one series of 16 consecutive launchings "Seaslug" scored a 100 percent success. Its overall 90 percent score in the latest series of firings would have been higher but for attempts at "fancy shots" outside its normal range, British sources said, adding that even these were largely successful.

"Seaslug" has brought down a radio-controlled Canberra jet bomber flying at a height of 50,000 feet. It has also been successful in picking off aircraft skimming low over the surface of the sea.

The missile achieves better than one and a half times the speed of sound within three seconds of launching. It enters the narrow radar beam that leads it to the target within another eight seconds.—*Army Navy Air Force Journal*.

Greenwich Time Signals Augmented

For over one hundred years, the Royal Greenwich Observatory has been responsible for providing exact time signals for a wide variety of users both at home and abroad.

In recent years this service has become increasingly important in various fields of scientific research where extreme accuracy is essential.

In order to provide the various users with more frequent opportunities for checking the time, the present twice daily transmissions from Rugby have been increased to four as from December 1, according to the *Admiralty News Summary*.

This means that the transmissions on the low frequency of 16 kcs formerly radiated at 10 am and 6 pm are superseded by signals at 3 am, 9 am, 3 pm and 9 pm. There is, however, no change in the form of the signals.

To ensure a world-wide coverage, the 10 am and 6 pm broadcasts had also been transmitted on short wave. This service continues but the times have been changed to 9 am and 9 pm.

As long ago as 1833, the Royal Greenwich Observatory provided hourly time signals for the operation of "time balls", i.e. devices consisting of a large ball secured to the top of a mast and released by a special catch at a precise

time. One such ball is still in use in the grounds of the old Observatory at Greenwich.

The hourly transmissions continued for many years but this service has now diminished to almost negligible proportions and in fact, the only user is the General Post Office for the Talking Clock (TIM) which has been in operation since 1936.

The reason for the falling off of the requirement for the hourly Greenwich transmissions, was the inauguration in 1924 of the BBC's Greenwich time signal, which is claimed to be as accurate as possible.

The transmissions from Rugby are proving to be indispensable to users all over the world. Such persons as marine surveyors and scientists engaged in tracking artificial satellites will undoubtedly find the new and more frequent transmissions of great value.

Big Oceanography Program Outlined

The Canadian government, with a full-scale study of oceanography in Canada's inland and surrounding waters in mind, is establishing a Marine Sciences Branch in the Department of Mines and Technical Surveys. This will combine hydrographic surveys and research in oceanography, marine geology and the geophysical sciences of the seas.

The move comes at a time when the pressing need for information about the deep seas has placed oceanography a close runner-up to space research in current scientific effort, especially in those countries whose interests are closely affiliated with the sea. Canada possesses a coastline of some 117,000 statute miles, one of the longest in the world.

The new Marine Sciences Branch will have its official birth April 1, 1962. Its function will be to carry out hydrographic and other oceanic surveys and to conduct oceanographic research in the nearby oceans, in Canada's coastal and inland waters, and on the underlying seabeds for the threefold purpose of assisting navigation, with particular reference to Arctic waters, of ascertaining the resource potential of the country's continental shelf, and of under-

taking the extensive program of oceanographic research required for military and civilian purposes. The resulting information will also greatly assist the commercial fisheries.

The oceanographic data required by the Department of National Defence alone is extensive. For instance, in the field of maritime defence, the accuracy of submarine detection devices depends upon a detailed knowledge of the physical characteristics of the water and of the composition and topography of the ocean bottom.

The new branch will take in the existing departmental personnel and facilities now engaged in hydrography and oceanography, and will provide for the expansion necessary to meet the new requirements. This will involve additional personnel, modern laboratory accommodation and ancillary facilities, and research ships. It will comprise the Canadian Hydrographic Service under Dominion Hydrographer Norman Gray; the Division of Oceanography, and a new Ships Division.

S. G. Gamble, director of the department's Surveys and Mapping Branch,

will act as director of the new branch pending the appointment of a director.

Headquarters of the Marine Sciences Branch will be in Ottawa and hydrographic and oceanographic activity on the Atlantic and Pacific coasts will be centred in oceanographic institutes on those coasts. On the Atlantic coast, the new \$4,500,000 Bedford Institute of Oceanography, now under construction is scheduled for completion in mid-1962. Oceanographic research in the arctic will also be carried on from this centre. A similar centre is planned for the Pacific coast in about three years' time. Meanwhile, functions on the west coast will be centred in the present hydrographic establishment in Victoria. The inland waters section of the Canadian Hydrographic Service will work out of Ottawa.

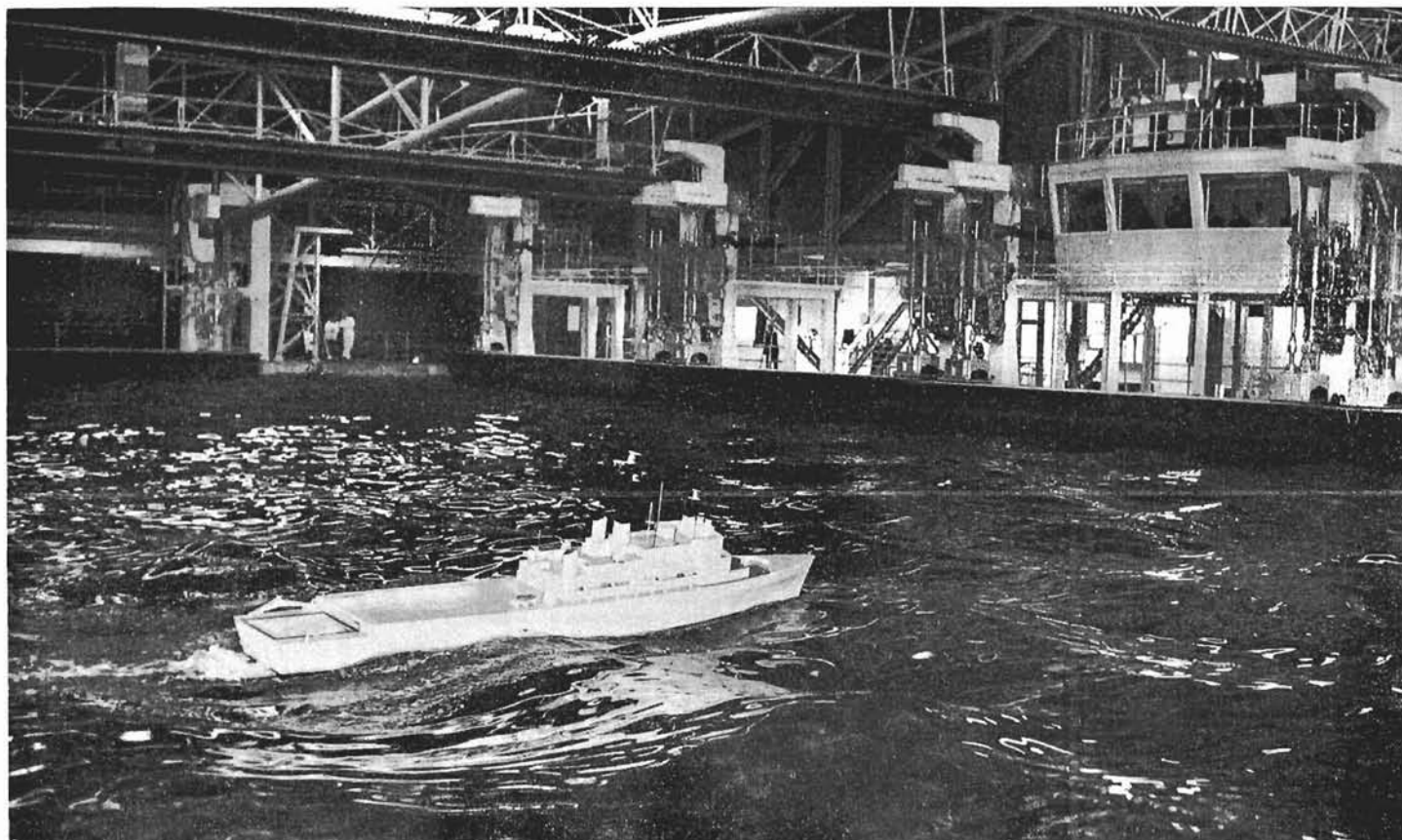
The new Marine Sciences Branch will be serviced by a fleet of multi-purpose ships which are designed to be used for either survey or research purposes. For the East Coast, three ships are in design or under construction and one ship, the *Maxwell*, was launched during the past field season. The largest of the group, the *Hudson*, is expected to be

commissioned in 1963. It will have a cruising radius of 15,000 miles and has been designed for oceanographic studies anywhere in the world. It will be 294 feet in length and will have a displacement of 4,660 tons. It will be fitted with ample drafting-room space, equipment for hydrographic surveys and it will contain some 2,500 square feet of laboratory space.

The two additional ships, to replace the present obsolete *Cartier* and *Acadia*, are to be about 225 feet in length and will contain standard survey equipment, but will be provided with laboratories and special winches and gear for oceanographic and geophysical research over the continental shelf and in the Arctic.

On the West Coast, the department will use the *MV Ehkoli*, a reconverted naval vessel, for oceanographic research and to assist the Institute of Oceanography of the University of British Columbia in its oceanographer training program. A new survey and research ship for the West Coast is in the design stage.

Initially the new branch will have a staff of some 1,200.



A radio-controlled, powered model of an assault and landing craft bucks artificially produced waves in a new experimental manœuvring tank at Britain's Admiralty Experimental Works, Haslar, Hampshire, England. The new tank was opened recently by His Royal Highness the Prince Philip. It will permit study on a model scale of the ability of a warship to maintain speed and course in rough weather. The National Research Council of Canada carries out similar studies with radio-controlled models on an outdoor manœuvring pond, 80,000 square feet in area, but this lacks wave-making equipment. Wave and speed effects on hulls are studied in an indoor towing tank along which captive, instrumented hull models are towed. (British Information Service Photo)

KEEPING FIT

New emphasis has been placed on physical fitness by Canada's Armed Forces and keeping fit is a requirement in the Royal Canadian Navy. This is true also of the U.S. Navy. How the USN is going about it, is described in the magazine *ALL HANDS*, published by the Bureau of Naval Personnel, Washington.

NAVYMEN are, by definition, fighting men. Fighting men should have a reasonable amount of strength and endurance. Both of these commodities are hard to maintain in our highly mechanized civilization.

There was a time when fighting men lived a life designed to condition their bodies solely for the purpose of making war.

Our concepts have changed since then. War has become something to be avoided, if possible, and the fighting man is now expected to concentrate a good part of the time exercising his brain power.

Although a Navyman no longer has to keep the muscles bulging in his sword arm, he does have to keep fit.

There are two roads to this goal, and they should be traveled simultaneously.

To be fit, you must exercise and watch your food intake.

The best, and most satisfying way to get exercise is in the course of your work or in recreation. Nowadays, not many people have to chop wood or move heavy weights around during the average working day and a Navyman can't always take a brisk walk, a good swim or play 18 holes of golf.

Facilities for recreational exercise are often expensive, hard to get at or just

not available to everybody every day. Aboard ship, however, any man who wishes to do so can take a brisk turn on deck or find sufficient space to do a few exercises. All you need is your own weight and sufficient room for you to lie, stand, squat and to stretch your arms and legs.

There is a difference between muscular activity and exercise. Your usual daily activities move muscles but don't exercise them.

In order to have bounce, to feel alive, it isn't necessary to be muscle-bound or move mountains. All you need is muscle tone.

Muscle tone is like musical tone—a sense of physical harmony in which every muscle is at the right pitch. There isn't any magic required to do this—all you need is about 20 minutes daily.

The medical officer is the man to see for exercises that are tailored to take care of your particular needs but here are a few routines that will take care of the rank and file.

The washerwoman—Stand with your hands stretched above your head. Bend and touch your toes. Bend your back—not your knees. This is good for your leg and back muscles.

The archer—Lie on your belly with your hands clasped behind your neck. Raise your head and chest. This is a general tune-up for back muscles.

Abdominal arch—Like the archer except that you raise your legs one at a time as you raise your head and chest.

The leg-lifter—Lie on your back. Keep your legs stiff and raise them one at a time. This strengthens thighs and tones the abdomen.

Bend and squat—Stand. Bend and touch your toes. Stand. Squat. This strengthens hip muscles.

Push-ups—You know how to do them. Be sure you keep your body straight.

Sit-ups—Hook your toes to something. Keep your abdomen rigid as you pull to a sitting position with your hands clasped behind your head. Great for the abdominal and leg muscles.

The punter—Stand with your arms extended rigidly above and behind your head. Bring them down in front of you to chest level at the same time raising each leg as though you were



punting an imaginary football held in your hands. This strengthens hip muscles.

Patients of the Physical Therapy Section at the National Naval Medical Center, Bethesda, Md., are examples of what exercise can do to build bodies from relative uselessness to normal activity.

Many Navy men who find themselves referred to the Section have recently been put together again after an accident or are recovering from operations.

In either case, they are unable to use parts of their bodies which have been damaged for one reason or another.

For the patient who cannot exercise of his own volition, the unit has electronic equipment which, when applied to the patient will involuntarily flex the patient's muscles thus giving him exercise although the patient himself is incapable of movement.

When the patient has progressed to the point at which he has control over his muscles, the therapists provide him with weights and exercises designed to strengthen weakened muscles.

Physical therapists have to combat the same problem any man who embarks on a do-it-yourself fitness program will encounter. Therapy patients must go to the Naval Hospital for their treatment even though their therapy may consist of exercises which could as well be done at home.

There is a sound reason for this. Even though exercising may sometimes mean the difference between walking and not walking, patients have a tendency to goof off. If they do the exercises, they may do them in such a way that stronger muscles will do the work intended to rebuild weak muscles or they may let momentum and not muscle move the weights. At the hos-

While it is to be hoped the accompanying article will provide some stimulus toward building muscle and shedding surplus poundage, readers are reminded that the RCAF's 5BX Plan provides an excellent program of physical fitness, coupled with words of caution for those who may approach such a program with more enthusiasm than discretion. The 5BX Plan and its companion volume for the ladies, the 10BX Plan, are available from the Queen's Printer, Ottawa, at 35 cents each.—The Editor

pital, they are placed in front of mirrors in which they can check themselves and therapists are on hand to correct any cheating—willful or otherwise.

Physical therapists have to cope with discouragement. It sometimes takes a long time to rebuild a broken body through exercise.

You won't have that difficulty. You will be able to feel the difference a little exercise makes almost immediately and will be able to see the difference in a matter of a few weeks.

Physical therapists also treat Navy-men who have become the victims of a sedentary life. LSD (large steel desk) skippers who get no exercise other than propelling themselves from one ride to another often lack the muscle tone to hold themselves in a good posture. The result: they suffer from a myriad of complaints which range from backaches to low vital capacity.

Good posture is often a matter of muscle tone and a realization that your posture is bad. It is a good idea to back up against a bulkhead now and

then to check whether or not your heels, buttocks, shoulders and head touch it while standing naturally. If they don't, make them.

If you are overweight, one of the best exercises you can take to reduce the excess poundage is pushing yourself away from the table.

Food is energy. Exercise can prevent you from getting fat because it will burn up the fuel you feed your body. If you are fat before you start exercising, reducing your food intake is the only way to get rid of the extra blubber.

You may point to the hot day you played a couple of sets of tennis and lost five pounds. You bet you did lose five pounds, but how long did they stay lost? What you got rid of on the tennis court was water and not fat.

In order to lose one pound of body fat by exercise, you would have to walk 66½ miles (at the rate of one mile each 17 and one-half minutes); stand for 160 hours; shovel 114,739 pounds of sand; run 43.2 miles (at the rate of one mile each six minutes); climb 48

times to the top of the Washington Monument or do 5,714 push-ups from the floor.

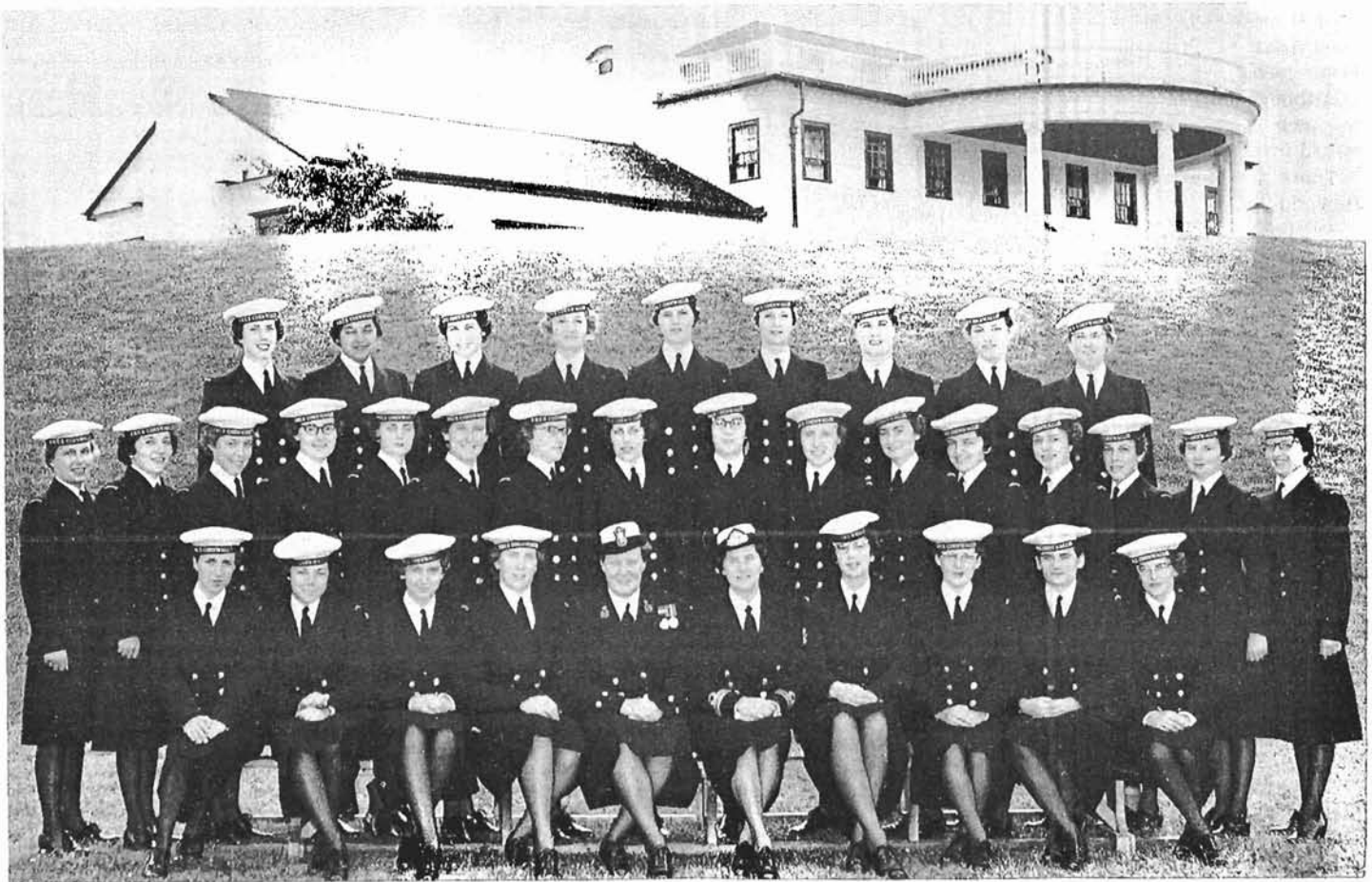
You don't have to consider yourself a martyr to reduce your weight by dieting. Dieting doesn't mean food frustration but it does mean calorie restriction.

You can eat anything you want provided your daily caloric intake in balanced meals equals your daily energy output.

Again, a word of warning. In diet, as in exercise, your medical officer is the man to give you specific advice. He can give you calorie charts and tell you what your intake should be for the type of work you do.

Your naval duties require you to be in top flight condition. Look around you. Do you see many of your friends indulging themselves in too much food and too little exercise?

A proper diet and a few daily toning-up exercises will make your friends look better and feel better—and you, too.—Robert Neil in *All Hands*.



Wrens of Conestoga XX training class assembled on the lawn below the wardroom for this photograph during their course at Cornwallis from September 6 to November 6. From left to right, they are (front row) Cherie Balcom, Sandra Ayling, Doris Secord, Donna Dumont, CPO Phyllis Bayley, Lt. D. M. Gower, Ord. Wren J. Botterill (regulating assistant), Ann Stewart, Grace Davie and Marilyn Harvie. Middle row: Doris Crewe, Patricia Paul, Ellen Philipps, Betty Jones, Doreen Gagnon, Geraldine Grice, Marie Bonneau, Judith Campbell, Lita Simmons, Janice Hardy, Carole Legere, Christiane Dagenais, Lynda Tatham, Patricia Mead, Beverly Platt and Vivien Stigler. Back row: Gail Mackenzie, Nina Francis, Linda Warner, Rita Simon, Phyllis Leblanc, Marlene Johnson, Claire Hasley, Pauline Belcher and Joyce Aitken. (DB-15795)

HERE AND THERE IN THE RCN



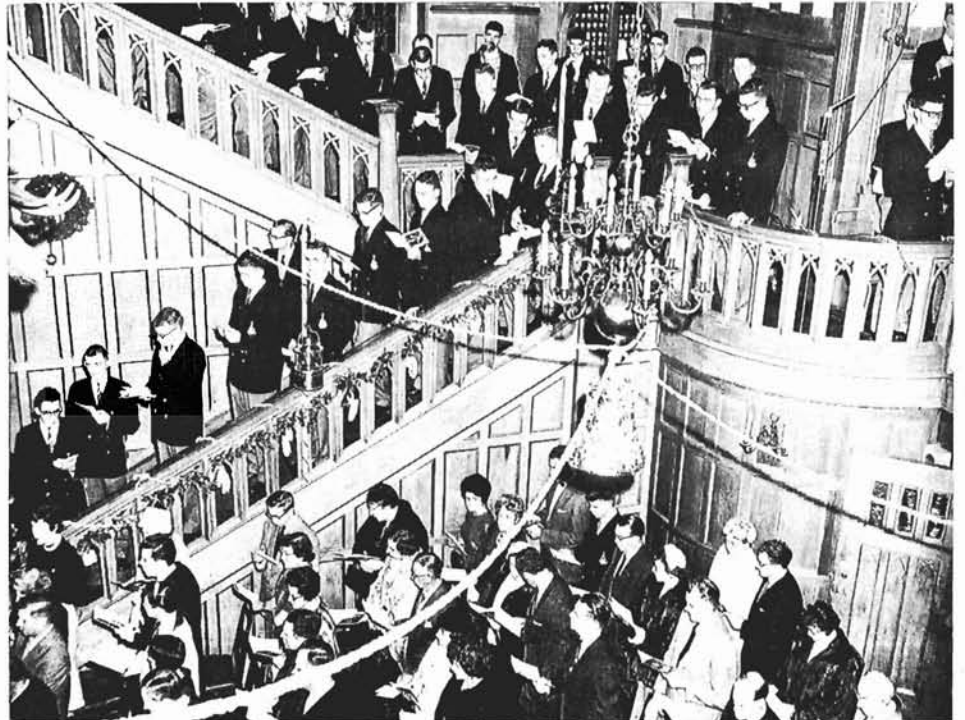
Wren Doreen Gagnon is hostess to a four-year-old from the Nova Scotia Home for Coloured Children during the annual Yuletide party for the home put on by HMCS Shearwater. The party was arranged by the leading seamen's club. (DNS-28365)



As the British submarine Aurochs left Halifax January 5 to close an 18-month commission, Sgt. J. J. MacLaughlan, RCAF, braved the piercing cold to pipe her on her way although his pipes soon froze. It was too cold for a band to turn out. The sergeant, who serves on the staff of the Maritime Commander Atlantic in the Dockyard, was in the Royal Canadian Dragoons before the war and served in the Navy during hostilities. (HS-67237)



Orphans of the Oak Grove Protestant Children's Home of Charleston, South Carolina, were given a tour of the aircraft carrier Bonaventure during the ship's stay in that city last fall. Shown at the controls of one of the ship's Tracker aircraft is six-year-old George Martin, who seems a little worried about it taking off before he gets the hang of it. (BN 4398)



A Christmas carol service has become a traditional feature of the pre-holiday season at Royal Roads. This was the scene at the Canadian Services College on December 17. (E-64626)

Battle that Marked the Turn

AS MIDWAY changed the course of the war in the Pacific, so did an unnamed battle, fought for six days and nights over a vast expanse of ocean and in the worst imaginable weather, mark the turn of the tide in the North Atlantic. Long overdue, an account of this battle, and of the events that preceded and followed it, has appeared in book form.

Given the title *The Fiercest Battle*, the book tells the story of Convoy ONS 5 and the dramatic all-out fight between the escorts charged with its defence and the U-boats bent on its destruction. Numerically, it was hardly a fair match. Arrayed against ONS 5 were more U-boats than there were merchant vessels in the 42-ship convoy, while for protection the convoy relied on a close escort consisting of two destroyers, one frigate and four corvettes (B-7 Group, Cdr. P. W. Gretton, in HMS *Duncan*, Senior Officer), with reinforcement and assistance provided by two support groups and long-range aircraft.

The battle reached its climax and was brought to a decision on the night of May 5-6, 1943, when a pack of 15 U-boats hurled itself on the convoy, which

BOOKS for the SAILOR

by then consisted of 23 merchantmen defended by a five-ship close escort and two supporting destroyers. Twenty-five times the submarines attacked and as often were they beaten off. That night five U-boats were sunk and others were damaged. Not a ship in the convoy was lost.

On May 6 the U-boats were ordered to withdraw. They were not yet defeated, and the Battle of the Atlantic was still far from over, but no more were they to appear in large numbers and attack in large packs. The Allies for the first time had established ascendancy, and it was not to be lost.

No Canadian ships were engaged in *The Fiercest Battle*, but Canadians did take part as individuals. One of B-7's corvettes, HMS *Sunflower*, was commanded by Lt.-Cdr. James Plomer, RCNVR, who is now a Commodore, RCN, and Assistant Naval Comptroller at Naval Headquarters. Another Canadian, Surgeon Lt. B. A. Campbell, RCNVR, was HMS *Duncan's* doctor and performed in the captain's day cabin an emergency appendectomy that saved the life of one of the ship's men.

At least one other convoy, escorted by a Canadian group, at the height of the battle passed so close to ONS 5 it was possible to pick up on R/T receivers the voice reports of the defenders as they came to grips with the enemy.

And there are Canadians who will recall the day in May when the order went out to all ships berthed along the Foyle to "man and cheer ship" as B-7 Group, led by HMS *Duncan*, steamed into Londonderry after delivering intact an eastbound convoy. It was an impressive and well-deserved tribute.—R.C.H.

THE FIERCEST BATTLE, by Ronald Seth; published by Hutchinson of London; 16 shillings.

Authors' Journal Edited by Officer

A naval officer has been appointed editor of *The Canadian Author and Bookman*, journal of the Canadian Authors' Association, Don. W. Thompson, president of the association, announced recently.

The new editor is Lt. H. R. Percy, staff officer training publications at Naval Headquarters and author of a collection of short stories, *The Timeless Island*, published in 1960. He is a frequent contributor to *The Crowsnest*.

The Captain's Chair

A mere flight lieutenant has sent the storm signals flying in England by saying it should be possible "for all on the bridge of a ship to be comfortably seated as are the pilots of an aircraft".

The Times since then has played host to the letter-writer who said, "Our sailors, when on duty, remain 'on their toes' in every respect" and another who proclaimed, "The only time that I am off my pegs is when I am horizontal and unconscious".

From the Naval and Military Club a third wrote: "If I sit down for four hours in the middle of the night I go to sleep".

The British airman having thus been shot into space, an inquiry at the Royal Canadian Navy brought reassurance that officers on duty on the bridge stay on their pegs as faithfully as the RN.

But in honesty they had to say there was a chair on the bridge of most Canadian ships. It is for the captain who in storm or battle may stay on duty for many hours at a time and, while officers on their feet handle the routine, will sit, there snatching a few winks when he can.—An editorial in *The Ottawa Journal*



LETTER

Sir:

The photograph DNS-27983 on page 13 of the October 1961 issue of *The Crowsnest* does not show Trackers turned over to the Royal Netherlands Navy by the RCN. These Trackers are former USN Trackers, as can be seen by the fairing on the nacelles of the first two aircraft and the ECM equipment on the third aircraft.

I hope this helps to keep your records straight for future reference, I remain,

Yours truly,
T. W. TURNER,
Lieutenant,
Royal Canadian Navy.

RCN Air Station,
Shearwater, N.S.

RETIREMENTS

CPO ERIC BROOKE, C2LT4, of Birmingham, England; joined RCNVR September 5, 1940, transferred to RCN January 21, 1943; served in Vancouver naval division, *Stadacona*, *St. Laurent*, *Cornwallis*, *Three Rivers*, *Protector I*, *Middlesex*, *Chaleur II*, *La Hul-loise*, *Naden*, *Chippawa*, *Ontario*, *Matsqui*, *Newport Corners*, *Cayuga*, *Aldergrove*, *Beacon Hill*; awarded Mention-in-Des-patches, August 14, 1945, CD; retired December 15, 1961.

CPO DOUGLAS HURLEY GILLIS, C1BN4, of Hastings, England; joined July 27, 1937, served in *Stadacona*, *Saguenay*, *Restigouche*, *Avalon*, *Captor II*, *St. Hyacinthe*, *Niobe*, *Scotian*, *Ontario*, *RCNAS Dartmouth*, *Magnificent*, *Haida*, *Wallaceburg*, *Shearwater*, *Bytown*, *Cape Scott*; awarded CD, and 1st clasp to CD; retired December 21, 1961.

PO ARMAND JAMES GOBEIL, P1SW3, of St. Boniface, Manitoba; joined RCNVR January 23, 1941-October 30, 1945, transferred to RCN March 14, 1946; served in *Stadacona*, *Ross Norman*, *Pictou*, *Avalon II*, *Fort William*, *Kitchener*, *St. Catharines*, *St. Hyacinthe*, *Chippawa*, *Naden*, *Crescent*,

Givenchy, *Warrior*, *Crusader*, *Cornwallis*, *Quebec*, *Iroquois*, *Shearwater*, *Hochelaga*, *Magnificent*, *Wallaceburg*, *Hochelaga*, *Huron*, *Donnacona*; awarded CD; retired December 17, 1961.

CPO JOHN JOSEPH JEFFRIES, C2BN4, of Stratford, Ontario; joined November 18, 1940; served in *Naden*, *Chilliwack*, *Stadacona*, *Ross Norman*, *Venture*, *Nanaimo*, *Cornwallis*, *Riviere du Loup*, *Medicine Hat*, *St. Therese*, *Peregrine*, *Llewellyn*, *Scotian*, *Huntsville*, *Sans Peur*, *Dundurn*, *Cataragui*, *Iroquois*, *Magnificent*, *Shearwater* (31 SAG), *Summerside*, *Shearwater*, (VS 880), *Coverdale*; awarded CD; retired December 30, 1961.

CPO JAMES MAGILL, C1WA4, of Belfast, Ireland; joined RCNVR November 15, 1945; transferred to RCN July 12, 1946; served in *York*, *Peregrine*, *Warrior*, *RCNAS Dartmouth* (803 Sqdn), *Warrior*, *Stadacona*, 19 CAG, *Niobe*, *Cornwallis*, *Shearwater*, *Magnificent*, *Scotian*; awarded CD; retired December 16, 1961.

CPO JAMES STEWART, C2ER4, of Victoria, B.C.; joined December 6, 1940; served

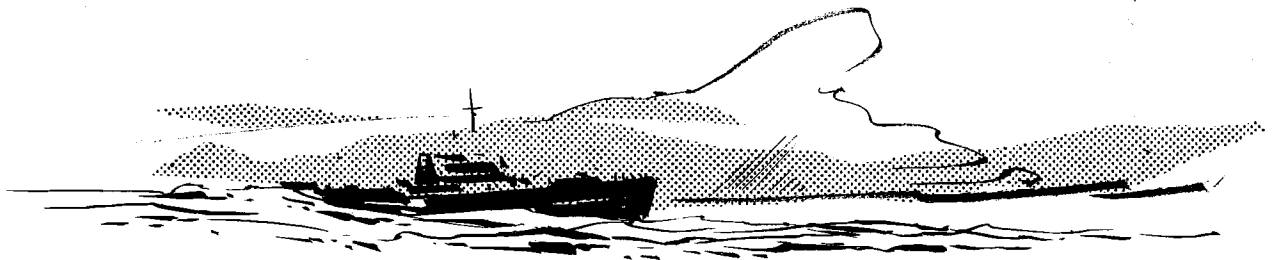
in *Naden*, *Naden* (Union SS), *Prince Robert*, *Stadacona*, *Niobe*, *Saskatchewan*, *Avalon*, *Peregrine*, *Scotian*, *Givenchy*, *Stadacona* (CN 390), *Ontario*, *Churchill*, *Sioux*, *Royal Roads*, *Miramichi*; awarded CD, December 7, 1952; retired December 5, 1961.

CPO ROBERT RUSSELL WHALEN, C2ER4, of Calgary, Alberta; joined March 1, 1937; served in *Naden*, *Fraser*, *Ottawa*, *Armen-tieres*, *Nootka*, *Kamloops*, *Stadacona*, *Blair-more*, *Mulgrave*, *HMS Puncher*, *Peregrine*, *Avalon*, *Cornwallis*, *Arnprior*, *Peregrine*, *Uganda*, *Ontario*, *Athabaskan*, *Oshawa*, *Jon-quiere*, *New Glasgow*; awarded RCN Long Service & Good Conduct medal; retirement was announced in March 1961 *Crowsnest*, but was postponed to December 5, 1961.

PO GEORGE BRANLEY WILLIS, P1BN4, of Winnipeg, Manitoba; joined September 16, 1940; served in *Naden*, *Stadacona*, *Skeena*, *Avalon*, *Cornwallis*, *HMS Seymour*, *Niobe*, *Ribble*, *Peregrine*, *Swift Current*, *Givenchy*, *Rockcliffe*, *Ontario*, *Shearwater*, *Quebec*; awarded CD; retired December 13, 1961.



Wherever Rear-Admiral P. D. Budge, Chief of Naval Personnel, has served, he has nearly always managed sooner or later to organize a choir. It is doubtful, however, that he ever assembled higher-priced talent than this group of carol singers at Naval Headquarters. The songsters included a Chaplain of the Fleet, a commodore, several captains and officers of lesser rank, augmented by members of the civilian staff of the personnel branch. The choristers carolled at the Christmas party held by the branch in the Bytown officers' mess and also sang there during the lunch hour on the Friday before Christmas. (O-14115)



THE CROWSNEST IN 1961

FOLLOWING is a summary of the principal articles and special features in *The Crowsnest* during 1961:

JANUARY: Lady of the Month, HMCS *Inch Arran* at Harbour Deep, Nfld.; The Jubilee Year, a review of events in 1960; Southern Bell, HMCS *Husky* becomes a New Orleans yacht; Before the Seaway, account of a troubled journey up the St. Lawrence by an Algerine; The Court of Admiralty, a brief history; When Dr. Barnardo Went Navy, the story of the Watts Naval Training School; Naval Lore Corner No. 89, The Evolution of the Sailors' Uniform.

FEBRUARY: Lady of the Month, HMCS *Iroquois*; obituary of the late Rear-Admiral B. R. Spencer; A Badge Comes Home, the story of the Iroquois badge found in Londonderry; The Last Midshipman; picture of variable depth sonar in HMCS *Crusader*; Family Portrait, HMCS *Columbia*; Naval Lore Corner No. 90, Monitors: Some Representatives of a Vanished Breed.

MARCH: Lady of the Month, HMCS *Ottawa*; Canada's Defence Policy, a statement by Hon. D. S. Harkness; HMCS *Columbia's* tiddy boat; NBCD training in the RCN; *Prince Henry's* Half Victory, the scuttling of the *Hermonthis*; The Sinking of *U-877*, as seen by the radar officer of HMCS *St. Thomas*; Exercise Bonny Boy, Banshees defend Army's Blue-land; The Roughest Game Afloat, water polo; Naval Lore Corner No. 91, Submarine Deception.

APRIL: Lady of the Month, HMCS *Huron*; Random Memories, first of four articles by Rear-Admiral R. E. S. Bidwell, RCN (Ret); Suffering George, training-dummy for mouth-to-mouth respiration; Hon. D. S. Harkness pays first visit of Atlantic Command; General Drill, organized madness on board ship; Mountaineering in New Zealand; footnotes by D. R. Overall-Hatswell to The Last Midshipman (February); Naval Lore Corner No. 92, The Doughty "Ds", RN light cruisers.

MAY: Lady of the Month, HMCS *Grilse* (picture is of U.S. Submarine *Burrfish* before transfer); the commissioning of HMCS *Grilse*; Rear-Admiral E. P. Tisdall retires; Random Memories, part two; The Benevolent Fund, annual meeting; *Cape Scott* divers recover bronze dolphin in Bermuda (pictures); Retirement Counselling; Naval Lore Corner No. 93, Submarine Deck Guns.

JUNE: Special *Our Navy* issue; frontispiece shows proposed conversion of St. Laurent class; Our Navy—Then and Now, the past nine years; National Defence, policy and plans for the RCN; The *Chippawa* Story, account of the Winnipeg naval division; table showing composition of the fleet; Le College Militaire Royal, history and description; the *Sussexvale's* motor cutter; Ten Years of Naval Aircraft, two-page picture

spread; "Prep" School, higher education in the RCN; The Navy to the Rescue; *Venture* Cruise '61; Mobility for the Fleet, the Cape class repair ships; The Tale of a Shirt (*Cutty Sark*); Naval Lore Corner No. 94, Evolution of the Naval Officer's Uniform.

JULY: Family portraits, *Fort Erie* and *Chaudiere*; Human Resources, an address by His Excellency the Governor General; dockyard jetties renumbered at Halifax; Random Memories, part three; The Maritime Museum of Canada; With Peary in Long Island Sound, misadventure of two minesweepers; Technical Services, a description of headquarters organization; Psychology and Diving; Trade Course Selection; Naval Lore Corner No. 95, Unorthodox Armament Dispositions.

AUGUST: Lady of the Month, HMCS *Algonquin*; Dominion Day on Parliament Hill, picture layout; Symbols and Ships, the history of RCN ship badges; Visit to Sierra Leone, cruise by HMCS *Algonquin*; Random Memories, conclusion; Silver Drums presented to Pacific Command; Veterans' Reunion (at Brantford, Ont.); Naval Lore Corner No. 96, Modernizations.

SEPTEMBER: Ladies of the Month, HMCS *Bona-venture* and destroyer escorts; Oceanography and the RCN; Life in a Laker, by Vice-Admiral E. R. Main-guy, RCN (Ret); Transitional Counselling; Family Portrait, ship's company of HMCS *Sioux*; Naval Lore Corner No. 97, Carriers of the Pre-War Period.

OCTOBER: Lady of the Month, HMCS *Athabaskan*; RCN Personnel Ceiling Raised to 21,749; Relic or Misfire? Old pistol bears famous naval name; The Wooden Igloo that Jack Built, new barracks for Naval Radio Station Frobisher; Diving Dentist; The CBC and the RCN; Summer at *Quadra*; *Quadra's* tiddy boat; The Canadian War Museum, a description; picture of veteran submariners on board HMCS *Grilse*; Omnibus Paratus, a history of helicopter utility squadron 21; artist's conception of last Mackenzie class destroyer escorts; Naval Lore Corner No. 98, Destroyers of the Past.

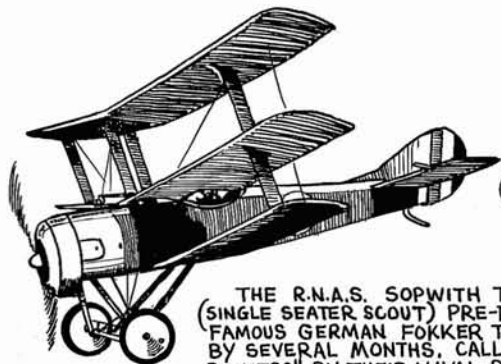
NOVEMBER: Christmas message from Vice-Admiral H. S. Rayner, Chief of the Naval Staff; The Prime Task, an address by CNS on the role of the RCN; The Aldergrove Pool; The Reserve's Summer; Outward Bound, RN submariner's outing by land and sea; A Mace for Dartmouth; HMS *Egeria's* Awnings; Naval Lore Corner No. 99, Modernizations (II).

DECEMBER: Lady of the Month, HMCS *Grilse*; The 1961 Yachting Season; The Navy—Goodwill Envoy, a report by the Department of External Affairs; The Padre and the Pigs; Bonnie Thanksgiv-ing; Arctic Expert, retirement of Commodore O. C. S. Robertson; Naval Lore Corner No. 100, Naval Paddle-Wheelers.

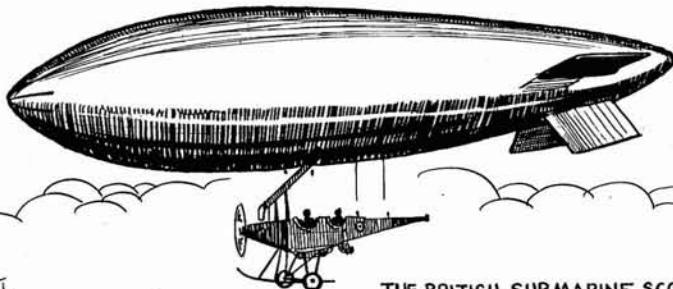
Naval Lore Corner

Number 101 "FREAKS OVER THE FLEET"

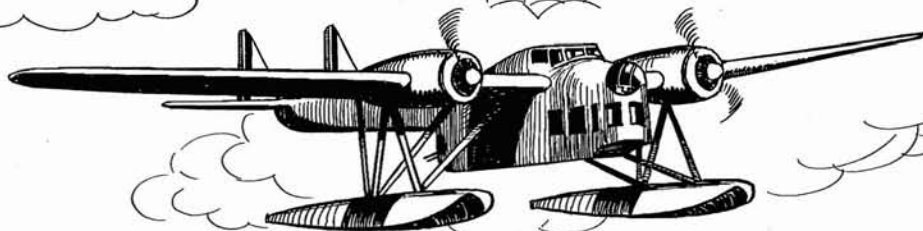
FROM THE EARLY YEARS OF THIS CENTURY, NAVAL AIRCRAFT HAVE DEVELOPED FROM KITES AND BALLOONS TO THE PRESENT SUB-SONIC JETS. HERE ARE A FEW OF THE MORE UNORTHODOX TYPES.



THE R.N.A.S. SOPWITH TRI-PLANE (SINGLE SEATER SCOUT) PRE-DATED THE FAMOUS GERMAN FOKKER TRI-PLANE BY SEVERAL MONTHS. CALLED "THREE DECKERS" BY THEIR NAVAL PILOTS, THEY FLEW OVER THE WESTERN FRONT IN 1917-1918. TOP SPEED WAS 116 M.P.H.

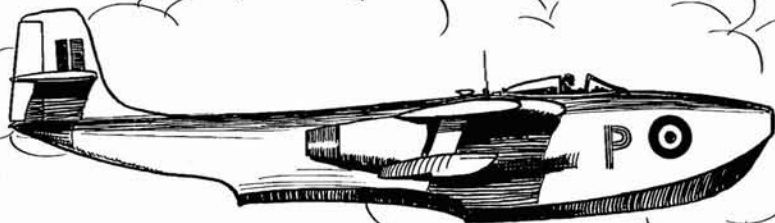
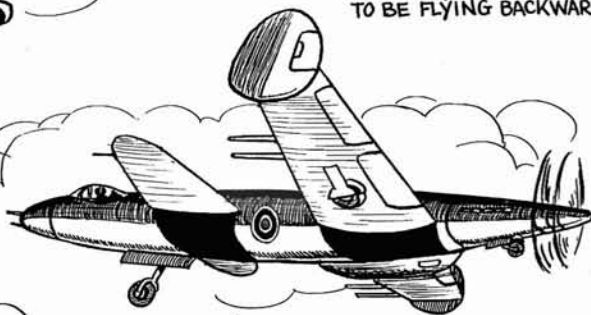


THE BRITISH SUBMARINE SCOUT AIRSHIPS OF WORLD WAR I (ABOVE) WERE VIRTUALLY AEROPLANES WITH GAS BAGS SUBSTITUTED FOR WINGS. A BE-2c FUSELAGE COMPLETE WITH ENGINE WAS SLUNG BENEATH THE ENVELOPE AS A CAR. THEY CRUISED AT 40 M.P.H...

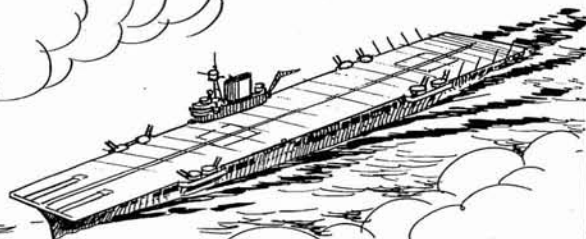


THE PONDEROUS FRENCH AMIOT 150-BE SEA-PLANE WAS EMPLOYED AS A TORPEDO BOMBER. WITH A CREW OF 6 AND 3,960 POUNDS OF TORPEDOES AND BOMBS, SHE COULD FLY AT 180 M.P.H. OF PRE-WAR DESIGN, SHE REFLECTED A EUROPEAN TREND TO HEAVY FLOAT PLANES RATHER THAN TO FLYING BOATS...

THE "MILES 35" CARRIER FIGHTER (BELOW) NEVER REACHED THE PRODUCTION LINE. WITH TWO PUSHER ENGINES, SHE APPEARED TO BE FLYING BACKWARDS!



THE WORLD'S ONLY JET-PROPELLED FLYING-BOAT-FIGHTER WAS BRITAIN'S SAUNDERS-ROE A1. OF POST WAR DESIGN, SHE NEVER REACHED SQUADRON SERVICE...



Roger Duhamel

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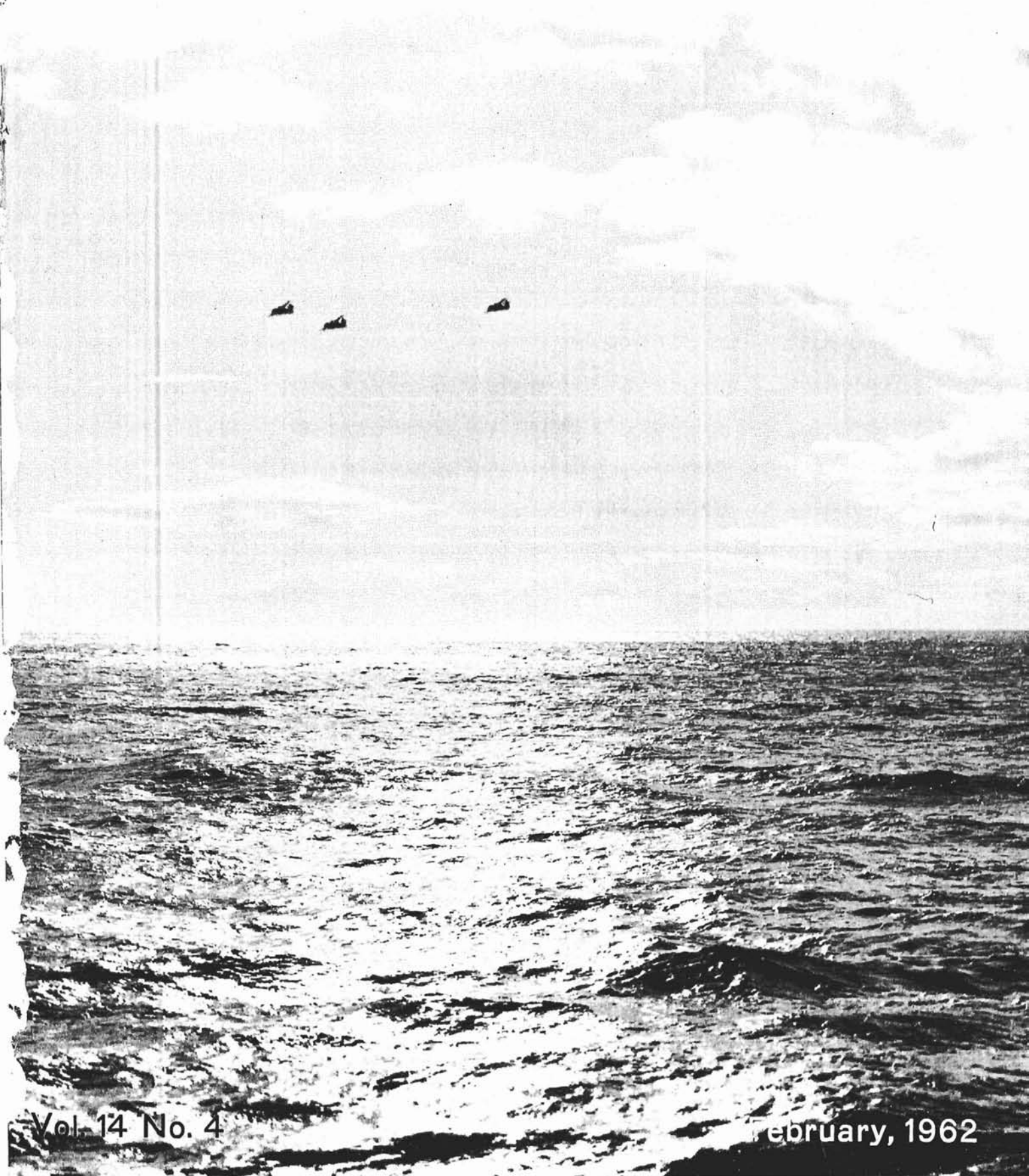
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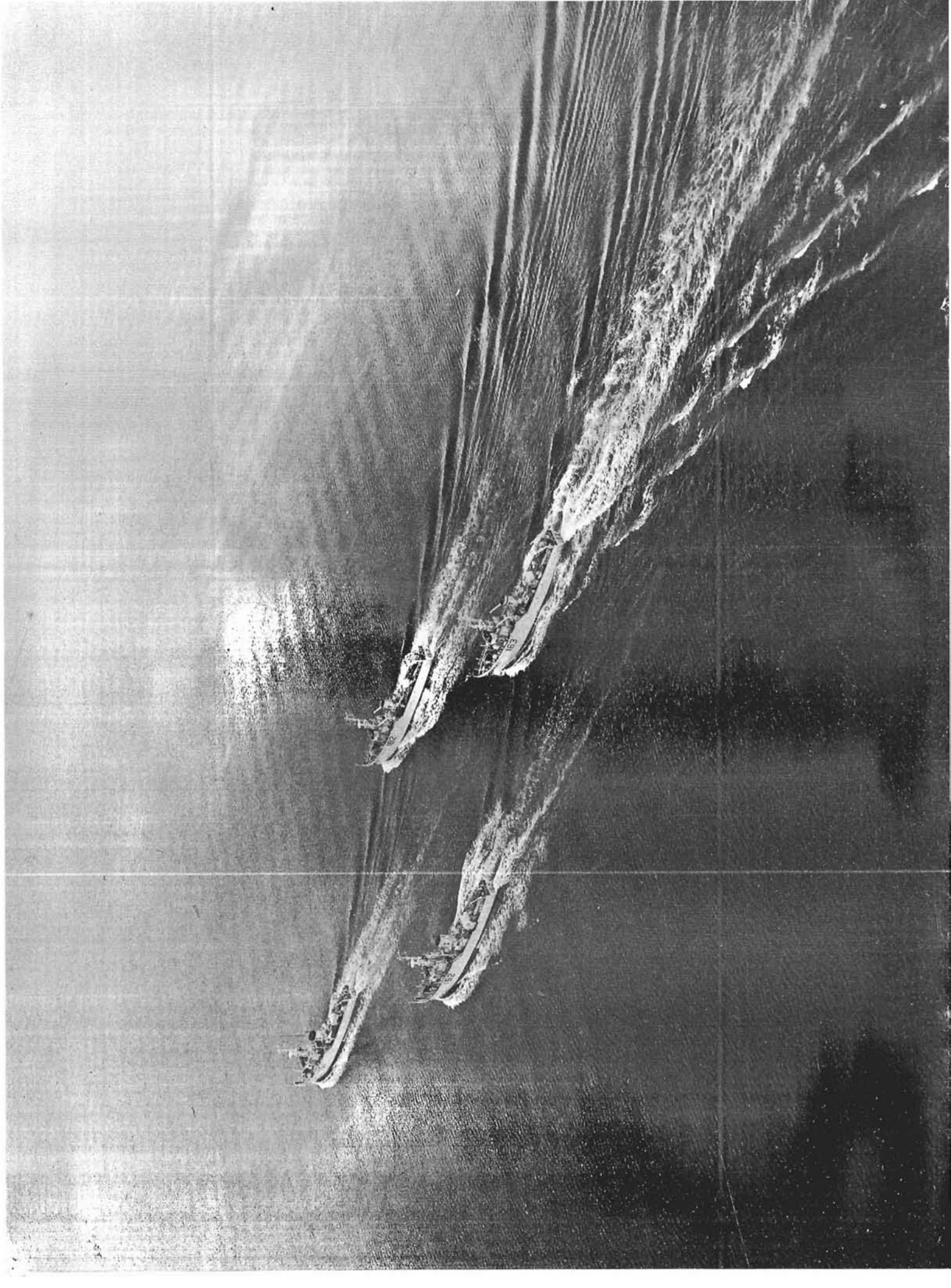


The CROWSNEST



Vol. 14 No. 4

February, 1962



The CROWSNEST

Vol. 14 No. 4

THE ROYAL CANADIAN NAVY'S MAGAZINE

FEBRUARY 1962

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<i>Naval Lore Corner No. 102</i>	<i>Inside Back Cover</i>

The Cover—After searching the northern seas for “enemy” submarines, three Trackers head homeward at sundown. The picture was taken on board the *Bonaventure* during last autumn’s northern exercises. (HS-66400-58)

LADY OF THE MONTH

Built for hard work rather than speed, are the little ships of the Second Canadian Minesweeping Squadron. Nevertheless, in the picture on the opposite page, they show all the dash of a flight of arrows. The *Miramichi*, stern ship of the formation, seems to be showing a particularly good turn of speed.

Out front by two lengths in this mad dash to seaward in the Strait of Juan de Fuca is the *Fortune*, with the *James Bay* on her port quarter and the *Cowichan* to starboard.

The exact position of the ships is not given, but the bit of landlocked water at upper right would appear to be the lagoon at Royal Roads. (E-63928)

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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Naval Headquarters,
Ottawa, Ont.



RCN NEWS REVIEW

In the past eight years some 75,000 donations have been made by naval personnel to the Red Cross Blood Bank in Nova Scotia. Wren Nancy Duroucher was a volunteer in the most recent blood clinic at Stadacona. She is attended by Nurse Edith Grant, of Guysborough, Nova Scotia. (HS-67421)

Design Chosen For Air Memorial

The design has been chosen for a monument at HMCS *Shearwater* to perpetuate the memory of those who gave their lives in the service of Canadian naval aviation.

The winning design in a contest held at the air base was submitted by PO W. C. Paterson, of Helicopter Utility Squadron 21. Honourable mention went to Sub-Lt. J. V. Ouellette and Lt.-Cdr. K. L. Gibbs.

PO Paterson's design embodies a tall, slim obelisk on a pyramidal base. The site chosen for the erection of the memorial is at the intersection of Puncher and Bonaventure avenues at *Shearwater*.

Ex-RCN Ship Host in Dakar

Canadian missionaries and citizens who are teaching and working in Dakar, Senegal, saw a little bit of their own country in the busy west African port when two RCN frigates made a five-day goodwill visit to Dakar in late January.

A Canadian-made product greeted the arrival of the two ships of the

Seventh Canadian Escort Squadron when they came alongside a French Navy jetty. It was a minesweeper that was given to the French Navy under the Mutual Aid program and now bears the name *Paimpolaise*. The 'sweeper was once HMCS *Thunder*. Appropriately, she was the host ship for the visit of the Canadian ships. On arrival in Dakar, the frigates *Fort Erie* and *New Waterford* were greeted by N. R. Mason, British Consul in Dakar. The two commanding officers then "paid"

official calls on diplomatic, military and civic officials.

During the five-day visit in the Senegalese capital the ships' companies of the frigates played football, volleyball and basketball games against French Navy and Senegalese Army teams. They visited the old and modern parts of this major port city and went by bus to Kayar, Sangalkan and N'Gor. A French Navy landing craft made special daily trips to transport Canadian sailors to the picturesque island of Goree. Many enjoyed the numerous and beautiful beaches of Dakar.

Four Submarines Call at Halifax

Four U.S. Navy submarines called at Halifax in early February. The USS *Crevalle* was in port February 2-6. The *Tusk*, *Toro* and *Diablo* visited from February 5-7. About 400 officers and men were involved.

Ships Spend Nine Days in Japan

Three destroyer escorts of the Royal Canadian Navy left the naval base at Yokosuka, Japan, in early February to continue their training and goodwill cruise in Asiatic waters.

Committee Hopes To Acquire Bounty

A Halifax citizen's committee, under the chairmanship of Rear-Admiral H. F. Pullen, RCN (Ret), has been formed with a view to acquiring the Lunenburg-built replica of HMS *Bounty* as a Nova Scotia tourist attraction.

Admiral Pullen indicated that the firm of Oland and Son had offered to provide financial backing to acquire the ship from the Hollywood owners and to provide for its operation. Net profits, according to Admiral Pullen, would be used to assist Nova Scotia in tourist development and in the preservation of "worthwhile evidence of Nova Scotia shipbuilding and maritime skills and history."

HMC Ships *Assiniboine*, *Margaree* and *Ottawa* spent nine days at the American and Japanese base south of Tokyo after crossing the Pacific by way of Hawaii and Midway Island. From Yokosuka the three RCN ships, a division of the Second Canadian Escort Squadron, headed for Singapore by way of Subic Bay in the Philippines.

While in Yokosuka members of the ships' companies took advantage of special sightseeing tours that were pre-arranged in the Tokyo-Yokohama-Hakone-Kamakura areas and entertained new-found friends from other navies and from among Japanese nationals on board their own ships. Special sports activities such as hockey,

soccer and basketball were also arranged with other ships and with Japanese teams. To mark the visit, the people of Yokosuka decorated their city with many Canadian and Japanese flags.

Other ports to be visited before returning to Esquimalt in mid-April were to be: Rangoon, Burma (*Margaree* only), February 21-25; Colombo, Ceylon (*Assiniboine* and *Ottawa*), February 22-26; Trincomalee, Ceylon, February 27-March 2; Port Swettenham, Malaya, March 12-14; Singapore, March 15-21; Bangkok, Thailand, March 23-26; Victoria, Hong Kong, March 30-April 2; Yokosuka, Japan, April 6-7, and Adak, Alaska, April 13.

Transport Ships Now Coast Guard

The Department of Transport Fleet has been re-named the Canadian Coast Guard. The new name recognizes the tremendous expansion the fleet has undergone in the past several years. It was formerly known as the Canadian Marine Service.

A new colour scheme has also been adopted for its vessels and a distinctive insignia for their funnels. The ships will have red hulls and white superstructure and funnels instead of the former black, white and yellow combination. A moderately stylized red maple leaf and band on the funnels will

Naval Padre Becomes Chaplain General

THE APPOINTMENT of Chaplain of the Fleet (P) E. G. B. Foote as Protestant Chaplain General of the Armed Forces of Canada and his succession by Chaplain (P) Harry Ploughman as Protestant Chaplain of the Fleet and Deputy Chaplain General of the Armed Forces were announced early this year.

The appointments coincided with the retirement of Air Commodore Frank W. MacLean, RCAF, who had been Protestant Chaplain General of the Armed Forces since September 1957.

The Rev. Dr. Ernest G. B. Foote, was born at Barney's River, Pictou County, Nova Scotia. He graduated in 1936 in theology from the Presbyterian College of Montreal.

Dr. Foote entered the Navy in January 1941 from a parish at Oxford, N.S.



CHAPLAIN GENERAL E. G. B. FOOTE

During the next four-and-a-half years he served at naval establishments on both coasts of Canada, at inland points and overseas. From 1944, until after the end of the war he was Command Chaplain, at HMCS *Niobe* in London, England.

He was appointed Protestant Chaplain-of-the-Fleet in December, 1945.

In January 1946 Dr. Foote was awarded the OBE for his services during the war. In 1951 he received the honorary degree of Doctor of Divinity from the Presbyterian College of Montreal, becoming one of the youngest clergymen in Canada to be honoured with the college's highest degree.

Though his headquarters have been at Ottawa, Dr. Foote has made frequent tours of a naval parish which at times has extended over half the world. He served with the Canadian destroyers in the Far East during the Korean conflict.

He was appointed Deputy Chaplain (P) of the Armed Forces in September, 1958.

His appointment as Chaplain General (P) of the Armed Forces was effective February 9.

The Rev. Canon Harry Ploughman was born in Port Rexton, Newfoundland. Following his formal schooling he attended King's College, Halifax, where he trained for the ministry.

Chaplain Ploughman entered the Navy at Halifax in November, 1941, and served first in HMC Dockyard and then on the staff of Captain (D), Halifax. Later he served in Newfoundland and overseas. He returned to Canada in April 1944 as assistant to the senior Protestant Chaplain on the staff of the Commander-in-Chief, Canadian North-

west Atlantic, with the additional appointment of Chaplain-in-Charge on the staff of Captain (D), Halifax. He took every opportunity to go to sea and he served in the corvettes *Rimouski*, *Regina*, *Sorel* and *Kamsack* and the Royal Navy destroyer *Havelock*.

Following the war he went on the retired list but re-entered the Navy in 1949. In September 1957 he became Deputy Chaplain of the Fleet (P). In December 1958 he was named Assistant Deputy Chaplain General (P) of the Armed Forces. He was appointed a Canon of the Anglican Communion of the Armed Forces in August 1961.

His appointment as Protestant Chaplain of the Fleet and as Deputy Chaplain General (P) of the Armed Forces was effective February 9.



CHAPLAIN OF THE FLEET (P)
HARRY PLOUGHMAN

make them easily recognizable at a distance as Canadian Coast Guard vessels.

The use of red is particularly useful for icebreakers, for it will make them more easily seen from other vessels they may be escorting and by pilots of their own ice reconnaissance helicopters under conditions of poor visibility.

The same need for visibility and ready identification applies to Canadian Coast Guard vessels on search and rescue duties.

The essentially civilian nature of the fleet will remain unchanged.

New types of uniforms will be issued which will provide comfortable and smart clothing appropriate to the conditions of the service. They are modelled on the war-time battle dress. Berets will be provided.

The Canadian Coast Guard now has a total of 241 vessels of all types, including some 50 ships of larger size, from around 400 tons gross to more than 6,000 tons gross. These include 10 fully strengthened icebreakers and seven lighter supply and buoy vessels

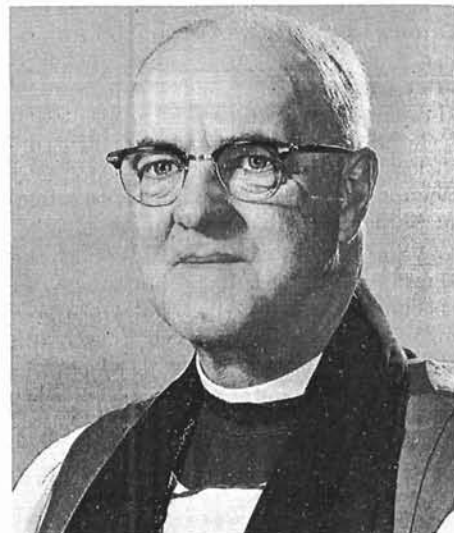
capable of icebreaking. These 17 vessels comprise the second largest icebreaker fleet in the world.

The fleet also has eight other vessels designed for special service in the Arctic, 11 lighthouse supply and buoy ships, weather-ships, lightships, a Great Lakes research vessel, shallow draft ships for the Mackenzie River, St. Lawrence Ship Channel survey vessels, shore-based lifeboats and more than 180 steel landing craft for various types of Arctic use.

Naval War Artist On College Staff

Cdr. T. Harold Beament, RCNR (Ret), commanding officer of several ships, senior officer of a minesweeping flotilla off Normandy and later a war artist in the Second World War, has joined the staff of the Nova Scotia College of Art in Halifax. He teaches painting and design.

Cdr. Beament is vice-president of the Royal Canadian Academy and a bar-rister.



A recent visitor to National Defence Headquarters was the Rt. Rev. Ivor Norris, DD, Anglican Bishop of Brandon and Bishop Ordinary to the Canadian Armed Forces. He is chairman of the Canadian Council of Churches Committee on Chaplains Services. While in Ottawa he called on Defence Minister Douglas S. Harkness, the Chiefs of Staff and other government and military officials.

Frigates Tour African Coast

The frigates *Fort Erie* and *New Waterford* arrived in mid-February at Accra, Ghana, for a four-day visit during which they participated in the official opening of a Canada Trade Fair.

Since January 1, when the two warships left Halifax on a two-month training and goodwill cruise to West Africa, they have visited Lagos, Nigeria, Dakar, Senegal, and Freetown, Sierra Leone. While in Lagos officers and men participated in the official opening of another Canadian Trade Fair.

The *Fort Erie* and *New Waterford* left Freetown Friday after a six-day visit during which officers and men were kept occupied by a busy program of activities. Highlights of the visit were the witnessing of the ceremonial guard changing at Government House, entertainment of officers and men at social functions by the Governor General, Sir Maurice Dorman and Lady Dorman, and a game shoot arranged and conducted by the 1st Royal Sierra Leone Regiment.

Soccer and golf matches were played against teams of the Royal Sierra Leone Navy, Sierra Leone Regiment, Prince of Wales School and the Cline Town Club. Daily bus runs took the Canadian sailors to the picturesque Lumley Beach for swimming and sunbathing. The numerous beaches provided ample

opportunity for the ships' clearance divers to put in many hours of practice in the clear warm waters.

On the day of departure from Freetown, the two ships were hosts to a group of government officials, other guests and members of the Sierra Leone Navy, Army and Police Forces for a "shop window" at sea during which they gave a display of weapon firing and transferred personnel from one ship to the other by jackstay.

During the four-day stay in Lagos, Nigeria, the frigates took part in the official opening of the Canadian Trade Fair, sponsored by the Department of Trade and Commerce. A guard of honour of 48 Canadian sailors, commanded by Lt. Jack Hannam, was landed and inspected by Al Haji sir Abubakar Tofara Balewa, Prime Minister of Nigeria, who officially opened the fair.

One hundred Nigerian children from welfare agencies were entertained by the ships' companies. The children enjoyed games and were treated to ice cream, cookies, milk and soft drinks. Small souvenirs were given to the little visitors. In return, and as a means of saying, "Thank you," the children put on a display of singing and dancing for the benefit of the Canadian sailors.

The Canadian frigates were seen daily by capacity crowds who stood on the jetty roadside and by many thousands who drove by in buses and cars.

Cdr. L. B. Jenson, commander of the squadron and commanding officer of the *Fort Erie*, and Lt.-Cdr. J. Wilkes in command of the *New Waterford*, made official calls on T. LeM. Carter, Canadian High Commissioner to Nigeria, Sir Adetokunboh Ademola, Chief Justice of the Federation of Nigeria, Hon. Waziri Ibrahim, Minister of Economic Development, Commodore A. R. Kennedy, commanding the Royal Nigerian Navy, and other Nigerian government and business officials.

The ships' companies took part in sports against Nigerian soldiers and sailors, were taken on guided tours, visited beaches, museums and many places of historic interest. A group of Canadian sailors went by bus to Ibadan, the largest and most populated city in West Africa, which is approximately 100 miles inland.

The RCN frigates were host to a group of high government and diplomatic officials, Nigerian and Canadian business men and over one hundred Nigerian sailors and soldiers for "Operation Shop Window", during which the guests were taken to sea and witnessed an impressive display of Bofors firing, anti-submarine mortar firing and jackstay transfers.

Lt. Anwaor Chiazor Chiazol, Royal Nigerian Navy, a graduate of the University Naval Training Division of the University of Western Ontario, was the liaison officer between the Nigerian and Canadian navies.



The Big Show

"The cold wind doth blow,"—in this case the icy blast of twin propellers—as two chockmen cling to the deck with body, arms and legs to keep the chocks wedged firmly against the wheels of a Tracker on the Bonaventure's flight deck during Exercise Trampoline last fall. (HS-66400-214)

SOME TIME, Jack Arthur, Mr. Canadian Show Business, should look in on a really big show on a big-time stage. The pitch might go something like this:

"Mr. Showbiz, this one has just about everything. The stage is a city block long, at least 80 feet wide and makes your spread at the Canadian National 'Ex' look like a one-room job in Greenwich Village.

"And that sound! Two, three kinds of aircraft roaring and screeching. Twenty or so guys dodging the jet blast and propeller blades, jockeying big planes right to the edge and parking them closer than co-eds, up and down with elevators, wind and prop-wash pushing at chockmen. GOOD action, Jack.

"Discipline on stage is terrific. One character makes a booboo and he's hurt or he's dead. Maybe others too.

Stage effects? Tremendous — rain, snow, gales, near gales, fog, drenching spray, sunshine smacking your eyeballs. The deck gets icy or hot enough to fry an egg. Costumes? Lighting? I tell you, Jack, you gotta see it. What a Show!"

In a way, the flight deck of the aircraft carrier *Bonaventure* is a show, if you're lucky enough to get to see it. No actors can throw so much of themselves into a part as the naval airmen, or AMs, who hustle the aircraft up and down, on and off the ship.

The razzle-dazzle flight deck activity of a carrier is meat and drink to the onlookers. Camera bugs (25 percent of the ship's company are home movie fans) and even staunch destroyer men are drawn to the spectacle. The naval airmen call them "goofers".

The carrier last fall spearheaded a task force into northern waters for an

anti-submarine exercise. Round-the-clock flying was the feature of exercises in Hudson Bay and Davis Strait, more than 1,200 miles from the home port of Halifax.

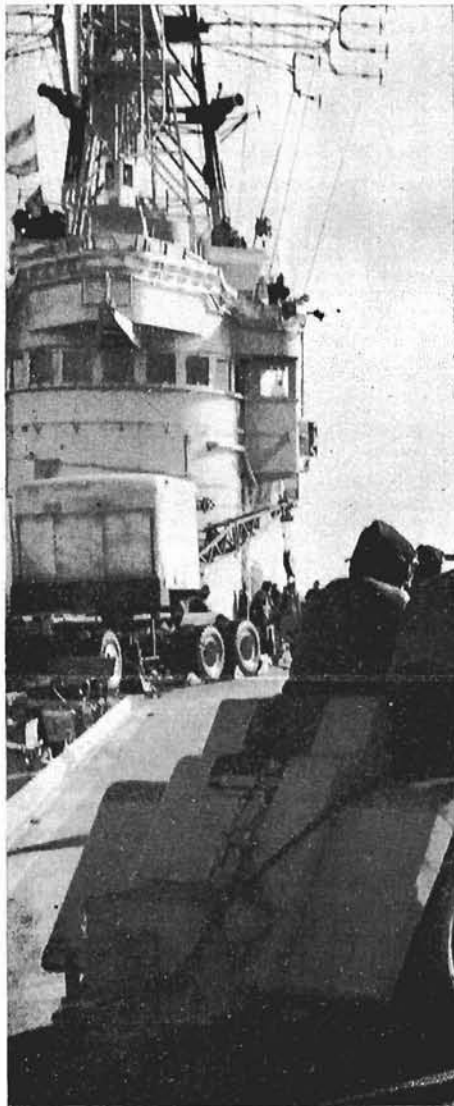
The naval airmen may work at a phrenetic pace. Some launch a big Tracker from the catapult, others direct a second into place and a third "fly" (team) is away to get one just landing on. Fair game in fair weather but in a snow squall a director in almost nil visibility must have his full attention focussed on the aircraft he is coaxing into a deck park over the bows yet keep precarious balance on the heaving deck, feeling with one foot for the edge of the abyss behind him.

While moving an aircraft aft, the deck may suddenly ice up from sheets of spray breaking over bow or quarter. Add the big roll of the ship and disaster is trying to break loose. The plane and

the struggling AMs might, but never do, go over the side. Life is measured in minutes in the cruel northern seas.

Things quieten for the moment, the airmen go pell mell into an almost endless game of deck hockey whose tactics would make Red Storey blow his brains clean through his whistle. If they can't play this favourite form of mayhem, they'll drop almost in their tracks to snooze on that hard, cold deck, until another job gets them bounding around the flat top.

They are versatile, driving all mobile equipment including a Lorain crash crane, standing by to fight the fires that could threaten a carrier's life, caring meticulously for parachutes, dinghies and other safety equipment, controlling air traffic. One crew of them took down a two-and-a-half-ton radar antenna for repair and got it up again, at sea.



A leading seaman naval airman can put his hand to anything, boast his chief petty officers.

The *Bonaventure* has 85 AMs, who work in two watches, each lasting a bit more than half of any 48-hour period. On duty, the longest of their five stints is from midnight to dawn and the shortest from 4 to 6 p.m. If flying is cancelled, a watch is reduced to one sixth in strength and the rest go to forenoon cleaning stations or "make-and-mend".

No lumberjack, no miner could be prouder of his rugged job than these healthy young men, who produce top notch football and hockey players when ship movements allow.

Lt.-Cdr. Vincent Greco, once the most colourful of them all, told what makes them tick:

"They have the spirit to work as a unit and not as individuals. The lowliest ordinary seaman is briefed. They do an order instead of relaying it. The drill, talking it up and competition with the other watch are part of it. If they're behind you they'll do anything: even lift the crash crane for you... somehow.

"But there's a little something else that gives them the extra push. Even that lowly Ordinary Seaman knows that the Captain or Commander Air or the 'goofers' may have an eye on him alone. It makes the difference."

CPO Hugh Clark, aircraft controller, described the life of a naval airman as "long hours of sheer boredom interrupted by moments of utter terror".

Ldg. Sea. Jack Romsam described his duties: mule driver for towing aircraft, fire fighter, hook man, catapult crewman, lashings man. The chores vary according to whether aircraft are landing on, taking off, being moved, parked, or in trouble. Being a leading seaman he has more or less graduated from the onerous job of chockman, but can and does dive under an aircraft to wedge the wheels to a timely halt.

"I like this work in the fresh air even though sometimes you get cheesed off," he said. "When we work, we work like hell and when we play, we play like hell. I can get right into a job and work among the men and I prefer to."

"It is rough work up there and in all kinds of weather," said CPO Randall Higgins. "If you get wet on watch, you stay wet until you're off watch." He is one of the few still in service who was an aircraft controlman from his days as an ordinary seaman onwards. Today he is flight deck chief in charge of the port watch.

During the recent northern operations, the AMs worked a modified three-watch system. AB Russell Cameron ticked off the clothing worn during the far northern exercise: helmet and goggles, undershirt, sweater, workshirt, lined working jacket, royal blue flight deck sweater, jockey shorts, lined work pants, heavy socks and suction-cup-soled flight deck boots (resembling civvy desert boots) or rubber sea boots if it's wet. Up in iceberg country, with cutting



It looks like confusion to the "goofers" or onlookers, but every man sprinting across the *Bonaventure's* flight deck knows to perfection his role in the drama of catapulting a Tracker anti-submarine aircraft. In the foreground a "fly" (flight deck crew) clusters around a "mule", waiting to go into action. (HS-66400-129)

winds and searing prop blasts, they needed it all plus heavy leather mitts.

In addition to the normal run of work, they must keep the many passageways in the island structure gleaming and their own messdeck, which is situated just beneath the flight deck, in tip-top shape.

The flight deck officer and his two assistants are pilots who are rotated through this appointment. It adds nothing to their professional status but they find the job fascinating and the men worthy. There is mutual respect. No naval airman in his right mind would essay that dangerous flying trade. No pilot in his right mind would tackle the equally dangerous airman's work.

Naval airmen are not a distinct branch in the service nor do they have their own officers. At one time known as aircraft controlmen, they were included in the recent fleet-wide reshuffle of trades. Renamed airmen, they were given the responsibility of safety equipment, but their favoured job, air controlling in the *Shearwater* air station tower ashore and to a lesser degree in the carrier, would appear to be in danger of passing to naval aircrewmembers.

At one time a sailor could elect to be an aircraft handler. Today, in the trade re-organization still going on, he's most likely to be selected. Ord. Sea. Douglas Dewey was one of these on-the-job trainees, who sat for his first written trade exams in November.



Lt.-Cdr. Michael Langman, veteran of 21 years of naval flying, makes a pre-flight check of his Tracker aircraft. He was officer in charge of the sea detachment of 880 Anti-Submarine Squadron during far northern exercises last fall. (HS-66400-115)

CPO Kenneth Day is air administration chief for 105 air branch men in the ship and co-ordination with squadrons embarked. He and the other chiefs feel naval airmen of today are as good as aircraft controlmen of another day,

"They've got to be," said Chief Day, "since we must operate under very close tolerances here." Safety depends on hustle on the flight deck, as always.

The AMs seem bigger than other matelots. They're not really, but husky constitutions and a certain flamboyant bearing mark them apart from the rest of the Navy. Illness is not so much their lot but breaks and abrasions are, because of their work. A hot meal at midnight is an extra ration gain for AMs who burn it off quickly enough.

"So there, Mr. Arthur, is this very fine 'property'. It should ought to get to you like I mean it's got to me, Jack.

"Eh?—Well, yas, I'm glad you asked me that question, Jack, uh, rilly glad.

"No girls.

"That's right. Won't even let'em on board at sea and not too doggone often in harbour.

"Yeah, it's been nice talking to you, Jack. I take it you'll call me. I don't call you. Well, see you around sometime, hey buddy? Hey?"

—H. C. W.



A custom-built diving vessel, YMT-11, was completed in January at Ferguson Industries, Pictou, N.S., for the Navy and began trials off Halifax. She is 88' by 20' by 4'9", with a speed of nearly 11 knots, can dive four men at a time to about 250 feet and is fitted with a recompression chamber. (HS-67277)

Northern Christmas



There's warmth in Canada's bitter sub-Arctic if you know where to look for it—in the hearts of its people. A few months ago an appeal was made by welfare officials in Churchill, Manitoba, for homes where eight children could be sheltered. Ldg. Sea. Harry S. Collins, of HMCS Churchill, the naval radio station, and his wife Dorothy answered the appeal and found themselves the foster parents of Joan, a two-year-old Indian girl. The Collinses had been living in tiny quarters and to assure the child of proper surroundings and care, they undertook the purchase of a pre-fabricated home. It was here they celebrated Christmas with their (by then) happy, responsive, chubby baby. Ldg. Sea. Collins, who was born in Stratford and joined the Navy in London, Ontario, served not long ago on board HMCS Sioux. (Photographs by Cd. Off. E. A. Burke).



OFFICERS AND MEN

Supplies Sent To West Indies

The RCN and the RN have combined efforts to ensure that a donation of badly needed supplies from children of the Convent of the Sacred Heart in Halifax will arrive safely at a mission near Grenada in the British West Indies.

The convent students amassed 140 pounds of supplies and, since normal shipping costs would use up all of the money the children had collected for promotion of mission work, the Flag Officer Atlantic Coast was asked if a warship would undertake the transport.

The supplies were destined for the Madonna House Mission on Carriacou Island near Grenada. Rev. Mother M. Conroy of the Sacred Heart Convent, in asking the Navy's help, stressed that the island lay missionaries were in "very poor" circumstances.

It developed that the RCN had no ship scheduled to sail to Grenada from Halifax. However, it was possible to take the supplies as far as Bermuda.

The RCN Liaison Officer in Bermuda reported that HMS *Troubridge* (frigate) whose captain is Cdr. T. A. Q. Griffith, RN, would "be pleased" to take them with him on departure January 22 from Bermuda.

The commanding officer of HMCS *Cape Scott* (Cdr. A. H. Rankin) meanwhile arranged with Mother Conroy for the loading of the mission cargo on board his mobile repair ship at Halifax before sailing for Bermuda in mid-January.

Art Lands New Job for Seaman

A sailor with a natural talent in art work has worked himself into a full time job in the Weapons Division of the Fleet School in Halifax.

Ldg. Sea. Hugh C. Wilson makes eye-catching instructional aids in the school.

Educated in Toronto and Colborne schools, he joined the Navy in 1953, meanwhile continuing to improve on the doodling and drawing he had done all through school.

Ldg. Sea. Wilson has served in the cruiser *Quebec*, the frigate *Lauzon*, and the destroyer escorts *Huron*, *Micmac* and *St. Croix*. He was in the *Huron*



The talents of Ldg. Sea. Hugh C. Wilson, ordinarily used by the Navy to prepare instructional aids in the Weapons Division of the Fleet School in Halifax are used here to establish the mood for the holiday season. (HS-67209)

when drafted last summer to the Weapons Division as a writer. Someone saw his drawing ability and shifted him to the instructional aids section.

During the year-end festive season, his chalk work adorned various blackboards in the Weapons Division. His ink and colour-pencil drawing of the pre-war sail-training ship HMCS *Venture* has been presented to the officer training establishment of that name on the West Coast.

He is married to the former Mildred Gay, of Halifax.

Ship Assists Sea Rangers

The girls of Sea Ranger Ship *Athabaskan*, of Ottawa, were presented with a cheque for \$80 from the officers and men of the destroyer escort after which their group is named, January 29 in Knox Presbyterian church, Ottawa.

Donated by the ship's company of HMCS *Athabaskan*, the money is to go toward the purchase of a canoe for the Sea Rangers.

The presentation was made by Cdr. Donald R. Saxon, a former commanding officer of the *Athabaskan* now serving in Naval Headquarters, to Mrs. K. E. Hall, skipper of SRS *Athabaskan*.

The Ottawa Sea Ranger crew visited and toured the *Athabaskan* in Montreal in November 1960 and it was at that time that the ship "adopted" the nautical-minded group.

Cdr. Beckett Commands Cayuga

Lt.-Cdr. William M. Beckett has been promoted to the rank of commander and appointed in command of HMCS *Cayuga*, destroyer escort based at Halifax. He was previously officer in charge of the Leadership School at *Cornwallis*.

Commission for CPO Payeur

CPO Georges J. Payeur has been promoted to the rank of commissioned officer. He entered the RCN at HMCS *Carleton*, Ottawa naval division, in 1946. He served in naval shore establishments on both coasts and at sea in the destroyer escorts *Haida*, *Nootka* and *Huron* and the aircraft carriers *Warrior* and *Magnificent*.

He is now on course in *Cornwallis*.

Officer Joins College Staff

Cdr. Jacques P. Coté has been promoted to that rank and appointed to le Collège Militaire Royal de Saint-Jean, Saint-Jean, Que., as Vice-Commandant and Officer Commanding Cadet Wing. He had been serving on the staff of the Director of Naval Plans at Naval Headquarters.

Second CD Clasp Awarded to Two

Two more names have been added to that select list of officers and men who hold the Second Clasp to the Canadian Forces Decoration signifying 32 years of service.

The two are Lt. G. A. Dufour, serving at HMCS *Naden*, and Lt.-Cdr. (MAd) E. C. Harbord, on the staff of the Commanding Officer Naval Divisions, Hamilton.

Ex-Naval Officer Heads Institute

Dr. William N. English, a senior marine scientist with the Defence Research Board and a wartime RCNVR

radar officer, has been appointed director of the \$4,000,000 Bedford Institute of Oceanography now under construction at Dartmouth, Nova Scotia.

Now deputy superintendent of the Defence Research Board's Pacific Naval Laboratory at Esquimalt, Dr. English will assume his new post with the Department of Mines and Technical Surveys on April 15.

The tall, sandy-haired physicist is recognized as one of Canada's foremost authorities on marine physics and is the author of papers and articles on this and related subjects. He is an honours Bachelor of Arts graduate in mathematics and physics from the University of British Columbia and holds a PhD in physics from the University of California.

His rapid climb up the scientific ladder since joining the National Research Council's Chalk River laboratory as a research officer 13 years ago, capped an impressive scholastic record and naval career in the second World War.

Going overseas early in the war on loan to the Royal Navy, Dr. English served aboard HMS *Ajax* for 17 months as radar officer, participating in the build-up and evacuation of Greece and Crete, the Syrian campaign and naval operations from Malta. He later took part in the North African campaign and the relief of Malta as staff radar officer to Rear-Admiral, Destroyers, Eastern Mediterranean Theatre.

From May to September 1943, during the naval build-up at Malta for the invasion of Sicily, Dr. English was port radar officer in charge of fitting and maintenance of radar in ships of the invasion fleet.

For eight months in 1944, he was staff radar officer at Naval Service Headquarters, Ottawa, and in October of that year was appointed Chief Radio Engineering Officer, Halifax Command, a post he held until his retirement a year later with the rank of lieutenant-commander.

Dr. English will have wide technical and administrative responsibilities in his new post which involves a broad range of marine activities at the Bedford Institute which is expected to be completed and occupied early this summer.

As the institute's director, Dr. English will have charge of a planned initial staff of some 300 oceanographers, hydrographers, submarine geologists, other scientific personnel and supporting staff.

Dr. English has played an active part in interdepartmental research activities

Letters

Dear Sir:

As I am greatly interested in the naval history of the Second World War, particularly in the Battle of the Atlantic and the ships involved on both sides. I wonder if you would do me the favour of publishing this request.

I am attempting to round up as many photographs of U-boats as possible, and it occurs to me that some of your readers may have prints or negatives which they would be willing to loan or sell me.

When one considers that after VE-day there were some 50 of these craft lining the Foyle River at Londonderry, and when one thinks of the scores of RCN ships which must have passed them—each with many a camera (however illicit) aboard—it seems the foregoing supposition should have some merit.

Actually, any negatives of ships would be welcome, and anyone replying has my assurance of their careful treatment and quick return.

Yours most sincerely,

K. R. MACPHERSON
(Late Tel. S/O, RCNVR)

79 Aldershot Cr.,
Willowdale, Ont.

Dear Sir:

I would be most grateful if someone in the city of Halifax would allow me to borrow some copies of *The Crow's Nest* previous to 1955. I wish to read them and take down the negative numbers of photos. I will take excellent care of them and return them promptly.

If anyone can be so kind, please write (or phone) me and I will pick them up.

BARRIE MacLEOD

2 Melrose Avenue,
Apt. No. 6,
Fairview,
Halifax, N.S.

on the Pacific Coast as a member of the West Coast Research Ship Program Committee since 1954 and in 1960 as chairman of the West Coast Working Group of the Canadian Committee on Oceanography.

Dr. English was born near Coleraine in Northern Ireland, but came to Canada while still an infant. He is married and has three children.

Subs May 'Talk' Via Periscopes

Submarines may soon see eye-to-eye in the field of communications.

One of the problems facing submarines has been a secure system of communicating with each other. According to the *Navy Times*, of Washington, D.C., this is a problem which may be solved by a new system said to be under development by the Raytheon Co.

The newspaper refers to reports that the company is developing a periscope-to-periscope light-beam communications system which cannot be jammed or detected by other than the intended receiver.

The main disadvantage of such a system is that communicating submarines will have to come to periscope depth to use it. The range will necessarily be short.

As things stand, submarines, while submerged, can receive messages from powerful, long-wave radio stations but have to poke aerials above the surface to transmit. Underwater communication has to be by sonar or, more crudely, by hull-tapping. Neither system is exactly secure.

USN Helicopter Flies 210 MPH

A helicopter world speed record of 210.65 miles an hour is claimed for the U.S. Navy's HSS-2 Sea King, which flew at that speed over a 19-kilometre (11.81 miles) straight-line course. It was the first time a helicopter had exceeded 200 miles an hour in an officially sanctioned speed trial.

As well as breaking the speed record held by Russia, the flight gave the USN helicopter a sweep of the five major helicopter speed records. It had earlier established world speed records for three, 100, 500 and 1,000 kilometres.

The HSS-2 is powered by twin turbines.

Little Girl Sees Trouble Ahead

Does a certain little girl in a southern Ontario town figure she's going to have a war on her hands?

This is the letter she addressed to Naval Headquarters:

Dear Sir:

I would like two aircraft carriers, three battleships, two destroyer escorts, four sub-chasers and two submarines.

And three jet bombers.

Thank you.

Yours truly,

BETH K---

Could it have been pictures she wanted?

With this issue, The Crow'snest begins publication of a three-part history of the Fairmile motor launches in the service of the Royal Canadian Navy during the Second World War. Much of this story has already appeared in the January 1962 issue of the Canadian Geographical Journal, whose editor has kindly consented to its re-publication here. Contrary to usual practice, however, this second version is longer than the first, because it was felt that many paragraphs excised from the original manuscript were of "in service" interest, although of lesser appeal to the general public.

The author of this historical sketch is Captain Joseph A. Heenan, OBE, RD, CD, RCNR (Ret), who can speak with an authoritative voice, if any one can, on the story of the RCN's Fairmiles. He was associated with their operations from the beginning and eventually became Captain (ML) in charge of the fleet of little ships.

Captain Heenan was born at Newcastle-on-Tyne, England. He commenced his sea career at the age of 15 as an apprentice in the four-masted barque *Lyn-ton of Liverpool*, England.

In due course he obtained his square-rigged Master's Certificate. He served in all types of vessels from sailing ships to liners and from submarines to battleships. He has fought in both World Wars and has circumnavigated the globe seven times.

Throughout the First World War he served with the Royal Navy. For two and a half years he was engaged in naval operations in the Red Sea and vicinity, co-operating with the late Colonel T. E. Lawrence (Lawrence of Arabia) in the capture of sea ports bordering on the coast of Arabia.

He came to Canada in 1930 to join the Canadian National Steamships, serving in all the well known "Lady boats" of that time.

In 1937 he was appointed to the Civil Service of Canada as Inspector of Subsidized Steamship Services for the Dominion, at which time he transferred as a commander, Royal Naval Reserve, to the Royal Canadian Naval Reserve.

On September 4, 1939, he went on active service and was appointed to Naval Service Headquarters. In 1942 he was appointed to a sea command, HMCS *Provider*, and that same year was promoted to the rank of captain, RCNR.

After the war he returned to Ottawa for duty with the Department of Trade and Commerce, shortly after being appointed Director of Trade Routes, Mail Subsidies and Steamship Subventions. In 1947 he was transferred to the newly created Canadian Maritime Commission and served as Director of Subsidized Steamship Services until his retirement in 1958. He resides in Ottawa.

THE LITTLE SHIPS

Part One

HE EXPLOITS and achievements of "the Little Ships", the Fairmiles of the Royal Canadian Navy during the Second World War, are little



known except by those who served in them or were closely associated with their operations. They were provided for the protection of shipping in our coastal waters, coastal defence and many other related duties. However, they were also called upon to operate in waters further afield reaching from Labrador to Bermuda and in the Caribbean Sea on duties often demanding the highest degree of endurance in both ships and men.

Nearly 17 years have passed since the war in Europe ended. Time dims memories, which are apt to become distorted and confused, creating errors and omissions. It is in tribute to the officers and men of "the Little Fighting Ships" that this endeavour is made to tell their story for the first time.

My appointment as Captain (ML) on May 6, 1943, which terminated in January 1945, embraced the responsibility for the organization, maintenance, training, operation and development into a potent striking force of our newly constructed Fairmiles, "B" Type, or MLs (motor launches).

To the uninitiated the words "motor launch" would convey just that, but actually the Fairmiles were anti-submarine vessels of unusual strength, endurance, seaworthiness and fighting quality. They were designed in England as anti-submarine vessels for coastal forces and their need and efficiency had been fully demonstrated. Early in the war it was decided to use them in Canadian waters, whereupon their plans and specifications were made available for immediate construction in our smaller shipyards.

First of a series of three articles
by Captain Joseph A. Heenan
RCNR (Ret)

Built of double mahogany (diagonally) with an eight-inch oak keel, 112 feet long and 18 feet wide, the boats were powered with either two Hall Scott engines of 635 horse-power each, or two Sterling Admiral engines of 850 horse-power each, capable of driving them at speeds of up to 20 and 24 knots respectively. Fuel capacity of 2,320 gallons of 87 octane gasoline, gave a range of about 400 to 1,000 miles, depending on speed. Crew accommodation for two or three officers and 14 men was cramped but comfortable. Armament consisted of three 20mm Oerlikon guns, mounted forward, aft and amidships; two .303 machine-guns; one 9mm Sten gun; two .303 rifles; three .45 revolvers; and 20 depth-charges of 300 lbs each, including eight fitted for the "Y" gun. Each boat was equipped with sonar, radar and W/T. Sheathed for operation in ice and displacing 100 tons, they were indeed veritable "Little Fighting Ships".

SIXTY-SEVEN Fairmiles were commissioned between November 1941 and March 1944 for operation on the

East Coast. They were built mostly in yards on the Great Lakes and inland waterways of Ontario, although seven were launched at Weymouth, N.S. In addition 14 Fairmiles were built on the West Coast and did a most creditable job in coastal defence operations. It is, however, of those "Little Ships" engaged on the East Coast that this story is told.

The builders will recall those early anxious days when time was so important. Rumours, only too true, of vessels sunk by U-boats right inside our own waters and with but few naval ships to combat them, created an urgency that caused them to bend their efforts to the breaking point, culminating in the finished ship and a job well done. Later, slight modifications were made to adapt the vessels to Canadian climatic and operational conditions and the armament was changed from a three-pounder forward and a .5 Colt machine-gun aft to three 20mm Oerlikon guns.

During the fall of 1941 the first nine MLs arrived at Halifax. However, the major naval effort at that time was the training of personnel and the best possible disposition of every available sailor for the manning of our newly constructed corvettes and minesweepers, so urgently needed for the protection of ocean convoys, upon which the enemy was making constant attacks.



A portrait of the author, Captain J. A. Heenan, RCNR, at Halifax in May 1945.

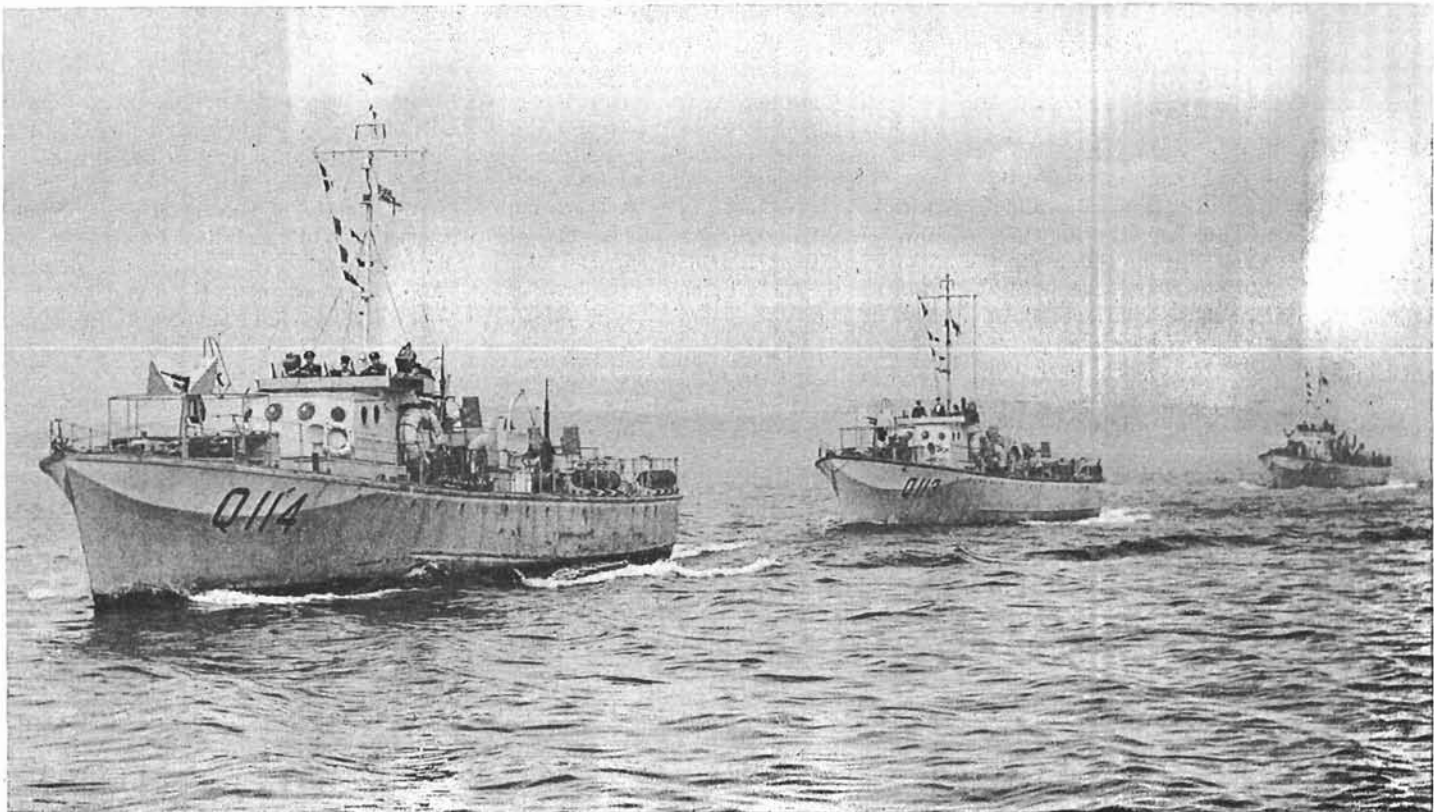
In this tense atmosphere, birth of the "Little Ships" received little attention, but it was an event of great importance and no time was wasted in getting them ready for action. Officers and men were desperately needed, particularly motor mechanics for training as engineers to operate the internal combustion engines of the MLs. Thus, the winter of 1941-42 was mainly devoted to intensive recruitment and training.

The year 1942 was filled with memorable days. The enemy was pressing hard in his increasing tempo of U-boat attacks when it was difficult to provide adequate protection for our shipping.

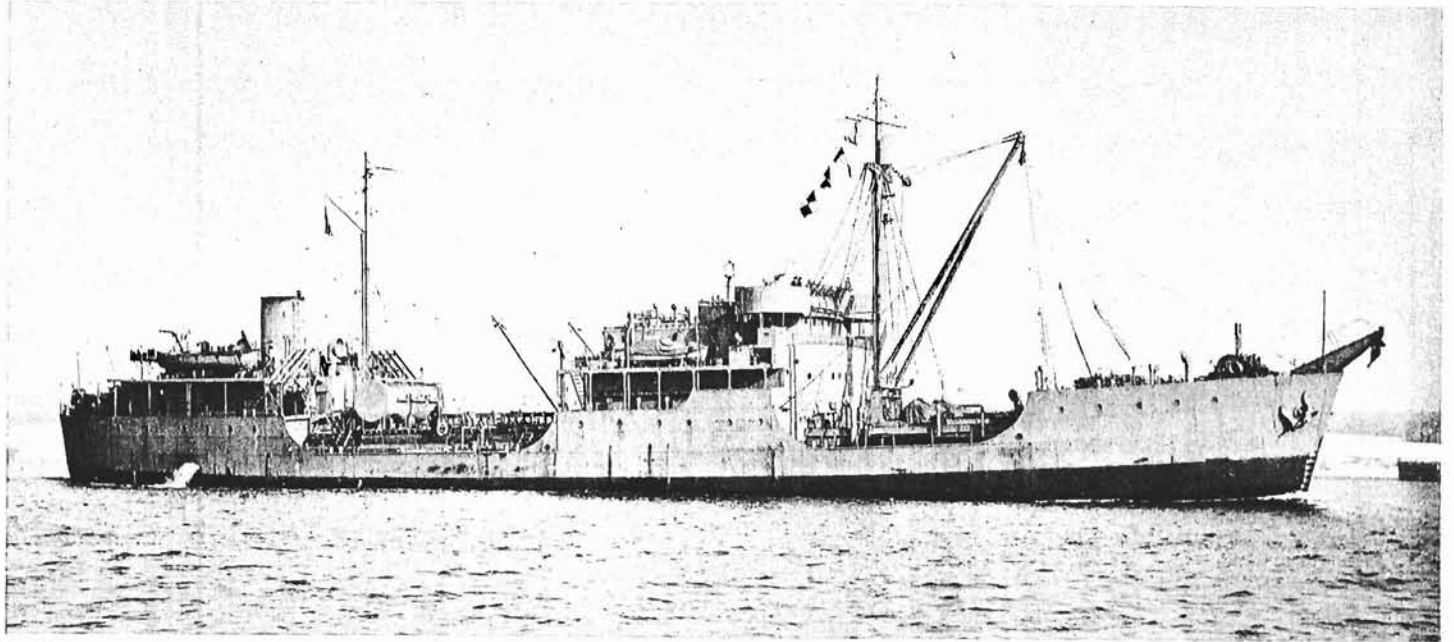
Enemy submarines reached deep into the Gulf of St. Lawrence and on 12 May, U-553 fired two torpedoes into the 5,364-ton British freighter *Nicoya* just 12 miles off Cap des Rosiers on the Gaspé Coast. Thus was the first ship sunk in that vital waterway by enemy action since the beginning of the Second World War. Before the year ended and the icy hand of winter had closed the gate, 23 ships had been torpedoed in the Gulf of St. Lawrence and approaches, totalling 70,000 tons sunk. In them 700 people perished by explosion, drowning or exposure.

Three enemy submarines were the attackers, U-553, U-517 and U-165. There may have been others, but after successfully avoiding several attacks by ships and aircraft they all escaped. This was indeed a serious blow and presented a great challenge to the Royal Canadian Navy.

IN 1942 our Navy was in the throes of rapid expansion and every ship as it became available was thrown into the Battle of the Atlantic where the loss in merchant ships and men was staggering. In consequence our protection for shipping in the St. Lawrence



Three Halifax-based Fairmiles returning from trials. (HS-15252)



HMCS Provider, the Fairmile mother ship, at Halifax in December 1942. She served as far afield as the West Indies and Bermuda. A sister ship, HMCS Preserver, was based in St. John's, Newfoundland. (H-5870)

was sacrificed to the greater need and consisted of but two corvettes, five "Bangor" minesweepers and eight MLs, a fraction of our strength but all that could be spared.

It was later learned that *U-517*, having expended all her torpedoes, bruised and shaken by many attacks made upon her, but with 31,100 tons of allied shipping sunk to her credit nosed out of the Gulf on October 5, and headed for Lorient on the west coast of France. However, her life was of short duration, for on her next outward voyage she was sunk off Cape Ortegal, in November 1942, by an Albacore aircraft from HMS *Victorious*. Her commander, Lt.-Cdr. Paul Hartwig, who survived, spoke of his exploits in the St. Lawrence and of his peaceful enjoyment and that of

his crew when the *U-517* surfaced off Metis, Quebec, and they listened to the soft strains of sweet music wafted to them across the still waters.

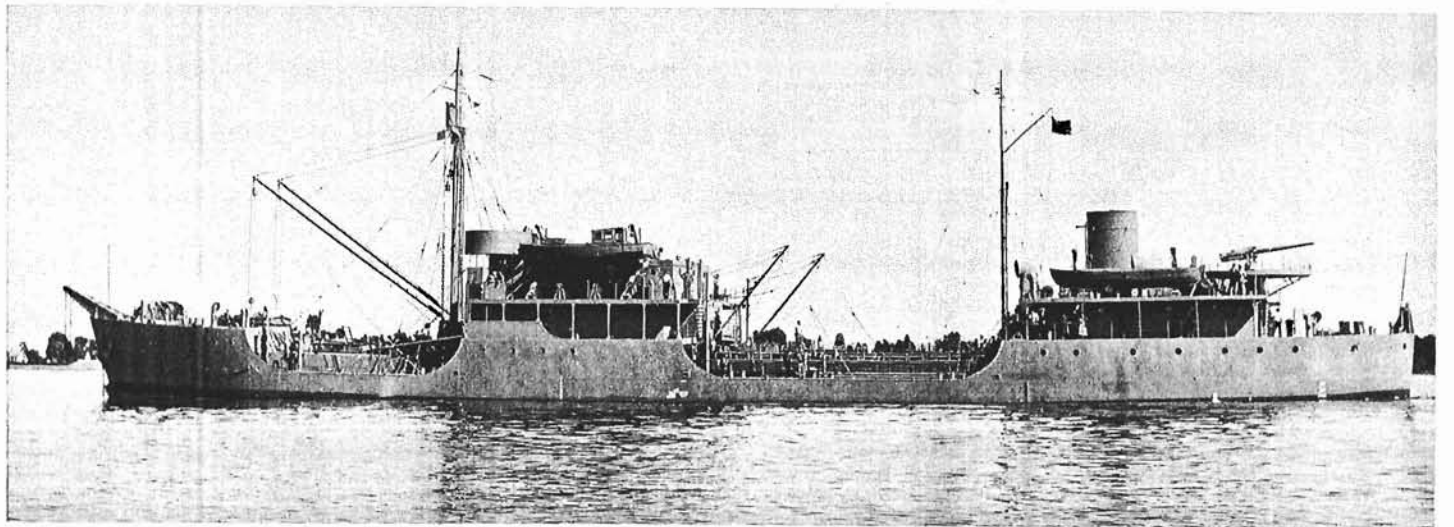
Thirty MLs were operational in 1942, six stationed at Gaspé, two at Rimouski, six at Sydney, eight at Halifax and eight at St. John's, Newfoundland, in the care of their mother ship HMCS *Preserver*.

MLs formed part of the escort force for 30 convoys between Rimouski and Sydney in fair weather and foul, also of several convoys between St. John's, Newfoundland, and Sydney, N.S.

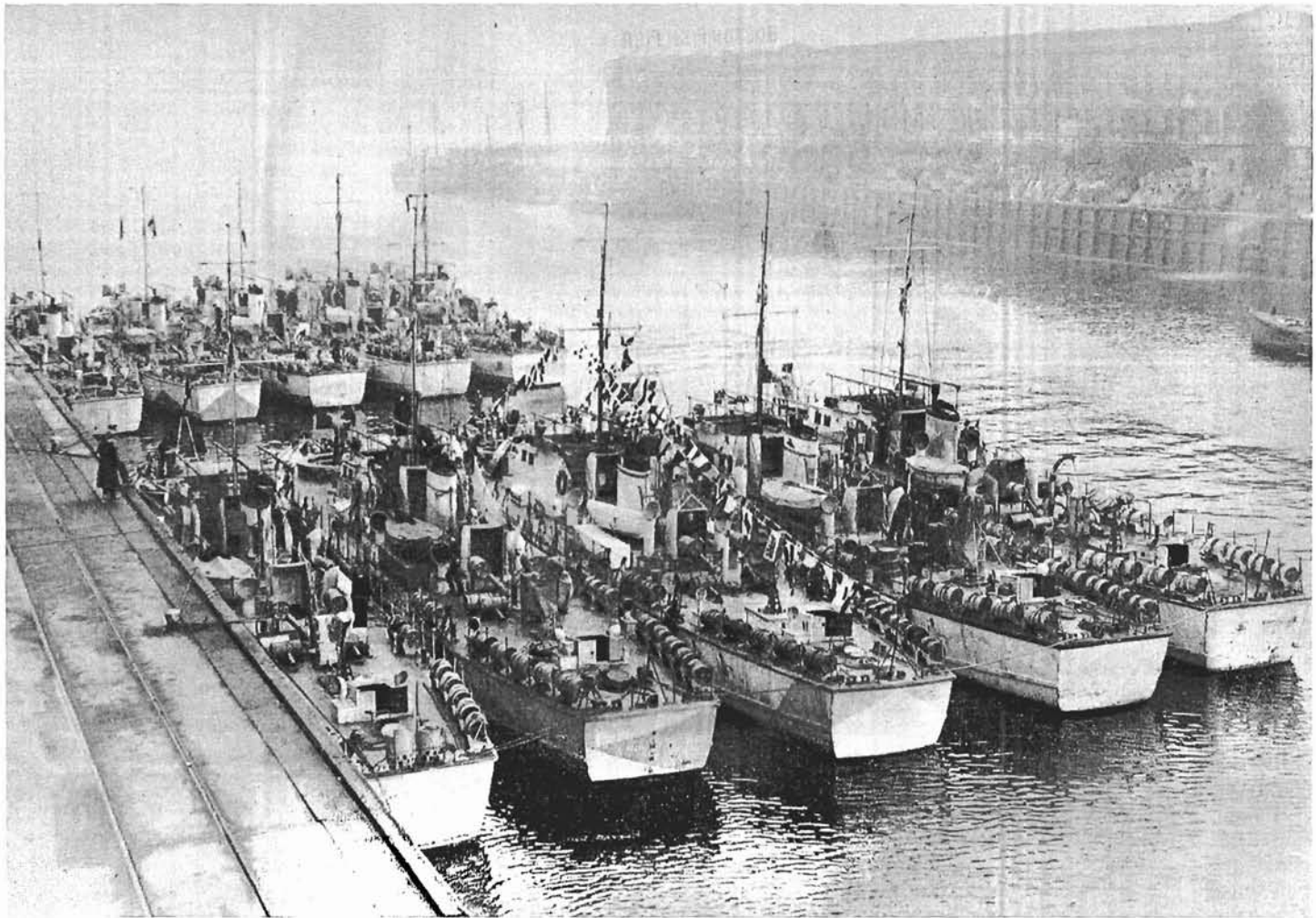
In addition to sinkings in the St. Lawrence, where the MLs saved many lives, ships were also plunging to the bottom along the whole Atlantic and Newfoundland coasts. On September 5,

1942, two ore ships, at anchor at Wabana in Conception Bay, were torpedoed and sunk by *U-513*; ML *Q-078* rescued 15 survivors.

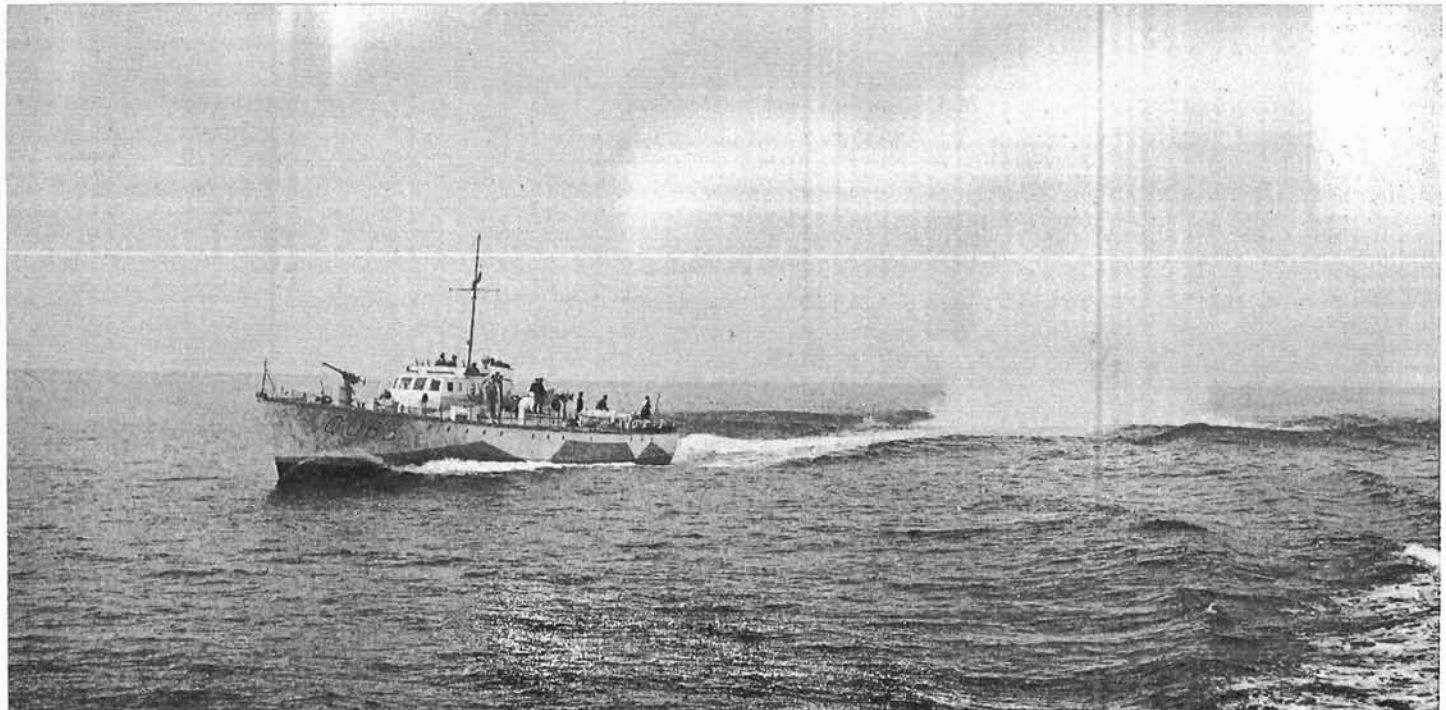
The MLs in the Newfoundland area, relieved from convoy escort duty, were placed on the monotonous and often gruelling anti-submarine patrols in the approaches to St. John's, Botswood, Lewisport, Wabana and Bay Bulls, frequently encountering southeast gales, blizzards, ice-floes and fog that would strain the capabilities and endurance of the staunchest ships and men. At Halifax, continuous patrols of a submarine detection loop system of harbour defence were carried out under similar conditions. Frequent depth-charge attacks were made in all spheres of op-



HMCS Preserver, the St. John's-based ML mother ship. (O-3006)



Two of the Fairmiles were away refuelling when this picture was taken of the 72nd and 73rd ML flotillas at Boston on their way south to the Caribbean. (CN-6213)



There is no certainty that a Fairmile of the RCN actually attacked a U-boat but their presence undoubtedly served as a deterrent and, if the opportunity had arisen, they could have killed, as this depth charge explosion testifies. (NP-1070)

eration; although contacts were made there appeared no real evidence of a "kill".

In those days we had little knowledge of water temperature gradients and their effect in distorting the range of Asdic readings. The U-boats, however, took full advantage of these oceanic conditions and employed ingenious, elusive tactics, even to hiding directly under the Sambro Light Vessel at the entrance to Halifax harbour.

The year 1942 was the testing year for the MLs; their strengths and deficiencies were measured and assessed. With the closing of the year, 15 new MLs joined the Fleet. The winter months of 1942-43 were used with renewed energy and determination to prepare them for the U-boat challenge in the Gulf of St. Lawrence that would surely come with the opening of navigation in 1943.

MEANWHILE, far to the south, in the Caribbean Sea, the enemy were pressing home their submarine attacks. Sinkings of precious oil tankers, bauxite carriers and others were growing daily, creating the very real danger of a curtailment in our naval operations that a shortage of fuel oil would bring. In the closing months of 1942, of 20 tankers on the Panama-Trinidad run, only one arrived; 19 were torpedoed and sunk.

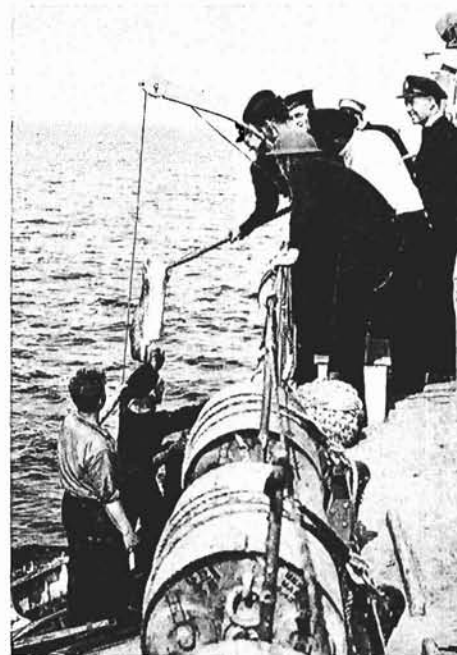
Admiral Oldendorf, United States Navy, in command of the Caribbean

Area with headquarters at Trinidad, was seeking all the assistance the Royal Canadian Navy could give. At this period, the United States Navy being heavily committed in the Pacific, the number of escorts for coastal convoy protection was meagre, consisting of a few destroyers, Coast Guard vessels and smaller craft there were only beginning to learn the art of convoy protection and submarine destruction. Six Canadian corvettes were sent, and many will remember the success of HMCS *Oakville*, commanded by Lt.-Cdr. C. A. King, DSO, DSC, when, on August 28, 1942, after a spirited action, she sank the *U-94* off the Island of Haiti.

Owing to the northern winter freeze up restricting ML operations, it was decided to send two flotillas of Fairmiles to the Caribbean under the operational command of their "mother ship", HMCS *Provider*, to remain for the winter and return in April.

This story would not be complete without some mention of the "mother ships" of which there were two, conceived by Rear-Admiral Roger E. S. Bidwell, CBE, CD, RCN, (Retired), then a commander and Director of Operations at Naval Service Headquarters, Ottawa.

HMC Ships *Preserver* and *Provider* were built at Sorel, Quebec, by Marine Industries Limited. The former was commissioned July 11, 1942, by that fine, redoubtable seaman, Captain B. L. Johnson, DSO, RCNR, who remained



Fresh fish was sometimes a dividend of a Fairmile's depth charge attack. (NP-1093)

in her until December 16, 1943. Her subsequent captains were, Cdr. G. Borrie, RD, RCNR, and Lt.-Cdr. H. C. Walmesley, RCNR.

AS ONE OF the original six commanders that formed the body of NSHQ some days prior to Canada's declaration of war, my appointment as captain of the *Provider* was received with pride and elation, accompanied by the pleasing knowledge of the change and the opportunity of going down to sea again to take a more active part in the war.

HMCS *Provider* was commissioned at Sorel on December 1, 1942, and with some 60 uncompleted items, mostly electrical, sailed for Halifax on the 4th in urgent haste to avoid being frozen in for the winter, which would have cancelled our Caribbean mission on which I had already been briefed. Many will remember the early and severe winter of 1942-43. When off Quebec we made our first contact with Fairmiles. Four of them en route to Halifax, jammed in the rapidly thickening ice, were released by the *Provider* and, with a pat under their sterns, were cheered on their way.

The *Preserver* and *Provider* were sister ships with a length overall of 268.5 feet; breadth 43.1 feet; depth 20.2 feet; and draft 17.8 feet. Propelled by twin-screw Fairbanks-Morse Diesel engines of 550 Brake horse-power each, they achieved a full speed of nine knots in calm weather. Of 2,367 gross tons and dead weight of 3,400 tons, the



Crowded quarters and primitive table service in the mess on board a Fairmile.

Preserver and *Provider* were then the largest vessels built in Canada flying the White Ensign.

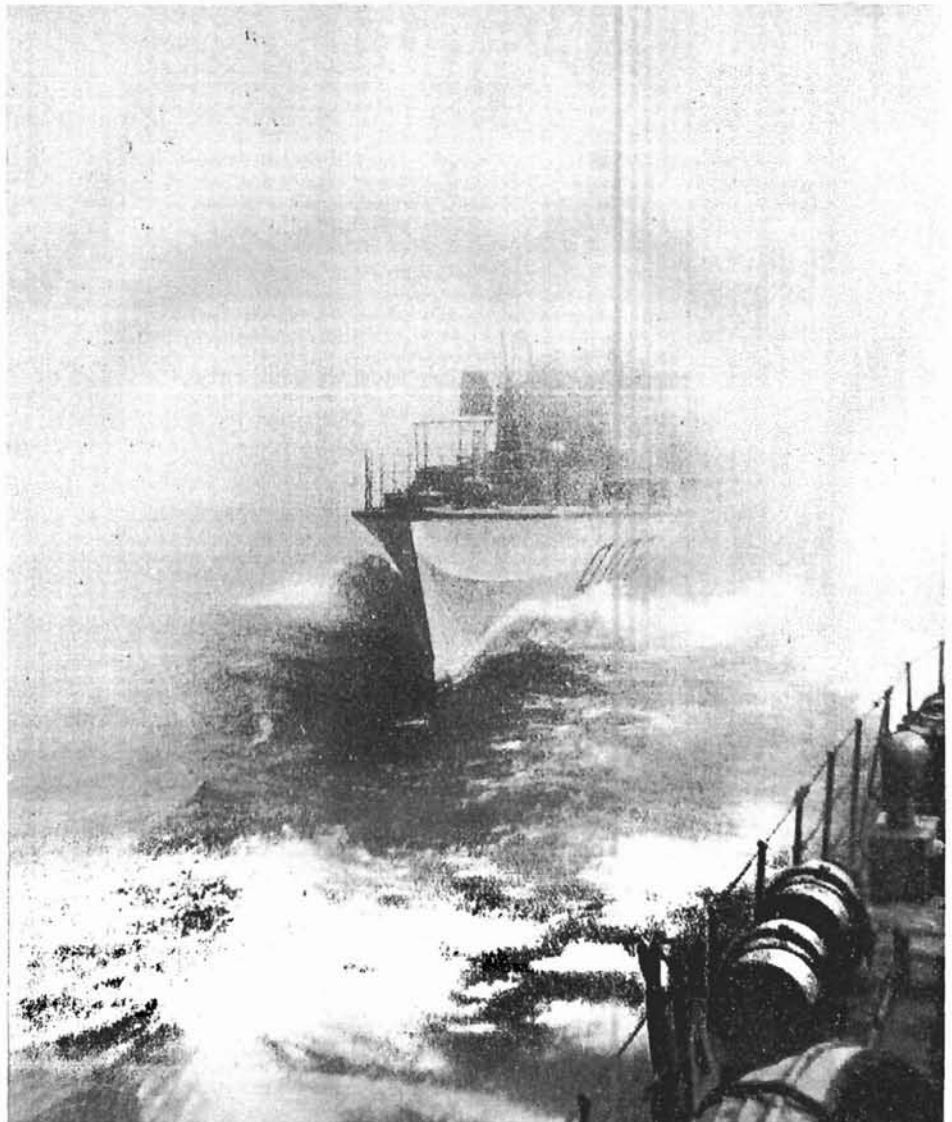
Built as base supply vessels and constructed as tankers, their unwarlike appearance soon earned them the name of "ugly ducklings". They had capacity for 681,000 gallons of gasoline or equivalent in bunker "C", and a work shop well equipped with modern machines and tools. A deep hold, fitted with two five-ton derricks, held stores, ML spare engines with parts, and 500 depth-charges. There was sufficient refrigerating space for food stuffs to keep the ships independent of the shore for six months. Both vessels were fitted with bow projecting cranes capable of lifting an ML bodily out of the water, for which special cradles were designed, and with towing winches aft. Armament consisted of a 4-inch gun mounted on a platform aft, Sten guns and rifles.

Accommodation included a small, well-equipped hospital. The captain's quarters were on the level of the bridge, below which were cabins to berth 19 officers; crew quarters were situated aft, providing space for 94 men.

ABOUT HALF the ship's complement consisted of specialists in A/S detection apparatus, ordnance, radar and W/T, as well as carpenters, blacksmiths, plumbers and a diver for underwater work. Of all the experts none had a more demanding or exacting job than the fuelling officer. In addition to looking after the ships' tanks, he had the responsibility of fuelling each ML when she returned from patrol or a mission accomplished and in particular to see that all safety regulations pertaining to the handling of gasoline were strictly observed. The danger of a flash explosion or fire was ever present. Many of our heterogeneous crew had never been to sea before but, like thousands of their fellowmen who had "joined the Navy", they rose with skill and fortitude to meet every occasion.

HMCS *Preserver* was destined to "mother" and control the operation of MLs out of ports bordering the east coast of Newfoundland and off Labrador in the exposed area of the Straits of Belle Isle with no protection other than that afforded by the MLs, which kept a continuous searching patrol lasting three and a half months during the summer. The *Provider* was sent to the Gulf of St. Lawrence and, further afield, to the Caribbean and Bermuda.

In mid-December 1942 the 72nd and 73rd Flotillas, consisting of 12 MLs left Halifax for Trinidad via Boston,



Fog was something the Fairmiles had often to contend with, particularly in patrols of the St. Lawrence River and Gulf. (JT-505)

New York and other eastern seaports. Adverse weather and maintenance difficulties were encountered en route. However, the 73rd arrived at Miami on February 27, while the 72nd Flotilla, arriving at Savannah, Georgia, in operational distress and too late to take part in the planned operations, was returned to Halifax.

On this passage to the south the sea-going qualities of the MLs were given a gruelling test. For example, the 73rd Flotilla when crossing the mouth of the Bay of Fundy encountered a north-easterly gale accompanied by snow squalls reaching hurricane force. Visibility was reduced to 200 yards and, with ice forming heavily on their superstructure and themselves being tossed about like corks in a boiling caldron, they had great difficulty in keeping together but, battered and bruised, arrived safely at Boston.

While repairs were being completed time was not wasted. All officers and men attended U.S. Navy instructional classes to achieve closer co-operation with U.S. naval forces yet to come. The resourcefulness, determination and good seamanship shown by Lt. J. G. Humphrey, RCNVR, the Senior Officer of this flotilla, was rewarded when he arrived at Miami with his "Little Ships" ready for action.

In the meantime at Halifax engineers, electricians, ship-yard labour and the ship's company, working against time, completed all items left unfinished when the *Provider* left Sorel. She was ready for sea to join the MLs when the next south-bound convoy was ready to sail.

(A further instalment will appear in an early issue)



Many scenes familiar to RCN personnel will come to life in the new National Film Board television series, "Canada at War", which will be shown over the CBC network, commencing in April. Just such scenes are shown here: A depth charge attack, a convoy assembled in Bedford Basin; Prime Minister Churchill coming on board the destroyer Assiniboine in Placentia Bay, and Canadian invasion craft heading for the coast of Normandy. (GM-1416; NP-579; NF-008; GM-2257)

Canada at War

CANADA AT WAR, an actuality account of Canadians in battle and on the home front during the Second World War, has been completed by the National Film Board of Canada. This is a series of 13 half-hour films which will be televised from coast to coast on the CBC television network.

Stations on the English network will start carrying the programs on Tuesday, April 3, at 10:00 pm., Eastern Standard Time. The French network will start this series on Sunday, April 1, at 5.30 p.m. (EST). Because of difference in time zones across Canada, local listings should be consulted for the exact time of telecast in each region.

For the National Film Board, this was the biggest single documentary ever undertaken. *Canada at War* took three years of research and the editing involved the viewing of 16,000,000 feet of film, assembled from a variety of sources. Although most of the footage that finally went into the series was taken by cameramen of Canada's armed forces, there is also a lot of action film shot by the British, Americans, Russians, Germans and Japanese. Much of the film had been suppressed by war-time censors and some was captured enemy film.



Millions of feet of war-time film were scanned by National Film Board producer Stanley Clish in preparing the 13 half-hour films that make up "Canada at War", which will be seen on the CBC television network, starting in early April.

The story of the war, with its elements of drama and some of the lighter moments, is told in chronological order as it happened at sea, on land, in the air, and on the civilian and political homefront.

"The Battle of the Atlantic has been described as the longest, the most important, the most monotonous battle of the war," says NFB film producer Stanley Clish. "We have concentrated on telling the story of the RCN's superb contribution in that critical struggle."

In this series of films, the war-time role of the RCN is portrayed from its rapid expansion at the outbreak, through the increased responsibilities that arose as the war progressed. Among the Navy highlights are the convoys in the Atlantic, escort of the North African invasion, the Murmansk run, D-Day landings in Normandy, MTBs in the English channel and scenes from the Pacific theatre of war.

For accuracy of facts, the National Film Board crew producing *Canada at War* was in constant consultation with historians, including E. C. Russell, head of the Naval Historical Section.

Telescopic Hangar For Icebreakers

A TELESCOPIC aluminum helicopter hangar, conceived by the Department of Transport for use aboard ships of the Canadian Coast Guard, was demonstrated last fall before naval and air representatives of a number of western governments and officials of aviation and marine industrial concerns.

The demonstration, on board CCGS *C. D. Howe*, at Quebec City, was arranged jointly by the Department of Transport and the Department of Defence Production because of the worldwide interest in the new hangar, a number of which are already on Canadian Coast Guard vessels and have successfully undergone rigorous duty under service conditions.

Present to discuss the technical details of the installation were Department of Transport officials, who first evolved

the idea of a telescopic hangar for ships, representatives of the Defence Production Department, and of Dominion Aluminum Fabricating Ltd., of Toronto, who developed the design and put the structures into production.

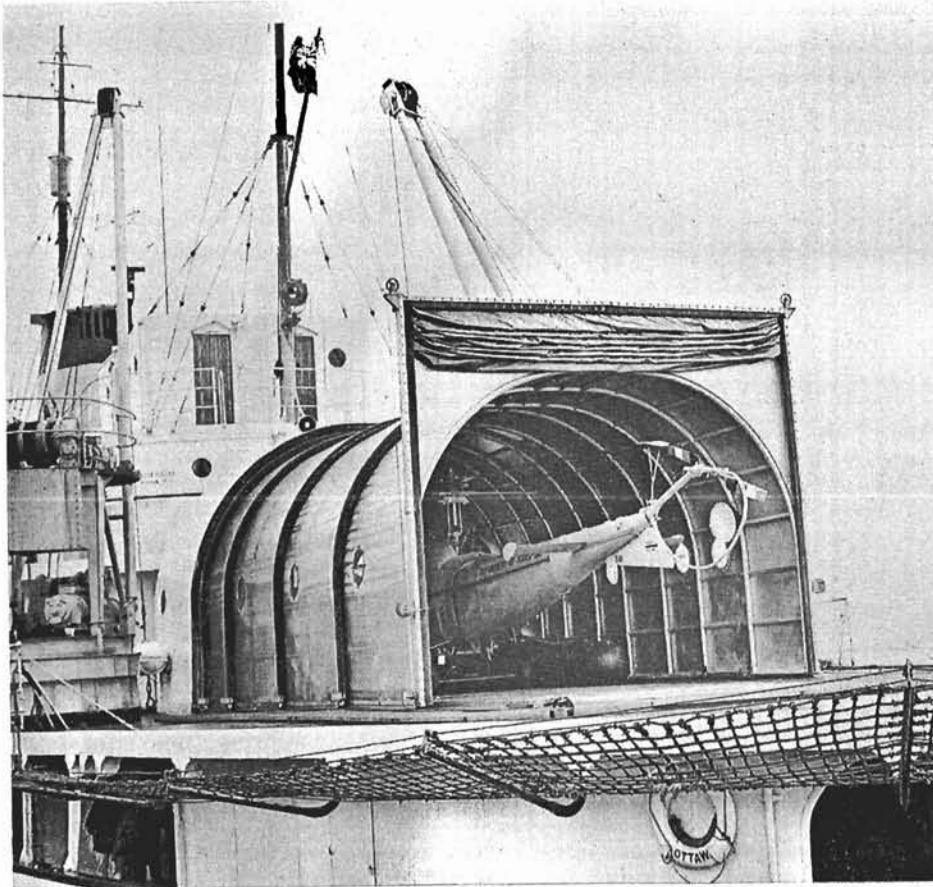
First one to be built was installed aboard the departmental icebreaker CCGS *Wolfe* in early 1960. Since then, four larger and further developed units have been installed on CCG Ships *C. D. Howe*, *Camsell*, *Montcalm* and *Sir Humphrey Gilbert*. The department will use similar hangars aboard ships it now has under construction or in the planning stages. The protection they afford helicopters from the effects of salt spray and sea air, and from corrosive fumes from ships' funnels, has been found to result in substantial savings in aircraft maintenance costs. They also permit more efficient maintenance of aircraft in conditions of cold or bad weather.

The hangars work on the principle of a telescope, made up of six sections. The one at the forward end is the largest. It is in a fixed position and is fitted with a heating system that warms the opened-out structure. It also is equipped as a workshop.

The other five sections can be telescoped into it, thus quickly converting most of the hangar deck space into landing deck. This reduces to a minimum the amount of additional deck space that must be available for flight operations.

The telescoping sections move on track and wheels, and are powered by a push-button controlled, electrically-driven winch. The whole structure is designed for use in temperatures ranging from the extreme heat of summer to sub-zero winter conditions. It is capable of withstanding hurricane wind forces. When retracted it is nine feet, six inches long; extended it is 48 feet, six inches long.

The newer type hangar has a minimum width inside of 15 feet, seven and a quarter inches and a minimum width outside of 20 feet. Minimum inside height is 12 feet; outside height 13 feet, seven and a half inches.



Here is the new telescopic helicopter hangar, conceived by the Department of Transport and produced by Dominion Aluminum Fabricating Limited of Canada, in use on board CCGS *C. D. Howe*. Extended, it is 48 feet, six inches long; retracted it is nine feet, six inches long. It can be retracted to permit a helicopter to land, and extended to enclose the aircraft in a few minutes. (Department of Transport Photo)

AFLOAT AND ASHORE

ATLANTIC COMMAND

HMCS *Stadacona*

The first course of Trade Group II hull mechanics to graduate on the East Coast completed training on February 2.

Seventeen members of the new hull mechanic trade were subjected to 36 weeks' intensive training in the Fleet School, *Stadacona*. All volunteer transfers from the EM trade, they are now taking their place in the Fleet as Trade Group 11 Hull Mechanics.

The 36-week course involves 13 phases encompassing all aspects of the trade specification. Three of the 17 graduates undertook a voluntary 14th phase of diving in HMCS *Granby*—a four-week course especially tailored for the new trade.

These hull mechanics, with their newly attained skills, should prove to be a valuable asset to the ships in which they serve. Their training has included formal phases in academics, NBCD (again tailored for the trade), arc and acetylene welding, sheet metal work, plumbing, blacksmithing, painting, ships' carpentering, ship's husbandry and construction—a formidable list to be condensed into such a relatively short period.

The course has emphasized a skill of hand rather than a theoretical approach so that they will be excellent material for the more qualified hull technician to employ and direct.

Subsequent formal courses for TG3 and TG4 levels will be designed to expand their technical and theoretical knowledge to produce informed and competent hull technicians who will be required to be equally of value at sea, on an overseeing staff or in either of the dockyards.

Leadership School

(Cornwallis)

On January 13 the Leadership School once again swung into full operation as officers of No. 61 divisional course and petty officers of Nos. 118 and 119 leadership courses commenced training.

A friendly rivalry exists between these courses and competitive gymnastic and



A cheerful moment on the quarterdeck during the New Year's Day reception at HMCS *Tecumseh*, the Calgary naval division. Pictured are Cdr. A. R. Smith, commanding officer of the division, and Hon. Douglas S. Harkness, Minister of National Defence and MP for Calgary North, with Lt.-Cdr. V. E. Schooley in the background. (RCNR Photo)

aquatic tabloids and basketball, volleyball and broomball tournaments are frequently scheduled.

The former officer-in-charge, Lt.-Cdr. W. M. Beckett, left the school to take up his appointment in the rank of commander in command of HMCS *Cayuga*. His relief was Lt.-Cdr. D. M. Waters, who joined on February 9.

Lt. Charles Doyle, training officer in the school, was to leave on February 19 to take up his appointment at *Venture* for the pre-operations academic course. His successor Lt. B. J. Van Fleet, arrived in the school February 6.

Point Edward Naval Base

Cdr. James V. Steele, after three years as Base Superintendent at Sydney, in January was given a modified traditional send-off to retirement leave.

He proceeded through the main gate of the base in a whaler, the boat itself on the back of a trailer truck. Several hundred civilian employees cheered him away as four of his officers went

through the motions of pulling the whaler. The reason for this land-based ceremony—ice in the harbour.

Irish-born Cdr. Steele, who first went to sea at the age of 15, transferred to the RCN from the RN following the war. He had been a commando and also in a bomb and mine disposal unit. He was awarded the George Medal for war services.

In a column "Between the Lines" in the *Cape Breton Post* of January 20, there was the following:

"Not too many outsiders have made such an impression and played such an active role in community affairs as has Cdr. J. V. Steele... Whenever his talents and co-operation were wanted, they were readily given. At Louisbourg celebration, during the Queen's visit, and at Sydney's 1960 celebration, and in many other Cape Breton projects, Cdr. Steele made a fine and energetic contribution. A true Cape Bretoner, even by adoption, he will be missed."

NAVAL DIVISIONS

HMCS Montcalm

Former executive officer of HMCS Montcalm, the Quebec City naval division, Lt. Marc de Goumois, RCNR (Ret), has been appointed executive assistant to Mines and Technical Surveys Minister Jacques Flynn.

Lt. de Goumois, a 31-year-old Quebec City lawyer, was in the active reserve for more than 12 years, as UNTD cadet and officer. A graduate of Laval University, who also studied at Queens and Ottawa universities, he has been active in club work in his home city. He retired from the active list of the RCNR in March 1961.

HMCS Carleton

Captain W. R. Inman, who was promoted to his present rank at the beginning of 1962, has been commanding officer of *Carleton*, the Ottawa naval division, since 1956. With this position goes that of honorary aide-de-camp to the Governor General. The commanding officers of several other divisions hold similar appointments but, being in Ottawa, Captain Inman is called upon to perform his duties on the vice-regal staff more often than other reservists. On the civilian side, he is an employee of the federal government, being chief chemist of the mineral sciences division of the Department of Mines and Technical Surveys.

To take his civil career first: Robert Inman, after graduating from school in his native Prince Edward Island, carried on his scientific studies at Mount Allison Academy, Sackville, N.B., and Dalhousie University, Halifax, graduating Master of Science in 1936. He then worked for the Department of Agriculture, both in Ottawa and at Summerside, P.E.I. After the war, he joined the Department of Mines and Resources (as it then was) and settled in Ottawa. He has recently been elected a Fellow of the Royal Institute of Chemistry.

His naval career began in 1942 when he entered the RCNVR at Charlottetown. He served in the corvettes *Rimouski* and *Morden* on the North Atlantic convoy routes. In the latter ship, he was in the hard-fought action in September 1943 when the U-boats came back to the Atlantic armed with their new acoustic torpedoes. HMCS *St. Croix*, HM Ships *Polyanthus* and *Itchen* and six merchantmen were sunk, but so were three U-boats.

After qualifying as a "Big N" at HMS *Dryad*, the Royal Navy's navigation school (he was one of two RCNVR offi-



Lt. James N. Walkey, right, veteran of 28 years service as officer and man in the Navy, swears in his daughter Thayne as a medical nurse in the RCN at Halifax. On the left is Lt.-Cdr. A. T. Love, RCN Area Recruiting Officer. Sub-Lt. Walkey trained at Hamilton General Hospital and is now at the Canadian Forces Hospital, HMCS Stadacona, Halifax. Lt. Walkey is Staff Officer Engineering in the First Minesweeping Squadron at Halifax. (HS-67360)



John Myers was recently attested in the RCNR as an ordinary seaman by Lt.-Cdr. C. W. Fleming, Staff Officer, HMCS Cabot, the St. John's, Newfoundland, naval division. Standing on the right is the Area Officer Sea Cadets, Newfoundland, Lt.-Cdr. H. W. Myers, father of Ord. Sea. Myers, who is a former sea cadet. (NFD-6488)

cers to do so) Lt. Inman was appointed to HMS *Campana*, aircraft carrier, as navigator. In this ship he took part in the Murmansk convoys and strikes on enemy shipping on the Norwegian coast under Sir Rhoderick McGrigor, later

First Sea Lord. His last war-time sea appointment was an executive officer HMCS *Restigouche*, destroyer. Since then he has been attached to *Carleton* and has been to sea for naval training almost every year.

SCIENCE AND THE NAVY

Communications Setup Revised

First of six new destroyer escorts to commission, HMCS *Mackenzie* introduces several new ideas in communications and a number of items of new equipment. She will join the fleet in October 1962.

The most radical change is in compartment layout. Gone are the old Message Centre, Radio One and Radio Three; instead the *Mackenzie* has a Communications Control Room, which occupies the same area and includes the majority of equipment now spread through several compartments.

The CCR is designed to simplify message handling and control of radio equipment. In the new compartment radiomen and signalmen work side by side with a minimum of waste movement and processing of messages. No longer does the chief radioman have to send a man to a distant compartment to tune a transmitter; with the sole exception of the low frequency transmitter, all sets are close at hand in the CCR.

Modern equipment scheduled for *Mackenzie* includes: Collins AN/URC 32 single sideband transceivers, RACAL AN/URR 501A and AN/URR 502A receivers, the AN/URA 17 frequency-shift converter, and the AN/WRT 1 low frequency transmitter.

The AN/URC 32 has been to sea extensively in the U.S. Navy and is an exceptional set in all respects. Although designed for single sideband voice operation, it retains compatibility with normal AM sets and is capable of morse and frequency shift keying as well. When combined with the Marconi NT 203 broad band amplifier the AN/URC 32 will have a peak envelope power of one kilowatt. The AN/WRT 1 LF



The Collins AN/URC 32 single sideband transceiver, which will be installed in *Mackenzie* class destroyer escorts. Communications equipment in these ships will be almost entirely located in a single communications control room. (O-14192)

transmitter has also been tried extensively by the U.S. Navy.

The AN/URR 501A and AN/URR 502A are general purpose MF/HF and VLF/LF receivers; they replace the old CSR 5A and RAK receivers. Most communicators know the MF/HF version, which is standard equipment in the shore radio stations.

A transistorized frequency shift converter, the AN/URA 17 is designed for

frequency diversity radio teletypewriter broadcast reception or single-channel radio teletypewriter operation. In the latter mode the AN/URA 17 can receive two channels. It, too, is standard equipment in the US Navy.

In addition to the *Mackenzie* class ships, the St. Laurent, Restigouche and Algonquin class destroyer escorts, the *Bonaventure*, the Cape class repair ships, and the new tanker-supply ship, *Provider*, are all scheduled to receive the new equipment.

Still to come but unavailable for the *Mackenzie* before her commissioning are: an improved UHF system which includes a common antenna and multi-coupler, a broadband MF/HF common transmitting antenna and coupler, facsimile recorders, and VHF-FM transceivers for communication with merchant ships.

Completion of this large program will be a giant stride forward in fleet communication capability.—P.F.W.

Sharks Endanger Night Swimmers

Swimming by night in a moonlit tropical sea may sound alluring, but to the shark it's just a splendid opportunity for a midnight snack.

Such a conclusion may be drawn from figures compiled by the Shark Research Panel of the American Institute of Biological Sciences. The panel endeavours to obtain accurate information on reports of shark attacks anywhere in the world, according to an article by three of its members in *Science*, organ of the American Association for the Advancement of Science.

Figures show that most shark attacks occurred during daylight hours and especially between 11 am and 6 pm, the peak hours for swimming. However, 5.7 percent occurred during hours of darkness.

The authors are of the opinion that the number of people in the water after dark is significantly less than the number in the water by daylight.

"If that is true, then it is more dangerous to swim at night than in the daytime," the article states.

Part of the reason for this increased danger, it is suggested, is that the swimmer is not able to see a shark in time to escape from it or ward off an attack.

New Way to Foil Magnetic Mine

Navy News, the monthly newspaper of the Royal Navy and the Royal Naval Association, reports that the following appeared in a recent examination paper:

"The magnetic mine was soon overcome by simply delousing the ship."

'Penguins' of the Northern Seas

THE LATE James Thurber has told of a little girl's criticism of a book about penguins her teacher had made her read: "This book told me more about penguins than I wanted to know."

Sad to say, this is likely to be the reaction of many readers to Leslie M. Tuck's volume *The Murres*. The reason for regret lies in the fact that the author has done a thorough, satisfying study of an interesting corner of bird-dom—so thorough, with its tables and maps and minute details, that many who attempt to read it may be overwhelmed.

But what on earth or sea are murres? This was the question that arose at once in the reviewer's mind and remained only until a glance within the attractive covers disclosed an old friend, thousands of whose relatives he had seen skimming the ice-strewn waters of the North Atlantic.

James Thurber's anecdote is *apropos* in another way. The murres (known to the British as guillemots) fill the niche in nature's northern economy that the penguins fill in the south.

Many years ago we thought we had caught the celebrated French author, Anatole France, in a profound error of fact, for the later humanized birds of his *Penguin Island* were described as coming from the Arctic regions and anyone knows that, except for the Galapagos Islands, washed by the cold Humboldt Current, penguins are only found in the Antarctic.

The error arose from a careless skimming of France's preface to the book. He clearly sets out there that "pingouin" is the French name for birds of the class "Alcidae", of which the murre is a member, and that the southern flightless birds are known among his countrymen as "manchots". He concedes that there may have been a mix-up here and that the southern variety has some claim to the name "pingouin".

But back to the book: The murre, unlike the penguin, is a reasonably expert flyer, which makes it, despite its erect posture ashore and its similar staid colorization, an unsuitable occupant of zoos.

Two varieties of murre, the common and the thick-billed (the latter an inhabitant of more northerly areas) are dealt with by Mr. Tuck. He tells many charming details of their lives on the bleak cliffs of Labrador, Greenland and

BOOKS for the SAILOR

Siberia, of their "joy-flights", of the way the adults prevent the too-eager young from plunging into bitter Arctic seas and of how a murre chick, shivering in the northern wind, may seek the warmth and comfort of the wings of any nearby adult.

All sailors are aware of the disastrous effect of oil pollution on seabirds and Mr. Tuck deals with this problem, too. A possible solution, he suggests, is a requirement that ships carry equipment to recover the oil from the water in the bilges and burn it as fuel. The willingness of man to pollute the clean, vast ocean spaces leads one to wonder how great is the gap between man and ape.

The Murres, it is indicated on the cover, is the first volume of the Canadian Wildlife Series, to be produced under the auspices of the Department of Northern Affairs and National Resources. The project is a worthy one and deserves the support of all interested in Canada's wildlife afloat and ashore.

The present volume is a delight to the eye, amply illustrated with maps and pictures, mostly in black and white, but with one attractive scene of adults and young in colour.—H.M.C.

THE MURRES, by Leslie M. Tuck, published by the Queen's Printer, Ottawa 260 pages, with maps, tables and illustrations, paper-back edition \$2.50; also available in hard covers.

AIR FORCE JOURNAL 1962 ESSAY CONTEST

The annual essay contest will again be a feature of the 1962 edition of the *Air Force College Journal*.

"In the past, Royal Canadian Navy personnel have displayed a gratifying interest in this contest and we hope that this interest will continue," said Squadron Leader R. K. Acheson, editor of the *Journal*.

The 1962 essay contest will be open to any Canadian citizen.

A prize of \$250 will be awarded for an unsolicited essay not longer than 5,000 words on a topic likely to stimulate thought on military matters, particularly those of interest to the RCAF. The field thus includes strategy, operations, training, logistics, personnel administration, technical services, research and production, social sciences, and any other related field.

In addition to the prize-winning essay, the judges may select a maximum of two other essays worthy of honourable mention. Writers of these essays will be awarded a secondary prize of \$100 each.

The authors of the winning and honourable mention essays will also be paid a professional fee if the essays are published in the *Journal*.

The essays should be analytical or interpretative and not merely expositions or personal narratives. They are not to contain classified information. Each essay must be submitted in two copies, typed and double spaced. Manuscripts must reach the Editor, *Air Force College Journal*, Armour Heights, Toronto 12, Ontario, by May 2, 1962. All essays will become the property of the *Air Force College Journal*.

The board of directors of the *Journal* will appoint the judges, whose decision will be final. If no essay meets the standard set by the judges, they have the right to make no award of any kind.

"RANDOM MEMORIES" IN BOOKLET FORM

The series of articles, *Random Memories*, by Rear-Admiral R. E. S. Bidwell, RCN (Ret), which appeared in *The Crowsnest* last year, has been reprinted in booklet form.

The booklet, which carries a foreword by Vice-Admiral H. S. Rayner, Chief of the Naval Staff, is illustrated with many of the pictures which accompanied the articles and is printed on high quality book stock by the offset process.

Distribution is being handled for the most part by the Naval Officer's Associations of Canada although the booklets are also available in the larger naval canteens. Any profits from the publication, which sells for 35 cents a copy, are being donated by Admiral Bidwell to the RCN Benevolent Fund.

Expert Rifle Shot Leaves RCNR

THERE IS an unusual photograph in the family snapshot album of Mr. and Mrs. Walter Burch, 1179 Lockley Street, Victoria. Of pre-First World War vintage, the photo is of an 18-month-old baby boy with a toy rifle clutched in his tiny hands.

You could say that CPO Walter Burch has seldom put that rifle down since he was a youngster. Shooting and serving with the Royal Canadian Navy, RCNVR and latterly RCNR have been the main chapters in his life's story.

The Navy chapter ended on December 31 when CPO Burch retired after 33 years service. For the officers and especially the men of HMCS *Malahat*, Victoria's naval division, his retirement means a great loss.

CPO Burch has served as *Malahat's* coxswain almost from the time the division was formed in 1947 and hundreds of young men have absorbed his words of advice and encouragement as they went through their initial training.

Some measure of the high regard in which CPO Burch had been held came at an emotion-filled evening quarters, December 18 when the ship's company presented him with a valuable rifle to mark his retirement.

A typical comment from one young AB:

"The Chief? He's the greatest."

A bit more formal but nevertheless as sincere, was a statement from Cdr. W. F. Walker, *Malahat's* training commander, who, like Chief Burch, was an original member of the division:

"I know of no man who has done so much for our division and who has achieved such wonderful results. His has truly been a great contribution."

Only eight men and four officers showed up when Captain Ronald Jackson put out a call for volunteers to form the *Malahat* division at HMC Dockyard. The division has grown to include more than 200 men and wrens and includes a reserve naval air squadron and the University Naval Training Division.

As coxswain, CPO Burch's responsibility has been to look after the ship's welfare, as well as serving as sort of a liaison man between the ship and the captain and a sounding board for many of the men's personal problems.

"Ask Chief Burch," was a typical reply to many a tough question. Usually the Chief had the answer.

If the question had anything to do with small arms, the Chief was sure to have the answer. He made it his business to know, looking after small arms training in *Malahat* and coaching the rifle team.

An expert shot himself, Chief Burch has been a member of the Pacific Command RCN teams at Dominion shoots at Ottawa and provincial shoots at Blair Range at North Vancouver.

CPO Burch currently is a vice-president of the Victoria and District Rifle Association, a member of the British Columbia Rifle Association and a life member of the Pacific Coast Rifle Association. He has also served on the council of the Dominion of Canada Rifle Association.

"Shooting is a great pastime," says Chief Burch. "It's one of the few truly amateur sports left. In it, you're strictly on your own."

As could be expected, Chief Burch spends plenty of time coaching young marksmen. A prize pupil is his own daughter, Pat, 20, who carries on the family naval tradition as a member of *Malahat's* wrens division.

"My biggest moment in shooting came when Pat won the Victoria Trophy at the BCRA shoot two summers ago," recalled CPO Burch.

CPO Burch started finding out about the mysteries of shooting, strangely enough, with an army outfit. He joined the 10th Machine Gun Battalion in his native Winnipeg at age 15 in 1926, then transferred to the Fort Garry Horse Militia.

Following the advice of an older brother, CPO Burch joined the Winnipeg naval division, a half company it was then, in 1929. He went on active duty September 3, 1939, seven days before Canada entered the Second World War and took his discharge at HMCS *Naden* in 1945.

"That September 3 was quite a day," recalled CPO Burch. "I was downtown and a newsboy shouted out the headlines about war being declared in Europe. I headed for the navy barracks and phoned my mother to get my kit packed."

"I was the first one at the barracks and had to wait until somebody could come along to unlock the door. I



CPO Walter C. Burch, his wife Evelyn, son Barrie and daughter Pat, a wren at HMCS *Malahat*, admire the rifle that was presented to CPO Burch by officers, men and wrens of Victoria's naval reserve division on December 18, the occasion of CPO Burch's retirement from the service. He had served 33 years in the RCNVR, RCN and RCNR and had been *Malahat's* coxswain since the division was formed in 1947. (E-64636)

phoned my fiancée, arranged to get married that afternoon and by eight o'clock that night I was on a train heading west for Esquimalt.

"Evelyn (his bride) followed about 10 days later and we were the first navy couple to settle in this area. As a result, many anxious mothers kept writing to my wife to look out for their daughters who soon followed us to the coast as new navy wives. We soon had a large circle of friends. Once they all got together and gave us a silver tray in appreciation."

CPO Burch served on both coasts during the war, on board corvettes and a supply ship and also instructed in the torpedo school at *Naden*.

After his discharge, CPO Burch took a job in the dockyard in the ordnance department and signed up with *Malahat* in 1947. He went back into the RCN during the Korean War of 1950-54 and helped out with recruiting and running the *Malahat* barracks, then at Moresby House on Esquimalt Road.

He has been with *Malahat* ever since, helping out when its headquarters were on board the *HMCS Sault Ste. Marie*, a minesweeper, and since it moved to its present location on Wharf Street.

Chief Burch is employed as an ammunition worker at the Rocky Point naval armament depot.

Warning Given Re Nylon Lines

Although the RCN's General Orders advise seamen on the care of nylon lines to prevent deterioration, they do not tell sailors how to take care of themselves when handling such lines.

According to an item in the *Navy Times*, published in Washington, the U.S. Navy's nylon mooring lines have been behaving like giant rubber bands because of their elasticity. The parting of such a line under tension can be a danger to bystanders and, accordingly, the USN's Bureau of Ships has recommended the following precautions:

"Lead the line around the cleat a minimum number of turns but in such a manner that it can be rendered around the cleat to ease the strain and prevent parting of the line.

"Handle a line under strain with two men in series to minimize the number of turns needed around the cleat while still maintaining control of the line.

"Be sure that the nearest man handling the line is at least four feet from the cleat or capstan to provide clearance if the line whips around the cleat.

"Keep well clear of the line when it is under strain. Particularly avoid the unsafe practice of stepping on the line to gauge tension."

The Story of the Young Fisherman

The following editorial was contributed to The Cornwallis Ensign by a new entry seaman:

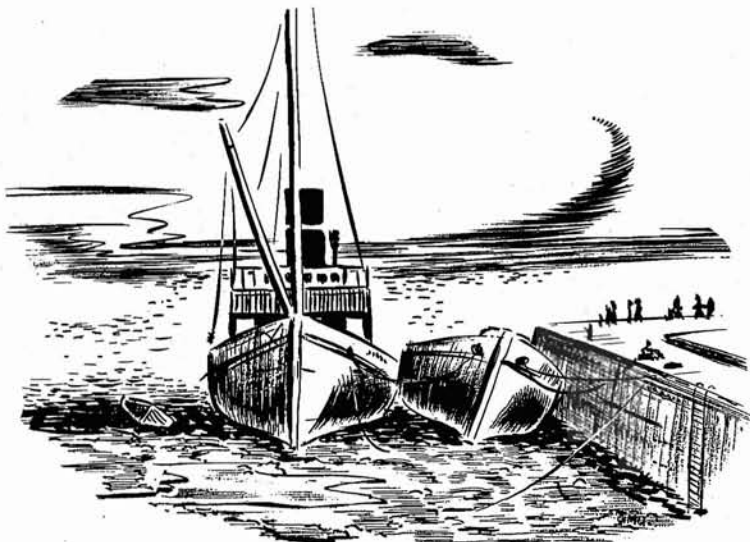
EARLY one morning, along the beach on the "Outer Banks" of North Carolina, a young fisherman was hastily making repairs to the tiller of his fishing trawler. Looking forward to the hectic day ahead of him, and realizing he was too late to join the remainder of the fleet, which had already set out to sea, he began cursing his boat. His anger rose to a point where he could no longer work efficiently and he accidentally broke a fine barometer that was hanging close by the area in which he was working. In a fit of passion he grabbed a marlin spike that was lying conveniently near his hand and drove it through the panel which contained the boat's electrical harness. This ended his hopes for a day's catch and as he walked toward his home along the beach he swore that his trawler was the most useless and worthless hulk that had ever put to sea.

That evening all the fishermen congregated in an inn near the beach and discussed the day's happenings. The young fisherman who had had the misfortune of missing the day's work was present and managed to enter an argument about the local fishing trawlers. The man he argued with made the mistake of insinuating that the young fisherman's boat left a great deal to be desired and quickly found himself prostrate on the deck. Like most decks, this deck was horizontal.

The story of the fisherman is comparable to the life story of many of the men who are in the Navy today. These men are loyal enough and are ready to defend the service they devote their lives to. Yet loyalty must go beyond this. It is of the utmost importance that the men of the RCN realize that careless criticism on their part can undermine the hard-won prestige which the Navy enjoys and deserves. Constructive criticism directed intelligently to the proper place will improve our Navy. Careless criticism directed foolishly to the ignorant will defame and otherwise harm naval personnel and the whole organization itself.

Truly, if an organization or service is worth belonging to, which the Navy most certainly is, it should be spoken of with pride and honour. The people who represent the service should always maintain a high personal standard of appearance and speech, be ready to divulge the many fine points of the service and be ready to help correct or better or otherwise improve the service when possible.

The RCN is a service made up of human beings, which means that its organization, although subject to error, has the advantage of having room for improvement. The duty of the men in the Navy is quite clearly defined. To belong to the Navy means to obey without hesitation any lawful commands dictated by the Navy and to maintain at all times the prestige and tradition of which the Navy is justifiably proud. —Ord. Sea. Stuart Braley, *St. Laurent* Division



THE NAVY PLAYS

Two Hoop Titles For Stadacona

Stadacona cagers ran away with two major basketball championships in mid-December.

In their first tourney they won all four games to take the tri-service basketball championship and three days later they topped all entries in the Atlantic Command basketball meet three games to none.

In the five-team entry for the tri-service event Stad defeated three competitors on the first day and then downed *Cornwallis* 62-41 in the sudden death final the next day. Teams entered were: *Stadacona*, *Cornwallis*, *Shearwater*, Fifth Escort Squadron and RCAF Summerside.

Stadacona's Rod Shoveller topped the field in points getting 21 in the final game, while Rick Cartwright paced *Cornwallis* with 12 points.

In the other championship game *Stadacona* took the Atlantic Command crown after trouncing Fifth Escort Squadron 77-36 in the finals. Teams in the tourney were: *Cornwallis*, *Bonaventure*, *Shearwater*, *Stadacona* and Fifth Escort.

Football Trophy Honours Player

A trophy donated to the Atlantic Football Conference, "B" Section, by the Royal Canadian Naval Air Station, *Shearwater*, for the scoring championship has been called the "Bruce Walker Trophy".

PO Bruce Walker is the son of Mr. and Mrs. Sydney Walker, of Guelph, Ont., where he played two years of high school football before going to the Preston Hustlers of the Junior Ontario Rugby Football Union.

In March 1951 Bruce joined the Royal Canadian Navy at HMCS *Star*, Hamilton naval division, and completed his new entry training at HMCS *Cornwallis*, before going to *Shearwater*, where he began his remarkable ten years with the *Shearwater* Flyers.

In six and one-half seasons in the now defunct Nova Scotia Football League and three in the Atlantic Football Conference, PO Walker has scored a total of 321 points. In the 1957 season,



During the aircraft carrier *Bonaventure's* early December visit to Quonset Point, Rhode Island, many of the ship's company headed north along the coast to see an NHL hockey game in Boston. Before the game, several *Bonaventure* sailors had an opportunity of meeting the visiting New York Rangers team. Shown here with the well known coach and star defenceman Doug Harvey of the Rangers are, from left to right, Able Seamen Joseph Fortier, Jacques Jean, and Duke Abbott. Harvey served in the RCN during the war. (BN 4442)

he became the co-holder of the league scoring championship by scoring 114 points and in that Dominion Championship year scored a record 22 touchdowns in 11 games.

PO Walker said his greatest thrill in football came in 1957 when he scored the touchdown that gave the *Shearwater* Flyers the Dominion Intermediate Championship.

Shearwater Best In Small-Bore Shoot

Shearwater took top honors in the tri-service .22 rifle shoot at *Stadacona* in mid-December posting a two-day total of 1,562, against 1,546 for *Stad*. Other team scores: *Cornwallis* 1,528, Headquarters Eastern Command 1,518, 3rd Field Workshop, Camp Gagetown 1,512, RCAF Greenwood 1,509, Royal Canadian Dragoons 1,450, and RCHA 1,426.

'Dark Horse' Rink Sweeps Bonspiel

An unheralded rink skipped by Ldg. Sea. Doug Amos of *Naden* scored the first-ever clean sweep in the ninth

annual RCN Pacific Command bonspiel, which came to an end January 4 at Esquimalt Municipal Centre.

With AB Ed Tetreault as vice-skip, Ldg-Sea. Gordie McMann at second and Ldg-Sea. Denver Collins lead, Amos won 10 straight games to win both primary events and the grand aggregate.

Amos' rink defeated one skipped by PO Wally Stubbs in the "A" primary and then took a 13-end victory from Sgt. Gordon McKay's rink in "B" primary to win both the Six Mile House and Yarrows trophies.

Stad Wins Hoop Championship

Stadacona trimmed *Cornwallis* 62-41 in mid-December to win the tri-service basketball tournament in the *Stadacona* gymnasium. The host team went through the two-day double knockout tournament without a loss, earning three victories the first day and their final triumph on the next day. *Shearwater*, the Fifth Escort Squadron, *Cornwallis* and RCAF Summerside were the other teams entered.

Stad, with its three wins the first day, gained a final berth and had to wait for an opponent, which was decided Saturday morning. In this contest *Cornwallis* eliminated *Shearwater* 48-28 in a sudden death semi-final match.

Seaman Excels At Figure Skating

Ord. Sea. Grant Weston, aged 19, of *Shearwater*, in January won the senior competitions of the Halifax-Dartmouth Bluenose Figure Skating Club, held in the Halifax Forum. He is formely of Hamilton.

Digby Ravens Win Wright Trophy

Captain R. M. Steele, commanding officer of *Cornwallis*, was on hand in December to greet the Digby Ravens hockey club and officially drop the puck to open the series for the Wright trophy.

The Digby Club proved a little too strong for the *Cornwallis* team and took the series, and the trophy in three games straight, 5-4, 11-9, and 5-4.

Judo Artists Gain Brown Belt

AB Robert Money Penny, of *Stadacona*, and LAC George Wesko, of RCAF Greenwood, have been promoted to the coveted Brown Belt rank in judo. After this there is only the top honour of Black Belt to achieve.

AB Money Penny, who weighs in at a mere 150 pounds, started only 11 months ago and in this short time, with lightning footwork and relentless attacks, has piled up one of the most impressive records in Nova Scotia judo history.

In his nearly 20 bouts he has upset stronger, bigger and more experienced men and taken only three defeats, two at the hands of Black Belts and one by a 245-pound giant, Don Beaverstock, of Greenwood.

Shearwater Wins Four Sports Titles

Shearwater has won four of the six Atlantic Command sports titles up for competition in the winter months and *Stadacona* the other two. Three of the Flyer's victories were posted on the same day.

The air station athletes in January won the command bowling, badminton, rifle shooting and squash honours, while *Stadacona* picked up the basketball title in December and the hockey award in January.



Cdr. Mark W. Mayo fires the first shot to open the house league of the RCN Atlantic Command Handgun Club in the dockyard drill shed at Halifax. Cdr. Mayo, officer-in-charge of the Operations Division of the Fleet School in Halifax, is honorary president of the young but thriving Navy Club. (HS-67313)

The next command titles to go on the block will be those for water polo and volleyball in March and curling and boxing in April.

Shearwater "A" on January 6 took its third consecutive five-pin bowling championship on home alleys with a final point total of 31. *Stadacona* "A" and Fifth Escort Squadron "A" followed with 25 and 21½.

Shearwater won the command small bore rifle championship that same day with a team score of 1,156 out of a possible 1,200. *Stadacona* "A" (1,147) and *Cornwallis* (1,139) were second and third.

The air station also emerged victor with 22 points on the same Saturday to wind up the two-day badminton tournament. *Stad* was second with 12 points and ships third with eight.

A week later, *Shearwater* took the squash title with 54 points. Ships finished second with 36 and *Stad* had 33.

West Coast Rugger Gains Impetus

West Coast rugger was considerably strengthened this season by the performances of the senior and intermediate Naval Apprentice XV's.

Both teams have come on well, a tribute to past years of coaching and experience under coach-manager Lt.-Cdr. D. B. Perrins and Lt.-Cdr. D. J. Williams. Though they still lack some

of the power and finesse of older outfits, shoreside teams are taking them much more seriously these days.

With an eye to the future, many apprentices at *Naden* have been taught the game and their spirit, fitness and sportsmanship augur well for the future.

Apprentices End up With Sailing Trophy

Technical Apprentices Sailing Club, *Naden*, has retained the RCN Technical Apprentices Invitational Sailing trophy after defeating the RCE Sapper Apprentices Club from Camp Chilliwack in late November.

The sappers earlier held the trophy but lost it to the *Naden* apprentices in August.

Western Golfers Have Good Season

The RCN Golf Association on the West Coast wound up a successful 1961 season in December with a dance and prize presentation. Rear-Admiral E. W. Finch-Noyes, Flag Officer Pacific Coast, presented the trophies for the three major tournaments of the year.

The new executive for the 1962 season was named with Cdr. H. A. Shenker as president; PO Rod Bolt, vice-president; CPO Denny Mann, team captain; CPO Morley Vollett, secretary, and CPO Cy Mann, publicity.

RETIREMENTS

CPO WILLIAM MORRIS BENNETT, C2RS4, of Saskatoon, Sask.; joined January 27, 1941; served in Naden, Howe Sound, Canfisco, Chatham, Givenchy, Stadacona, St. Croix, St. Hyacinthe, Mulgrave, Niobe, Peregrine, Scotian, Coverdale, Gloucester, Cornwallis, Bytown, Frobisher naval radio station, Churchill, Masset naval radio station, Discovery; awarded CD; retired January 26, 1962.

CPO ALEXANDER BURNS, C1BN4, of Hamilton, Ont.; joined January 5, 1937; served in Stadacona, Saguenay, HMS Excellent, HMS Victory, Assiniboine, DEMS Braganza, St. Laurent, St. Clair, Cornwallis, Niobe, Jamaica, Peregrine, Givenchy, Micmac, Prevost, Nootka, La Hullose, Algonquin, Labrador, Loon, Star, York; awarded RCN Long Service & Good Conduct Medal; retired January 10, 1962.

CPO ERLAND HUGH GRANT, C1BN4, of Ottawa, Ont.; joined RCNVR May 14, 1940, transferred to RCN November 18, 1946; served in Ottawa division, Stadacona, Vision, Cornwallis, Niobe (Tribal 1), Uganda, Naden, Carleton, Scotian, Wallaceburg, Nootka, HMS Excellent, Niobe, Granby, Ottawa, Catarqui, Bytown; Awarded Czechoslovak Medal of Valour 1939, Royal Humane Society Certificate, and CD; retired January 2, 1962.

CPO HERBERT WILLIAM FOREMAN, C2ER4, of Ronningdale, Sask.; joined March 24, 1941; served in Naden, Stadacona, Algoma, Avalon, HMS Broadway, Rimouski, HMS Mansfield, Hochelaga II, Wallaceburg, Chaleur II, Fort Erie, Peregrine, Ottawa, Cornwallis, Iroquois, Scotian, Coverdale, Givenchy, Charlottetown II, Nootka, La Hullose, Haida, New Liskeard, Algonquin, Whitethroat, Labrador, Gatineau; awarded CD; retired January 10, 1962.

CPO HENRY JAMES, C1ET4, of Immingham, Lincolnshire, England; joined January 11, 1937; served in Stadacona, Saguenay, St. Francis, Cornwallis, Niobe, Iroquois, Magnificent, Huron, Nootka, Crusader; awarded Mention in Despatches, RCN Long Service & Good Conduct Medal; retired January 9, 1962.

CPO HENRY JOSEPH JOHNS, C2CK3, of Wetaskiwan, Alberta; joined RCNVR September 13, 1939, transferred to RCN April 15, 1941; served in Edmonton division, Naden, Armentieres, Norsal, Prince Albert, Givenchy, Peregrine, Stadacona, Uganda, Cayuga, Athabaskan, Royal Roads, Sioux, Athabaskan, Churchill, Ottawa; awarded CD; retired January 17, 1962.

CPO STANLEY ALVAN JOHNSTON, C2CM4, of Markdale, Ontario; joined RCNVR November 20, 1940, transferred to RCN September 2, 1947; served in Stadacona, St. Hyacinthe, Hochelaga, Peterborough, Peregrine, Queen, Naden, Ontario, Athabaskan, Royal Roads, St. Laurent; awarded CD; retired January 20, 1962.

PO JOSEPH ALPHONSE FERNAND LE-PAGE, P1WS2, of Quebec City; served in RCNVR September 25, 1939-June 12, 1945, joined RCN March 8, 1946; served in Quebec division, Stadacona, Skeena, Avalon, Corn-

wallis, Burlington, Peregrine, Protector, Montcalm, Scotian, New Liskeard, Veraine, Iroquois, La Hullose, Quebec, D'Iberville, Haida, Fort Erie, Cayuga, Donnacona; awarded CD; retired January 31, 1962.

PO ALLAN FRANK McDONNELL, P1AT4, of Vancouver; joined RCNVR January 5, 1942, transferred to RCN May 30, 1944, served in Discovery, Naden, Stadacona, Wetaskiwin, Avalon, Peregrine, Niobe, HMS Kestrel, HMS Gadwall, HMS Condor, HMS Pintail, HMS Owl, Warrior, RCNAS Dartmouth, Niobe, RNAS Worthy Down, Shearwater, Cornwallis, Shearwater (30 CAG), Magnificent (30 CAG), Shearwater (1 TAG), Shearwater (V X10), Malahat (VC922), Naden, (VU33); awarded CD; retired January 4, 1962.

CPO IAN DANIEL MacKENZIE, C1ER4, of Waterside, Picton, N.S.; joined RCNVR April 3, 1940-April 21, 1947, transferred in RCN November 30, 1948; served in Stadacona, Assiniboine, Ettrick, Peregrine, Niobe, Cornwallis, Qu'Appelle, Iroquois, Haida, Scotian, Naden, Magnificent, La Hullose, Huron, Algonquin, Ottawa; awarded Mention in Despatches (Jan. 1, 1945), CD; retired January 17, 1962.

CPO EWEN ARCHIBALD MOORE, C1WS4, of Heisler, Alberta; joined January 1, 1937, served in Naden, Fraser, Stadacona, Prince Henry, Givenchy, Burrard, Cornwallis, HMS Hoste, Niobe, Loch Alvie, Peregrine, HMS Excellent, Athabaskan, Ontario, Quebec, Donnacona, Star, St. Laurent; awarded LS & GC Medal; retired January 7, 1962.

CPO STANLEY PARK REID, C1BN4, of Aberdeen, Scotland; served in RCNVR October 20, 1930-June 2, 1933-October 1, 1934, transferred to RCN January 15, 1942, served in Calgary division, Naden, Nootka, Stadacona, Venture, Sambro, Provider, Givenchy,

HMS Puncher, Peregrine, Rockcliffe, Cornwallis, Ontario; awarded CD; retired January 9, 1962.

CPO DAVID EDWARD RIMMER, C2ER4, of Toronto, Ontario; served in RCNVR February 5, 1934-June 5, 1938; joined RCN June 6, 1938, served in Naden, Armentieres, Ottawa, Nootka, Stadacona, Cobalt, Naden, Malaspina, Outarde, Guysborough, Hunter, Nipigon, Peregrine, Scotian, Saint John, Border Cities, Uganda, Ontario, Rockcliffe, Cayuga, Rockcliffe, Cornwallis, Griffon, Brockville, Sioux, Athabaskan, Cape Breton; awarded CD and 1st clasp; retired January 15, 1962.

CPO GORDON ARTHUR SEARS, C1BN4, of Saskatoon, Sask.; joined March 1, 1937; served in Naden, Skeena, St. Laurent, Stadacona, Arras, St. Clair, Ottawa, Summerside, Hochelaga, Q 098, Sackville, Cornwallis, Hochelaga, Avalon, Royal Mount, Peregrine, Scotian, Iroquois, Warrior, Magnificent, Hunter, Whitethroat, Huron, Shearwater, (HSL 208), Algonquin, Columbia; awarded CD and 1st clasp; retired January 1, 1962.

CPO MURRAY GARNET SELLO, C1VS3, of Halifax, N.S.; joined January 27, 1941; served in Naden, Givenchy, Cougar, Stadacona, Venture, Chambly, Avalon, Qu'Appelle, Sioux, Royal Roads, Iroquois, Haida, St. Stephen, Huron, Niobe II, Bonaventure, Cornwallis, Shearwater; awarded CD; retired January 26, 1962.

CPO JAMES STANLEY SINCLAIR, C2BN4, of Port Alberni, B.C.; joined January 15, 1940; served in Naden, Stadacona, Assiniboine, Cobalt, Suderoy IV, Givenchy, New Glasgow, Miramichi, Ontario, Cornwallis, Venture, Jonquiere; awarded CD; retired January 1, 1962.

CPO AUSTIN DOUGLAS SINGER, C1RR4, of North Noel Rd, Hants Co., N.S.; joined RCNVR January 27, 1941; transferred to RCN September 9, 1943; served in Stadacona, Signal School, Restigouche, Montreal, Cornwallis, Magnificent, Niagara, Bonaventure; awarded CD; retired January 26, 1962.

CPO JOSEPH ROLAND TURCOTTE, C2FC4, of Swift Current, Sask.; joined January 27, 1941; served in Naden, Stadacona, Assiniboine, Hochelaga, Calgary, Niobe, Saint John, Zorces, Peregrine, Ontario, Uganda, Cayuga, Cornwallis, HMS Excellent, Micmac, Bonaventure; awarded CD; retired January 26, 1962.

CPO THOMAS GARNONS WILLIAMS, C1ST4, of Medicine Hat, Alberta; joined January 27, 1941; served in Naden, Malaspina, RNO Port Arthur, Sault Ste. Marie, Stadacona, Niobe, HMS Battler, Crusader, Givenchy, Chatham, Cayuga, Cornwallis, Ontario, Jonquiere, Sioux, Crescent, Hochelaga; awarded CD; retired January 26, 1962.

CPO ROBERT ARTHUR WILLIAMSON, C1ER4, of Salt Springs, N.S.; joined RCNVR January 21, 1942, transferred to RCN September 14, 1945; served in Montcalm, Naden, Stadacona, Niobe, Iroquois, Huron, Saskatchewan, Cornwallis, Peregrine, Qu'Appelle, Nootka, La Hullose, Haida, Micmac, Quebec, Fort Erie; awarded CD; retired January 20, 1962.



LOWER DECK PROMOTIONS

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

Atlantic Command

For Promotion to Chief Petty Officer First Class

C2WS4	J. Jamieson.....	3771-H
C2FC4	G. A. Lauder.....	3115-H
C2WU4	W. G. Sanderson.....	4924-H
C2WU4	D. A. Newman.....	9479-H
C2WU4	A. T. Inglis.....	4462-H
C2SN4	A. Howe.....	4001-H
C2SN4	J. McDonald.....	6940-H
C2RP4	B. J. Woodaere.....	4297-H
C2RP4	E. W. McNutt.....	4853-H
C2RP4	S. B. Stephens.....	5626-H
C2RM4	G. J. Dufour.....	6417-H
C2RS4	C. Kent.....	51997-E
C2ER4	H. K. Mills.....	25562-H
C2ER4	A. A. Carder.....	23159-H
C2ER4	J. R. Jones.....	25556-H
C2ER4	J. D. Cummings.....	25498-H
C2ER4	G. D. Gillespie.....	12828-H
C2ET4	M. S. Snow.....	6090-H
C2LT4	M. G. Arthurs.....	5454-H
C2HT4	I. C. Robertson.....	12409-H
C2NA4	P. Martin.....	9208-H
C2AM4	W. R. Dutchak.....	5074-H
C2ST4	E. L. Kelly.....	50432-H

For Promotion to Chief Petty Officer Second Class

P1BN4	L. V. Bird.....	3917-H
P1BN3	W. R. Smith.....	6508-H
P1WS4	A. V. Hughes.....	3983-H
P1WS3	P. O. Wile.....	6121-H
P1FC4	P. Palmer.....	34254-H
P1WU4	G. H. Shaw.....	5868-H
P1WU3	M. D. Jones.....	12012-H
P1WU4	H. A. Chase.....	11661-H
P1WU4	W. C. Duffy.....	7246-H
P1SN4	J. F. Connors.....	5559-H
P1SN4	V. F. Donnait.....	10814-H
P1SN4	N. E. Switzer.....	11915-H
P1SN4	J. E. Watson.....	11768-H
P1SN4	W. R. Easton.....	7395-H
P1RP4	W. I. Joynt.....	7281-H
P1RP4	R. F. Horncastle.....	6914-H
P1RP4	G. A. Kekewich.....	6692-H
P1RP4	D. J. Tracey.....	11312-H
P1SG3	I. E. Rogers.....	12553-H
P1RS4	K. D. Gallagher.....	11675-H
P1RS4	O. E. Levasseur.....	7681-E
P1RS4	N. A. Gould.....	10279-E
P1RS4	H. O. Hansen.....	6657-E
P1RS4	R. Collin.....	8837-H
P1ER4	J. Hurdle.....	22483-H
P1ER4	R. J. Duncan.....	7030-H
P1ER4	R. L. Morse.....	22339-H
P1ER4	R. J. Dunbar.....	11412-H
P1ER4	R. W. Godman.....	22869-H
P1ER4	F. R. Thompson.....	5110-H
P1ET4	J. P. Dussault.....	14020-H
P1ET4	R. J. Chandler.....	11957-H
P1ET4	J. Kitchen.....	51752-H
P1WA4	J. J. Coughlan.....	50163-H
P1AT4	J. R. Moss.....	11431-H

P1EA4	W. Misiurak.....	5327-H
P1RA4	R. V. Potter.....	9652-E
P1PW3	A. B. Mitchell.....	16814-H
P1NS3	G. G. Tough.....	51555-H
P1CD4	V. N. Melanson.....	5482-H

For Promotion to Chief Petty Officer First Class

P2BN3	R. A. Robertson.....	6726-H
P2BN3	E. A. Muise.....	13727-H
P2WS3	K. H. Kirk.....	10202-H
P2WS3	W. J. Dawson.....	15865-H
P2FC3	J. J. O'Reilly.....	13126-H
P2FC3	C. F. Griffin.....	19237-H
P2FC4	A. J. Black.....	27044-H
P2FC4	G. N. Joudry.....	25687-H
P2FC3	W. T. Jackson.....	26148-H
P2WU4	J. Wynnyk.....	30674-H
P2WU3	K. J. Shea.....	18191-H
P2SN4	J. D. Howlett.....	10214-H
P2SN3	J. H. Montgomery.....	15849-H
P2SN3	D. R. Pushie.....	12677-H
P2SN3	R. L. Lake.....	16244-H
P2SN3	P. P. Sinderly.....	32971-H
P2RP3	H. C. Crockett.....	14537-H
P2SG3	E. P. Tracey.....	23356-H
P2SG3	B. G. Sullivan.....	12353-H
P2SG3	M. J. Hunt.....	16539-H
P2SG3	T. L. Sullivan.....	19525-H
P2RM3	S. W. Hall.....	11389-H
P2RM3	R. E. Toffemire.....	9536-H
P2RS3	W. B. Westran.....	9329-E
P2RS3	V. D. Veinot.....	12211-H
P2RS3	J. R. Belleville.....	9039-H
P2RS3	R. T. Smith.....	11395-H
P2RS3	P. R. Gilson.....	15826-H
P2RS3	B. H. Pirt.....	7730-E
P2RS3	T. J. Kennealy.....	16938-E
P2RS3	T. D. Whalley.....	8996-H
P2ER4	J. V. Dowhirst.....	9547-H
P2ER4	R. J. Devlin.....	27673-H
P2ER4	D. S. Glover.....	11042-H
P2ER4	F. R. Howell.....	23208-H
P2ER4	R. J. Hobert.....	8939-H
P2ER4	R. W. Crossan.....	14457-H
P2ER4	J. A. Alexander.....	11999-H
P2ER4	R. D. Shields.....	9126-H
P2ER4	W. D. McRitchie.....	30350-H
P2ER4	S. S. Henderson.....	9064-H
P2ER4	R. C. Williams.....	17598-H
P2ER4	O. H. McPhaden.....	11453-H
P2ER4	S. F. Moir.....	43876-H
P2ET4	T. L. Lilly.....	25314-H
P2ET4	E. R. Starr.....	24413-H
P2LT4	C. S. McClelland.....	11502-H
P2LT4	G. J. Coyle.....	5890-H
P2LT4	A. M. Gill.....	13927-H
P2HT4	R. J. Ferrand.....	29999-H

P2WA3	K. P. Briard.....	15893-H
P2NA3	W. Detchkoff.....	25787-H
P2NA3	A. F. Morton.....	11982-H
P2NA3	M. G. Decker.....	25076-H
P2AT3	N. H. Carroll.....	7125-H
P2AT4	J. G. Giroux.....	50175-H
P2RA3	R. E. Heerebout.....	16913-H
P2CK3	J. F. Patenaude.....	51904-H
P2CK3	E. G. Guise.....	7351-H
P2CK3	R. P. McLaughlin.....	12020-H
P2CK3	D. P. Craig.....	12149-H
P2CK3	E. O. Guest.....	5177-H
P2SW3	J. G. Bourque.....	40996-H
P2MA4	W. H. Taylor.....	16560-H
P2LA3	R. J. Cusson.....	29165-H
P2MO3	W. J. Johnson.....	6013-H

Pacific Command

For Promotion to Petty Officer First Class

C2WS4	N. C. Tapping.....	51732-E
C2FC4	R. Williams.....	3010-E
C2WU4	M. A. Meikle.....	4613-E
C2SG4	G. H. Mannix.....	4760-E
C2ER4	H. Jewsbury.....	22120-E
C2ER4	E. H. Jensen.....	21777-E
C2CM4	R. H. Hughes.....	40620-E

For Promotion to Chief Petty Officer Second Class

P1BN3	R. C. Bradley.....	3579-E
P1WS3	M. Donald.....	6379-E
P1WS3	J. E. Ford.....	7494-E
P1WU4	J. O'Dowd.....	3966-E
P1WU4	V. E. Little.....	6291-E
P1WU4	J. A. Bell.....	5352-E
P1WU4	E. W. Spencer.....	51950-E
P1WU4	B. L. Hunt.....	9386-E
P1SN4	C. N. Butler.....	7757-E
P1SN4	D. R. Morrison.....	17058-E
P1RP3	J. T. Fairhurst.....	3901-E
P1ER4	R. A. Jacobsen.....	23242-E
P1ER4	K. N. Morgan.....	8182-E
P1ER4	N. Yakubowich.....	22622-E
P1ET4	G. Colley.....	6621-E
P1ET4	E. A. Ferguson.....	6043-E
P1ET4	R. C. Haas.....	11163-E
P1LT4	G. B. Harris.....	51067-E
P1OR4	W. J. Prichard.....	50222-E
P1BD4	C. A. Moore.....	25420-E

For Promotion to Petty Officer First Class

P2BN2	K. G. Kelbough.....	11251-E
P2RP3	G. W. Volker.....	8405-E
P2RP3	E. J. Davidge.....	17144-E
P2SG3	L. J. Woolven.....	10028-E
P2SG3	K. J. Joyce.....	14992-E
P2SG3	T. P. Larkin.....	10320-E
P2SG3	I. Wallace.....	25430-E
P2ER4	J. D. MacGregor.....	25633-E
P2ER4	L. Trotter.....	18504-E
P2ER4	E. L. Sullivan.....	11076-E
P2ER4	J. H. Chalmers.....	11059-E
P2ER4	N. W. Lambert.....	51144-E
P2ER4	R. S. Bagley.....	34555-E
P2ER4	A. E. Anderson.....	7735-E
P2ER4	I. D. Levesconte.....	39770-E
P2ET3	R. W. Quick.....	27666-E
P2AW3	S. Raynham.....	8412-E
P2PW3	G. M. Kalyn.....	14785-E
P2NS3	M. A. Pears.....	51185-E
P2SW3	D. G. Tolmie.....	18961-E
P2BD3	D. W. Trim.....	4847-E
P2PH3	K. F. Buck.....	11802-E

Save My Child

Announcement of the promotion of Commodore Stuart E. Paddon to that rank in the RCN caused no small stir in Halifax in January.

The story appearing in the January 3 edition of a Halifax newspaper identified him properly as Director General of Fighting Equipment but the heavy two-column headline said:

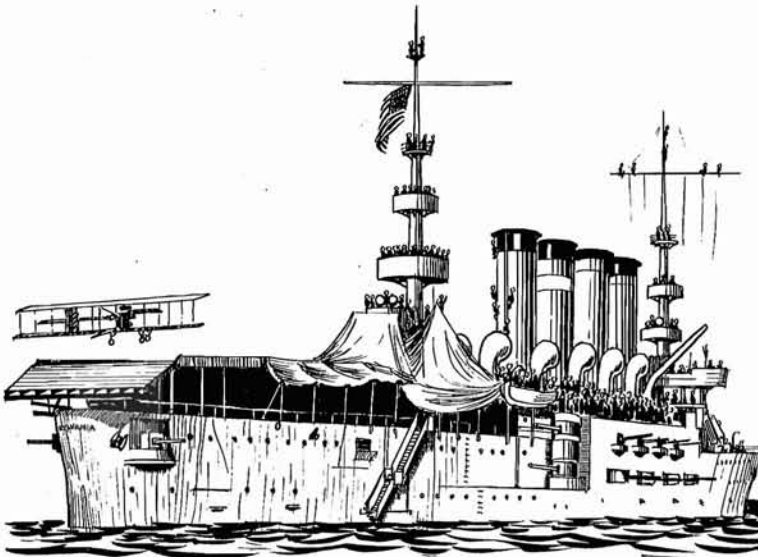
"Top Fire-Fighter Named Commodore".

Naval Lore Corner

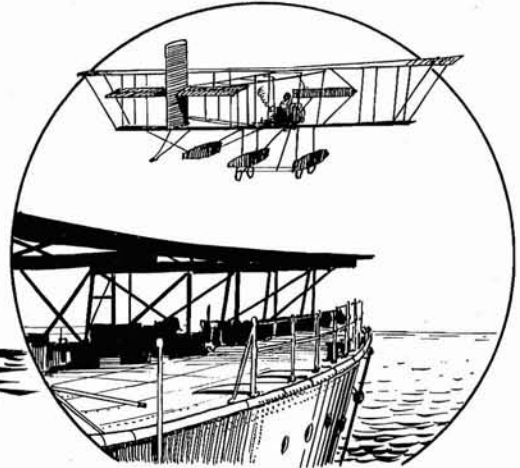
Number 102

"EARLY BIRDS" OF THE FLEET

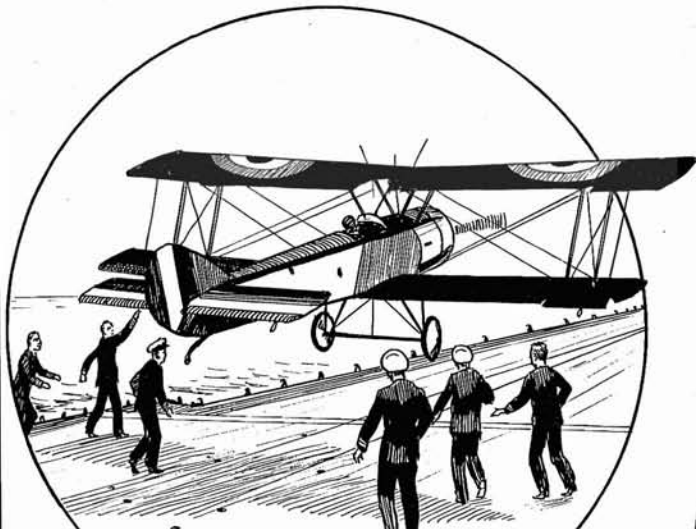
WITH THE INTRODUCTION OF AIRCRAFT TO THE ARSENALS OF THE WORLD, IT WAS NOT LONG BEFORE PIONEER ATTEMPTS WERE MADE TO OPERATE AEROPLANES FROM SHIPS. SOME OF THESE ATTEMPTS WERE SUCCESSFUL... WHILE OTHERS ENDED IN DISASTER...



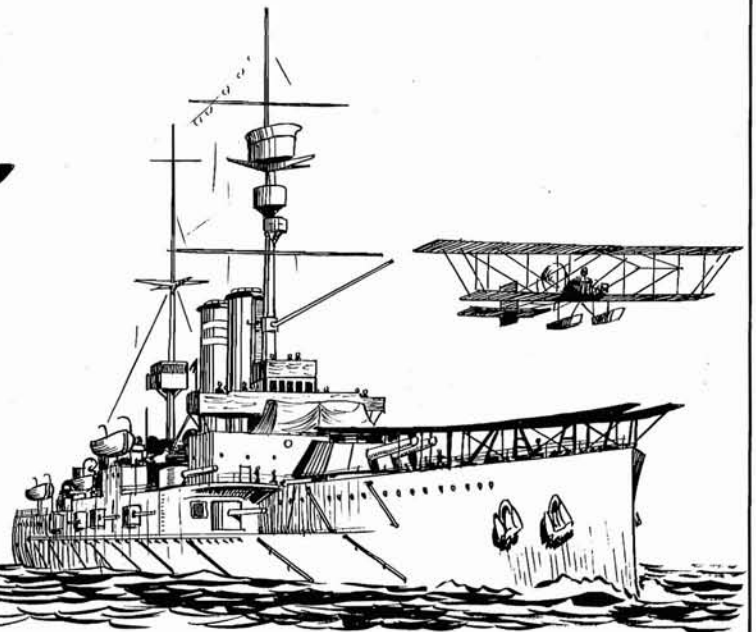
ON 18 JANUARY, 1911, EUGENE ELY, FLYING A CURTISS BIPLANE, MADE THE FIRST DECK-LANDING IN HISTORY... ONTO A 130x30 FOOT PLATFORM FITTED TO THE QUARTER-DECK OF THE U.S. CRUISER "PENNSYLVANIA" WHILE THE SHIP WAS MOORED. HE LANDED DOWN-WIND, AND THEN TURNED THE AIRCRAFT AROUND AND FLEW OFF OVER THE STERN.



IN DECEMBER 1912, LT. SAMSON, R.N., TOOK OFF FROM A LAUNCHING PLATFORM BUILT ON THE FOC'SL OF H.M.S. AFRICA, ANCHORED AT CHATHAM, IN A SHORT BIPLANE, AND SUCCESSFULLY LANDED ALONGSIDE USING FLOTATION BAGS LASHED TO THE AIRCRAFT'S UNDERCARRIAGE...



ON 3, AUGUST, 1917, SQUADRON-CDR. E.H. DUNNING, D.S.C., R.N.A.S., MADE THE FIRST DECK-LANDING ON A BRITISH WARSHIP UNDER WAY. HE FLEW HIS SOPWITH "PUP" ALONG THE SIDE OF THE GIANT CRUISER "FURIOUS", THEN SIDE-SLIPPED ONTO A "FLYOFF" PLATFORM ON THE FOC'SL, WHERE HIS FRIENDS LITERALLY PULLED HIM DOWN. THE NEXT DAY HE ATTEMPTED TO REPEAT THE FEAT UN-ASSISTED. A TIRE BURST ON TOUCH-DOWN AND HE WAS KILLED...



ON 4 MAY, 1912, CDR. C.R. SAMSON, R.N., MADE THE FIRST FLIGHT FROM A WARSHIP UNDER WAY. FLYING A SHORT S-38 AIRCRAFT, HE TOOK OFF FROM A TEMPORARY FLIGHT RUNWAY FITTED TO THE BATTLESHIP "HIBERNIA" WHILE THE SHIP WAS STEAMING AT 10½ KNOTS DURING A REVIEW OF THE FLEET BY KING GEORGE V...

Roger Duhamel

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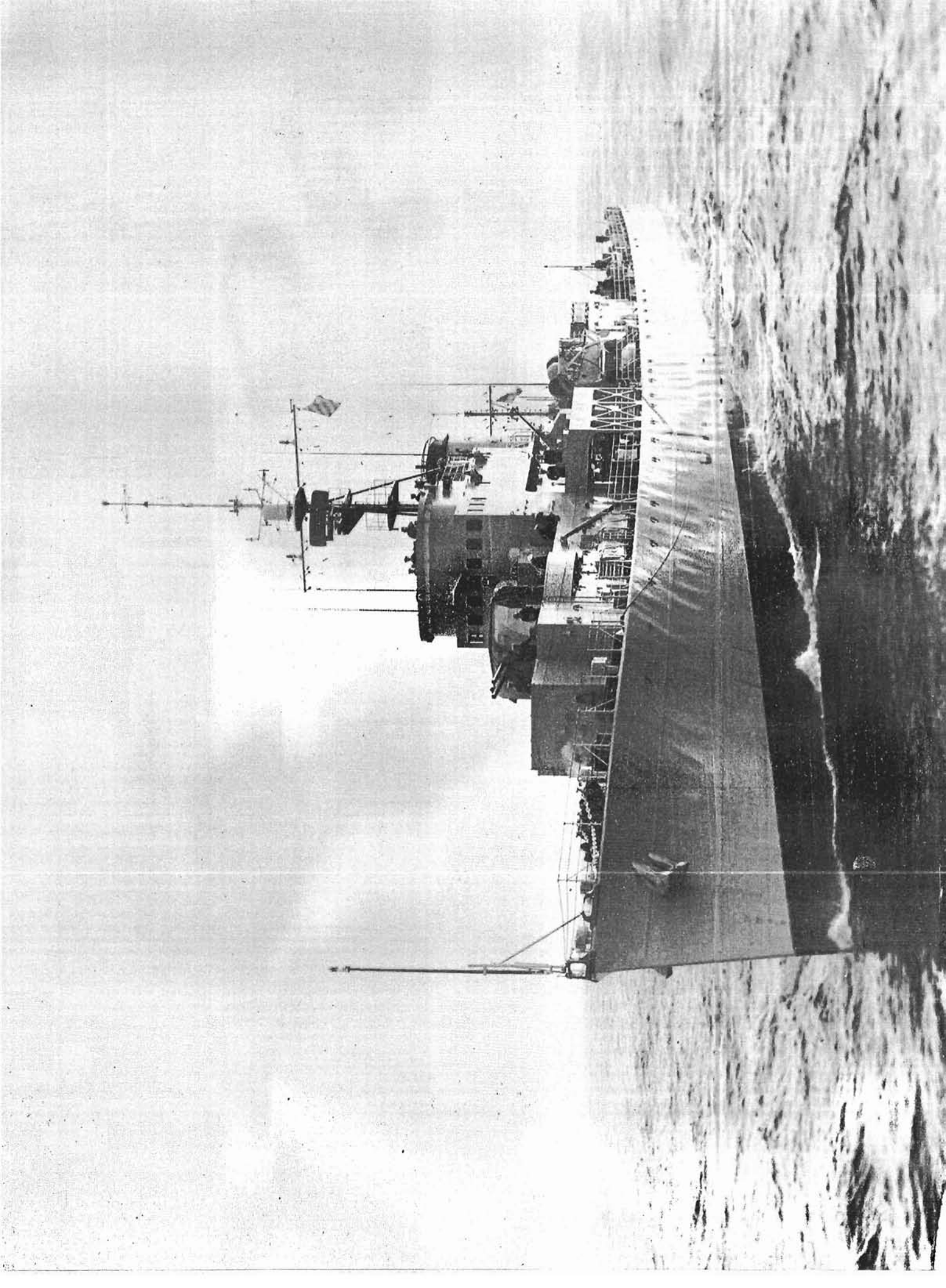


The CROWSNEST



Vol. 14 No. 5

March, 1962



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THE ROYAL CANADIAN NAVY'S MAGAZINE

MARCH 1962

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Naval Lore Corner No. 103	Inside Back Cover

LADY OF THE MONTH

Last December the *Beacon Hill* completed five years in commission as a Prestonian class frigate—five years that had seen her range the Pacific from the Aleutians to New Zealand on operational and training cruises.

For three of those years the *Beacon Hill* had reigned as Cock of the Fleet in boat pulling, a situation that was taken care of by a sister frigate, the *Jonquiere*, at the Pacific Command's fleet regatta last fall.

The picture of the *Beacon Hill* on the opposite page was taken during Operation Sea Shell on a sunny day last September. (E-63370).

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, Ont.

The Cover—No bugle note sounded on the morning air as Ldg. Sea. Ronald J. Chafe, whose home is at Deep River, Ontario, raised the White Ensign at HMCS *Churchill* in northern Manitoba. The temperature was 40 degrees below zero, the wind 20 knots, adding up to the equivalent of 80-90 below in still air. Cd. Off. E. A. Burke braved the blast, too—just long enough to snap the picture, salute and head for the shelter of the naval radio station.



RCN NEWS REVIEW

One effect of modifying the stern of HMCS St. Laurent to accommodate variable depth sonar has been to give her an even more streamlined appearance. The equipment has been installed since this picture was taken. (E-64629)

Alderney Returns To Halifax Duty

HMS *Alderney*, commanded by Lt.-Cdr. R. A. Cudworth, RN, joined the Royal Navy's Sixth Submarine Division at Halifax on January 22 for her third commission on the Halifax station.

She represents a class of conventional submarines built at the close of the last war which have been modified and streamlined. With HMS *Astute*, she is providing ships and aircraft of the RCN and maritime aircraft of the RCAF with the means of carrying out anti-submarine training.

The *Alderney* served out of Halifax in 1955-56 and 1958-60. Her name perpetuates another HMS *Alderney*, which brought the first settlers to Dartmouth, Nova Scotia, in 1750.

Ships Return From Exercises

Fourteen ships of the Royal Canadian Navy's Atlantic Command returned to Halifax in mid-March from winter exercises in the western Atlantic.

The ships returning in a single day were the 20,000-ton aircraft carrier *Bonaventure*, the destroyer escorts *Algonquin*, *Huron* and *Haida*, the frigates *La Hulloise*, *Swansea*, *Lanark*, *Lauson*, *Fort Erie*, *Outremont* and *Victoriaville*

and the submarines *Astute* and *Alderney*. Two squadrons of aircraft, VS 880 Trackers and HS 50 anti-submarine helicopters, flew into *Shearwater* from the *Bonaventure*.

The frigate *Cap de la Madeleine* arrived in Halifax a day earlier. The returning ships were manned by more than 3,000 officers and men.

The mobile repair ship *Cape Scott* was to visit New York before returning to Halifax March 23.

Most of the ships carried out anti-submarine exercises in the Bermuda area and visits were made to San Juan, Puerto Rico, and Charlotte Amalie in the Virgin Islands. The frigate *Fort Erie*, which sailed from Halifax January 1, joined the main fleet at Bermuda after a training and goodwill cruise to West Africa.

The fleet exercises were conducted by Commodore M. G. Stirling, Senior Canadian Officer Afloat (Atlantic).

Frigates Complete African Tour

Two Halifax-based frigates, HMC Ships *Fort Erie* and *New Waterford*, arrived at Abidjan, Ivory Coast, in mid-February, for a four-day stop-over. The previous week the ships had spent four days at Tema, Ghana, and taken part

in the official opening of a Canadian Trade Fair at Accra.

The two frigates were the first warships to enter Tema Harbour after its official opening by President Kwame Nkrumah three days earlier. This magnificent port is the largest artificial harbour on the west coast of Africa.

On arrival at Tema the warships were greeted by a representative of the Canadian High Commissioner's office and Col. V. R. Schjelderup, of Ottawa, Canadian Armed Forces Liaison Officer in Accra. Also present were a number of other Canadian Navy and Army personnel on loan as instructors to the Ghana Army Military Academy and Training School.

The liaison officer assigned to the *Fort Erie* during the visit was Lt. William Zaslowsky, RCN, one of the instructors at the military academy. The guard officer was Sub-Lt. Monte Provençal, of the Ghana Navy. The commanding officers of the Canadian warships made official calls on high government, civilian and military officials as well as on His Excellency Bruce Williams, Canadian High Commissioner to Ghana.

A busy program of social and sport activities kept the officers and men of the Canadian frigates occupied throughout their visit. For the official opening

of the Canadian Trade Fair in Accra a party of Canadian sailors lined the streets leading to the trade fair entrance. Lt. Jack Hannam, and PO Sydney R. McNevin were in charge of the street lining party. Lt. Hannam greeted President Nkrumah's car as he arrived to open the Canadian Trade Fair. Canadian military personnel on loan to the Ghana government acted as ushers for the occasion.

The ships' companies enjoyed social functions and sports tabloids against Ghana Army personnel. Sailors were taken by bus to Accra on shopping and recreational trips and to beaches and private clubs where they enjoyed swimming, surf-riding and sunbathing. Some 50 sailors visited the Volta Dam site at Akosomba, while others were taken on a guided tour of the diamond mines at Akwatia. They saw museums, historical and modern parts of Accra, and the Achimota zoo.

The ships were visited daily by groups from the military academy, Young Pioneers of Ghana, United Farmers Council, Ghana Nautical College and many organized groups of children. They were also open for inspection by the general public. During some of these visits special films on Canada were shown to familiarize the visitors with Canada, its products and its people.

The two frigates were hosts to government officials, members of the Ghana Navy, Ghana Naval Volunteer Force, Ghana Army and other guests at sea for a display of Boffin firing, anti-submarine mortar pattern firing and transfer of personnel from one ship to the other by jackstay.

At an official luncheon held on board the *Fort Erie*, Minister of Defence Kofi Baako presented ceremonial Ghanaian sashes to the commanding and execu-



REAR-ADMIRAL R. A. WRIGHT

tive officers and authorized these sashes to be worn with uniform at official functions in Ghana. The minister also presented a sash for the Flag Officer Atlantic Coast, Rear-Admiral K. L. Dyer, as a token of friendship between Ghanaian and Canadian naval forces.

Following their stay in Abidjan, the two Canadian frigates called at Freetown, Sierra Leone, before proceeding to Bermuda where the *Fort Erie* took part in Wintex exercises. The *New Waterford* detached at Bermuda and headed for Halifax, to prepare for a refit period in Sydney, N.S.

Naval Comptroller Retires in March

The last serving officer to have attended the old Royal Naval College of Canada as a cadet has gone on retirement leave from the Royal Canadian Navy.

Rear-Admiral Rupert A. Wright, Naval Comptroller and a member of the Naval Board, began his naval career at the Royal Naval College of Canada, Esquimalt, in September 1921. At the end of the term, in June 1922, the college closed its doors forever.

Two years later Admiral Wright resumed his naval career, serving as a paymaster cadet in ships and establishments of the Royal Navy.

His first seagoing appointment in the RCN was as flotilla accountant officer in the destroyer *Saguenay* in 1934. A memorable experience he has no desire to repeat occurred when the *Saguenay*

was caught in a hurricane off Newfoundland in 1935.

He feels the same way about the time he was "shipwrecked". This was when the Royal Navy cruiser *Dauntless* went aground at the entrance to Halifax harbour in 1928 and was badly holed. It was Admiral Wright's lot to take all the confidential books ashore.

During the Second World War Admiral Wright served on both coasts as accountant officer and, in 1942, became Paymaster Director General at Naval Headquarters. He went overseas for duty with the Senior Canadian Naval Officer, London, in March 1944 and found himself in the thick of preparations for D-Day.

Although his duties kept him from actual participation in the invasion, his recollections of his months in London are punctuated with V-1 and V-2 explosions—another experience he has found quite adequate for one lifetime.

He was awarded the OBE in 1946, "for his part in the organization which enable the Supply and Secretariat Branch to cope with innumerable problems arising out of a rapid expansion of the Navy in wartime and the rapid demobilization on cessation of hostilities."

He became Naval Secretary and Secretary to the Naval Board in July 1952 and in September of that year became Director General of Supply and Fleet Accounting, a title later changed to Supply Officer in Chief. He was appointed Naval Comptroller in August 1956 and was promoted to the rank of rear-admiral in November 1959.

Admiral Wright was married in 1929 to the former Aileen Allannah Sutherland, of Summerland, B.C. They have two daughters.

Ships Exercise Off Ceylon

Commonwealth naval manoeuvres in the Far East, began February 26, when ships of the Royal Navy, Indian Navy, Pakistan Navy, Royal Ceylon Navy, Royal Canadian Navy and Royal Australian Navy assembled at Trincomalee, Ceylon.

Ships of the Royal Canadian Navy taking part were the destroyer escorts *Assiniboine*, *Margaree* and *Ottawa*, units of the Second Canadian Escort Squadron that sailed from Esquimalt, early in January. The Canadian squadron is commanded by Captain Victor Browne, who also commands the *Assiniboine*. The commanding officers of the *Margaree* and *Ottawa* are Cdr. J. H. MacLean, and Cdr. I. A. MacPherson, respectively.

Maritime Museum Appeals for Funds

The Maritime Museum of British Columbia is at present making its annual appeal for funds in a drive that has been recommended by Rear-Admiral E. W. Finch-Noyes, Flag Officer Pacific Coast, to individuals and the command as a whole as worthy of full support.

The museum, located near the entrance to HMC Dockyard, Esquimalt, was originally established through the initiative of naval personnel.

Donations should be sent to the Curator, Maritime Museum of British Columbia, 1550 Esquimalt Road, Esquimalt, B.C.

Ships of the Royal New Zealand Navy and additional ships of the Royal Navy rendezvoused later, in the vicinity of the Nicobar Islands, east of Ceylon.

The exercise, called Jet 62, involved shore-based maritime aircraft as well as the many carrier-borne aircraft of the Indian and Royal Naval ships. Strike aircraft of the Royal Air Force, Royal Australian Air Force and Royal Ceylon Air Force provided opposition to the joint fleet throughout the exercise.

More than 50 ships, including two aircraft carriers, cruisers, destroyers, frigates, support ships, minesweepers and submarines operated in the Indian Ocean and Bay of Bengal until arrival off Langkawi Island, north west of Malaya, on March 10.

The next day the three Canadian ships departed for a two-day representational visit to Port Swettenham, Malaya, the port of Kuala Lumpur, the country's capital.

They rejoined the fleet in Singapore March 15 for post-exercise discussions.

The exercise was conducted by the Commander-in-Chief, Far East Station, Admiral Sir David Luce, KCB, DSO, OBE. Naval commanders of each nation in turn exercised tactical control of surface forces throughout the period.

Exercise Jet 62 extended the aims of last year's exercise which particularly emphasized tactical command and control of co-operating Commonwealth maritime forces in a realistic and modern setting.

The exercises were preceded by a two-day visit to Singapore. The *Assiniboine* and *Ottawa* then headed for Colombo, the capital of Ceylon, while the *Margaree* steamed for Rangoon, Burma.

The visit to Singapore was highlighted by a party held on board the ships for about 100 underprivileged children from among the island's Malay, Chinese and Indian populations. Members of the ship's companies dressed in a variety of costumes including those of pirates, Canadian Indians, South Sea Islanders and others. The children, who ranged in age up to 12, played games, were shown around the ships, allowed to operate some equipment, saw motion pictures and were given candy, cookies, soft drinks and other goodies.

The ships also entertained many local government, military and business personalities. Other Commonwealth and foreign representatives also came aboard. Among the visitors were the Rt. Hon. the Earl of Selkirk, Commissioner General for Britain in South East Asia, and the Countess of Selkirk; the Com-

mander-in-Chief Far Eastern Station, Admiral Sir David Luce, and the Canadian Trade Commissioner to Singapore, E. H. Maguire, and Mrs. Maguire.

Members of the ships' companies were able to take advantage of conducted tours of the island and many also renewed acquaintances with friends and even relatives on board Royal Navy Ships in harbour and at HMS *Terror*, the Royal Navy's shore establishment at Singapore.

Lauzon Shipyard Visited by CNS

Vice-Admiral H. S. Rayner, Chief of the Naval Staff, and Rear-Admiral J. B. Caldwell, Chief of Naval Technical Services, visited the Davie Shipbuilding Limited yards at Lauzon, Quebec, on March 14.

There they saw under construction in the Davie Shipbuilding yards the Mackenzie class destroyer escort *Qu'Appelle* and the tanker-supply ship *Provider*.

Five Ships Join Dawn Breeze

A 20-day NATO naval and air exercise, called Dawn Breeze Seven, began on March 10 off Gibraltar. Ships, submarines and maritime patrol aircraft took part.

Five destroyer escorts of the Fifth Canadian Escort Squadron, under the



Late last year CPO Horace Marr received his last haircut from Jimmy Green, naval barber in HMC Dockyard, Halifax, before going on pension. CPO Marr had his first haircut from Jimmy in July 1937. (HS-67142)

command of Captain Charles P. Nixon participated with units from France, the Netherlands, Portugal and Britain.

The RCN ships and their commanding officers were: the *Restigouche*, Cdr. William W. Maccoll; the *Chaudiere*, Cdr. Philip J. Pratley; the *St. Croix*, Cdr. Thomas E. Connors; the *Kootenay*, Cdr. Harry Shorten, and the *Gatineau*, Cdr. Arthur H. McDonald.

The exercise was jointly sponsored by the Allied Commander-in-Chief Channel and the Commander-in-Chief Eastern Atlantic Area with the object of providing further training for the naval and maritime air forces taking part.

Argentine Flyers In Bonaventure

Seven naval aviators from the Argentine navy were embarked in HMCS *Bonaventure* during March to observe carrier operations.

The aviators, who had just completed a training course with the United States Navy, spent two weeks in the aircraft carrier. During this period the *Bonaventure* with other units of the Atlantic fleet was engaged in training exercises in the Bermuda area.

A Canadian naval officer, Lt.-Cdr. Neil St. C. Norton, has arrived home after having been with the Argentine Navy since October, 1961, as an observer on an Antarctic expedition sponsored by the Argentine government.

The Argentine navy has one aircraft carrier, the *Independencia*, the former HMCS *Warrior*, which was bought by Argentina from Britain in 1958. The *Warrior* was in commission in the RCN from 1946 until 1948. She was extensively modified in 1955-56 and now has an angled deck like the *Bonaventure's*.

Attachés Visit Western Canada

Naval, military and air attachés and Commonwealth service advisers from 18 countries toured Western Canada from March 12 to 22.

The attachés and advisers are from the following countries: Australia, Britain, Denmark, Finland, France, Germany, Greece, India, Iran, Israel, Netherlands, New Zealand, Pakistan, Spain, Sweden, Turkey, United States and Yugoslavia.

They visited service and industrial establishments during their ten-day tour. On their naval itinerary were tours of HMCS *Naden*, and HMCS *Venture*, at Esquimalt, and passage to Vancouver on board the *St. Laurent*.

The Red Ensign Flies Again

ACCESION DAY, February 6, 1962, marked the second time that the Canadian Red Ensign had flown from the masthead of Canadian warships. The first was during Her Majesty the Queen's visit to Canada in June 1959, for the opening of the St. Lawrence Seaway. Before then the White Ensign had customarily been worn at the masthead whenever ships were dressed. In December 1961 the Chief of the Naval Staff approved the wearing of the Canadian Red Ensign by HMC Ships on certain occasions.

It may be well to review events and see how the use of the various ensigns by the Royal Canadian Navy evolved.

To find the full history one must go back to the formation of the Naval Service. In a letter to the High Commissioner for the Dominion of Canada in London, the Deputy Minister for the Naval Service of Canada requested information on the proper flag to be flown by ships of the Naval Service. The letter was dated June 1, 1910. Many memoranda and letters were exchanged before concrete action was taken by an Order in Council.

The following excerpt is taken from Privy Council minute No. 289, dated March 3, 1911:

"The Minister (Secretary of State for External Affairs) states that the Minister of the Naval Service concurs in the suggestion that His Majesty's Canadian Ships *Niobe* and *Rainbow* shall fly the White Ensign and pendant, with the Canadian flag at the stem, this being a temporary measure pending an arrangement being arrived at after consultation between representatives of the Admiralty and the Canadian Government, or at the next Imperial Conference, and that instructions have been issued to the ships accordingly."

The "temporary" arrangement was ratified at the Imperial Conference of 1911, and it was decreed in PC 2843 dated December 16, 1911, that: "All ships and vessels of the Royal Canadian Navy shall fly at the stern the White Ensign as the symbol of the authority of the Crown, and at the Jack Staff the distinctive flag of the Dominion of Canada, such distinctive flag being the *Blue Ensign* with the arms of the Dominion inset in the fly. The White Pendant will be flown at the Masthead".



Only once before, until its use was authorized this year, had the Red Ensign been flown by Canadian warships. This was the occasion of the visit three years ago of Her Majesty the Queen to open the St. Lawrence Seaway. The *Gatineau*, Red Ensign at the masthead, is pictured entering Toronto harbour during the Royal cruise of the Great Lakes. (HS-58851)

Here lies the authority for the wearing of the White Ensign and the Canadian Blue Ensign by HMC Ships.

Two British sources say this authorization was not immediately effective and that "legal" use of the White Ensign in ships of the RCN did not begin until 1913.

The reader will note that at that time the "distinctive flag" of Canada was the

Blue Ensign with the arms of the Dominion inset; however the arms were not as we know them today. The original design, approved by a Royal Warrant dated May 26, 1868, consisted of the quartered arms of the four original provinces. From time to time other provinces joined the Confederation and it became common practice (unauthorized) to add their arms to the

original design. The present design was approved by Royal Proclamation on November 21, 1921. There have been slight modifications since. The 1921 Coat of Arms was designed to symbolize not the separate provinces but Canada herself.

Canada was the first Commonwealth Dominion to possess a distinctive merchant flag, for in 1892 permission was granted for the Canadian Coat of Arms of 1869 to be placed in the fly of the Red Ensign.

The authority to display the Canadian Red Ensign ashore, but only outside Canada, originated with an Order in Council, PC 134 dated January 26, 1924, which declared that the Canadian Red Ensign was to be displayed "on suitable occasions from all buildings owned or occupied by the Canadian Government and situated without Canada".

During the Second World War the Canadian Red Ensign came to the forefront; it was used extensively by the Canadian Army overseas.

The first time the Canadian Red Ensign could be flown officially ashore in Canada dates from September 5, 1945, when His Excellency, the Governor General in Council, ordered that the Canadian Red Ensign "may be flown from buildings owned or occupied by the Federal Government within and without Canada". His Excellency, in the same Order in Council, declared that "it shall be appropriate to fly the Canadian Red Ensign within and without Canada wherever place or occasion may make it desirable to fly a distinctive Canadian flag". The order was to be effective until action was taken by Parliament for the formal adoption of a national flag.

Partly with this Order in Council in mind, the RCN recently introduced the Canadian Red Ensign for display in HMC Ships on appropriate occasions.

Another point which weighed in its favour was the Canada Shipping Act. The following extract as taken from Section 91(1) of the CSA:

"The red ensign usually worn by merchant ships, with the shield of the Coat of Arms of Canada in the fly, is hereby declared to be the proper national colours for all Canadian ships and all ships and boats that would be registered in Canada . . . except in the case of any ship or boat for the time being allowed to wear any other national colours in pursuance of a warrant from Her Ma-

jesty or under regulations which may be made by the Governor in Council."

The Canada Shipping Act refers to the Canadian Red Ensign as the "national colours"; however, the term applies only to merchant ships, for the description of the Canadian Red Ensign is to be interpreted as a "distinctive Canadian flag" as defined in PC 5888.

The third and most favourable argument came when HM the Queen authorized the wearing of the Canadian Red Ensign during her last visit to Canada. CANGEN 140/59 said: "Her Majesty the Queen has authorized the wearing of the Canadian Red Ensign at the mizzen masthead in HMY *Britannia* in lieu of the Union Flag during the forthcoming Royal Visit.

"2. In view of Her Majesty's decision to depart from traditional practice it is considered appropriate that HMC Ships display the Canadian Red Ensign at the masthead in lieu of the White Ensign.

"3. The following instructions shall apply to HMC Ships when dressed in the presence of Her Majesty during the Royal Visit to Canada only:

"(a) Single-masted ships shall wear the Canadian Red Ensign at the masthead.

"(b) Two-masted ships shall wear the Canadian Red Ensign at the fore and the White Ensign at the main".

A summary of the important features of the recent Amendment List 61 to QRCN is as follows:

(a) The Canadian Red Ensign is the appropriate flag to be hoisted by Commonwealth and foreign ships exchanging personal salutes, and foreign ships exchanging national salutes, with Canadian authorities.

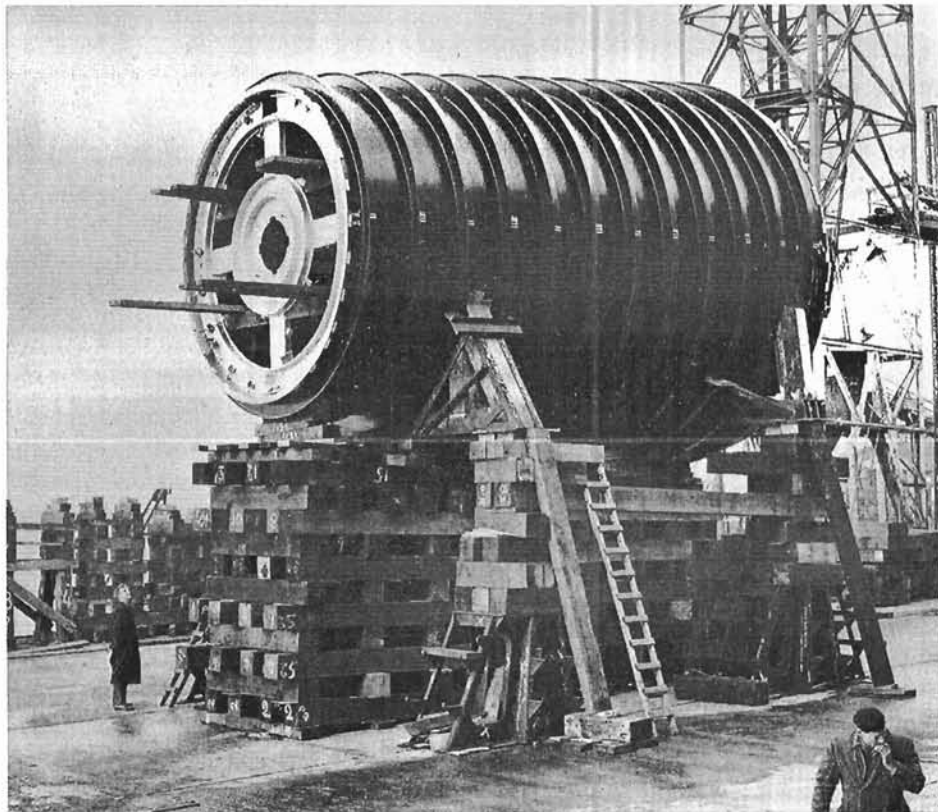
(b) When dressing ship:

(i) A flag of a foreign nation, a personal flag or a broad pennant is not displaced by the Canadian Red Ensign;

(ii) If one mast is unoccupied by a national or personal flag the Canadian Red Ensign shall be worn at that mast in lieu of the White Ensign as previously required;

(iii) If more than one mast is unoccupied by a national or personal flag, the Canadian Red Ensign shall be worn at one and the White Ensign at the other.

As can be seen this practice lends a distinctly Canadian character to HMC Ships and will be especially appreciated in foreign countries where ships show the flag.—J.G.C.



Britain has laid the keel for a second nuclear submarine, the *Valiant*, at Barrow-in-Furness, England. The *Valiant*, with a displacement of 3,500 tons, will be slightly larger than the *Dreadnought* and will be of all-British construction. The *Dreadnought*, nearing completion in the same yard, has a U.S.-made reactor. The picture shows a 60-ton prefabricated section of the *Valiant*. (British Information Services photo)

OFFICERS AND MEN

Last 'First War' Ribbons Retire

When Lt. William E. F. (Daisy) Bell proceeded on retirement leave on January 22 in Ottawa, he took with him the last First World War service ribbons to be worn in the RCN by a serving officer or man, according to a search of headquarters records.

The second last set of ribbons dating to the 1914-1918 war had been taken into retirement only a few days earlier by Lt.-Cdr. G. M. Neale, also at Naval Headquarters.

Lt. Bell was born in England on March 14, 1902, and entered the Royal Navy in 1918 as a boy seaman. In 1930 he was loaned to the RCN and served in HMCS *Stadacona* and the destroyer HMCS *Champlain*.

From 1933 until the outbreak of the Second World War, Lt. Bell served in the Marine Division of the RCMP. He then came back to the Navy with the rank of petty officer. He served ashore in Halifax and at sea in minesweepers and coastal escort vessels until 1946.

Lt. Bell returned to active duty in 1952 and served for a time as Assistant Area Officer Sea Cadets, Maritimes. He joined the staff of the Canadian Armed Forces Identification Bureau in Ottawa in 1953 and in 1956 was appointed to the Directorate of Naval Intelligence.

Births

To Commissioned Officer E. A. Burke, Churchill, and Mrs. Burke, a daughter.

To Commander J. B. C. Carling, Bytown, and Mrs. Carling, a daughter.

To Leading Seaman B. R. Crooks, Naval Radio Station Inuvik, and Mrs. Crooks, a son.

To Leading Seaman Robert Fitzpatrick, Kootenay, and Mrs. Fitzpatrick, a son.

To Petty Officer M. S. Greeley, Kootenay, and Mrs. Greeley, a daughter.

To Able Seaman Larry Greetham, Naval Radio Station Inuvik, and Mrs. Greetham, a son.

To Able Seaman G. F. Horst, Kootenay, and Mrs. Horst, a daughter.

To Lieutenant Bruce A. King, Nootka, and Mrs. King, a son.

To Able Seaman L. D. MacDonald, Kootenay, and Mrs. MacDonald, a daughter.

To Lieutenant-Commander T. W. Orr, Kootenay, and Mrs. Orr, a son.

To Able Seaman R. L. Vogelsang, Naval Radio Station Inuvik, and Mrs. Vogelsang, a daughter.



Here, with their course leaders, are members of No. 61 Officer's Divisional Course at Cornwallis this past winter. In the front row, left to right, are Cd. Off. J. P. McKay, Lt. Charles Boyle (course officer), CPO James Watson (course instructor) and Surgeon Lt. M. J. Davis, and, on the rear row, Lt. H. D. Halkett, Sub-Lt. R. A. Fatt and Cd. Off. G. J. Payeur. (DB-1208).

During his time in the Royal Navy, Lt. Bell served in the Far East in the survey vessel HMS *Iroquois*, a circumstance that made it possible for him to identify a large, brass ship's badge, bearing the name *Iroquois*, which turned up after the Second World War in Londonderry, Northern Ireland.

The badge was found in the possession of a Sea Cadet unit, which had mistakenly supposed it had been left there when the RCN vacated Londonderry after the war. Through Lt. Bell's efforts, the badge has been transferred to the Tribal class destroyer HMCS *Iroquois*.

Restigouche Wins Squadron Trophy

The efficiency trophy of the seven-ship Fifth Canadian Escort Squadron has been won for 1961 by the destroyer escort *Restigouche*, commanded by Cdr. W. W. Maccoll.

The runner-up was the *St. Croix*, commanded by Cdr. T. E. Connors. The trophy was won in 1960 by the *Kootenay*, under Cdr. Harry Shorten.

Captain C. P. Nixon, Commander Fifth Escort Squadron, presented the silver trophy to the *Restigouche* at a ceremony on board the ship in early March.

Shearwater

Scouts Honoured

Two boys became Queen's Scouts at *Shearwater* during a parent and son dinner in *Warrior* block during Boy Scout week in February. David Booth and Leroy Feener, both of Eastern Passage, were so honoured and Terry Saunders, son of a Navy CPO was elevated to first class scout. Four cubs, all Navy children, received perfect attendance plaques: Richard Hill, Marc Kierstead, Ken Troughton and Michael Henderson.

Shearwater has two Scout troops and four Cub packs. More than 200 attended the dinner, which departed from the traditional father and son affair in that wives stood in for husbands away at sea.

At Shannon Park naval married quarters, after a week's postponement due to the winter's worst snowstorm, Guides and Brownies had their annual "Thinking Day" at Shannon School. About 100 attended the evening affair during which the movement was studied and the founder commemorated. Mrs. F. P. R. Saunders, district secretary for Shannon Park, acted for the commissioner, Mrs. M. A. Medland.

Clothing Gift Taken to Hawaii

A gift of 3,000 pounds of clothing for Korea, representing contributions to the Save the Children Fund from Greater Victoria, was transported to Hawaii on board HMCS *Assiniboine* in January. It was turned over at Honolulu to the South Korean Consul General, Se Won Kim, who was to arrange for the shipment of the clothing to his homeland.

Fire Prevention Awards Made

Awards in the annual competition of the National Fire Protection Association were presented recently at National Defence Headquarters by Hon. Pierre Seigny, Associated Minister of National Defence. The grand award in the military division went to RCAF Station Sylvestre, Quebec.

First place shields in their classes were won by the Naval Air Station, Patricia Bay, Belmont Park Married Quarters, Colwood, and HMC Dockyard, Esquimalt, thus giving Pacific Command establishments a clean sweep of naval awards.

The shields were accepted by Rear-Admiral J. B. Caldwell, Chief of Naval Technical Services, on behalf of the RCN.

Rescuers Busy On Atlantic Coast

The most spectacular RCN rescue of the winter months on the East Coast involved the January 8 grounding of the freighter *Suerte* near Halifax. The Liberty ship was inbound in ballast for grain when she grounded that night northeast of Shut In Island—taking a turn into port too soon. She became an ultimate loss.

HMCS *Loon*, Scotian's tender but then search and rescue vessel for *Shearwater*, was despatched after CPO Trevor Lovekin recalled his crew. Underway at 20 minutes past midnight, he found the freighter at 0125 hard and fast but upright. Poor visibility and a heavy



Fire prevention is taken seriously in the Pacific Command and the success of the publicity program in this field was reflected in the award of three first place shields to naval establishments there by the National Fire Protection Association. The winners were Belmont Park Married Quarters, HMC Dockyard, Esquimalt, and the Naval Air Station, Patricia Bay. The above pictures were taken during Fire Prevention Week last fall and show (above) Miss Fire-Belle 1961 (Carol Kitchen) with Bonnie Lawler and Susan Little, during the children's parade at Belmont Park and (below) Arlene Finley, as Miss Firefighter for Esquimalt naval establishments. Miss Finley had been chosen earlier in the year as Miss Dockyard 1961. (E-63493; E-63338)

ground swell breaking on the rocks prevented the *Loon* from coming alongside. The *Suerte* crew would not take to lifeboat and pull to the *Loon*, either. Since there was no immediate danger, CPO Lovekin stood off until dawn. The tug *Foundation Vigilant* came up meanwhile.

At 0715 on the 9th, the *Loon* went alongside, but still the crew would not

leave and, since the *Loon* had green seas breaking over her fore-castle, Chief Lovekin made off. At 1000, the *Suerte* asked her to return alongside for the captain but the deteriorating weather would have caused undue damage in the manoeuvre. Instead, the *Loon* suggested to *Shearwater* that the captain be removed by helicopter, which was done shortly thereafter.

During the rest of the day two HU-21 helicopters from *Shearwater* and one from RCAF Station, Greenwood, airlifted the remaining 27 crew members off, with the *Loon* still standing by.

The increasingly adverse weather caused the *Suerte's* complete abandonment and eventually she was written off.

In December, the frigate *Lanark* brought 16 survivors to the Lunenburg scallop dragger *Aegir* to Halifax. The vessel swamped in a freak sea December 15 but the crew was picked up by two draggers operating the same fishing ground south of Nova Scotia. The *Lanark*, returning to Halifax from Boston, landed the *Aegir* crew a week before Christmas.

February had its high spots, too. A HU-21 helicopter on the 15th flew two doctors to Springhill, N.S., to perform an emergency operation on a woman. On the 11th, Search and Rescue was asked for speedy help in rescuing Leo Little, 23-year-old duck hunter clinging to a capsized boat in Prospect Bay. A helicopter was away in 20 minutes and the RCMP were despatched two minutes later. Ice conditions meanwhile thwarted several small rescue boats in the area.

The helicopter found the boat but Little was believed to have succumbed to the cold and drowned. The RCAF praised the "prompt action" of the helicopter stand-by crew in getting to the scene. As well as helping to recover the body, the Navy brought Little's father-in-law, Leo J. Manuel, home in the supply vessel *CNAV Eastore*. Mr. Manuel is a seaman in the tanker *CNAV Dundalk*, then at Bermuda.

Naval divers were called upon to search for drowning victims. In February the bodies of three men were brought from the cab of a truck which went over a Halifax pier while dumping snow in the harbour. The truck was involved in street clearance after a snowstorm.

On February 19 naval divers located and recovered the bodies of three boys, David Berry, 12, his brother Gerald, 11, and Michael Keenan, 12, who had fallen through the ice in the Northwest Arm at Halifax.

HMCS *Gatineau*, on the 12th, was unable to transfer a pneumonia case because of stormy seas. The German M/V *Erlangen*, bound for Antwerp, diverted to Halifax and landed the patient herself. Another alarm, on the 20th, involved a rudderless fishing schooner,

E. F. Zwicker, 150 miles south of Cape Race, Nfld. The naval tug *Saint Charles* was ordered to make the 36-hour voyage and tow her to Halifax. The fiercest blizzard of the winter delayed the *Saint Charles'* departure long enough to prevent a wild goose chase. The *Zwicker* was taken in hand by another fishing vessel and towed to safety in Newfoundland.

Navy League Holds Yule Dinner

Officers and members of the Charlottetown branch of the Navy League of Canada held a Christmas dinner at the Charlottetown quarters of the Main Brace Club in mid-December.

Head table guests included His Honour, Lieutenant-Governor F. W. Hyndman; Surgeon Cdr. L. E. Prowse, commanding officer of HMCS *Queen Charlotte*; Allister Macleod, president of the Navy League for Prince Edward Island; C. T. Vallis, president of the Main Brace Club, and Jack Smallwood, secretary-treasurer of the Charlottetown branch of the Navy League.

Award Made for Radar Suggestion

Ralph A. Bennett, of 14 Kingham Place, Victoria, has earned a cash award from the Suggestion Award Board of the Public Service of Canada and a congratulatory letter from Rear-Admiral P. D. Budge, Chief of Naval Personnel.

Mr. Bennett's suggestion concerning test equipment for use with naval radar was submitted to the Suggestion Award Board for trial and assessment and the idea has been adopted for use in the Royal Canadian Navy.

Mr. Bennett has been employed as an electrician at HMC Dockyard, Esquimalt, since 1953.

War-time CO's Daughter in RCN

Mary Jean Fraser, daughter of former RCMP Superintendent James P. Fraser, has been enrolled as an RCN nursing officer with the rank of sub-lieutenant (MN).

Sub-Lt. Fraser is a 1959 graduate of the Halifax Children's Hospital and since then has nursed in the same hospital and as a civilian nurse in the Canadian Forces Hospital at HMCS *Stadacona*.

Superintendent Fraser, former officer commanding the Halifax RCMP Marine Division, served as a wartime lieu-



Commodore Paul D. Taylor, Commanding Officer Naval Divisions, was the inspecting officer when cadet drill teams of the three services went through their paces at HMCS Carleton, Ottawa naval division, recently. He is shown inspecting members of RCSCC Falkland. This year top honours were taken by the 51st Ottawa Optimist, Air Cadet Squadron. (O-14229)

tenant-commander, RCNR. He was awarded the Distinguished Service Cross, when, in command of the frigate HMCS *Waskeju*, he was credited with sinking a German U-boat.

Miss Fraser has a brother in the regular army, Second Lt. John Fraser, who is stationed with the Royal Canadian Horse Artillery at Camp Petawawa. Another brother, Bruce, is studying for his Bachelor of Commerce degree at Dalhousie University in Halifax.

Officer Completes Course at Norfolk

A nine-month course at the USN Preventive Medicine Unit-No. 2, at Norfolk, Virginia, naval base was completed recently by Lt. (MT) S. R. Wallace. Lt. Wallace has been appointed to Royal Roads for duty as medical administrative officer.

New Appointments For Officers

Captain Arthur G. Bridgman has been appointed Principal Naval Overseer Montreal. He took up his new position in February.

He had been serving as Director Marine and Electrical Engineering at naval headquarters since August 1961.

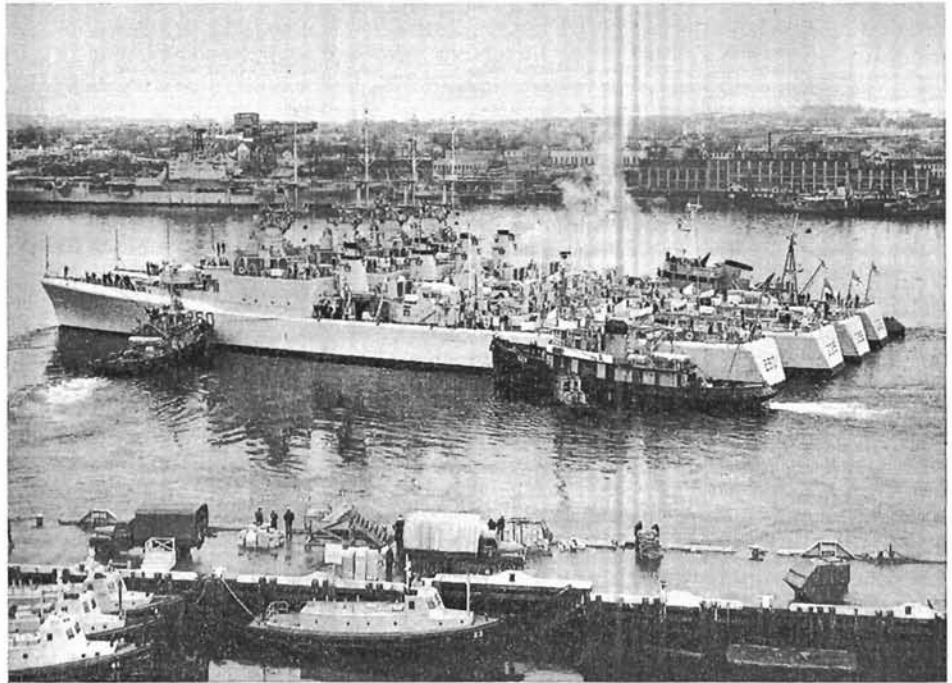
Cdr. Robert C. Peers was appointed Assistant Director of Naval Plans (International) at Naval Headquarters, Ottawa, effective March 19. He was promoted to his present rank on taking up his new appointment.

RCNBF Official Retires from RCN

Lt.-Cdr. Harry McClymont, 65 Cameron Ave., Ottawa, secretary-treasurer of the Royal Canadian Navy Benevolent Fund since September, 1947, proceeded on retirement leave from the RCN on March 12. As a civilian, he will continue to serve as secretary-treasurer of the RCNBF.

Lt.-Cdr. McClymont, who was born in Ottawa, served in the Falkland sea cadets corps from 1927-1929, and in April 1931, entered the RCNVR as an ordinary seaman. He transferred to the regular force in September 1931 and was promoted to warrant officer in May 1943. The following year he became a commissioned officer.

Marking his retirement, Lt.-Cdr. McClymont was presented with a certificate of service by Rear-Admiral P. D. Budge, Chief of Naval Personnel.



The Royal Canadian Navy has a Blue Ensign fleet of nearly 130 auxiliary vessels, ranging from ferry craft to ocean-going tugs and survey ships. Some of the civilian-manned tugs are seen here as they turn a "nest" of destroyer escorts (the *Columbia*, *Chaudiere*, *Kootenay* and *Gatineau*) in Halifax harbour. (HS-64904; HS-64906)

Invention Brings Award for Officer

An invention by Lt. Gerald A. Dawes, has earned him a cash award under the Public Servants Inventions Act, and a letter of commendation from Vice-Admiral H. S. Rayner, Chief of the Naval Staff.

Lt. Dawes invented a system for speeding up shoring methods in damage control on board ships. His inven-

tion was forwarded to the Inter-Service Committee on Inventions to be patented by the Crown, and for study and evaluation by specialist officers. It has been adopted for use in the RCN.

Lt. Dawes was born in England and entered the Royal Navy in August 1937. He transferred to the RCN in May 1953. He has served at sea in HMCS *Labrador* and is now in the *Jonquiere*, a frigate of the Fourth Canadian Escort Squadron at Esquimalt.

THE LITTLE SHIPS

Part Two



ON JANUARY 19, 1943, at 1100, the conference for Convoy HON-158, comprising 20 ships including the *Provider*, was held and I was assigned to it as commodore. Predictions of approaching bad weather were voiced, but time did not permit delay on that score. Escorts were in short supply and our convoy was timed to leave Halifax to rendezvous with a well escorted ON convoy, 150 miles east of Halifax, bound from Britain to New York.

At 1515 the *Provider* left her jetty, passed through the Gate at 1603 and commenced forming up the convoy. Escorts were, I believe, the Canadian corvettes *Barrie* and *Cobalt* and minesweepers *Drummondville* and *Kenora*.

As darkness descended the dim outlines of ships to our right and left were barely visible; the predicted bad weather was also upon us. By 2000 it was blowing a moderate gale from the east-southeast, accompanied by a falling barometer and a long heavy head swell and sea which reduced our speed to four or five knots.

The natural anxiety of a captain taking a new, untried ship to sea with an inexperienced crew and the added responsibility of being commodore of a convoy in enemy submarine-infested waters was intensified by the vicious weather. The *Provider*, with water ballast, sat deep in the water, pitching and rolling heavily in the increasing sea and swell. With inadequate power to manoeuvre quickly and devoid of bilge keels or rolling chocks to retard her lively movements, it was no wonder that half the ship's company were violently sea-sick; there was little sleep for anybody that night.

As dawn broke, the wind, having slowly veered to the west had increased to a full gale, reaching force 11 in violent squalls. At daylight only three merchant ships were in sight; the ships of the convoy, having received orders to proceed independently, were scattered hither and yon (I believe they all eventually reached their destinations). The escorts, receiving serious superstructure damage, limped back to port as best they could. The *SS City*

of *Baroda* was now the only vessel in sight but she too soon disappeared and we were on our own. To ease the heavy labouring of the ship, we ran before the gale but gave up all hope of reaching the rendezvous.

AS THE DAY wore on the gale continued with unabated fury. The temperature had dropped to 21° F and heavy ice was rapidly forming on our superstructure making the ship extremely difficult to manage. Heavy seas had washed overboard scramble nets, wooden breakwaters and guard-rail stanchions. Ice had even frozen the engine room telegraph connections, necessitating communication with the engine room by voice pipe, and our wireless aerial, sagging with the weight of ice, seemed ready to snap at any moment, which it shortly did.

This is the second instalment of a three-part history of the Royal Canadian Navy's Fairmile motor launches during the Second World War. The author is Captain Joseph A. Heenan, RCN (Ret), who has written the story as a tribute to the officers and men who served in a little publicized branch of the naval service.

The vessel, now yawing heavily and shipping continuous seas, gave us no alternative but to heave to. In the process, when passing through the trough of the sea, the ship rolled almost to her beam ends, unseating the heavy galley stoves, damaging them beyond ready repair and thus adding to our discomfort by denying us hot food. With the ship heading now into wind and sea, the increased force of the wind snapped our ice-laden wireless aerial but not before wireless silence had been broken to report our distress and dead reckoning position in Latitude 42° 40' North; Longitude 61° 56' West, i.e., about 136 miles southeast by south from Halifax. Surely no submarine could launch a successful attack in such a sea. But if it could, from now on we were a sitting duck.

The gale, now steady from the west but with undiminished force, caused

precipitous seas, making the ship pitch, pound and shudder with increasing violence. Enveloped by continuous spray, with the temperature at 19° F, those exposed on the poorly protected bridge were whipped and stung by water in the process of turning into ice. This condition prevailed throughout that day and night and it seemed that we would ride out the gale, but our troubles were not yet over.

By 0800 the next day, with added ice and weight to our superstructure, the ship became more clumsy and did not respond to helm orders as she should; on inspection it was found that the rudder-head was working loose on its seating. The danger of losing our rudder was imminent and we resorted to steering by engines alone to keep the ship head to sea. The *Provider* was fitted with a balance rudder suspended from a cast-steel rudder carrier. Continual pounding and the force of the sea had loosened the holding-down bolts of the carrier and some had already broken. We did not have the facilities to repair this at sea but, by the ingenuity of our Engineering Officers, Lt.-Cdr. (E) H. E. Christensen, RCNR, and Lt. (E) E. Revfem, RCNR, stiffening steel wedges were shaped and inserted to keep the rudder-head secure. Watches were now doubled and preparations made to erect a jury rudder, if necessary, but fortunately by constant nursing, the rudder was saved.

THE GALE was now at its height. An unusually heavy sea struck with terrific force, cascades of water descended upon us, shaking the ship from bow to stern and she quivered like a dying thing. A sense of pending disaster could be felt. Another venture into the trough of that turbulent sea would surely spell our doom. If the rudder held, if the engines did not fail, if we could keep her head to sea, if she did not bury herself in that angry turmoil and if the endurance and spirit of our officers and men could rise to the occasion, then there was hope.

What could I do? After almost continuous duty on the bridge my strength was failing, so I did what I think most sailors would have done, who by the very nature of their calling live close to God, I turned to Him and prayed hard for help and strength to carry on. A strange thing happened; a new feel-



Captain J. A. Heenan on board his command, the Fairmile mother ship HMCS Provider. H-4384)

ing surged through me of renewed strength and confidence, transmitted by some strange medium to those about me. I had not under-estimated the power of prayer. All my experiences and lessons learnt throughout many years at sea came to the fore. Rough voyages round Cape Horn in sailing ships, running the Eastern down, Atlantic gales, cyclones and typhoons, surely I should know "Mother Sea" by now. I must humour her. The strain on the engines and engineers was great. The constant demand for prompt twin-engine movements, sometimes in reverse, was unremitting, but they never failed and saved the day.

At midnight the gale began to subside and at 0800 on January 23, in a light northwest breeze and clear weather, we sighted Chebucto Head

and, close by, HMCS *Trail*, which had been sent out to find us. Our steering was still erratic but, with care, usable. With the "not under command" signal flying and a slight list caused by an estimated 150 tons of ice clinging to our decks and superstructure, we were led by the *Trail* into harbour. We were unable to execute the order by signal to "Anchor as convenient" as our anchors were embedded in solid ice and so came alongside unassisted at Pier 21 at noon.

Ninety-two hours and 45 minutes had elapsed since we last left harbour—hours packed with near tragedy but with many lessons well learned. At least for the "greenhorn" portion of my crew, near catastrophe had given birth to a new confidence and they had now some claim to be called sailors.

I WAS TOLD that the gale that we had survived was the worst experienced along the Eastern Seaboard for many years. Some ships had been wrecked and many suffered serious damage. Also due to our long silence and the severity of the occasion, naval authorities were thinking in terms of a memorial service to commemorate our loss with all hands.

This unfortunate set-back caused great concern and we would now have to beat time if we were to join the MLs in the Caribbean. Fortunately our damage was not extensive and all repairs were completed in five days.

ON JANUARY 29, at 1555, we sailed for New York, escorted by the Norwegian destroyer HNorMS *Lincoln*, arriving without incident on February 1. Next day we left New York in convoy for Guantanamo, Cuba, arriving February 9, thence to Trinidad arriving February 20.

Admiral Oldendorf was expecting us but still awaiting information as to the whereabouts of the ML flotillas. In the meantime we loaded our tanks with 1,508 tons of 87 octane gasoline, replenished stores and awaited orders.

On February 27 we received news that the 73rd Flotilla had arrived at Miami and would operate from there and Key West; this was followed by orders to prepare to proceed to the latter port via Guantanamo.

At this time enemy submarines were reaping a grim harvest in the Caribbean area and escorts were scarce for the small convoys proceeding on our intended route. So, with impatience, we awaited the necessary assembly and sailed on March 5, arriving at Guantanamo in the early hours of the 10th. When south of and approaching Guantanamo (about 0400) the air suddenly shook with the force of a terrific explosion followed by a rumbling boom that shook the ship. No doubt, another ship had "got it", but where we did not know.

ON ARRIVAL at Guantanamo, where many ships were at anchor, we were surprised to meet three of our own MLs, the Q-081, Q-079 and Q-072. Our meeting was fortunate, for they were sorely in need of repair and the *Provider* was ready to fulfil the meaning of her name.

The explanation of the aforementioned explosion now graphically emerged. The three MLs had sailed from Key West on March 7 to rendezvous with and form part of the escort for a convoy in the Florida Strait bound

for Guantanamo. The senior escort was one of two PCs, U.S. Naval coastal defence vessels, somewhat smaller than our Bangor minesweepers. The convoy consisted in part of: the SS *Virginia Sinclair*, a tanker, loaded with aviation gasoline; SS *James Sprunt*, a Liberty ship, loaded with approximately 10,000 tons of ammunition and explosives; USAT *H. A. Scandrett* (convoy commodore), with troops for the Canal Zone; USAT *Cuba*, with female military personnel, for San Juan, P.R.; and the SS *Furnifold M. Simmons* loaded with explosives destined for Karachi.

When approaching the eastern end of Cuba at 2010 on March 9, the tanker *Virginia Sinclair* was torpedoed and sank with the loss of all hands. When off Cape Maysi, the eastern point of Cuba, the submarine struck again and torpedoed the *James Sprunt*, which exploded like a huge bomb. The magnitude and power of this explosion of 10,000 tons of explosives can be imagined

when compared with that of the Halifax explosions on December 6, 1917, when the SS *Mont Blanc*, loaded with 6,000 tons of explosives, caught fire and exploded following a collision with the SS *Imo*.

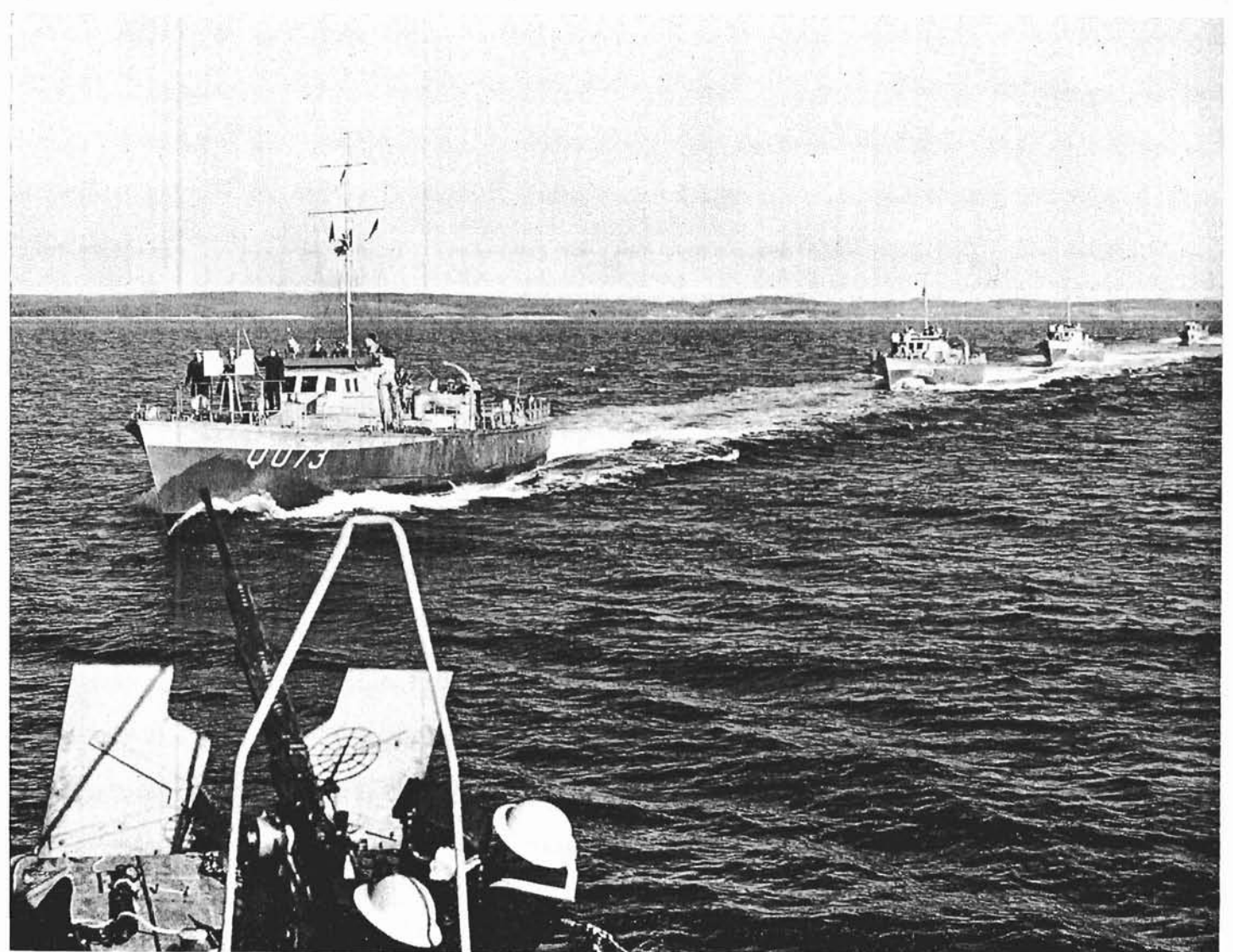
Ships in the close vicinity of the *James Sprunt*, taking the full blast of the explosion, thought that they too had been torpedoed, whereas the MLs, picked up as if by a giant hand, were slammed down on the sea with a violence that shook their crews like dice in a shaker. Wheel-house windows were blown in, doors off their hinges, black-out curtains blown to shreds and everything movable scattered in all directions. To add to the confusion, falling debris rained upon them.

In addition to the remains of small arm ammunition, later swept up with a broom, Q-072, received a shower of small metal fragments and two brass pipe fittings, which damaged the lifeboat and pierced the deck. It was indeed

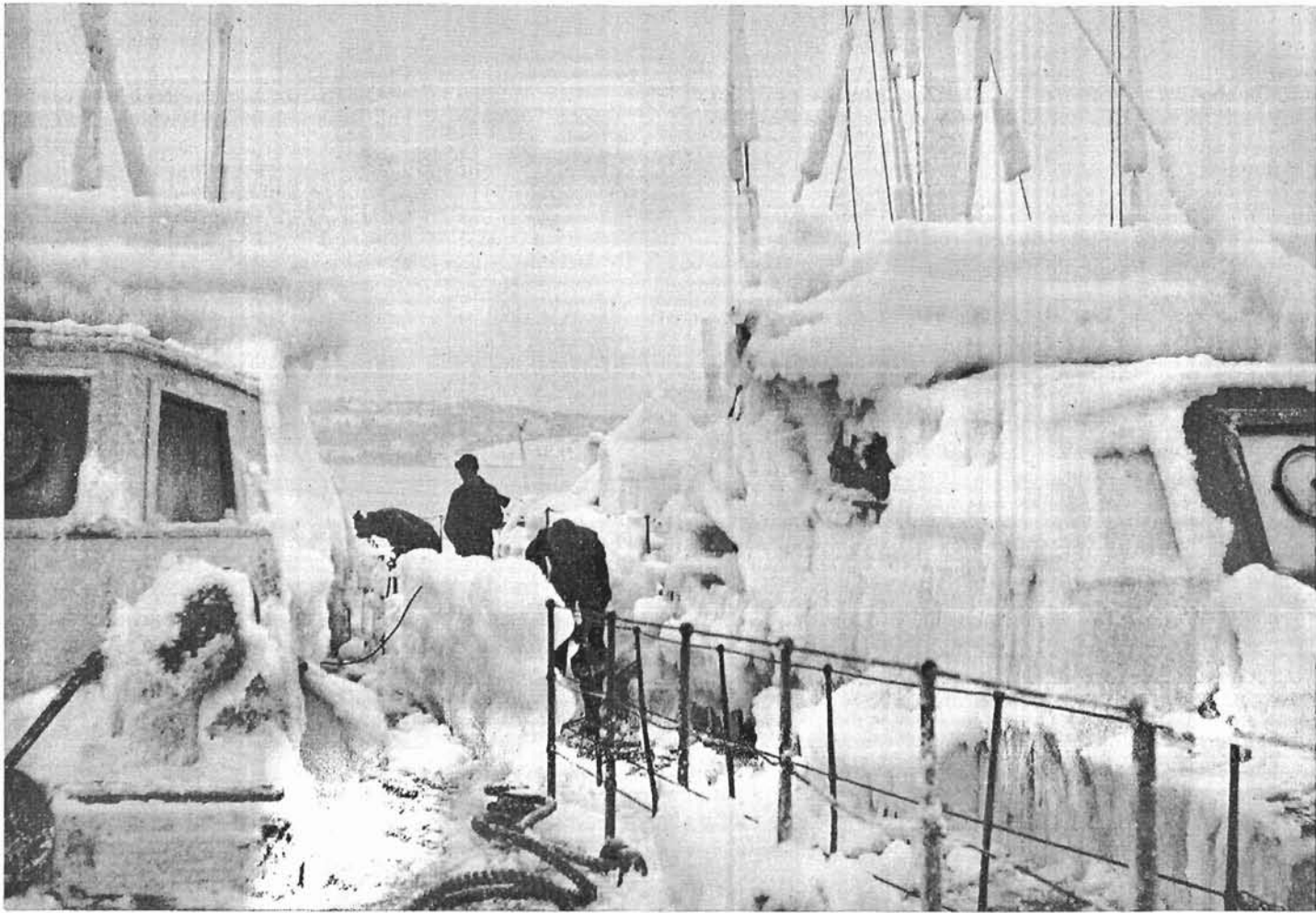
a miracle that more damage was not done and, other than bruises, no one seriously injured.

Apparently the track of the torpedo had been observed coming from the direction of Cape Maysi, where the submarine was lurking in the shelving depth and where it was practically impossible to obtain a sonar contact. However, the MLs were quick to recover and moved in to the attack, dropping several depth-charges. The U.S. naval escorts also ran some attacks without success. In any event no further attack was made on the convoy.

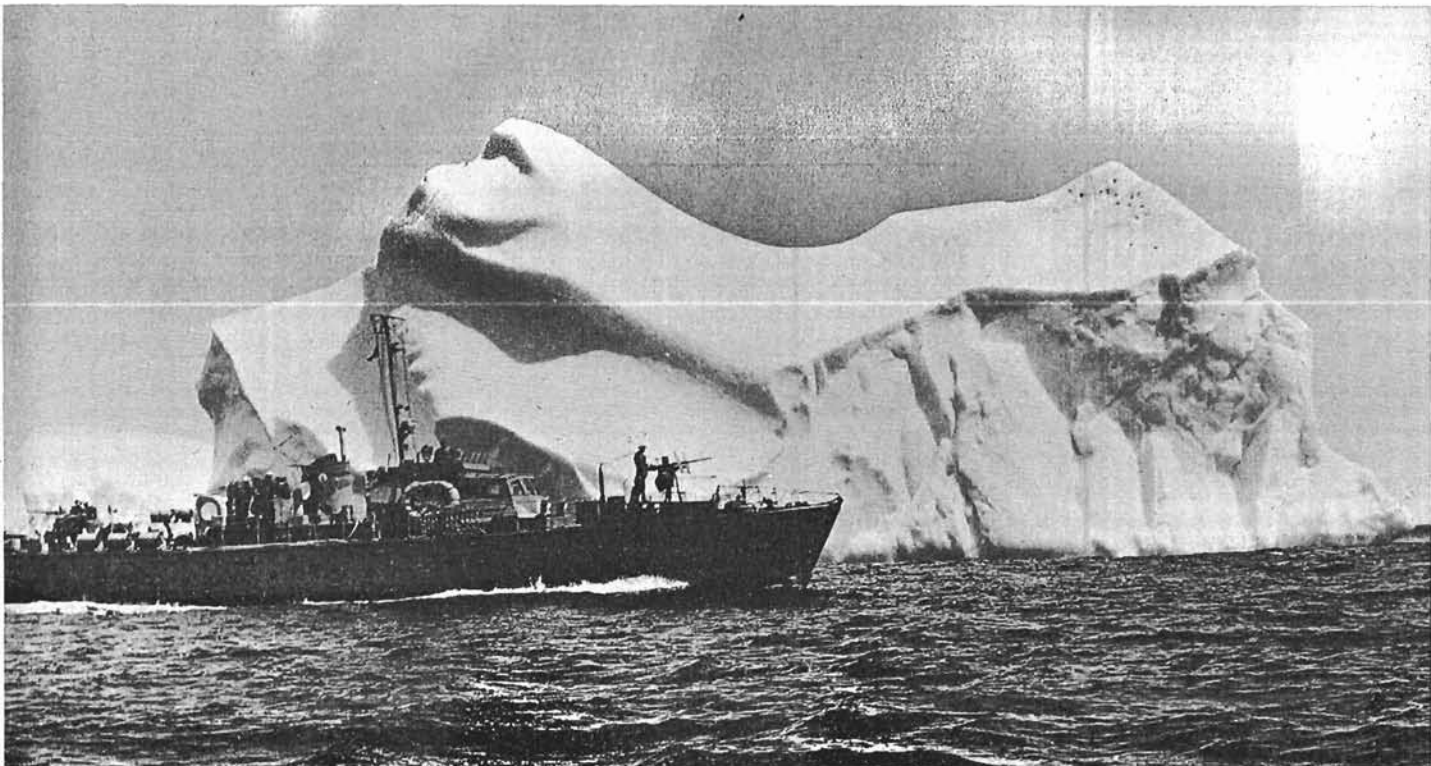
AS DAYLIGHT broke, Q-072 observed a dark object on the water which was found to be a motor-powered lifeboat from the SS *Furnifold M. Simmons*, with five seamen in it. Their faces were blackened by oil smoke and they were in a highly excited state. They were taken on board the ML, and their life boat taken in tow to Guan-



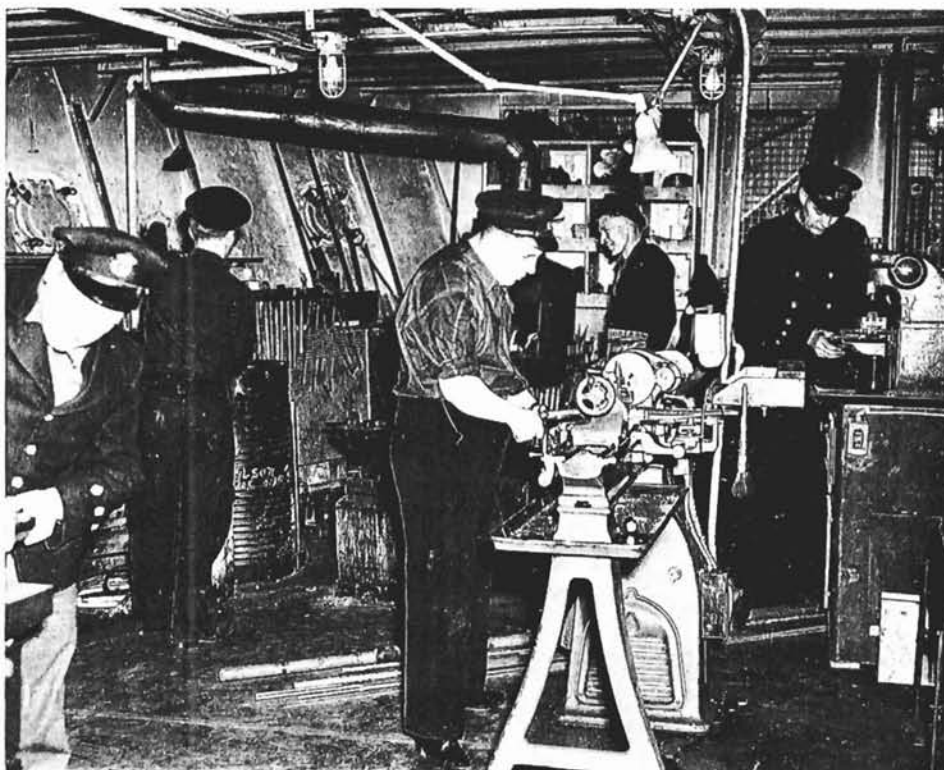
An ML flotilla leaving port on patrol. (GM-0116)



Fairmiles on return to St. John's, Newfoundland, from winter patrol.



Icebergs and growlers were familiar features of the seascape to MLs operating off the northern coast of Newfoundland. (Z-343R)



The machine shop on board the ML mother ship *Provider*. (GM-1247)

tanamo; all were turned over to their ship now safely at anchor. When the explosion took place, the watch on deck of the SS *Furnifold M. Simmons*, like others in the convoy, thinking they had been torpedoed (made more realistic by some 70 tons of metal, consisting of ships plating, fittings and burning debris falling on their deck), began to abandon ship, and in the confusion lowered the lifeboat, cut the falls and drifted away.

Memory does not recall the names of the ratings who served in these three MLs, but the officers were:

Q-081—Lt. J. M. Todd, RCNVR, (Senior Officer); Lt. G. F. E. Bacque, RCNVR and Sub-Lt. H. A. Hunt, RCNVR; Q-079—Lt. H. R. Cruise, RCNVR; Lt. F. B. Pugh, RCNVR, and Lt. (E) H. S. C. McComb, RCNR and, in Q-072—Lt. D. S. Howard, RCNVR; Lt. J. W. R. Graham, RCNVR; and Lt. J. R. Akin, RCNVR.

I am sure that all of them will never forget that harrowing experience and will remember their "Little Ships" could really "take it".

In two days the maintenance staff of the *Provider*, working round the clock, completed all repairs and placed the MLs in fighting trim again. On March 12, we left Guantanamo for Key West escorted by the MLs, arriving without incident on the 15th. From this date to March 30, the *Provider*, working day and night, kept the

73rd Flotilla, as well as many small units of the U.S. Navy, in fighting condition.

The three MLs operating out of Miami made calls at Key West for maintenance and repair by the *Provider*. They were:

Q-075—Lt. J. G. Humphrey, RCNVR; Lt. L. J. Wallace, RCNVR and Lt. L. P. Pare, RCNVR; Q-080—Sub-Lieutenants, RCNVR, G. E. Burrell, J. H. Shand and C. J. Holloway; and Q-065—Lt. J. J. McLaughlin, RCNVR; and Lt. F. H. B. Dewdney, RCNVR.

The MLs remained in port only long enough to refuel and prepare for sea again, and operated in pairs or singly as occasion demanded.

Sea-borne trade in this area included the operation of small coastal freighters taking supplies to the smaller islands and out-of-the-way ports and a single ML would frequently escort a lone ship on these short voyages. For instance the Q-080 made a single trip from Key West to Cienfuegos, on the south coast of Cuba, and return. Also the Q-065, while on a trip to the Isle of Pines, performed an excellent feat of seamanship in saving the lives of a number of seamen from a U.S. vessel in dire distress. Lt. McLaughlin and Lt. Dewdney were, I believe, both mentioned in despatches from the Commander, Gulf Sea Frontier, for their fine effort.

Suffice to say that the 73rd Flotilla filled a breach during a critical period. During 28 days of operations they escorted 65 ships between ports in Florida and adjacent islands, travelled 12,900 miles and carried out several but, as far as it is known, unsuccessful depth-charge attacks. At least valuable practical experience had been gained.



No lollypop, but a depth charge, with carrier or "flower pot" attached leaving the Y-gun of a Fairmile. (GM-0114)

Their efforts can best be summed up by the tenor of the following signal from the Commander, Gulf Sea Frontier, to HMCS *Provider* and the 73rd Flotilla:

"MAY I EXPRESS OUR APPRECIATION FOR THE EXCELLENT SERVICES AND FINE SPIRIT OF CO-OPERATION OF HMCS 'PROVIDER' AND THE SEVENTY-THIRD ML FLOTILLA WHILE ATTACHED TO THE GULF SEA FRONTIER. TO 'PROVIDER' FOR THE CARE SHE TOOK OF HER OWN FLOTILLA AND FOR THE ASSISTANCE AND TECHNICAL KNOWLEDGE SHE RENDERED THE KEY WEST NAVAL STATION IN LOOKING AFTER TRANSIENT CANADIAN AND BRITISH CRAFT AND CANADIAN-BUILT VESSELS TURNED OVER TO THIS GOVERNMENT. TO THE SEVENTY-THIRD ML FLOTILLA FOR THEIR UNTIRING EFFORTS

IN OUR CONVOY SERVICE. WELL DONE AND MANY THANKS."

(Signed) Rear-Admiral

W. R. Munroe (USN)

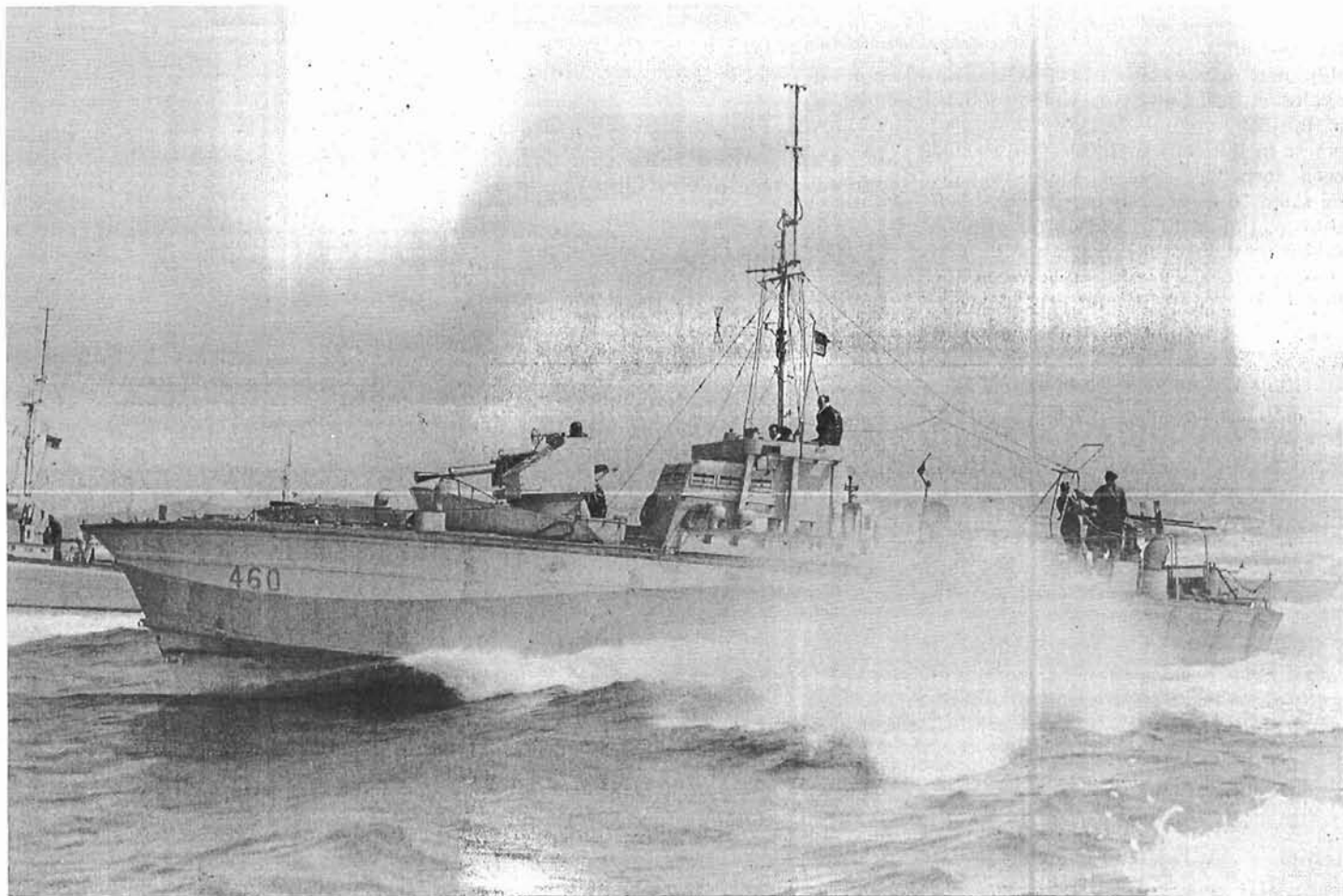
ON MARCH 31, 1943, the *Provider* sailed from Key West as Commodore's ship to a convoy of five to rendezvous a few miles to the eastward with a north-bound convoy of eight ships en route from the Canal Zone to New York. A strong northerly gale was blowing and in consequence we met the oncoming convoy head-on several miles south of the rendezvous. The manoeuvre to place our five ships, on the right wing of the north-bound convoy was successfully executed. Although we had approached the main convoy at an approximate speed of 12 knots, helped by the following gale, now, head to wind and sea, our speed was rapidly reduced to four or five

knots and the *Provider* dropped astern in company with a loaded tanker to become "stragglers". Enemy submarines were reported in our close vicinity, the main convoy could brook no delay, neither could an escort, be spared for our protection, so once again, we were "on our own".

However, later on the gale veered to the southwest and, with the help of the wind on our quarter, contact with the convoy was regained, only to be lost again when the gale further veered to the northwest. From this time on, we zigzagged continuously on our lone way, hoping against hope that we would not be a target for U-boats reported to be in the area. Luck was with us and we arrived at New York on April 7, and proceeded thence in well escorted convoys to Boston and Halifax.

Our arrival at Halifax on April 22 coincided with that of the 73rd ML Flotilla which had leap-frogged its way north, calling at eastern sea-ports en route.

(The concluding instalment in this series will appear in an early issue)



An important by-product of Canada's Fairmile flotillas was the training of officers and men in small ship operations. Fairmile-trained crews were drawn on heavily to man the Canadian motor torpedo boat flotillas operating in the English Channel. RCN MTBs, such as this one, inflicted heavy damage on German coastal shipping. (GM-2015)

Home from the Sea



Bowling, Dancing On Club Program

A bowling party completed and a spring dance planned are highlights of the entertainment program of the Cobourg-Port Hope Naval Veterans' Association.

Prize winners at the bowling party, held in Wright's Lanes in Cobourg, were: Evelyn McCaw, Audrey Puddy, and Fern Lane for the women; Chuck McCaw, George Clinton and Bill Lane for the men.

Entertainment chairman Bill Lane announced that plans are completed for a spring dance to be held in the new Lions' recreation hall in Port Hope in May.

Some members and their wives attended the naval balls sponsored by the Peterborough and Oshawa Clubs.

City Plans to Display Relics

The Peterborough, Ontario, city council is considering what should be done with war souvenirs—including the bell from the corvette HMCS *Peterborough*—which have been stored in a vault for 12 years.

City Clerk E. A. Outram brought to council's attention the fact the ship's bell and the bagpipes and kettledrum of the Stormont, Dundas and Glengarry Highlanders, the headquarters company of which was enlisted in Peterborough early in the war, were stored in city hall.

The city came into possession of the articles shortly after the cessation of hostilities, at a time when plans for construction of the Memorial Centre were being completed.

Mr. Outram wrote to Naval Headquarters in Ottawa and asked for a memento of HMCS *Peterborough* which the city intended should be set in a place of honour in the new community centre. The bell was sent in reply.

For some unexplained reason, plans for a memorial chapel in the Memorial Centre were not fulfilled and the three mementoes remained in storage.

Now, however, city council would like to hold a ceremony and have the articles placed on display—preferably in the Memorial Centre.

CNA Directors Meet in Kitchener

The objectives of the RCN Benevolent Fund were outlined by Lt.-Cdr. Harry McClymont, fund secretary, at the quarterly meeting of the board of directors of the Canadian Naval Association in Kitchener in late January. The meeting was held in the new club rooms of the Kitchener-Waterloo branch of the CNA and was presided over by H. A. Maynard, CNA national president, of Oshawa.

Attention was drawn to the fact that Battle of the Atlantic Sunday would be held on May 6 and that the May 6-12 would be recognized as Navy Week. It

was suggested that naval veterans' clubs might wish to organize special events to observe the occasion.

The directors decided not to affiliate at present with the Royal Naval Association but to continue a policy of cordial co-operation.

Reports from member clubs indicated a healthy continuation of the trend toward closer co-operation with the Navy League of Canada and Sea Cadets.

Directors found encouragement in the number of requests for information on the formation of new naval veterans' clubs and in the noticeable strengthening of established clubs.

The CNA is considering a distinctive flash for members' berets and discussion of this will be continued at the next directors' meeting.

Mr. Maynard congratulated the Kitchener-Waterloo branch on their well-equipped club rooms and on having acquired them in a comparatively short time since organizing. He thanked the club and its ladies' auxiliary for their generous hospitality.

The Canadian Naval Association is sponsoring the eighth annual naval veterans' reunion in Kingston on May 18, 19 and 20.—S.P.

Pre-War Club Names Officers

H. J. Hanson, a former petty officer, has been elected president of the Pre-War RCNVR Club in Toronto.

Elected vice-president was C. H. E. Moore, with N. J. Yorkston, secretary, H. McCallum, treasurer, and L. Payton master at arms.

Committee members are: Captain L. D. Stupart, RCNR (Ret), Lt.-Cdr. J. Jefferies, RCN (Ret), J. McCallum, S. Wheeler and William Clews.

Captain W. D. Houghton, commanding officer of HMCS *Star*, Hamilton naval division, was chairman of the meeting during elections.

Why Officers Went Hungry

Officers in the regular force or reserve, who feel the upkeep of uniform is burdensome, might well cast an eye on instructions given RCNVR officers about to join HMCS *Saguenay* at Montreal for two weeks' training in the depression year 1936.

A letter from Naval Service Headquarters said it was "strongly recommended" that the VRs bring with them, in addition to regular uniform clothing:

- Frock coat;
- Mess dress jacket;
- Evening waistcoats (blue and white);
- Cocked hat;
- Epaulettes;
- Full dress belt;
- Boots and shoes as necessary for above, and
- White uniforms.

H.M.S. AMETHYST

At Hong Kong

10th. August 1949

Captain K.G. Kendall
Experimental Station
Relston Village
Alberta

Dear Sir,

I enclose a Amethyst cap ribbon as requested in your letter of 20th. April.

It may interest you to know that your letter was received whilst H.M.S. AMETHYST was held by the Chinese Communists in the river Yangtse. It was part of the only mail received on board during our enforced stay there. I was, of course, unable to reply to your letter at that time.

Yours faithfully



First Lieutenant

For Commanding Officer.

War Museum in an Alberta Basement

Last summer Defence Research Board photographer Curtis R. Yool, visited Suffield, Alberta, to take pictures of the huge, controlled TNT explosion staged there by DRB. Among the Suffield employees he met was K. G. Kendall, who, Mr. Yool learned, has a private naval museum that occupies almost the entire basement of his home. This was of immediate interest to former PO "Scotty" Yool, RCN, and he visited the Kendalls' home to find one of the largest collections of cap tallies, ships' badges, war medals and ship models he had even seen assembled by a private citizen. Mr. Kendall's interest in naval matters, it turned out, dated back to the First World War; when he served with the RCN as an able seaman. One of his prize items is a letter from HMS Amethyst, mailed just after that warship had escaped down the Yangtse River in 1949. The picture of Mr. and Mrs. Kendall, below, shows only a small corner of his large collection.



AFLOAT AND ASHORE

PACIFIC COMMAND

Second Escort Squadron

More than 300 Canadian sailors Tuesday were initiated into the realm of King Neptune, the Ancient Order of the Mysterious Deep, and duly named "Shellbacks" of the highest degree, after crossing the equator for the first time in their lives.

It happened on board two of three Royal Canadian Navy destroyer escorts during a three-and-a-half month training and goodwill cruise to Asiatic waters. HMCS *Assiniboine* and HMCS *Ottawa* crossed the equator in the Indian Ocean in February. As the line was crossed, both ships blew their sirens loud and long, a signal for all on board who were veterans of such crossings to assemble all "tadpoles", or first-timers, to prepare for the boarding of His Majesty, Neptunus Rex and his Queen.

The Royal couple were suitably attired in flowing robes and wore crowns made of glittering brass studded with sea shells. As each tadpole was brought forward for his initiation, he was required to bow before the King and Queen; was thoroughly plastered with a concoction allegedly made from sea-

weed, fish and salt water, fed a ceremonial tablet containing various hot sauces and seasoning, and then dropped backwards into a vat of sea water and dunked until, in the eye of King Neptune, he was "clean" and worthy of becoming a member of the exclusive order. Each new shellback will be presented with a certificate commemorating the event.

The third ship taking a part in the cruise, HMCS *Margaree*, did not participate in the ceremony as she was sailing toward Rangoon, Burma, for a goodwill visit. However, she was to hold her own ceremony later when she entered more southerly waters en route to a rendezvous at Trincomalee, Ceylon.

ATLANTIC COMMAND

Fifth Escort Squadron

Five warships of the Fifth Canadian Escort Squadron arrived at Gibraltar on March 9 to join the NATO sea/air exercise Dawn Breeze VII in that area March 10-30.

French, Netherlands, Portuguese and British forces were to take part along with the destroyer escorts *St. Croix*, *Restigouche*, *Kootenay*, *Gatineau* and *Chaudiere*. Captain C. P. Nixon, com-

mander of the squadron, and his staff were embarked in the *St. Croix*.

The ships sailed from Halifax March 1 on an eight-day non-stop 2,800-mile crossing. It was the first transatlantic trip for the *Restigouche* and *Chaudiere* and, on the 1,243 officers and men in the five ships, almost two-thirds had not crossed before.

Despite some heavy weather the passage was uneventful. Sunday divisions were held on the weather decks of all ships March 4 and the next day was spent training junior officers in pilotage and navigation in the vicinity of the Azores. Lightline transfers involving all units took place Tuesday and Captain Nixon visited the *Kootenay* briefly to address the company of a ship recently joined from refit.

Five petty officer musicians were embarked in the *St. Croix*. Their Tuesday night Pops Concert in the main cafeteria was relayed by radio simultaneously to the four other ships in company.

On Wednesday, March 7, the *Kootenay* marked her third anniversary in commission. Thursday afternoon, off Gibraltar, manoeuvres were carried out with each bridge watchkeeping officer practising ship handling in close company with others during rapid changes of formation.

HMCS Fort Erie

Nearly 125 Canadians of the ship's company of 150 acquired citizenship in the domain of Neptunus Rex, mythical ruler of the district of Equatorius, when HMCS *Fort Erie* crossed the line in the Atlantic Ocean. The crossing occurred during a two-and-a-half-month training and good-will cruise to five West African countries.

The *Fort Erie* had crossed the Arctic Circle about five months earlier, during a cadet training cruise to Iceland.

The ceremony of crossing the line embodies a maximum of ancient tradition and a minimum of dignity—making no allowances for respected years, wisdom, nor rank, and providing the ship's company with several hours of hilarity.

There was ample grist for the initiation mill, for the *Fort Erie* had on board many new entries, as well as old



HMCS Cornwallis donated 473 pints of blood to a recent Red Cross clinic there. Top donors over the years are, left to right, Ldg. Sea. Walter Davidson, 30 pints, PO Jack Allan, 25 pints, and PO Lorne Skinner, 21 pints. With their latest donations is Nurse Edith Grant. (DB-16143)

veterans, whose duties never before had taken them as far south as the Equator. There were also those who forgot to bring proof of previous crossings and had to undergo the humourously humiliating ceremony again.

The evening before the *Fort Erie* reached the line, King Neptune sent a signal to the commanding officer, Cdr. L. B. Jenson, informing him that the ship should stop to receive the Royal Court of His Majesty Neptunus Rex.

The shellback committee consisted of a large group of the ship's company, but the directors of the ceremony and the verse-writers were CPO Douglas Sykes,

who acted as sheriff of Neptune's court, and CPO F. R. MacDonauld, who fulfilled the part of judge.

CPO Gerald Lockett, in flowing robes and wearing long golden beard and hair (fashioned from ship's hawser) and a royal crown, was King Neptune himself, while his charming and buxom handmaid, Aurora, was Ldg. Sea. Gregory Gaudon. The Scribe looked much like Ldg. Sea. L. A. Day, the attending court surgeon might have been PO J. N. Nevitt, and court barbers resembled Petty Officers D. B. Riddiford, and R. J. Lavallee. The Deputy Sheriff of the Royal Court, who rounded up many

timid and fearful tadpoles, was PO Sydney McNevin.

The defaulters were headed by Cdr. L. B. Jenson, for failing to pay proper respects to Neptune's Court on previous entry into His Majesty's realm. Ord. Sea. Robert Aubry was charged with selling to a member of the court a genuine African knife, stamped "made in Germany". Surgeon Lt.-Cdr. D. G. Stephenson was condemned for creating terrible fear in the hearts of the jellyfish and tadpoles by producing reams of literature on tropical diseases, Lt. J. C. Bonneau, for failing to produce necessary proof of previous crossings and subsequent presentation at Neptune's Court and AB Donald St. Amour for refusing to eat fish, Neptune's favourite food.

It took a couple of hours to convert the Canadian sailors into shellbacks, but when all was over each was proud of his new citizenship. After all had been initiated and when Neptune was satisfied of his day's work, he and his royal party allowed the *Fort Erie* to steam for her next port of call, Tema, Ghana.—J.C.B.

HMCS Kootenay

HMCS *Kootenay* in February completed her work-ups program off Bermuda, climaxed by an operational inspection by Commodore W. M. Landymore, Chief of Staff to the Flag Officer Atlantic Coast.

The ship thereafter rejoined the Fifth Escort Squadron in time for a seven-week training cruise overseas which began March 1.

During the work-ups in Bermuda, electricians from the *Kootenay* posed a formidable array of talent that crushed electricians from the *Sioux* in a challenge softball game 15-0.

NAVAL DIVISIONS

HMCS Donnacona

Dr. Don G. Stephenson of Montreal, has two ambitions—medicine and travel.

He has been able to satisfy both of them by serving as a medical officer on board HMCS *Fort Erie*, during a two-and-a-half month training and goodwill cruise to West African countries just ended.

As a surgeon lieutenant-commander in the RCNR, Dr. Stephenson performs his duties as an MO once a week at *Donnacona*, the Montreal naval division, and at least once a year goes on full-time duty with the Navy.

Surgeon Lt.-Cdr. Stephenson's first trips to sea were as an ordinary seaman. His naval career started in 1946,



Missing Relic

A VALUABLE relic of the history of the exploration of the North is missing from the Maritime Museum of Canada, in Halifax, and museum authorities are appealing for its return. The missing item is a portion of an engine plate from Sir John Ross' ship *Victory* which was abandoned in 1832 at the head of Victoria Harbour, Thom Bay, Isthmus of Boothia.

Before scuttling the ship, Ross had all stores, provisions and engine parts put ashore. Nothing remained of the ship but the engine parts when HMCS *Labrador* visited the site in September 1957.

Fragments of the engine plate were brought back and presented to the Maritime Museum, the largest portion

(and the one that is missing) being one bearing the lettering "H. MAUDSLAY". The full inscription could not be deciphered but, in part, the wording was "H. Maudslay & Co., Makers—London" and "Great Queen Street". Presumably this company made only the engine plate, because it is known that the engine for the paddle steamer was built by Braithwaite and Ericson.

The heavier parts of the engine were brought down from the Arctic and presented to the museum in 1960.

The portion that is missing is at the centre of the accompanying picture, which shows the engineer officer of the *Labrador*, Cdr. D. H. Fairney, surrounded by the *Victory's* engine parts (LAB-2645).

when he joined the naval reserve at *Donnacona*. At that time he was a student at McGill University. In 1949 he graduated with a B.Sc. degree and was promoted to the rank of sub-lieutenant in the Reserve.

The following year, he entered the Medical School at McGill. On graduation with his medical degree in 1954, he transferred to the medical branch of the RCNR.

As a reserve he has travelled on board RCN ships to such widely separated ports as London, England; Marseilles, France; Genoa, Italy; Amsterdam, Netherlands; Valencia, Spain; Scandinavian countries, the Far East, Hawaii, and the West Indies.

During the recent cruise he visited Lagos, Nigeria; Dakar, Senegal; Freetown, Sierra Leone; Accra and Tema, Ghana, and Abidjan, Ivory Coast.

In Freetown, Dr. Stephenson met a fellow McGill alumnus in the person of Hon. J. Karefa-Smart, Minister of External Affairs for Sierra Leone. Dr. Karefa-Smart graduated from the McGill School of Medicine in 1944, 10 years before Dr. Stephenson.

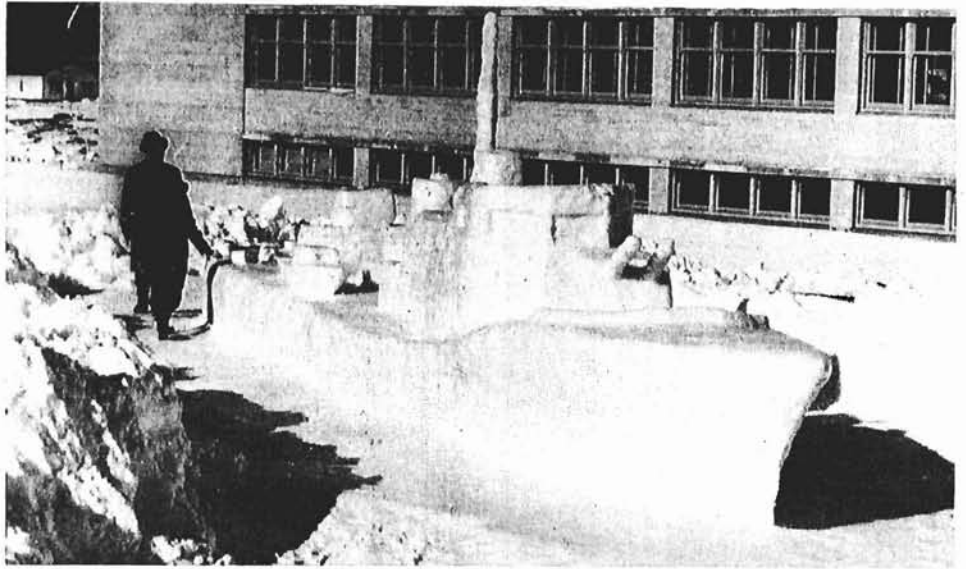
After the cruise, Dr. Stephenson returned to Montreal to resume private practice and part-time service in the RCNR—until the next opportunity to see more of the world in the RCN.

HMCS Cabot

A lively account of the efforts of UNTD cadets of Memorial University, Newfoundland, as snow sculptors appeared in the recent issue of *Muse*, the university's magazine.



Lt.-Cdr. R. A. F. Montgomery, executive officer of HMCS Tecumseh, the Calgary naval division, receives a cheque for \$100 from Lt. C. I. Avery, executive officer of RCSCC Undaunted, representing a contribution by the sea cadets toward the \$1,500 fund required to renovate Tecumseh's outdoor swimming pool for the 1962 season. (Photo from HMCS Tecumseh).



This ice-bound destroyer escort was modelled by industrious UNTD cadets attending Memorial University in St. John's, Newfoundland. (Photo by Max Mercer)

The story, which bore the title "Anchors Aweigh", has been proudly forwarded by *Cabot*, the St. John's naval division, to which the UNTD cadets are attached and reads as follows:

"Memorial's naval cadets were the most disgruntled people on campus when the Engineers were declared winners of the snow sculpture contest. But they don't think their effort was completely wasted.

"As one cadet put it, 'Our spirit hasn't been this good all year.'

"Friday afternoon at 4 pm there was a pile of snow with a deep trench around it just back of the eastern end of the Arts Building. Not many shovelers were optimistic enough to see how it could be made presentable for judging next morning.

"The word spread and more cadets came by to help. Taking only enough time to go to the gymnasium to watch their team in tri-service basketball, they worked through the supper hour and well into the evening. Bolstered by frequent bursts of song and PT periods which saw the whole 'ship's company' doubling around the sides, the work progressed. By the time they quit that night a scale model of a destroyer escort was well under way.

"They were back again the next morning, working in shifts as some left for lectures. Sub-Lt. Tom Conway looked like he should have been aboard the Engineers 'Friendship 7' as he manned the fire hose in his plastic suit.

"The cadets' commanding officer, Lt. W. J. Gushue, of the Education Department, was summoned after the official judging. On his arrival the cadets fell

in in three ranks and sang the UNTD song as he climbed about and stood on the 'bridge'.

"Lt. Gushue said he was 'deeply touched' and thanked them for giving him his 'first command.'

"We have the distinction', he said, 'of launching the first ship on this campus'."

SEA CADETS

RCSCC Kalamalka

Cadet Petty Officers Brian Worth and Charles Sutherland, both members of RCSCC *Kalamalka*, of Vernon, B.C., joined HMCS *Margaree* for her training cruise to the Far East.

The two cadets are among 10 cadets from across Canada who joined the three St. Laurent class destroyer escorts from the Second Canadian Escort Squadron making the training cruise.

The 17-year-old cadets have been members of RCSCC *Kalamalka* for three years and are looking forward to careers in the Navy.

The Vernon corps won a number of awards last year, including the D. W. Barr trophy for the Pacific area for the best-kept stores and best secretarial work.

RCSCC Admiral Mainguy

On April 9, 1961, the civic parking lot at Duncan, B.C., resounded to the click-click of cadet boots, when over 500 cadets from the three services on Vancouver Island participated in the largest tri-service cadet corps competition ever held in Canada.

This year it is expected that almost 800 cadets from all over Vancouver Island will take part and set a new record.

The gigantic event was sponsored by the Cowichan Branch of the Navy League of Canada and the Admiral Mainguy Sea Cadet Corps.

Ten units took part in the competition, all from Vancouver Island. They were No. 2308 Canadian Scottish Cadet Corps, Port Alberni; No. 2422 Canadian Scottish Cadet Corps, Duncan; No. 257 Squadron RCAF Cadets, Ladysmith; RCSCC *Admiral DeWolf*, Campbell River; No. 2483 PPCLI Cadets, Esquimalt; RCSCC *Amphion*, Nanaimo; No. 2289 RCEME Cadets Corps, Victoria; RCSCC *Cougar*, Shawnigan Lake Boy's School, Shawnigan Lake; No. 2136 Canadian Scottish Cadet Corps, Victoria; RCSCC *Rainbow*; Victoria, and RCSCC *Admiral Mainguy*, Duncan.

The job of organizing the event was well handled by Lt. R. M. Stewart, commanding officer, *Admiral Mainguy* Sea Cadet Corps, with the assistance of his executive officer, Sub-Lt. S. Phillips.

RCSCC Columbia

The establishment of Fort Langley on the Fraser River as the first seaport on the British Columbia mainland was an historic event of outstanding significance in the history of the coastal province.

That it is so regarded in B.C. is testified to by the fact that a meeting of the premier and provincial cabinet is held each year in the old Hudson's Bay fort to commemorate the founding of the town in 1858 as the first capital of the colony that a few years later was to become British Columbia.

Last year the even earlier nautical history of the site was recalled when ceremonies were held commemorating the choice in 1827 of Fort Langley as a seaport and training post.

The first steamer on the Pacific Coast was the Hudson's Bay Company's *Beaver*. She carried Governor James Douglas and Mathew Begbie to Fort Langley for the founding of a mainland capital on November 19, 1858.

Last year's ceremonies, recalling the occasion, saw the presence of the guard of RCSCC *Columbia*, of nearby Aldergrove. Premier W. A. C. Bennett, after inspecting the guard, congratulated the



Rear-Admiral P. D. Budge, Chief of Naval Personnel, explains features of a model of the *Bonaventure* to Navy League Cadet Grant Clark and his father after the second annual father-and-son dinner of RCSCC and NLCC *Swiftsure* in Brandon, Manitoba, on February 12. Admiral Budge was guest of honour and spoke to the cadets on "Drake's Drum".

corps on its achievements, which had included winning the R. J. Bicknell trophy, awarded to the B.C. corps with the highest standing in professional achievement.

RCSCC Swiftsure

Three hundred and fifty guests attended the second annual father-and-son banquet of the *Swiftsure* corps of the sea cadets and Navy League cadets in Brandon, Manitoba, on February 12. *Swiftsure's* 65-piece band provided music throughout the evening.

Rear-Admiral P. D. Budge, Chief of Naval Personnel, was the guest of

honour and delighted the cadets with an address on "Drake's Drum".

F. C. Aggett, president of the Navy League of Canada, presented a certificate to sea cadet chairman Stanley Hewitt, in recognition of "meritorious and outstanding service" to the Navy League.

Guests included Mayor S. A. Magnacca, of Brandon, senior officers of the armed forces from Manitoba centres, H. R. Gillard, secretary of the Navy League of Canada, and G. Hanna, sea cadet chairman of the Manitoba division of the league.



Northwest under the Ice

IN AUGUST 1954, HMCS *Labrador* fought her way west under full power through Viscount Melville Sound in the North West Passage. The ice was heavy, hummocked polar pack under pressure and the officer of the watch stood his watch with one eye on the ice and the other on the sounding machine. A good day's run was 30 miles.

In August 1960, a scant six years later, the nuclear submarine USS *Seadragon*, transited this same stretch of ice-covered sea, submerged, and continued on westbound through McClure Strait bound for the Pole. Her speed was 16 knots—a day's run in excess of 380 miles. This was an incredible feat and a startling revelation of the nuclear submarine's capabilities in waters abounding with dangers such as inaccurately charted land masses, unknown depths and the solid ice above the *Seadragon's* "sail".

The captain of the *Seadragon* was Cdr. George P. Steele, USN, and, happily for both seaman and layman, he has written a book about his submarine's exploits. The author is not only a highly competent professional naval officer; he also an able writer.

The book could have been a personal account of the author's difficulties and achievements on the long voyage from Portsmouth, New Hampshire, to Pearl Harbour, Hawaii, by way of the North West Passage but this is not the case. Only rarely does Cdr. Steele write of his heavy responsibility as the captain and leader of a difficult and hazardous expedition. When he does give a modest glimpse of a few of the many problems and decisions besetting him, the utter loneliness of command deep beneath the surface of the polar sea becomes forcibly evident.

Much of the book is about the officers and men who manned *Seadragon* from her commissioning until her arrival in Pearl Harbour, and this is as it should be. A nuclear submarine demands per-

BOOKS for the SAILOR

fection from her ship's company in their everyday duties at sea. The *Seadragon* tested her crew's capabilities in a unique fashion and the captain gives generous credit to all who contributed to the success of the voyage.

Nansen, the Arctic explorer, wrote many years ago:—"The success of a polar expedition depends upon the preparations made beforehand." This is as true today as it was in the days of wooden ships, ice saws, dogs and sledges. The early chapters of this book are devoted to the training of a nuclear submarine's officers and men.

In the course of his own early training, the author gives an entertaining insight into the personality of the irascible, dynamic and controversial Rear-Admiral Hyman Rickover. The admiral's methods and personal demands in the selection of captains and officers for nuclear submarines have been criticized in many quarters. It would however be foolhardy to criticize the results he achieves with these unorthodox methods. Cdr. Steele describes his initial reactions after his first interview with the formidable admiral. The hopeful candidate for nuclear submarines left extremely angry, having been apparently rejected out of hand and without much opportunity to present his case. Fortunately, for the *Seadragon* and the reader, this treatment only hardened his determination to command a nuclear submarine and he demanded and got a second interview.

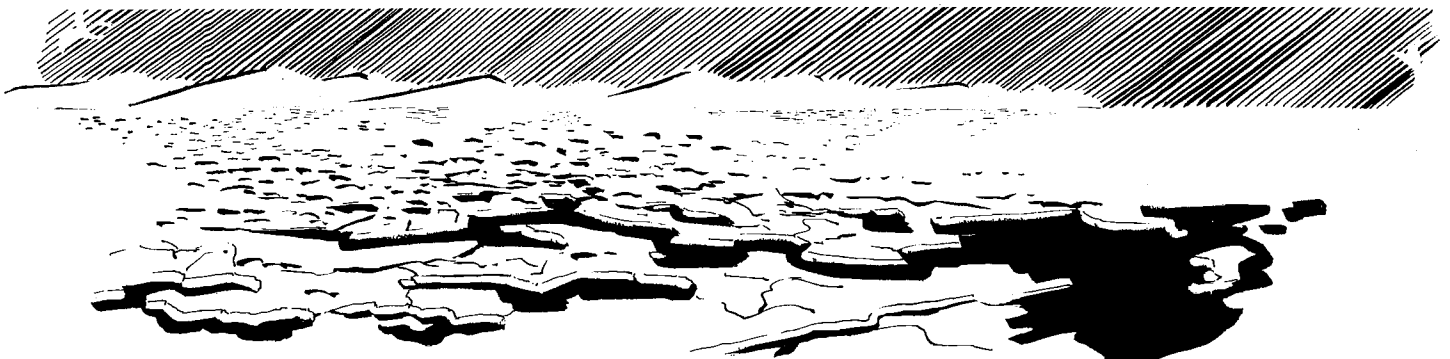
Sufficient technical information is injected throughout the book to provide an understanding as to how a nuclear

submarine is manoeuvred, propelled and navigated and the dialogue is skillfully handled to give emphasis to the constant vigilance necessary to ensure safety. The hard fact is driven home that complex equipment such as iceberg detectors, highly sensitive sonar and sounding equipment and all the other scientific paraphernalia required for high-speed undersea navigation are only effective provided skilled interpretation is available. This skill was on board the *Seadragon* in good measure under the leadership of Dr. Waldo Lyon of the Naval Electronics Laboratory in San Diego. Very few have heard of Waldo Lyon but, among those few, his name is automatically coupled with the achievements of the nuclear submarines in their polar voyages.

It will also be of particular interest to Canadian readers to meet Commodore O. C. S. Robertson, RCN, since retired, on board the *Seadragon* as an adviser and observer. The only question left unanswered to this reviewer by Cdr. Steele is how the commodore, who is six feet, eight inches in height managed to sleep on a standard length USN bunk.

With the advent of the RCN into the submarine field this book should be widely read and its implications should be carefully studied. Cdr. Steele is to be congratulated both as a submarine captain and an author in conclusively exploding the myth, still currently believed in many circles, that the Canadian Arctic and the Polar Sea are insurmountable barriers. This sea has now become a training ground for nuclear submarines of the U.S. Navy. It could become a battleground. —T.A.I.

USS SEADRAGON—NORTHWEST UNDER THE ICE, by Cdr. George P. Steele, USN; published in Canada by Clarke, Irwin and Company, Limited, 791 St. Clair Ave., W., Toronto 10, 248 pages; illustrated; \$5.75.



THE SAVO DEBACLE

"The Assyrian came down like a wolf on the fold..."

THE LINE is brought to mind on reading a book-length account of the Battle of Savo Island. The wolf in this instance was a Japanese force of seven cruisers and one destroyer. The fold was Savo Sound, later and for good reason to be named Ironbottom Bay. In it were 19 transports and freighters, engaged in the landings on Guadalcanal and Tulagi, and a covering force of eight cruisers and eight destroyers. The warships were not together, but were split into four groups and so deployed as to cover the three entrances to the sound.

In the post-midnight darkness of August 9, 1942, the Japanese slashed in through one entrance and out the other. Behind them they left four sinking cruisers—three American and one Australian—and two damaged destroyers. Casualties were 1,024 killed or died of wounds, 709 wounded. The Japanese made off virtually without a scratch.

Samuel Eliot Morrison has called Savo Island one of the worst defeats

ever inflicted on the U.S. Navy. It was not decisive—although it might have been if the Japanese had pursued their advantage. And good did come of it. In this respect it was something like Dieppe. Many lessons were learned, the hard way.

The shock of Savo Island reverberated throughout the U.S. Navy, and indeed through all the allied sea forces. The result was a new and healthy respect for the fighting qualities of the Imperial Japanese Navy, a new toughness in attitude, and the rectification of numerous faults and failures starkly revealed by the defeat.

The same faults and failures that occurred then can occur again. This is one of the reasons why today so much emphasis is given to training, in our navy as in others. It is also a good reason for reading this book.—R.C.H.

SAVO. The Incredible Debacle Off Guadalcanal, by Richard F. Newcomb, New York, Holt, Rinehart and Winston (1961); \$4.95.

The author, an ex-submariner, has consulted reliable sources and his work is comprehensive, including detail on the activities of midget submarines. There are many good stories and it is a pity that such a large field has had to be covered, as the book tends to degenerate into a dull recital of facts.

Submarine Victory, however, is a reliable chronological history of a resourceful service, which unlike its enemy counterpart, never had unlimited opportunities to sink shipping but by the use of its professional skill, particularly in the Mediterranean theatre, was able to exercise a decided influence on the course of the war.—J.D.F.K.

SUBMARINE VICTORY, by David A. Thomas; published in Canada by the Ryerson Press, 299 Queen St. W., Toronto 2B; 224 pages, illustrated; \$5.

BRITISH AUTHORITY ON SHIPS PASSES

Word has been received of the death in England on December 18, 1961, of A. C. Hardy, naval architect and prolific writer on shipbuilding, ship design and naval operations. Author of the three-volume *Everyman's History of the War at Sea* and illustrated works, such as *Warships at Work*, Mr. Hardy had maintained close contact with *The Crowsnest* for the past 13 years.

HM SUBMARINES

IN THE AFTERGLOW of late evening in the Mediterranean on May 24, 1941, five Italian destroyers were grimly searching for the submarine that had just torpedoed one of their charges, a large troopship crammed with reinforcements for the Axis army in North Africa. For those below there followed 19 minutes of horror as the explosions

from 37 depth charges flung their boat about like a toy.

Finally there was silence and then "strange noises were heard along the hull, rather like a sweep wire groping along the outside". The 17,800-ton liner *Conte Rosso* had sunk to her final resting place and probably almost succeeded in enmeshing HMS *Upholder* in her rigging and thereby wreaking vengeance for her own destruction.

For this attack, the highlight of a successful patrol, Lt.-Cdr. M. D. Wanklyn, the commanding officer of the *Upholder* won the Victoria Cross, the first of nine (a total of 24 were awarded to naval personnel) to be bestowed on British submariners during the Second World War. Their deeds, alone, obviously provide interesting material for *Submarine Victory*, a book which tells the story of the Royal Navy's submarine branch from September 1939, when the Home Fleet put to sea to escort a damaged HMS *Spearfish* home from the Kattegat, to the sinking of a Japanese destroyer by HMS *Stubborn* in July 1945.

RCN Matchbook Covers Listed

A comprehensive, illustrated catalogue of RCN matchbook covers has been prepared by Patrick E. Griffiths, Canadian secretary of the British Matchbox Label and Booklet Society, of 30 Gallie Road, Hamilton, Ontario.

Mr. Griffiths is at present trying to locate matchbook covers from the Town class destroyers, transferred by the USN to the RN and RCN in the 1940 destroyers-for-bases deal.

In particular he is seeking a cover from HMS *Mansfield*, ex-USS *Evans*, the last ship in which he served. Currently this cover is selling for \$8.

Expatriates Visit Frigates

The visit of the frigates *Fort Erie* and *New Waterford*, to Abidjan, Côte d'Ivoire, February 18-22, was the first by Canadian warships to the busy ultra-modern port on the coast of West Africa.

The stop-over at Abidjan, the capital of Ivory Coast, gave Canadian missionaries and citizens serving there an opportunity to renew ties with their homeland. The missionaries were Rev. Fr. Robert Ouellette, of Winnipeg. Rev. Brothers Fernand Bibeau, of Levis, P.Q., and Charles Casista, of St.-Como de Beauce, P.Q. These members of the Marianist Order are directing the "Externat St. Paul du Plateau" school in the French community of Abidjan. Another visitor was Jean-Paul Baillargeon, of Laprairie, P.Q., who is serving as an economist in the Ivory Coast government.

The U.S. ambassador and embassy officials did much to make the four-day stay in Abidjan an enjoyable one. The French Army provided transportation to and from the beaches for members of the ships' companies, for picnics and sports afternoons.

THE NAVY PLAYS

Western Anglers Name Officers

Winds gusting to 74 mph and temperatures that felt like 30 below did not deter 60 members of the RCN Anglers' Association from attending the annual meeting of the association in the Naval Technical School theatre at Naden on January 19.

Newcomers to office, elected at the meeting, included CPO Des Studley, president, and CPO Bob Rogerson and Jim Mackay, directors. Returned for another term were: CPO Clay Henderson, vice-president; Jack James, second vice-president; Cliff Timothy, secretary; CPO Bill Ard, treasurer, and directors Lt.-Cdr. Joseph Beattie, Bruce Colegrave, CPO Dave Bulmer and Bill Hewton.

It was announced that anglers had qualified for 42 buttons (three gold, 15 silver and 24 bronze) during the past season.

Last August had proved to be a productive month for trophy winners. The largest salmon trophy for ladies and juniors and the Derby month trophy were won at that time. Mrs. Irene Westover and Robert Alexander each won two trophies in other events.

Other trophy winners were: Bob Lyon, for the club's largest salmon at 36 pounds, eight ounces, and another for trout angling; Ldg. Sea. R. W. Kisby, Bill Hoskyn, Mrs. June James, Bill Hewton, Jack James and Mrs. M. Mackay.

Trophies were presented by Lee Hallberg.

Chief Honoured By Swimmers

CPO Albert Trepanier of HMCS *Cornwallis* has been made honorary life president of the Nova Scotia Amateur Swimming Association. In 1947 the NSASA was formed and for the past 15 years Chief Trepanier has given the association his leadership and guidance.

For his services as the NSASA's founder and for his inspiring leadership and devotion to swimming competition in the Maritimes, the association voted unanimously to confer upon Chief Trepanier the office of honorary life president.



CPO ALBERT TREPANIER

"It is hoped that in this small way, the appreciation of all those connected with swimming in the Maritimes will be shown to the man who has done so much to foster its development," said J. P. Hugh Sproule, president of the association.

CPO Trepanier is in charge of the *Mackenzie* new entry training division at *Cornwallis*.

Royal Roads Teams Tied in League

The RCN staff and cadet volleyball teams of *Royal Roads* tied for first place at the end of the first half of this season's Victoria Volleyball League schedule. Now in its second year, the league is made up of eight teams.

The cadet team, the RCN Ravens, is considered to be one of the best entries the Navy has had in many seasons. One of the players was Jack Crib, a member of last year's Canadian tri-service champion *Shearwater* team.

Naden Curlers In Clean Sweep

Winner of the grand aggregate in this year's Pacific Command bonspiel was a rink skipped by AB Doug Amos, of Naden. A record of 10 wins and no losses in the A and B events gave the rink the first clean sweep in the nine-year history of the bonspiel.

Emerging victor in the secondary C and D events was a rink composed of sub-lieutenants of VU-33, skipped by John Tucker.

Trophies and prizes donated by the Six Mile House, Yarrows Ltd., and Stockers Ltd., were presented to the winners by Captain J. C. Pratt, representing the Flag Officer Pacific Coast.

Naden Grabs Hockey Crown

Naden defeated defending champions, the *Assiniboine*, 4-3 to become Pacific Command hockey champions for 1961. The tournament began on November 27, with a 21-team entry, and ended on December 22.

Royal Roads Wins Volleyball Tilt

Royal Roads and the *Cape Breton* finished the final game of the 1961 Pacific Command volleyball tournament with a score of 3-0 in favour of *Royal Roads*.

Twenty-three teams entered the one day knockout series on December 19. The tournament was hard fought from beginning to end.

Fraser Takes Hoop Title

The *Fraser* overpowered the *New Glasgow* by a 36-18 score to become the 1961 Pacific Command basketball champions.

Twenty ships and establishments entered the knockout tournament which was played on December 18, 20 and 21.

UNB Again Tops Swimming Meet

University of New Brunswick swimmers racked up 72 points in February to carry off top honours for the third consecutive year in College Militaire Royal's annual invitational swimming meet.

CMR contestants earned a total of 44 points in second place while Laval University and Macdonald College of St. Anne de Bellevue, Que. tied for third with 30 each.

Montreal's Loyola College finished fourth with 21.

RN Seeks Mobility

Forces with increased mobility to lessen the dependence on overseas bases is emphasized in the Royal Navy's estimates of 1962, according to the *Admiralty News Summary*.

"It promises to be a busy year ahead," says the Admiralty publication, in its commentary on the estimates.

"The First Lord, in presenting the Explanatory Statement on the Navy Estimates explained, first of all, the main setting, which is the trend of British strategy for some years ahead, the need for more mobile forces to lessen the dependence on overseas bases. The Navy has to be prepared to play a central role in the kind of operations which involve closer combination and co-operation of all three services; it must inevitably be involved in any limited war operations in which the country becomes engaged.

"Less dependence on bases underlines the great importance of afloat support; those replenishment tankers, stores and armament support ships, submarine depot ships, repair ships, minesweeper maintenance and support ships, freighting tankers and the like, which we first fully appreciated in the vast areas of the Pacific in the last war, when they were known as the Fleet train. We are at the moment building two new Tide class tankers and it is hoped to order shortly two newer, faster and bigger ships which will increase our ability to refuel the Fleet at sea.

"This year, much of what has been talked about in the past will be really happening; the guided missile destroyers are coming into service; the Seaslug weapon with which they are armed is becoming operational, that is, the *Hampshire* and *Devonshire* are both armed with Seaslug Mark I; the *Dreadnought* is going to be commissioned this year; the first squadron of Buccaneers embarks this year; the *Albion*, the second commando ship, is commissioned; the Wessex helicopter is in service, both anti-submarine and shortly, carrying commandos; the Tribals, general purpose frigates, are now in service and, as well, we are getting on with the remainder of the four County Class ships on order; the *Valiant*, the first British-designed nuclear submarine is progressing and the new Leander class frigates are going ahead".

SAILORS AT PLAY IN THE FAR EAST

REPRESENTATIVE teams from the *Assiniboine*, *Margaree* and *Ottawa* have participated in an active sports program during their winter cruise to southeast Asia. They have played softball, soccer, volleyball, water polo, golf, hockey and basketball and their opponents have included Japanese civilian and service teams and others representing ships of the British, Indian and U.S. navies.

During the divisions' brief stay in Pearl Harbour, teams met the USS *Radford*, *Renshaw* and *Shelton* in both softball and basketball, the Canadians winning three softball outings and losing two basketball games.

An active sports program was arranged for the division for the period of its stay in Yokosuka, Japan. The opposition was from the USN Seahawks, locally known as the top dogs in most athletic activities on the naval base, and select teams from the Japanese Maritime Self-Defence Force. Against such opposition, the divisional teams fared extremely well, considering that this was the first opportunity for the teams from the three ships to play together as a unit.

The first softball game was played against the Seahawks, who proved to be far superior in all phases of the game as they ran up a score of 13-0. Lack of practice and bad timing in the field proved to be the downfall of the divisional team as the Seahawks scored all 13 runs on only five base hits.

The following day the division played the Japanese representative team and won by a score of 12-6. This game provided a new experience to many of the RCN players, as the first half of the game was played under Japanese rules and with Japanese equipment. After five innings, the hosts held a 4-3 lead but faltered in the later innings when playing under Canadian rules and with Canadian equipment.

Adherence to the Olympic rules by a strict and competent official was in itself too much for the inexperienced divisional volleyball team. The USN Seahawks were again the opposition and displayed excellent teamwork and coordination to win handsomely 15-5, 15-10, 15-13.

The soccer game proved to be the most popular of the week, receiving publicity through the base newspaper

and local advertising boards. The USN Seahawks are leading the Tokyo and District Soccer League with an impressive five wins, two draws and one loss record. It was generally felt and expressed that the Seahawks would beat the RCN at its own game.

The first half saw the Canadians one goal up, having outshot the opposition 24-2. After five minutes of the second half the Seahawks equalized. The remainder of the game saw the divisional team in the Seahawk half of the field for most of the time, again outshooting the opposition 16-3. Rather than play extra time to decide the game, the US team declined in favour of a draw.

The USN Seahawks again appeared to be masters of the hardwood floor, in beating the divisional basketball team 55-45. The score could have been considerably higher had the opposition so desired. The second game was played against the Maritime Self-Defence Force, who, though far superior in speed and ball handling, were unable to collect the rebounds from the backboards because of the difference in height of the two teams. This was to the advantage of the RCN team who went on to win 62-46.

The first two hockey games were used to condition the players and select the team to play the Tokyo Industrial All-Stars. The first of the games was played against the University of Tokyo, which was beaten 4-2, while the second was against the University of Wasedo, which surprisingly beat the Canadians 8-5. With these two games behind them and a restful week-end in Tokyo, the divisional team was well primed to take on all comers.

On Monday, February 5, the team scored a 10-3 victory over an all-star team from an industrial league in Tokyo.

An estimated 2,500 Tokyo citizens and a cheering section of Canadian sailors watched the game in Tokyo's Korakuen Ice Palace. The Canadian ambassador to Japan, W. F. Bull, officiated at the opening face-off.

AB Dale Frost led the Canadians with three goals. AB Bill Thomas, scored two, and the others were tallied by Ldg. Sea. Bill Low, PO Walter Rowan, Ord. Sea. Barry Grainger, AB Richard Vollett, and PO Paul Lapointe.

Ord. Sea. George Carlson, of Port Arthur, tended goal for the Navy team, which was coached by PO Art Wadlow, of Mirror, Alta.

Both recreational and competitive golf matches were played by RCN golfers. The officers played against the Canadian Embassy Staff and senior officers of the Japanese Maritime Self-Defence Force. After the last foursome reached the clubhouse, all participants sat down to an enjoyable luncheon, after which the Canadian Ambassador presented the individual prizes. The ships' company golfers had a very successful outing against the Fleet Activities Staff with a victory of 7-2.

During the division's two-day stop-over at Singapore Naval Dockyard, the host ship for the division was HMS *Cassandra*. The sports schedule was so arranged that organized games were played in the dog watches, thus taking advantage of a setting sun and a cool, refreshing sea breeze.

Basketball was the only sport in which the RCN showed its mastery. In the first game against the host ship HMS *Cassandra*, the inexperience of handling the ball and the inaccuracy in shooting for the basket was the difference in the score. The *Cassandra's* team, though down by some 36 points, never let up the pace throughout the entire game, the final score being 48-12.

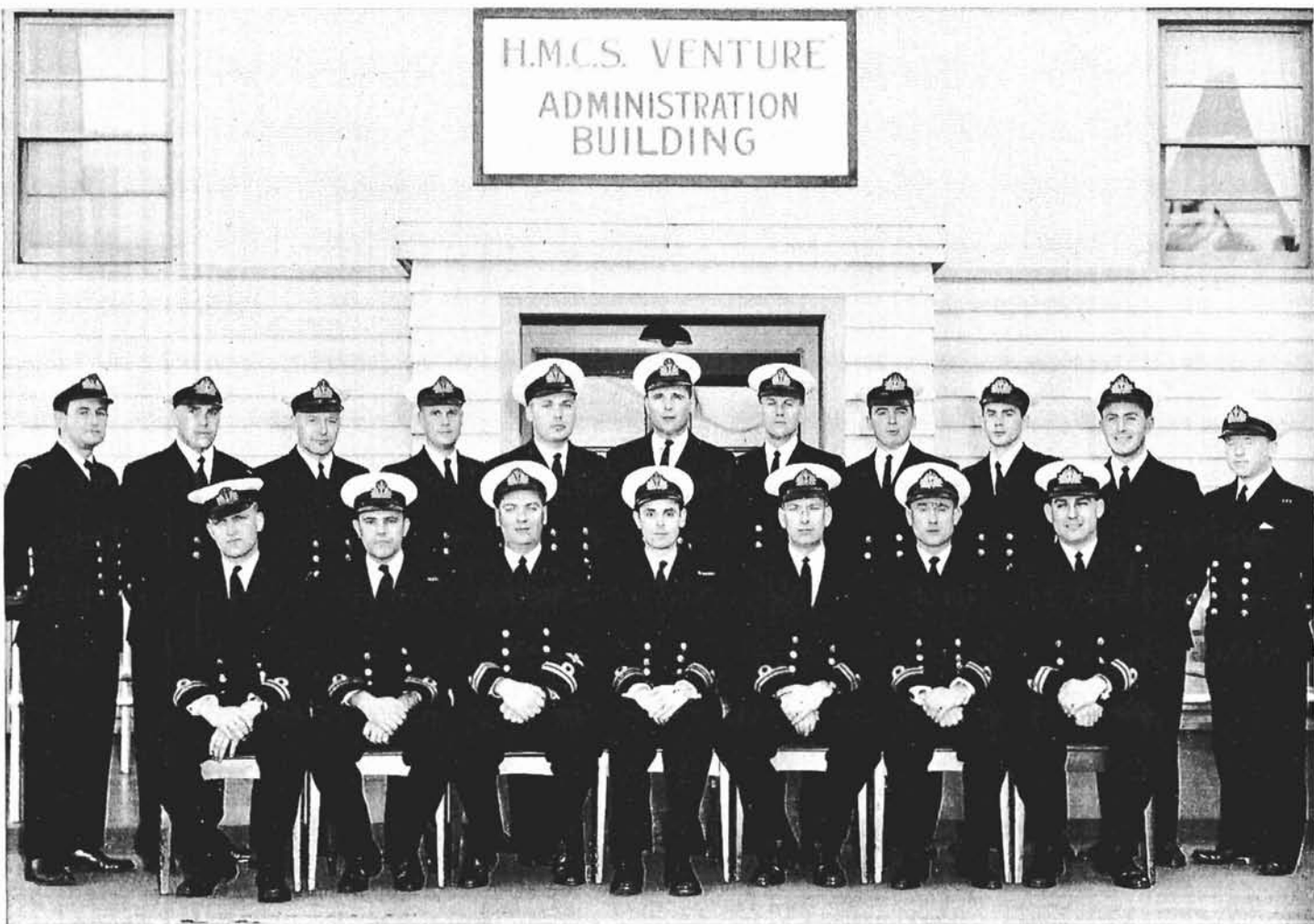
The second game was scheduled against HMS *Cavalier* but when the divisional team arrived at the court they found representatives of the Indian Navy ready to play them. The Indian Navy team was a much faster and more experienced team than HMS *Cassandra's* but still lacked the accuracy in shooting and the difference in height was to the Canadians' advantage. An enjoyable game was played with the final score being 51-13, in Canada's favour.

The first soccer game was played against a combined team from the Inshore Flotilla. The score at half time

was 1-0 in favour of the minesweepers. The stamina required for the second half and the hardness of the ground proved too demanding for the RCN team, the final score being 5-1 in favour of the "home team".

HMS *Hartland Point* was the division's opponent on the second day and proved to be a much stronger team than that of the Inshore Flotilla. With exceptional ball control and accuracy in shooting it was not difficult for them to run up a score of 7-2.

Had the divisional team had one or two experienced players of the calibre of the RCN team that plays in the city league in Victoria, the results of both waterpolo games could well have been reversed. The standard of waterpolo played was not exceptionally high. HMS *Cavalier* provided the opposition for the first game and won handsomely 8-3, while Inshore Flotilla was the opponent for the second game, winning 6-1.



Before officers proceed to training leading to sub-specialization in weapons and in operations they undergo a 22-week course at HMCS Venture in mathematics, physics, electricity and electronics. Members of the second weapons-operations course, which began March 6, are: Front row, Lieutenants P. J. Drage, L. J. Cavan and L. T. Zbitnew; Lt.-Cdr. D. A. Robertson, course officer, and Lieutenants J. L. Woodbury, J. B. Buchan and M. W. Rocheleau, and standing, Lieutenants J. B. Kilbride, R. A. Willson, C. Boyle, D. I. Rushton, J. M. Bishop, B. E. Derible, F. C. Sherwood, D. G. Thomson, J. G. Carruthers, N. D. Scott-Moncrieff and T. S. Hayward. (E-65358)

RETIREMENTS

PO HENRY GORDON BLANCHARD, P1AM3, of Montreal, Que.; joined January 27, 1941; served in *Naden, Stadacona, St. Clair, Captor II, Peregrine, Scotian, Huron, Niobe, Warrior, RCNAS Dartmouth, Magnificent, Shearwater (18CAG), Shearwater (VS880), (VS881), Naden, (VC33)*; awarded CD; retired February 3, 1962.

CPO ALEXANDER DOUGLAS CHALMERS, C1RM4, of Killwinning, Ayrshire, Scotland; joined March 1, 1937; served in *Stadacona, HMS Victory I, Restigouche, Venture, Fort Ramsay, Westmount, Cowichan, St. Hyacinthe, Gatineau, Bytown, Scotian, Warrior, Haida, Shearwater, Cornwallis, La Hullose, Albro Lake radio station, Magnificent, Bonaventure, Shelburne*; awarded Long Service and Good Conduct medal; retired February 28, 1962.

CPO ROBERT JAMES CLEMENS, C1ET4, of Didsbury, Alta.; joined March 1, 1937; served in *Naden, Skeena, St. Laurent, Ottawa, HMS Victory, Assiniboine, Mayflower, Niobe, HMS Defiance, Stadacona, Sioux, Givenchy, Rockcliffe, Crescent, Ontario, Crusader, Sussexvale, Skeena*; awarded CD; retired February 28, 1962.

CPO THOMAS EDWARD ELSTONE, C1SN4, of London, Ont.; joined January 15, 1940; served in *Naden, Stadacona, Fundy, St. Croix, Chambly, Burlington, Baddeck, Columbia, Nipigon, Cornwallis, Westmount, Avalon, Coppercliffe, Uganda, Prevost, Swansea, Iroquois, Haida, Micmac, La Hullose, Algonquin, Star, Patriot, York*; awarded CD; retired February 4, 1962.

CPO ALFRED GOLD, C2BN3, of Vancouver, B.C.; joined March 1, 1937; served in *Naden, Skeena, St. Laurent, Nootka, Prince Robert, Burrard, Stadacona, Cornwallis, Peregrine, Avalon, Crescent, Athabaskan, Ontario, Niobe, Excellent, Crusader, Miramichi*; awarded RCN Long Service and Good Conduct medal; Mention-in-Despatches February 6, 1954; retired February 28, 1962.

PO JOHN STEWART HILTON, P1BN3, of Halifax, N.S.; served in RCNVR February 22, 1938-Aug. 6, 1945; joined RCNR Aug. 27, 1949, transferred to RCN Feb 6, 1952; served in *Stadacona, McNab Island, Marie Therese, Fort Ramsay, Nipigon, Cornwallis, Edmundston, Avalon, Hochelaga II, Stettler, Goderich, Peregrine, Victoriaville, Captor II, Scotian, Brockville, Crescent, Algonquin, Shearwater, Portage, Acadia, Bytown*; awarded Long Service and Good Conduct medal February 6, 1945 (RCNVR); retired February 5, 1962.

CPO GEORGE ALEXANDER KILGOUR, C2WS4, of Stratford, Ont.; joined July 12, 1937; served in *Stadacona, Skeena, HMS Victory, Niagara, Assiniboine, Chippawa, Cornwallis, Stormont, Peregrine, Niobe, Naden, Nootka, La Hullose, Micmac, Bytown, Quebec, Huron, Naden, Crusader, Fort Erie, Swansea, Terra Nova*; awarded RCN Long Service and Good Conduct medal; retired February 4, 1962.

PO ROY EDWARD McALPINE, P1WS4, of Guelph, Ont.; joined January 27, 1941; served in *Naden, Cornwallis, Stadacona, Iroquois,*

Hochelaga II, La Salle, Peregrine, Scotian, Sussexvale, Uganda, Div. Tdr. 6, Lloyd George, Haida, La Hullose, Magnificent, Bytown, Lauzon, Niobe, Excellent, Patriot (GLTC), Star, York; awarded CD; retired February 9, 1962.

CPO RALPH JAMIESON McCLINTON, C2ER4, of Pangman, Sask.; joined June 2, 1941; served in *Naden, Malaspina, Givenchy, Stadacona, Cornwallis, Hunter, Hochelaga II, CN 567, Royal Mount, Saint John, Border Cities, Oshawa, Heatherton, Rockcliffe, Ontario, Haida, La Hullose, New Waterford, Sioux, Jonquiere, Crescent*; awarded CD; retired February 12, 1962.

CPO ROMEO ROLAND MERCURE, C2BN4, of Montreal, Quebec; joined RCNVR July 8, 1940; transferred to RCN May 10, 1946; served in *Cartier, Stadacona, Prince Henry, Avalon, Gatineau, Peregrine, Warrior, Magnificent, Montcalm, D'Iberville, Hochelaga, Donnacona*; awarded CD; retired February 23, 1962.

CPO ADRIEN LAURIER MICHAUD, C1ST4, of Riviere du Loup, Quebec; joined February 16, 1937; served in *Stadacona, St. Laurent, Skeena, Ottawa, Naden, Sans Peur, Prince Robert, Givenchy, NOIC Esquimaux, Niobe, J-3393, Warrior, Rockcliffe, Discovery, Bytown, Ontario*; awarded RCN Long Service and Good Conduct Medal; retired February 15, 1962.

CPO EDWARD NEVILL MOORE, C1ER4, of Hamilton, Ont.; joined March 1, 1937; served in *Stadacona, St. Laurent, Skeena, St. Croix, Assiniboine, Cornwallis, Hunter, Niobe, Sioux, Huron, Qu'Appelle, Iroquois,*

Nootka, Magnificent, Haida, Cayuga; awarded RCN Long Service and Good Conduct medal; retired February 28, 1962.

PO GEORGE SAMUEL O'KEEFE, P1RP3, of Toronto, Ont.; joined January 27, 1941; served in *Naden, Stadacona, HMS Rampura, Venture, Annapolis, Mayflower, Kamsack, York, Brunswick, Hochelaga II, ML-115, Burrard, Nabob, Niobe, Peregrine, St. Hyacinthe, St. Laurent, Warrior, Magnificent, Nootka, York, Shearwater, Cornwallis, Bonaventure*; awarded CD; retired February 3, 1962.

CPO JOHN CLEMENT WALDRON, C1PT4, of Halifax, N.S.; joined May 10, 1937; served in *Naden, Stadacona, HMS Victory, HMS Excellent, Assiniboine, Stadacona, St. Francis, Niobe, Chaudiere, Saskatchewan, Peregrine, Iroquois, Saut Ste. Marie, Rockcliffe, Ontario, Venture, Royal Roads*; awarded CD; retired February 4, 1962.

CPO FREDERICK ARCHIBALD WATERS, C1SG4, of Big Valley, Alta.; joined March 1, 1937; served in *Naden, Stadacona, HMS Victory I, Restigouche, Ottawa, Armentieres, Assiniboine, Avalon, St. Hyacinthe, Venture, Orillia, Royal Roads, Uganda, Ontario, Cayuga, Cornwallis, Crescent, Skeena*; awarded RCN Long Service and Good Conduct medal; retired February 28, 1962.

CORRECTION: Some errors of omission and commission occurred in the notice of the retirement of CPO Thomas Edward Moorcroft. He served in both the old and the new *Skeenas* and was mentioned in despatches on November 14, 1944. A resident of Vancouver before joining the RCN, he is now residing at 2713 Victor Street, Victoria, B.C.



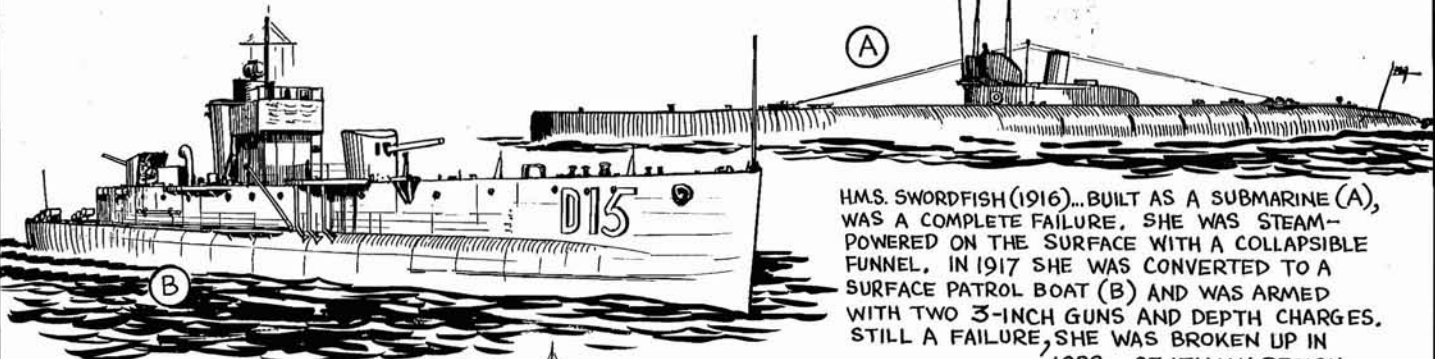
While on a tour of U.S. defence installations by 34 faculty members and students of the National Defence College, Kingston, Rear-Admiral A. H. G. Storrs, commandant of the college, was briefed, during a visit to Fort Benning, Georgia, on the proper method of adjusting a parachute. His instructor was Col. Michael Paulick, director of the Airborne-Air Mobility Department, U.S. Army Infantry School. (U.S. Army photo)

Naval Lore Corner

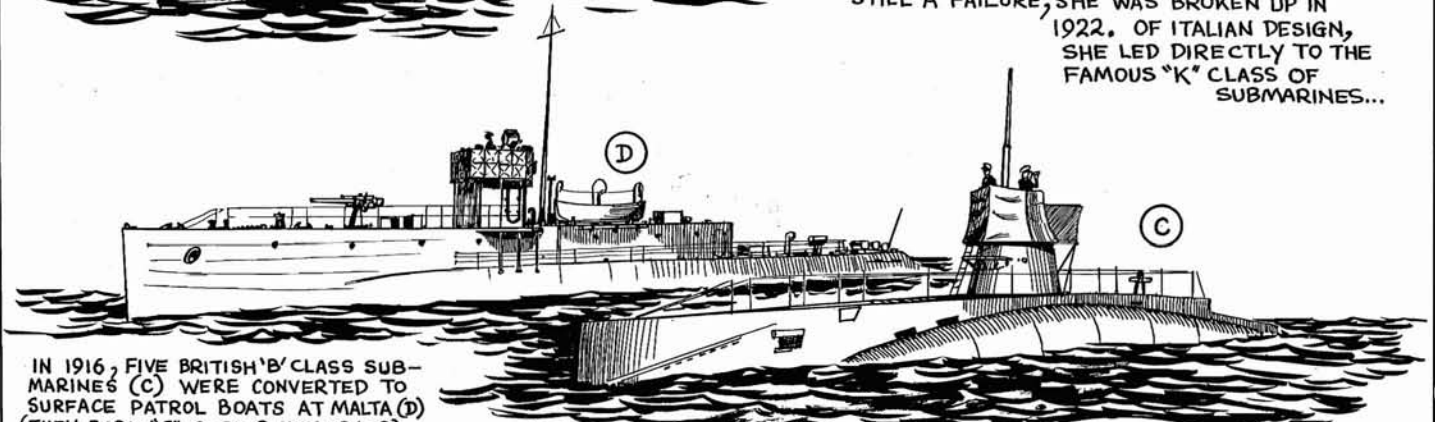
Number 103

SUBMARINES THAT LIVED TWO LIVES!

TODAY, NAVAL EMPHASIS IS ON ANTI-SUBMARINE CRAFT... EVEN A/S SUBMARINES! IN WORLD WAR I THE PROBLEM WAS NEW... AND EVEN SUBMARINES WERE CONVERTED INTO SUB-CHASERS... SURFACE VARIETY!

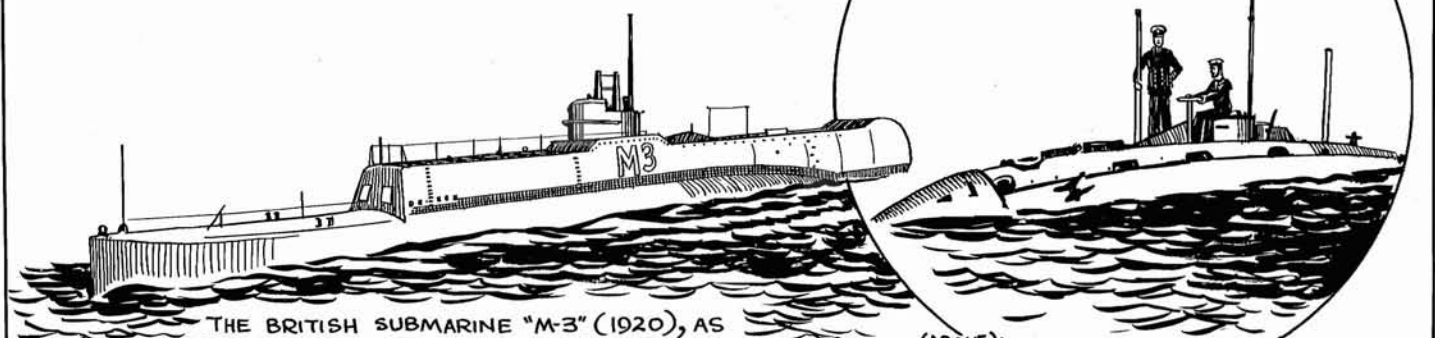


HMS. SWORDFISH (1916)... BUILT AS A SUBMARINE (A), WAS A COMPLETE FAILURE. SHE WAS STEAM-POWERED ON THE SURFACE WITH A COLLAPSIBLE FUNNEL. IN 1917 SHE WAS CONVERTED TO A SURFACE PATROL BOAT (B) AND WAS ARMED WITH TWO 3-INCH GUNS AND DEPTH CHARGES. STILL A FAILURE, SHE WAS BROKEN UP IN 1922. OF ITALIAN DESIGN, SHE LED DIRECTLY TO THE FAMOUS "K" CLASS OF SUBMARINES...



IN 1916, FIVE BRITISH 'B' CLASS SUBMARINES (C) WERE CONVERTED TO SURFACE PATROL BOATS AT MALTA (D) (THEY BORE 'S' SERIES NUMERALS).

THEY WERE STRIPPED OF THEIR ELECTRIC MOTORS AND RENDERED INCAPABLE OF SUBMERGING. THEIR HULLS WERE BUILT UP AND A 12-PDR. GUN WAS MOUNTED FORWARD. THE CONNING TOWER WAS REPLACED BY A WHEEL HOUSE...



THE BRITISH SUBMARINE "M-3" (1920), AS FIRST COMPLETED, MOUNTED A 12-INCH GUN FOR BOMBARDMENT PURPOSES. SHE WAS LATER CONVERTED INTO A MINELAYER (ABOVE) AND HER CASING WAS BUILT UP OVER HER PRESSURE HULL TO ACCOMMODATE THE MINES. THIS GAVE HER AN APPEARANCE UNLIKE ANY SUBMARINE BEFORE HER, OR SINCE...

(ABOVE): THE ROYAL NAVY'S FIRST SUBMARINE (NO. 1, 1902). TO PREVENT THE BOAT FROM SURFACING WHEN A TORPEDO WAS FIRED, 2 MEN HAD TO RUN FORWARD TO MAINTAIN TRIM. THE PRIMITIVE PERISCOPE SHOWED A VERTICAL IMAGE. AMERICAN-DESIGNED, SHE WAS ABOUT 58 FEET IN LENGTH....

Roger Duhamel

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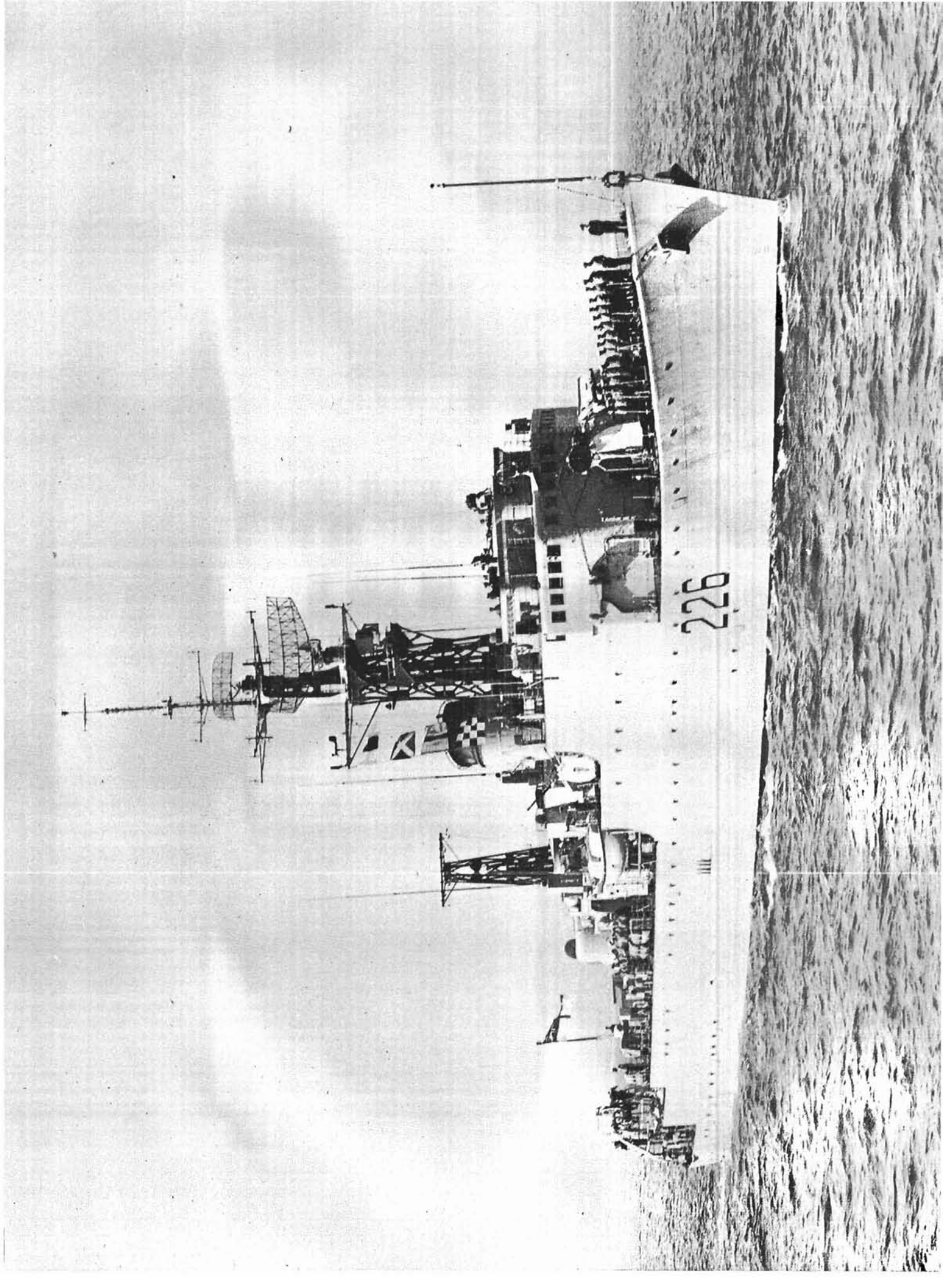
The CROWSNEST



Vol. 14 No. 6

OUR NAVY Issue

April, 1962



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The CROWSNEST

Vol. 14 No. 6

THE ROYAL CANADIAN NAVY'S MAGAZINE

APRIL 1962

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The Cover—Silhouetted against the sunset while cruising the South China Sea with ships of the Second Canadian Escort Squadron in February of this year is HMCS *Ottawa*. The frame is the design used to encircle all RCN ship badges. (CCC2-671)

OUR NAVY

This is the tenth edition of *Our Navy* and the fourth which has appeared as a special issue of *The Crownsnest*.

A number of the articles first appeared in the RCN issue of *Canadian Shipping and Marine Engineering News*, Toronto. Most of the regular *Crownsnest* departments have been omitted to make way for special features.

On the Opposite Page: Early this year HMCS *Crescent* sailed from Halifax to carry out trials in European waters with her Canadian-designed variable depth sonar. She is shown entering Gibraltar after exercising with NATO forces in the eastern Atlantic and Mediterranean in mid-March. (HS-67600-88)

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, Ont.

The Purpose of the RCN

TIME HAS NOT dulled, nor have new weapons, new strategies or new international situations altered the essential purpose of the Royal Canadian Navy.

The RCN's purpose is to assure, with the co-operation of the forces of the free world, that Canada will be able to utilize the seas, without restriction, in peace or war.

In support of this purpose, the Royal Canadian Navy is charged with the defence of sea lines of communication through control, escort and convoy of shipping, the guarding of our shores from attack from the sea—in these days of submarine-launched missiles a more serious threat than ever known before—and the contribution of forces to the NATO mutual defence system. It may be asked to lend support to the United Nations, whenever and wherever it is required.

The Royal Canadian Navy must, therefore, be ready at all times to undertake all or any of a variety of operational tasks, varied only by the circumstances, which could be a police action, a conventional war, or limited or all-out nuclear conflict.

More and more, as population pressures increase and standards of living rise, the countries of the world depend on each other. This is reflected in such statistical facts as the presence each day on the North Atlantic of an average of 3,350 merchant ships carrying millions of tons of cargo. Set against the fact that the vast majority of submarines in existence today are primarily equipped for the destruction of shipping, the importance of the Navy's role becomes apparent.

Although it is obvious from this that the Navy's main function lies in the field of anti-submarine warfare, other eventualities (the Korean War is an example) must be taken into consideration. It must be ready to transport, land and support Canadian Army units. It must be ready to provide mobile command and base facilities for the military undertakings far from home.

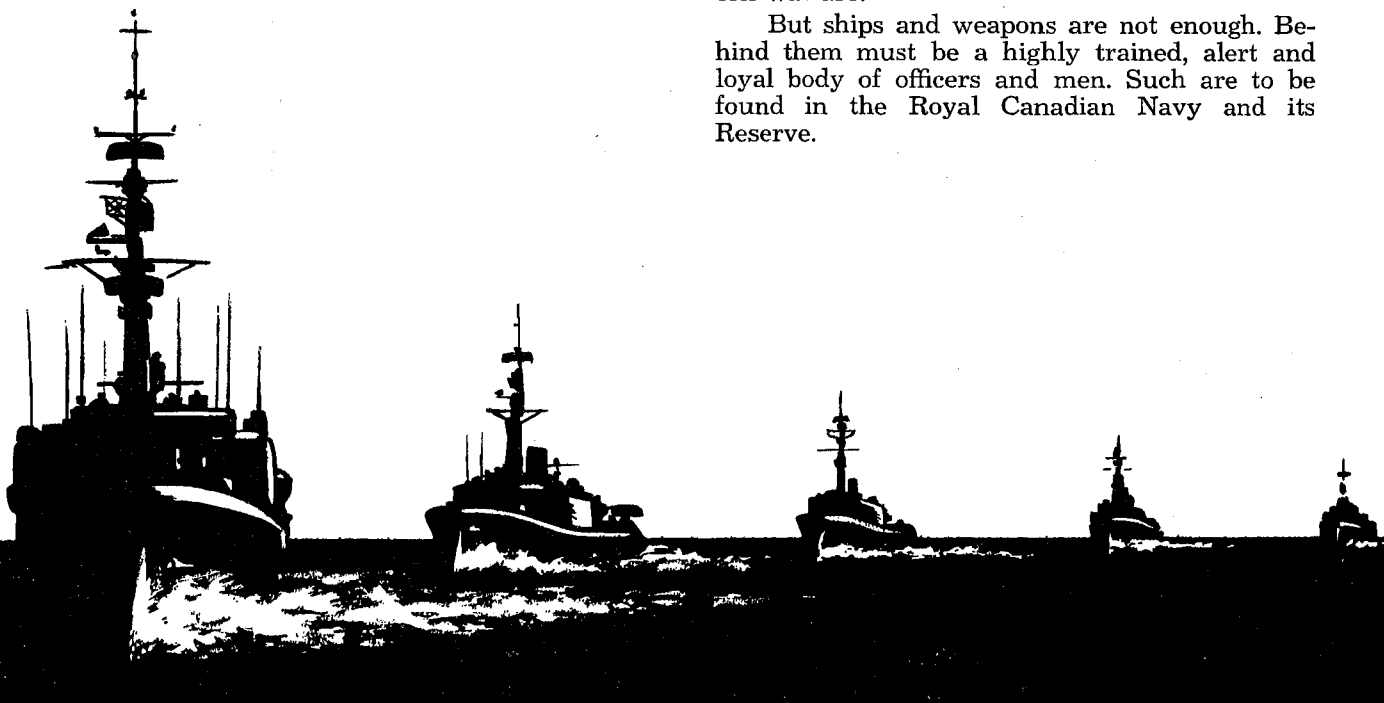
The Navy must give protection to Canada's coastline, by offshore patrols and inshore mine-sweeping operations. It must contribute early warning of attack from over, on or under the sea.

The most demanding task of all is based on the ability to find and destroy enemy submarines—a science which has been highly developed in the Royal Canadian Navy and one which is essential in the shepherding of convoys, the destruction of submarines proceeding to and from their areas of operation or the prevention of missile-armed submarines from coming within firing range.

In peacetime the skills and equipment of the RCN are called upon time and again to take part in search and rescue operations and in the performance of other humanitarian services. Should war come, these same resources will be available in the cause of national survival.

On the opposite page is tabulated, ship by ship, the strength which the Royal Canadian Navy at present possesses to carry out its allotted tasks. It will be apparent from the information given there that the RCN is far from a static force, that it is steadily improving its freedom of action and its weaponry to keep abreast of the formidable technological developments of modern warfare.

But ships and weapons are not enough. Behind them must be a highly trained, alert and loyal body of officers and men. Such are to be found in the Royal Canadian Navy and its Reserve.



COMPOSITION OF THE FLEET

The Royal Canadian Navy's 62 commissioned ships (a 63rd will be added in October) range from an aircraft carrier through 14 modern destroyer escorts, 11 destroyer escorts of earlier design, 18 frigates, a submarine, 10 minesweepers, two escort maintenance ships and down to seven smaller craft. Two Royal Navy submarines serve in the Atlantic Command under the operational control of the RCN. Three ships are on loan to other government departments. There are 129 auxiliary vessels, ranging from survey ships, oilers and ocean tugs down to small yard craft.

The RCN has three first-line air squadrons, one with Tracker anti-submarine aircraft, one with Banshee all-weather jet fighters armed with Sidewinder

air-to-air missiles, and one operating anti-submarine helicopters. Four other squadrons are engaged in training, evaluation and other duties.

Six more destroyer escorts are building in Canadian shipyards and one of these, the *Mackenzie*, is due for completion in October. Also under construction is a 22,000-ton tanker-supply ship, the *Provider*. Modification of St. Laurent class destroyer escorts to carry variable depth sonar and helicopters has begun.

The authorized manpower of the RCN was increased in September 1961 to 22,469 officers and men, including officer cadets, apprentices and wrens. The actual strength on January 1, 1962, was 21,151. More than 51 percent of personnel were serving afloat.

Atlantic Command - Ships Based at Halifax

HMCS <i>Bonaventure</i> , aircraft carrier					
<i>First Canadian Escort Squadron</i> (destroyer escorts)			<i>Fifth Canadian Escort Squadron</i> (destroyer escorts)		<i>Ninth Canadian Escort Squadron</i> (frigates)
HMCS <i>Algonquin</i>	Algonquin class		HMCS <i>Gatineau</i>	Restigouche class	HMCS <i>Cap de la Madeleine</i>
HMCS <i>Crescent</i>	" "		HMCS <i>Restigouche</i>	" "	HMCS <i>Lauzon</i>
HMCS <i>Haida</i>	Tribal	" "	HMCS <i>St. Croix</i>	" "	HMCS <i>La Hulloise</i>
HMCS <i>Nootka</i>	" "	" "	HMCS <i>Kootenay</i>	" "	HMCS <i>Swansea</i>
HMCS <i>Micmac</i>	" "	" "	HMCS <i>Terra Nova</i>	" "	HMCS <i>Buckingham</i>
HMCS <i>Cayuga</i>	" "	" "	HMCS <i>Chaudiere</i>	" "	
HMCS <i>Athabaskan</i>	" "	" "	HMCS <i>Columbia</i>	" "	
<i>Third Canadian Escort Squadron</i> (destroyer escorts)			<i>Seventh Canadian Escort Squadron</i> (frigates)		<i>First Canadian Minesweeping Squadron</i> (minesweepers)
HMCS <i>Iroquois</i>	Tribal	class	HMCS <i>Fort Erie</i>	Prestonian class	HMCS <i>Resolute</i>
HMCS <i>Huron</i>	" "Y"	" "	HMCS <i>New Waterford</i>	" "	HMCS <i>Chignecto</i>
HMCS <i>Sioux</i>	" "	" "	HMCS <i>Lanark</i>	" "	HMCS <i>Fundy</i>
			HMCS <i>Outremont</i>	" "	HMCS <i>Quinte</i>
			HMCS <i>Victoriaville</i>	" "	HMCS <i>Thunder</i>
			HMCS <i>Inch Arran</i>	" "	HMCS <i>Chaleur</i>
<i>Special Duties</i>			<i>Sixth Submarine Squadron</i> (RN under RCN operational control)		
HMCS <i>Cape Scott</i>	Cape class escort maintenance ship		One or two "A" class submarines		
HMCS <i>Granby</i>	Diving depot ship (converted Bangor M/S)		<i>RCN Air Squadrons</i>		
HMCS <i>Porte Saint Jean</i>	Porte class gate vessel		VP-870	F2H3 Banshees	
HMCS <i>Loon, Mallard, Cormorant</i>	Bird class harbour patrol craft.		VS-880	CS2F-2 Tracker A/S aircraft	
			VU-32	T-33 Silver Star jet trainers	
				CS2F-1 Trackers	
				CS2F-2 Trackers	
			HS-50	HO4S Sikorsky A/S helicopters	
			HU-21	HTL Bell helicopters	
				HO4S Sikorsky helicopters	
			VX-10	Various aircraft for experimental purposes.	

Pacific Command - Ships Based at Esquimalt

<i>Second Canadian Escort Squadron</i> (destroyer escorts)			<i>Fourth Canadian Escort Squadron</i> (frigates)		<i>Second Canadian Minesweeping Squadron</i> (minesweepers)
HMCS <i>Ottawa</i>	St. Laurent class		HMCS <i>Jonquiere</i>	Prestonian class	HMCS <i>Fortune</i>
HMCS <i>Saguenay</i>	" " "		HMCS <i>Sussexvale</i>	" "	HMCS <i>James Bay</i>
HMCS <i>St. Laurent</i>	" " "		HMCS <i>Beacon Hill</i>	" "	HMCS <i>Miramichi</i>
HMCS <i>Margaree</i>	" " "		HMCS <i>Antigonish</i>	" "	HMCS <i>Cowichan</i>
HMCS <i>Fraser</i>	" " "		HMCS <i>Ste Therese</i>	" "	
HMCS <i>Skeena</i>	" " "		HMCS <i>New Glasgow</i>	" "	
HMCS <i>Assiniboine</i>	" " "		HMCS <i>Stettler</i>	" "	
<i>Special Duties</i>			<i>RCN Air Squadron</i> (Patricia Bay Airfield, near Victoria)		
HMCS <i>Cape Breton</i>	Cape class escort maintenance ship		VU-32	CS2F-1 Tracker anti-submarine aircraft	
HMCS <i>Grilse Balao</i>	Balao class submarine			HUP helicopters	
HMCS <i>Ortolo</i>	training sailing yacht attached to HMCS <i>Venture</i> , junior officer training establishment.			T-33 Silver Star jet trainers	

Commanding Officer Naval Division - Hamilton

As standard practice, two or three ships of the Atlantic Command are placed under the operational control of the Commanding Officer Naval Divisions to train members of the RCNR during the Great Lakes summer training seasons, along with the small cargo

vessel, HMCS *Scatari*. There are two RCNR air squadrons, VC 922, attached to HMCS *Malahat*, Victoria naval division, and VC 920, attached to HMCS *York*, Toronto. They are equipped with Expeditor aircraft.

Barber Pole Sails Again

ONCE AGAIN, a "Barber Pole Brigade" is loose upon the North Atlantic.

The original was a mid-ocean escort force, C-5, whose proud ships wore stripes on their funnels in the Battle of the Atlantic during the Second World War.

The present force consists of seven modern destroyer escorts, five of which took part in a trans-Atlantic training cruise that began March 1 from Halifax and continued for seven weeks.

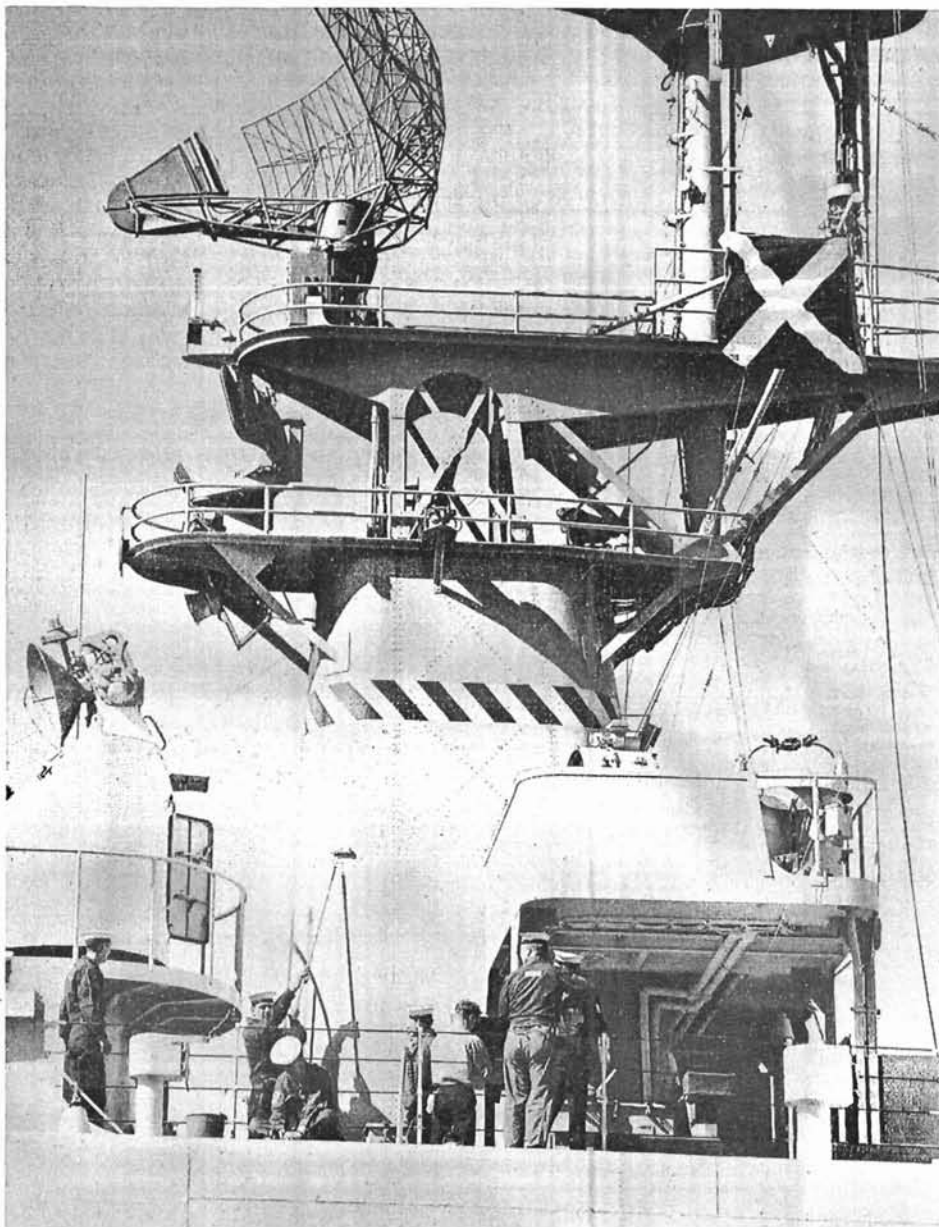
Unity of purpose was strong in the mid-ocean groups of the last war, but nowhere stronger than in C-5. Ships joined the Barber Pole Brigade, did their stint of mid-ocean duty in the longest battle of the war, and left it. But the spirit remained, the Barber Pole legends endure and a song, sung to the tune of "The Road to the Isles", composed by Surgeon Lieutenant W. A. (Tony) Paddon, RCNVR, was duly entered in the pages of naval history.

The C-5 Barber Pole was "stolen" in a sense, from the earlier Task Unit 24.1.13 (dubbed C-3). HMCS *Skeena* produced it sometime in 1942, according to the Naval Historian. Captain of the destroyer was Lt.-Cdr. K. L. Dyer, now rear-admiral and Flag Officer Atlantic Coast. It was adopted by the senior ship, HMCS *Saguenay* (Cdr. D. C. Wallace).

In April 1943, the ocean escort groups were revamped, their American Task Unit numbers discarded and the new designations C-1 to C-5 assigned. In this reorganization, C-5 was created as a brand new group consisting of the *Ottawa*, *Kootenay*, *Arvida*, *Wetaskiwin*, *Rostern*, *Dauphin*, *Kitchener*, *New Westminster* and HMS *Dianthus*.

Cdr. H. F. Pullen, who retired in 1960 as rear-admiral and Flag Officer Atlantic Coast, was senior officer of this new formation and wished to establish a group spirit as quickly as possible. His destroyer, the *Ottawa*, was originally HMS *Griffon* but, with the change of name to *Ottawa*, a griffon as a symbol was out.

In the new C-5 were HMCS *Wetaskiwin* (ex-C-3) and Lt.-Cdr. Dyer, who now commanded the *Kootenay*. It appears that other old C-3 captains may have been shuffled into the new C-5. So the Barber Pole flourished in C-5 and became naval history. Dr. Paddon's song also said:



The Barber Pole insignia on the lower mast structure of HMCS *St. Croix*. (HS-67600-72)

*"If you know another group in which
you'd sooner spend your hours
You've never sailed beneath the
Barber Pole!"*

In 1959, the build up of a new post-war fleet caused the formation of a new C-5. The Fifth Canadian Escort Squadron was officially formed on March 2 of that year. One of the units was the *St. Croix*. Harkening back to the war years, her commanding officer, Cdr. K. H. Boggild, proposed that the emblem be re-introduced. The proposition reached favourable ears, for the Flag Officer at Halifax was Rear-Admiral

Pullen, the one who adopted the Barber Pole for the old C-5!

A sample produced by Cdr. Boggild in the *St. Croix* received Flag approval for display in all ships of the new squadron. Today, an 18-inch strip of red and white barber pole stripes bands the foremost of these sleek new ships, evoking a multitude of memories of shared adventures on the North Atlantic battle among naval veterans and a source of tradition and inspiration to younger officers and men who now serve in the fleet.

Planned Maintenance

By

Lt. H. R. Percy, RCN.

A NAVY cannot be fully effective unless each ship can be relied upon to do its job at the required time. A ship breakdown in peacetime may cause a great deal of inconvenience, embarrassment and needless expense; in time of war, such a breakdown could result in disaster.

Maintaining warships had always been a great problem and a great expense. Even in the days of sail, when both the problem and the expense were by comparison insignificant, it was not easy to convince treasuries and taxpayers of the need to keep ships for years in costly "idleness" so that they might be ready, perhaps, to justify themselves in "one crowded hour of glorious life." Today, the problem is so complex, and the expense so enormous, that it is no longer permissible to leave anything to chance.

There are two ways of maintaining anything, whether it is a kitchen faucet or an aircraft carrier. The first way is to wait until something goes wrong, and then repair it. This is called *corrective maintenance*. The second way is to try to anticipate breakdowns by carrying out routine inspections and repairs. This is *preventive maintenance*.

Take the faucet as a simple example. By waiting until it leaks, you may get an extra year's service out of the washer. If you are lucky, therefore, the "breakdown" system may be more economical. However, the leakage may score the seating and, instead of replacing a dime washer a few months too soon, you have to buy a new faucet. Nor is that the worst. Not all washers are likely to fail suddenly. Suppose this happens during your vacation, and little Johnnie has left the plug in the basin. You now have to dry out your house, replaster a couple of ceilings, buy a new TV set, and so on. You'll wish you'd renewed that washer.

Corrective maintenance may be satisfactory for your radio set at home, provided you don't mind the inconvenience of being without it for a few days when it goes wrong. This kind of maintenance is less satisfactory for your car. You want your car to be *reliable, safe and economical*. For this reason you get it serviced regularly and have certain mechanical checks made

from time to time. But, for a modern warship, corrective maintenance is no good at all. If she and her crew are to be in a state of immediate readiness at all times, without making inordinate demands on the national treasury, these factors of reliability, safety and economy must be guaranteed.

Ship maintenance in the Navy has always been planned to some extent. We have tended to follow a policy midway between corrective and preventive maintenance. Maintenance by experience, we might call it. The man responsible for each piece of equipment came to know, in time, how long it might be expected to run without attention and he would evolve a miniature planned maintenance system of his own. And of course there were many routine inspections, regular refits, and periodical overhauls. But there came a day when the poor old maintainer could no longer catch up. He took care of the breakdowns and the more vital inspections, and hoped for the best. As General Orders succinctly put it: "It is not in human nature to leave machinery broken down while other machinery, running well, is stripped for scheduled maintenance."

In the old days relatively few skilled tradesmen in a ship took care of maintenance, and no one else gave it much thought. But as the complexity of ships increased and every man's job called for some degree of technical knowledge, it became obvious that complete and careful planning of maintenance was imperative, and that such planning was everybody's business.

The problem was to get fairly started—to gain a long enough respite from defects and breakdowns to get a system of planned maintenance into operation and give it a fair trial. The RCN's extensive program of new construction presented the ideal opportunity and, although there have been many difficulties to be surmounted, many sceptics to convince, and many second thoughts, the RCN Planned Maintenance System has never looked back.

A PART FROM the necessary benefits already mentioned—reliability, safety, and economy—planned maintenance offers many advantages.

The most apparent of these is improved operational planning. Early and detailed planning of the Fleet's operational role is not possible unless all ships and their equipment can be



Planned maintenance is good for morale, says the author of the accompanying article. Ord. Sea. John C. Bolt, of Happy Valley, Labrador, emerges from one of the boilers of HMCS St. Croix to report that everything is shipshape and clean as a whistle. (HS-67600-82)

LE 18-01	Bathythermographs
LE 18-02	Recorders
LE 18-03	Receivers and Transmitters
LE 21	NAVIGATIONAL BEACONS
LE 22	DEPTH FINDING EQUIPMENT, NAVIGATIONAL
LE 22-01	Electronic
LE 22-02	Mechanical
LE 23	GYRO COMPASSES, NAVIGATIONAL
LE 23-01	Not Allocated
LE 23-02	Master Compasses
LE 23-03	Transmission Systems
LE 24	LIGHTING, NAVIGATIONAL
LE 25	LOGS, NAVIGATIONAL
LE 26	PLOTTING TABLES
LE 26-01	Dead Reckoning Indicators
LE 26-02	Target Plot Attachments
LE 27	RADIO LOGATION SYSTEMS, NAVIGATIONAL
LE 31	RADAR BEACONS
LE 32	RADAR DISPLAY UNITS
LE 33	RADAR DISTRIBUTION SYSTEMS
LE 33-01	Switchboards
LE 34	AIRBORNE EARLY WARNING RADAR SYSTEMS
LE 34-01	Antennas
LE 34-02	Antenna Beacons
LE 34-03	Associated Test Equipment
LE 34-04	Decoders and Data Converters
LE 34-05	Master Displays
LE 34-06	Power Distribution Systems
LE 34-07	Receiver-Transmitters
LE 34-08	R.F. Feeder Systems
LE 34-09	Slave Displays

LE 35	AIR AND SURFACE WARNING RADAR COMBINED - WC
LE 35-01	Antennas
LE 35-02	Antenna Control Units
LE 35-03	Associated Test Equipment
LE 35-04	Master Displays
LE 35-05	Modulators
LE 35-06	Power Distribution Systems
LE 35-07	Radar Set Control Units
LE 35-08	Receivers
LE 35-09	R.F. Feeder Systems
LE 35-10	Transmitter - Receivers
LE 35-11	Video Amplifiers and Distribution
LE 36	AIR WARNING RADAR SYSTEMS - WA -
LE 36-01	Antennas
LE 36-02	Antenna Control Unit
LE 36-03	Associated Test Equipment
LE 36-04	Master Displays
LE 36-05	Modulators
LE 36-06	Power Distribution Systems
LE 36-07	Radar Set Control Units
LE 36-08	Receivers
LE 36-09	R.F. Feeder Systems
LE 36-10	Transmitter - Receivers
LE 36-11	Video Amplifiers and Distribution
LE 37	CONTROL, APPROACH RADAR SYSTEM - CCA/GCA
LE 37-01	Antennas
LE 37-02	Antenna Controls
LE 37-03	Associated Test Equipment
LE 37-04	Master Displays
LE 37-05	Modulators
LE 37-06	Power Distribution Systems
LE 37-07	Radar Set Control Units
LE 37-08	Receivers
LE 37-09	R.F. Feeder Systems
LE 37-10	Transmitter - Receivers
LE 37-11	Video Amplifiers and Distribution
LE 38	HEIGHT FINDING RADAR SYSTEMS
LE 38-01	Antennas
LE 38-02	Antenna Control Units
LE 38-03	Associated Test Equipment
LE 38-04	Master Displays

Two pages from the Ships' Equipment Guide List, which show the coding system that makes it possible to pinpoint items on board ship that require attention. The letters indicate the class of equipment (LE signifies "electronic"), the first group of digits represents the parent equipment and subsequent groups represent components and subcomponents.

counted upon to operate efficiently when they are required. The breakdown of one ship can upset the operation, refit, or leave plans of another. With good planning, the maintenance work load can be spread out over the available period; whereas operational breakdowns must be corrected as they occur—seldom at convenient times.

Not so apparent are the beneficial effects of maintenance planning on morale. If you have ever served in a ship with a reputation for being a "wallflower", you know how frequent breakdowns and failures to meet commitments affect the spirit of the ship's company. They create a general feeling of ineffectiveness and frustration, they interfere with leave, and they result in rush jobs and irregular hours of work.

Planned maintenance helps morale in another way: junior men are given responsibility for routine maintenance of certain equipment, and they are able to feel that they have an important

part in the efficient running of the ship. Nothing is better for morale than this sort of responsibility and the pride it begets.

Planning and standardization of maintenance make it possible to keep complete and meaningful records; and these records, in turn, become the basis of the system. By analysing them, and by relating the records from various

sources, it is possible to detect faults in material on design, poor workmanship, abuse of equipment, and other causes of failure which might otherwise go undiscovered or unexplained. Such analysis also reveals shortages or improper distribution of manpower, weaknesses in logistic support, inadequate training or lack of realism in maintenance schedules.

THE MAGNITUDE of the task of introducing a system of planned maintenance can be imagined when we consider a few of the steps involved. It requires an administrative organization capable of producing schedules for the maintenance of every part of the structure, machinery and equipment of every ship of the RCN. These schedules must be based on a continuing study of the maintenance requirements of every part of every one of these items, and the frequency with which they arise. They must cover everything from minor



daily checks of lubrication arrangements, etc., to the lifting of the main turbine rotors and the complete survey of the ship's hull at refit periods.

The organization must provide a system of reports on all aspects of maintenance, and a way of processing, analysing and acting on them. It must give direction to all those concerned in maintenance and keep them fully informed of developments, procedures and techniques. It must have maintenance plans drawn up and promulgated by the time new equipment comes into use. It must make sure that timely and adequate logistic support is forthcoming, in the form of spare parts, materials, special tools and equipment, and so on. And it must ensure that operational and maintenance requirements are integrated with a minimum amount of interference with either.

There are many other demands on the system, and all of them must be met without creating an unrealistic burden of paperwork and without making the organization so top-heavy that there are more people controlling the work than doing it.

Above all, the system must be flexible; it must be organic. With the most efficient planning of maintenance there will still be occasional breakdowns, random failures, and accidental damage. The system must be able to take these in its stride without allowing scheduled maintenance to fall behind. It must be able to adapt itself to all manner of changes. It must not be something rigidly imposed on ship maintenance, it must be an integral part of it, must live and breath with it.

BEFORE we can begin to plan the maintenance of our equipment, we must know precisely what equipment we have. This need is met by *Equipment Lists*, which tell us exactly what machinery is fitted in each ship and give us basic information concerning it. Beside serving as the basis of the maintenance system, this information is invaluable to shore maintenance facilities while ships are away from home port.

It is also desirable to be able to identify a piece of equipment or a component readily in relation to its function and to its parent unit, if it has one. For example, if it is a pump, we need to be able to indicate, without writing down a long description every time, that it is, say, a lubricating oil pump which supplies oil for a main propulsion diesel engine.

For this purpose we have the *RCN Ship's Equipment Guide List*, which groups all the equipment according to

its function and identifies it within its group by means of a *generic code*. A machine doing the same job in two ships would have the same code number. This code number is used throughout the maintenance and supply systems to ensure quick and positive reference, identification, and relation of the item to its job. It should not be confused with the RCN Stock Number.

The key to the whole system in the *Maintenance Schedule A* separate one of these is drawn up for every different piece of equipment. Each schedule is divided into numbered "routines", which are grouped according to the fre-

quency with which they are to be carried out (D—daily, W—Weekly), M—Monthly, 3M—quarterly, etc.)

As experience is gained, an entry is made against each routine, indicating the number of man hours normally required to complete it. This figure, once its reliability is established, is of great significance. It is of value not only to departmental officers in planning the work for any given maintenance period, but to higher authority in the attempt to strike a realistic balance between workload and manpower, in complements planning, and in the allocation of refit and maintenance periods.

CNS 5006 (REV. 60)
NOVCAT 7030-21-002-2107

MONTHLY DEFECT AND MAINTENANCE RETURN

HMCS..... NOSUCH MONTH OF December 19 61

DEPARTMENT..... SHEET NO. 1 OF 1 SHEETS

A - STATEMENT OF DEFECTS INCURRED FOR CURRENT MONTH, WHICH ARE OUTSTANDING

Serial No. of Defect	Equipment/Structure or System	BRIEF DESCRIPTION OF DEFECT	Ship Staff or Repair Facility	Estimated Manhours
E102/61	Telemotor System	System will not retain pressure during creep rest.	SS	8
H119/61	No. 5 Messdeck	20 sq. ft. of vinyl tile lifted from deck. To be renewed.	RF	4
W73/61	Gunsight MK. 29	Gunsight defective. To be replaced and system re-aligned.	RF	40
W74/61	3"/50 MK. 33	Complete Ordnance 3.26/45	SS	16
LE92/61	TED 3-#7	Blower Motor Bearings burned out	SS	4
LE94/61	Plotting Tables	Complete Cammod #1 in accordance with NGO H366	SS	8
SECTION A TOTAL				80

B - FORMER DEFECTS STILL OUTSTANDING (Omit defects that are officially deferred)

Serial No.	Estimated Manhours	Serial No.	Estimated Manhours	Serial No.	Estimated Manhours	Serial No.	Estimated Manhours	Serial No.	Estimated Manhours
E60/61	6	H93/61	2	EL56/61	10				
E73/61	24	H99/61	4	EL98/61	6				
E91/61	2	H100/61	2	EL99/61	20				
E93/61	6	H105/61	10	EL101/61	2				
E94/61	5	H111/61	6	W15/61	120				
E97/61	30	H117/61	6	W16/61	6				
E98/61	1	H118/61	4	W17/61	18				
E99/61	2								
SECTION B TOTAL									292

The above is the form on which ships report defects and maintenance routines completed or still outstanding. The various letters and numbers shown are departmental serial numbers.

WE SAID that the system must be living and flexible. One way in which this is achieved is by encouraging suggestions for the improvement of schedules. Anyone involved in the maintenance of a piece of equipment may make such a suggestion, and it will be given serious consideration. If he thinks a routine is being done too often, thus wasting manpower, or not often enough, thus allowing deterioration, or if he considers the routine inadequate for any other reason, he simply completes a Maintenance Schedule. Amendment Proposal worksheet and submits it to his planned maintenance office.

But how does all this affect the man on the job? Well, when a routine becomes due, a *Maintenance Control card* comes forward in the progressive filing system. Corresponding to this is a *Routine Detail Card*, which is given to the maintainer. He takes this with him to the job, and uses it as a guide in carrying out the routine. On completion, he returns the Routine Detail Card and signs the Control Card, entering the date, the time taken, and any spare parts or materials used.

AS WE SAID, the most efficient planning cannot preclude all defects, and these must be dealt with in an orderly manner as part of the maintenance system.

As soon as a defect is discovered, it is recorded, and filed. When the work can be undertaken, the card is handed to the maintainer responsible for the equipment. He does the work, signs the card, and enters on it any pertinent information.

If the work is not within the capacity of the ship's staff, the information is transferred to a *Work Request on Base or Repair Ship*. This form is sent to the repair facility concerned. If the request

is approved, a copy of the form is returned to the ship stating the date on which work will start. A representative of the repair facility visits the ship to discuss and inspect the job. While the work is actually in progress the ship's maintainer, who normally looks after the equipment, is closely associated with the work, and when it is completed he signs to the effect that it has been done to his satisfaction.

THE REPORTING and investigation of failures is an important function of the maintenance system. In the early days of the system, this tended to overburden the administrative organization, since it was felt that there might be something to be learned from any failure, however small. This resulted in more failure reports than ships' staffs had time to prepare, or the analysis unit could cope with.

This problem was solved by attacking it from two angles. Ships were instructed to report only significant or noteworthy failures. A *Repair Parts Usage Report* was then introduced into the supply system. Now, each failure report is considered in comparison with the Usage Report for the part concerned, and any need for investigation at once becomes apparent. The results of these investigations, and the action taken to remedy the causes of failure, are made known in periodical summaries to the Fleet.

This is important. Such reports keep us informed of failures occurring in other ships and tell us what we should do to prevent or minimize them in our own.

THE PLANNED maintenance system thrives on information, on communication. It is useless for Naval Headquarters or Flag Officers to issue

directives if there is no way of knowing how they are implemented and to what extent they are effective. The Monthly Defect and Maintenance Return is therefore vital.

This return is intended to indicate to the controlling authorities whether the maintenance effort is keeping up with the work load. If maintenance is falling behind, the return reveals why, and gives the authorities concerned a chance to take corrective action before the problem becomes serious. The return may indicate that the complement is inadequate, that the operational program is too vigorous, that there is a shortage of repair parts, or various other reasons why routines on repairs cannot be progressed.

It will be seen from this that it is in the interest of ships' maintenance personnel to make their monthly returns as truthful and accurate as possible. If the maintenance burden is too great, the return is the way of demonstrating the need for assistance. It is therefore foolish to do a routine "on paper" merely for the sake of appearance.

THE RCN Planned Maintenance System has come a long way. It is being studied with great interest by other navies. Already it has shown marked results in improved operational planning, increased economy and efficiency, better distribution of manpower, improved morale and more systematic training of maintenance personnel.

Problems and difficulties still remain, and will yet arise, but they will be overcome by the same means that have enabled the system to become established and to prosper: by drawing on the experience of the past, by adapting it to meet the pressing needs of the present, and by projecting it with imagination into the future.



The Bridge Builder

BLONDE, vivacious Jennifer Fuse-dale is a bridge builder.

Not in the usual sense, where muscular males heave gigantic spans of steel across gaping canyons and roaring waters.

But a bridge builder, who is charged with the task of spanning the air waves to connect radio station to radio station in the Royal Canadian Navy's cross-country radio network.

Holding the rate of WLCR3, at Toronto's reserve naval establishment, HMCS York, Jennifer can send and receive Morse code at 16 words a minute—no mean accomplishment for a girl who spends only two nights of her week in radio communications.

Jennifer is secretary to the director of personnel for Burroughs Business Machines Ltd., in the company's head office in Toronto. Performing a variety of secretarial duties for the director of personnel, her civilian career involves such things as setting up and maintaining all personnel files and records for the company, posting salary changes and performance ratings, compiling figures for employment and manpower reports and, on occasion, performing preliminary employment interviews.

Jennifer is originally from Saskatoon, where her father is director of finance for the city. A major in the Canadian Army during the Second World War, his natural hope was that his children would find an affinity for the army. His son did, and is now a lieutenant in the active force. However, his two daughters

By

Lt. Austin Winch, RCNR

did not. Jennifer's sister, who is a few years older, joined the Navy, and won her commission. Jennifer enrolled at HMCS Unicorn, the Saskatoon naval division, in February 1958, which was the soonest date possible after her 18th birthday.

She chose the communications trade because "it appeared to be the most interesting of those available. I found out that I certainly had made the right choice. I have never been disappointed."

Keen was hardly the word for Jennifer. She was chosen "Best New-Entry Wren" for that first training period at Unicorn, and when she went to HMCS Cornwallis that summer, she won the distinction of being the best wren in her class.

In the two subsequent years at Unicorn she was president of the Wrens' Mess twice running—a job she found was most interesting. Like the time she organized her mess to cater for a mess dinner for 50 members of the UNTD cadets from the University of Saskatchewan. "We had to borrow and beg utensils and dishes, cook and serve the food and clean up afterwards. Most of us had little or no experience in this kind of work and we were extremely nervous when we were serving, especially when the cadets were making remarks about our serving manners. But we came through all right. And made some money for our mess and did a good turn for the UNTDs."

After spending two weeks last May at the Communications School in HMCS Patriot in Hamilton, Jennifer decided to move from Saskatoon to Toronto. And when she was successful in obtaining a job at Burroughs, she transferred to HMCS York.

"I was rather frightened in coming to a large division but the Wrens' Mess was most friendly and I was made to feel right at home," she comments.

Jennifer felt right at home, as well, in the communications branch at York and immediately proceeded to work on her next specialty group—group four. "Her winter training is going well," CPO Gordon Spiker, her instructor, says. "She has learned—and much of it by herself—the theoretical portion of the course and will in all likelihood move up to specialty group four this summer."

Chief Spiker, a veteran communicator from the RCNVR before the Second World War, says that Jennifer had to be good to qualify for the responsibilities of a member of the Communications Branch. A strict disciplinarian, Chief Spiker demands that his personnel have a high general ability, be alert and possess an above-average intelligence. They must be speedy, accurate and reliable. And at the same time, he says, they must be methodical, tactful, and must exercise discretion in dealing with classified messages.

He generally describes his branch as the section of York possessed with the means whereby messages may be passed to and from and relayed between all authorities with speed, reliability and security. In the communication branch of the reserve there are two trades: Communicator (Radio) (CR): and Teletype (T). The duties in these trades are:

- Preparation, dispatch and reception of messages and signals.
- The logging and recording of messages.
- The distribution and duplication of messages.
- The operation and adjustment of and minor repairs to radio equipment.

More specifically, Chief Spiker says, Communicators (Radio) must be able to operate all types of radio transmitters and receivers. On occasion they must be able to set up and operate mobile radio equipment. Junior personnel are





Here are some moments in the busy life of a young Toronto resident—by day a secretary in a large business firm; on drill nights a radio communicator at HMCS York, the Toronto naval division. Formerly of Saskatoon, Ldg. Wren Jennifer Fusedale has been a member of the RCNR for four years.

mainly operators. Senior personnel must be completely familiar with tuning procedures, wave changing, preventive maintenance and the complexities of naval, air and merchant radio organizations.

Working on her specialty, radio, for the past four years, Jennifer has reached the stage where she is taking courses now to fit her for the responsibility of supervising other communicators. This course is divided into two parts. The first is carried out in *York* during the winter and consists of 25 weeks of

training in morse transmitting and receiving, communications instructions and radio organization. The second part is conducted during a period of naval training in the Communication Training Centre, HMCS *Patriot*, and lasts two weeks. By the time Jennifer has reached this phase she must be able to send and receive morse code at the rate of 18 words per minute, and must be able to operate in a voice radio net with proficiency.

Jennifer has been working hard every Wednesday night on her course and also

reports on board *York* every Thursday to stand her trick on the Canada-wide radio network. Her job here is to apply her theoretical training by receiving messages from one radio station in Canada, then bridging the radio gap, transmitting to another RCN radio station. By so doing, Jennifer is taking part in the essential radio network spanning the country.

"You could call me a Thursday-night bridge builder—one of the scores throughout Canada," Jennifer comments. "It's a description I'm proud of."

To Catch a Submarine

THE SUBMARINE is militarily worthwhile. If it were not, the great, and not so great, powers would stop building them. The submarine has a future because it has a place to hide, it has great endurance, and it packs a dangerous punch. No other military vehicle in this age combines these qualities. The submarine has an illustrious past, and the betting is that its place is assured for at least the next 20 years.

Long-range submarine can be divided into two broad categories: the conventional, diesel-electric propelled boat, and those propelled by nuclear energy. The nuclear boat differs only in the mode of propulsion, but this is significant even though the fighting equipment may be identical in a "conventional" submarine of similar vintage. Nuclear power permits the submarine to remain fully submerged and to maintain high speed to the limit of her crew's endurance; and it gives the ability to surpass in speed most surface ships, especially in rough weather conditions. The diesel-electric boat must surface to re-charge batteries; moreover, it lacks endurance when submerged.

A modern Soviet diesel-electric boat can sail from North Russia, transit the Atlantic to the Canadian Eastern seaboard, remain on station up to 30 days, and return without refuelling. During this patrol, which could occupy three months, nothing larger than the diesel "snort" head (the size of a good fence post) need be above the surface, and this for but brief periods. On board such a submarine there may be torpedoes enough to sink 20 or more ships, mines sufficient to cause havoc in several harbour approaches, missiles with the capability of damaging more than one city—a combination of weapons is popular in the trade. The armament of a nuclear boat is likely to be similar but she can stay on station longer and probably has a better chance of survival in the face of attack.

In order to survive, the submarine commander must avoid being found. To avoid detection by radar, he must deny himself the luxury of appearing on the surface; to prevent having his position fixed by radio-direction-finding he should not transmit on his own radio or radar; to dodge detection by underwater acoustics he must not make noise. The silent world in which he lives creates its own problems: the knowledge he has of opposing forces is

By
Commodore R. P. Welland,
Assistant Chief of Naval Staff
(Air and Warfare)

limited to what he can see through a periscope, or hear through his own radio and sound intercept equipment. These means will frequently be enough for the submarine commander's purpose, but are inhibiting factors to his success.

The experienced submarine hunter will aim to exploit the weaknesses of his quarry. The submarine must be denied the surface in order to aggravate his built-in myopia; his radio and radar transmissions must be intercepted and cross-fixed; the underwater noises he



The RCN's submarine Grilse from the air.
(E-62074)

makes must be heard and translated into meaningful terms. When located, he must be dispatched quickly, before a like fate overtakes his pursuer.

THE METHODS available to detect a submerged submarine are limited in scope and number. The magnetism of the submarine's hull is detectable to airborne magnetic anomaly detectors, instruments that detect variations from the normal in the earth's magnetic field; the ranges achievable are short, however—a few hundreds of yards—and the aircraft must almost ruffle the water for best results, a neat and skillful trick on a dark night. The noise made by the submarine may be detected, but an alerted submarine need make no detectable noise. Indeed, submarine designers regard the silence of machinery operation as a vital survival factor.

Armatures are perfectly balanced, shafts passing through glands do not squeak or vibrate, valves operate silently, propellers are designed not to cavitate, the external shape is smooth to reduce rush noise. The hunter depending on the submarine making a detectable noise is unlikely to get his name gazetted; more probably he will appear in the obituaries.

To achieve detection of a silenced submarine the hunter must make the noise—a series of noises using sonar. Sound generated at certain frequencies will travel great distances through the water. If this sound is pulsed, and if the pulse strikes the submarine's hull, the echo returning can be detected in the ship or helicopter and translated into a range and bearing. A high degree of accuracy can be achieved over several miles, sufficiently so to place a packet of explosive in the shape of a torpedo or mortar bomb near the target.

But what is sauce for the hunter is sauce for the hunted, and sound is the sauce of underwater warfare. Although the submarine may be detected he is almost certain to know he has been detected, because he also hears the sonar pulse. Either avoiding action or hostile action on his part is the ensuing result; either way the hunter's problems will increase immediately. And nature tends to favour the submarine.

The sea to sonar is not the reliable medium space is to radar. A well-tuned radar will detect an aircraft through fog, heat or rain with great dependability to ranges of a hundred or



The helicopter is regarded as having many advantages as an anti-submarine weapon. It can outspeed any type of submarine, carry out a sonar search and attack with homing torpedoes. (DNS-24081)

more miles. Sonar will detect a submarine, but the ranges are not radar ranges and the reliability factor is lacking, as other things in the sea return echoes, some as solid and musical as those bouncing off a smooth steel hull. Temperature and salinity layers bend the sound beam as a prism does light; the pulse that rippled out from the underwater transmitter may in a second be arcing down to depths no submarine has yet contemplated. These aberrations are predictable, but nothing straightens the beam and the result can be "no echoes".

The submariner can also analyse the sound-speed anomalies caused by non-homogenous water, only in his case they can be used to avoid detection through his manoeuvring the boat above, below or into the refracting layer. Here he may rest, perhaps somewhat nervously, assuming that he is immune. Often he will be.

IN RECENT YEARS, and due in considerable part to Canadian ingenuity, the surface ship problems created by near-surface layering effects have approached solution. By placing the sonar transmitter at the end of a long cable,

and towing it at the optimum depth, considerable initiative has been regained. The submariner may still retire into the layers, but with added apprehension. Helicopter-borne sonar dangling far down into the sea also achieves encouraging results.

Many other problems, not all within foreseeable solution, beset the hunter, and again nature seems to smile on his deep-running quarry. The act of submerging below 100 or so feet calms the environment. The boat does not roll, pitch or yaw. There is no reason for the crew to be seasick, or exhausted by simply trying to preserve a normal stance. All is quiet. The submarine commander being pursued may steer an evasive course so as to force his tormentor to stem the sea, and then listen to the pounding of the ship endeavouring to overtake. If the submarine is nuclear propelled the odds are that in all but calm weather the hunter will have real difficulty in overtaking. High winds also affect aircraft adversely, whether they be fixed or rotary wing.

A further automatic advantage gained by submerging is the elimination of propeller cavitation. Below a few hundred feet propellers that were noisy

near the surface become silent: the high water pressures prevent the formation of minute gas bubbles which are the cause of much propeller-generated noise. A submarine at 400 feet may be silent at 15 knots, whereas the hunting destroyer of equally sophisticated design is probably detectable at 10 miles through her own cavitation noise, and moreover, quite unable to prevent it, except by reducing speed. This is one of the phenomena that enable submariners to hear surface shipping at ranges quite unfair to the defenders.

In the matter of submarine-killing weaponry, the development of homing torpedoes of increasing intelligence confers reasonable kill probabilities to both aircraft and surface ships. The odds, however, are more or less equalized by the fact that similar torpedoes are available to submarines, and will home onto a ship. Aircraft are as yet immune to submarine-launched weapons, although this may not always be so. Nuclear depth charges are reported to be feasible. These weapons should achieve by brute force what very clever electronics can probably accomplish in a homing torpedo. Nuclear weapons are unlikely ever to be regarded as an

ultimate weapon in submarine hunting, as even the largest can have but a few thousand yards' lethal range on a submarine. Moreover, the fallout will not be an underwater hazard, and the sea will repair itself in a few minutes.

The real trick is, and will be, to find the rabbit.

There is little that a submarine can do that cannot be done cheaper by other means—providing there is no opposition. Surface ships and aircraft can sink shipping, lay mines, land agents and fire missiles; but their chances of survival while so doing, on or near an enemy's doorstep, are becoming slim indeed. The submarine assures its future owing to the difficulties inherent in locating it in the big ocean, or for that matter in quite restricted and shallow waters.

MUCH, however, can be done, but it cannot be done quickly, as real progress in solving the fundamental problems lies in the realm of both pure and applied research. There are great gaps in our knowledge: the nature of the sea itself, its peculiar effect on sound waves, its apparent near-impenetrability to electromagnetic waves, the ocean currents, the bottom topography. Knowledge of the earth's magnetic field

is incomplete, hydrodynamics require progression, more reliable electronic equipment is needed, better materials for use in sea water are vital in some applications. This is a condensed list. There is the more obvious but perhaps none-the-less difficult task of developing improved vehicles: aircraft that are much more versatile, are not compromised when the weather cuts up, and do not exhaust the crew; ships that are less expensive, more seaworthy, and less immune to counter-attack.

Many of the foregoing areas of endeavour are being pursued energetically in Canada and elsewhere. The advantage in pooling ideas and resources is recognized. The chances of achieving decisive success are, however, not immediate. It is wrong to assume that an attacking submariner would be assured of returning to his base, but it would be less than realistic to suppose that he would not have a chance of surviving several patrols.

Submarines are expensive vehicles, but this is no deterrent to believers. The scoreboard accompanying this article is indicative.

A complete list of countries possessing submarines shows that they are more widespread geographically than are jet bombers, for example, or heavy tanks.

This fact is perhaps of some interest to the future organizers of such events as United Nations sponsored military expeditions, and no doubt to the participants, dependent on shipping, as surely they would be.

Naval planners have often contemplated the introduction of submarines into a "small war". The ownership of an aggressive submarine under such circumstances may be most difficult to determine, more so than was, for example, that of the "volunteers" introduced into the Korean war. Direct identification of a submarine can be either inconclusive or illegal or both, which makes the possibilities interesting. Submarine are usually thought of as weapons of major war; this is not necessarily so.

In the last two large wars enemy submarines played a prominent part. On each occasion they were brought under control by a combination of scientific advance and the sheer weight of numbers of the anti-submarine forces. Convoys being the main target, the defenders had but to ensure that no submarine got within about five miles of any ship. A moving rectangle of ocean of some 150 square miles had to be kept "sanitized". This proved on many occasions to be impossible.

World Distribution of Submarines

NATO Countries	Conventional	Nuclear	Nuclear Building	Communist Bloc	Conventional	Nuclear	Nuclear Building	Other Countries	Conventional
Britain	44	1	1	Bulgaria	3	—	—	Argentina	2
Canada	1	—	—	China	25	—	—	Brazil	2
Denmark	3	—	—	N. Korea	2	—	—	Chile	1
France	22	—	1	Poland	9	—	—	Indonesia	2
W. Germany	3	—	—	Roumania	12	—	—	Israel	2
Greece	2	—	—	U.S.S.R.	430	6	4	Japan	2
Italy	6	—	—					Peru	4
Netherlands	6	—	—					Spain	9
Norway	8	—	—					Sweden	23
Portugal	3	—	—					Egypt	9
Turkey	10	—	—					Yugoslavia	2
U.S.A.	156	23	15						
Totals	264	24	17		481	6	4		58

(Source: "Janes Fighting Ships")

Nevertheless, the problem was finite and in due course was solved. Toward the end of the Second World War it was, in fact, solved to the point where west-bound Atlantic convoys in ballast were sometimes deliberately routed through submarine concentrations, this in order that the escorts could force attrition on the U-boats. (The sporting aspect of these operations was not apparent to the veterans of the single-ship combat days of the 1940-41 period).

The recent marrying of missiles to submarines has complicated the hunter's problem by several orders of magnitude. To defend a point target against a submarine with a missile capable of 100 miles range means searching an area of 30,000 square miles. If the missile range is boosted to 200 miles, the dangerous area becomes 120,000 square miles. Destroying the missile in flight seems even more complicated than finding the launcher.

THE MAIN PROBLEM apparent in submarine search operations is where to begin. There are a number of choices: Off enemy ports of egress? This has always been a favourite in naval warfare and has frequently paid large dividends. But the only anti-submarine vehicle that could hope to survive on the enemy's doorstep would be another submarine. Indeed, it is the only vehicle that has the endurance needed for trans-oceanic passage followed by the necessary extended vigil. The advantages of nuclear propulsion are evident in this case. A second place in which to search is in the vicinity of the target: the convoy defence technique. Against missile-fires "vicinity" may mean a radius of 100 or more miles. Quite obviously very large ocean areas are involved and the defenders may be forced to spread themselves too thinly to expect telling results. A third place is in areas where the probability of the submarine passing is high. There are a few such places, as a glance at a map shows. This is a kind of Dew Line—Mid Canada Line approach to the problem. It could even be successful were submarine detective devices as capable of achieving results as is a line of radar stations. If comparable results were attainable the submarine's future would be as debatable as that of the bomber.

If underwater detection devices can achieve only relatively short ranges, an apparent solution is to have a lot of these detectors in areas of probability. The difficulty in this approach, so far, has been the cost of each unit. Moreover, achieving detection does not solve the problem. The end object is destruction, and submarines are hard-

shelled animals and as cunning as their captains. Simple effective vehicles have not evolved; on the contrary, patrol aircraft have cost \$10,000,000, destroyer escorts \$25,000,000, anti-submarine submarines \$20,000,000. The policemen, in fact, are as "expensive" as the thieves, must be at least equally armed, and quite obviously should be far more numerous.

Much, however, can and is being done toward advancing the anti-submarine art. Close liaison between submarine hunters and scientific officers furthers the knowledge of each group. This results in effort being directed toward agreed objectives: Assistance in solving engineering difficulties can be sought throughout appropriate industrial circles; designs can be improved upon, reliability assured, maintenance effort reduced. Within the Navy itself much can be achieved through the attainment of personal excellence in operating the complex machines, and in caring for them; the tactical skill of officers can be advanced through rigorous training in all weather and climatic conditions. Much is to be learned by all anti-submarine people through close association, both at sea and ashore, with submarine people. Indeed, the frequent exercising of ships and aircraft against submarines is essential. This involves having target submarines as training aids. These same submarines can and should double as part of the anti-submarine force. In each case high performance boats are necessary.

THE PERSONAL problems that have to be faced by the various unit commanders in an anti-submarine action perhaps point up some of the practical difficulties experienced at sea. Imagine the captain of a hostile missile-firing submarine, approaching a shore target at which he intends to fire missiles having a range of 200 miles. Assume he is now 800 miles from the target. His immediate aim is to avoid detection, but he must also keep his batteries well charged. This is essential if he is to hope to escape destruction if discovered. He is prepared to take three days to run the last 600 miles.

The enemy submarine commander orders the boat to periscope depth. He believes it safe as he has heard no shipping in his hydrophones. He does not know about aircraft but he must find out. He orders the radar intercept mast extended in order to detect the pulsing of any airborne search radar. His operator hears nothing. He now extends the optical periscope and scans the water horizon. No ship is in sight. He orders the snort mast up; the diesels

are started, and while the boat proceeds at a few knots the diesel-driven generators ram amperes back into the propulsion batteries.

The radar operator reports an intercept. The captain immediately orders the diesels shut down, and charging ceases. He knows that his operator will have spotted the approaching radar at about double the range at which the aircraft radar will detect him. Now running on battery, he keeps the intercept mast and optical periscopes up, hoping for a better bearing and perhaps even a visual sighting. The radar may only be from a passing civil airliner. The minutes drag by, the pulses get stronger. He orders the intercept mast down, and now only a two-inch diameter periscope shows above the sea. Through the periscope, low on the horizon he sees and identifies a submarine-hunting naval Tracker approaching. He orders the boat deep and silent.

Now he is blind, but he can make the safe assumption that an aircraft carrier is within several hundred miles, and he can reflect on whether the Tracker approached by accident or through knowledge of some sort, and he can wonder about the inevitable destroyer escorts.

An hour later he goes through the cautious act of coming to periscope depth again. All is clear. The Tracker had simply stumbled into the area, and made no detection. His batteries are now further down, and the recharging is started again. His final success now depends on evasion, and this may well depend on how well a radar-intercept gadget works, or how vigilant a sonar operator is. A few hours and several thousand precious amperes later, the sonar intercept reports a "ping". Charging stops at once, and all attention is given to the probability that a pulse of sound, above the frequency a human ear can detect, passed the boat at 5,000 feet per second. This, translated, means a hunting destroyer or submarine is within ten or so miles. Again the defensive plunge and utter silence, with the possibility of detection followed by the choice to fight or to evade. To be discovered, no matter the result, would compromise the mission, so evasion will be the captain's choice if the choice lies with him. A single mistake cannot be risked. Three days of this will be enough for any man.

TO THE HUNTERS in the ships and aircraft the problems are not dissimilar. An odd signal on a strange frequency may mean "submarine". A stylus fluctuating across the graph-paper of the magnetic detector could be

one too. A fleeting radar echo could be a periscope having a last quick look, but could also be a sea bird flapping on takeoff. A returning sonar ping means "submarine". It can also mean a pair of whales, a tidal eddy, a shoal of pollack.

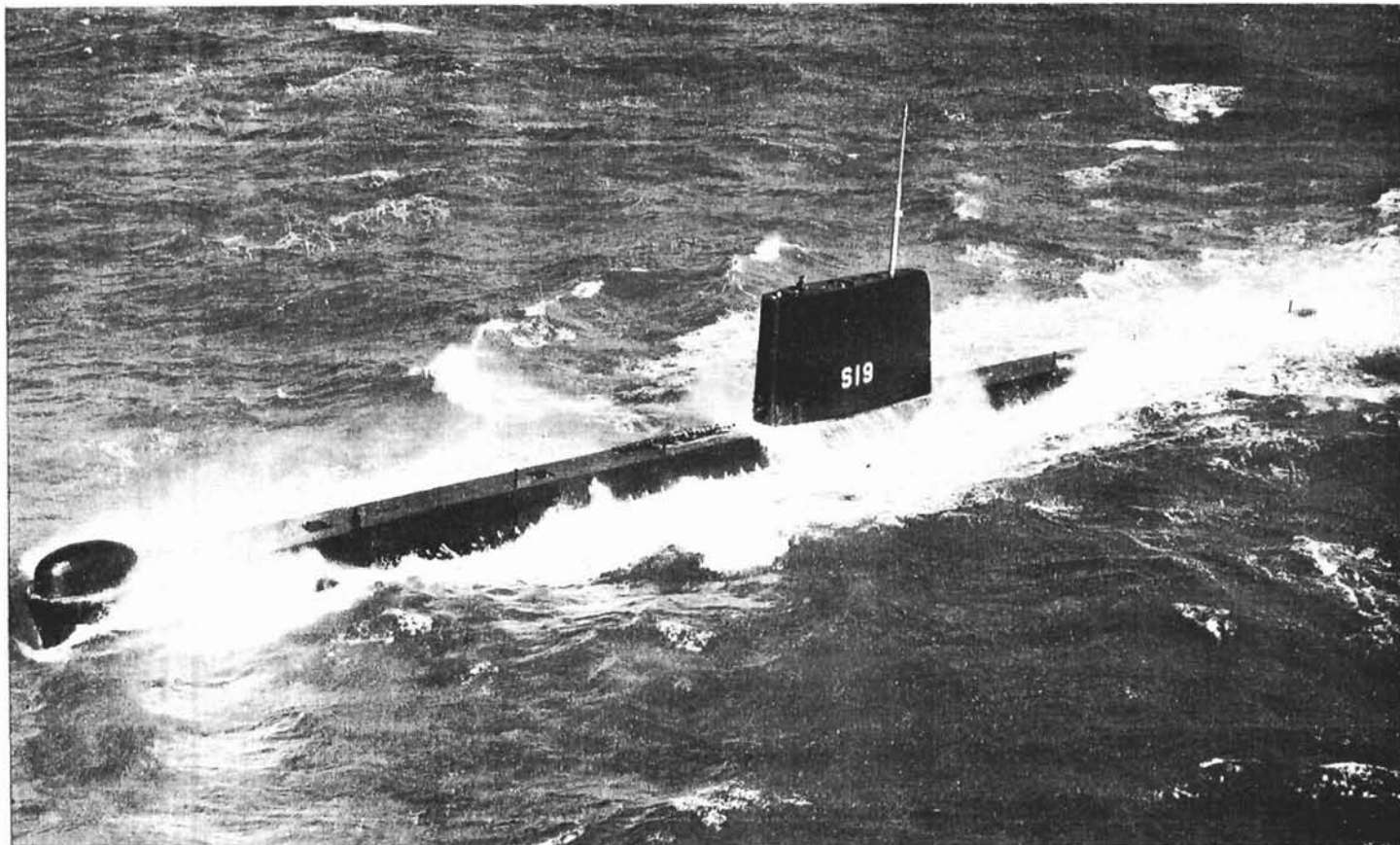
The knobbly business of making innumerable decisions teases the patience and tries the mettle of the hunter and the hunted. The information available for making these decisions by the respective captains is almost always second hand and given usually by a person of less experience, the scope of whose imagination is more or less unknown. A further nagging aspect is the frequent denial of second "looks". It is perhaps because of the tenuous nature of the information in underwater warfare that some credence is given to the power commonly called "intuition", although the word will not appear in any syllabus.

I remember a destroyer captain being questioned, I think in 1943, as to why he had altered course to port at a particular point in a submarine hunt. It was this turn that regained sonar contact and subsequently resulted in a sinking. "Because it would stop the funnel smoke blowing across the bridge," he had answered.

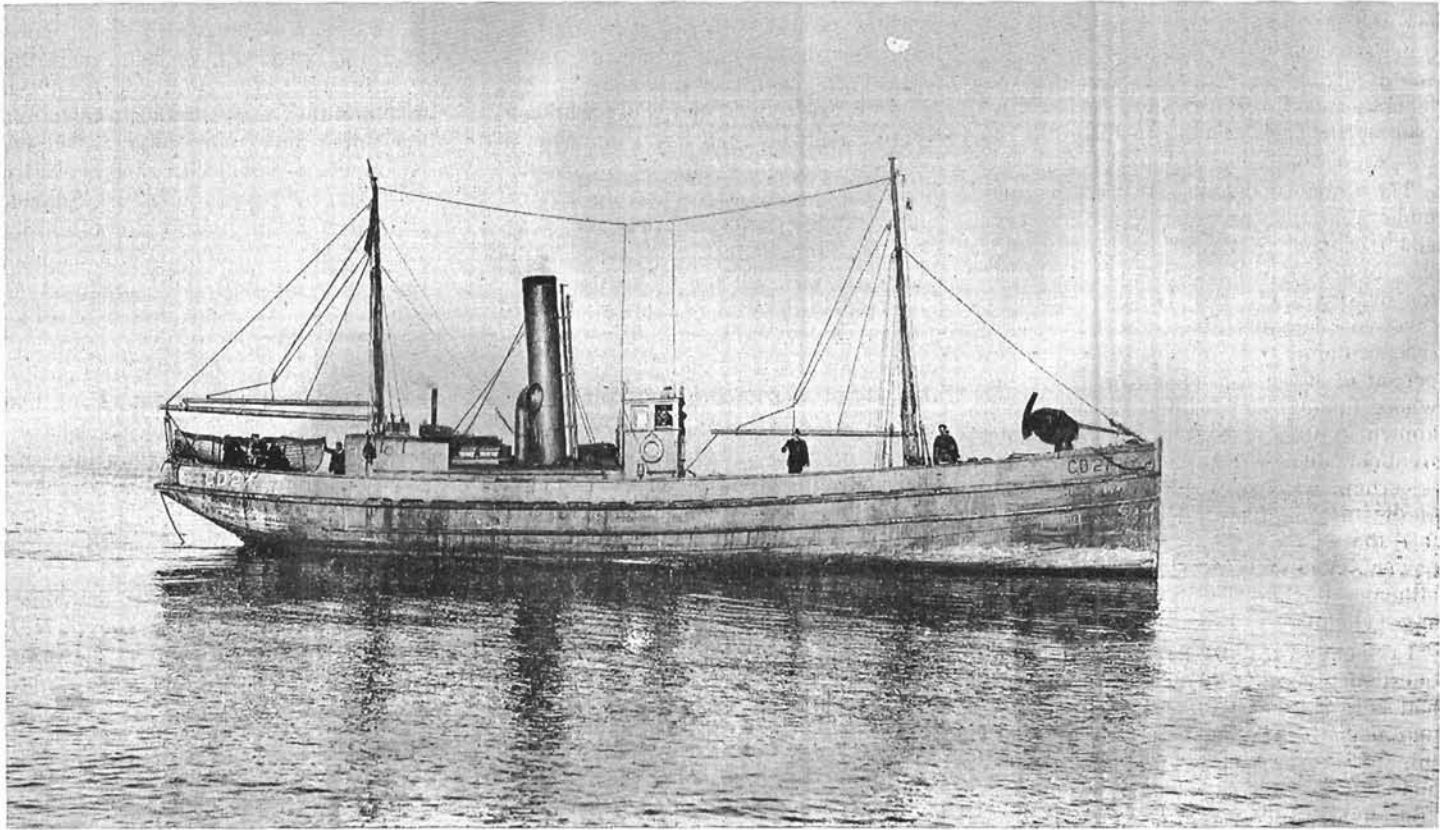
There is much advice available on how to solve the anti-submarine problem. Between those who advocate "Let's get a breakthrough" and those who say, "Only submarines can sink submarines," or "only airplanes can" or "only destroyers", there is a sensible course. No reputable scientist believes in a "breakthrough". Anti-submarine submarines alone will not solve the problem either, the reasons being that these ships, marvellous in some roles, are not yet adapted to others, like escorting a gaggle of fast tankers for example, or looking after the daily needs of a large convoy, or of launching search aircraft. The "only airplanes" idea is equally hollow. Aircraft with even 24 hours' endurance, but based miles from the scene of operations, are likely soon to become fatigued when hunting submarines with 90 days' endurance, and particularly if they do not know where to begin looking. To use "only ships" is to deny the hunter the aircraft's ability to scout the sea about him rapidly over a radius of hundreds of miles. A combination of arms is needed if the submariner's life is to be made miserable and dangerous. And it can be.

In our anti-submarine forces, submarines are needed in order to meet the threat of intrusion, and to do it in the event, and they are essential to train our other anti-submarine elements. Carrier aircraft are needed with their ability to appear, with full logistic support, in any part of the world's oceans, unheralded and ready to operate. Long-range patrol aircraft, with their great endurance and real advantage of relative comfort for the crew, are an important adjunct. Submarine-hunting surface ships with the great endurance of the destroyer-escort type are needed in order to put the big sonars into the water and to carry the lethality necessary. Helicopters on board these ships are needed to extend by many miles the ship's sonar and general search ability. Research is needed, and it must have the end aim of producing for the fleet better vehicles, better detection devices, and more lethal weapons. There is a pressing need to find the means of putting enough "policemen" into the search areas to catch the relatively few, but very dangerous, felons.

Catch a submarine? Certainly. But it is difficult.



This is HMS Oberon, name-ship of the latest class of conventionally-powered submarines being built in Britain. The Oberon class submarines, of which two are in commission and another nine under construction, are fitted with the most modern detection equipment, are armed with homing torpedoes and are capable of high underwater speeds. They can maintain continuous submerged patrols in any part of the world. (Admiralty Photograph; Crown Copyright)



Hundreds of Canadians, members of the RNCVR, served on coastal patrol duties in Canadian-built drifters, of the type shown here. The little ships, the first known to have worn the now familiar maple leaf on their funnels, patrolled coastal waters of Britain and off Gibraltar and the western bulge of Africa.

The Days of the RNCVR

by

Lt (SB) Peter Ward, RCNR

AT 3 A.M. on a frigid January morning in 1916, a train pulled into Halifax station with 18 young would-be sailors aboard. They were the first Torontonians to serve Canada in the Overseas Division of the Royal Naval Canadian Volunteer Reserve.

There wasn't a soul in the station to meet them. It was snowing hard as the cars ground to a halt and the thermometer registered well below freezing.

During their ride from Toronto, they had come through one of the year's worst blizzards. At one point their train was isolated by drifts for 12 hours. There was no diner, so they appeased their hunger, during the wait for a snow-plow, on canned sardines and crackers, purchased from a white-coated vendor.

They were hungry, as well as cold, when they stepped stiffly onto the platform at Halifax. The wind was a real nose-nipper, biting as only a Halifax January wind can be.

In charge of the small group was Gordon B. Jackson, a young lawyer from Toronto who, with the others, had

answered the British appeal for Canadian volunteers to serve with the fleet auxiliary overseas. Jackson was an ordinary seaman, like the rest, but he had been placed in charge before they left Toronto.

At the station he looked around and spotted an all-night restaurant. He led the way to its warmth and the chilled men revelled in hot coffee and ham and eggs.

Hunger appeased, and temporarily warm, the group asked directions to the main naval jetty and headed there to join their ship, HMCS *Niobe*, as ordered. At the jetty, as Jackson recalls it, they drew a blank.

"First boat in the morning at 7 a.m.," they were told.

Back to the restaurant they went, and dawdled over more coffee till a few minutes to boat time.

At the stroke of seven, the *Niobe's* boat pulled out of the darkness. The

chilled 18 piled in and officially joined His Majesty's Royal Canadian Navy;

On board the *Niobe* they were hustled below; then, before they had a chance to stow their dunnage, a petty officer shoed them out on deck.

Imagine swabbing a cruiser's decks with pants rolled to the knees and water sloshing around your bare toes in January, with a sea breeze coming down the Halifax approaches! What an introduction to the navy!

But things got better. Within two weeks the 18 from Toronto were joined by others pouring into Halifax from every part of Canada, all eager to join the auxiliary overseas. Two weeks after that cold early morning introduction into the navy, they were on transport headed for Plymouth.

For a year the Canadians of the Royal Naval Canadian Volunteer Reserve served in a variety of drifters, fishing boats and trawlers, sweeping clear the shipping lanes of the North Sea, English Channel and western approaches. There were 1,700 men attached to the RNCVR overseas division.

In 1917, Gordon Jackson was granted a commission in the RNVR. He was the first man of the overseas contingent to rise from the ranks. There were no officers, not even any non-commissioned ranks, in Overseas Division of the RCNVR. Everyone was an ordinary seaman.

To change his square rig for round, Jackson had to be discharged from the RNCVR and join the RNVR. CVR men received a basic kit issue in Canada, but their sea gear, needed so badly in the small ships they manned, came from RN stores. Canada had made no provision for supplying them.

With his commission, Sub-Lt. Jackson served for a short time aboard an RN destroyer. He was ordered to report ashore almost immediately.

"Jackson, what about these Canadians?" demanded one of the squadron of brass facing the young Sub.

With no wasted words, the staff officers informed Sub-Lt. Jackson he was to take command of the RNCVR as a division in Devonport. In groups of 200, all the Canadians were to be processed through Devonport and up-rated by Sub-Lt. Jackson as they warranted. A great number of the CVRs were fishermen and professional sailors from the Great Lakes—men well equipped to serve in the small fleet auxiliaries. Some of them were more experienced in command than the RNVR officers and chiefs they served under.

When Sub-Lt. Jackson arrived at Devonport, the base commodore said to him: "You're to command a division, Jackson? What are you doing as a 'sub'? We can't have a 'sub' commanding a division here."

Within two weeks Jackson's promotion to lieutenant came through.

"We had quite a time at Devonport," recalls Mr. Jackson. "I wanted to go to sea, but they told me: 'You ought to know by now that you do what you're told, not what you want,' and there it was.

"Those RNCVR boys won Canada a good name. Their record was a good one. We won the respect of the RN and that takes some doing."

As the Canadians arrived at Devonport, Lt. Jackson began sending through his promotion recommendations. The base commodore was doubtful about a mere lieutenant obtaining commissions for his men and, when they came back within a week or so approved, he took Jackson aside and playfully asked him to recommend promotion to rear-admiral for himself.

"I remember one man we called 'Tiny,'" said Mr. Jackson. He weighed about 360 pounds. The first ship we sent him to was a small drifter and Tiny got stuck in the forward hatch. They had to winch him out with the capstan. We had an awful time finding a ship that would fit him."

Some of Jackson's men arrived at Devonport from the trawlers in a weird assortment of catch-all clothing. They'd wear anything to keep themselves warm and grey Persian lamb caps seemed to be particularly popular. Where the men got them, Jackson never discovered, but the natty fur headgear was prevalent enough to earn Lt. Jackson the nickname, "Admiral of the Russian Navy," among the other officers at the base.

One group of Lt. Jackson's men formed their own flotilla and took six drifters to Sierra Leone, where they served with distinction till the end of the First World War.

Although the Canadians were up-rated at Devonport, there were never any commissions in the Overseas Division of the RNCVR. All told, eight Canadians left the CVRs to take commissions in the RNVR, but to do so they had to take a cut in pay.

"I served in the Channel for a year before I was commissioned," said Mr. Jackson. "We were sweeping for convoys to France. In all that time I never saw a German, but we saw plenty of damage. My mates were blown up before my eyes on more than one occasion."

Trial of the trawlers in the "Big War" was the hydrostatic bomb, a device that floated free about 14 feet beneath the surface. It had no mooring line for a sweeper's paravanes to cut, and was too deep to be touched off by the shallow-draught trawlers. The hydrostatics were at just the right depth to be hit and exploded by the merchantmen, following the trawlers in the war channel, supposedly swept free of mines.

To lick the hydrostatic, trawlers used their huge fishing nets, caught the submerged mines like cod, then exploded their deadly catch where it would do no damage.

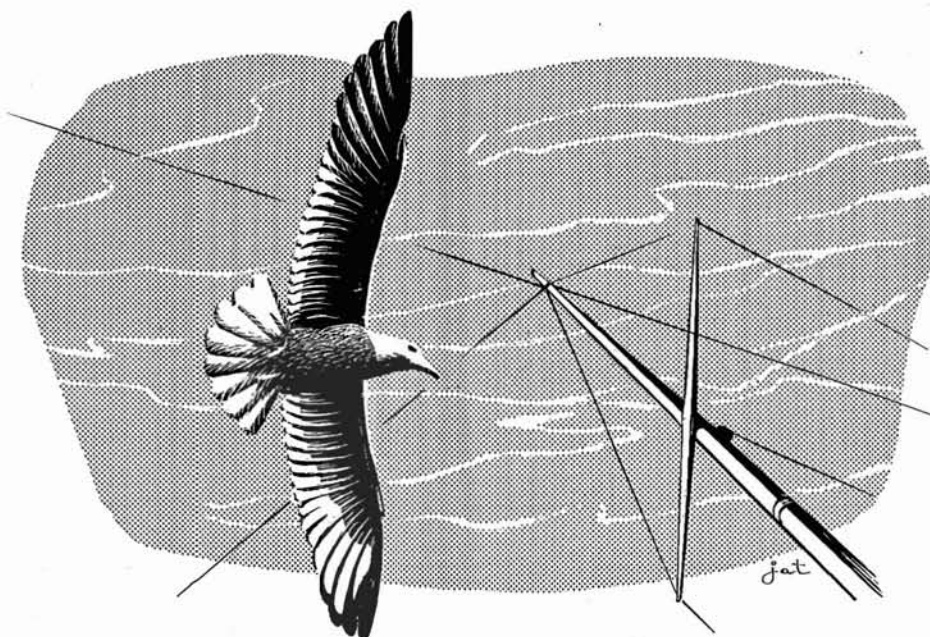
When the last gun had been fired and the First World War was over, Lt. Jackson began arranging transport home for his Canadians. Rather than wait for one ship which could take them all, he worked his men into small spaces left over in ships already assigned to army units.

"We got them home much faster that way," he said. "Lord knows how long we would have waited to get a ship to ourselves."

By June 15, 1920, the last RNCVR man had traded his uniform for civvies. Once again there was no reserve money in Canada.

Perhaps the Navy can thank low postwar defence spending by the government for the rebirth of a naval reserve in Canada. In 1923 the Navy's budget was so low there was scarcely enough money to keep one warship in operation.

Commodore Walter Hose was then Director of Naval Service and he decided the little money available could be best spent in organizing a reserve force for the RCN. Within a few months of the beginning of 1923 both the RCNR



and the RCNVR were formed. The RCNR was to be allowed 70 officers and 430 men. There were to be 70 officers and 930 men in the RCNVR. Most of the RCNR men were professional sailors by trade.

For the RCNVR, the call went across Canada to those who had served during 1914-18 with the Navy. Companies and half companies were to be formed in Calgary, Charlottetown, Edmonton, Halifax, Hamilton, Montreal, Ottawa, Quebec, Regina, Saint John, Saskatoon, Vancouver, Winnipeg and Toronto.

Gordon Jackson, now busy again with his legal career, heard from Ottawa early in 1923. He was asked to form the Toronto Company, RCNVR, and take command.

Lawyer Jackson opened for business as a naval officer again two nights a week in the basement of a store on King Street. Before the year was out, the Toronto Half Company, as it was called, had a full complement of 75 officers and men, the maximum authorized. Another 30 or 40 men came down regularly, even though they couldn't be accredited, and attended drills without either uniforms or pay.

"The men were paid 25 cents a drill in those days," said Mr. Jackson. "The officers—we served for the love of it. We didn't get a penny".

The Toronto Half Company, RCNVR, marched in the city's garrison parade for the first time in 1924. Lt.-Cdr. Jackson with his two-and-a-half wavy stripes, formed his small navy-blue crew up at the head of the parade and inspected them to make sure they were up to navy smartness.

"Here there, what's this?" demanded a red-faced army officer, the adjutant. "You fellows move back to the rear."

"Tell your commanding officer that you obviously don't know about the rights of the senior service to lead a parade", said Lt.-Cdr. Jackson. "When he's ready, we will begin."

The adjutant left mumbling: "We'll see about that", but he never returned. It was, in Mr. Jackson's own words, "a pip-squeak naval officer that gave the command to start the parade." The RCNVR led off.

Lt.-Cdr. Jackson stayed as CO of the Toronto Company for four years. Before

he retired, the unit moved to new quarters in the Navy League Building on Lakeshore Road, where they stayed until during the Second World War.

During the late '20s and '30s the RCNVR grew in Toronto and in every other unit. By the time war broke out in 1939, units in London, Kingston, Port Arthur, and Prince Rupert had been added to the original number. Two new types of reservists had also been created, the Fisherman's Reserve and the Supplementary Reserve.

The whole reserve force was called up September 1, 1939, and Canada declared war September 10.

There were approximately 2,000 men in the RCN, and 2,000 more in the reserve forces. Most of the men who enlisted after September 1 did so in the RCNVR and by January 1941, when there were 15,000 men in the Royal Canadian Navy, 8,000 of them were VRs.

More than 100,000 Canadians joined the Navy during the Second World War and served in every theatre of war. High point of enrolment was late 1944, when there were 95,705 in Canadian navy blue, 80,055 of them RCNVRs and 5,485 RCNRs. These figures do not include 5,851 women in the Women's Royal Canadian Naval Service, formed in 1942.

In 1943 the University Naval Training Division was organized in 15 universities, and 554 officers and men of the UNTD served during the Second World War.

In the closing years of the war, Canadian warships, manned chiefly by reservists, carried the bulk of the convoy load in the North Atlantic. By 1945 there were 400 fighting ships qualified to wear the maple leaf on their funnels. Canadians manned their own ships and served with distinction in ships of the RN, too.

A reservist won the only Canadian naval Victoria Cross during the Second World War. He was Lt. Robert Hampton Gray, DSC, RCNVR, who sank a Japanese destroyer by crashing his damaged aircraft into the ship. He was serving with the RN carrier HMS *Formidable*.

Gordon Jackson received his call from Ottawa early in the war, but he

felt his years would prevent him from being valuable to the RCNVR in an active role. Instead he agreed to put on his uniform again and instruct at the Toronto naval division, then located in the Automotive Building at the Canadian National Exhibition grounds. Three nights a week Lt.-Cdr. Jackson instructed in seamanship, navigation and other subjects, passing on the skills he learned in the First World War.

At the close of hostilities in 1945, many reservists transferred to the RCN. In 1946 both the RCNVR and the RCNR were combined to form the Royal Canadian Navy (Reserve) and the wavy stripes, trade mark of RCNVR officers around the world, were to be seen no more.

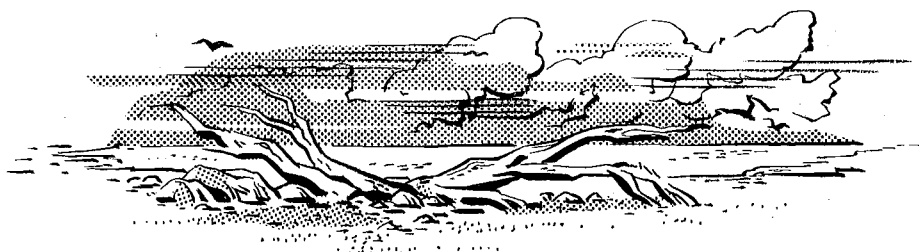
With peace in the world again, the RCN(R) settled back to its support function. Most of the war-time officers kept up their naval connections, even if they didn't serve with one of the RCN(R) divisions.

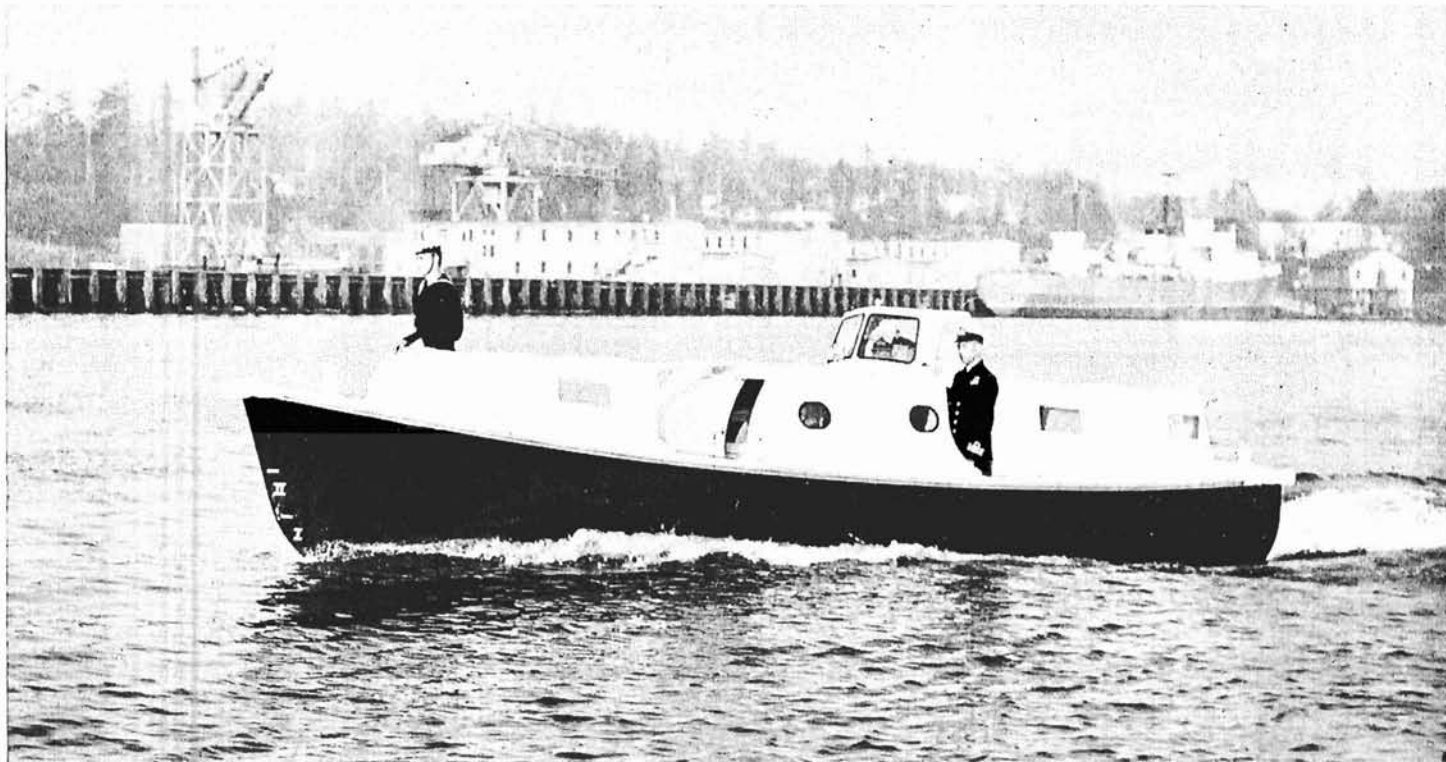
During the Korean War, many reservists transferred to the RCN and saw action against the communists aboard HMC ships.

In 1951 the wrens came back as part of the RCN(R) with the same rates of pay as men. In April 1953 a new command was established for the reserve, Commanding Officer Naval Divisions, with headquarters at Hamilton. A training centre was established at the new headquarters to provide training ashore during the summer months for the growing number of reservists. Ships up to anti-submarine frigate size sail into the Great Lakes every summer to take flocks of reservists aboard for sea-time.

In January of this year the RCN(R) lost its brackets and became the RCNR. Today there are 21 Naval Divisions from coast to coast with an authorized complement of 900 officers and 3,700 men.

In his home a few miles west of Toronto, Gordon B. Jackson, now 73 years old, sits among his law books and naval souvenirs, and reflects on how far the reserve navy in Canada has come. Today the men and women of the RCNR have organization and training to back up their willingness to serve Canada when and where they are needed.





Newly designed all-fibreglass construction motor workboat; weight, 5,000 pounds; length overall, 27 feet; beam, eight feet; passenger load 30; stores capacity, two tons. (E-63724)

BOATS

The RCN looks to a modern industry to fill an ancient need

FOR CENTURIES, warships have carried small boats to fulfil a variety of roles ranging from life-saving at sea to the transfer between ships of personnel, stores and dispatches and the carriage of landing and boarding parties.

Because the boats were built of wood and had to be rugged to survive at sea and to withstand the rough treatment which they received when being hoisted or lowered, they were generally of heavy construction.

A traditional but real requirement for absolute reliability has supported the continued use of oars and sail in an era when both have long since outlived their practical application for many uses. In some instances, the gasoline engine has been employed but, particularly during and immediately after the Second World War, its use was viewed with disfavour, it being argued that the volatile fuel created fire and explosion hazards, not only in the boats, but in the parent ship where stocks of fuel might be ignited during action.

Traditional conservatism has also undoubtedly slowed down the rate of

development of both boats and engines for the naval service. In the words of an ancient shipwright, "If God had intended fibreglass boats he would have grown fibreglass trees!" For these reasons, among others, the naval boat has tended to develop into a noisy and ponderous vehicle, overburdened by the weight of its own construction, gen-

By

*Captain A. B. Fraser-Harris,
Director of Naval Ship
Requirements.*

erally under-powered and providing a relatively poor payload in proportion to its bulk and weight.

What can be done to correct this trend?

Not since the early days of the automobile has there been such a startling growth in public demand for a specific product such as there has been during the last decade in respect to the pleasure boat.

Industry has reacted by proportional increases in invested capital and skilled designers and craftsmen. Developments in the application of fibreglass, plastics, aluminum and plywoods to boat construction, and advances in both inboard and outboard engines and drive techniques, have all contributed to the production of attractive craft which are priced within reach of even modest incomes. And so, as highway conditions have become less and less conducive to relaxation and enjoyment, more and more people are indulging in nautical diversions to fill their leisure hours.

CONNECTED with this expansion in marine industries is a diversification of interests on the part of aviation companies. Recognizing the inevitability of production cutbacks in both engines and airframes as commercial aircraft become larger and faster, but fewer, and the military emphasis shifts to missiles, several large aviation concerns are actively producing boats.

This is a logical step, for not only are the problems of aero-dynamics and hydro-dynamics closely related, but many

engineering techniques, developed in the aviation industry, have a clear application to marine construction. To mention but two examples, the development of the hydrofoil for high speed operation and the application of the gas turbine to ship and boat propulsion are obvious links between marine and aviation techniques.

The results, both of the increased public demand and of the industrial effort directed toward its satisfaction, have been evidenced not only in rapid advances in hull design but in the provision of a wide range of power plants for marine use.

Thus there are available, on the commercial market, a great variety of hulls and power plants from which can be selected the best combinations to perform almost any specific tasks.

To the naval authorities, responsible for the provision of service boats, it therefore appeared logical to assume that, provided they could decide on the types of boats required to meet the service requirements, it should be possible to find on the commercial market, boats and engines that would meet the desired specifications.

There were obvious advantages apparent in such a scheme; boats obtained on the commercial market would, in all probability, be less expensive than the final product of a special service design and construction project; possibly advantage could be taken of more expert specialized small boat design skill than

existed in the Naval Ship Construction branch, where talent was concentrated upon major warship design.

On the other hand, considerable caution would have to be exercised to avoid the bargain buy and the inferior product in the gaudy wrapper. Outside pressures would have to be firmly resisted. Only excellence of production and performance could be criteria for final choice. Carefully controlled tests would have to be run on possible contenders, and specifications would have to be tightly drawn.

WITH THE DECISION made that at least an exploratory attempt would be made to obtain suitable boats from the commercial market, work commenced upon the task of determining what types of boat were required. Specifications must closely match operational requirements.

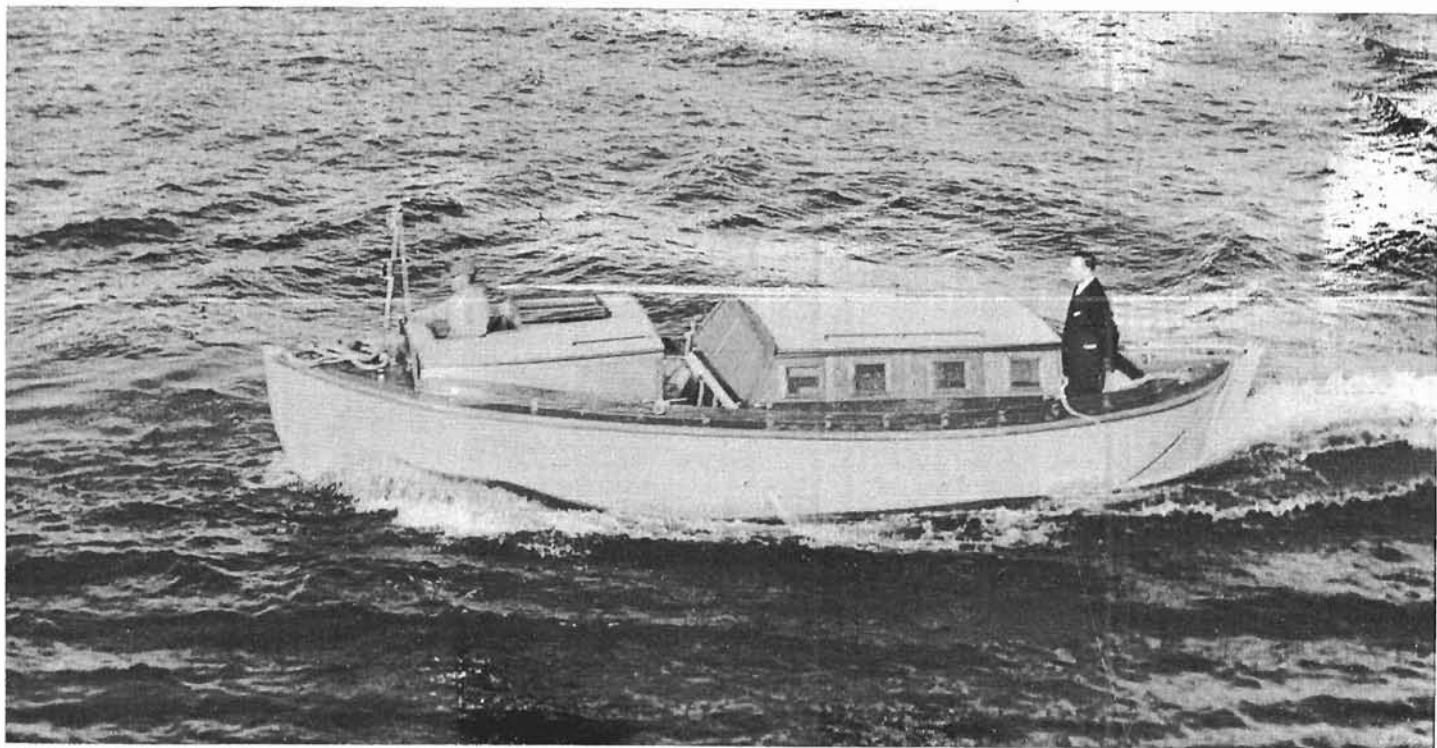
Naval vessels, both in peace and war, carry out a variety of missions and tasks and, in the performance of their duties, may operate either from their home ports or in far corners of the world. Frequently they are required to enter ports and harbours where there are no berths alongside, or to visit small island or coastal communities which lack even a harbour. They must not only be able to ferry their own ships' companies to and from the shore, but they must have the means to transport stores and equipment, provide landing parties, dispatch boarding parties, transfer inspecting

officers, land troops or evacuate casualties and refugees.

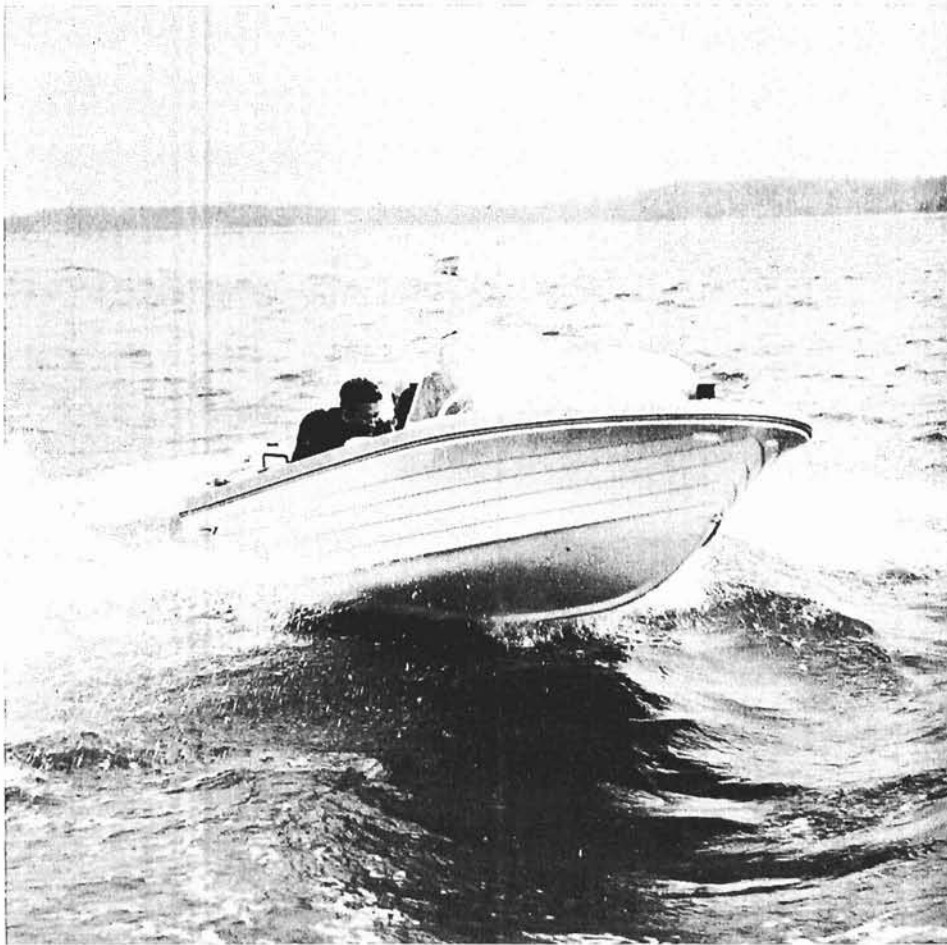
These tasks demand the ability to provide efficient transport between ship and shore or between ship and ship. At a glance it will be seen that there are basically two types of mission which must be performed—those involving the transportation of heavy loads or large numbers of personnel, such as the landing of libertymen, transfer of boarding parties or embarkation of stores, and others which only call for light loading, such as mail runs, transport of commanding officers, collection of visiting dignitaries, carriage of officers of the guard, emergency medical runs and inter-ship visits.

Obviously two different types of boat will be required if these varied tasks are to be efficiently executed. For instance, a boat that is large enough to hold 30 or more men, or two tons of stores, will not be economically employed in the transportation of one or two persons. A smaller, reasonably comfortably equipped launch for the general use of senior officers, will be quickly reduced to unacceptable state if also used to carry a load of spuds and green vegetables. To oversimplify, a requirement exists for both the truck and taxicab. Neither can effectively fulfill the role of the other.

For the utility boat, the basic requirement is load carrying capacity, in terms of both weight and space. It must be large enough to carry about 30 men,



Traditional wooden construction, double-ended motor seaboat; weight, 6,000 pounds; length overall, 27 feet; beam, eight feet; passenger load, 25; stores capacity, one ton. The writer calls it "ponderous and inefficient". (O-6033)



Traveller "Polaris" 14-foot despatch boat under test off Halifax Harbour. (O-13815)

yet must be small enough to be davit hoisted. It must be highly manoeuvrable, for it will be required to operate in confined harbour and dock areas.

Speed is not paramount, yet becomes an important "factor of effectiveness", for only a limited number of boats can be carried in a ship, and a boat that is twice as fast as another will perform twice as many trips in a given period of time and thus prove considerably more effective. Speed is also important in the saving of working time. Ship-to-ship and ship-to-shore distances of four to five miles are not uncommon in an open roadstead, and an increase in available speed from 10 to 20 knots for a duty run of five miles involving 20 men will save five manhours.

Range must be considered, not necessarily in terms of a distance to be run, but rather as a figure of fuel availability, providing reasonable time between refuelling when employed in normal day to day operations.

Thought must be given here to the space and weight penalties that must be paid in the carriage of large quantities of fuel.

THE CALCULATION of weight versus range in respect to type of engine, amount of fuel required and boats' speed attainable, is very relevant in determining the optimum type of power installation. Since refuelling can be carried out from the parent ship, it may well be preferable to require less range but higher speed, thus increasing the availability of the boat and providing an additional carrying capacity.

In considering the case of the smaller despatch boat or runabout, the requirements are reasonably simple to express. Here, a passenger capacity of about four will be adequate and high speed is desirable, since many of the trips required will be of an urgent nature. A reasonable degree of passenger comfort and maximum reliability must be demanded.

Neither the utility boat nor the despatch boat will be required to operate in the open sea under really adverse weather conditions, but both must be capable of safe and effective operation, albeit at reduced speed, under such rough water conditions as are frequently encountered in an open anchorage or harbour approach.

With a fast workboat and a despatch boat effectively meeting the inshore operating requirements of an RCN destroyer type warship, there remain certain tasks for which a specialized type of seaboat will be required. Ships must have available a boat designed for such emergency tasks as the recovery of a man overboard, the rescue of a ditched aircraft's crew, or the transfer of an injured man from another ship at sea. Moreover, in the event of shipwreck, assuming that liferafts will be used to accommodate the ship's company, it will still be highly desirable to have a powered lifeboat or seaboat available to act as shepherd, keeping the rafts together and generally available to control and direct the survival operation.

IN IMPLEMENTING a program to provide these three types of boat for the RCN, two basic assumptions were made; the first, that practical and valuable experience which had been put in private and commercial use, was such that its use could be accepted for the great majority of service boats up to and including large workboats of about 30 feet overall; the second, that the outboard engines and inboard-outboard drives have similarly been developed to the point that they can be assumed to possess a sufficiently high degree of operational reliability for naval use.

The employment of plastic construction was an added advantage, for wooden boats demand skilled shipwrights for their maintenance and these men are becoming increasingly rare in an age of all-metal ships. To carry such artisans solely for boat maintenance is obviously uneconomic; moreover, the type of damage liable to be sustained by service boats is much more readily repaired "on board" in the case of the fibreglass boat.

The outboard engine also has many advantages for the naval user. Since, when not in use, service boats spend long periods at the davit-head with the ship at sea, they are subject to much exposure to wave and weather. The resultant constant salt spray and dampness are particularly hard on engines and electronics; if these can be removed and stowed in a workshop, they will obviously be more readily maintained in a serviceable condition. Again, with a standard inboard fitted boat, if the engine is unserviceable for any reason, the boat is automatically no longer available but, if an outboard engine should balk, it can, in moments, be replaced at the gangway with a serviceable engine and removed to an

equipped workshop where it can be readily serviced, while the boat continues its duties.

The use of outboard engines does involve the acceptance of the use of gasoline, but the pressurized system employed, and the carriage of the engine outside the boat, greatly reduce the fire hazard from loose gas in the bilge. No great stocks of fuel need be carried in the parent ship since the portable tanks can normally be refueled from shore-side sources.

In implementing these decisions, the Royal Canadian Navy has already made considerable strides. Three basic boat types have been agreed upon, namely, a utility or work boat, a smaller despatch boat and a seaboat. Detailed characteristics have been agreed upon and plans for the development of the boats were based on the following considerations.

AT PRESENT in service with the Fleet is a double-ended 27' wooden motor boat, powered by a 35 hp diesel. The boat is typical of the descendants of the traditional naval boat, heavy, slow, and offering limited space for load carrying. It requires a

coxswain to drive it, and an engineer to operate the diesel. Although seaworthy at slow speed, its double-ended feature causes "squatting" at full power and, under load, the boat is ponderous and inefficient.

Since the major drawback of this boat resulted from lack of space at the davit head for a design with adequate beam-to-length ratio, and the replacement of davits in existing ships was too costly, it was decided that the ultimate production of a really efficient workboat for new construction ships would be undertaken in two stages—an interim boat would be produced as soon as possible to fill immediate needs, and a long term experimental program would be commenced.

To provide an early replacement, the naval architects went to work on a radical modification of the existing design. The lines were filled out and a square counter incorporated, thus both increasing available loading space and improving performance characteristics. A prototype of this boat, constructed entirely of fibreglass and incorporating many modern concepts of control arrangements and built-in-fittings has been built in the West Coast Naval

Dockyard plastic shop and is at present under operational trial.

The boat has so far proved considerably superior to its predecessor, though it still remains a relatively slow, displacement-type boat. As soon as trials are completed, a number of these boats will be ordered from industry, the mold being supplied by the Navy.

This boat is regarded as an interim model only, and to test the use of fibreglass for the service workboat.

The long range test program is now being embarked upon to provide the Fleet with a faster and more versatile utility boat for use in new construction ships.

For this project, considerable interest is being taken in the longitudinally straked hydrolift hull design from the drawing board of C. Raymond Hunt. These boats have already proved their extraordinary ability by twice winning the Miami-Nassau power boat marathon and cleaning up in a number of other important seagoing power boat races on both sides of the Atlantic.

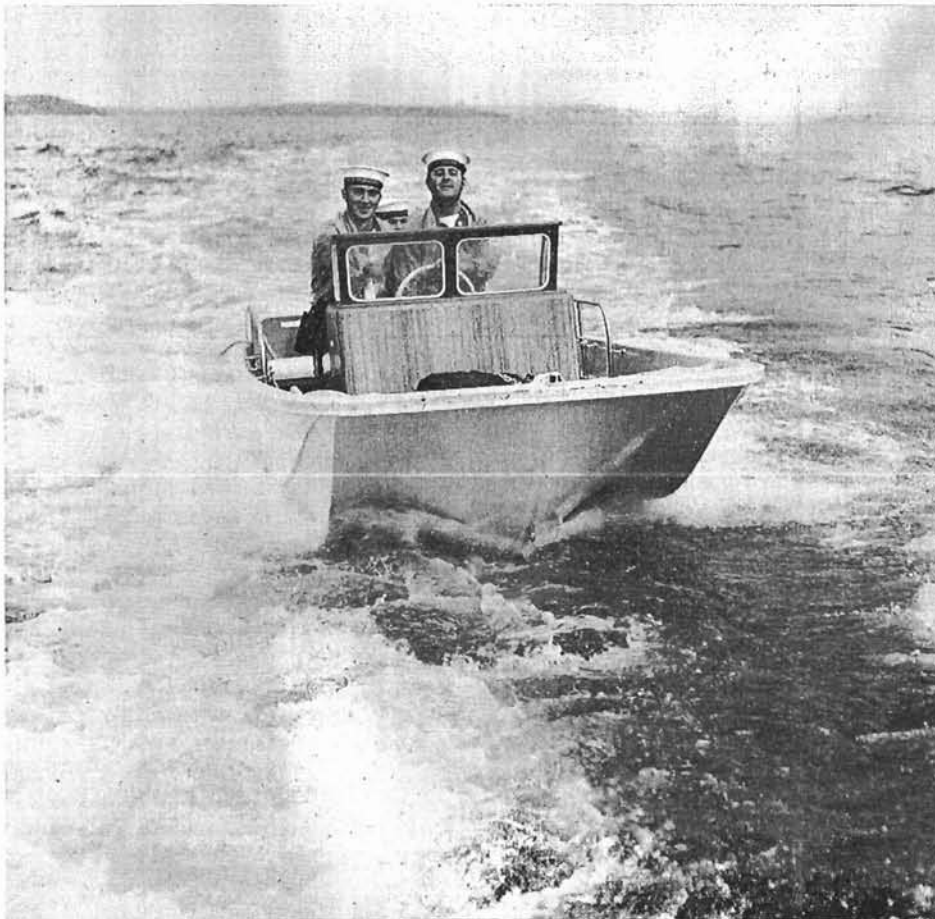
From the naval standpoint, the great advantages of this design are its excellent seaworthiness throughout the speed range, and its ability to provide relatively high speed under all conditions of loading. This latter is very important, for whereas the more traditional hard-chine planing hulls provide high speeds, and in many cases, a good seaworthy ride when on the plane, they tend to be sluggish, wet, and poor seaboats when so loaded that they cannot be got "up". In rough sea conditions they are also subject to heavy pounding and are predisposed to broach and plough.

TESTS ALREADY carried out by the Navy on boats of this design confirm its ability to provide a progressive amount of lift throughout the power range, to perform very satisfactorily in the slow displacement mode in rough water, and to operate at high speed under similar sea conditions in a truly satisfactory manner.

The high beam-length ratio of this design presents a problem in relation to existing davits. For example, a 25' comparison to the eight-foot beam of the naval 27-foot displacement design.

This davit restriction will, however, be overcome in new construction ships and does not, therefore, present a long term obstacle to their shipborne use.

A hull of the Hunt type of about 25' overall length will, it is anticipated, provide a superior load carrying capacity both weight and space-wise, to that of the 27' naval design and, with ade-



Sixteen-foot Boston Whaler undergoing test. The 13-foot model of this boat will be used as a small tender for ships. (O-13835)

quate horsepower, should provide rough water operating speeds in the order of 20 knots when loaded. It is of note that the power considered here is in excess of 150 hp as opposed to the 35 hp in the existing workboat. While, in the commercial field, this would be accepted as a normal figure, it is regarded in some naval quarters as quite radical for a workboat.

What type of power plant will be used? It is here that there is room for much careful study and test.

Comparative performance figures for gasoline, diesel and turbine engines, including weight-to-range factors for total installations and fuel stowage, are hard to come by.

There are many opinions but few scientific test data.

The relative merits of outboard engines, out-drives, V-drives and standard inboard installations must all be carefully considered and related to the basic requirements. Serviceability and reliability must be carefully confirmed by field test.

One outstanding advantage of the out-drive propulsion system, whether it be by outboard motor or by inboard-outboard installation, is the high degree of manoeuvrability obtained at slow speeds.

Again, since service boats are from time to time required for beach operation or to manoeuvre in water fouled by debris or wreckage, the "kick-up" feature of the outdrive is desirable.

Present intention is to obtain two experimental hulls of the Hunt design and use them to carry out comparative trials or engine installations, both twin and single, both gas and diesel, and, if a suitable engine can be obtained, a turbine.

These trial results will lay the foundation for a new generation of fast, highly manoeuvrable and seaworthy general-purpose work boats for the Royal Canadian Navy.

THE task of providing a suitable small, high speed despatch boat is much simpler; for in this class of boat there are many models available on the commercial market from which a choice can be made. It was decided initially that a runabout of approximately 14 feet overall length was required. It could not exceed 14'2", since this was the spacing between existing davits in the majority of RCN ships, and the only stowage space available on board ship was between the davits, under one of the other boats.

The ability to carry a coxswain and four passengers was stated and the boat



Eighteen horsepower outboard engine installed in a well in a 27-foot plastic whaler. The boat will exceed seven knots this power and motor installation does not affect sailing or pulling. (E-62083)

had to perform safely, at reduced speed, in waves up to four feet and in high wind speeds.

A twin 18 hp outboard engine installation was selected. An outboard drive was preferable for reasons stated earlier and a twin installation provided important additional safety for off-shore operation. Not only was 35-40 total horsepower approximately that desired to provide the correct performance, but an 18 hp engine was almost spot-on for installation in the 27' seaboat, which will be discussed later in this article, to produce effective displacement hull speed for that boat. By using the same engines for both boats, additional interchangeability and, thus, serviceability could be obtained.

The 18 hp engine, with weight less than 100 pounds, was also the largest which could be considered truly portable. To change a larger engine at a gangway with any sea running was not considered practical.

An invitation went out to industry to provide suitable boats for test and, in the summer of 1961, a number were subjected to comparative test under conditions that might be encountered in service operation. In addition, stringent rough water tests and manoeuvring trials were carried out.

One point became immediately apparent and it was, from the point of view of the industry, an interesting one. Despite the superficial similarity of all

but two of the boats tested, which were of unusual design, they displayed radically differing performances under operational and rough water conditions.

That such should be the case is not surprising when it is borne in mind that these boats are designed and manufactured by companies with a wide spread of design experience and engineering competence.

For this reason considerations, not only of operational efficiency but also of safety of life at sea, demand the most stringent tests to determine the absolute suitability of any boat accepted for service use; moreover, there is an additional advantage to be gained from service trials of this nature. In many instances manufacturers have neither the experienced personnel nor the facilities to conduct such trials. They may therefore, in all good faith, be providing to the general public a boat that cannot be considered in all respects operationally safe. How unaware of the value of such test data many of the manufacturers are, is amply demonstrated by the fact that only two of the firms concerned have since consulted the naval authorities conducting the trials to determine how their boats made out.

AS A RESULT of these preliminary trials, three boats have been selected, two for further trial with the Fleet at sea under operating conditions, and one, the 13' Boston Whaler, a rad-

ical but outstanding design, as a tender for minesweepers and other smaller vessels of the fleet.

The two boats selected for further trials with the fleet are: the Traveller "Polaris", a boat designed by the Arkansas Traveller Company of the United States and built in Canada by the Traveller Boat Company, of Peterborough, and the Raymond Hunt designed 14' prototype hydrolift hull, which is to be built in Canada by the Canada Yacht and Boat Company of Toronto. Both boats turned in excellent performances, though their behaviour pattern, particularly in rough water, was quite dissimilar.

During the trials, all boats were powered by a twin Johnson 18 hp installation, general serviceability was excellent, and the desirability of the twin installation was twice demonstrated when engine failure occurred at sea but the boat was able to return safely on one engine.

It is confidently anticipated that the full fleet trials will confirm the feasibility of obtaining on the commercial market both hulls and engines suitable for the despatch boat role.

It is also probable that the cost of the program will be less than it would have been if the navy had embarked upon the design and contract production of its own model. Such is the value of a competitive market.

THE LAST BOAT to be discussed is the seaboat. Here there is less room for manoeuvre, for these boats must inherit the traditional strength, seaworthiness and design concept based upon centuries of hard experience. As has been mentioned earlier, the first step has been the provision of power to the existing 27' whaleboat, already of fibreglass construction. This has been done by installing an 18 hp outboard engine in a well situated abaft the stern sheets.

As at present installed, this engine does not have freedom of movement, the boat still being steered by its existing rudder, controlled by a yoke. This compromise, despite the sacrifice of manoeuvrability at slow speed, has been accepted for two reasons: first, major structural alterations to an existing boat are avoided, and secondly, in the event of engine failure during emergency, the

boat can still be controlled under oars without the hazardous requirement of shipping a rudder in a seaway.

Although this boat has undergone successful trials with the fleet, and a modification program has been authorized to incorporate the well in all existing boats of this class, it is recognized that further development will be required to produce a really efficient powered seaboat in which propulsion by oars can be abandoned once and for all time.

In the year and a half since the Royal Canadian Navy inaugurated its new small-boat policy, much has been done to advance the state of the art and considerable interest has been generated in the related industries, both in Canada and in the United States.

It is the hope of those concerned that, just as service support has proved of considerable assistance to industry in the rapid development of aircraft, so the Navy, as a responsible maritime authority, will, in applying the knowledge of its seamen and technicians to the scientific development of boats for its own use, provide similar impetus to the development of sound and efficient craft for the commercial market.



"Look, Mal No hands!" The Hunt 14-foot hydrolift hull is shown under test for the maintenance of longitudinal stability. (O-13816)

Career Counselling

THE AVERAGE Canadian serviceman is a two-career man. Typically, he retires from military service in good health, with a rich background of training and experience, a modest pension and the necessity of establishing another career that will take care of him and his family until his ultimate retirement 20 or more years hence.

The Royal Canadian Navy recognizes that it is not the easiest thing in the world for a man to step from the deck of a warship onto "civvy street" and has, therefore, established a system of career counselling, which not only helps a sailor to evaluate the type of work ashore for which he is best suited but assists him in finding a job.

The transitional counselling service is there to be used by the officer or man approaching retirement but it is not compulsory. Many personnel leave the service with a pretty clear cut idea of what they are going to do, either in business of their own, for which their naval service may have trained them, or in the employ of someone else.

The problems faced at the conclusion of a career in the Navy are not always the simplest ones. Employers need to be thoroughly "sold" before they will consider hiring a man of or approaching middle-age. There are often difficulties over seniority and pension plans to be sorted out. The job-seeker himself has reached a time of life when his children may require assistance with their college education and when he feels obliged to establish a permanent home. He cannot take a chance on accepting the first job that comes along. It must be one that pays enough for him to meet his responsibilities.

Fortunately, naval training and experience provide a pretty good background for civilian employment. Right from his earliest days in uniform, the sailor learns how to get along with his fellows and how to take charge of a task and see it through. In the years

that follow, he learns a number of skills that will be of value to him in civilian life. He is likely, indeed, to have undergone advanced technical training.

The commanding officer of a destroyer escort, in effect, runs a business employing some 250 persons. The efficiency of his ship is dependent on his skill and experience as a manager, his success in delegating responsibility to department heads and his ability to obtain measurable results in a variety of tasks. There is a close parallel in this to the job of a manager in an industrial organization, whose aim is to conduct an efficient, economical and profitable operation.

Similar parallels may be drawn at any level between the navy and industry. All retiring naval personnel



have worked throughout their service careers within this type of framework either at sea or ashore. Most of the officers who are retiring have reached the rank of lieutenant-commander and most the men have attained the rank of chief petty officer and have been employed in the navy in middle management or supervisory capacities. This is a type of experience that can be applied almost anywhere. In addition, they have extensive technical knowledge and ability to adapt to changing conditions to offer to civilian enterprises.

The chief petty officer in charge of a watch in a destroyer's engine room has a great responsibility in supervising the efficient operation of a complex-steam propulsion and electrical generating plant—a plant that produces enough power to take care of the needs of a fair-sized town. While on the bridge, the officer of the watch has to be prepared to make instant decisions affecting the safety and successful operation of a multi-million-dollar ship and scores or hundreds of lives.

Unlike the civilian, the sailor has a fairly certain knowledge, months and even years in advance, of when his job will terminate. However, he may not be sure what kind of job the outside world has to offer him or how his skills compare with those of the persons employed regularly in that type of work.

What should he do? As much as five years in advance of his retirement date, he should approach the Navy's transitional counsellor, who will undertake to assist the officer or man in translating his naval knowledge and experience into saleable personal assets and relate them to civilian employment. He is wise to seek the advice of the counsellor at an early date even if he has made up his mind on his future type of work. Sometimes naval personnel, after having spent a third of a lifetime off "civvy street", have a somewhat naive outlook concerning civilian employment. The counsellor, by interviews and conventional psychological testing, can build up a dossier on the person's likes, dislikes and abilities. With this information in hand, the counsellor can warn the individual away from employment in which he is likely to fail, direct his attention to areas in which he is likely to succeed or lay out a program of re-education to meet the needs of future employment in which the sailor may be interested.

The counsellor's ultimate aim is to prepare the future civilian employee so that he can seek work in his chosen field with confidence and knowledge. Most officers and men are well acquainted with the role of the transitional counsellor and appreciate the value of the service.

The potential employer wants to know what an applicant has achieved in the past in the field he is seeking to enter. The servicemen's saleable assets are his service training, his acquired skills and his ability in group management.





aptitude and preference tests, which are disclosed to the individual and discussed.

Once this general assessment of ability and background has been made, consideration is given to the civilian needs and personal obligations of the applicant.

It should be borne in mind that transitional counselling is not a placement service, although close liaison is maintained with the National Employment Service. In this regard, the individual is expected to make his own decisions regarding a reasonable course of action.

However, the transitional counsellor assists the job applicant by advising on the best methods of writing letters of application and of preparing a digest or résumé, outlining his training and experience.

The written presentation must be an objective assessment of the person's ability and personality, and must not be coloured by the counsellor's opinions or feelings.

Equipped with a surer knowledge of the role he is capable of playing in civilian life than he may have had before and with a clear statement of facts to lay before a prospective employer, the newly retired officer or man approaches prospective employers on his own. If he is not immediately successful in finding employment, he is encouraged to return, wherever pos-



What the counsellor does is to assist in the preparation of a résumé or digest of the serviceman's experience and training to give honest and favourable information to a prospective employer.

The counsellor may approach the program in this way:

An exploratory interview determines how far the officer or man has gone in thought or action toward taking care of his post-retirement needs. This may involve directing an orderly series of fact-finding questions at the person or it may take the form of a general conversation on the subject of retirement which will bring out indications of abilities or aspirations which have a direct bearing on the type of work the applicant should seek. The purpose of the exploratory interview is, in effect, to make the man see himself in true perspective.

The results of this interview are reinforced by the findings of intelligence,

sible, to the transitional counsellor and discuss possible errors in his presentation.

To sum up, the Navy considers that the economy of the country and its own personnel will both benefit if the training and experience of the ex-serviceman are properly presented and utilized. To achieve this, the Navy has made available trained counsellors to assist with rehabilitation and has enlisted the sympathetic assistance of other government agencies. The program has been carefully designed so that there is no duplication of or infringement on the functions of other agencies, either governmental or civilian.

To assist the Navy in achieving its goal, the Director of the National Employment Service and the Chief of the Settlement Services of the Department of Immigration have given and are continuing to give invaluable guidance and support.



A group of Argentine naval officers recently spent a few days on board the aircraft carrier Bonaventure to observe air operations. Shown with Captain F. C. Frewer, commanding officer, (right front), and Cdr. R. H. Falls, Commander Air, (left front), are, from left, Argentinians, Lt. Juan Inon, Lt.-Cdr. Carlos Suarez, Lt.-Cdr. Jorme M. Grau, Lt. S. Martinez Autin, Lt.-Cdr. Alfredo del Freson, Lt.-Cdr. Estanislao de la Torre and Lt. Barry Hussey. (BN-4627)

Club 44

— Sailors' Haven —

By

PO Jim Brahan

A NEW, ultra-modern establishment, far beyond the dreams of past leading seamen, has grown from the former Fleet Club at HMCS *Naden*, Esquimalt.

"Club 44", named after the building in which it is housed, was formerly known as the Fleet Club. Its patrons are seamen of junior ranks serving in the RCN's Pacific Command and their guests.

In 1956, on hearing it was intended to form a club to be used and administered by men up to and including the ranks of leading seamen, a few old-time naval sages made clucking noises with their tongues and flatly said: "It will never work."

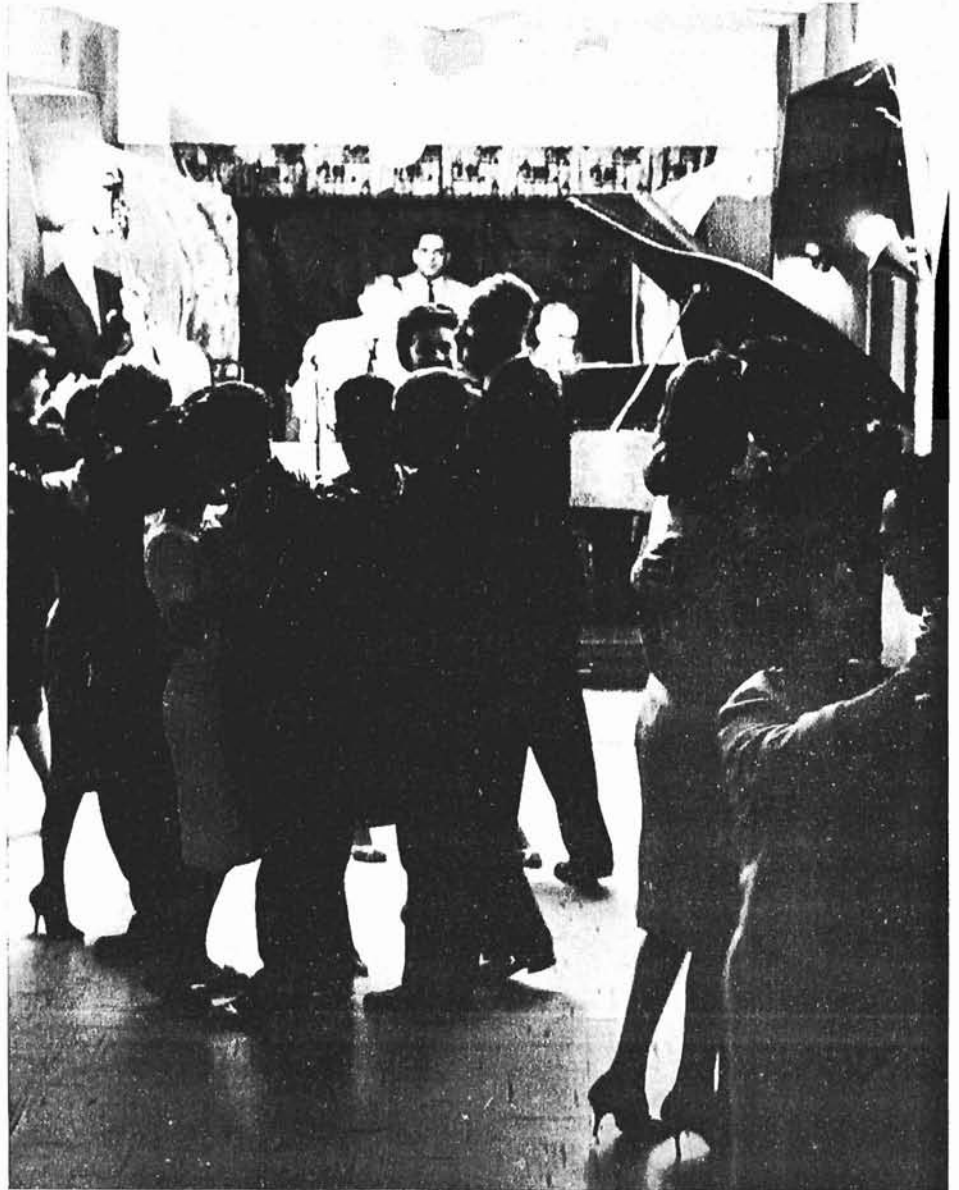
However, after the usual teething troubles at the beginning of a venture of this magnitude, the Fleet Club caught on and the attendance has steadily increased.

Now the pundits are being made to swallow their sour prophecies and the navy men's club has grown to be one of the best on Vancouver Island.

Until January of this year only the second floor of the building was used and the club was open only on weekends. This proved to be inadequate, as each night the place was filled to capacity and many members and their guests had to be turned away at the door.

With the official opening of Club 44 on January 7, 1962, the entire building was taken over and it operates every night of the week.

The main floor is used as the lounge and there is strict rule that it is for



The efforts and cash contributions of junior seamen in the Pacific has made of "Club 44" a pleasant and relaxing social centre for off-duty hours. (Photo courtesy Ryan Brothers, Victoria)

couples only. The second deck is the games room. Here a man in his leisure hours can play at snooker or ping pong, exercise his skill on the shuffle boards or relax before his favourite television program. In the basement it is intended to set up a snack bar and a banquet room. Some of these features are still in their beginnings because the whole organization is a pay-as-you-go proposition.

Whenever possible, top-flight entertainers are hired for the week-end dances. The club has featured such talent as the famous pianist Lionel Hampton, the vocal groups Four Nites and the Hi-Liters. One of the club favourites is the Australian singer Rolf Harris, who has made two appearances.

Always keeping a weather eye on expenses, management arranges, if at all possible, to billet visiting guest stars in the homes of members. Apparently the entertainers also approve of this arrangement, finding a private home a restful change from a hotel room and a haven from autograph seekers.

For the past three years Cliff Finlayson's "Club Quartette" has been the official orchestra. According to Band-leader Finlayson, they enjoy playing for the dances because, he claims: "It is a good atmosphere and, being a young crowd, they like all types of music."

The main lounge is the most spectacular part of the building. It has been sectionalized into three distinct units





"Name" performers appear frequently at "Club 44". Here Patricia Frawley, of Halifax, sings to the accompaniment of the Club's regular orchestra, Cliff Finlayson and His Club Quartette. (Ryan Bros. photo)

—the Polynesian Room, the Mahogany Room and the Cedar Room. If desired, each part may be closed off for private functions without disturbing the other sections.

The Cedar Room is paneled in aromatic Tennessee cedar and a faint scent of the natural wood is always present. The centre section has been lined with deep-grained mahogany, giving an atmosphere of richness and age.

By far the most popular is the Polynesian Room. Its Oriental woods, murals of native scenes and simply designed

draperies reflect the informality of the South Sea Islands.

The whole lounge, with its indirect lighting and hushed music, tends to create a sense of serenity and friendliness where the members and their guests can relax and enjoy themselves.

To completely renovate and redecorate the building was a large financial operation and existing funds were insufficient to meet the costs. Donations came from the men in the ships and establishments of the Pacific Command.

Materials were paid for as they were used and most of the labour was done

by the sailors in their off hours. The members' wives helped out on occasion by working in the checkrooms and helping with the decorations.

Although the club has been hard pressed for funds at times, it has still managed to allocate more than \$3,000 to charitable purposes.

Even the parking problem has been taken into consideration. On nights when a large crowd is expected fully uniformed sailors, wearing white belts and gaiters, are on hand to control the traffic and make the parking of cars a simple matter.

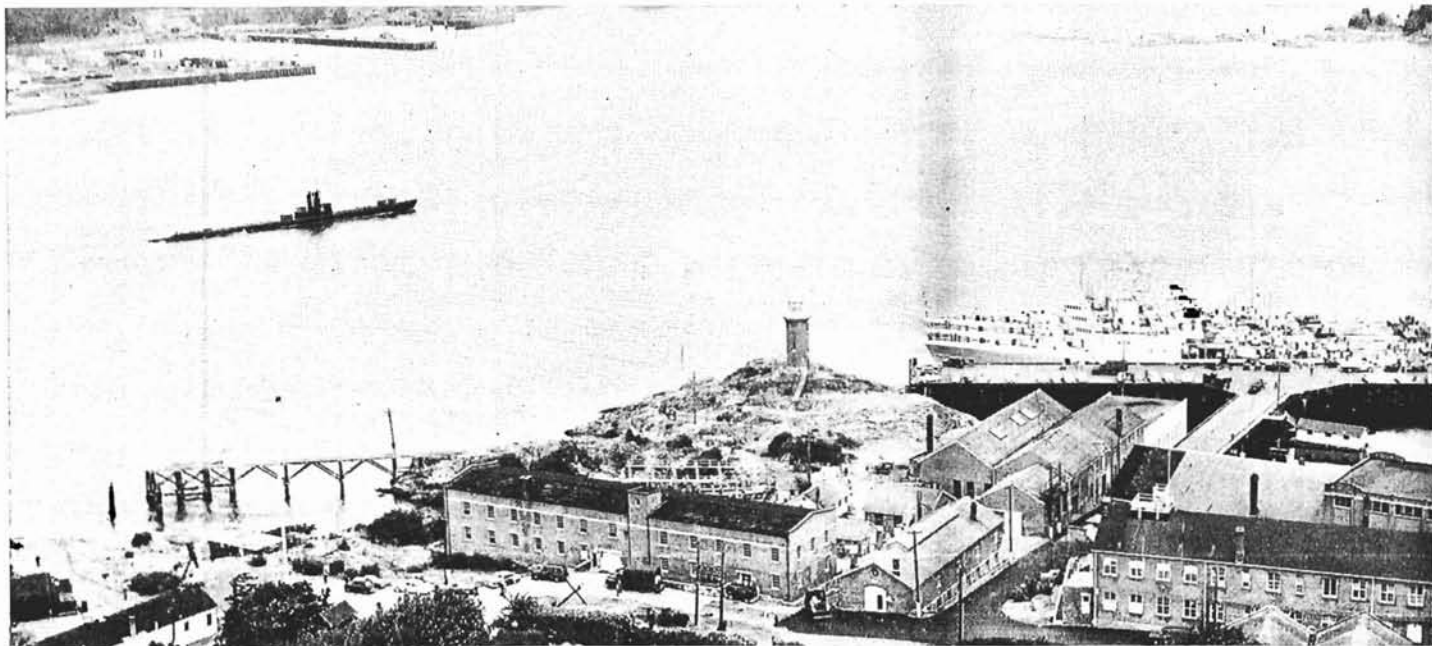


It was considered quite an accomplishment when the club survived to celebrate its anniversary in June 1957 but it has been growing ever since. (E-41292)

HERE AND THERE IN THE RCN



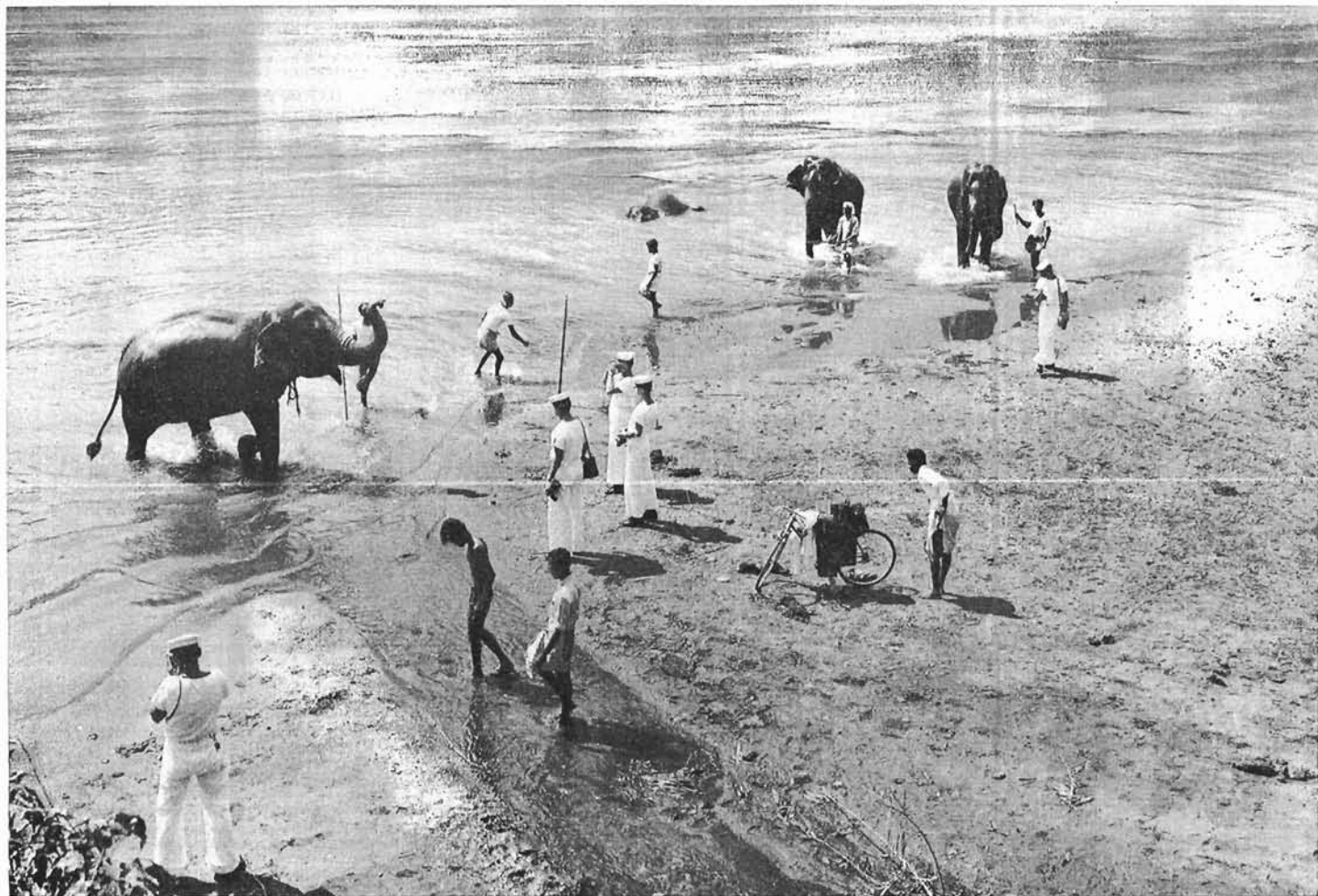
Nature's wayside inn—the coconut palm—provides food and drink for the tropical traveller. All he has to do is go and get it. This seemed like a good idea to AB Sam Burlo when his ship, HMCS *Margaree*, stopped for a day at Subic Bay in the Philippines to refuel during the training cruise by three destroyer escorts of the Second Canadian Escort Squadron to southeast Asia. The coconuts were reported to be much too green to be appetizing but at least AB Burlo has something to talk about the next time he visits his home town of Edmonton. (CCC2-691; CCC2-679)



HMCS *Grilse*, Pacific Command anti-submarine warfare training submarine, proceeding into harbour at Esquimalt. (E-62065)



An international gathering over a cola at the NAAFI canteen in Gibraltar during NATO exercise Dawn Breeze Seven. Left to right: Kpl. J. C. Baier, of Holland, serving in HMNethS Overijssel; Philippe Gilbert, of France, serving in the destroyer Casabianca; Ldg. Sea. Alan J. Thomas, of Hamilton, Ontario, serving in HMCS St. Croix; Junior Technician Philip H. Burton, RAF, of Oxford, England, and AB Fred Gilrick, of Sunderland, County Durham England, serving in HMS Broadsword. (HS-67600-67A)



A rare sight to Canadian eyes, this is one of elephants bathing in Ceylon. The sailors are from the ships of the Second Escort Squadron of the Pacific Command which took part in Commonwealth exercises in Far Eastern seas this year. (CCC2-768)



Cdr. Peter Cossette, commanding officer of HMCS Hochelaga, (centre) is shown here with the personnel who won the Food Services Executives Association Culinary Arts Trophy. The trophy is on the table. Left to right are: Ldg. Sea. W. S. Cairns, PO J. W. McGill, CPO J. M. Vanasse, CPO W. H. Barclay, Cdr. Cossette, CPO A. W. Shano, PO L. W. Pelletier, PO J. R. Skinner, and Ldg. Sea. H. D. Hanley. (ML-10676)

Glory for the Cooks

LONG-DESERVED glory finally came in rich abundance to the cooks and stewards of the RCN when they triumphantly carried off the Food Services Executives' Association Culinary Arts Trophy, after decisively demonstrating how good naval cooking really is.

The competition, called in full "The Food Services Executives Association Canadian Armed Forces Food Services Award Program", was part of the 26th Grand Salon Culinaire of the Province of Quebec, held in the Sho-Mart building in Montreal from January 30 to February 2.

The FSEA has undertaken to sponsor the military competition as an annual event (1962 was the first year) with a view to bolstering the prestige of armed forces cooks, and to creating a greater awareness among the public of the importance of food services and the necessity for high standards in this field.

Although the competition is open to nation-wide entries from all three armed forces, only one ship and one army unit presented entries. The RCAF did

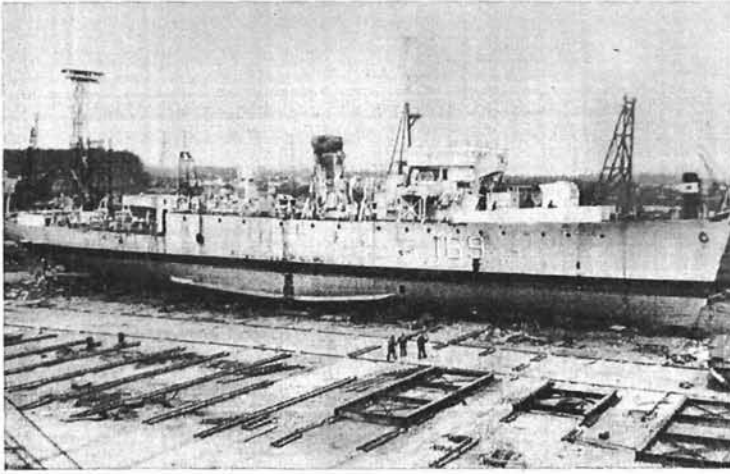
not enter. HMCS *Hochelaga*, where Navy cooks learn their trade, had 29 major entries as opposed to two entries by the Royal Canadian Army Service Corps.

The judges, 10 experts headed by Claude Terrail of Paris (owner of the famed La Tour d'Argent restaurant), are said to have declared the competition won by the Navy almost the moment they walked into the room.

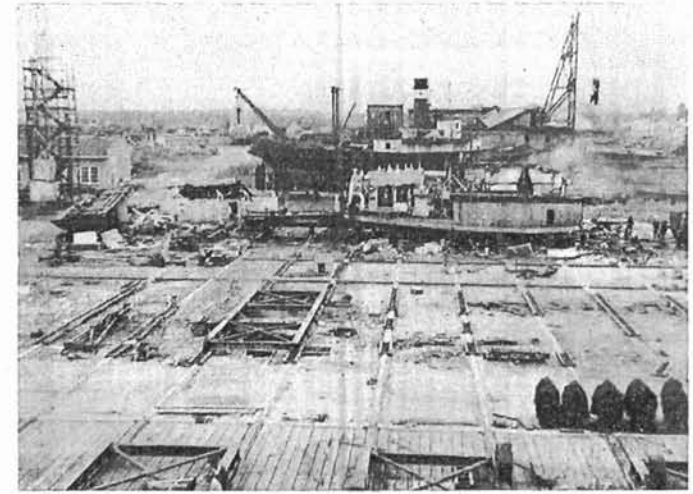
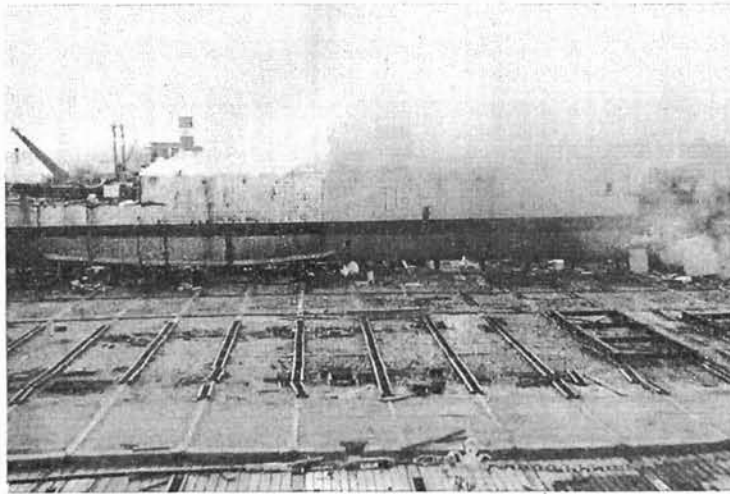
One of the most spectacular naval pieces was an actual size replica of the King Edward crown, made by CPO A. W. Shano. No supports or reinforcements of any kind were used in making the crown. The golden arches and Maltese cross were made of solid icing; the base of fruit cake and icing. The crown, which weighs 40 pounds, is now on display in the showcase at *Hochelaga*, where it may stay indefinitely, so enduring is its heavy icing.

Two elaborate lobster displays, designed and made by PO J. R. Skinner,





Last year, when the destroyer escort Haida was undergoing refit at Marine Industries Limited, Sorel, Quebec, members of the stand-by crew witnessed to starboard the death of the Algerine escort vessel Portage and, to port, the growth of the new destroyer escort Nipigon. It could not be said the Portage would never sail again for the new ship incorporates steel made from scrap from the old. Assaulted by cutting torches and fire, the Portage vanished from sight in 20 days. Her superstructure was first removed and then she was set on fire to remove wooden fittings, corticene deck coverings and anything else that would burn. Then the welders slashed at her, plate by plate and deck by deck until she was no more. The slips at Sorel can handle six ships, which are hauled up a marine railway to dockside level and shifted sideways on rollers in a slow, but nonetheless spectacular, evolution. (0-13911; 0-13914; 0-13918)



received much attention. One depicted lobsters fighting and the other, quite astonishing in its detail and lifelike appearance, a small orchestra complete with instruments. The lobsters were the players.

The layman can look in awe at a beautiful piece of culinary art but he is only dimly aware that behind the impressiveness of the finished product lie many hours of painstaking labour. Eight people worked for two weeks to produce the Navy's effort. It took virtually all their spare time. They worked as late as two o'clock in the morning, sometimes having to undo several hours' work and start again, when they decided a certain piece of work wasn't up to their high standard.

Another popular exhibit was a flat cake supporting a realistic winter scene in coloured icing, which was made by PO L. W. Pelletier. The scene was in semi-relief, rather like a heavy oil painting. Viewing work such as this, one realises why it is called "culinary art", for there is no mistake about it, this isn't just cooking—it's art: as creative and requisite of talent as art can be.

A glazed, stuffed, whole suckling pig, complete with apple in its mouth, provided a mouth-watering spectacle. This was prepared by CPO J. M. Vanasse who, working with PO J. W. McGill, Ldg. Sea. W. Cairns and Ldg. Sea. H. Hanley, turned out an impressive array of fancy food—glazed hams, vegetables, glazed and decorated fish, roast beef, and many digerent sorts of fancy bread.

The dessert section (apart from cakes) was the result of the efforts of CPO W. Barclay. This section of the display consisted of maple leaves, cookies, and fruit made of marzipan, plus a 265-ounce sherbet. Just how he kept the sherbet cold during the display is his secret! Chief Barclay's display of marzipan fruit in a woven basket of bread later went on to further display in the gourmet department of the T. Eaton Company's main store in Montreal.

The display contained all the courses for a full meal—and what a meal it would have been! Unfortunately, it was never eaten, but the sacrifice was worth showing the Army and the public that, contrary to popular belief, the Navy lives very well by its cooks and stewards.

While the Navy walked off with the trophy in well-deserved splendour, the Food Services Executives' Association, headed by president Walter Raftery, went quietly back to work to prepare next year's and other shows. Without the FSEA none of the applause for the Navy would have been earned, for the display could not have been held. The association did all the organizing, provided the trophy, and what is more, donated the large space in the Sho-Mart building where the competition took place and for which the Navy is extremely grateful.

The Army has promised that next year the trophy will be tougher to win. However, the cooks and stewards of HMCS Hochelaga are already beginning to think of new creations and better techniques, and are confident that they can top any effort the other two services' may make. One of our cooks, when asked by an awed observer what he could possibly do next year after the superlative quality of this year's show, expressed the attitude of champions in his single-word answer: "Better."—P.J.K.



In the background in this picture of one of the RCN's fibreglass motor boats is the Canadian Coast Guard Ship St. Stephen, North Pacific weather ship whose White Ensign was lowered in 1950. As an RCN frigate she served in the Second World War and later as a weather ship in the North Atlantic. (E-63702)

Luxury and Ignomy

The Frigate Story

STILL PERFORMING yeoman service for the Royal Canadian Navy are 18 frigates, all veterans of the Second World War.

The Navy gave the ships a vigorous overhaul in the '50s and returned them to service. Eleven of the vessels operate from Halifax in two squadrons while a third squadron of seven ships is employed on the Pacific Coast. Three frigates were loaned to Norway in 1956, then given outright in 1958 under the terms of Mutual Aid to NATO countries.

Today's frigates have a different look from the 70 which Canada commissioned in the Second World War. The present ships have flush decks, enclosed bridges and more modern equipment for detecting and destroying submarines. Today's frigate men sleep in bunks and eat in cafeterias, a far cry from the hammocks slung over mess tables in crowded wartime messdecks.

The RCN's St. Laurent and Restigouche class destroyer escorts were dubbed "Cadillacs" by their first en-

thusiastic occupants. With perverse pride, frigate men call their ships "Tin Lizzies". A frigate's rugged design, long staying powers and simple maintenance problems make it a safe bet that this class of ship will be useful for quite a few years to come.

In the Second World War, RCN frigates took part in the sinking of 11 enemy submarines while on convoy escort or anti-submarine patrols.

Of the frigates still in service, HMCS *Swansea* helped destroy three sub-

marines in 1944 and the *La Hullose* assisted with the destruction of another in 1945. Both are now units of the Ninth Escort Squadron based at Halifax. The *New Glasgow*, of the Fourth Escort Squadron based at Esquimalt, was also credited with a U-boat kill in the Atlantic in 1945.

Many of the wartime frigates were readied for service in the Pacific but hostilities ended before they could be sent to that theatre. The majority of them were sold outright to become, in jocular jargon, razor blades. The most dazzling postwar face-lifting was done to ex-HMCS *Stormont*, now the luxury yacht *Christina*, owned by multi-millionaire ship owner Aristotle Onassis.

This is a ship on board which Sir Winston Churchill has been a frequent guest on Mediterranean cruises. One of the ex-frigate's luxurious features is a swimming pool with a marble mosaic bottom. Once the pool is drained, the floor can be elevated to deck level to serve as a dance floor.

Also given the status of floating palace was the former HMCS *Carlplace*, which was purchased by the Dominican Republic and became the presidential yacht *Presidente Trujillo*, with extra accommodation and deck houses built fore and aft.

Nine navies of the world have frigates commissioned by the RCN during the Second World War, although not all these ships were Canadian-built.

One or possibly two former Canadian frigates serve with the Royal Ceylon Navy (RCyN). HMCyS *Gajabahu* is the former HMCS *Hallowell*, but there is some doubt as to the origin of another frigate listed in *Jane's Fighting Ships* as ex-HMCS *Violetta*.

Four British-built frigates, which were commissioned by the RCN, are

still in service, ex-HMCS *Annan* with the Royal Danish Navy and ex-HMC Ships *Loch Achanalt* and *Loch Morlich* with the Royal New Zealand Navy. The Royal Navy has the former HMCS *Loch Alvie*.

Chile has two former Canadian frigates, ex-*Glace Bay* and ex-*Joliette*, both purchased in 1946, and Peru also has two, the former *Poundmaker* and *St. Pierre*. Another, ex-HMCS *Strathadam*, serves in the Israeli Navy. The three Prestonian class frigates with the Royal Norwegian Navy, are the former *Prestonian*, *Penetang* and *Toronto*, which now bear the names respectively, of *Troll*, *Draug* and *Garm*.

A Canadian-built frigate, constructed in Montreal for the U.S. Navy and which has since borne the names USS *Asheville*, HMS *Adur* and HMS *Nadur*, is serving in the Argentine Navy under the name *Hercules*.

This list does not include the many former Canadian corvettes serving in other navies, some of which have been re-classed as frigates. Perhaps Canada should have been consulted before such a re-classification was made, because it was this country that made "frigate" modern naval usage by applying it to a class of ship referred to in the designing stage as "super-corvette" or "twin-screw corvette".

Three former RCN frigates, the *St. Catharines*, *St. Stephen* and *Stonetown*, are serving in the Canadian Coast Guard as Department of Transport weather ships, alternating on station in the North Pacific. Their armament has long since been removed and their general appearance radically altered.

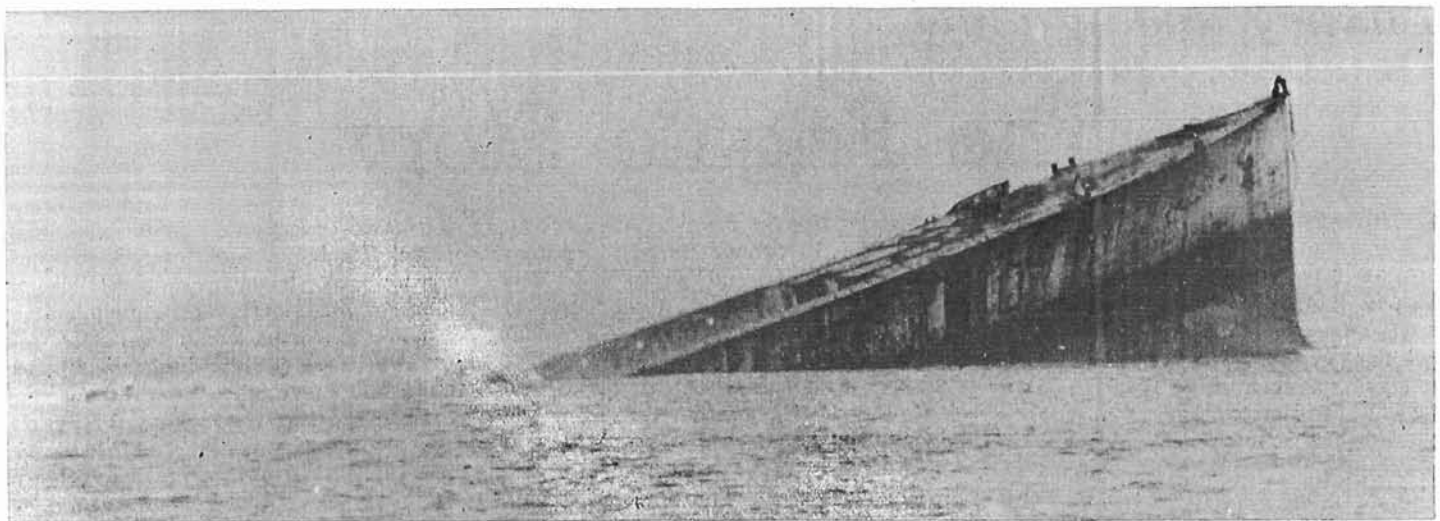
The former HMCS *Coaticook* was scuttled after the Second World War to

become part of a breakwater at Powell River, B.C. Last fall she was sold for scrap to a Victoria firm and refloated. However, while under tow, she ran into heavy weather and it became apparent she was structurally unsound. The new owners, rather than have her sink at her berth in harbour, decided to have her taken out and sunk. This was done in 100 fathoms off Race Rocks on December 14.

Two hundred pounds of explosives were distributed throughout the ship. There was a spectacular explosion that blew the bottom right out and in two minutes she was gone.

Today's modernized frigate displaces 2,360 tons, is 301½ feet over-all in length, 36½ feet in beam and draws 16 feet of water aft. Twin-screw, triple expansion propulsion machinery can drive it up to 20 knots. Armament includes a twin four-inch gun, a twin 40mm and four single 40mm guns and two triple barrelled anti-submarine mortars. The latter give the ships its anti-submarine Sunday punch. The complement is 140 officers and men.

Since conversion and re-introduction to the fleet, frigates have proved themselves reliable on either operational patrols or on training commitments. Atlantic Command frigates, in 1961, steamed more than a quarter-million miles on patrols, exercises and training cruises, the latter chiefly for the training of cadets of the regular force and reserve. During the year, they visited Iceland, the West Indies and seaports in the United States and Canada. Two ships, the *Lauzon* and *Buckingham*, claimed the distinction of steaming 7,000 miles in fresh water last summer while training naval reserves in the Great Lakes.



A few seconds after this picture was taken the Second World War frigate HMCS *Coaticook* was gone forever, her bottom blasted open by explosives. After serving for years as part of a breakwater at Powell River, B.C., she now lies at the bottom of the sea near Race Rocks. (E-64610)

They Call It 'Avionics'

IN THE 16-YEAR period since Canadian naval aviation came into being rapid changes have occurred not only in the types of aircraft used but in the aircraft carriers that have borne the flyers of the Royal Canadian Navy.

HMCS *Bonaventure*, with her angled flight deck, steam catapult and deck landing mirror, is the third aircraft carrier to be commissioned into the RCN, and from this ship the third set of fighter and anti-submarine aircraft is being operated.

The evolution of Canadian aircraft carriers and aircraft has been marked by giant strides in the use of electrical power.

The RCN's first aircraft carrier, HMCS *Warrior* (1946-48), could produce 1,700 kilowatts. HMCS *Magnificent* (1948-57) needed 400 more. Today, the *Bonaventure* musters more than twice the power of the first Canadian carrier and generates a supply sufficient to serve a city of 20,000.

The main power supply is 220-volt direct current from four 500-kilowatt turbo generators and four 350-kilowatt diesel generators. Eighteen auxiliaries provide special power.

The power is needed for tracking, navigating, communicating, cooking, starting aircraft, laundering, lighting, air conditioning, refrigeration and a host of other functions.

The carrier and aircraft need 20,435 tubes of 436 types, the most common one occurring in 1,129 places. Aircraft use 6,530 of the total, plus 190 transistors. The ship's height-finding radar has the most costly tube, worth \$2,118.

So many lights are necessary in this floating hive with its more than 1,200 personnel, that it takes 300 bulbs and 175 fluorescent tubes each month to keep them going.

The 300-line automatic telephone exchange handles a daily average of 4,000 calls during a training cruise, as many as in a town of between 5,000 and 10,000 people, without the dubious benefit of a party-line system.

There are nine radio rooms whose up-to-date equipment includes radio facsimile and teletype. A closed circuit TV system is designed for instantaneous exchange of operational information.



Long vistas into the past often open before the eyes of the sailor in his voyages over seas once sailed by the famous and infamous seamen-explorers of bygone centuries. An old Spanish fort, such as this one at Subic Bay in the Philippines, can conjure visions of gold and cutlasses, shining seas and far-flung empires. On the parapet is AB Brian Baker, of HMCS *Margaree* (CC2-680)

There are three gyro compass systems.

Most common resistors are 82,000-ohm, half-watt types of which there are 999.

The fabulous increase in electrical usage by naval aviation has brought about a problem. The more complex the equipment, the more difficult the maintenance. Electricians, electronics and instrumentation have become so intermeshed the word "avionics" has been coined to cover the lot.

When air squadrons are embarked, about 100 officers and men look after the air and shipboard electrical require-

ments, under the electrical officer, Cdr. Ronald J. Legeer, who joined the Navy in 1944.

Since casual inspection of complex aerial equipment seldom pinpoints the trouble when trouble occurs, they've developed a maintenance concept, with the airy slogan: "Don't despair; fit the spare."

The "avionics" officer is Cd. Off. John Cottle, veteran of 18 years' naval service.

"The basic principle in avionics maintenance is a quick turnaround," says Cdr. Legeer. "If there's trouble with any complicated piece of gear, say an

aircraft has an unserviceable radar, we slip out the offending beast and put in another one. Maybe the fault is just a blown tube, but you don't know and it takes time to find out. The replacement concept makes for much higher serviceability of aircraft earmarked for missions because we don't use shortcut methods."

The Navy takes nothing for granted. Every piece of equipment from the factory is given a thorough bench test.

The twin-engine Tracker anti-submarine aircraft is crammed with radars, radios, direction finders, tactical and

navigational aids. The electrical officer of the squadron, Lt. J. Robert Nowlan, has his headaches. But he finds it best to be a "sort of diagnostician". When his technicians have taken out a piece of equipment to find its fault, Lt. Nowlan is there to suggest a new way of tackling the problem when other methods fail.

As the Navy strives to build the bigger and better mousetrap to catch the submarine, its electrical and avionics maintenance personnel will be in the forefront, making sure the trap, no matter how fancy, will work.—H.C.W.

SHIPS SIMULATE NUCLEAR DEFENCE

A BALMY Thursday afternoon and a placid Eastern Atlantic belied the situation as the destroyer escort *St. Croix* and 22 other warships steamed steadily into an area of lethal danger.

Shortly after 1:15 pm, work crackled over the air that this Dawn Breeze task force was about to enter a fallout area where a nuclear bomb had been detonated at 8:30 am. The first of the ships would enter the deadly region at 2 pm.

That is how a convoy began a NBCD phase of the NATO sea and air exercise which started at Gibraltar March 10 and ended there March 30.

On board the *St. Croix* (Cdr. Thomas E. Connors of Montreal), reaction to the theoretical situation was almost instantaneous. Action stations were sounded and the hatches and doors sealed as well as other openings to the outside area. Hoses were turned on and their fine spray mounted into the light breeze which blew the water over the upper decks so that the ship was encased in a fast moving film of water above and below.

The watery envelope slid over the smooth contours taking with it much of the deadly radioactive dust that was supposed to be drifting down from the skies. The radioactive count crept up none the less and guns' crews had to be rotated more rapidly. Most of the ship's company was standing by in the "citadel", an area of maximum protection deep in the ship.

Two large filtration units developed by the Defence Research Board and the Navy absorbed most of the contamination from the outside air brought into the ship. At 3 pm Air Raid Warning Red was received in the ship, which braced for a nuclear attack somewhere

in the carefully dispersed force. The *St. Croix* received no structural damage. Hands were safe at nuclear defence stations. Four minutes later monitoring teams were racing through the ship's citadel checking for "some hot spots" and damage control teams closed up three minutes later. At 3.11 the survey teams, wearing respirators, head to toe protective clothing and large rubber

Admiral Tells of Submarine 'Kill'

Admiral Sir Wilfrid Woods, NATO Commander in Chief Eastern Atlantic, said at the close of the five-country air and sea NATO Exercise Dawn Breeze Seven that co-operation was "excellent". He also revealed how ships of three navies combined to "sink" a submarine.

The British admiral told of an attack being attempted by a submarine on the French carrier *Clemenceau*. The sub was detected by a French destroyer whereupon a Canadian and British warship each joined in and ensured its "kill".

The Canadian destroyer escort was HMCS *Gatineau* (Cdr. A. H. McDonald), one of five sister-ships of the Fifth Canadian Squadron from Halifax which took part in Dawn Breeze March 10-30. The *Gatineau* formed part of the *Clemenceau's* protecting screen at the time.

More than 30 warships from Britain, France, Canada and The Netherlands with 12,000 personnel were involved. Among the participating aircraft were Neptunes of the Portuguese Air Force which flew from their own soil. The other shore-based aircraft operated from Gibraltar.

Admiral Woods made his disclosures at a press conference soon after the ships returned to Gibraltar from the final phase.

gauntlets, went through air-locks to the upper decks to take further readings.

They found three "hot spots" and decontamination squads went to work with hoses and scrubbers to rinse away the small but dangerous accumulations of radioactive dust. On the silent, wet and lonely upper decks and around the immobile guns they made an eerie sight under a soft sky and spring sunshine.

The teams withdraw, stripped off their polluted garments and showered meticulously in special stalls before resuming their shipboard duties. Life in the *St. Croix* became closer to normal.

In the rest of the warships more or less the same went on depending on whether they had received theoretical damage in the second blast.

Nothing is really new under the sun and this applies to naval warfare. The havoc of the nuclear threat multiplies the age-old hazards of blast and heat which have accompanied sea battles. The one new factor is radioactivity which the Dawn Breeze ships were practising to overcome to the fullest extent and so live to fight another battle.

The roles they played were well rehearsed. New ships reflect the new danger in their altered design. The *St. Croix* is streamlined to get rid of the deadly dust quicker. She has other means of defence in her layout and equipment. Most of all, her officers and men are educated to the new threat by courses in special schools ashore, by training on board and by practising as was done that afternoon on a fleet-wide basis.

Utility Squadron Wins Air Trophy

Naval Air Squadron VU-32, based at HMCS *Shearwater*, has been awarded the Wilkinson Trophy for 1961. The award is made annually to the RCN unit which contributes most to the efficiency and effectiveness of the navy in naval aviation.

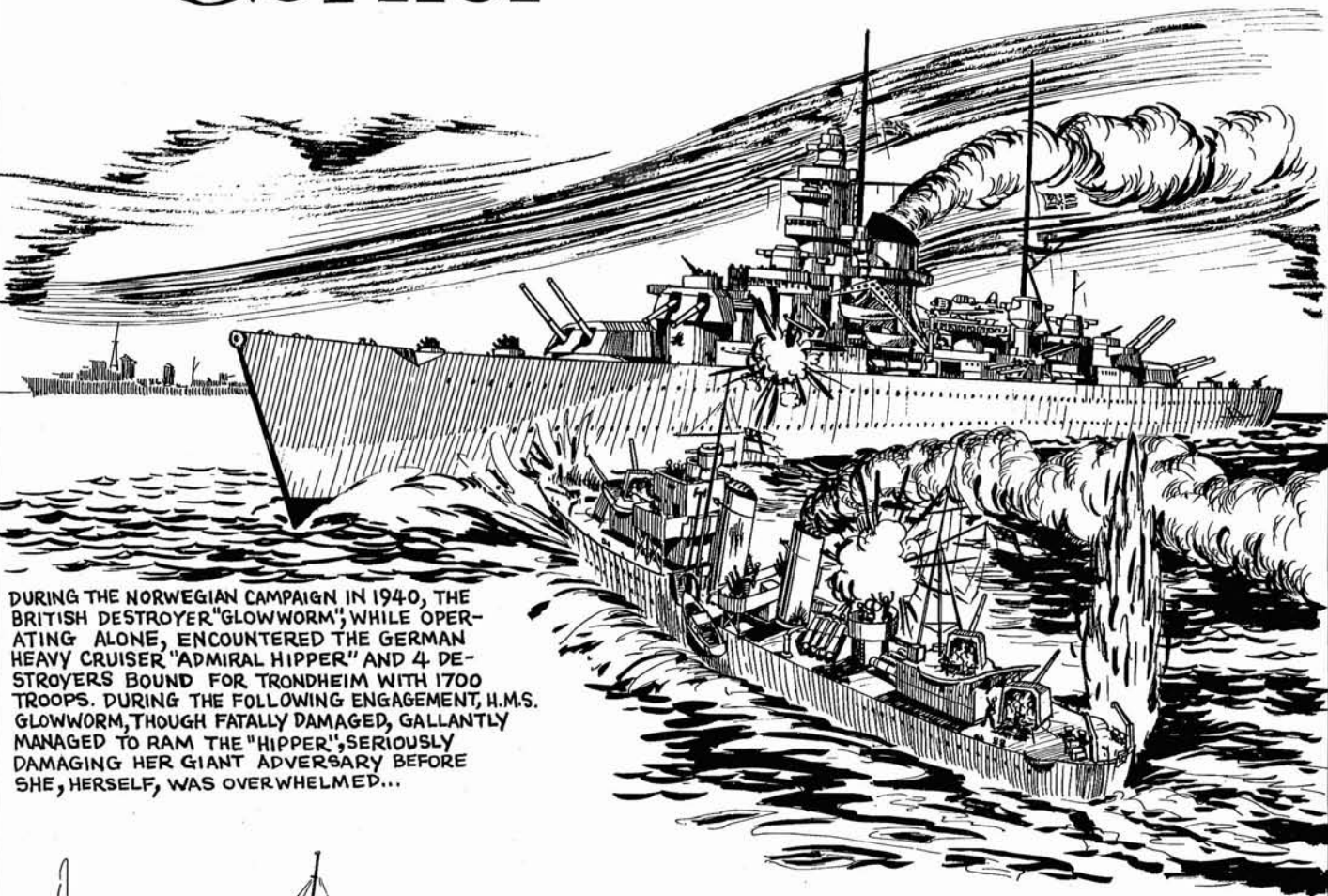
The trophy, a silver model by a Sea-fire aircraft, was presented for competition by David Wilkinson, DSC, of Brook, Surrey, England, who, in 1946, as a lieutenant-commander, RNVR, commanded the RCN's first fighter squadron, 803.

Since 1958, the trophy has been won by VX-10 (experimental), HS-50 (anti-submarine helicopter) and VF-870 (jet fighter) squadrons.

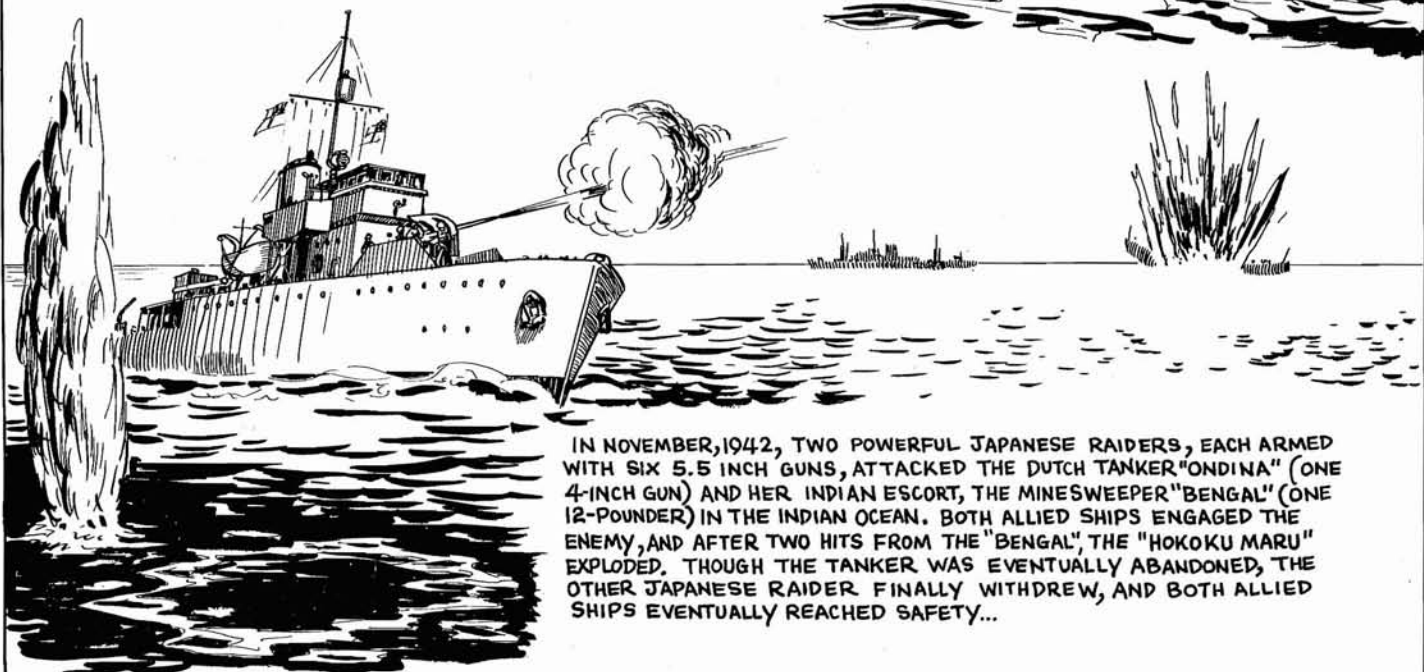
VU-32 is commanded by Lt.-Cdr. Steward R. Linquist. The squadron, equipped with Tracker anti-submarine aircraft and Silver Star jet trainers, carries out advanced pilot training and fleet utility duties.

Naval Lore Corner

Number 104
"DAVIDS AND GOLIATHS"
TWO EPISODES OF SMALL SHIPS
ENGAGING TREMENDOUS ODDS...



DURING THE NORWEGIAN CAMPAIGN IN 1940, THE BRITISH DESTROYER "GLOWWORM", WHILE OPERATING ALONE, ENCOUNTERED THE GERMAN HEAVY CRUISER "ADMIRAL HIPPER" AND 4 DESTROYERS BOUND FOR TRONDHEIM WITH 1700 TROOPS. DURING THE FOLLOWING ENGAGEMENT, H.M.S. GLOWWORM, THOUGH FATALLY DAMAGED, GALLANTLY MANAGED TO RAM THE "HIPPER", SERIOUSLY DAMAGING HER GIANT ADVERSARY BEFORE SHE, HERSELF, WAS OVERWHELMED...



IN NOVEMBER, 1942, TWO POWERFUL JAPANESE RAIDERS, EACH ARMED WITH SIX 5.5 INCH GUNS, ATTACKED THE DUTCH TANKER "ONDINA" (ONE 4-INCH GUN) AND HER INDIAN ESCORT, THE MINESWEEPER "BENGAL" (ONE 12-POUNDER) IN THE INDIAN OCEAN. BOTH ALLIED SHIPS ENGAGED THE ENEMY, AND AFTER TWO HITS FROM THE "BENGAL", THE "HOKOKU MARU" EXPLODED. THOUGH THE TANKER WAS EVENTUALLY ABANDONED, THE OTHER JAPANESE RAIDER FINALLY WITHDREW, AND BOTH ALLIED SHIPS EVENTUALLY REACHED SAFETY...

Roger Duhamel

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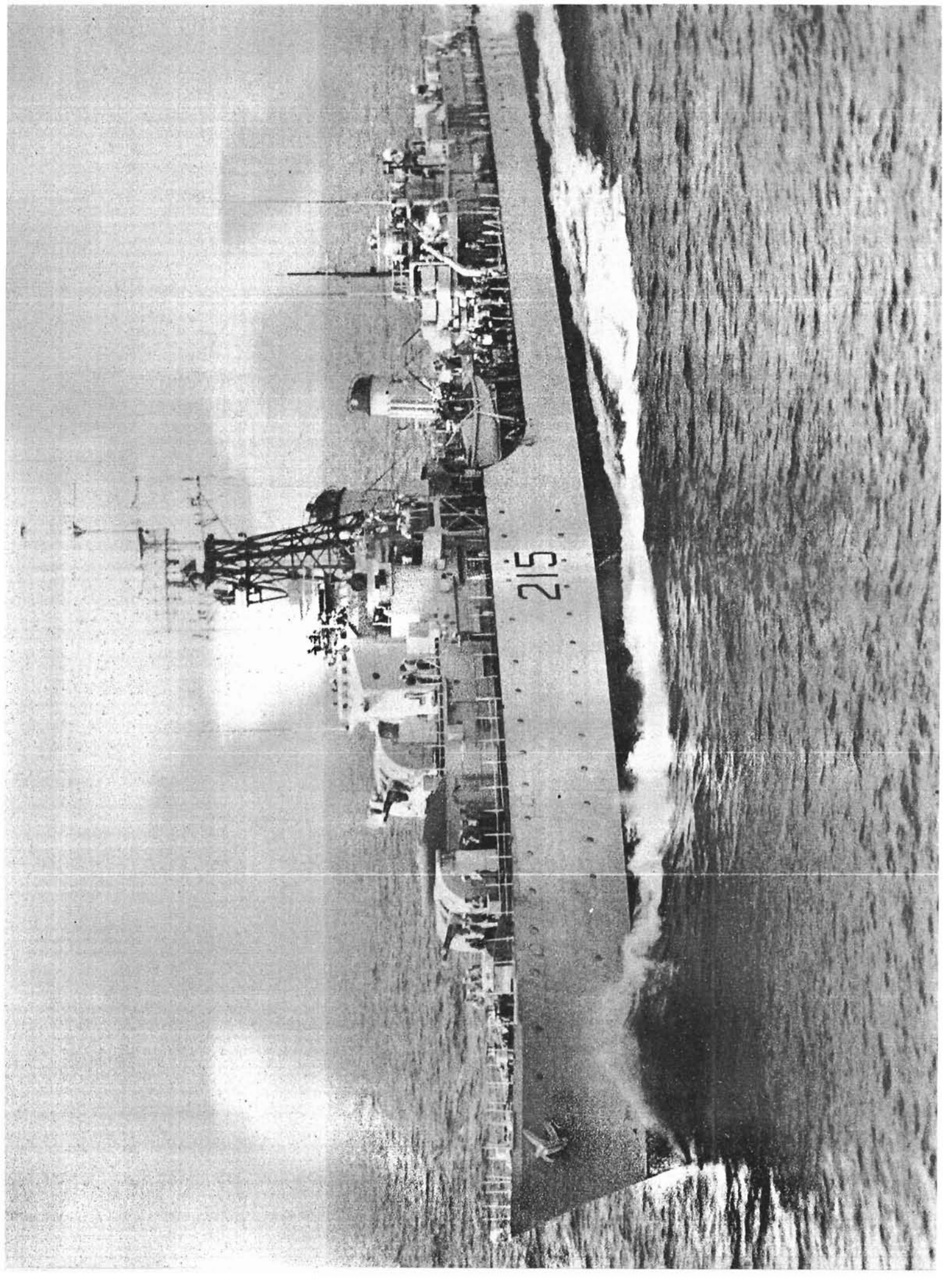


The CROWSNEST



Vol. 14 No. 7

May, 1962



The CROWSNEST

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THE ROYAL CANADIAN NAVY'S MAGAZINE

MAY 1962

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The Cover—This quiet, bucolic scene, with the bicycle against the gnarled tree suggesting a boy gone swimming, is deceptive. The frigates *Fort Erie* and *New Waterford* are actually alongside the jetty on Marina Drive in the bustling city of Lagos, Nigeria, during the recent cruise to West Africa. (HS-67300-42)

LADY OF THE MONTH

Officers and men of HMCS *Haida* claim that if the people responsible for such things had added up the figures a little more carefully she would have been awarded first place for the number of miles steamed by an RCN warship in 1961. Even the place officially accorded her—second—is good enough to show that there is still a lot of life in a ship that won outstanding fame as a fighter back in 1944 in actions in the English Channel and the Bay of Biscay, before and after D-day. She also served two tours of duty in the Korean war and bagged three trains.

The *Haida* last year accompanied the *Bonaventure* on exercises in far northern waters. At present she is undergoing refit for further strenuous days at sea. (BN-3386)

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RCN NEWS REVIEW

Water pours from the transducer housing of the St. Laurent's variable depth sonar as it is hoisted from the sea. The strain of bringing the heavy gear inboard is taken by the topping winches on either side of the ensign staff. (E-65750)

Sailors Honour Hong Kong Dead

In a simple but moving ceremony in Saiwan War Cemetery on Sunday, April 1, more than 300 Canadians paid tribute to those who fell in the defence of Hong Kong more than 21 years ago.

Officers and men of the *Assiniboine*, *Margaree* and *Ottawa* paraded to the cemetery for prayers in memory of those of the Royal Rifles of Canada, the Winnipeg Grenadiers and other Canadian and Commonwealth servicemen who made the supreme sacrifice in December 1941. Hong Kong fell on Christmas Day, 1941.

A wreath in the shape of a maple leaf was placed at the foot of the memorial by the commander of the Second Canadian Escort Squadron, Captain Victor Browne. The navy personnel were joined at the cemetery by members of the Canadian community in Hong Kong, including the Canadian Trade Commissioner, Maxwell Forsyth-Smith.

Ships, Submarines Approved for RCN

Approval has been given for the construction of eight warships of advanced design and the procurement of three modern submarines for the Royal

Canadian Navy, Hon. Douglas S. Harkness, Minister of National Defence, announced in the House of Commons on Wednesday, April 11.

Mr. Harkness said these ships would replace existing ships as they reached

the end of their useful lives in the next few years. His statement continued:

"The warships will be built in Canadian shipyards, the first one being laid down late next year and the others to follow progressively. These ships are being designed by RCN technical staffs and will be known as general purpose frigates because they will be equipped and armed for a variety of tasks. They will be slightly larger in size than the present destroyer escorts and will perform essentially the same function as the Tribal class destroyers have in the past.

"The ships will have submarine detection equipment and anti-submarine armament of the most modern type, guided missile systems for air defence and a gun armament for surface-to-surface action and shore bombardment. The general purpose frigate will thus have a first class anti-submarine capability and also be able to perform a variety of other duties.

"Subject to satisfactory completion of negotiations with the British government, the three submarines will be of the Oberon class, built in Britain. The Oberon class is the latest type of conventional submarine to be built for the Royal Navy. The first of the class was commissioned in November, 1960, the second has since been completed and another nine are under construction for

RCN Thanked for Goodwill Cruise

The appreciation of the Department of Trade and Commerce for the representation given Canada by the RCN at Canadian Trade Fairs in Nigeria and Ghana is expressed in a letter received by E. B. Armstrong, National Defence deputy minister.

The letter says:

"You will be pleased to know that our reports on the West African Trade Fairs indicate that the Royal Canadian Navy frigates *HMCS Fort Erie* and *New Waterford* performed in a very fine manner during the Canadian Trade Fairs in Nigeria and Ghana and engendered much good will for Canada.

"The squadron is to be commended for its assistance and splendid co-operation at the opening ceremonies and during the fairs. We feel that the services rendered by our Navy made a great contribution to the success of these events.

"Would you please convey, therefore the appreciation of the Department of Trade and Commerce to the Commander of the Seventh Escort Squadron."

the Royal Navy. The cost of these three submarines will be about the same as one of the warships to be built in Canada.

"In the training of anti-submarine units constant practice with submarines is necessary to achieve and maintain a high degree of efficiency. The Navy at the present time has one submarine, HMCS *Grilse*, on the West Coast, and in addition on the East Coast there are submarines on loan from the Royal Navy for training purposes. The three modern submarines to be procured will make a significant contribution to the training of anti-submarine forces both in the Royal Canadian Navy and the Royal Canadian Air Force.

"The effectiveness of the submarine itself in the anti-submarine role has been greatly enhanced in recent years by the development of new types of

armament and detection equipment. The Oberon class submarine is equipped with modern armament and technical equipment for the anti-submarine role. In addition to the training role the submarines will be a valuable complement to the surface fleet and aircraft in undertaking their anti-submarine defensive tasks.

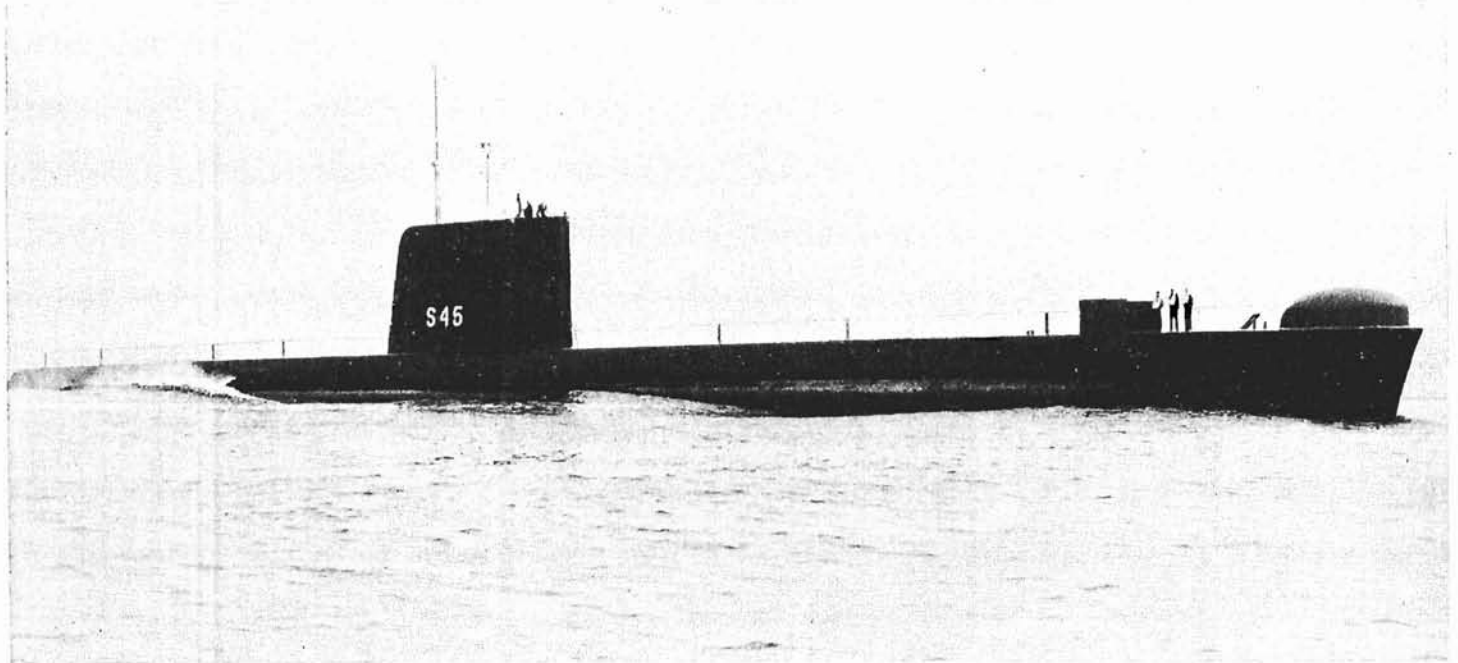
"In considering the acquisition of submarines for the Royal Canadian Navy, detailed studies have been made of the possibility of procuring various types of submarines including those propelled by nuclear power. Mainly because of their high cost, but also because of the time required for their construction, nuclear-powered submarines were not considered practicable at the present for the purpose for which submarines are required in the Royal Canadian Navy.

"Arrangements have been made for the Royal Canadian Navy to continue its studies of submarine development to keep abreast of technological advances which may make it practicable and desirable to undertake a future program of submarine construction in Canada."

11 Warships for Great Lakes Duty

Eleven ships of the Royal Canadian Navy will sail the Great Lakes this summer, training hundreds of reservists from naval divisions across the country.

The ships, operating under the control of Commodore P. D. Taylor, Commanding Officer Naval Divisions, will visit some 23 Canadian and United States ports as far east as Prescott, Ontario, and as far west as Port Arthur, Ontario, and Duluth, Minn.



Oberon Class Submarine for the RCN

THE PURCHASE of three Oberon class submarines for the Royal Canadian Navy is being negotiated with the British government. The illustration above, reproduced from an Admiralty photograph, shows HMS *Orpheus* of this class. The hull number of the *Orpheus*, which was completed in November 1960, was recently changed to S 11.

Jane's Fighting Ships gives the displacement of these vessels as 2,030 tons surfaced and 2,410 submerged. Their dimensions are 295½ (overall) by 26½ by 18 feet. They have eight tubes for 21-inch homing torpedoes and are powered by Admiralty Standard Range diesels with electric

drive. The complement is listed as six officers and 62 men.

The special features of the Oberon class submarines are to be found chiefly in their advanced detection equipment and their ability to operate silently at comparatively high speeds.

The Oberons are credited with high underwater speed and the ability to maintain continuous submerged patrols anywhere in the oceans.

For the first time in British submarines plastic reinforced with glass fibre has been used in the construction of the superstructure or "sail" of this class, although in the case of the *Orpheus* light alloy aluminum has been used instead.

Two of the vessels, the *Porte St. Louis* and *Porte St. Jean*, will be almost completely manned by reserve personnel throughout the Great Lakes navigational season. The 126-foot trawler-type gate vessels will arrive in Hamilton June 24 to join the *Scatari*, a supply vessel, already a familiar sight in many Great Lakes ports.

The largest ships in the naval reserve training fleet will be the frigates *Inch Arran* and *Victoriaville*, which will be temporarily detached from the Seventh Escort Squadron at Halifax, and are scheduled to arrive in Hamilton on June 4. On June 13, Her Majesty Queen Elizabeth, the Queen Mother, will be a luncheon guest on board the *Inch Arran* following a morning visit to Upper Canada Village near Morrisburg on the St. Lawrence River. Her Majesty will embark in the frigate at Prescott and make a short cruise up to the Brockville area before returning to her point of embarkation.

The six other ships are units of the First Canadian Minesweeping Squadron, based at Halifax. Scheduled to arrive in Hamilton on June 6, after five days in Toronto, they are the *Chaleur*, *Thunder*, *Resolute*, *Fundy*, *Quinte* and *Chignecto*.

In addition to reserve training commitments, these ships will be employed singly and in groups to conduct short cruises out of Hamilton, Toronto, Oshawa and Kingston to acquaint school officials and senior high school students with the Navy's modern way of life. Weekend visits include Whitby and Port Hope.

Ships of the squadron also will make goodwill visits to the U.S. ports of Rochester and Oswego. The minesweepers will sail from Hamilton June 20 for the return passage to their Halifax base.

CNS Pays Visit To East Coast

Vice-Admiral H. S. Rayner, Chief of the Naval Staff, visited the Atlantic Command during the week of April 9.

Admiral Rayner, accompanied by Rear-Admiral K. L. Dyer, Flag Officer Atlantic Coast, sailed from Halifax in the aircraft carrier *Bonaventure* on April 9 to observe fleet exercises by RCN ships and aircraft off the coast of Nova Scotia. On the following day Admiral Rayner was transferred by jackstay to the destroyer escort *Crescent*, on her way home after a two-month cruise to Britain and the Continent, and returned in her to Halifax on Wednesday morning, April 11.

That afternoon Admiral Rayner visited *Stadacona* and Maritime Command headquarters and on Thursday morning, April 12, he toured the Naval Armament Depot and the Naval Research Establishment in Dartmouth.

Admiral Rayner left by air for Ottawa in the afternoon from *Shearwater*.

Ship Production For RCN Reported

Shipbuilding and related activities on behalf of the Royal Canadian Navy were outlined in the annual report of the Department of Defence Production for the calendar year 1961. The report, which was tabled in the House of Commons, says:

The shipbuilding program in 1961 included work on six destroyer escorts, a tanker-supply vessel, a hydrographic survey vessel, eight auxiliary vessels, numerous small boats, and related design, planning and procurement activity.

Work continued satisfactorily on all six destroyer escorts, in the repeat-Restigouche program. The last two vessels are an improved version of the first four, the major changes being modifications to include a helicopter flight deck with hangar and the fitting of variable depth sonar equipment. All important contracts were placed for the supply of the necessary components for this program.

Work on the tanker-supply vessel for the Royal Canadian Navy progressed on schedule. Hull construction and component production proceeded satisfactorily.

A standard diving vessel, a tank cleaning barge and five stevedoring barges were all completed and accepted by the Royal Canadian Navy in 1961. A contract was placed for an additional tank cleaning barge as a result of competitive tenders.

Construction continued on a hydrographic and oceanographic survey vessel for the Department of Mines and Technical Surveys. Specifications for two more hydrographic survey vessels were received and contracting will be undertaken.

Drawings and design documents necessary to invite tenders for construction of a Pacific Naval Laboratories research vessel were completed. Drawings for the modernization program of the St. Laurent class destroyer escorts will be completed early in 1962. Procurement of equipment for this modernization program is proceeding.

Maintenance of the fleet involved 54 contracts for ship repairs and refits during 1961 at an approximate value of \$7.7

million. These contracts were widely distributed.

The majority of contracts for new construction were on a competitive firm price basis. In connection with major repairs and refits, target incentive type contracts were successfully introduced. The general pattern in contracts in both shipbuilding and ship repairing was of a type to encourage cost reductions.

The Naval Shipbuilding Central Procurement Agency continued its operation under the supervision of this Department. This agency is responsible for the bulk purchase, distribution and accounting associated with the supply of much of the equipment and material required to be worked into vessels of the repeat-Restigouche (Mackenzie) class.

The Branch continued to be active in the Canada-United States production and development sharing program. There was an increase in the prime contracts placed with Canadian manufacturers for such items as motor generators, valves, shafting, propellers and repairs to small vessels.

SACLANT Now Ten Years Old

The North Atlantic Treaty Organization's Supreme Allied Commander Atlantic (SACLANT) organization has observed the 10th anniversary of its establishment in Norfolk, Virginia. It came into being on April 10, 1952.

SACLANT is the first international ocean command ever set up on United States soil. Its staff comprises officers from Canada, Denmark, France, The Netherlands, Norway, Portugal, Britain and the United States.

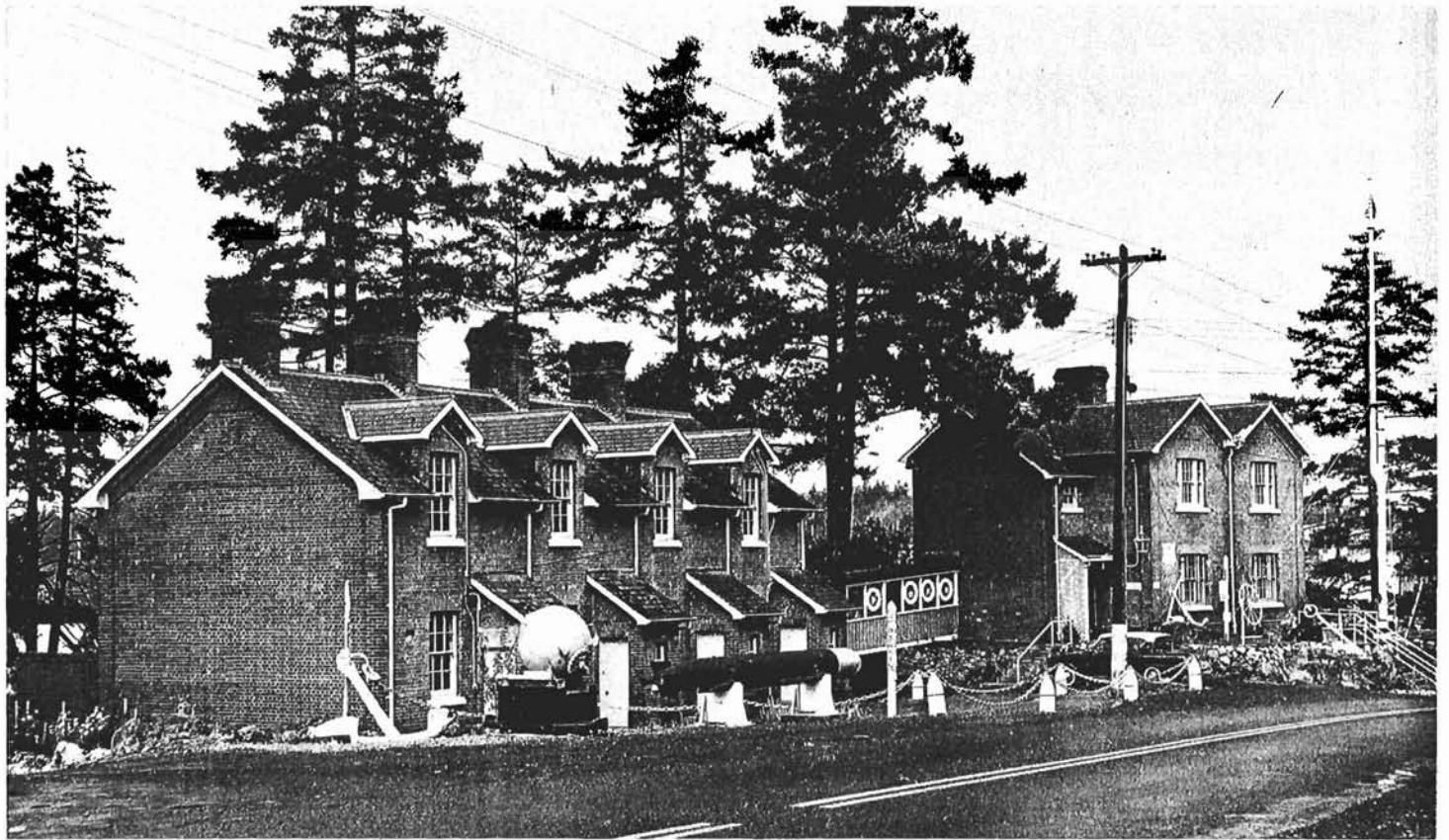
The command, with the mission of deterring aggression, has no forces permanently attached to it. In wartime, however, it would be made up of over 500 ships and more than 1,400 aircraft. —AFPS.

Argentine Naval Attaché in Halifax

Rear-Admiral Enrique G. M. Grunwaldt, Argentine naval attaché to Canada, visited Halifax March 20.

His visit closely followed the return to Halifax of HMCS *Bonaventure*, in which seven naval aviators from the Argentine Navy had been embarked since February 28 to observe carrier operations.

The aviators, who had recently completed a training course with the United States Navy, spent two weeks in the Canadian aircraft carrier while she and other units of the Atlantic fleet were engaged in winter exercises in the Bermuda area.



The Maritime Museum of British Columbia is located in two late 19th Century army houses on the crest of Signal Hill, Esquimalt, near the entrance of the dockyard. The museum occupied the building on the right from its founding in 1955 until 1959 when the house on the left was acquired. The two buildings were then joined by a covered way. (E-63284)

The Maritime Museum of B. C.

THE MARITIME MUSEUM of British Columbia is situated on Esquimalt Road on the slope of Signal Hill, a short distance from the entrance to HMC Dockyard, Esquimalt. The museum occupies two former Army houses constructed at the turn of the century out of bricks brought round the Horn in sailing ships from England. The thick walls, the numerous, tiny fireplaces, the high ceilings and narrow rooms inside a red brick exterior could easily be duplicated in any British service town, such as Portsmouth or Camberley. These houses were built for the senior non-commissioned technical officers of the British Army.

What was the British Army doing in Esquimalt? It is not generally known that until some 50 years ago the British taxpayer bore the expense of protecting Canada's West Coast. On Signal Hill was a battery of coast-defence guns, down below was an ordnance jetty, and the officers and men who manned the guns worked and lived in several buildings and homes nearby. In 1906 Canada agreed to supply the garrison for Es-

quimalt and in November 1910 the dockyard was transferred from the Admiralty to the Canadian Government. Army personnel occupied Signal Hill until the '20s, but today the battery no longer exists, the jetty and workshops have been taken over by the RCN, and dwellings have been allocated to other uses.

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

The Museum is much younger than its buildings. It was not until the spring of 1952 that a small group of naval officers met in Esquimalt to plan a Naval Museum on the Pacific Coast. They had the example of a similar enterprise in Halifax, Nova Scotia, founded, sponsored and run by naval officers, and supported by others interested in the sea. They had the approval of higher authority and a fund of goodwill, but

as is so often true of good works, very little else. In any event, a committee was formed with Cdr. J. M. Leeming, RCN, as the first chairman—a fitting choice in that he was the son of a distinguished resident of Esquimalt and hence was part of the local history. One of the residences referred to above (Building 522) was allocated by the Flag Officer Pacific Coast, word was spread that "donations would be gratefully received", and the museum was ready to become a reality as the Naval Maritime Museum, Esquimalt.

One of the first tasks was to make the museum building secure. Then came the never-ending work of displaying exhibits. Cdr. Leeming was succeeded by Cdr. W. T. McCulley, RCN, as chairman, and a volunteer curator appeared in the person of Lt.-Cdr. L. Cadieux, RCN (R), whose qualifications—master mariner and model maker—proved extremely useful.

In January 1955 the writer succeeded Cdr. McCulley as chairman. Unhappily Lt.-Cdr. Cadieux was called away, and the chairman became curator as well.

ON APRIL 18, 1955, the Naval Maritime Museum, Esquimalt, was opened to the public by Hon. Clarence Wallace, Lieutenant Governor of B.C., with a distinguished gathering of civil and military officials in attendance.

But having a fine official opening ceremony does not make a museum open to the public. There are several problems: hours, staff, security, supervision, information, publicity—but of these staff is all important.

A number of ladies in the Women's Naval Auxiliary (including my wife) kindly stood a watch for several weeks, sometimes a petty officer would take charge for a morning; but mostly I had to take classes and groups through myself and close the museum when it was time to go.

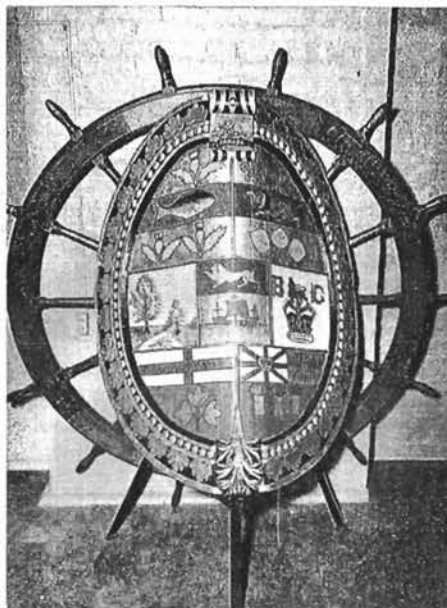
Occasionally unexpected good fortune lights up the day. Some months previously an application for a commissionaire for the museum had been forwarded to the appropriate authorities in Ottawa. One summer morning, when this had been nearly forgotten, I received a telephone call from Mr. William Merston, the Victoria head of the Corps of Commissionaires, to say that Treasury Board had approved the employment of a man for 25 hours per week.

Apart from the commissionaire, assistance from public funds was limited to the building and its maintenance and security. The barracks could be relied upon to find a couple of working hands for big cleaning jobs, but the daily housekeeping and dusting, sweeping, cutting grass and gardening, devolved upon the commissionaires. Happily they were all interested in the museum and did these, and many other humble chores, without complaint.

One day the mail contained a letter written in an elderly hand. It expressed great interest in the naval museum, and regretted that the writer for lack of transport, had been unable to visit it. I wrote back saying that I would be glad to drive out at some convenient time and bring the gentleman in. After a little correspondence all was arranged. I called for Mr. Robert Sutcliffe at Cordova Bay and conducted him over the museum. As we were nearing the end of the hour he stopped and said, "You've been very kind to me—I have a few things which I am going to leave to you." We discussed the matter and when the details became clearer, I knew that one of our empty rooms would be needed to accommodate all the items.

When Mr. Sutcliffe died suddenly his son phoned to say that his father's

whole collection had been left to me in his will. It took another naval officer and myself several trips to gather all the objects, and it was weeks before we got them displayed. The result was the Robert Sutcliffe Memorial Room, which contained a unique collection of pictures, photographs and models of sailing vessels of various types and nationalities. As a boy, Mr. Sutcliffe went to sea before the mast. His first cruise away from England lasted nearly three years and brought him to the Pacific Northwest in the 1890s. His love of the sea and of sailing ships found later expression in his collection, which was



The bow badge of HMS Canada, a ship-rigged corvette, has been restored to its original brilliance and now reposes in the Maritime Museum of B.C. The period during which the ship sailed the seas can be fairly accurately determined from the provinces represented on the badge. (E-59682)

for some years on display at Cordova Bay. Now it has a proud home in our West Coast Museum to remind us of the glorious days of sail, and of the stout men who manned those lovely ships.

The Sutcliffe Room led to other rooms being set apart for a particular purpose. The first room was called the Captain Cook Room for the excellent reason that Captain James Cook, RN, established Britain's claim in the Northwest Pacific when he landed at Nootka in 1778.

Cook's men traded with the Indians, and when they reached the China Coast, after their voyage of exploration and survey in the North Pacific, they sold their furs to the merchants. Great interest was aroused, especially by the rich sea-otter skins and in 1785 the first trading ship, a 60-ton brig, under Captain James Hanna, reached Nootka

from Canton. This initiated a series of trading expeditions, which increased in number during subsequent years. In 1788 Captain John Meares acquired from the local Indian chief, a lease of land in Nootka and even built a schooner, the *Northwest America*, the first deep-sea vessel built in that part of the world.

By the Treaty of Tordesillas, signed in 1497, Spain and Portugal had divided the world into two halves—North America and the Pacific lay in the Spanish sphere of influence. From a base in Mexico two Spanish ships had followed Cook north in 1779, but thereafter the authorities felt it was a waste of time: the territory was theirs and it was an unpromising land. However, the activity of English traders—especially Meares—was alarming and offensive. In 1789 a Spanish force occupied Nootka, seized British ships and prevented trade. This hostile act precipitated the "Nootka Incident" and nearly brought England and Spain to war.

THE SECOND ROOM was the Vancouver Room after Captain George Vancouver, RN, who came to the Pacific in 1790 to explore the coast in search of the elusive Northwest Passage, and to receive from the Spanish authorities at Nootka the return of British territory. He had been a midshipman in HMS *Discovery* 12 years before during Cook's expedition and had been chosen to return in command of a new *Discovery* to implement the Nootka Convention, in which Spain gave up her exclusive claims to the area which is now British Columbia. He took his two ships *Discovery* and *Chatham* around Vancouver Island to establish that it was an island; explored and named much of the coast of Washington and British Columbia, and his statue stands over the Parliament Building in Victoria.

I spent many happy hours preparing an historical map of Vancouver Island and vicinity to show the origin of the place names which derived from the late 18th century. To the fur-traders, to the Spaniards and to Captain Vancouver can be attributed more than 300 of the names on or near the water which remain in use today.

In 1927 Canada acquired from Great Britain two destroyers, the *Torbay* and *Toreador*. They were renamed HMCS *Champlain* and HMCS *Vancouver*, respectively, and commissioned as such in Portsmouth on March 1, 1928. Lt.-Cdr. J. C. I. Edwards, RCN, was given command of the *Champlain* and Lt.-Cdr. R. I. Agnew, RCN, became the captain of the *Vancouver*. This marked the



The Maritime Museum of British Columbia was opened to the public on April 18, 1955, by the Lieutenant Governor of B.C., Hon. Clarence Wallace (centre). At the right is Rear-Admiral J. C. Hibbard, RCN (Ret), then Flag Officer Pacific Coast, and at the left Cdr. C. H. Little, RCN (Ret), author of this article, who did much toward establishing the museum. (E-31073)

beginning of the prevailing Canadian custom of naming all RCN ships after Canadian people or places or other Canadian associations.

But the Vancouver Room also contained many other items. For a few days in 1914 British Columbia had her own private navy—two small submarines, named *CC1* and *CC2*, which were purchased privately and secretly from builders in Seattle. There was a cabinet of exhibits recalling this incident. In 1940 the armed merchant cruiser HMCS *Prince Robert* made the first Canadian capture of a German merchantman: the *swastika* and other relics of this ship *SS Weser* had their own cabinet.

It would be impossible to imagine a naval museum without Vice-Admiral Lord Nelson, so great has been his impact on the naval profession everywhere. The Nelson Room, which came next, was dominated by a fine marble bust of the great sailor hero, presented to the museum by His Royal Highness the Duke of Edinburgh, Admiral of the Fleet. We have been fortunate enough to obtain a striking number of Nelsoniana, including a letter in his own handwriting and a pair of spectacles he wore. One series of prints shows his whole career from the bear incident to

his state funeral and there is a fine picture of HMS *Victory* presented by Surgeon Commodore Archie McCallum.

Navigation—that is, how to find your way there and back again by water out of sight of land—has occupied the minds of men for centuries. The museum has a great collection of the various devices that were created to achieve this purpose—quadrants, astrolabes, sextants, globes, tables and the 150-year-old navigation workbook of a young midshipman, which puts modern boys to shame when they complain of their homework. There are numerous other charts, records and aids-to-navigation, including some of the primitive hand-operated flares and horns, and an ingenious method of finding how deep the water is. The wheel of the sailing ship *Melanope* and a picture of the ill-fated *Condor* remind us that we may accommodate ourselves to the sea but never master it.

A small side room, whose peacetime use I could never guess, provided an opportunity to assemble a series of paintings and photographs showing types of ships.

The staircase to the upper floor was lined with badges of ships famous in our time (as was the staircase leading

down at the other end of the building): *Rainbow*, *Patrician*, *Vancouver*, *Skeena*, *Fraser* and many others.

THE UNIFORM ROOM was not extensive, but it contained three items which are unique. In the history of the Royal Canadian Navy only one officer has attained the high rank of admiral, RCN. We are proud and fortunate to have the full dress rear-admiral's uniform of Admiral P. W. Nelles, CB, RCN.

On May 30, 1939, His Majesty King George VI, accompanied by Her Majesty Queen Elizabeth, visited Esquimalt, and for the first time outside the British Isles a reigning sovereign presented his Colour. The Pacific Command of the RCN was so honoured on this occasion. The officer, whose privilege it was to receive the King's Colour, was Lt. J. C. Hibbard, RCN (later rear-admiral and Flag Officer Pacific Coast). The uniform he wore that wonderful day is now on permanent display, surrounded by other mementoes of the occasion in Beacon Hill Park.

In 1910 the Naval Service Act was passed by the Canadian Government and the Canadian Navy (not yet Royal) came into paper being. To implement the act two old cruisers *Niobe* and *Rainbow*—were acquired from Britain and brought out to the Atlantic and Pacific Coasts respectively by officers and men recruited in the United Kingdom. Two days after the *Rainbow* arrived in Esquimalt the RN Dockyard was transferred formally to the Government of Canada (November 9) and it could be said that the Canadian Navy of the Pacific was a reality. To remind us of these historic days there is the summer uniform and sennit, complete with hatband, of Able Seaman Ford, of HMCS *Rainbow*.

The Maritime Room came next. It contained a century full of relics of sailing, exploring, sealing, whaling, lumbering and trading. The first steamship in these waters was the Hudson Bay Company's *SS Beaver*. We had a section filled with relics of this well-known ship. For many years an important aspect of West Coast life was the sealing fleet. Some small part of this almost forgotten past is recalled by the figure-head of the sealing ship *Dragon*.

Whaling, too, was an important maritime side-line. Some years ago HMCS *Sussexvale* brought back from the Queen Charlotte Islands a rusted harpoon to add to our collection of instruments used in this business.

There are many reminders of the attempts to reach the north and to find the Northwest Passage but the most

heart-warming, in many ways, is a chart showing the track of HMCS *Cedarwood*. Single screw, built of wood, some 300 feet in length, she seemed singularly unfit to try the ice and cold of the Far North, but it is an established fact that, until the ice-breaker HMCS *Labrador* came around over the top, the *Cedarwood* had gone farther north than any other Canadian ship wearing the White Ensign.

Across the passage way was the First Model Room. It was distinguished by two wonderful models—a 17th century Dutch frigate *Seelowe*, magnificent in concept and perfect in detail from topmast to keel, and by a representation of what the *Santa Maria*, the flagship of Columbus, is believed to have been. Among other ships represented were the world-famous *Cutty Sark* and *Endeavour* and the local celebrities *Empress of India* and *Chelosin*.

THE HISTORY of Esquimalt is intimately connected with the early explorers, with the Navy and with the Hudson's Bay Company. The earliest known visit to the harbour by white men occurred in 1790 when a young Spanish naval officer named Quimper arrived in the *Princesa Real* (the captured British *Princess Royal*, which had been taken the year before at Nootka). Quimper made a chart of the harbour and recorded that nearby he had buried some relics under a wooden cross. He called it Puerto Cordova. The following year another Spanish naval officer—Eliza—came back but that was all for some 50 years. It is known that Vancouver passed by on the southern side of the Strait of Juan de Fuca, and that the early fur-traders found nothing to attract them to the area.

And yet it was the fur trade which led to the re-discovery of Esquimalt. In 1842 the Hudson's Bay Company, then established at Fort Vancouver on the Columbia River, felt the growing pressure of the westward tide of pioneers sweeping into Oregon and Washington. One of their best men was sent to seek out a new post in Vancouver Island. He surveyed Sooke, Victoria and Esquimalt, and chose Victoria because it had fresh water, and was readily defensible, and had the harbour best suited to the canoes and small boats of the time. This was Douglas, afterwards Sir James, the second governor of the colony and one of British Columbia's great pioneers.

In 1846 the Royal Navy came up from its far southern base in Valparaiso to protect British interests. Lt.-Cdr. James Wood, in the brig *Pandora*,

carried out a complete survey of Esquimalt Harbour, and gave most of the existing names to its various points, islands and bays. Interestingly enough most of the names are derived from the senior ship of the squadron, HMS *Fisgard*, and her officers: Captain Duntze, Lt. Rodd, Master Cole, Instructor Inskip. The latter and his brood of midshipmen assisted in the survey and we may be sure they did not lack work.

The Second Model Room contained three notable warship models and one clipper model. These are HMCS *Skeena* (D59), which with the *Saguenay* was the first destroyer built for the RCN; HMCS *Fraser*, which was formerly the RN destroyer *Crescent*; the frigate HMCS *Beacon Hill* in her wartime camouflage, which was built a cable's length away by Yarrows; and the lovely clipper *Thermopylae*, which so impressed Victoria that the local club devoted



to sailing ships is named after her. There are several relics of the cruiser *Kent*, which came all the way to Esquimalt to refit after the Battle of the Falkland Islands in 1914. A very special exhibit is the ensign worn by HMS *Cardiff* when she led the combined fleets into Scapa Flow for the surrender of the German Fleet after the First World War.

Across the corridor was the Robert Sutcliffe Memorial Room to which reference had already been made.

The final room on the upper floor was the Weapons Room. Man's ingenious devices for the destruction of his fellows were here in their dozens and their scores. They range from the spears and arrows of the Pacific Islanders, through the swords and rifles of the nineteenth century, to the destructive weapons of the Second World War and of Korea. There are cannons and cannon-balls, bullets, shell fragments, range-finders and sundry other discoveries.

NOW WE COME down the stairs again to the Third Model Room, which is still dominated by two builder's models of the Canadian Pacific

Liners *Princess Margaret* and *Princess Marguerite*, SS *Stadacona*, a Second World War merchantman, produced by the Mechanical Training Establishment. These three remind us that the navy exists to guarantee safe passage over the oceans of the world for the ships that carry goods and men.

In the latter part of the 19th century one of the Royal Navy's battleships was HMS *Canada*. She had a wooden bow badge which dated from 1897. I learned that this unusual relic was in Portsmouth and, after some protracted correspondence, was able to get it shipped to Halifax on board HMCS *Magnificent* and thence to Esquimalt some months later on board the Canadian Naval Auxiliary Vessel *Whitethroat*. All the provinces which were in Confederation at that time were represented by their coats-of-arms. It is noteworthy that these bow badges represented one of the final efforts to continue the old figureheads which ships bore for centuries. Nowadays a man-of-war will have an approved badge the size of a small picture and her battle honours, but nothing so bulky as a figurehead.

Speaking of figureheads one should recall that in the Nelson Room was the wonderful "Man of Algiers", which belonged to HMS *Algerine*, and in the Maritime Room was the complete figurehead of the sealing vessel *Dragon*.

The oldest naval exhibits in the museum are two hand-forged copper spikes from a Roman galley built about 30 A.D.

At the 1937 Spithead Review, held as part of the Coronation ceremonies, Canada was represented by the two destroyers *Skeena* and *Saguenay*. In the museum we have a diagram of the review showing the two little ships at the end of the last line. Beside it is a comparison diagram of the 1953 naval review. Here we see the cruiser *Quebec*, wearing the flag of Rear-Admiral R. E. S. Bidwell, the aircraft-carrier *Magnificent*, wearing the broad pennant of Commodore H. S. Rayner, the cruiser *Ontario*, the destroyer *Sioux*, and the frigates *La Hullose* and *Swansea*. Quite a difference in 16 years, but a faithful mirror of the difference between the RCN of the '30s and the powerful navy of the '50s.

During this time the library and archives had their modest beginning. In this work, as indeed in everything connected with the museum as a whole, I had the interested assistance of the Provincial Museum and Archives.

Anyone who has naval or maritime logs, journals, reports of proceedings, sketches, plans, charts, photographs, etc.,

should consider whether these items would not be more useful if lodged in the museum. All contributions will certainly be welcomed.

For some time it had become apparent that the display on Esquimalt Road now deserved a better home and a larger audience. In this view Rear-Admiral Pullen, then Flag Officer Pacific Coast, concurred, and together we made several approaches to seek a solution.

On July 1, 1956, Instructor Lt.-Cdr. E. C. Mahon became chairman of the board. He was also curator, with assistance from Lt. E. A. MacFayden.

DURING THE NEXT three years the display of an increasing number of exhibits continued together with an anxious search for more space. When it became apparent that the museum was unlikely to find a new home in down town Victoria, activities were concentrated on taking over the adjacent house. It was of the same vintage as Building 522 and possessed the same advantages and disadvantages. With the help of Instructor Lt.-Cdr. L. Farrington, plans were devised to join the two buildings by a covered way so that visitors and offices would have the sem-

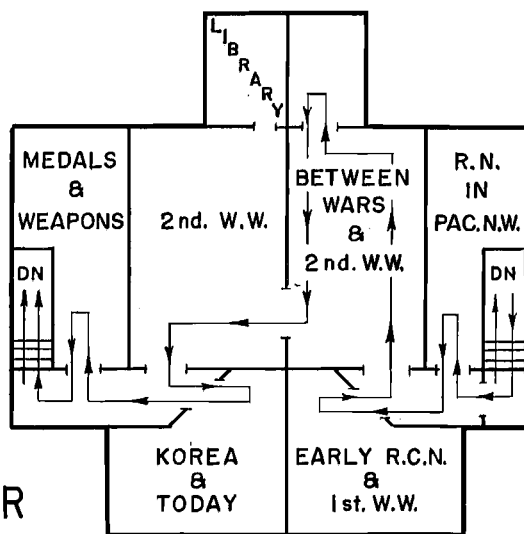
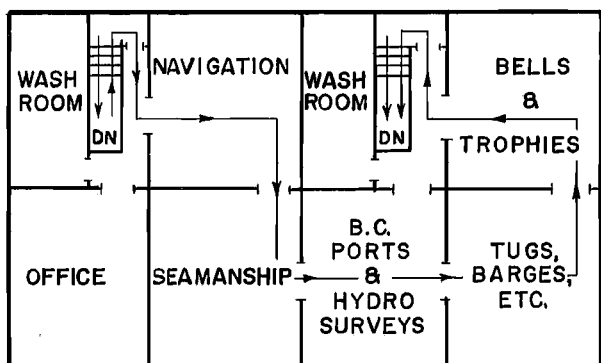
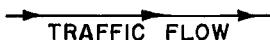
blance of one building rather than two. It was during this period also that the name was changed to "Maritime Museum of British Columbia".

To celebrate the centennial of British Columbia the province gave the museum \$4,000. This made possible the construction the following year of the passageway between the two houses.

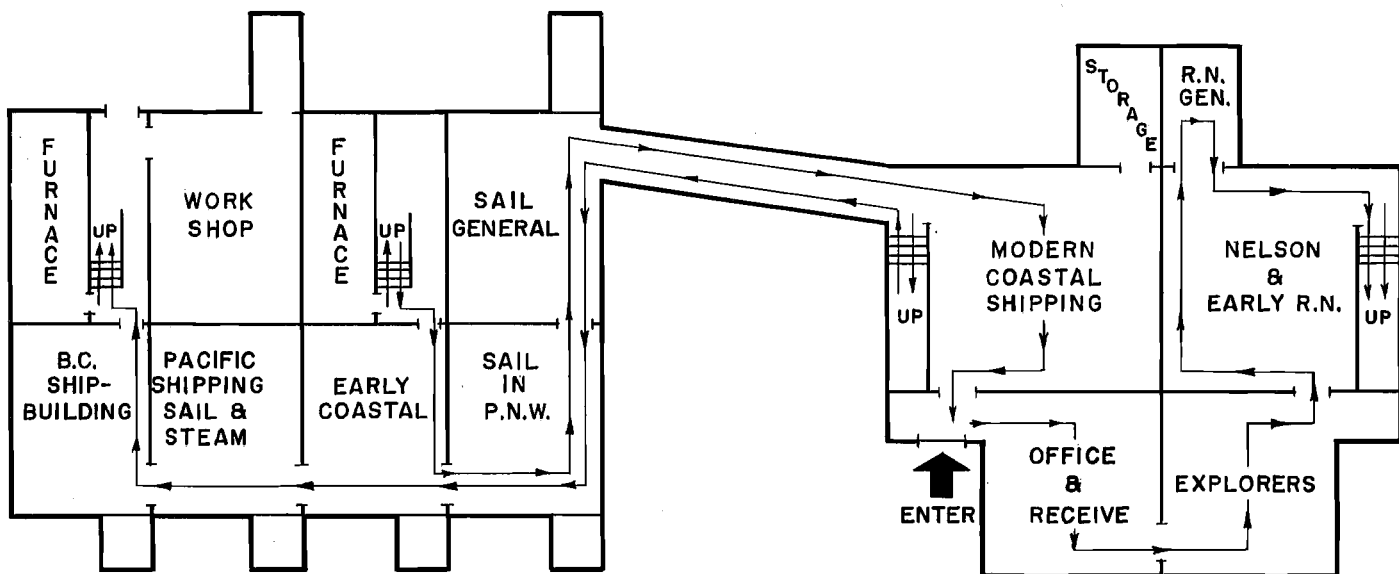
In March 1959 the next change took place in the chairmanship. Commodore Harold Groos assumed the office and was soon able to get the assistance of Lt.-Cdr. E. C. Cassels in the museum

MARITIME MUSEUM OF B.C.

PROPOSED LAYOUT



SECOND FLOOR



GROUND FLOOR

NOT TO SCALE

These floor plans show the proposed utilization of space in the two buildings occupied by the Maritime Museum of B.C., an arrangement the curator hopes will be achieved before the end of 1962. The building on the right (S22) was acquired in 1955; that on the left four years later.

itself to serve as curator. He also instituted a vigorous publicity campaign to obtain support.

A second ceremony was held in May 1959 when Lieutenant-Governor Ross graciously attended to declare the museum officially open in its expanded form.

In 1960 and again in 1961, the Province of British Columbia made a grant of \$3,500 to the museum. There was municipal support also in 1961 from Victoria, Esquimalt and Saanich, totalling \$1,000. Donations and membership fees supply other small sums but total income from all sources is insufficient to meet operating costs. Hence a charge for admission must be made: 50 cents for adults and 10 cents for children under 12. Members of the Armed Forces are admitted free.

The museum acquired a full time curator during the summer of 1961 in the person of Mr. J. W. D. Symons. It is of interest that a former Army officer should be curator of the Maritime Museum on the Pacific Coast while a former naval officer has just retired after serving as director of the Army Museum on the Atlantic Coast. Cdr. F. E. Grubb, RCN (Ret), serves as secretary three mornings a week.

The control of the museum is vested in a board, composed of a chairman and 20 members, half Navy, half civilian. The members are elected at the annual meeting of the Museum Society. Membership in the society costs \$1 per year and entitles the member to free admission to the Museum at all times as well as a say in running it.

At the present time the Museum is open from 10 am to 5 pm daily (seven days a week). It is planned to remain open until 9.00 pm during July and August in the future.

The plans of the present chairman, Commodore J. C. Charles, and the curator are to rearrange the museum as



Captain W. B. Armit, RCNR (Ret), retired in late March as curator of the Canadian Army Museum in the Citadel at Halifax, a position he held for almost eight years. Before the Second World War he was a master with Canadian National Steamships and an officer in the Royal Naval Reserve. He transferred to the RCNR in 1937, served for most of the Second World War and was senior naval officer at Lunenburg, Nova Scotia, at the time of his retirement in December 1944. When Captain Armit retired from the museum, Major-General M. P. Bogert, General Officer Commanding, Eastern Command, presented him with an engraved silver tray and a cheque on behalf of the board of governors of the museum and paid tribute to his work in building the museum to its present size and status. (Canadian Army Photo)

shown in the diagram. The traffic pattern will lead visitors through the days of discovery to the Royal Navy and thence to the Royal Canadian Navy—all exhibits being in the one building. In the other building will be the display relating to the Merchant Navy and to other aspects of maritime effort.

The Museum Board is particularly anxious to increase its coverage of the part played by merchant ships in the North West Pacific. There should be complete records of shipping lines and

ship building firms. How many know, for example, what an important part West Coast yards played during the Second World War?

The Maritime Museum of British Columbia has made remarkable progress in less than a decade. It is obviously full of life and ideas, although somewhat hemmed in physically, and merits the support of all who are associated with the sea. With your help it can reach its full stature as a show-place of West Coast Maritime history.



OFFICERS AND MEN

Promotions and Appointments

Captain Sturton Mathwin Davis, Director General Ships at Naval Headquarters, has been promoted to the rank of commodore in the Royal Canadian Navy. He took up his present appointment in April 1961.

Lt.-Cdr. Robert A. Beach has been appointed in command of HMCS *Lauson*. The ship is a frigate attached to the Ninth Canadian Escort Squadron based at Halifax. Lt.-Cdr. Beach had been serving on the staff of the Joint Maritime Warfare School in Halifax.

Three Rewarded For Suggestions

Seth C. Spencer, of Ottawa, Ellis M. Parker, Halifax, and Clarence R. Holman, Dartmouth, have each earned a cash award from the Suggestion Award Board of the Public Service of Canada and a congratulatory letter from Rear-Admiral P. D. Budge, Chief of Naval Personnel, Ottawa.

Mr. Parker and Mr. Holman suggested a modification to anti-submarine equipment fitted in HMC ships to facilitate maintenance. Details of their suggestion were forwarded to the Suggestion Award Board and after evaluation the modification has been adopted for use in the RCN.

Both men are employed at the Naval Armament Depot, Halifax.

Weddings

Ordinary Seaman Frederick Froese, *Cornwallis*, to Sandra Kuhling, Star City, Sask.

Births

To Petty Officer J. T. Chard, *Kootenay*, and Mrs. Chard, a daughter.

To Able Seaman G. E. Cherry, *Kootenay*, and Mrs. Cherry, a daughter.

To Lieutenant R. A. Coombes, *Crescent*, and Mrs. Coombes, a daughter.

To Able Seaman C. N. Cormier, *Crescent*, and Mrs. Cormier, a son.

To Petty Officer C. A. DuBourdieu, *Crescent*, and Mrs. DuBourdieu, a daughter.

To Lieutenant David Moilliet, *Haida*, and Mrs. Moilliet, a son.

To Able Seaman G. K. Parker, *Crescent*, and Mrs. Parker, a daughter.

To Petty Officer R. C. Thompson, *Crescent*, and Mrs. Thompson, a son.



The main cafeteria in Warrior block at Shearwater was the scene of the naval air station's annual Cubs and Scouts parent-son banquet, attended by some 250 parents and their sons. Assistant district commissioner for the Dartmouth area, D. Swinemar, was on hand to present awards to two Queen's Scouts, Leroy Feener and David Booth, and also to First Class Scout Terry Saunders. Assistant District Cubmaster Mrs. K. Booth presented perfect attendance plaques to cubs from the four Shearwater packs. From left, proudly holding awards, are Cubs Richard Hill of "A" Pack; Mark Kierstead of "B" Pack; Ken Troughton of "C" Pack and Michael Henderson of "D" Pack. (DNS-28609)

Mr. Spencer's suggestion concerned a portable tracing table for use in art and design work and the idea has been adopted for use in the Royal Canadian Navy.

He was born in Burra, South Australia, and came to Canada in 1957. He is employed as a supervisor at the Naval Art Section, Ottawa.

Arctic Institute Honours Officer

The election of Lt.-Cdr. J. P. Croal, of Naval Headquarters, as a Fellow of the Arctic Institute of North America is noted in the March issue of *Arctic*, journal of the institute. The annual meeting was held in Washington, D.C., last December.

Commodore O. C. S. Robertson, RCN (Ret), of Montreal, is secretary of the organization.

Since 1945, when he was naval observer with the Canadian Army's Exercise Muskox in the Northwest Territories, Lt.-Cdr. Croal has had extensive experience in Canada's Arctic and sub-Arctic. He was serving in HMCS *Labrador* when, under the command of Commodore Robertson, she became in the summer of 1954 the first large ship to complete the Northwest Passage.

Cadet Chosen to Serve in Africa

UNTD Cadet Barry Jacobson, of Halifax, a member of the University Naval Training Division attached to HMCS *Star*, the Hamilton naval division, has been selected to participate in Operation Crossroads Africa. Cadet Jacobson is studying veterinary medicine at the Ontario Veterinary College, Guelph, Ontario. Last summer he was in *Haida* division at *Cornwallis*.



CADET BARRY JACOBSON

Operation Crossroads Africa, a program sponsored by the United Church of Canada, is designed to acquaint young Canadians with the dramatic developments which are occurring on the continent of Africa today. By means of work, study and travel, the students will gain an insight into the culture and customs of many of the new countries. It is felt an exchange of ideas will prove beneficial to the Canadians as well as the Africans.

There will be 25 Canadian participants in this non-denominational program, selected from approximately 400 candidates across Canada. The group will contain young professional graduates as well as university students still in their undergraduate years.

The sponsors of the program are convinced that there is nothing dark and mysterious about Africa that cannot be cleared up by better understanding of African peoples, their customs and their cultures. It is essential, they say, that we broaden and deepen our understanding of the achievement and aspirations of Africa's peoples.

Winnipeg Sends Plaque to Ship

A plaque bearing the arms of the City of Winnipeg has been presented by that city to HMCS *Assiniboine* and acknowledged in a letter from Bangkok, Thailand.

The plaque was entrusted to Lt. R. G. Nightingale, of HMCS *Chippawa*, Winnipeg naval division, by Mayor Stephen Juba when the officer was leav-

ing to join the Second Canadian Escort Squadron vessels departing on this year's Far East cruise.

Acknowledgement of the gift was made by Captain Victor Browne, commanding officer of the *Assiniboine* and commander of the squadron, in a letter dispatched from Bangkok.

The *Assiniboine* is named after the river that rises in Saskatchewan, flows for the latter part of its course through Manitoba and joins the Red River at Winnipeg. The name also commemorates a famous Second World War destroyer.

In informing Hon. Douglas S. Harkness, Minister of National Defence, of the gift, Mayor Juba wrote:

"The bond between HMCS *Assiniboine* and the City of Winnipeg is one of mutual respect and warm affection in view of the famous name she carries.

"I thought you might wish to be apprised of our admiration for the men of the Royal Canadian Navy."

Petty Officer Heads Advanced Course

PO Jack Hilton, son of Mr. and Mrs. W. C. Hilton, of London, Ontario, led his class in the first Engineering Technician, Trade Group Four, course in the Fleet School of the Royal Canadian Navy's Atlantic Command.

The 40-week advanced course is designed to provide naval engineering personnel with the high degree of knowledge and skill required to operate and maintain the propulsion machinery, boilers and domestic service machinery of ships.

PO Hilton attended Whitehawk Boys' School in Brighton, England, before



PO J. W. HILTON



MARGARET C. GRIFFITHS

joining the Royal Navy in January 1948. He transferred to the Royal Canadian Navy in 1952 and has since served in HMC Ships *Portage*, *Bonaventure* and *Swansea*.

Bursary Awarded To CPO's Daughter

A bursary valued at \$2,000 has been awarded by The City of Toronto to Miss Margaret C. Griffiths, only daughter of CPO John Griffiths, of HMCS *Shearwater*, and Mrs. Griffiths, to enable her to further her studies toward a master's degree in social work.

At present a social worker with the Children's Aid Society in Toronto, Miss Griffiths is a graduate of Dalhousie University and Kings College, Halifax. She had the distinction of earning her bachelor of arts degree before the age of 19. Her parents reside at 43 Rector Street, Halifax.

Certificate of Arctic Run Found

A long memory and a diligent search have resulted in Lt.-Cdr. David F. Kerr, RCNR (Ret), of Thorold, Ontario, obtaining a certificate of his crossing of the Arctic Circle during the Second World War.

The hunt ended at the Navy Army Air Force Institute in London, England, which proved to be the source of the illuminated certificates proudly displayed by Canadian sailors who had served on the Murmansk run.

Lt.-Cdr. Kerr has forwarded his copy to his former commanding officer for certification. His ex-CO?—Vice-Admiral H. S. Rayner, Chief of the Naval Staff.

In Their Fathers' Footsteps



The Navy has any number of instances of children following their fathers' wakes into the service but ships that can beat HMCS Hunter's record in this regard must be indeed rare—since the Windsor, Ontario, naval division's line-up also includes a father-and-daughter combination. Three proud parents, all chief petty officers, who may be seen with their progeny almost any drill night at Hunter are pictured here with the younger generation. From the left are: Ord. Sea. Reginald Topping, 18; his father, CPO W. R. Topping; Ord. Sea. Kenneth Topping, 17; CPO Jack Mayberry; son, Ord. Sea. Dennis Mayberry, 16; CPO Lee Reynolds, and his daughter Ord. Wren Karen Reynolds, 19. (Photo courtesy The Windsor Star)

HOW WOULD YOU like to be in the Navy and have your father as a superior officer? It sounds like a pretty soft deal, doesn't it? After all, your own father would certainly see to it that any punishment you received wasn't too severe, wouldn't he?

He might even be able to wangle you a post testing beach conditions in Hawaii, speculates the Windsor, Ontario, *Star*, from which this account is reprinted.

Such a situation exists in triplicate at HMCS *Hunter* and, as could be expected the younger generation is quite happy about the whole thing.

Their happiness, however, does not stem from getting a soft time. On the contrary, more is expected from them than from other reserves.

There are three fathers involved and four children. All the fathers are chief petty officers and all are entitled to put CD after their names. The three boys are ordinary seamen in the reserve unit, while the one girl is an ordinary wren.

The fathers feel the situation is good because they can give personal instruction to their children and instill a sense of Navy discipline.

Lt.-Cdr. J. R. Anstey, of *Hunter*, feels that two generations being in the division at the same time is an indication that the unit is a good one. In many cases, children get a taste of their father's business and they will not go near it, he says.

This is the first time in the history of HMCS *Hunter* that such a situation has existed, and it makes for better

organization, training and discipline, he considers.

For example, CPO Lee Reynolds, master-at-arms in the reserve unit, claims he has not yet had occasion to discipline either his daughter, Karen, 19, or any of the three boys.

Far from avoiding his father's occupation, Dennis Mayberry, 16, wants to join the regular Navy in the engineering branch when he gets out of high school. His father, Jack, is an electrical technician.

The only father who might be said to have had an unfair advantage over his children is CPO W. R. Topping, who is a recruiter in the regular Navy. He maintains, however, that his children, Reginald, 18, and Kenneth, 17, joined the reserve unit without any urging from him.—*The Windsor Star*

RCN Ships Impress Admiral

THE COMMANDER of a NATO naval force of 47 ships and several score aircraft, Vice-Admiral John G. Hamilton, RN, Flag Officer Flotillas, Home, and commander of exercise Dawn Breeze Seven, paid a quick visit to the modern Canadian destroyer escort *St. Croix*, on March 21. On leaving later in the day he had praise for the Canadian group in his command.

Dawn Breeze Seven took place March 10-30 in the western Mediterranean. Naval elements of five NATO countries participated.

The admiral transferred by jackstay from the British anti-aircraft frigate *Leopard* to the *St. Croix*, one of five destroyer escorts of the Fifth Canadian Escort Squadron taking part in the exercise. The ship is commanded by Cdr. Thomas E. Connors, with Captain C. P. Nixon, of Victoria, Commander of the Fifth Escort Squadron, embarked.

Admiral Hamilton made a quick tour of the ship, then watched as the *St. Croix*, HMS *Leopard*, and helicopter and fixed-wing aircraft from the French aircraft carrier *Clemenceau* conducted an anti-submarine exercise with the British submarine *Taciturn*.

Before departure, the slim, ruddy-faced Admiral said: "It has been a great pleasure to have been on board, and a particular pleasure to have the Fifth Canadian Escort Squadron with us on these exercises. This is the first time I have had the pleasure of commanding a NATO exercise with ships of the Royal Canadian Navy, particularly these 'Cadillacs', generally regarded as the finest anti-submarine ships in the world. Having seen one, I feel that proud title is well deserved. As a post-script, I must add that the new A/S ships the Royal Navy is producing will make the RCN look to its laurels".

(Destroyer escorts of the *St. Laurent* and *Restigouche* classes are dubbed "Cadillacs" by their crews.)

Admiral Hamilton displayed a keen interest not only in the sophisticated fighting equipment of the *St. Croix*, but also in her accommodation. He particularly asked to have a copy of the weekly menu of meals served on board the well-fed ship.

That morning, 24 ships of the NATO fleet had performed in close manoeuvres. In the afternoon, the *St. Croix* carried



Fun At Sea

SHIPS of the Royal Canadian Navy keep well stocked libraries and hobby shops for spare time activities for sailors off watch at sea.

In this respect the frigate HMCS *Fort Erie*, which recently completed a cruise to West African ports, in company with the *New Waterford*, is no exception.

The *Fort Erie* is well equipped for recreational purposes. The ship's main cafeteria, used as a chapel on Sunday, also serves as a movie theatre. A ship-board sports office contains a variety of games such as scrabble, table hockey, cribbage and cards. For the more serious minded, the ship's 250-volume library has a wide range of reading material.

The sailor hobbyists turn out an amazing variety of handicraft and many of them develop considerable skill. Sub-Lt. William D. Shead, the ship's navigation officer, makes excellent models of early vintage automobiles. AB John L. McIntosh, paints to pass his spare time at sea, and many of his pictures adorn the walls of his home.

out a surface gunnery shoot, her rapid-fire, three inch, 70 calibre guns beating out jolting thuds against a high speed splash target towed by the British frigate *Whirlwind*. Meanwhile, French, Dutch and British destroyers wheeled about the sunny Mediterranean as a constant stream of merchantmen passed east and west along the Malaga

To keep the painters and model makers busy, the ship's canteen is well stocked with kits of all kinds and PO William Wagner, the canteen manager, makes sure his customers are satisfied.

Operating a ham radio station is the pastime of PO Joseph N. Nevitt and Ldg. Sea. Lionel A. Day, both of Toronto, who work call sign CFFE on board the frigate during off-duty hours.

Philately is an interest of some of the ship's company and each new port is a wonderful source of new stamps.

Leathercraft is another popular hobby. Wallets, purses, camera cases, slippers, sandals and belts are some of the items made on board.

Ldg. Sea. Francis R. McGarrigle puts his artistic talents to good use by painting plaster and metal ships' badges. From time to time these are presented to dignitaries visiting the ship in foreign ports.

Training commitments dictate the amount of spare time available each day—and sometimes there is precious little—but the ship's company of the *Fort Erie* knows how to make good use of it.—J. B.

Coast of Southern Spain, going to and from the Straits of Gibraltar.

At the day's end, Admiral Hamilton was hoisted from the quarterdeck of the *St. Croix* by a line from a windlass in a Vertol helicopter from the French carrier *Clemenceau* and whisked away to visit other elements of his international command.—H.C.W.

THE LITTLE SHIPS

Part Three



WITH the passing of winter, the opening of navigation in the Gulf and St. Lawrence River was drawing near. The previous year's disastrous sinkings in this area were fresh in everyone's mind and we had to be ready to meet that challenge, one in which the MLs were to play a major role.

My pending appointment as Captain (ML) made my immediate relief necessary and I left the *Provider* with a feeling of loss which always accompanies the departure from a happy ship. However, there was much to be done and little time to do it.

During the winter months, intensive training and reorganization had taken place and was still in progress under the guidance of Commander (ML), (R. M. Powell, Acting Commander, RCNVR) assisted by: Lt. T. G. Denny, RCNVR, executive officer; Lt.-Cdr. (E) J. M. S. Marriner, RCNVR, Fleet engineer officer; and Lt. W. E. Shenstone, RCNVR, Fleet training officer. The excellent work performed by these most efficient officers made my task easier in preparing the MLs for more intensive operations.

Following my appointment on May 6, and the commissioning of HMCS *Venture II* (the steam yacht, formerly HMS *Seaborn*) as ML Staff and Depot Ship, Cdr. R. M. Powell was appointed to destroyers and later received command of the corvette HMCS *Belleville*.

All MLs were organized in six- and eight-boat flotillas and by the end of May "ML Fighting Instructions" were written, approved and issued. These contained, among other things, various tactical manoeuvres designed to attack and destroy a submarine below or on the surface, and were exercised to perfection by each flotilla. Many will remember Operation "Watch", Operation "Clockwise", Order "Uncle" and Operation "Scissors", just to mention a few.

"Fighting Instructions" were immediately followed by "ML Standing Orders" including a regular maintenance routine. This established uniformity and each flotilla became a potent striking force.

On the opening of navigation in the Gulf of St. Lawrence, one flotilla was



Rear-Admiral L. W. Murray, Commander-in-Chief Canadian Northwest Atlantic, pins the British Empire Medal on AB John G. Lancien, RCNVR, "for gallantry and devotion to duty" for helping to recover an enemy mine off Halifax. (HN-1165)

dispatched to Gaspé, followed by two others at short intervals. Nine new MLs, had been added to the fleet, making a total of 54. Their disposition at the end of June was: three flotillas at Gaspé; two at Sydney, N.S.; one in the Straits of Belle Isle, under the operational care of HMCS *Preserver*; one at St. John's Newfoundland; and two at Halifax, all for patrol duties and as striking forces.

THERE were many alarms and suspected sightings of enemy U-boats in the Gulf area, and the flotillas were so disposed that they could reach these points at short notice. The morale and fighting spirit of all officers and men were extremely high. They were constantly at sea searching out the enemy and prayed only for the opportunity to show their worth and what team-work could accomplish. Although it was known that two enemy U-boats had entered the Gulf, they conspired to keep away from the MLs, and the longed-for opportunity for a "kill" did not present itself.

As winter again closed the Gulf area to navigation, the MLs could but console themselves with the fact that no enemy attacks had been made. Their very presence and enthusiastic activities

*This is the last of three articles
by Captain Joseph A. Heenan,
RCNR (Ret)*

had been a decided deterrent. One flotilla moved its patrol area from Halifax to Gaspé and twice circumnavigated Newfoundland, covering thousands of miles of water likely to be visited by submarines, but without the success hoped for.

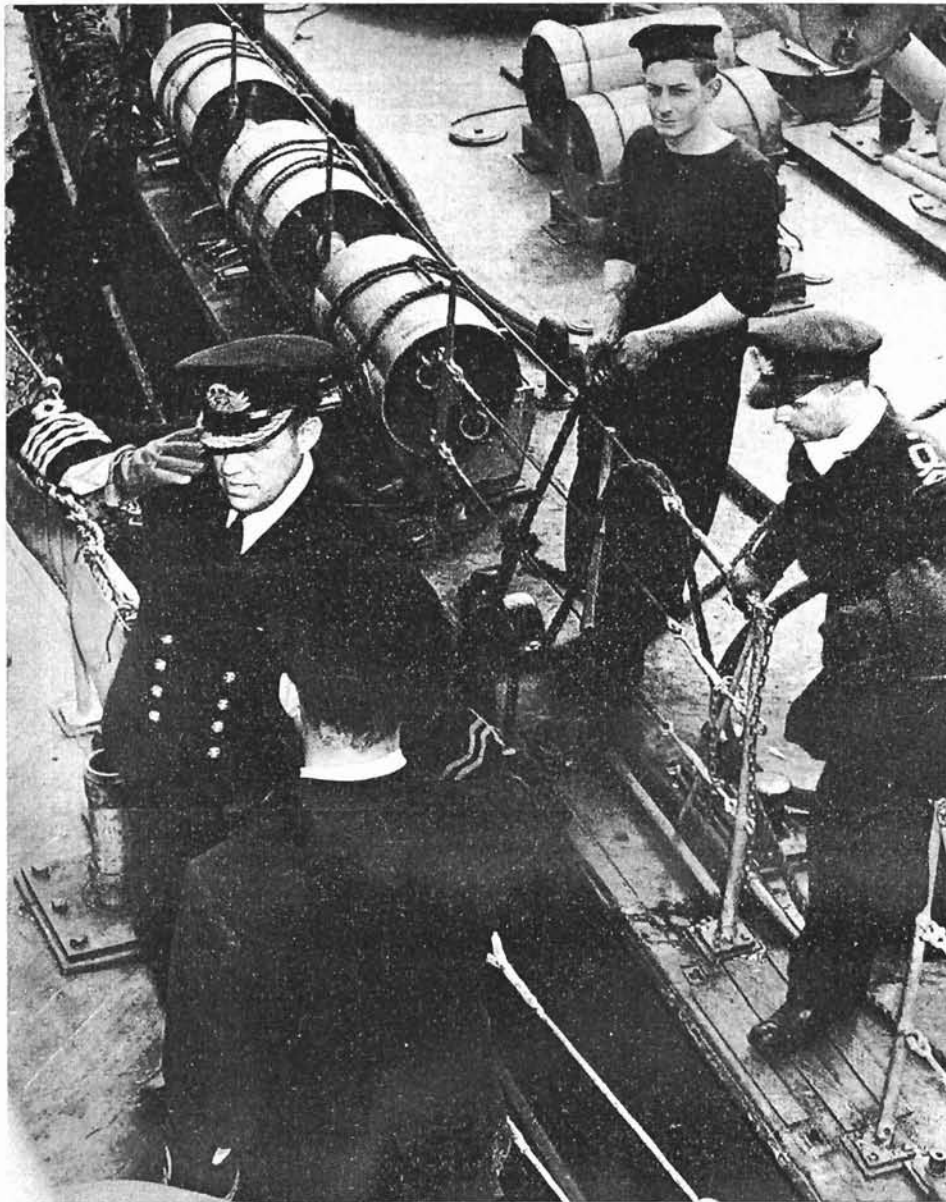
In addition to this seemingly endless and monotonous pattern of anti-submarine patrols, one that continued to the war's end, the companies of these stout little ships were engaged in other pursuits that were both varied and of undoubted value.

They served as "guinea pigs", testing many types of clothing, equipment, food and sea-sick pills under the direction of Col. George Cavey and Dr. Charles Best, who was serving as Surgeon-Commander, RCNVR; Col. Cavey was chairman and Cdr. Best one of the three vice-chairmen of the Chiefs of Staff Sub-Committee on Protective Clothing, the forerunner of the now National Defence Research Board. Living conditions in MLs at sea were more extreme than in any other type of naval vessel and provided the most rigid testing ground.

Urgent research and towing experiments were also carried out and led in large measure to the use of the "CAT" gear, the towed noise-making device that went so far in neutralizing that ingenious weapon of the Germans, the acoustic torpedo.

But, perhaps the most interesting service performed by the MLs at this time was their work in assisting the mine-sweeping forces and mine disposal experts when the German Navy tried to bottle up our eastern ports with concentrations of mines laid by large submarines. Working in the face of great danger, the Fairmiles accomplished their task with despatch and ingenuity.

ON JUNE 1, 1943, the first mine was discovered in the approaches to Halifax harbour and before the day had ended three floating mines had been sunk by gun-fire. Our minesweepers immediately swept and buoyed a safe channel by which vessels could enter and leave Halifax. However, on June 3, the Panamanian motor ship *Halma*, of 2,937 tons, approaching outside the swept channel, was sunk by a mine in Latitude 44° 17' N., Longitude 63° 23' W.



Captain J. A. Heenan, RCNR, makes rounds of his little ships in harbour while holding the appointment of Captain (ML). (GM-0111)

Although it was suspected that the mines might be magnetic, it was not yet known what type they were. Though the Hague Convention required that mines when broken loose from their moorings and afloat should automatically become harmless, there was no knowing whether such niceties of warfare were being practised or whether the mines were time-fused to explode after surfacing. It was therefore of vital importance to recover a mine intact to determine its characteristics and also the extent of the mine field.

On June 5 another mine was sighted and ML Q-053, commanded by Sub-Lt. G. M. Schute, RCNVR, proceeded to sea, but soon thick fog descended and prudence forced her back to port. The next day at 1630 another attempt was made

but the mine was seen to explode in the distance, and, in the failing light, ML Q-053 postponed her search.

On June 7, ML Q-053 followed the minesweeper *Red Deer* on her sweeps and saw three mines explode, but failed to pick up a floating one. However, the next day, with Lt. G. H. O. Rundle, RCNR, Render Mine Safe Officer, and Lt. (jg) Brands, USN, on board, ML Q-053 again followed the sweepers and at 1815 sighted a mine cut loose by BYMS 989, a British motor minesweeper.

After careful approach, a tow-line 90 yards long was made fast and the mine towed by ML Q-053 to a suitable protected beach at Ketch Harbour 15 and a half miles away.

During that long tow, the mine might have detonated at any moment and all hands on board ML Q-053 were kept forward under cover. At 1950 the tow-line was transferred to the shore and the mine hauled onto the beach by Lt. Rundle, Lt. Brands, Ldg. Sea. Gordon, Ldg. Stoker Young, Stoker Carder and Ordinary Seamen Balmer, Lancien and Snobelin, all from ML Q-053, whereupon, Lt. Rundle, assisted by Ord. Sea. Lancien, proceeded to remove the plate-securing nuts with wrenches, cut inside wiring with snippers and removed the detonator. As daylight faded at 2052, on a signal that the mine was rendered safe, the remainder of the shore party came from their protected position on the cliffside and assisted in removing the primer and mine mechanism.

The next day the mine was towed to Ives Point for dismantling.

On June 11 another mine was recovered by ML Q-053 and rendered safe in a similar way.

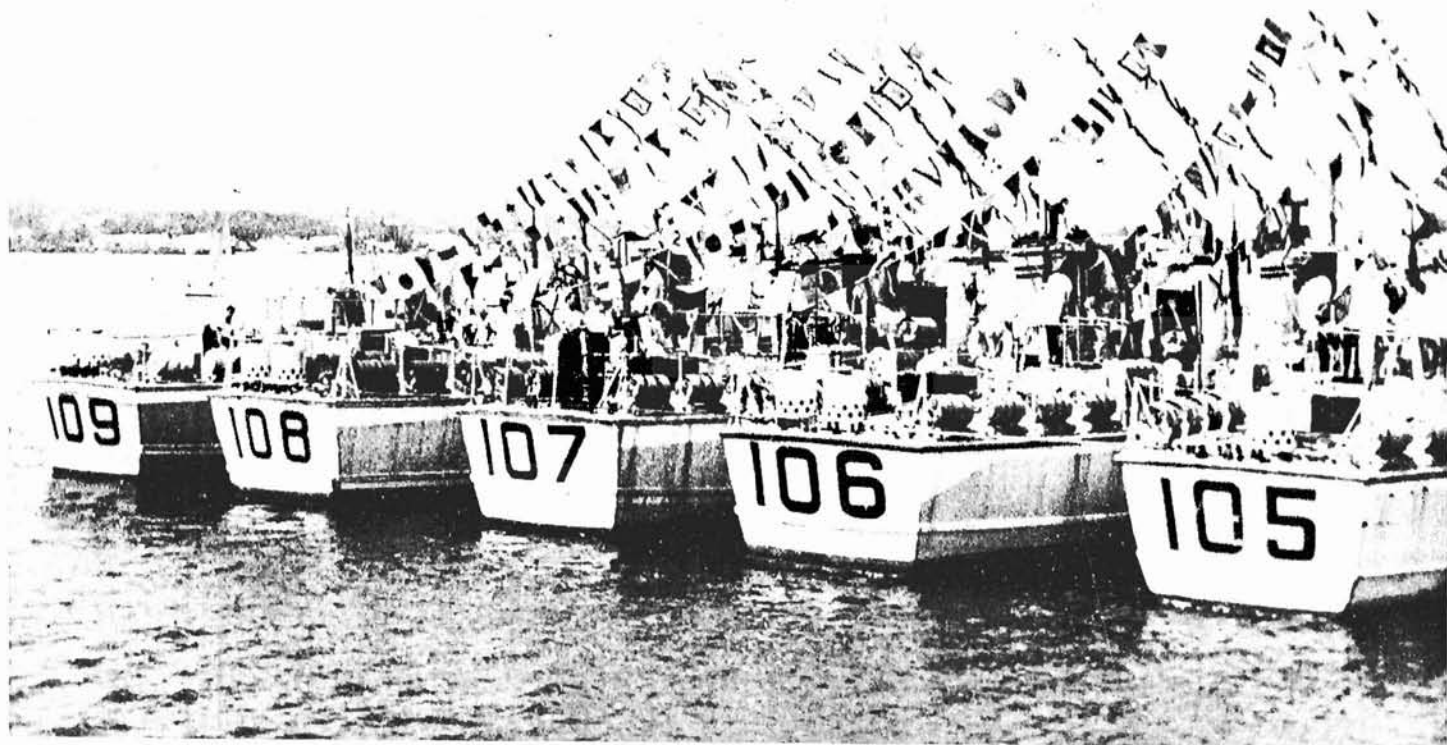
For their excellent deeds, Lt. Rundle was awarded the George Medal, Ord. Sea. Lancien the British Empire Medal and others were "mentioned in despatches".

In all, 55 mines were accounted for and many MLs proudly displayed chevrons indicating the number of mines to their credit.

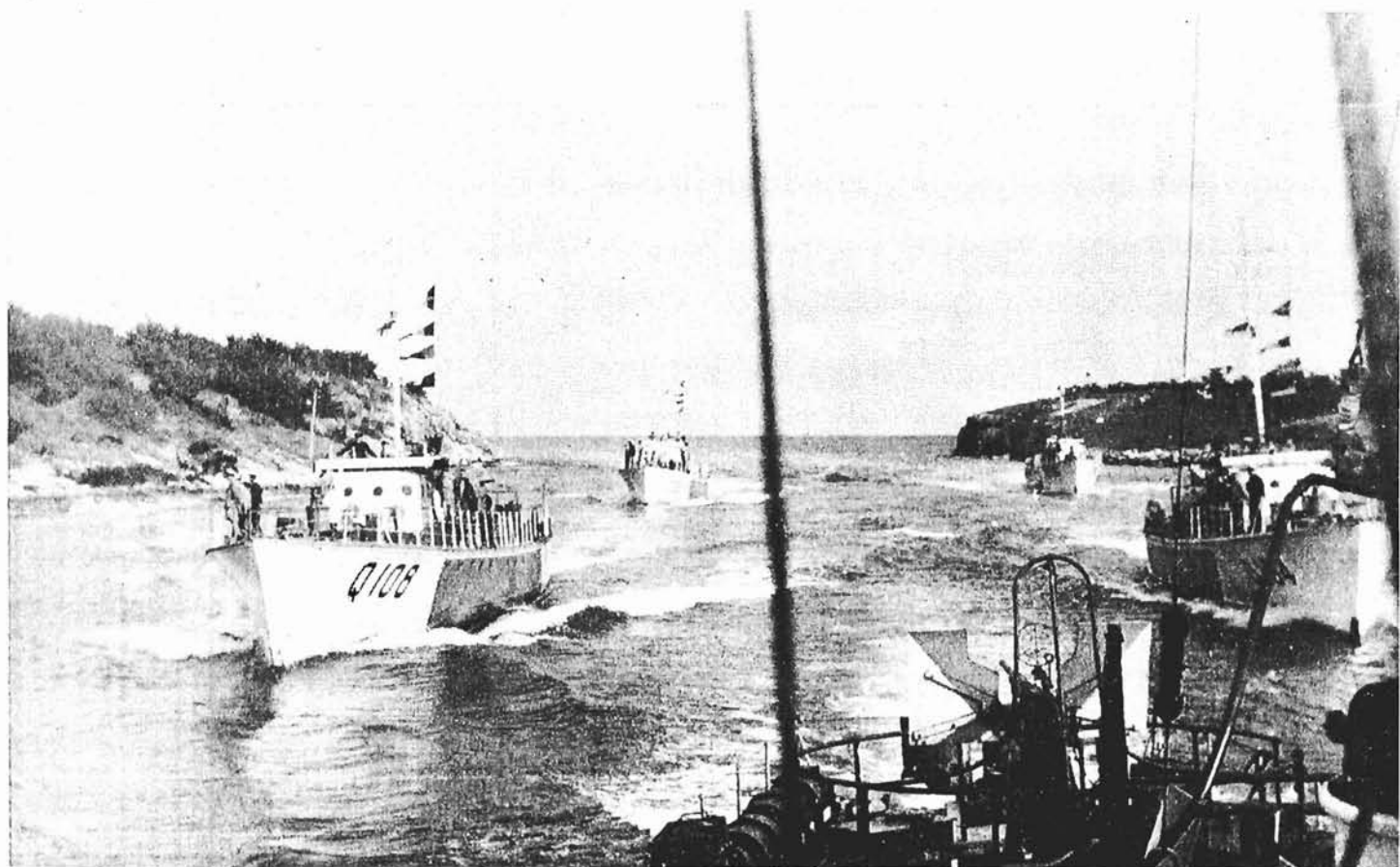
AT THE CLOSE of 1943, nine more MLs had been added to the Fleet bringing the total to 63: Three MLs, Q-052, Q-062 and Q-063, were transferred to the Fighting French in February 1943 and stationed at St. Pierre and Miquelon Islands, under the operational control of Flag Officer Newfoundland, periodically coming to Halifax for engine maintenance and repair.

The year 1943 could well be called the training year for MLs. Considerable experience had been gained; rearmament from one 3-pounder gun and one twin .5 Colt machine-gun to three Oerlikon guns had greatly increased their fighting efficiency. At the close of the year there were nine fully trained flotillas, manned by young, keen and dedicated officers and men whose team spirit was second to none.

The MLs engaged in the Gulf area were now moved to other fields of operation, not to return until winter's shield had melted. Disposition of forces for this period were made where they could best serve the common cause. Two flotillas, the 70th and 78th, were sent to Bermuda; the 73rd to Saint John, N.B.; and the 82nd to Shelburne, N.S.,



Dressed overall for VE-Day, May 8, 1945, 70th Flotilla LSTs presented a gay scene in harbour at Bermuda. (Photo from William Tungate, of Paget, Bermuda.)



Fairmiles of the 70th Flotilla returning from sea through St. George Channel, Bermuda. (Photo courtesy William Tungate of Paget, Bermuda.)

all for patrol and related duties. At Halifax, for special loop patrol, a striking force at a few minutes notice and for gradual refit were the 71st, 72nd, 76th, and 79th Flotillas, while at St. John's, Newfoundland, remained the 77th.

Special precautions were taken in the two flotillas proceeding to Bermuda for their longest sea trip yet to be made. Each ML was provided with a spare gasoline tank, secured on deck. Escorted by a corvette, they traversed the 760 miles of Atlantic Ocean with comparative ease and arrived on time without mishap. In the meantime HMCS *Provider* was also dispatched to take care of them.

Bermuda, a focal shipping point, was a special hunting-ground for U-boats and the MLs were placed on protective patrol duties for which larger ships could ill be spaced. They also carried out anti-submarine exercises with units of the Royal Navy and among other things rescued the crew from an aircraft that had made a forced landing, and towed the aircraft to harbour.

While Bermuda waters were ideal for ML operations, it was another story on the Atlantic seaboard where the icy grip of winter made operations both difficult and hazardous. For example, on February 22, 1944, a lone, fast tanker from the Caribbean, deep laden, arrived off Halifax in a blinding fierce blizzard with visibility but a few yards. It was known that an enemy submarine was in the vicinity, yet the tanker, without protection and without assistance could not reach safety. The 76th Flotilla, in readiness as a striking force, was dispatched to give that assistance.

Nosing its way out of harbour in the teeth of the blizzard, the flotilla located and circled the tanker, dropping depth-



War-time informality is evident in this family portrait of the crew of Q104, of the 70th ML Flotilla at Bermuda, 1944-45. (Photo from William Tungate, of Paget, Bermuda.)

charges in the process and until such time as safety was reached. On its return to harbour one ML, Q-097 commanded by Lt. E. P. Jones, RCNVR, became separated from the rest and was temporarily lost but turned up a few hours later with, like the others, most of her crockery broken and some superficial damage, but otherwise none the worse.

On retracing her approximate position and inward course it was found that the Q-097, blown toward shore by the easterly gale, had negotiated the narrow channel between Sambro Island and the mainland—quite a navigational feat in ordinary weather conditions but, in a howling easterly blizzard, it was a

miracle she was not dashed to pieces against the rocks. The successful completion of this operation inspired the Commander-in-Chief to send a "Well done" signal to the 76th Flotilla, a tribute seldom paid in wartime.

In the late fall of 1943, orders were received to provide officers and men to man two Canadian motor torpedo boat flotillas, about to be formed in England for service in the English Channel. The response to a call for volunteers was overwhelming and many had to be refused. Shortly thereafter the cream of the ML fleet, consisting of some forty officers and a hundred ratings, sailed for England, to be followed by others.

Some treasured photographs of "hen and chickens" in Bermuda came to light last year.

N. E. Garapick, while a naval officer, discovered them in the possession of a man well known for hospitality to Canadian sailors through the years, William Tungate, of Paget, Bermuda.

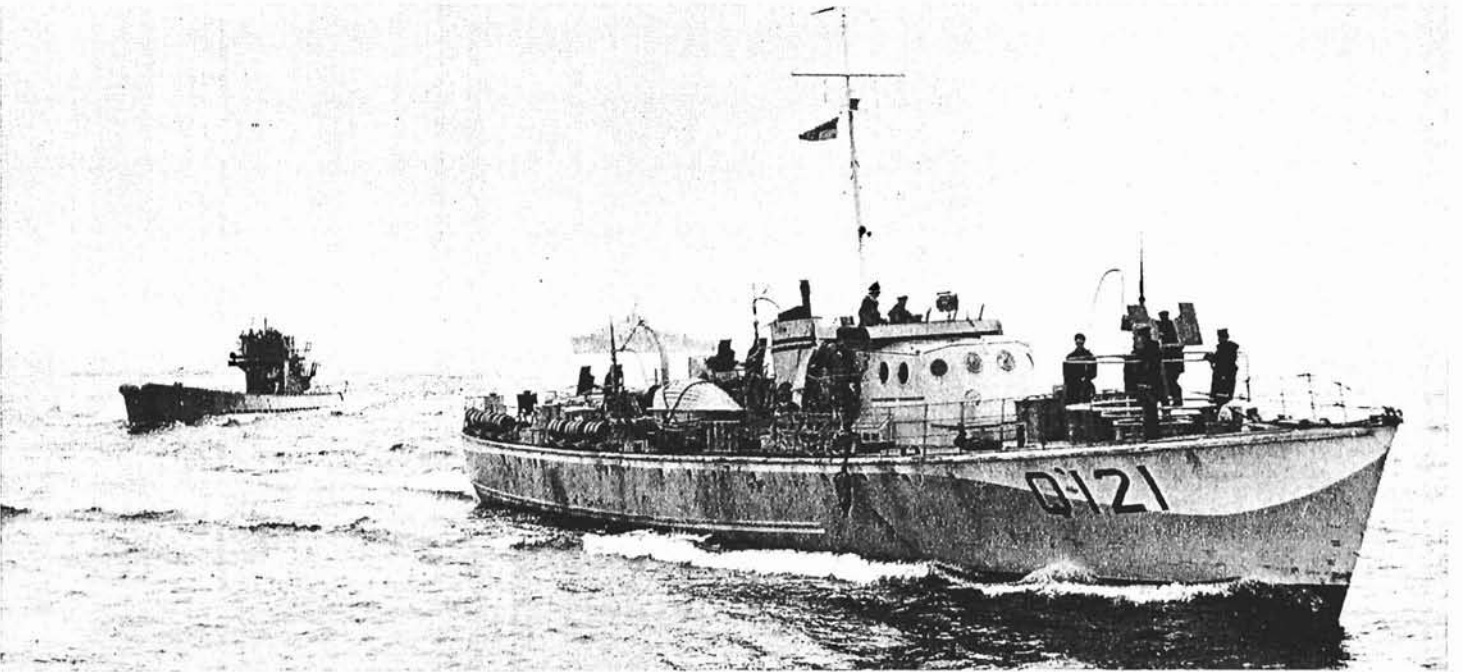
*The photos were of Canadian Fairmiles stationed in Bermuda during the Second World War and presented at its close by appreciative sailors to the hospitable Tungates. The Bermudians dubbed the depot ship, HMCS *Provider*, and MLs the "hen and chickens".*

One photo shows the Fairmiles booming into St. George's Channel. They were initially based in Ye Olde Towne but later shifted to Hamilton. Two photos there were taken at their No. 5 wharf (now gone) near the Corporation Flagstaff on Front Street, when they were dressed overall on VE day. A group photo

of those in Q 104 includes Lt. Charles Cooper, RCNVR; two engineering branch sailors named Fisher, but unrelated, and Ray, a cook.

Mr. Tungate's wife, Rosalie, used to help in the office of the Buenavista Hotel, run by her sister, the late Mrs. Aimee Lesseur. Mr. Tungate got in touch with Lt. Cooper and asked if he would send along a couple of Canadian sailors to be entertained. Friendships grew and it became a pattern for the Tungates to look out for Canadian lads and give them a touch of home life in Bermuda. For several years the Tungates received Christmas cards but not one gave a return address.

Mr. Garapick, former lieutenant, met the Tungates in Bermuda through mutual Halifax friends. The Tungates, in fact, spent last summer with these friends, including the Garapicks, returning to the "Sunny Isles" in October.



A Fairmile guides the surrendered U-889 into Shelburne harbour. (A-1410)

THE STORY of the Canadian 29th and 65th MTB Flotillas has already been told. Their exploits and swiftly fought, brilliant actions added pages of valorous accomplishment to Canadian naval history. The knowledge that most of the officers and men that manned them had received their initial, strenuous training in our MLs afforded a special feeling of pride and inspired confidence in our further determined efforts to achieve.

The handicap of losing so many well trained officers and men did not retard our progress or the manning of four more new MLs. It did, however, intensify our training program and created earlier promotions than would otherwise have been the case.

With the opening of the 1944 navigational season, the 78th ML Flotilla at Bermuda was returned to Halifax and dispatched to the Straits of Belle Isle

to patrol that area in the care of *Preserver*. Similar dispositions of ML flotillas were made in the Gulf area as for the previous year, but now there were ten trained flotillas in operation.

Erratum

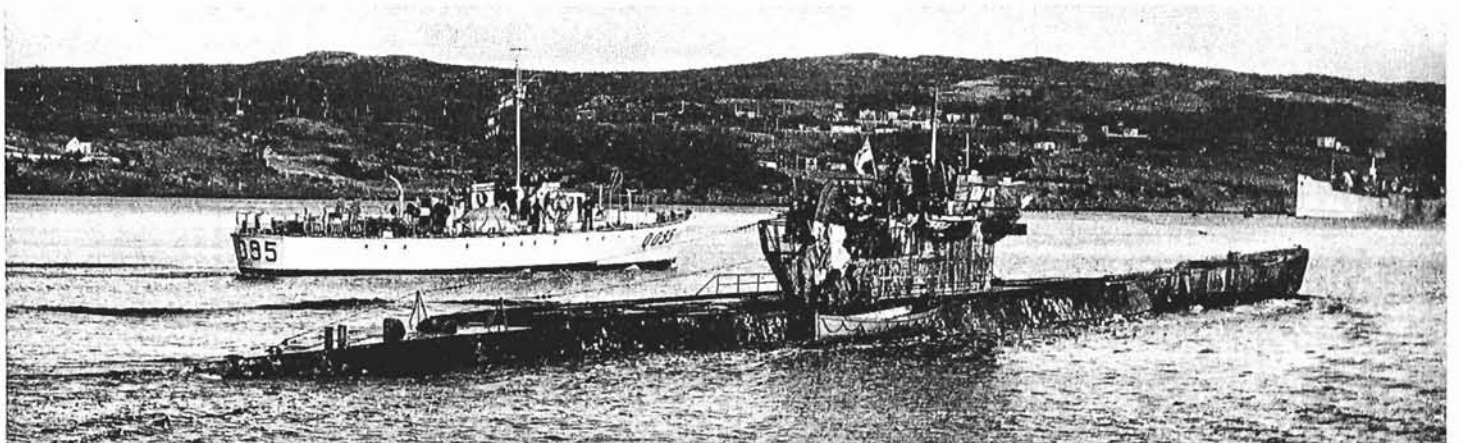
The inadvertent use of the wrong adverb led to an error in fact in the caption of a picture accompanying the first article in Captain J. A. Heenan's series.

The caption at the bottom of page 14 of the February issue should have read: "There is no certainty that a Fairmile of the RCN successfully attacked a U-boat . . ."

Fairmiles, as a matter of fact, participated in several actions in which U-boats were known to have been present and, in at least one instance, may have inflicted damage. The caption said there was no certainty that a Fairmile had "actually" attacked a German submarine.

One ML (Q-082) was allocated to the Naval Officer-in-Charge, Quebec, for special duties and three MLs for refit relief purposes. The last ML to be commissioned in Eastern Canada was Q-116, in July 1944.

ALTHOUGH no ships were torpedoed in the Gulf area in 1943, the pertinacity of the U-boats was not under-estimated, and plans were made to thwart any attempt they might make to emulate their success in 1942. ML flotillas and other naval units operated on constant hunting patrols, in spite of which a U-boat did succeed in avoiding them and, on October 14, 1944, torpedoed the frigate, HMCS *Magog*, off Pointe des Monts, below Quebec. Although 60 feet of her stern was blown off and three men killed, she was kept afloat and towed to Quebec. On November 2, the SS *Fort Thompson* was



The rust-streaked and war-weary German submarine U-190 enters Bay Bulls, Newfoundland, following her surrender. (Z-1356)

torpedoed, I believe by the same submarine, 170 miles below Quebec. She too, was kept afloat and was also towed to Quebec. Then on the night of November 24-25 came the tragic loss with all hands of the corvette HMCS *Shawinigan*, torpedoed by U-1228 off Cape Ray. This was the last enemy in action in the Gulf area.

After sinking 23 ships in 1942, it would be false to assume that U-boats did not make determined efforts to continue their attacks in so rich a hunting ground. Indeed, they tried hard but failed. Experience had shown the great destruction that just one submarine could do but also how difficult it was to locate her in so vast an area of water where current and tide compounded the complexity of the detection problem.

That they did not succeed and were able to attack only three ships from the end of 1942 to the end of the war, was due to the hunting tactics employed by our naval units and Coastal Command of the Airforce, in both of which the MLs' flotillas played so important a part.

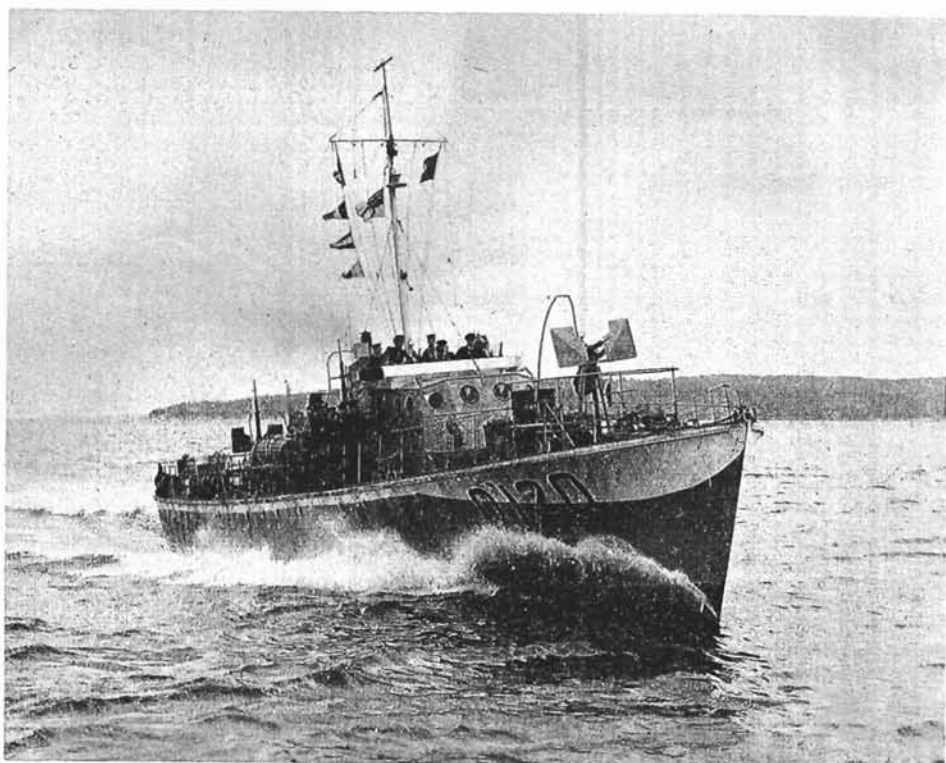
Apart from operational value, from a training point of view the MLs were fully justified. In a Navy that grew with such amazing rapidity they provided hundreds of well trained officers and men for transfer to larger ships. By war's end, 245 persons owed their lives to these speedy "Little Ships", which fought their way, usually in foul weather, to effect rescues from torpedoed merchant ships, naval vessels and crashed aircraft.

MLs frequently assisted vessels in grave difficulties and took an active part in salvage work. Outstanding among these was the refloating of the SS *James Miller* from a reef in the Bay of Fundy after being abandoned by her crew. With the timely arrival of HMCS *Annapolis*, she was brought safely to Saint John, N.B., on August 23, 1944.

The MV *North Gaspé*, a passenger vessel, stopped by serious engine trouble, was successfully towed by MLs the five miles from Pleureuse Bay to Mont-Louis on the Gaspé Coast and berthed safely alongside.

Twice, during the fall of 1944, merchant ships making obscure landfalls in adverse weather and poor visibility, in grave danger of running ashore on the exposed and rocky Nova Scotian coast, were intercepted and guided safely to port.

A damaged engine-part from the U.S. Army Tanker Y-065, was rushed to port, repaired and returned in time to prevent the ship from drifting ashore near the Gut of Canso on March 5, 1945.



A Fairmile motor launch travelling at full speed off Halifax. (HS-15253)

FAIRMILES were appropriately called the "Maids of the Navy" and, whenever there was an unusual job to be done, they were called upon, and cheerfully and efficiently carried it out. Special trips for naval photographers, information officers, Navy, Army and Air Force personnel and RCMP were common. These trips were all of an urgent nature, usually to remote bays or inlets, where navigation was difficult among the many reefs and shoals which abound along our coast and made more so when in the dark hours.

It was always a matter of wonderment to me to see young men with but three months training, many from the prairies who previously had little knowledge of the sea, perform feats of seamanship and navigation of which a seasoned sailor could well be proud.

As expected, there were a few groundings with subsequent loss of sonar domes; also a few collisions, but never a ship was lost.

In January 1945 my appointment to be Naval Officer in Charge, at Saint John, N.B., placed the MLs under the command of Cdr. T. G. Denny, RCNVR. Cdr. Denny had served in and with the MLs since their inception and was my chief staff and executive officer. His appointment and promotion to Commander (ML) was a just reward for years of devoted work and achievement.

The MLs carried on until the end and on VE Day were stationed at strategic points along our coast-line to take the surrender of, or fight if need be, any U-boat that might appear.

But the Second World War was not yet over; there were still the Japanese and the war in the vast reaches of the Pacific. In the ML flotillas, high were the hopes that a place would be found in the Canadian fleet to be despatched to those distant waters. But the Cabinet War Committee had decided that only cruisers, destroyers and frigates would represent the Royal Canadian Navy, which prompted the Commander-in-Chief, Canadian Northwest Atlantic, to send this signal to HMCS *Venture*:

I REGRET THAT THERE IS NO PLACE IN THE PACIFIC TEAM FOR FAIRMILE ML'S. THE WAY IN WHICH THEY HAVE CARRIED OUT THEIR ARDUOUS AND ONEROUS DUTIES DURING THE LAST FOUR YEARS HAS LEFT NOTHING TO BE DESIRED. THE SPIRIT DISPLAYED BY THEIR OFFICERS AND MEN WAS SECOND TO NONE.

The distance of the years may diminish but can never take away the exploits and outstanding record of the "Little Ships".

(This is the last of three articles by Captain Heenan. The previous instalments appeared in the February and March issues.)

AFLOAT AND ASHORE

ATLANTIC COMMAND

HMCS Kootenay

On March 1 the *Kootenay* sailed with the *St. Croix*, *Restigouche*, *Chaudiere* and *Gatineau* for Gibraltar to participate in the NATO exercise Dawn Breeze VII. Ships and aircraft of England, Portugal, France and The Netherlands also participated.

While at Gibraltar, a touch of Canadian colour was added to the entertainment scene by four members of the *Kootenay*. Under the direction of PO A. E. Kelly, the "Kootenay Blue Grass Boys", with their lively country-hoe-down program, entertained at several sergeants' messes and the British Military Hospital, Gibraltar.

The commanding officer of the hospital sent the following message:

"We would like to express our appreciation and thanks for the good fellowship and entertainment provided by the Blue Grass Band of *Kootenay* on the 11th and 17th of March".

The band finished its Gibraltar entertaining with a half-hour tape recorded program for the Gibraltar forces.

The group was formed in Bermuda during work-ups in February and, during the short interval of time, has become very popular not only for its Sunday afternoon "sessions" in the *Kootenay* but for entertainment throughout the squadron.

Members of the band are: PO Kelly, piano and guitar; PO P. A. Hollywood, guitar; AB E. A. Moreau, fiddle, and AB J. R. Shaw, guitar.

HMCS Lanark

The year started off at rather a low ebb for the "Red Bull", or is it a cow? After an extended stay alongside the wall at Halifax both the ship and the "cow" presented that tired expression that comes from a period of inactivity. During the month of January the ship's hockey team participated in two games, the results of which in no way shook the sporting world.

In the latter part of January the usual briefings and visits to the various schools, which have become a pre-

Wintex requirement, took place—these visits, it turned out for some departments, were not nearly enough.

And so to sea. In company with the *Victoriaville* and *Outremont*, the *Lanark* sailed south into the balmy climate of the Caribbean, calling en route at Bermuda.

One main claim to fame in the sporting world was the fact that the *Lanark* reached the semi-final against the *Bonaventure* in the soccer tournament and the final against the minesweepers in the softball tournament.



On board were organized bingo games, bridge, euchre and cribbage tournaments. The Sailors' Home most helpfully arranged a tour of the island for the ship's company, and many were surprised to find that there is more to Bermuda than just three front streets.

Due to the efforts of the "Buffer" and "Scribe" the ship's company had the pleasure of being entertained by the "Coral Islanders" in the main cafeteria. This talented group performed before a captivated audience (all leave had been stopped due to gale warning). The group, along with their wives and children, were entertained after the show in the chief and petty officers' cafeteria.

The next port of call was Charlotte Amalie in the Virgin Islands and here as before the ship participated fully in all sporting events. The stay was made more pleasant by the complete

co-operation of the local U.S. Under-Water Demolition Team and the USS *Sealion*.

From Charlotte Amalie to San Juan is only a hop, skip and a jump, if you go by Caribair, but to the rugged mariner's in the *Lanark's* whaler those last 12 miles home must have been akin to Columbus' visit to the New World.

While in San Juan, the ship played in a successful softball tournament, beating the *Outremont* in the final. She was able to reverse the earlier soccer defeat by the *Bonaventure*, by beating her team 2-0.

Back in Bermuda once again a Softball tournament ended with the *Outremont* beating the *Lanark* in the final.

A new sport was entered into during our final stay at Bermuda, the main contestants being stokers versus seamen. This sport is slightly related to rugby or touch football but perhaps is better described as mayhem ball. It is just as well that the ship returned shortly thereafter to Halifax while casualties were still low.

Editor's Note: Officially, it's a bull.

HMCS Crescent

The sailors on board the *Crescent* have their own name for the variable depth sonar gear that adorns the stern of their ship. They call it the yo-yo.

The suitability of the name has been proved by months of sea training off Halifax and, more recently, by the ship's two-month cruise in European waters.

The *Crescent* proceeded on February 9 from Halifax on her overseas jaunt, stopping at St. John's on February 11 for fuel. The six-day passage to Londonderry was so smooth that the younger members of the ships' company pooh-poohed oldtimers' tales of hardship on the North Atlantic run.

Royal Navy officers were embarked at 'Derry for four days of trials with the Porpoise class submarine *Sealion*. A short period of self-maintenance enabled many of the sailors to make quick visits to Dublin, Belfast and even to Scotland.

From Londonderry, the *Crescent* proceeded to Portland, Dorset, where ex-

perts from the anti-submarine warfare base scrutinized, approvingly, the Canadian-designed equipment.

A week of hectic exercising with NATO warships in Exercise Dawn Breeze VII off Gibraltar followed the Portland visit. There the *Crescent* met up with the five ships of the Fifth Escort Squadron, the *St. Croix*, *Chaudiere*, *Restigouche*, *Gatineau* and *Kootenay*, which were taking part in the manoeuvres. There was a chance to visit with Canadian friends in Gibraltar over the week-end.

The elaborate program of entertainment laid on at the next port of call, Amsterdam, made it the high spot of the cruise. The Royal Netherlands Navy placed its facilities at the disposal of the *Crescent* and tours were arranged along the canals and to industries and a castle.

Personnel who had lost friends or relatives in the Battle of Arnhem were taken to the Canadian cemetery there.

Numerous sporting events were arranged, with the *Crescent's* lack of opportunity for practice and team play making itself all too evident.

AB W. L. Latter, an ardent judo fan and member of the *Stadacona* Judo Club, visited Utrecht, not far from Amsterdam, to meet the world judo champion, Anton Geesink. AB Latter had a chance to work out with the champion at his club and was awarded the "Blue Belt".

The *Crescent's* homeward journey was by way of the Azores. She rendezvoused with the *Bonaventure* south of Halifax and embarked Vice-Admiral H. S. Rayner, Chief of the Naval Staff, and Rear-Admiral K. L. Dyer, Flag Officer Atlantic Coast, to observe the VDS in operation. With the two flag officers on board, she proceeded to Halifax, arriving alongside shortly before noon on April 11.

HMCS Fort Erie

The *Fort Erie* Tropical Laundry, during this ship's recent African cruise, was a round-the-clock business, costs were minimal, and carried a full range of service exclusive to about 150 men—all of them at sea in the tropics. Hence its name.

The laundry's customers were officers and sailors of the frigate *HMCS Fort Erie*, and its prime function was to make sure that all were satisfied and well turned out. Spic and span is the expression.

The *Fort Erie* and the *New Waterford* were on a good will and training cruise to West African countries where guards of honour and other functions demanded that the Canadians look their very best.

Operation of the laundry was entrusted to Able Seamen Donald St. Amour, Robert W. Jones, Robert L. Maxwell, and Joseph W. Shipton.

"Every day is wash day on board this frigate, especially in this tropical

2ND DESTROYER ESCORT SQUADRON

SPRING CRUISE 1962

EXERCISE "JET 62"



On leaving Singapore, 17th Feb. *MARGAREE* parted company and proceeded to Rangoon, rejoining the Division at Trincomalee. She did not cross the Line on this cruise.


ADAK 13 April

ESQUIMAULT Departed 5 Jan. Returned 13 April

MIDWAY 20 Jan

PEARL HARBOR 12 Jan




ASSINIBOINE and OTTAWA
CROSSED THE LINE 20 Feb



To commemorate the cruise of H.M.C. Ships ASSINIBOINE Captain V. Browne R.C.N., MARGAREE Commander J.H. MacLean R.C.N., and OTTAWA Commander I.A. Macpherson R.C.N.

This Memento also certifies that

_____ was serving in _____ H.M.C.S. _____ during this cruise, and CROSSED THE LINE in Longitude: _____ on _____ 1962. _____

H.M.C.S.

The recent cruise of three ships of the Pacific Command to the Indian Ocean and other Far East waters is commemorated in this certificate from the pen of Cdr. H. W. S. Soulsby, RCN (Ret), of Victoria.

weather, and it is some job too," said St. Amour, during the cruise. "We take turns on the shift work. Two of us are on the day shift while the other two rest to go on the night laundry shift. Believe me, it is just as hot down there on either shift."

The men washed complete sets of dungarees for all of the ship's company at least twice a week. In addition, they had to provide a supply of clean bedding and table linens because the laundries in some of the countries visited were unreliable. White uniforms for officers and men attending official functions had to be washed and bleached and pressed, often at a moment's notice. But no job was too small or too big for the laundry party.

Nominal charges were made for certain services, such as hand pressing. Such charges are generally set by the ship's welfare committee.

PACIFIC COMMAND

Second Canadian Escort Squadron

Canada's sailors are perhaps the most enthusiastic souvenir hunters there are, and sailors on board three RCN destroyer escorts that made a training and goodwill cruise to Asiatic waters gathered a wide assortment of things typical of ports at that part of the world.

HMC Ships *Assiniboine*, *Margaree* and *Ottawa* arrived home in mid-April, carrying a hoard of Oriental artifacts.

The 1962 Far East cruise took the ships to Japan, the Philippines, Singapore, Burma, Ceylon, Malaya, Thailand and Hong Kong, all of which offered the sailor a wide variety of exotic Oriental souvenirs. Most were of good quality and the sailor proved a hard bargainer, making sure he got value for his money.

All sales were conducted in local currency, and the sailors learned to deal in Japanese yen, Malayan dollars, Burmese and Ceylonese rupees, Thai ticals or bahts and Hong Kong dollars.

The sailor's purchase of something for his wife, mother or sister might well result in a lovely ring or bracelet from Ceylon, Malaya, Burma or Thailand, some beautiful Thai silk from Bangkok's famous cottage industry, or some pretty brocade from Japan. For the children, most sailors purchased toys, many of a kind that are never seen in Canadian stores.

Then there were cuff links and tie pins for brothers or fathers, usually made by local craftsmen of designs in-



A Wild West wave of his cap by former Winnipegger AB Howard Dusang fails to disturb his mount at Katugastota, Ceylon. Sailors from HMCS *Assiniboine* visited elephant country when their ship called at Colombo for two days. (CCC2-770)

digenous to the country concerned. Carvings from local woods, such as teak and ironwood, were also popular.

A stroll down any business street in Tokyo, Rangoon, Singapore, Colombo, Bangkok, or Hong Kong when the ships were in showed the sailor and the local merchant in friendly conversation over a piece of cloth or a piece of jewellery—the same scene repeated in every street, until the men went back to sea again.—R.G.N.

HMCS *St. Laurent*

The *St. Laurent* is fast becoming known as the "show boat" of the Pacific Fleet. Recently, 24 foreign service attachés and Commonwealth service advisers representing 18 countries,

embarked for passage from Esquimalt to Vancouver in the "*Sally*". No time was wasted, the trip of 84 miles being completed in three and a quarter hours.

Aside from her trim and sparkling clean appearance, the *St. Laurent* is drawing considerable attention due to her new silhouette resulting from the installation of the VDS handling gear.

The attachés joined the *St. Laurent* following a luncheon at the Canadian Services College, *Royal Roads*, and, after a short introductory address by the commanding officer of the *St. Laurent*, Cdr. J. B. Fotheringham, they were taken on a conducted tour that created great interest due, in part, to various static displays set up throughout the ship. Before entering Active Pass the distinguished guests donned

duffle coats and kept their cameras busy recording the beauties of the scenery.

Film expended, the attachés were then treated to tea and crumpets in the *St. Laurent's* wardroom. In honour of the occasion, the galley staff, under the direction of PO R. L. Caldwell, had prepared a model in icing of the United Nations buildings in New York City, complete with miniature flags. The model was subsequently presented to the president of the United Nations Association in Vancouver and placed on display in its Alma Road headquarters.

HMCS Naden

No matter what the type of music, it always sounds extra good when played by HMCS *Naden* band, according to "B.B." in the *Victoria Daily Colonist*.

With a fine selection of marches, musical comedy items, a Latin American number, Brahms "Academic Festival Overture", and a nautical rhapsody, the band kept a full house at the Royal Theatre thoroughly entertained on the night of March 26.

The occasion was another concert in the aid of the Armed Services Centre and the band was assisted by the RCN School of Music choir.

In addition, soprano Anne Harris and baritone John Dunbar were heard to advantage in both solo and duet groups.

The concert was opened by Rear-Admiral J. C. Hibbard, RCN (Ret).

Lieutenant-Governor G. R. Pearkes and Mrs. Pearkes, and Major and Mrs. R. B. Wilson were present for the concert.

Bandmaster was Cd. Officer T. W. Milner, and Capt. J. Gayfer directed the choir.

NAVAL DIVISIONS

HMCS York

Appreciation for the assistance given by a naval diving team from HMCS *York*, the Toronto naval division, in salvaging an Otter aircraft which had broken through ice on a lake last January has been expressed by the RCAF.

A letter written to Vice-Admiral H. S. Rayner, Chief of the Naval Staff, by Air Vice-Marshal D. M. Smith, Vice-Chief of the Air Staff, describes the circumstances of the salvage effort.

On January 12, an RCAF Otter aircraft of 14 Wing Headquarters Auxiliary, Toronto, landed on the ice of Lake of Bays, in the Muskoka district near Huntsville, Ontario, and broke through. Assistance was needed to placing flotation gear under the aircraft and this was sought from *York*.

The naval diving team, led by Cdr. T. C. Turner, assisted by Lt. J. J. McQuarrie and PO W. C. Martin, all members of the RCNR, went under the ice,

removed the engine cowlings and affixed slings to the engine and propeller.

During the operation the air temperature was five above zero and the wind was blowing at 20 mph.

"As a result of this team's endeavours the task of the salvage crew was greatly facilitated and salvage damage was kept to a minimum," the letter says.

"On behalf of the Chief of the Air Staff I wish to express my sincere appreciation for the willing and effective assistance rendered by your officers."

HMCS Tecumseh

The Calgary naval division was saddened in mid-April by the death of Lt. Frederick Charles Short, area recruiting officer. Lt. Short was due to retire in July after nearly 34 years of naval service. He was 58 years of age.

Lt. Short joined the Royal Navy as a boy seaman in 1919 and served for 11 years before going into the reserve. One of his proud memories of the RN was of serving as personal bugler to HRH the Prince of Wales on board HMS *Iron Duke* in 1922.

He joined the Royal Canadian Navy in 1939 and, as a result of his earlier training in gunnery, found himself in the instructor's role for much of the war. However, in December 1943, he was drafted to the aircraft carrier *Nabob* and served there until she was torpedoed in August 1944.

Immediately after the war he served on board the cruiser *Uganda* (later *Quebec*). His postwar service also included an appointment as staff officer training at *Nonsuch*, the Edmonton naval division. Promotion to the rank of lieutenant came in 1950.

Lt. Short leaves his wife, two married daughters, a son, at home, and eight grandchildren.

Burial, with naval honours, was in the field of honour at Burnsland Cemetery, Calgary, with Chaplain W. J. Collett officiating.

Late winter saw 37 men and wrens from *Tecumseh* undertake a six-week basic light rescue course, based on the National Survival course.

The course was arranged by Major Fred Scott, training officer for 22nd Militia Group, and was supervised by Lt.-Cdr. D. G. McGregor, senior training officer at *Tecumseh*. The instructor was Staff Sgt. L. A. Brinson, RCME.

The naval reserve personnel were given training in the organization of mobile rescue, the type of damage to be expected in an air raid and how to cope with it, and methods for the rescue and handling of casualties.



Foreign service attachés in the *St. Laurent* wardroom during a recent West Coast visit are seen admiring the icing model of the UN buildings prepared by the ship's cooks. Left to right are Captain N. F. Lange, Royal Danish Navy; Lt.-Col. F. J. A. Lutz, Netherlands Army; Major General N. F. Leschly, Danish Army; Cdr. G. E. Thaeter, German Navy; Colonel N. G. Paleologopoulos, Greek Army; and Group Captain A. J. Garrisson, Royal Australian Air Force. (E-65712)

HERE AND THERE IN THE RCN



R. C. Stevenson, of Montreal, vice-president of the Canadian General Council of Boy Scouts recently visited the 28th Sea Scout Troop at their headquarters in HMCS Stadacona. Here Mr. Stevenson explains the complicated mast-head assembly on a large model of HMS Victory to Sea Scout Douglas James Baker, son of CPO James Baker. (HS-67896)



Hockey being a major Canadian export, Canadian coaching has been sought by the 45 youngsters belonging to the Potomac Amateur Ice Hockey Association, of Arlington, Virginia. Captain R. V. Henning, assistant Canadian naval attaché, Washington, gives some stick-handling advice to 12-year-old George Carter, of Arlington. Although it's an outdoor rink, the ice is artificial, as required by Virginia's balmy climate. (Photo courtesy Washington Post)



Mr. and Mrs. George Chisholm, of Toronto, were vacationing in Spain when they learned that the NATO fleet, engaged in Exercise Dawn Breeze VII, would assemble in Gibraltar and that RCN ships would be present. Accordingly they altered their plans to include a visit to the Rock. With them is AB John W. Gilmour, a sonarman in HMCS St. Croix, whose hometown is Brantford, Ontario. (HS-67600-94)



The intercommunication system used by the late Walter Callow, of Halifax, during the latter years of his long confinement in hospital has been turned over to the Callow Veterans' and Invalids' Welfare League by the Royal Canadian Navy. The intercom system was designed by personnel of HMCS Stadacona. Making the presentation to W. Murray Gould, president of the Callow Welfare League is Commodore M. A. Medland, Commodore RCN Barracks, Halifax. Left to right: Mr. Gould, Commodore Medland, Rex J. Moore, manager of the Callow Welfare League, and Lt.-Cdr. Fred Lubin, of the Weapons Division, Stadacona. (HS-67808)

Ships Return from Far East Cruise

THREE destroyer escorts of the Second Canadian Escort Squadron of the Pacific Command—the *Assiniboine*, *Margaree* and *Ottawa*—visited Bangkok, Thailand, before heading for Hong Kong and home.

The ships paid a goodwill visit to the Thai capital following extensive exercises in the Indian Ocean with ships of other Commonwealth navies. Almost the entire month of March was devoted to the Commonwealth fleet exercise, Jet-62, which involved ships of the Royal Navy, Royal Australian Navy, Royal New Zealand Navy, the Indian Navy, the Malayan Navy and the RCN, plus shore-based aircraft of the Royal Air Force and the Royal Australian Air Force and the Royal Ceylon Air Force. It marked the first time Canadian ships had taken part in Commonwealth exercises in the Far East.

Jet-62 was the 12th successive exercise of its type in the area. More than

50 ships took part including aircraft carriers, cruisers, destroyers, frigates, submarines, minesweepers, tankers and supply vessels. The aim of the exercise, in particular, was to practise tactical command and control of Commonwealth naval forces in a realistic setting. Naval commanders of each participating nation exercised tactical control of surface forces throughout the period of the exercise.

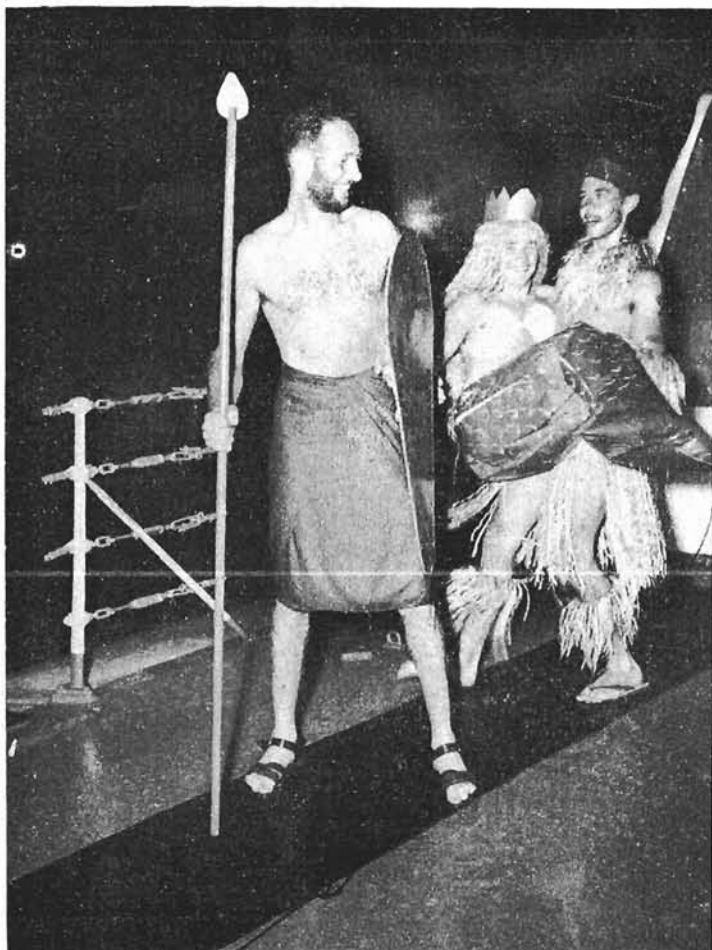
The Canadian destroyer escorts taking part were under the command of Captain Victor Browne, Commander Second Canadian Escort Squadron. The Canadian ships gave a good account of themselves and were prominent in anti-submarine operations, the RCN's prime commitment in western defence. They were also intensively exercised in many other phases of modern naval warfare.

In the words of Captain Browne, "Every officer and man in our ships

played his part to the fullest and demonstrated that our training is of a high order. The lessons learned and the knowledge gained as a result of Jet-62 cannot but help to be of benefit to all of us as sailors and to the RCN as a whole. It was also a wonderful opportunity for us Canadians to meet and work with our counterparts from other Commonwealth navies, to see their ships and to observe how they operate."

Post-exercise discussions on Jet-62 took place in Singapore. Closing remarks were given by national commanders and by Admiral Sir David Luce, Commander in Chief, Far East Station.

The three ships arrived in Hong Kong Friday, March 30. From there they sailed for Yokosuka, Japan, thence via Adak, Alaska, to their home base at Esquimalt, to arrive April 19.—R.G.N.



The night before HMCS *Assiniboine* crossed the Equator in the Indian Ocean a few weeks ago, an assortment of strange beings (including a beautiful blonde mermaid) came on board to warn the ship's company to be prepared to pay proper respects to the monarch of the deep. The next day His Bearded Majesty King Neptune and Her Rotund Majesty Queen Amphitrite held court on board the ship. In the picture at the left are PO N. E. Bowman, Ldg. Sea. E. A. Morran and AB W. C. Greig and, at the right, in the role of Their Majesties are Lt. John O'Neill and CPO F. M. Watson. (CCC2-713; CCC2-737)

Home from the Sea



Officers Chosen By London NOA

Barry Kelly was elected president of the London and District Naval Officers' Association at the mid-April annual meeting at HMCS *Prevost*, the London, Ontario, naval division.

The same meeting saw Captain John Hunter, RCNR (Ret), presented with a life membership in the association and William Milroy given an NOAC tankard.

Other officers elected were: Van Laughton, first vice-president; David Jackson, second vice-president; Ben Macrae, secretary, and directors Archie MacLachlan, Douglas Paddell, W. A. Childs, Ben Bloch-Hansen, Howard Dunn, James Farmer, Mark Travers, Richard Triance, Mel Hatch and Dr. W. R. Fry.

Three Clubs Join Naval Association

Three more clubs from the Maritimes—Truro, Nova Scotia, and Moncton and Dalhousie, New Brunswick—have affiliated with the Canadian Naval Association, it was reported at the quarterly meeting of CNA directors in Kingston in April.

The large attendance of delegates and visitors was evidence of the continued and growing interest in the comparatively young association. The host club was the *Cataraqui* Naval Veterans' Association.

Reports from affiliated clubs showed continuing activity in community work in addition to the growth and strengthening of the naval veterans' movement.

All clubs reported definite plans to join in the observance of Battle of the Atlantic Sunday as well as in diversified functions during Navy Week immediately following.

Discussion has begun already on how the association can best share in the observance of the Canadian centennial in 1967.

The next meeting of the CNA will be the annual meeting and election of officers at Peterborough in June. Questions still to be settled and likely to be discussed at that time are plans for Warriors' Day participation at the Canadian National Exhibition and choice of a national emblem for the CNA.—S.R.P.

Club Considers Navy Week Role

Participation in Battle of the Atlantic Sunday commemorative services and in Navy Week activities ranked high in the spring program of the Naval Club of Toronto.

The club holds regular Saturday night dances and operates a highly competitive dart league. The "Irish Night" dance, held on St. Patrick's Day, was reported to have been particularly successful.

The annual election was held on March 13 and officers for 1962 were installed at a general meeting on April 11. They are as follows: James Fleming, president; Jack Lavery, first vice-president; Johnny Cox, second vice-president; Murray Farrell, secretary; Bob Johnstone, treasurer; Jack Jarvis, entertainment chairman; Norm Hurdman, sports Chairman; Vic Otten, house chairman; Ivor Rowe, welfare chairman; Jack Dean, master-at-arms, and "Tubby" McCallum, parade marshal.

The secretary reported that a few seats are still available for the club's chartered flight to Britain in late August.

Letter to Editor

Dear Sir:

I am writing in the hope that I have a bit of information that might interest the RCN and RCNR etc.

At Hamilton we have started a branch of the Royal Marine Association. This is the only branch of its kind in Canada. We have been in existence for approximately a year and are coming along quite well.

Our branch meetings and socials are held at HMCS *Star*, with the help and encouragement of Captain Houghton, CO of *Star*, on the first Saturday of the month.

At present we have 30 members, all ex-Royal Marines. As is common to all service clubs, we are always on the lookout for new members. We can accept as members all Argyll and Sutherland Highlanders, ex-U.S. Marine Corps and anyone who has served with the Royal Marines, including RCN personnel.

The executive staff of the branch is as follows: James F. Marr, president; Eric Lewis, secretary-treasurer, and Dave McIntosh, John Towey, Hugh Ferrie and Walter Evans.

The branch is indebted to Mr. Ray Sonon of the "Calling all Britain" show, CFRB radio station, Toronto, for his efforts on our behalf and also to Mr. Frank Keen of the "Anchor, Jeep and Wing" column in *The Hamilton Spectator*.

Until now we have been on parade only once, and that was for Armistice Day. According to reports that we received our bearing has not diminished since leaving the Corps. As a matter of fact, it was as though we had never left it.

Our objective is to have our own branch building, to establish *esprit de corps*, fellowship and loyalty engendered by service in the Corps, and to help any Royal Marine (past or present) in any difficulty which may arise.

I have one task that is strictly my own, and that is to try and find out why Canada has not a Royal Canadian Marine Corps of its own!!!! We could surely use an outfit like a Marine Corps.

Well, sir, that is all I can think of saying right now, except to wish all RCN types the very best and the same to any ex-Marines serving in the Navy.

Yours truly,
JAMES F. MARR

865½ King St. East,
Hamilton, Ontario.

RETIREMENTS

CPO DONALD PETER CAMPBELL, C2RM4, of Halifax; joined March 2, 1937; served in *Stadacona*, *HMS Victory*, *Restigouche*, *Saguenay*, *Skeena*, *HMS Dominion*, *Windflower*, *Venture*, *St. Hyacinthe*, *Hochelaga II*, *Montreal*, *Avalon*, *Hespeler*, *Asbestos*, *St. Therese*, *Scotian*, *Albro Lake* radio station, *Nootka*, *La Hullose*, *Quebec*, *Cornwallis*; awarded CD; retired March 1, 1962.

CPO BRUCE EMMERSON COLEGRAVE, C1FC4; of Camrose, Alta.; joined Sept. 13, 1937; served in *Naden*, *Fraser*, *Stadacona*, *Assiniboine*, *HMS Victory* (Excellent), *Venture*, *Skeena*, *Avalon*, *Niobe*, *Ottawa*, *HMS Jamaica*, *Peregrine*, *Ontario*, *Sioux*, *Beacon Hill*, *Sussexvale*, *Stettler*, *Jonquiere*; awarded RCN Long Service and Good Conduct Medal; retired March 28, 1962.

CPO WARRINGTON THOMAS COPE, C2HT4, of Hamilton, Ontario; joined RCNR Nov. 2, 1939; transferred to RCN Sept. 12, 1944; served in *Stadacona*, *Alachasse*, *Marie Theresa*, *Vison*, *Protector*, *Husky*, *Avalon*, *Cap de la Madeleine*, *Peregrine*, *Scotian*, *Warrior*, *Niobe*, *Magnificent*, *Shearwater*, *Bonaventure*, *Inch Arran*; awarded CD; retired March 21, 1962.

CPO HENRY DORIAN PETER HOPE, C2AM4, of Armstrong, B.C.; joined March 24, 1941; served in *Naden*, *Stadacona*, *Beaver*, *Niagara*, *Sudbury*, *ML 050*, *Venture*, *ML 113*, *Niobe*, *Midge*, *65th MTB Flotilla*, *Peregrine*, *Cornwallis*, *Warrior*, *Scotian*, *HMS Daedalus*, (19 CAG, 825 Squadron), *Magnificent*, *Shearwater*, *Bytown*, *Bonaventure*; awarded CD; retired March 23, 1962.

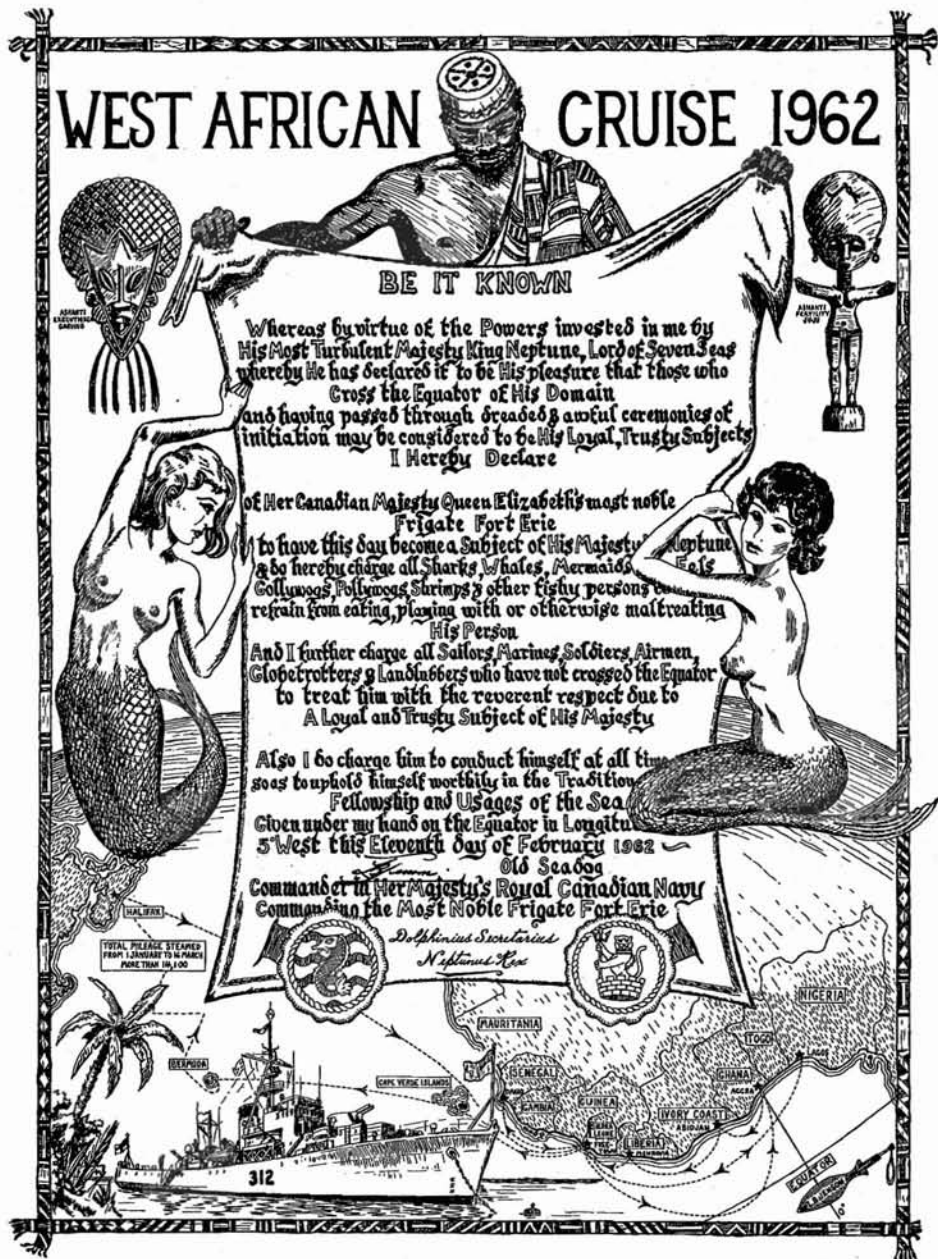
CPO SIDNEY EDWARD ANTHONY KEAST, C2BN4, of Devonport, England; joined Jan. 16, 1940; served in *Naden*, *Stadacona*, *Lila G.*, *Saskatoon*, *Gaspe*, *St. Laurent*, *Niobe*, *Kootenay*, *Ettrick*, *Avalon*, *Forest Hill*, *Peregrine*, *Cornwallis*, *Q 121*, *Scotian*, *Warrior*, *Iroquois*, *Swansea*, *La Hullose*, *Swansea*, *Magnificent*, *Penatang*, *Outremont*, *Micmac*, *Shearwater*, *Cap de la Madeleine*; awarded CD; retired March 14, 1962.

CPO FREDERICK BASIL KELLY, C2HA4, of Toronto, Ontario; served in RCNVR Jan. 13, 1942, to Jan. 9, 1946; joined RCN March 5, 1946; served in *York*, *Stadacona*, *Cornwallis*, *Niobe*, *Lunenburg*, *Restigouche*, *Protector*, *Fredericton*, *Avalon*, *Peregrine*, *Gloucester*, *Naden*, *Athabaskan*, *St. Therese*, *Ottawa*; awarded CD; retired March 7, 1962.

CPO DUNCAN JAMES KENNEDY, C1WS4, of Victoria; joined March 8, 1937; served in *Naden*, *Skeena*, *St. Laurent*, *HMS Victory*, *Assiniboine*, *Saguenay*, *Stadacona*, *Comox*, *Cornwallis*, *Ottawa*, *Peregrine*, *Niobe*, *Ontario*, *Cayuga*; awarded Long Service and Good Conduct Medal; retired March 7, 1962.

CPO THOMAS WILLIAM RAYSON, C2WR4, of Prince Albert, Sask.; joined March 24, 1941; served in *Naden*, *Stadacona*, *Niobe*, *Athabaskan*, *St. Thomas*, *Avalon*, *Unicorn*, *Uganda*, *Royal Roads*, *Cornwallis*, *Ontario*, *Creasant*, *Venture*, *Saguenay*; awarded CD; retired March 23, 1962.

CPO CONSTAN SANSONE, C1WU4, of Hamilton, Ont.; joined March 15, 1937; served in *Stadacona*, *St. Laurent*, *Skeena*, *Pasteur*, *Cornwallis*, *HMS Georgetown*, *Niobe*, *HMS Marlborough*, *HMS Jamaica*, *Peregrine*, *Ontario*, *Haida*, *Naden*, *Quebec*, *Star*, *Nootka*, *Stadacona*, (6th Submarine Squadron); awarded Long Service and Good Conduct Medal; retired March 14, 1962.



It took a slight detour to do it, but the *Fort Erie* crossed the Equator during her cruise to six West African countries early this year. This was recorded on the cruise certificate drawn by Cdr. L. B. Jenson, commanding officer of the *Fort Erie* and senior officer of the Seventh Canadian Escort Squadron.

CPO REGINALD MORAN SMITH, C2HT4; of Halifax; joined RCNVR June 26, 1942; transferred to RCN Sept. 22, 1944; re-entered RCN March 13, 1952; served in *Stadacona*, *Avalon*, *Scotian*, *Peregrine*, *Provider*, *RCNAS Dartmouth*, *Bytown*, *Magnificent*, *Shearwater*, *Huron*, *Brunswick*, *Cape Scott*, *Huron*; awarded CD; retired March 12, 1962.

CPO THOMAS HENRY TORRENTS, C2RP3, of Kingston, Ont.; joined RCNVR Feb. 20, 1940; served in RCN May 6, 1940-Aug. 22, 1947; re-entered RCN July 18, 1949; served in Kingston naval division, *Naden*, *Stadacona*, *HMS Dominion*, *Skeena*, *Avalon*, *Sackville*, *Niobe*, *Huron*, *St. Hyacinthe*, *Uganda*, *Scotian*,

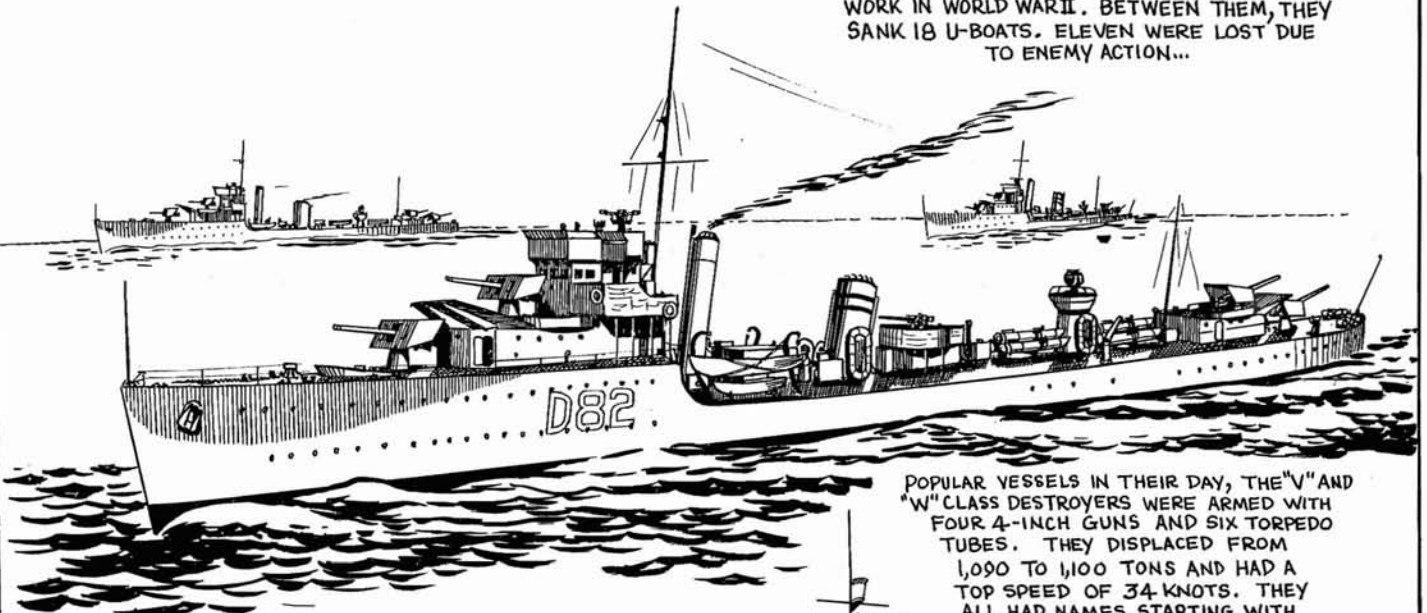
RCNAS Dartmouth, *Catarauqui*, *Magnificent*, *York*, *Niobe*, *HMS Dryad*, *Quebec*, *Bonaventure*, *Restigouche*; awarded CD; retired March 30, 1962.

CPO ROBERT WEBBER, C1BN4, of Prince Rupert, B.C.; joined March 8, 1937, served in *Naden*, *Skeena*, *St. Laurent*, *Armentieres*, *Nootka*, *Comox*, *Stadacona*, *Ottawa*, *Kamsack*, *Givenchy* (CN 380), *Givenchy* (CN 382), *Swansea*, *Peregrine*, *Charlottetown*, *Rockcliffe*, *Antigonish*, *Griffon*, *Cayuga*, *Porte Quebec*, *Cornwallis*, *Sioux*, *Margaree*, *Patriot*; awarded Mention in Despatches Nov. 17, 1949, Long Service and Good Conduct Medal; retired March 7, 1962.

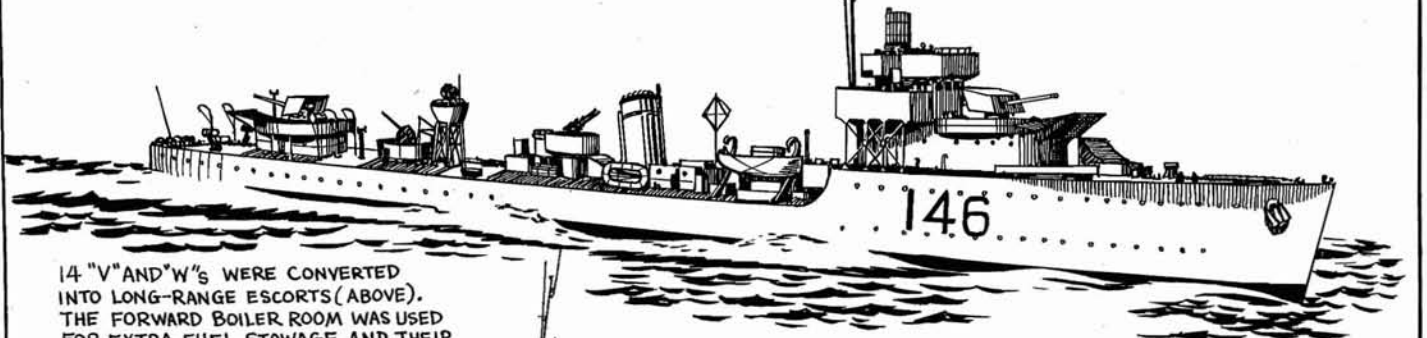
Naval Lore Corner

Number 105 THE VENERABLE "V" AND "W"s...

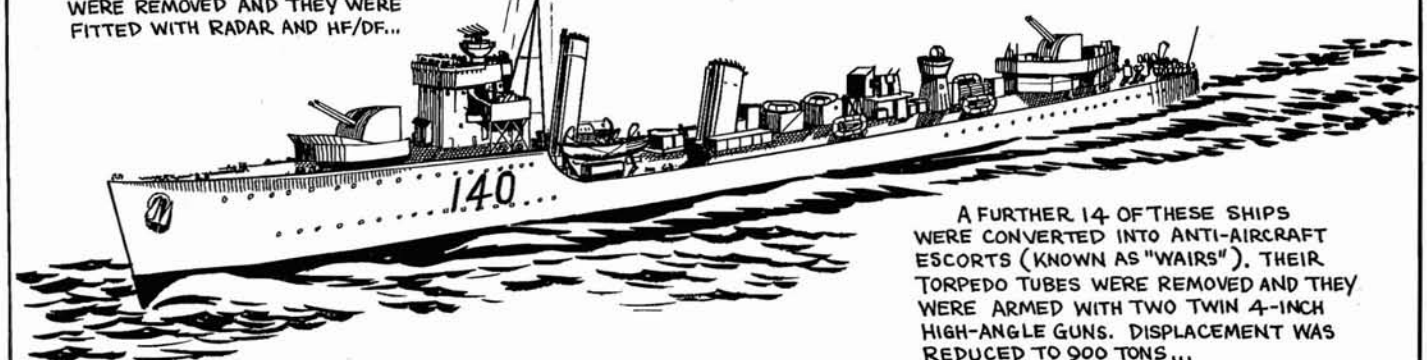
THESE FAMOUS DESTROYERS, OF WHICH THERE WERE OVER 50, WERE DESIGNED IN THE 1914-18 WAR AND SOME SAW SERVICE IN THE FINAL YEAR OF HOSTILITIES. THEY FORMED THE BACKBONE OF THE BRITISH DESTROYER FORCE AFTER THE WAR AND PROVIDED THE BASIC DESIGN FOR SUCCEEDING CLASSES. 40 SURVIVED TO PERFORM VALUABLE WORK IN WORLD WAR II. BETWEEN THEM, THEY SANK 18 U-BOATS. ELEVEN WERE LOST DUE TO ENEMY ACTION...



POPULAR VESSELS IN THEIR DAY, THE "V" AND "W" CLASS DESTROYERS WERE ARMED WITH FOUR 4-INCH GUNS AND SIX TORPEDO TUBES. THEY DISPLACED FROM 1,090 TO 1,100 TONS AND HAD A TOP SPEED OF 34 KNOTS. THEY ALL HAD NAMES STARTING WITH THE LETTERS "V" OR "W".



14 "V" AND "W"s WERE CONVERTED INTO LONG-RANGE ESCORTS (ABOVE). THE FORWARD BOILER ROOM WAS USED FOR EXTRA FUEL STOWAGE AND THEIR SPEED WAS REDUCED TO 24.5 KNOTS. THE TORPEDO TUBES AND HALF THE GUNS WERE REMOVED AND THEY WERE FITTED WITH RADAR AND HF/DF...



A FURTHER 14 OF THESE SHIPS WERE CONVERTED INTO ANTI-AIRCRAFT ESCORTS (KNOWN AS "WAIRS"). THEIR TORPEDO TUBES WERE REMOVED AND THEY WERE ARMED WITH TWO TWIN 4-INCH HIGH-ANGLE GUNS. DISPLACEMENT WAS REDUCED TO 900 TONS...

Roger Duhamel

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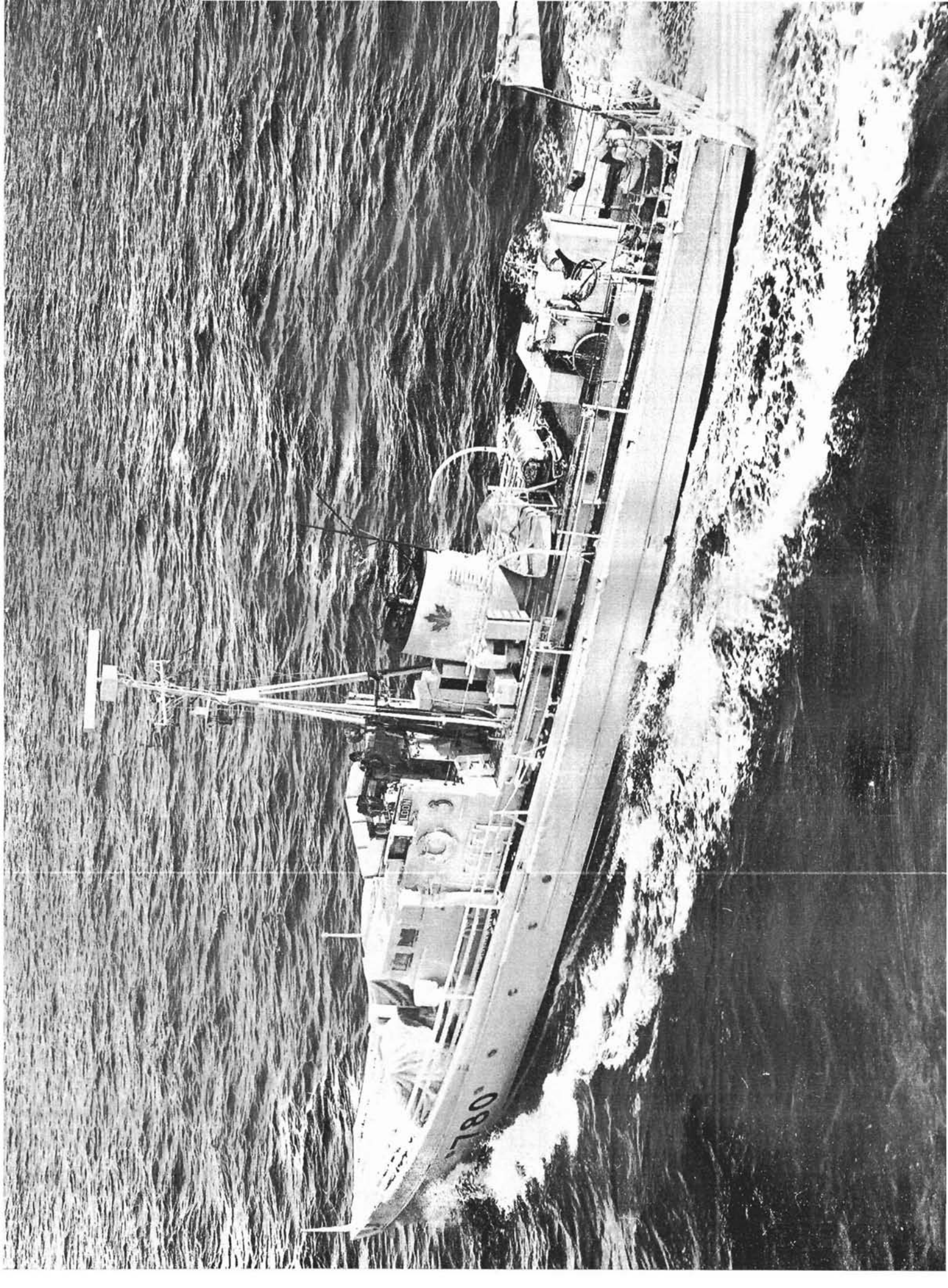
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The CROWSNEST





The CROWSNEST

Vol. 14 No. 8

THE ROYAL CANADIAN NAVY'S MAGAZINE

JUNE 1962

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The Cover—This study in light and shadow—and deliberately distorted perspective—is from the camera of Terry Waterfield, staff photographer for *The Halifax Chronicle-Herald*. One effect of the telephoto lens used for the picture is to make the *Bonaventure* appear almost as short as the destroyer escorts secured fore and aft. The photograph is reproduced here with Mr. Waterfield's kind permission.

LADY OF THE MONTH

Among the smallest and busiest commissioned ships in the RCN are the Bird class patrol vessels. Take, for example, HMCS *Loon*, whose picture appears on the opposite page. During the past few months she has carried out search and rescue operations (including standing by the stranded freighter *Suerte*), served as tender to HMCS *Scotian*, the Halifax naval division, and run innumerable errands.

The *Loon* knows what it is like to navigate the famous Reversing Falls at Saint John, New Brunswick, and she would have been the first to sail from Halifax to Ottawa this summer if the canal around the Long Sault, near Hawkesbury, Ontario, had not been obstructed by a new power dam. However, the rest of her summer training and goodwill cruise was unaffected and she was to visit more than a dozen St. Lawrence River and Gulf ports during June and early July. (DNS-28550)

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, Ont.



When an air squadron goes on board the *Bonaventure* for duty, it brings a lot of new faces with it—those who fly and those who keep 'em flying. This picture of the officers and men of VS 880, Tracker anti-submarine squadron, was taken last February at San Juan, Puerto Rico, during winter exercises. (BN-4613)

Sikorsky Picks Up Injured Seaman

A Sikorsky helicopter from Utility Squadron 21 at *Shearwater* airlifted an injured electrician on May 15 from the *Sambro* light ship off the Halifax harbour approaches to the naval air station.

G. M. Burke, with a badly cut hand, was treated by a local doctor and did not require hospitalization.

The pilot of the helicopter was Lt. George Nickson; the co-pilot, Sub-Lt. W. A. Cook, and the aircrewman, AB M. L. Marshall.

Frigates to Sail Northern Seas

Without benefit of icebreakers, tankers or supply ships, five frigates of the Ninth Canadian Escort Squadron will steam more than 5,000 miles in northern seas this summer, making only one stop for fuel at Churchill, Hudson Bay port. Here they will take on fuel oil before starting the 2,200-mile return voyage to Halifax.

On board the five frigates will be 140 cadets of the University Naval Training Division from all parts of Canada. The college students, as part of their 17 weeks' summer training, will be among the 800 officers and men taking part in the cruise.

The ships are the frigates *Cap de la Madeleine*, *La Hullose*, *Swansea*, *Lauzon* and *Buckingham*.

Two other UNTD cruises, each with a different group of cadets, were scheduled for the ships of the Ninth Squadron. Cruise "Alfa", (May 21 to June 23), was to include visits to Saint John, N.B.,

Shelburne and St. Margaret's Bay, near Halifax.

The second cruise (June 24-July 28), will take the cadets overseas. The northern and final UNTD cruise will extend from August 13 to September 7.

A Letter from David

Dear Sir:

Though I am only 11 years old, I am thinking of joining the Royal Canadian Navy. When and if I ever get there I would like to know more about it. Will the navy build any more aircraft carriers such as *HMCS Bonaventure*? What is the gross tonnage of the *Bonaventure*? Are our destroyer escorts really ultra-modern? How old do you have to be to join the navy?

Please answer this letter because I have been bothered by these questions for months. I also want you to know that, even though our navy is not the largest in the world, no one could make me think that any is any greater.

Inside I am enclosing five cents. It isn't much but I hope you will put it to good use with other funds.

Goodbye for now,
DAVID B . . .

NOTE: In case the Receiver-General of Canada may wonder what became of that nickel, it was returned, along with answers to his questions, to the Ontario schoolboy who wrote the letter.—Ed.

Educators Tour Naval Base

Cornwallis was host to 29 university and school principals from the Province of Quebec on April 26 and 27. The purpose of the tour was to familiarize them with the naval environment and the RCN training methods with a view to enabling high school principals and teachers to counsel students seeking a career in the RCN.

The group witnessed all phases of New Entry Training, including kit inspections and ceremonial divisions as well as many sports competitions. They were given lectures on the classification system and on-the-job training in the RCN, the training provided by Communications Division, and a description of courses carried out by the Leadership Division.

Cornwallis Band And Guard Busy

The band and parade training staff at *Cornwallis* are busily engaged in another active summer of presenting Sunset Ceremonies.

The first presentation was scheduled for June 2 at Kentville, Nova Scotia in the Annapolis Valley Apple Blossom Festival. From June 8 to 15, performances were to be given in Boston as part of the Nova Scotia Tourist Bureau's program to publicize Nova Scotia.

Once again the band and guard will participate in the national capital's Dominion Day celebration with a dress rehearsal on Ottawa's Parliament Hill on Saturday June 30 and a performance at the Sunset Ceremony on July 2 in the presence of His Excellency the Governor-General.

On August 4, presentation will be given at Lawrencetown Agricultural Exhibition and on August 6 at the Annapolis Natal Day in Annapolis, Nova Scotia.

The summer's activities will be concluded at the Nova Scotia Fisheries Exhibition in Lunenburg on September 12.

Chaplain of Fleet Awarded Degree

The honorary degree of Doctor of Divinity was conferred on Chaplain of

the Fleet (P) Harry Ploughman, Deputy Chaplain General, at the convocation of the University of King's College in Halifax on May 10.

Another maritime university, Acadia, at Wolfville, N.S., similarly honoured Rev. Dr. E. G. B. Foote, Chaplain General (P) of the Armed Forces.

Canon Ploughman was born in Newfoundland and studied for the ministry at King's College. He joined the RCN in 1941 and served both in Halifax and overseas during the Second World War, returning to the Fredericton Diocese in 1945.

He re-entered the Navy in 1948 and has since served as Command Chaplain on either coast and at sea in the *Haida* and *Huron*. He has served at Naval Headquarters since August 1957.

Chaplain of the Fleet Ploughman was appointed a canon of the Anglican Communion of the Armed Forces in August 1961 and became Chaplain of the Fleet (P) and Deputy Chaplain General (P) of the armed Forces in February of this year.

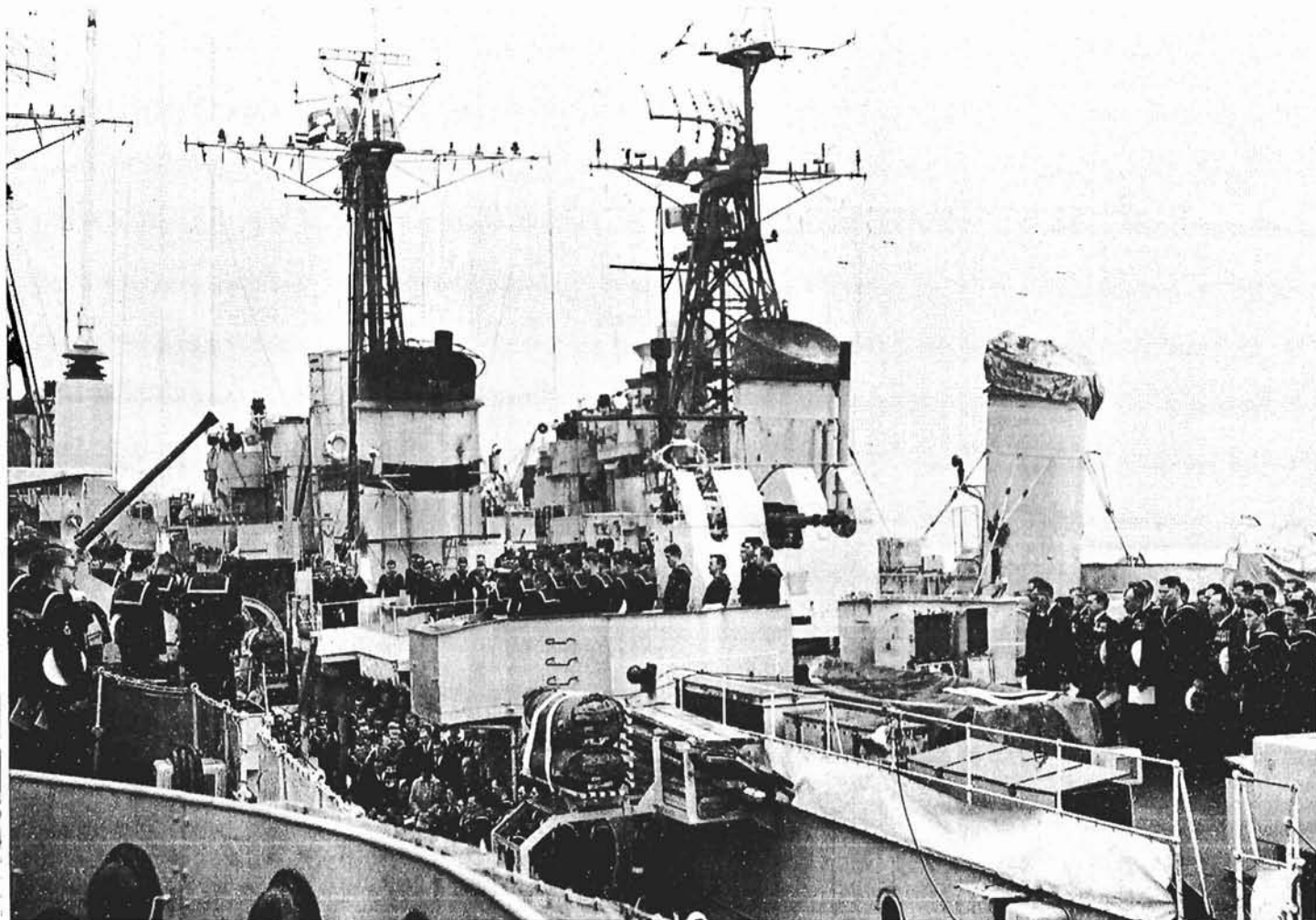
Stettler Wins Double Honours

HMCS *Stettler*, member of the Pacific Command's Fourth Canadian Escort Squadron, is a proud ship—and for good reason.

On the morning of April 27 the frigate was formally presented with two coveted awards: The Pacific Command Sonar Proficiency Trophy and the Admiral L. W. Murray Trophy, awarded annually to the ship with the highest gunnery efficiency marks throughout the Royal Canadian Navy.

Rear-Admiral E. W. Finch-Noyes, Flag Officer Pacific Coast, presented the two trophies to the ship at a special ceremony held on the frigate's quarter-deck. Members of the ship's company formed a hollow square to witness the presentation ceremony.

The ship's sonar team is under the direction of Lt. William Panteluk and in charge of the frigate's gunnery team is Sub-Lieut. Anton F. Smith. The *Stettler's* commanding officer is Lt.-Cdr. H. Vondette.



Sailors are shown in prayer on the upper decks of the destroyer escorts Iroquois, Sioux and Nootka during Battle of the Atlantic Sunday religious services in port at Halifax. This was their way of honouring the memory of the thousands who perished at sea in the Second World War during the long Atlantic battle.

The *Stettler* won the Command Sonar Proficiency Trophy last year; and again in 1954 when she was attached to the Atlantic Command in Halifax. It marks the first time she has captured the RCN gunnery award. The *Stettler* is the only ship of the RCN to have won both awards for the same year.

Commodore Dillon Naval Comptroller

Commodore Charles Joseph Dillon has been appointed Naval Comptroller and a member of the Naval Board effective July 3. He will be promoted to the rank of Rear-Admiral on taking up his new appointment.

He succeeds Rear-Admiral Rupert A. Wright, of Ottawa and Victoria, who has proceeded on retirement leave.

Commodore Dillon has served as Senior Naval Officer St. Lawrence River Area, with headquarters in Montreal, since January of this year.

Born in Montreal, Commodore Dillon entered the former RCNVR as a cadet in 1931. At the outbreak of the Second World War he went on active service, held supply and secretarial appointments ashore and served as supply officer in the auxiliary cruiser *Prince Henry* and the Canadian-manned aircraft carrier *HMS Nabob*.

Commodore Dillon transferred to the permanent force in 1944 while serving in *HMCS Avalon*, RCN establishment at St. John's, Newfoundland.

In November 1945 he went to Naval Headquarters and two years later was appointed Naval Secretary. In July 1950 he became the Command Supply Officer, Atlantic Coast.

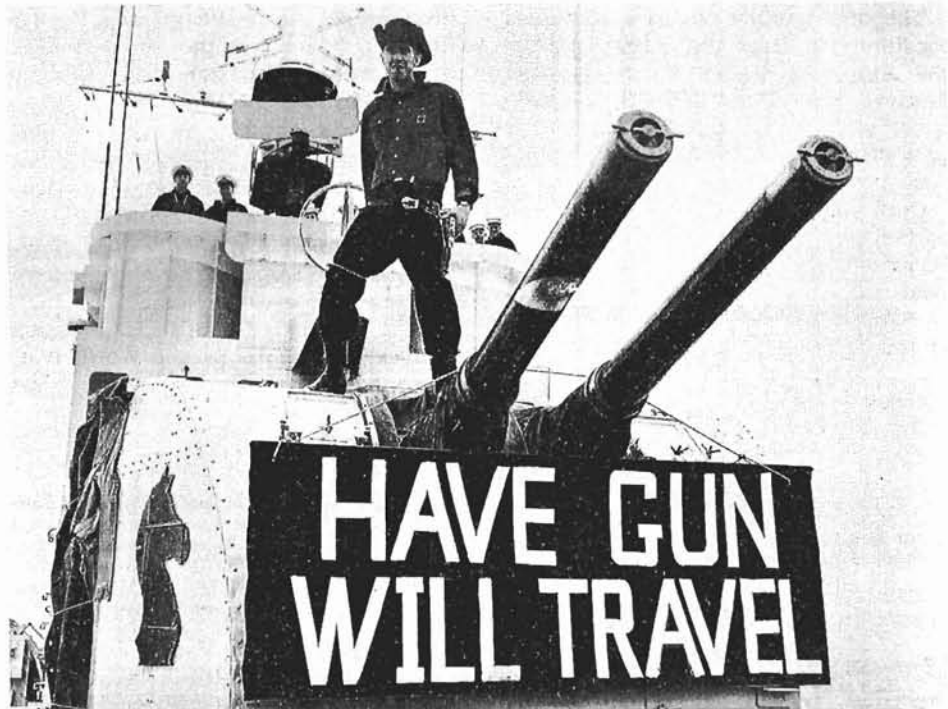
Commodore Dillon held the appointment of Supply Officer-in-Chief at Naval Headquarters from August 1955 until November 1960 and then attended the Imperial Defence College, London, England.

PRESIDENT PAYS SACLANT VISIT

President John F. Kennedy paid tribute to NATO's Allied Command Atlantic in mid-April by visiting its international headquarters in Norfolk, Virginia.

Accompanied by the Supreme Allied Commander Atlantic, Admiral Robert L. Dennison, USN, he met with senior officers on the SACLANT staff within the area around which the flags of the 15 NATO nations fly.

After greeting the senior nationals of the staff, President Kennedy signed the SACLANT guest book on the historic table upon which the Atlantic Charter was outlined some 20 years ago on



The frigate *Stettler* was on a Venture cadet training cruise to Mexican and southern U.S. waters when it was learned she had been recognized as the shootingest ship in the RCN and had, accordingly, won the L. W. Murray Gunnery, Proficiency Trophy for 1961. In celebration of the triumph, Ldg. Sea. David Woodruff was rigged up as television's gun-slinging Paladin. The same ship won the Pacific Command Sonar Proficiency Trophy. (CCC4-1094)

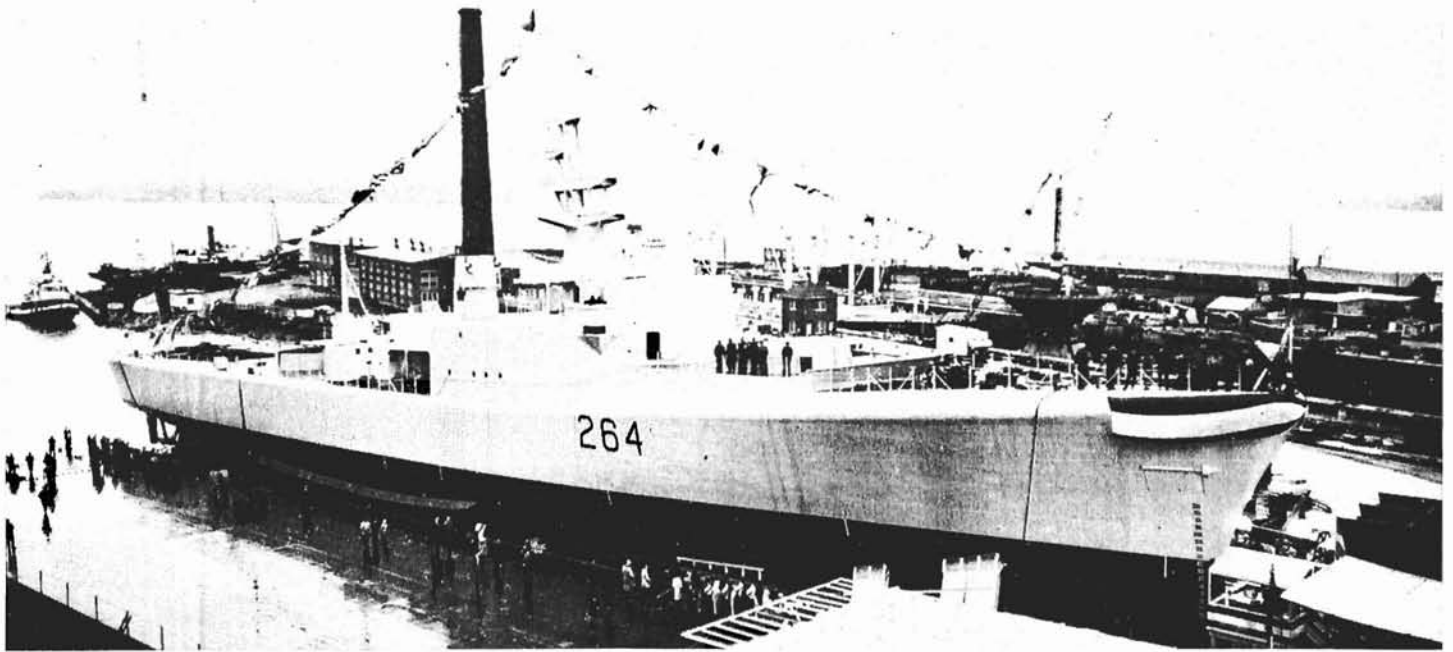


These are the officers and men who flew with HS 50, anti-submarine helicopter squadron, during winter exercises in the Caribbean early this year. (BN-4607)

board the *USS Augusta*. He is the second president to sign a document on this table—the first was President Franklin D. Roosevelt.

Earlier, in a 10th anniversary message to the Allied Command Atlantic, the President said, "Ten years ago today, the Headquarters of the Supreme Allied Commander Atlantic was established at Norfolk, Virginia. This Headquarters, a

part of NATO, is the only international headquarters ever set up in peace time on this continent. It has quietly and efficiently carried out the vital work of training Allied Naval Forces for their war-time tasks. Their mission is to provide security of the North Atlantic Ocean and North Sea Area is vital to us and our Allies in the North Atlantic Treaty Organization . . ."



It is simply not true that the destroyer escort Qu'Appelle has the tallest funnel in the Navy—although it may take more than a casual inspection to convince oneself of this. More apparent are the smooth lines that have become the trademark of the Royal Canadian Navy's new ships. The picture was taken on May 2 at Lauzon, Quebec, on the occasion of the naming of the ship by Mrs. Diefenbaker, wife of the Prime Minister. (ML-10970)

The Launching of the Qu'Appelle

THE MACKENZIE class destroyer escort *Qu'Appelle* (DDE-264) was launched May 2 by Mrs. Diefenbaker, wife of Prime Minister John Diefenbaker, at Davie Shipbuilding Limited, Lauzon, Quebec.

The *Qu'Appelle* is the fifth of six Mackenzie class destroyer escorts to be launched.

As the champagne bottle smashed against *Qu'Appelle's* hull the ship began moving down the slip towards the water for what was described as a "perfect launch."

Despite the sound of more than 200 cheering spectators and the band of the Royal 22nd Regiment, bystanders say they heard Mrs. Diefenbaker comment: "I certainly gave her a good push, didn't I?"

At the launch site, speakers introduced by T. R. McLagan, chairman of Davie Shipbuilding, were Hon. Pierre Sevigny, Associate Minister of National Defence, and Commodore S. M. Davis, Director General of Ships, who represented Rear-Admiral J. B. Caldwell, Chief of Naval Technical Services.

Commodore Davis read a letter to the guests from His Worship A. W. Ferguson, Mayor of Qu'Appelle, Sask., which said:

"On behalf of the citizens of this historic Town of Qu'Appelle, I wish to ex-

press their gratification and to tender congratulations on the naming of one of Her Majesty's Ships, Royal Canadian Navy, *Qu'Appelle*.

"May God in His mercy grant safe and peaceful passage to all who serve therein."

The following day Vice-Admiral H. S. Rayner, who was present at the ceremony, replied by wire to Mayor Ferguson:

"Thank you and the citizens of the Town of Qu'Appelle for your kind message on the occasion of launching the destroyer escort *Qu'Appelle*. I am pleased to inform you that the ship took the water successfully at 5.55 pm Wednesday, May 2. We in the RCN are proud indeed that one of our ships will once more bear the historic name *Qu'Appelle*."

All the new destroyer escorts are named after famous Canadian rivers. In this instance both town and ship are called after the picturesque Qu'Appelle River, which winds through a deep, lake-studded valley across southern Saskatchewan.

Before the naming and launching, the ship was blessed by Chaplain of the Fleet (P) Harry Ploughman and Chaplain of the Fleet (RC) J. E. Whelly.

During the evening a reception and dinner were held in the Chateau Frontenac, Quebec City.

At the dinner, Mr. McLagan introduced Mrs. Diefenbaker who spoke briefly then presented the ship's bell from the original HMCS *Qu'Appelle* to Cdr. E. W. Kimmerly, Principal Naval Overseer Quebec.

Mrs. Diefenbaker said the bell was used at their summer cottage to "recall a certain fisherman I know" when he was needed. She asked Cdr. Kimmerly to keep the bell until the *Qu'Appelle* was commissioned, then to ensure it was properly fitted.

Mrs. Diefenbaker later explained she and the Prime Minister had received the bell for signal purposes through the efforts of a former naval steward employed at their residence.

Mr. Sevigny, Minister of Mines Jacques Flynn, MP for Quebec East, and Vice-Admiral Rayner spoke during the dinner.

The *Qu'Appelle* is the second ship in the RCN to bear that name.

The first *Qu'Appelle* was a River class destroyer built for the Royal Navy. She was commissioned into the RN as HMS *Foxhound* on June 21, 1935. She was transferred to the RCN and was commissioned as HMCS *Qu'Appelle* on February 8, 1944. The *Qu'Appelle* was turned over to the War Assets Corporation on April 14, 1947, for disposal.

The new *Qu'Appelle* is expected to be commissioned next year.

Vice-Admiral H. E. Reid Dead

THE ASHES of the late Vice-Admiral Howard E. Reid, former Chief of the Naval Staff, were committed to the deep from the quarter-deck of HMCS *Fraser* on Monday, May 7. The committal service, held while the ship was near Race Rocks, was conducted by Chaplain (P) Ivan Edwards, Command Chaplain.

Admiral Reid died in Victoria on May 3 at the age of 64 years.

Born in Portage du Fort, Quebec, he received his early education at Ashbury College, Ottawa, and entered the second term of the Royal Naval College of Canada at Halifax in January 1912.

During the First World War he served in the cruisers HMS *Berwick* and HMCS *Rainbow* and in RN destroyers. For three years after the war he served in HMS *Titania*, submarine flotilla depot ship on the China Station.

Admiral Reid's first sea command was the destroyer HMCS *Patriot*, from 1923 to 1925. He attended the Royal Naval Staff College in 1931 and held senior appointments afloat and ashore prior to his appointment as Commanding Officer, Atlantic Coast, in 1939.

In 1940 he became Vice-Chief of the Naval Staff and Canadian Naval Member of the Canada-United States Joint Board on Defence. This was followed in 1942 by his appointment as Flag Officer Newfoundland Force, with headquarters at St. John's.

From 1943 until his appointment as Chief of the Naval Staff in February 1946, he served as Naval Member of the Canadian Joint Staff in Washington, D.C. He retired in September 1947.

He was appointed to be a Companion of the Most Honourable Order of the Bath in January 1944, the honour being bestowed on him for "his contribution to the war effort, particularly in regard to the vast expansion of eastern naval ports, as well as the Royal Canadian Navy as a whole."

Admiral Reid was awarded the U.S. Legion of Merit in January 1946 "for meritorious service during the war."

A sidelight of his career and one concerned, with a subject very much in the news today was his association with the late F. W. (Casey) Baldwin in hydrofoil development.

Following the death of Dr. Alexander Graham Bell, who had designed a hydrofoil craft that attained a speed of

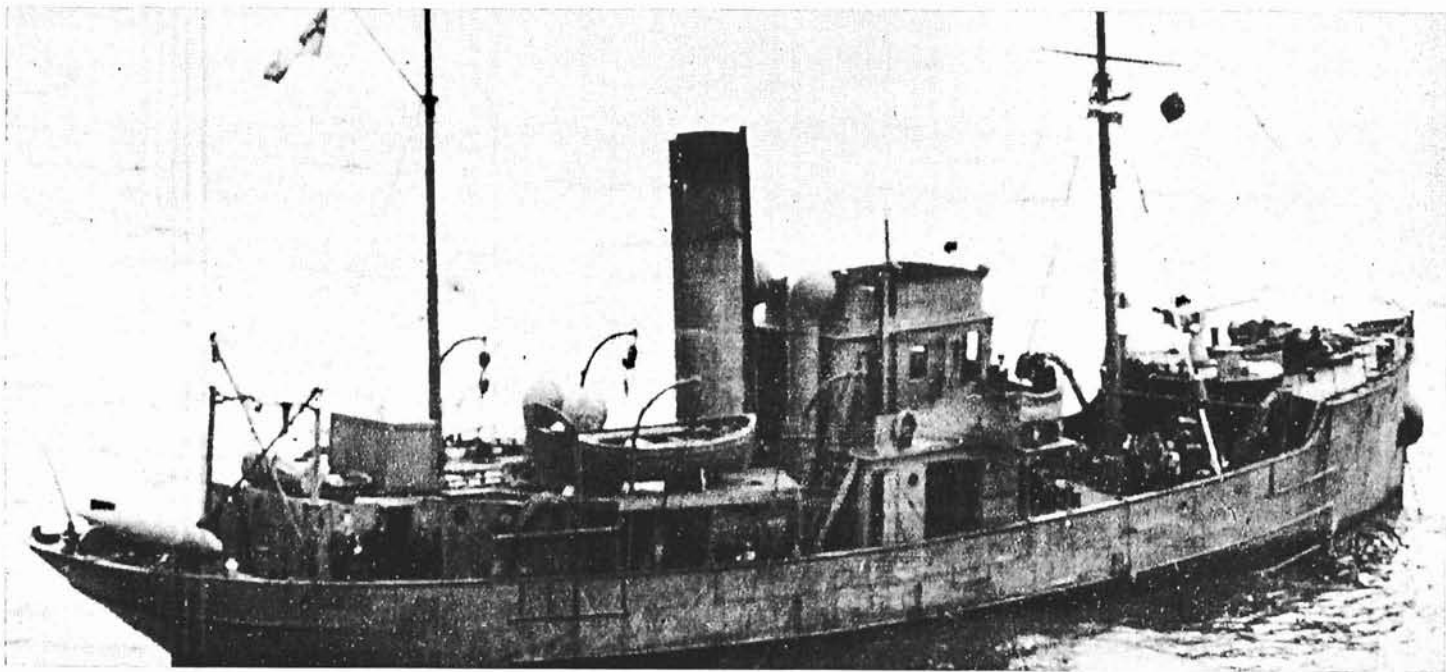


VICE-ADMIRAL HOWARD EMERSON REID, CB, RCN

70 knots, his associate, Casey Baldwin, continued the experiments and designed a hydrofoil gunnery target which could be towed at high speed.

A small-sized model of this was built. The *Patriot*, under the command of Admiral (then Lieutenant) Reid, was invited to try and destroy it with gun-

fire. On one occasion, the *Patriot* directed 85 rounds at the target and scored upwards of 60 hits. The target suffered little damage and was still towing well at the end of the exercise. Baldwin's target design was to prove its usefulness in RCN gunnery training during the Second World War.



HMCS Bras d'Or, lost with all hands in 1940. (CN-6136)

The Ship Portrait Search

NEARLY four years ago, *The Crow's-nest* ran a list of 92 RCN warships of the Second World War of which no pictures existed in Naval Headquarters' files.

As time went by, more and more of these pictures were brought to light—large numbers in the first few weeks after the article appeared in the August 1958 issue and lesser numbers for many months afterward. Photographs of all but three of the listed ships turned up.

However—

The search disclosed a number of interesting facts. In a small number of cases, it was found that certain pictures were not what they pretended to be. The most important instance of this concerned the frigate *Valleyfield*, which was lost in May 1944. The only known picture of the *Valleyfield* turned out not to be of her at all. The same photograph turned up in the files properly

labelled as another ship. Wartime regulations, which required the removal of all pennant numbers from ships, photographs before publication made the error possible. A picture of HMCS *Valleyfield* is still required.

Just as surprising as the fact that it has not been possible to locate a picture of the *Valleyfield* is the case of HMCS *La Hullose*, still serving with the RCN but vastly modified in appearance from wartime days. No picture of the *La Hullose* as she appeared during the Second World War has been found.

Another thing that happened was that as the search for missing pictures continued, more names were added to the list. One of these was a case similar to that of the *La Hullose*. No wartime portrait of the *Whitthroat*, now serving as an auxiliary vessel in the Pacific Command, has been found.

Here is a check list of Second World War ship pictures still required. The names are followed by their wartime pennant numbers.

<i>Baffin</i> (T-275)	<i>Magdalen</i> (T-279)
<i>Catiff</i> (T-278)	<i>Manitoulin</i> (T-280)
<i>Ironbound</i> (T-284)	<i>Miscou</i> (T-277)
<i>Kalamalka</i> (J-395)	<i>Star XVI</i> (Z-16)
<i>La Hullose</i> (K-668)	<i>Transcona</i> (J-271)
<i>Lavallee</i> (J-371)	<i>Valleyfield</i> (K-329)
<i>Liscomb</i> (T-285)	<i>Whitthroat</i> (M-03)
<i>Louisburg I</i> (K-143)	

In this list the *Star XVI* and the *J*-pennants are minesweepers (the *Transcona* a diesel Bangor and the others wooden ships); the *Louisburg* is the first ship of the name, sunk by enemy aircraft in the Mediterranean on February 6, 1943; the *T*-pennants are Western Isles trawlers and the *Whitthroat* a loop minelayer.

Even the above does not complete the list of pictures needed to provide



a full record of HMC Ships of the Second World War. Oldtimers will remember the first corvettes with their stubby foc'sles and open decks. These were of the famous Flower class and, later in the war, an effort was made to remedy their wetness and general discomfort by extending the foc'sle. Pictures are held of the following Flower class corvettes, but no known photograph shows the extended fore-castle:

<i>Algoma</i> (K-127)	<i>Moose Jaw</i> (K-164)
<i>Edmunston</i> (K-106)	<i>New Westminster</i> (K-228)
<i>Kamloops</i> (K-176)	<i>Sackville</i> (K-181)
<i>Kenogami</i> (K-125)	<i>Trail</i> (K-174)

The *Sackville* is a special case: there are pictures showing her extended fore-castle but only after her conversion to a controlled minelayer with pennants Z-62. She is still operational as a survey ship in the Atlantic Command.

There are other ships of the Flower class of which no picture is held, showing their appearance *before* the lengthening of the fore-castle:

<i>Arrowhead</i> (K-175)	<i>Drumheller</i> (K-167)
<i>Baddeck</i> (K-147)	<i>Galt</i> (K-163)
<i>Bittersweet</i> (K-182)	<i>Mayflower</i> (K-191)
<i>Buctouche</i> (K-179)	<i>Morden</i> (K-170)
<i>Camrose</i> (K-154)	<i>Snowberry</i> (K-166)

One of the pictures most eagerly sought during the early days of the search was a good photograph of the little converted light vessel *Bras d'Or*, which was lost with all hands in October, 1940. The only known picture was a disappointing blur, enlarged from a snapshot.

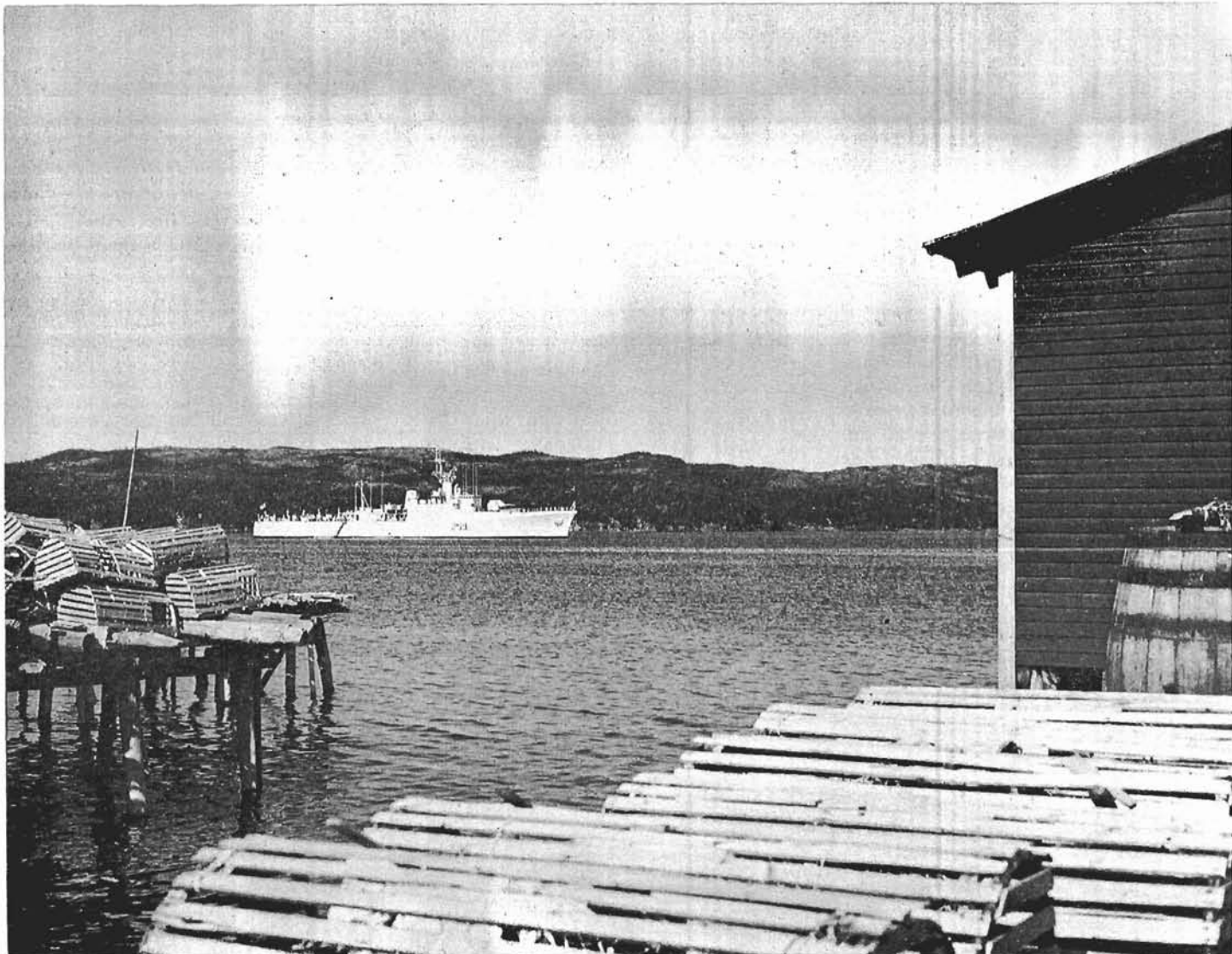
The search produced two pictures of fairly good quality of the little ship that provided one of the lighter incidents of the war a few months before her loss. This was her technical capture of the Italian merchantman *Capo Noli*, which was trying to flee Canadian

waters on the eve of Italy's entry into the war. One of the pictures accompanies this article; some doubts have been raised about the authenticity of the other.

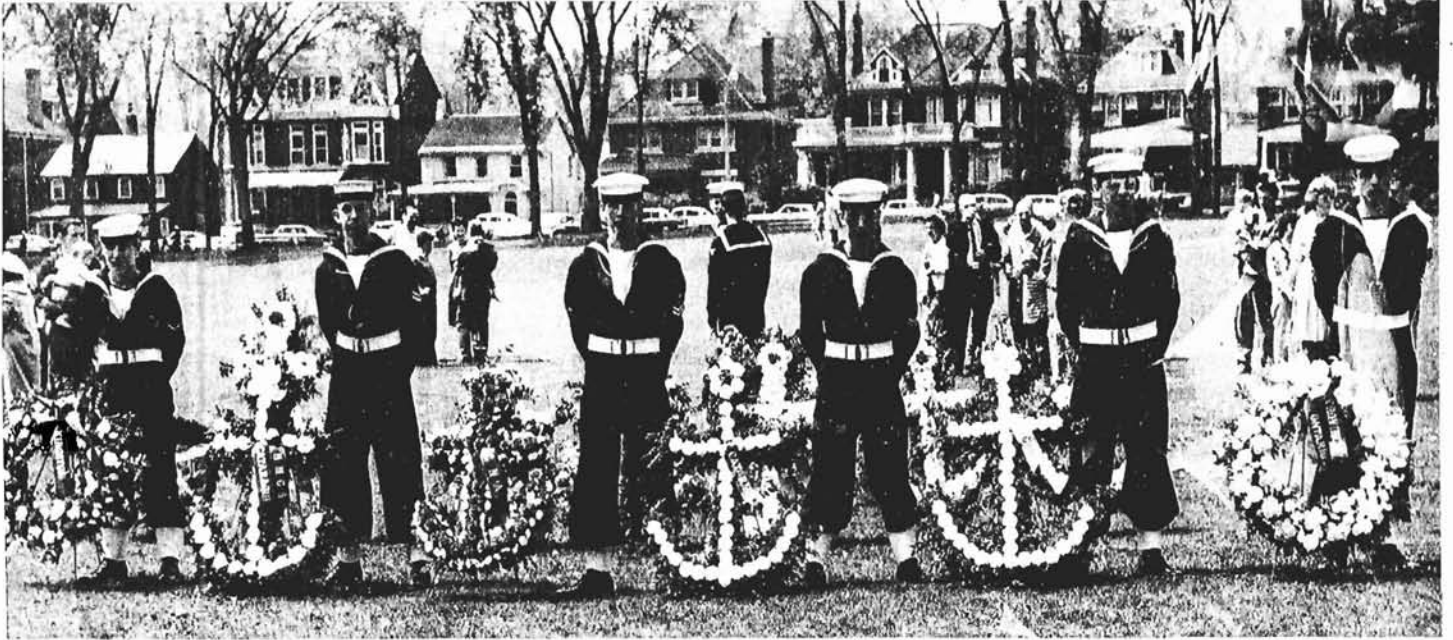
Even if, as is unlikely, pictures are eventually obtained of all Canadian warships that served in the Second World War, the search will continue.

For example, the Naval Historian would like to find a photograph of HMCS *Lansdowne*, depot ship at Sydney, Nova Scotia, in 1917-18, and of HMCS *Florence*, the First World War armed yacht formerly owned by Sir John Eaton.

Readers are reminded that the picture search is being conducted with a view to completing the pictorial side of the RCN's history and that photographs should be addressed to the Naval Historian, Naval Headquarters, Ottawa. Pictures will be copied and returned to the sender.



Lobster traps dominate the foreground of this picture of HMCS *Terra Nova* in Poole's Cove, Newfoundland. The *Terra Nova* named after a Newfoundland river, visited the island last year. (HS-65400)



Kingston members of the Royal Canadian Sea Cadets stood by the wreaths during the ceremonies at the cenotaph in connection with the Naval Veterans' Reunion at Kingston. Sixteen wreaths were laid. (COND-7706)

OLD FRIENDS MEET AT KINGSTON

THE HISTORIC old city of Kingston, Ontario, was the scene of three days of festivities when more than 1,000 naval veterans from Halifax to Winnipeg gathered for the Eighth Annual Naval Veterans' Reunion, May 18, 19 and 20. Host club was the newly organized Cataraqi Naval Veteran's Association of Kingston.

The veterans, in many cases with their wives and families, began to pour into Kingston on the afternoon and evening of Friday, May 18, and registration was carried out at the new clubhouse rooms at 185 Ontario Street, until well past midnight. The next day registration took place at Kingston's Community Centre, the scene of the banquet and ball on Saturday evening.

Commodore Paul D. Taylor, Commanding Officer Naval Divisions, of Hamilton, on behalf of the Royal Canadian Navy, inspected the veterans at their clubrooms on Saturday afternoon, and later took the salute from the steps of City Hall with His Worship, Mayor W. T. Mills, of Kingston. Mayor Mills officially welcomed the veterans and their families and recalled for them the past associations of the city of Kingston with the Navy. A 48-man guard and the band from HMCS *York*, Toronto naval division, and the bugle band from HMCS *Carleton*, Ottawa naval division, participated in the afternoon ceremonies.

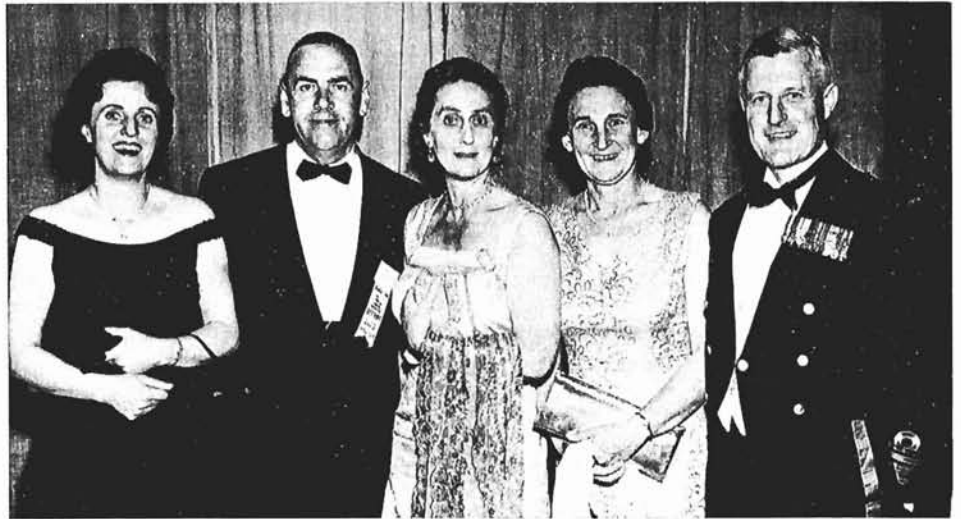
On Saturday evening the delegates attended the banquet in the Memorial Centre. In an after-dinner speech, Vice-Admiral H. S. Rayner, Chief of the Naval Staff, told the veterans, "The future growth of the Navy is in your hands," and added that "the best recruiter for the Navy is the ex-navy man."

Hon. W. M. Nickle, MPP, said to the ex-sailors that because of men such as they the Commonwealth had stood the

test of time and would continue to do so.

On Sunday the delegates paraded to church services, followed by a memorial service and a wreath-laying ceremony at a cenotaph at the Cricket Field where 16 wreaths were laid. Preceding the more than 150 veterans actually marching in the parade were bands from *York* and *Carleton* and a 96-man guard.

Wreaths were laid by Mr. Nickle on behalf of the Government of Ontario,



The eighth annual Naval Veteran's Reunion in Kingston was the first a Chief of the Naval Staff has been able to attend. Left to right, before going to the banquet, are Mrs. Scott, William Scott, president of the Cataraqi Naval Veterans' Association, Kingston; Mrs. A. H. G. Storrs, attending on behalf of Rear-Admiral A. H. G. Storrs, Commandant of the National Defence College, Kingston; Mrs. Rayner, and Vice-Admiral H. S. Rayner, Chief of the Naval Staff. (COND-7735)

Commodore Taylor, for the Royal Canadian Navy, Alderman Rodney Morton, for the City of Kingston, Cdr. H. G. Cheeseman, for HMCS *Cataraqui*, Kingston naval division, William Scott, president of the *Cataraqui Naval Veterans' Association* and H. W. Maynard, president of the *Canadian Naval Association*. Wreaths were also laid by representatives of the veterans' associations from Toronto, Cobourg-Port Hope, South Waterloo, Peterborough, Hamilton, Brantford, Oshawa, Pre-War RCNVR Association, Toronto, Silverthorne Legion, of Toronto, and Toronto Ladies' Auxilliary.

Bus tours of the city were arranged for Sunday afternoon and the delegates and their wives attended other functions as well.

By Monday morning all but a few of the veterans had started their return journey for home.

Among those responsible for the planning and execution of the reunion were: William Scott, president of the *Cataraqui Naval Veterans' Association*, and George Beltrami, chairman, Eighth Annual Naval Veterans' Reunion committee, along with Ross Anderson, Orville Tait, William Harvey, Lorne Stewart, William Bosworth, Dorville Walroth and C. A. Cayton, all of the Kingston Association. Lt.-Cdr. R. A. V. Jenkins, of COND, was naval co-ordinator, assisted by Lt.-Cdr. Wallace Berry, RCNR, of *Cataraqui*. Assistance was also given by Lt. C. G. Chaulk, Staff Officer Administration, HMCS *Cataraqui*, and by other members of the Kingston naval division.

Addresses of Veterans Sought

The Main Brace Naval Veteran's Association of Saint John, New Brunswick, is endeavouring to compile a list of addresses, as complete as possible, of naval veterans living in the Saint John area.

John Fortune, chairman of the branch, has urged veterans discharged in the area since 1945 to get in touch with the association at 507 Main Street, Saint John.

The association hopes that this will result in a larger turnout of veterans on naval and memorial occasions, such as Battle of the Atlantic Sunday, Jervis Bay Memorial Day and Remembrance Day.

Naval Veterans Form Ottawa Group

A five-man founding committee recently announced the formation of the Ottawa Naval Association which is open to past and present seamen.



Commodore Paul D. Taylor, Commanding Officer Naval Divisions, Hamilton, officially represented the Royal Canadian Navy at the Naval Veterans' Reunion. Here he takes the salute during the march-past from church services to the wreath-laying and memorial services at the cenotaph. With him, left, is William Scott, president of the *Cataraqui Naval Veterans' Association*, Kingston, and, right, W. M. Nickle MPP for Kingston and the Islands. (COND-7711)

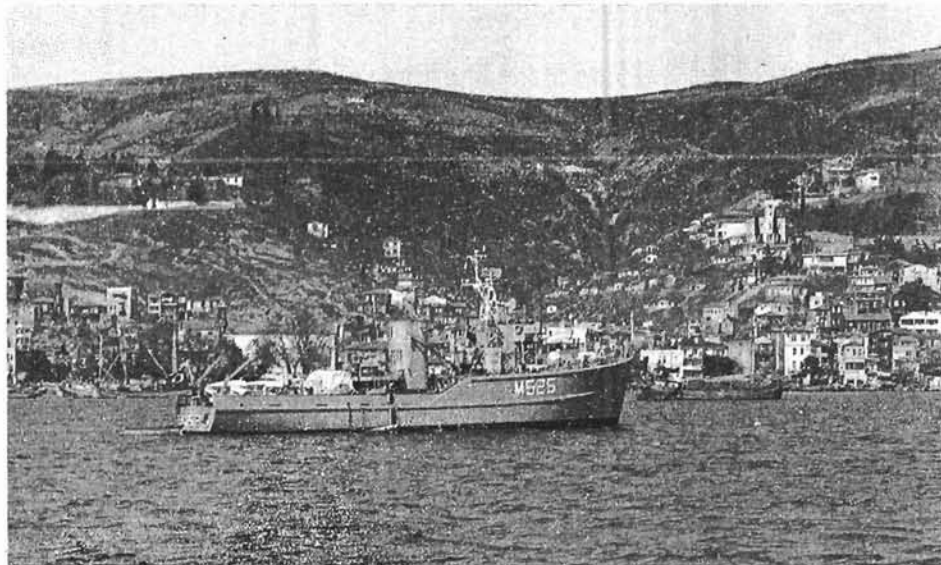
The association is primarily for naval veterans, but membership is open to serving members of the RCN and RCNR in Ottawa and to war-time members of the merchant navy. Its objects are good fellowship, mutual assistance and co-operation among discharged naval personnel of all ranks.

The founding committee members are Carl Hill, Earl Stong, Art Gowling,

Rolland Bourque and Bob Murphy. They will welcome applications for membership which should be addressed to:

The Ottawa Naval Association,
PO Box 2220, Station "D",
OTTAWA.

Applications should contain a statement of dates of service and be accompanied by \$1.00 joining fee.



On a holiday journey to Istanbul in March, J. D. Georgiles, of Naval Headquarters, Ottawa, saw a ship anchored in the Bosphorus at the entrance to the Black Sea that reminded him of home. It was the Turkish minesweeper *Tekirdag*, formerly HMCS *Ungava*. The coastal minesweeper was one of four (the others were the *Gaspe*, *Trinity* and *Comox*) transferred to the Turkish Navy under Mutual Aid in 1958. Mr. Georgiles took the picture on March 19.

OFFICERS AND MEN

Former Officer, Now Judge, Honoured

A former naval officer, who served with distinction during the Second World War, was elected Dominion President of the Royal Canadian Legion in 1960, and who is now a justice of the Saskatchewan Court of Appeal, was honoured this year with the presentation of a Naval Board letter of commendation.

Mr. Justice Mervyn J. Woods, MBE, CD, QC, BA, LLB, RCNR (Ret), joined the RCNVR in 1937 and, with the outbreak of war, saw service in the North Sea, Western Approaches and from Liverpool to Gibraltar in trawlers and corvettes.

In 1943, Mr. Woods served in command of one of two "action rooms" set up by Rear-Admiral James Hibbard during that time. About 30,000 different officers and men pass through this system, which was the forerunner of the modern tactical trainer.

Mr. Woods commanded the frigate *Longueuil* at the close of hostilities and retired from active service in 1945 as a lieutenant-commander. He commanded the UNTD at the University of Saskatchewan before moving to Regina in October 1961.

Weddings

Sub-Lieutenant Ronald E. A. Cross, *Stadacona*, to Lynda Sharleen Rowland, of St. Jean, Que.

Chief Petty Officer Homer Adrian Fox, *Crescent*, to Shirley June Atwell, Halifax.

Able Seaman Frank Hill, *Churchill*, to Miss Lois Hall, Churchill, Manitoba.

Sub-Lieutenant Norman Inglis, *Unicorn*, to Margaret Jean MacRae, of Ottawa.

Sub-Lieutenant Ralph L. Nelson, *Shearwater*, to Margaret Catherine MacPherson, Big Pond, Nova Scotia.

Sub-Lieutenant John V. Ouellette, *Shearwater*, to Margaret Johnston, Red Island, Richmond County, N.S.

Lieutenant Bram Oudshoorn, *Lauzon*, to Maryke Schwagly, of Victoria.

Lieutenant H. B. A. Russel, *Restigouche*, to Penelope Joy Stanbury, Halifax.

Able Seaman R. O. Saumier, *Churchill*, to Beverly Platt, Churchill, Manitoba.

Able Seaman George Vipond, *New Waterford*, to Judith Ann Bower, of Shelburne, N.S.

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



LT.-CDR. MARGARET BROOKE

The presentation of the Naval Board letter was made at the annual inspection of HMCS *Queen* by Captain J. C. Littler, Chief of Staff to the Commanding Officer Naval Divisions. The text of the letter, which was signed by Vice-Admiral H. S. Rayner, is as follows:

"On the occasion of your transfer to the Retired List of the Royal Canadian Naval Reserve, the Naval Board wishes to convey its thanks and gratitude to your devoted service as Commanding Officer, University Naval Training Division, University of Saskatchewan.

"The many hours which you gave whole-heartedly and effectively to further the interests of the Navy will long be remembered and appreciated."

War-time Rescue Effort Won MBE

A nursing dietitian, whose courage during a war-time sea tragedy was recognized by the award of the MBE, Lt.-Cdr. (MT) Margaret M. Brooke, of Saskatoon, commenced retirement leave on April 14 and will leave the service on October 10, 1962.

Lt.-Cdr. Brooke joined the RCN in March 1942 and scarcely seven months later she survived the sinking of the Newfoundland Railway ferry SS *Caribou*, which was torpedoed and sunk with a loss of 136 lives, while on pas-

sage across Cabot Strait from Sydney to Port Aux Basques.

She was gazetted as a Member of the Military Division of the Order of the British Empire on January 1, 1943, the citation reading: "For gallantry and courage. After the sinking of the Newfoundland ferry SS *Caribou*, this officer displayed great courage while in the water in attempting to save the life of another nursing sister." The casualty was Agnes Wightman Wilkie, of Winnipeg, who was the only woman serving in the Royal Canadian Navy to die of enemy action in the Second World War.

Lt.-Cdr. Brooke served in *Unicorn*, *Stadacona*, *Avalon*, *Protector*, *St. Hyacinthe* and *Naden*. Her last appointment was at the Canadian Forces Hospital, *Stadacona*, as dietitian.

Past York COs Dinner Guests

When it come to life insurance risks, commanding officers of Toronto naval reserve establishment must rate pretty low.

Eleven of the 12 commanding officers are still alive—and the division has been going for almost 40 years.

This fact was brought out in April when the wardroom of HMCS *York* held a special mess dinner in honour of the former commanding officers. Nine of the former commanding officers attended the function.

Births

To Leading Seaman Ian Bruce, *Churchill*, and Mrs. Bruce, a son.

To Able Seaman H. Cooper, *Churchill*, and Mrs. Cooper, a son.

To Leading Seaman R. A. Falk, *St. Laurent*, and Mrs. Falk, a daughter.

To Able Seaman E. L. Flack, *St. Laurent*, and Mrs. Flack, a son.

To Able Seaman R. E. Gabriel, *St. Laurent*, and Mrs. Gabriel, a son.

To Petty Officer J. L. Johnson, *St. Laurent*, and Mrs. Johnson, a daughter.

To Lieutenant G. E. Johnstone, *St. Laurent*, and Mrs. Johnstone, a daughter.

To Lieutenant-Commander M. K. Kelly, *Patriot*, and Mrs. Kelly, a son.

To Leading Seaman R. A. Kunkel, *Churchill*, and Mrs. Kunkel, a son.

To Petty Officer N. W. Lambert, *St. Laurent*, and Mrs. Lambert, a son.

To Leading Seaman J. A. Marshall, *Churchill*, and Mrs. Marshall, a daughter.

Present were: Lt.-Cdr. G. B. Jackson, who was the first commanding officer from 1923 to 1927; Cdr. W. G. Sheddon, 1931 to 1940; Cdr. G. C. Bernard, 1942 to 1943; Cdr. E. T. C. Orde, 1943; Cdr. G. F. McCrimmon, 1945 to 1947; Captain F. R. Base, 1947 to 1951; Commodore R. I. Hendy, 1951 to 1955; Captain L. D. Stupart, 1955 to 1958; and the present commanding officer Captain J. W. F. Goodchild.

Cdr. J. J. Connolly, who was commanding officer from 1943 to 1945, and Lt.-Cdr. A. D. MacLean, commanding officer from 1927 to 1931, were unable to be present. Cdr. A. C. Turner, who commanded *York* from 1940 to 1942, is deceased.

CPO Wins Top Journalism Prize

CPO James Bernard Doyle, who is serving in the *Bonaventure*, has won top honours in a journalism contest sponsored by the Canadian Electrical Manufacturers Association. It was judged by editors from the daily, weekly and business press and was open to students of Canadian journalism schools.

CPO Doyle was awarded \$200 and a plaque by R. E. Bailey, a past director of CEMA, when he visited Halifax recently. CPO Doyle won top prize in a recent short story contest for St. Mary's University students. He is a second-year journalism student at evening courses of the Halifax School of Journalism, sponsored jointly by Mount St. Vincent



The Royal Canadian Navy took top honours in Victoria's annual Golden Gavel speechmaking contest March 28 in the City Hall. First place honours went to CPO John R. Moss seen here with second-place winner Wren PO Lily Arnold. Both are students at the Preparatory School at Naden. Of the contestants, 26 were RCN personnel—members of the Limited Duty Officers' Qualifying Course at the "Prep" School. And of the eight finalists, six were naval personnel. Other RCN finalists were Chief Petty Officers Robert Clitheroe, John Chisholm, Aubrey Wright, and PO Stanley Darowski. (E-65874)

College, University of King's College, and St. Mary's University.

CPO Doyle entered the Navy in 1939 as a boy seaman when he was 15 years of age. He survived the sinking of *HMS Edinburgh* by German destroyers and transferred to the Royal Canadian Navy in 1942. He was serving in the first *St. Laurent* when she sank a U-boat.

Surgeon's Idea Wins Acceptance

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

Lt. Kuder's suggestion concerning identification tags on stretchers was for-

warded to the Suggestion Award Board for assessment and the idea has been adopted for use in the RCN.

Lt. Kuder was born in Edmonton, on April 16, 1933. He entered the RCNR as a cadet in 1953 at HMCS *Nonsuch* and transferred to the RCN in 1958. Since October 1960 he has served in the destroyer escort *Assiniboine* as squadron medical officer.

His family resides in Victoria.

Change Made In Course Name

The name of the Branch Officer Candidates Educational Course (BOCEC) was changed at the end of March to Limited Duty Officers Qualifying Course (LDOQC).

The LDOQC is an intensive academic course of seven months' duration, held



CPO J. B. DOYLE

at Naden, to prepare candidates from the lower deck for commissioned rank. Starting this year, the course will begin on the second Monday in September and continue to the third Friday of April each year.

'Copter Finds Fisherman

Lost in the woods near Halifax International Airport for 24 hours when he became parted from two fishermen friends, Jack MacLeod, of Truro, Nova Scotia, was located by an RCN helicopter and airlifted to safety by the same machine on April 29.

MASTU Earns Congratulations

Past and present members of the crew of the Mobile Anti-Submarine Training Unit have been congratulated by Commodore Paul D. Taylor, Commanding Officer Naval Divisions, on the efficiency and serviceability of the unit during its years of carrying anti-submarine training to RCNR personnel at naval divisions across the country.

Commodore Taylor's message said:

"Completion of the spring training program on May 23 ends almost seven years of continuous service to the Naval Reserve by the Mobile Anti-Submarine Training Unit.

"During this period 115 visits have been made to 15 naval divisions. All programs have been completed on schedule and over 50,000 miles of highways have been travelled during difficult driving conditions without accident or vehicle damage, a most impressive record of efficiency and serviceability of which all members of the crew can be justly proud.

"Well done."

York's Magazine Ten Years Old

The Yorker, family journal of HMCS York, the Toronto naval division, has breezed its way through 10 years of publication and celebrated this milestone with a 10th anniversary issue in April.

The present staff of *The Yorker* includes: Lt. Austin Winch, editor-in-chief; Lt. Peter Ward, managing editor, and correspondents CPO Gordon Spiker, PO Tom Miller, Ldg. Wren Elaine Dawn and AB Tom Donnelly.

The anniversary issue recalls that two of the main founders of the publication were Commodore R. I. Hendy, Senior Naval Officer, Toronto Area, at that time commanding officer of York, and



The Arms of the City of Winnipeg were presented, on behalf of Mayor Stephen Juba, to a ship of the Royal Canadian Navy, in Malayan waters by a reserve officer from HMCS Chippawa, Winnipeg naval division, who served as information officer to the Second Canadian Escort Squadron during a cruise to the Far East. The Arms were presented to Captain Victor Browne, commanding officer of the Assiniboine and commander Second Canadian Escort Squadron, by Lt. R. G. Nightingale, RCNR, right, of Winnipeg. The Assiniboine is the only ship in commission in the RCN to bear a name associated with Manitoba. (CCC2-922)

Cdr. A. C. Theobalds, then naval information officer, who retired from the RCNR in 1957 and is living in Vancouver.

"These leaders believed that the magazine would help to weld a strong ship's company," says an item dealing with *The Yorker's* birthday. "They were right. It did."

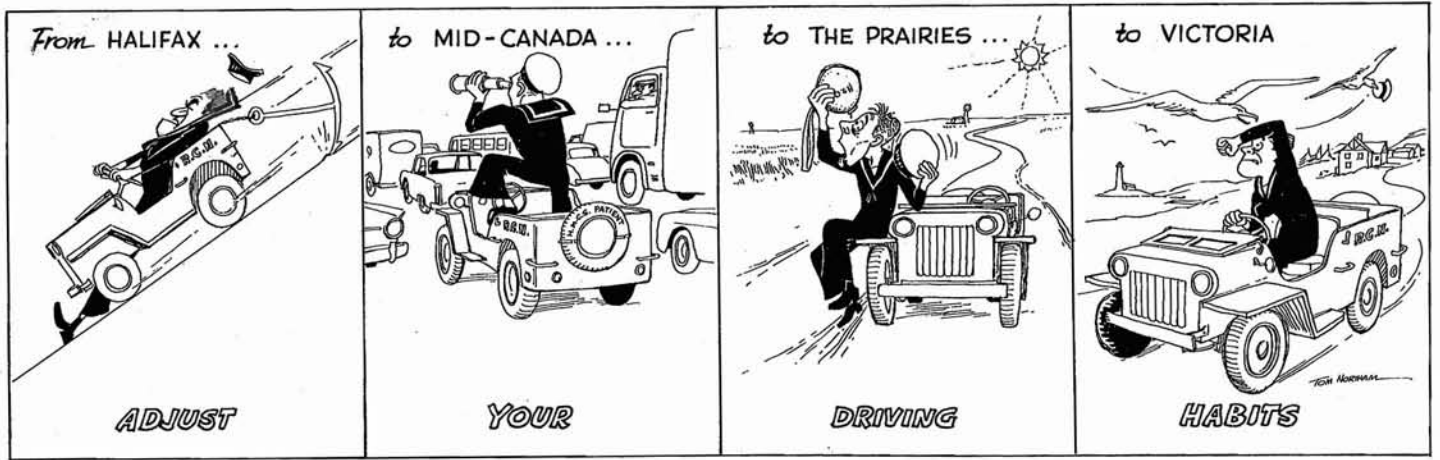
The Crownsnest, which has no compunction about lifting articles from *The Yorker's* pages so that they may be shared with the Navy at large, has reason to wish the Toronto division's magazine continued success.

SPECIAL RATE FOR UK QUARTERLY

A special rate for subscriptions by RCN and RCNR officers to the *Journal of the Royal United Service Institution* has been announced.

The full membership rate to the RUSI is £3.0.0 a year, but this entitles members, not only to quarterly copies of the *Journal*, but also to admission to lectures and use of the library and museum. As RCN personnel cannot readily avail themselves of these latter features, a special reduced subscription rate of £2.2.0 postpaid has been set, entitling subscribers to the quarterly issues of the *Journal* only. This rate is the same as that already in effect for Regular Force and Reserve messes.

The *Journal* is regarded as one of the leading military journals published in English. Each issue contains interesting and informative material, often of special value to naval officers. Subscriptions for individuals or officers' messes should be sent, with the correct remittance, to *The Secretary, Royal United Service Institution, Whitehall, London, SW1, England.*



—Courtesy Canadian Automobile Association

Drive and Stay Alive

MILLIONS of residents of Canada and the United States possess drivers' licences that proclaim them competent to handle motor vehicles. Millions of injuries and thousands of deaths every year are pretty solid evidence that a lot of them are not.

What has gone wrong? What can be done about it.

The automobile manufacturers have produced machines of such excellence that mechanical failure is only rarely a cause of accident. Provinces and states have built highways that provide for smooth, swift passage, with adequate warning of hazards. Yet there has been a steady increase in the number and violence of motor vehicle accidents.

The National Safety Council, analysing the causes of accidents in the United

States during 1960, found that more than 80 per cent of them occurred on clear days on dry roads. It also found that 80 per cent of highway deaths and injuries could be directly traced to violations of traffic laws.

The RCN, like any large employer of personnel, is concerned with the problem of traffic safety. Apart from the human aspects, the hardheaded reason is that every traffic death represents the loss of thousands of dollars spent on training, a gap in the organization of ship or establishment and the additional outlay of time and money to produce a replacement.

Is the problem an important one in the Navy?

A few months ago a study of motor vehicle casualties (killed and injured)

during 1959 among members of Canada's armed forces was made by Wing Commander K. W. Hampson, RCAF, who was at that time Assistant Surgeon General, Preventive Medicine, Canadian Forces Medical Service.

He found that in that year traffic accidents accounted for 50 per cent of all deaths of RCN personnel under the age of 30, about 40 per cent of all deaths and 30 per cent of all hospital patients under treatment for injuries. Over the five-year period, 1955 to 1959 inclusive, traffic accidents accounted for 32 per cent of all RCN deaths.

Wing Commander Hampson's study brought out these points:

- The peak incidence of traffic casualties to RCN personnel occurs between 2300 and 0100;

Seat Belts . . . Low Cost Insurance

Cheap life insurance and greater driving comfort are two of the advantages of installing seat belts in one's car.

According to the Canadian Automobile Association race drivers have found that they can corner more comfortably if they are wearing seat belts. It is logical to conclude from this that a driver will retain more complete control of his car if he has a seat belt steady-ing him.

If seat belts are inexpensive (and they are), comfortable, and greatly increase survival chances in the event of an accident, why aren't more people having them installed in their cars? The answer is that more people are.

Last fall All Hands, the USN's Bureau of Naval Personnel information bulletin, had this to say:

"Seat belts at last may be catching on as a way to lessen injury and reduce the number of deaths caused by traffic accidents.

"The U.S. government's top safety experts have recommended that they be installed in all the 250,000 federally-owned motor vehicles. Twenty-one states also report that belts are being used by official agencies.

"The American Medical Association has pointed out that if seat belts were used universally, more than 5,000 lives could be saved and injuries could be cut by more than 50 percent.

"Aside from the safety features of seat belts, physicians say they can aid greatly in providing the driver with comfort and support.

"Other seat belt enthusiasts are race and test drivers. Some insurance companies show their faith in the value of seat belts by providing reduced rates for drivers who use them.

"But the most zealous supports of seat belts are the people who were wearing them in accidents and are still around to talk about it."

● Deaths due to vehicle accidents reach their peak during the weekends (Friday to Sunday inclusive);

● Motor vehicle casualties, both killed and injured, involving RCN personnel are highest during the third quarter of the year, July to September;

● The highest casualty rate occurs among those under 25 years of age, the rate (11.8 per thousand in 1959) being more than twice that in the 25-29 group (5.8) and nearly three times that in the 30 and over group (4.2);

● In the three services, the victim had been drinking in 61 per cent of driver fatalities;

● During 1960, the number of deaths of RCN personnel in traffic accidents was seven, a decrease of eight from the previous year's figure, but the days in hospital for traffic injuries and the number injured both increased to the equivalent of 12 RCN personnel in hospital every day of the year.

● Traffic deaths in 1961 rose again to near the 1960 level.

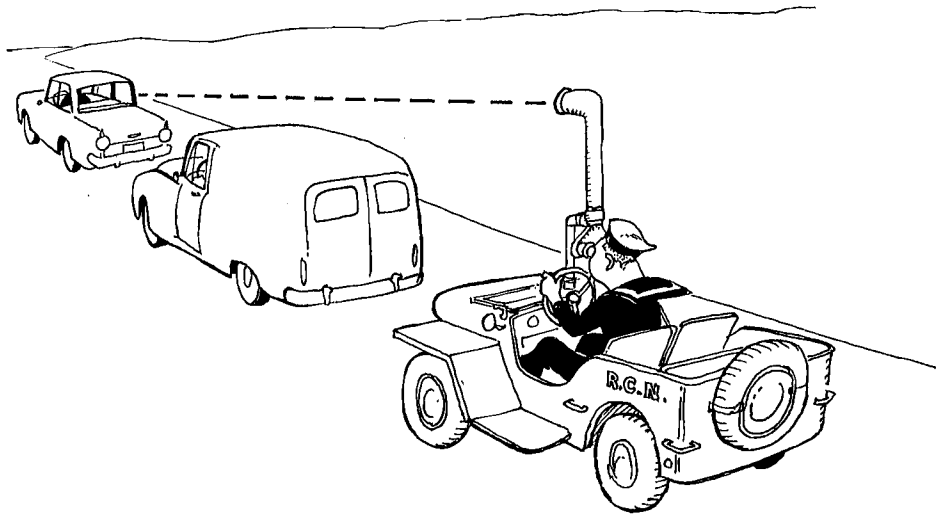
The statistics are endless and painful but they still do not convey the suffering, the personal bereavement, the permanent damage to health, the dashing of hopes and the financial loss to those involved and the country at large.

The most dangerous months of the year from the traffic standpoint are upon us—the summer holiday months when driving is at its best from the viewpoint of weather and road conditions and its worst from the viewpoint of traffic congestion and the number of miles travelled.

What can be done about the slaughter and mayhem on the highways?

If the National Safety Council's analysis is true, the accident rate could be cut by 80 per cent simply by all drivers observing the rules of the road. It is quite obvious, however, that this is a state of affairs unlikely to exist this side of paradise. Even the law-abiding citizen who stays on his own side of the double line can be the victim of the reckless driver hugging the wrong side of the road on a blind curve.

Some accidents—but only a few—are unavoidable and certain things can be done to make the unavoidable accidents less disastrous. It is the driver's duty, for example, to see that his car is in good mechanical condition before he starts on a long trip, or even a short one. Brakes that do not hold can multiply the impact of a collision. Faulty ignition or carburetor adjustment can



ANTICIPATE TWO-CARS-AHEAD OF YOU

—Courtesy Canadian Automobile Association

mean that a car that should have escaped from oncoming danger is stalled, awaiting disaster. A tire that, maybe, will last another thousand miles may give up at a place where tragedy is inevitable.

Lights? Horn? Tie-rods and king-pins? Even an ancient jalopy can be safe on the road if it receives the proper mechanical care. Any garage mechanic can tell in a few minutes whether a car is safe to drive, and if it isn't and it's going to cost money to put it into proper shape—it's a case of your money or your life, and money is easier to replace.

Mechanical failure is the least of accident causes. The chief blame rests on personal failure. This is in the realm of abstractions, involving morals, habits, personal characteristics and attitudes. This is where impatience or downright bad temper, daring or sheer recklessness, lack of consideration or hoggishness, inattention or drunken stupor can cause accidents—the worst of the lot.

Take the example of the oldtimer, chugging along at 40 miles an hour in his Maxwell on a 60-mile-an-hour highway. There's a solid line of traffic approaching from the other way. The oldtimer feels he's setting an example of good, safe driving to the honking, screaming speed demons behind him. As the clamour increases, so does his stubbornness. It's only 20 miles to town and he'll be there in 30 minutes, which is good enough for him.

Not for those behind him, however. Somebody thinks he sees a break in the traffic and makes a dash for it. One or more other drivers get the same idea at the same time. The laggard in the approaching line of traffic decides it's time he closed the gap. In a matter of seconds, the scene on the highway

makes Dante's Inferno look like a parlour joke.

The most any driver could have saved by passing the old codger (and staying within the law) was 10 minutes, a somewhat insignificant amount of time to trade for eternity. And there was always the chance that, before long, a highway patrol would have waved him off to the side and given him a well deserved ticket for obstructing traffic.

Trapped in a situation such as this, the driver can lessen the danger to himself and others in a number of ways. Keeping the car in good mechanical condition has been mentioned. The driver can and should maintain a safe distance between his car and the one ahead. He can observe the speed regulations and modify his speed downward in poor driving conditions. He can allow for bad judgment on the part of the other driver in rounding blind curves or passing. He can appreciably increase his chances of survival by having seat belts installed in his car and using them.

These are precautions that can be applied to any number of driving situations.

It is difficult to compare the highway accident rate in the armed services with that of the civilian population. The base of comparison for civilians is against a population that includes people too young and too old to drive. The armed forces are composed of individuals all of driving age and containing a much higher percentage of car owners than civilians in the same age group. It is entirely possible that, driver for driver, the serviceman's record is as good or better than the civilian's.

In any case, neither record is good enough and all drivers would do well to think hard and long on the crucial problem of safe driving.



More than 12,500 people attended the Dockyard portion of Navy Day celebrations on May 12 in Halifax and several thousands witnessed the ceremony of the presentation by the Navy of a Flag of Nova Scotia at HMCS Stadacona parade ground shortly thereafter. Crowds watch a diving display in left foreground while others await their turn to tour the aircraft carrier Bonaventure. (HS-68388)

Partnership of the Centuries

. . . A tribute from *The Halifax Mail Star* . . .

IN HALIFAX, more than anywhere else in Canada, there is a Navy consciousness. That is because we live with the sea at our door. It is also because we have been associated with ships of the line and those who man them ever since that far off, long forgotten day when the first British man-o'-war sailed up this harbour. Since 1910, Canada has had a navy of her own for which this city has been a base of operations. In war and in peace, Haligonians and the Navy have lived together in an association which is a source of vast pride.

The function of the fleet during hostilities is immediately obvious. Less well understood, perhaps, is its role in times such as these. Needless to say, the contemporary duties of the Navy are so many and complex that a few short paragraphs cannot detail them. Neither, for that matter, would a lengthy recital reveal their full extent.

One sees, however, a constant training for emergency. Personnel must always be alert and prepared for the unexpected. There is no longer a mere mastering of a few techniques, for modern sea warfare employs instruments demanding high skills and wide knowledge. The individual who sees the Navy as an organization simply standing by in case something happens, is a man

who does not see at all. Preparedness demands unrelaxed discipline such as the discerning will quickly observe in Canada's Navy today.

One of the important, and unsung, obligations of the Navy is as a component in Canada's NATO responsibilities. In another role, that of good-will ambassador, her ships range the seven seas, visiting foreign ports and speaking of this land to peoples of other nations.

Perhaps incidental but nonetheless of great importance is the program of career opportunities offered by this branch of the service. While in the Navy, a young man has the chance to make up his educational deficits as well as to learn the trades which may make him a most useful citizen when his "hitch" is over.

On the sea, beneath its surface, and in the air, Canada's sailors are perpetuating a proud and glorious tradition. The people of Halifax, whose interests and business are inseparably wedded to the Navy, are especially aware of this. Not during Navy Week alone, but throughout the entire year, we count it a privilege to salute the Royal Canadian Navy and to wish her men God-speed as their ships put out to sea.

The Halifax Mail-Star, May 12, 1962

AFLOAT AND ASHORE

ATLANTIC COMMAND

HMCS Hochelaga

Hochelaga's wardroom was a buzzing beehive of ex-supply officers last February, when the commanding officer, Cdr. Peter Cossette, and Commodore D. McClure, Director General of Naval Supply, were joint hosts at a mixed mess dinner in honour of Rear-Admiral R. A. Wright, Naval Comptroller, who is on retirement leave after 38 years of service.

The list of guests included Commodore C. J. Dillon, Senior Naval Officer St. Lawrence River Area; Commodore Paul Earle, RCNR (Ret), MPP, Revenue Minister in the Quebec Provincial Government; Commodore O. C. S. Robertson, (Ret); Captain L. J. Nairn; Captain J. R. Anderson, and Dr. and Mrs. R. H. Waite, daughter and son-in-law of Admiral Wright.

A farewell cake inscribed with the Admiral's last three appointments was cut with the traditional sword by the guest of honour and his wife. Admiral Wright was presented with a golf cart, while Mrs. Wright was the recipient of an attractive clock.

HMCS St. Croix

A Second World War escort ship had storage for 14 days' frozen provisions. The longest period spent at sea, un replenished, by a Canadian corvette of those days was 23 days. By that time, the bottom of the barrel was well scraped.

The modern Canadian destroyer escort, by comparison, can operate up to 90 days without emptying her freezers.

What is more, the food served today is "second to none in the navies of the world", according to Lt.-Cdr. Norman O'Neil, supply officer of the *St. Croix*.

Food consumed daily by the 264 officers and men of the *St. Croix* includes up to 225 pounds of meat, a like amount of potatoes, 250 pounds of fresh vegetables, 100 loaves of bread and 40 gallons of milk. The bread may be plain, fancy French twist, rolls or muffins fresh from the bakery, once the shore variety is used up.

The destroyer escort was one of five sister-ships which left Halifax March 1



The Pacific Command's submarine *Grilse* paid her first visit to Vancouver on the week-end of May 5-6. She was accompanied by the destroyer escorts *Fraser* and *Saguenay* and all ships were open to the general public both afternoons. The *Grilse* is commanded by Lt.-Cdr. E. G. Gigg. (E-66286)

for a seven-week trans-Atlantic training cruise. Captain S. P. Nixon, Commander Fifth Escort Squadron, was embarked in the *St. Croix* with his staff. Among reports to be made is one covering this self-sufficiency in provisions. It should be a cinch with these Restigouche class warships.

"We carry enough meats and dry provisions to ensure a varied menu for up to 90 days," said Lt.-Cdr. O'Neil.

"Under normal conditions, the *St. Croix* and others of her class have

enough fresh milk and other perishable foods in chill rooms kept at 35-38 degrees F to last about three weeks. Then we use dehydrated or tinned fruit and vegetables and make reconstituted milk on board."

"When the opportunity presents itself," he continued, "we procure fresh fruit and vegetables during an extended cruise to add variety and colour to the menu. Before beginning any cruise, regardless of how long it might be, the ship is topped to capacity which, prior

to departing from Halifax, amounted to about 15 tons of victuals—a fairly hefty top-up.”

The ship is self-supporting in naval stores and repair items for up to four-and-a-half months. Some 20,000 line items are carried to back up the sophisticated equipment. To be safe, such “hardware” is restocked every three months.

The supply officer is able to get money to meet authorized shipboard expenses anywhere in the world by means of a bank letter of credit. One regular outlay is for fuel to keep the ship's propulsion and domestic machinery going through thousands of miles of steaming.

All told, the supply department is 30-strong, including cooks and stewards, naval and victualling storemen, administrative and pay writers. The senior supply man on board is CPO James E. Harris, under whose supervision food is embarked, prepared and served. In addition, as divisional chief officer for the supply department, he co-ordinates various supply functions, including personnel matters.

HMCS Cornwallis

A stepped-up program for the beautification of *Cornwallis* has begun with the formation of a Beautification Planning Council.

The main object is, over the years, to make *Cornwallis* a place of beauty to all who pass through the Annapolis area. It is intended to accomplish this without interfering with the main purpose of the base, the training of new entries for the RCN.

Two projects now well under way are the beautifying of the Main Gate and the wardroom grounds. Gone is the high barbed wire in the vicinity of the



The people of Magdalena Bay on the arid coast of Lower California, Mexico, have long welcomed the occasional arrival of Canadian naval vessels for winter exercises. On such occasions, the Roman Catholic padre baptizes their children, the ships' doctor cares for their medical needs. Just such duties were performed last winter, during a Venture cadet training cruise of the frigates *Sussexvale* and *Stettler*, by Chaplain (RC) Paul Roy and Surg. I. G. G. Dubois. (CCC4-1052; CCC4-1053)

Command Found In Top Form

Following his visit to the Atlantic Command in April, Vice-Admiral H. S. Rayner, Chief of the Naval Staff, sent this message to Rear-Admiral K. L. Dyer, Flag Officer Atlantic Coast:

"Throughout my visit to the Atlantic Command I was favourably impressed by what I saw at sea and on shore.

"It is obvious that naval and civilian personnel in your command are putting forth a first-class team effort aimed at improving the fighting efficiency of the ships and are aware of the importance of getting the maximum value out of equipment, training facilities and techniques.

"Please convey my thanks and appreciation to all those responsible for making my visit such a worthwhile and enjoyable one. I send best wishes to you and to all in the Atlantic Command."

main entrance. It will be replaced with rose bushes and hedges. Traffic control has been assigned to smartly turned-out new entries attired in well pressed uniforms, white webbing and carrying a traffic direction baton.

The buildings in the immediate area, such as the Administrative and Training Building, will take on a new pleasing look when painted a soft yellow to blend with the soft green drill shed in the background.

Those who remember "Broadway" on which are located the barber, tailor and so on, will one day find an avenue of trees on both sides of the street, stretching from the Recreation Centre to the rifle range a mile and a half away.

These are but a few projects of the planned program for the base. Each of the projects is supervised by a three-man task group comprising an officer, chief petty officer and one other, whose responsibility is, through ingenuity, skill, persuasiveness, and considerable sweat, to steadily improve their specific area without expense to the public funds.

Married Quarters also has come under the "green thumb" as tenants prepare to beautify their lawns and surroundings with flowers and window boxes.

As well as the beautification of *Cornwallis*, a community garden project has been started for those wishing to grow vegetables.

NAVAL DIVISIONS

HMCS York

Two officers from York joined the RCAF for winter bush survival exercises early in March. It was two days after they got back before they thawed out enough to make a report.

Four members of the Toronto naval division were originally scheduled to head for the bush with the Air Force, but Lt. W. Wilson and PO H. Hanson couldn't make it at the last minute.

Cdr. Tim Turner and Lt. Don Dowds braved it alone with 20 "fly types".

They saw three RCAF survival movies and received plenty of instruction before they headed north from Trenton in RCAF Otters.

Complete with Arctic sleeping bags and winter flying suits, the group landed at Lake Skootamatta, 100 miles north of Trenton. They were issued with RCAF emergency rations in case the rabbit snaring didn't get results.

The two intrepid sailors shuffled off on snow shoes through three feet of snow, sub-zero cold, and air filled with the cold-snapping of trees. They built themselves a lean-to and fire, just as it said in the book, but their rabbit snares stayed barren.

Their 24 hours in the bush left Cdr. Turner and Lt. Dowds chilly, a little lighter, but otherwise undamaged, when the RCAF returned them to the arms of their families.—P.W.

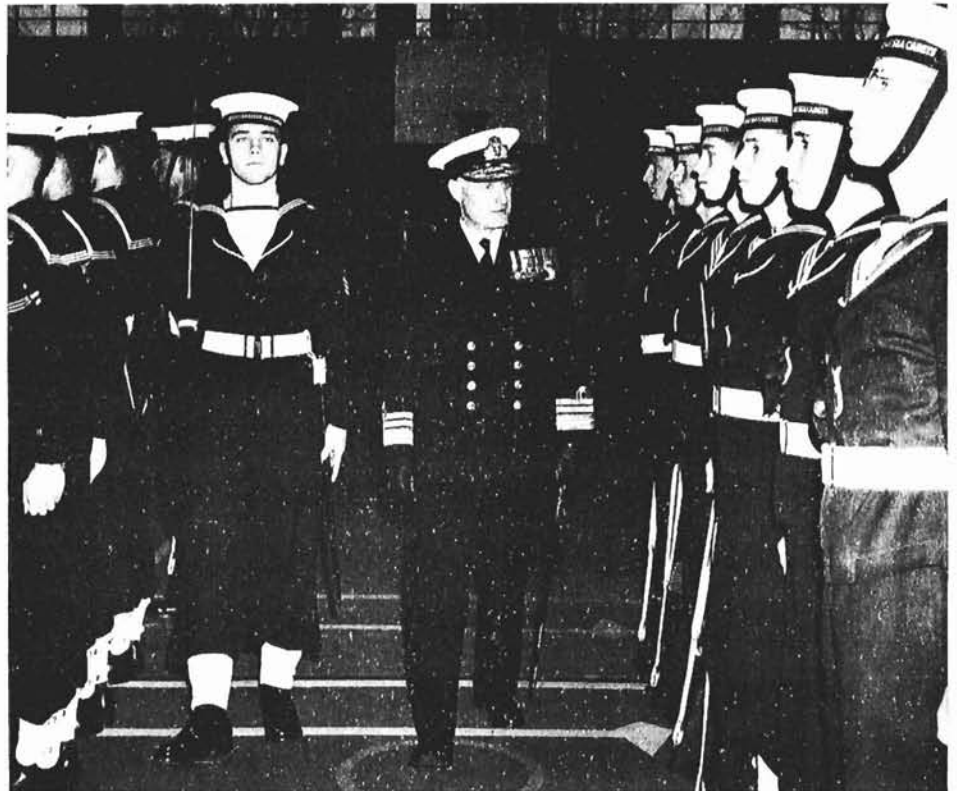
SEA CADETS

RCSCC Cornwell

A yellowed clipping from a British newspaper telling of the Battle of Jutland at the end of May 1916, has been presented to the Winnipeg Royal Canadian Sea Cadet Corps that is named after a hero of the battle, John Travers Cornwell, VC.

The presentation was made by Sam Bryson, of 582 Home Street, Winnipeg, who himself took part in the battle as a seaman on board HMS Colossus. Mr. Bryson was in attendance at HMCS Chippawa recently as the John Travers Cornwell, VC, Cadet Corps was inspected by Cdr. J. W. Dangerfield, commanding officer of Chippawa.

The clipping, measuring four newspaper columns wide and 12 inches deep is from the London Daily Sketch of July 1916. It shows a photograph of John Travers Cornwell superimposed over a barrage of shells leaving the smoking guns of one of the battle wagons. The other side of the clipping is a description of the battle as given



The Ottawa sea cadet corps, RCSCC Falkland, was honoured on May 6 by the presence of Vice-Admiral H. S. Rayner, Chief of the Naval Staff, as inspecting officer at the corps' annual inspection. Acting as officer of the guard was PO Sea Cadet Hugh O'Neil. (O-14320)



Lt. D. M. Wallace, RCN co-pilot, and Lieut. C. W. Miller, USN, pilot of the Tracker anti-submarine aircraft that made the 10,000th arrested landing on the flight deck of the Bonaventure were congratulated and presented with trophies by Captain F. C. Frewer, commanding Officer of the carrier. The two flyers belong to VS-880 Squadron. They also received a cake. Lt. Miller is an exchange pilot. (BN-4670)

by Admiral Sir John Jellicoe, who commanded the Royal Navy force in the historic fight against the Imperial German Navy battle force.

John Travers Cornwell died of wounds received during the great battle. Admiral Sir David Beatty, who commanded the British battle cruiser squadron, said in his report to Admiral Sir

John Jellicoe that "Boy Seaman (1st Class) John Travers Cornwell of HMCS Chester was mortally wounded early in the action. He nevertheless remained standing alone at a most exposed post, quietly awaiting orders till the end of the action, with the gun's crew dead and wounded all around him. His age was under 16½ years. I regret that he has

since died, but I recommend his case for special recognition in justice to his memory and as an acknowledgment of the high example set by him".

John Travers Cornwell was posthumously awarded Britain's highest honour, the Victoria Cross, and it has come to pass that a corps of sea cadets in a prairie city far from the scene of battle proudly bears his name, a living memorial to a boy hero who proved himself a man with "heart of oak."—R.G.N.

RCSCC Falkland

Presentation of awards to the three top cadets by Vice-Admiral H. S. Rayner, Chief of the Naval Staff, highlighted the annual inspection of the Royal Canadian Sea Cadet Corps *Falkland* on May 9 at HMCS *Carleton*, the Ottawa naval division.

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

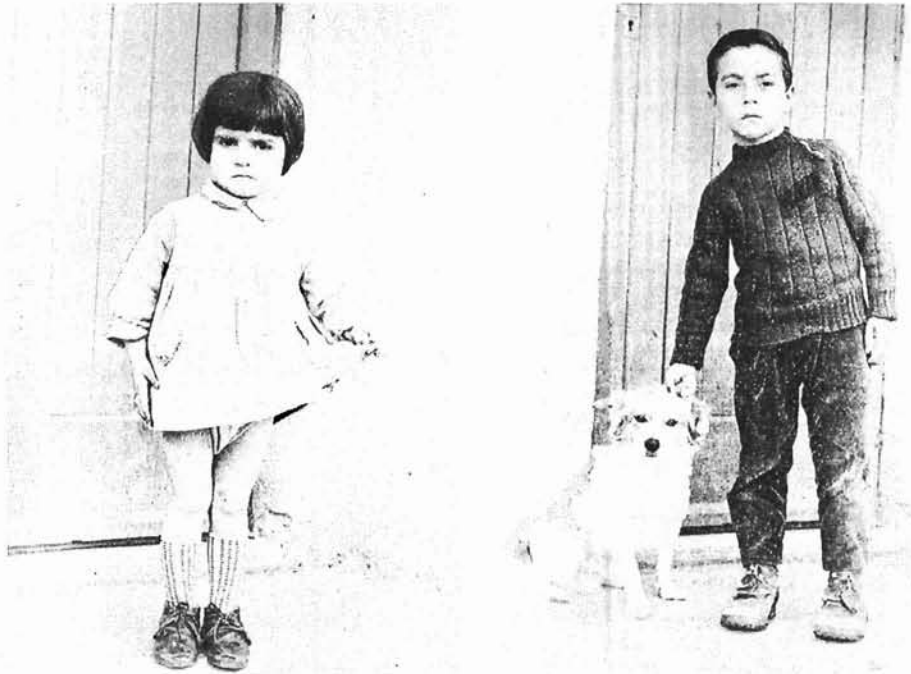
Admiral Rayner took the salute on completion of his inspection, as a 15-man guard and three divisions of cadets marched past in review to the music of their trumpet band. During the interval that followed, guests were entertained by the band which accompanied a rifle drill display by a precision squad.

Cadets then remustered in the drill shed, where the Chief of the Naval Staff congratulated them on their appearance at the inspection and presented prizes to the three top cadets.

The *Falkland Bell* trophy for the cadet showing the "most outstanding qualities of leadership and proficiency" went to Cadet PO Hugh O'Neil, 19, son of Mr. and Mrs. R. B. O'Neil of 1801 Botsford Ave. The trophy was donated in memory of the four Canadian midshipmen killed during the Battle of Coronel in 1914, a defeat which was later avenged at the Battle of the Falkland Islands after which the Corps is named. The donor was Lt. W. E. F. Bell, RCN (Ret), who recently left the service after a total of 43 years with the Royal Navy, RCN and RCMP.

The other top prize winners were: For General Proficiency (NCO), Cadet PO H. Sandy McCandless, and General Proficiency (Cadet), Cadet PO Bruce Fraser.

Other winners included: General Department (Senior Cadets): Cadet PO Richard Jackson, Cadet PO James Roxburgh, Ldg. Cadet Jean Dupuis, and



The ship's company of HMCS *Athabaskan* has undertaken the sponsorship of two small Italian children, Stella and Angelo Bongarra. Their father is dead and there has been serious illness in the family. Only the assistance of neighbours, who are also very poor, has kept the family together. The *Athabaskan* is contributing to the care of the children through the Save the Children Fund. The executive secretary-treasurer of the fund in Canada is Miss Sybil Conery, Room 11, 817 Granville Street, Vancouver, B.C. (CN-6443; CN-6444).



On this happy occasion, Cdr. W. W. Maccoll, commanding officer of HMCS *Restigouche*, received the Fifth Canadian Escort Squadron Efficiency Trophy for 1961 from Captain C. P. Nixon, squadron commander. At right foreground is CPO Donald Hughes, coxswain of the *Restigouche*. (HS-67615)

Ldg. Cadet George Ploughman; General Department (Junior Cadets), Ldg. Cadet Paul Dupuis, Able Cadet Richard Smith, Able Cadet Richard McNair and Able Cadet G. Dixon; Seamanship and Sailing awards, Ldg. Cadet Michael

Hayes, Able Cadet Wolfgang Thaeter, Ord. Cadet Don Fraser, and Ord. Cadet Jean Roué; Best Shot, Able Cadet Richard Jackson; Best Bandsman, Able Cadet John Reneau; Best Communicator, Cadet PO Bruce Fraser.

FROM NEW BRUNSWICK TO BURMA

THE TITLE *Wildlife Sketches, Near and Far* might lead the reader to suspect that Bruce S. Wright's new book is essentially a grab bag. That is just what it is—and a richly laden one.

Mr. Wright is director of the North-eastern Wildlife Station of the Wildlife Management Institute of Washington, D.C., based at the University of New Brunswick in Fredericton. While many of his chapters—those of immediate interest to Canadian nature lovers and hunters—centre around his observations in the maritimes, he has travelled far and there are dramatic descriptions of wildlife in the north, in tropic seas, in Africa, Ceylon and Burma.

He went to Africa as a wildlife biologist to study the dietary habits of lions in their natural surroundings, but much more of his mileage around the globe resulted from his service in the RCNVR.

One brief chapter from his book, printed first in *The Crowsnest* in De-

BOOKS for the SAILOR

cember 1960 under the title "North Atlantic Wildlife", is among those drawn from his wartime memories.

While he was waiting for a ship in St. John's, Newfoundland, early in 1942, he wandered around the harbour, examining the defences and visualizing methods of attacking such defences by using swimmers. He put his thoughts on paper and sent them on their way.

Months later, the corvette, HMCS *Lethbridge*, of which he was first lieutenant, put into port for refit and leave. A signal from Admiralty whisked him off to London to raise, train and lead a unit of operational swimmers for special duty with Combined Opera-

tions Command. Thus he became a pioneer in the field of clearance diving, although free-swimming divers in those days were much more likely to be known as frogmen or skin-divers.

Burma was the place where the swimmers eventually went into action, but this was preceded by arduous training in the Bahamas, California and Ceylon. He deals only briefly with his Burmese experiences, although the short recital is one of bloodshed, horror and courage.

From a literary standpoint, Lt.-Cdr. Wright's book is difficult to assess. It lacks unity, it is a blend of fact and fiction, it betrays a need of tauter editing—and it is thoroughly fascinating.

Physically, the book is an ambitious production, with map end papers, coloured plates and numerous black and white illustrations.—C.

WILDLIFE SKETCHES, *Near and Far*, by Bruce S. Wright; published by Brunswick Press, Fredericton, N.B.; 288 pages; illustrated; \$5.95.

LIBRARIES THAT SAIL THE SEAS

THOSE CANADIANS who are concerned with the lack of reading done by the nation's population can rest assured that there is at least one group of Canadians wholeheartedly in agreement that books provide education and entertainment.

They are Canadian sailors at sea, and a good example of this was given by the 700 or so officers and men in three RCN destroyer-escorts which made a three-and-one half months training and goodwill cruise to Asiatic waters this year.

HMC Ships *Assiniboine*, *Margaree* and *Ottawa*, units of the Second Canadian Escort Squadron, carry a combined library totalling almost 1,000 volumes. During the time the ships were away from their home port, every book has been read thoroughly and well.

Each ship's library carries about 300 books, providing a full range of novels, adventure stories, westerns, stories of the sea, books about people and places, biographies and autobiographies, stories of the Second World War, mysteries and detective stories, and even science-fiction.

A random selection of authors represented in the libraries brings forth such

names as Zane Grey, Damon Runyon, Ellery Queen, Neville Shute, Jack London, Herman Wouk, James Michener, Alfred Hitchcock, Dwight D. Eisenhower, Lord Montgomery, Nicholas Monsarrat, Ernest Hemingway and many others, well-known writers and those who have published only one or two books.

The librarian on board the *Assiniboine*, AB G. M. Duruisseau, a radar plotter, summed it up by saying: "The men will read anything as long as it is well written and has some body to it—something that will be entertaining and at the same time give them something to think about."

He said the most popular books in the library are true adventure stories. Next come good solid fiction novels, followed in turn by westerns, good mysteries, stories of the sea, books about the Second World War, particularly during the cruise in regard to Southeast Asia, and science fiction, which is high popular.

The librarians on board the *Margaree* and *Ottawa* agree, saying the popularity polls in their ships run much the same.

In their Far East Cruise, the Canadian ships visited Hawaii, Japan, Singapore, Burma, Ceylon, Hong Kong, and Thailand, and books about these places were in demand. When he goes ashore, the sailor looks for the sights he has read about.

Since the cruise began early in January, many of the sailors read a dozen or more books, usually a chapter or two at a time during off-watch hours. Few Canadians at home read a dozen books in a year, probably because of the wide variety of entertainment available to them through radio, television, sports, and so on. On the other hand, recreational facilities at sea are limited.

Books are purchased by the ships through a grant made each year by Naval Headquarters. The books are bought at book stores in the ship's home port, usually by a committee of the librarian, an officer and one or two other men. This assures a good selection, so that one man's tastes will not take over the entire library.

There is no doubt that the ship's library is popular, and there are few men who don't take the opportunity of making use of it.—R.G.N.

HERE AND THERE IN THE RCN



Young Mark Lovekin of the Eighth Dartmouth Cub Pack takes his turn at jumping into the rescue net during a fire fighting demonstration for the 37-member pack at HMC Dockyard. He is the son of CPO T. F. Lovekin. The boys, who are affiliated with St. Andrew's Presbyterian Church, Dartmouth, were guests of the Dockyard Naval Fire Department. (HS-68026)



A last salute is given at the graveside of a beloved naval officer, the late Frederick Charles Short, who for the nine years before his death on April 17 had been area recruiting officer, with headquarters at HMCS Tecumseh, the Calgary naval division. Burial, with full naval honours, was in the Field of Honour, Burnsland Cemetery, Calgary. (RCNR Photo)



Down East there is an impression (in line with the old sundial inscription, "I tell none but the sunny hours") that the motto of the West Coast fleet is: "We sail none but lukewarm seas". Here is evidence to the contrary—the St. Laurent in the Kodiak area of Alaska in late April. Note those chilly hills. (E-66323)

THE NAVY PLAYS

RCNSA Yachts Win Opener

RCN yachts *Tuna* and *Gold Crest* (ex-*Gritse*) were first and second in the Rear-Commodore's Cup race over the Victoria Day weekend when the Royal Nova Scotia Yacht Squadron's 125th season of racing began in Halifax harbour.

Four yachts competed in the Force 4 southwest wind over the 10½-mile outer harbour course.

The *Gold Crest* was last over the starting line and first to finish but her handicap put her back to second place with elapsed and corrected times of 1:41:27 and 1:31:16.

Cup-winning *Tuna's* times were 1:44:14 and 1:22:19.

91 Compete in Golf Tourney

Ninety one golf devotees turned out in early May for the third inter-ship monthly golf competition at the Gorge Vale Golf Club in Victoria. Low gross went to Ldg. Sea. "Con" Bergstrom and low net to AB "Irish" Finnigan.

The five lowest net scores were *Naden* with 368, *Dockyard* 368, *Ste. Therese* 419 and *Cape Breton* 420.

Navy Wins in Deck Hockey

The Operations and Communications team at HMCS *Shelburne* has claimed the deck hockey title for the second year in a row since the league was first formed four years ago.

The four teams entered in the league include Maintenance, Supply and Operations, and Communications from HMCS *Shelburne*, and one team from the town of Shelburne. Finishing second in the season schedule behind the Supply team, the Operations and Communications team defeated Maintenance in the semi-finals, and went on to defeat the town of Shelburne in the best-of-five final, three games to one.

Shearwater Wins Volleyball Title

Volleyball players from HMCS *Shearwater* in April captured the Eastern and Atlantic Command tri-service play-offs at Camp Gagetown. Coach Lt. R. J.

Langlois has piloted the team for the past four years.

The RCN squad whipped everything the Army had to offer, downing the Camp Gagetown garrison; 1st Battalion, the Black Watch, and the Royal Canadian Dragoons in a round-robin and final playoff.

The *Shearwater* Flyers wound up with a possible six points, Garrison 4, 1 RHC 2, and the RCD squad went winless.

Gloucester Rink Wins 'Spiel Event

A Navy rink from HMCS *Gloucester* made up of Ldg. Sea. J. Peters as skip, CPO N. Gould as vice-skip, Ldg. Sea. N. Fisher as second and Ldg. Sea. K. Hazel as lead was the only Navy rink to win one of the four events in the annual Ottawa area inter-service bonspiel during the first week in April.

A total of 128 rinks participated, made up of members from the Navy, Army, Air Force and RCMP. This was the largest inter-service bonspiel held so far in Canada.

14 Hours Long Enough to Work

How many hours constitute an honest day's labour? A firm ruling on this has been found by the Naval Historian in old documents relating to HM Dockyard, Halifax, then under Royal Navy control.

J. N. Inglefield, Commissioner of the Dockyard, ruled in an order dated October 1, 1807: "A Man working from 5 o'clock in the Morning to 7 at Night is as much labour as he is capable of performing faithfully." Consequently, added Mr. Inglefield, no one was to work longer hours except in a case of absolute necessity.

Just such a case of "absolute necessity" had arisen two years earlier. On October 13, 1805, eight days before Trafalgar (about which Mr. Inglefield could have had no foreknowledge and, for some weeks, no after-knowledge), he posted the order that everyone in the yard was "to work two hours & half Extra by Candle light in refitting His Majesty's Ships."

That working hours were not his only concern is shown by another of the Dockyard commissioner's orders:

"Hogs, Goats and Geese being a very great Nuisance, none are to be permitted to go at large in the Dock Yard."

RCN Handgun Club Visits USAF Base

The Atlantic Command Handgun Club sent a five-man team to Loring USAF Base, Limestone, Maine, on the last week-end of April for an open tournament.

The RCN types, although shooting below normal, placed in a number of events.

PO Edward Sharples, *Bonaventure*, took second place in the marksman rapid fire. CPO W. W. Reid was third, in the timed fire, the rapid fire and the grand aggregate, all in the sharpshooter class. CPO L. B. Mandy, ACHC president, was third in the rapid-fire marksman class and third in the national gallery course marksman class.

In the team matches, two Loring teams were first and second, Air Police third and ACHC fourth.

York Marksman Scores "Impossible"

Soldiers at Camp Borden are still scratching their heads out on the shooting range after an ordnance week-end there attended by a contingent of sailors from HMCS *York*, Toronto.

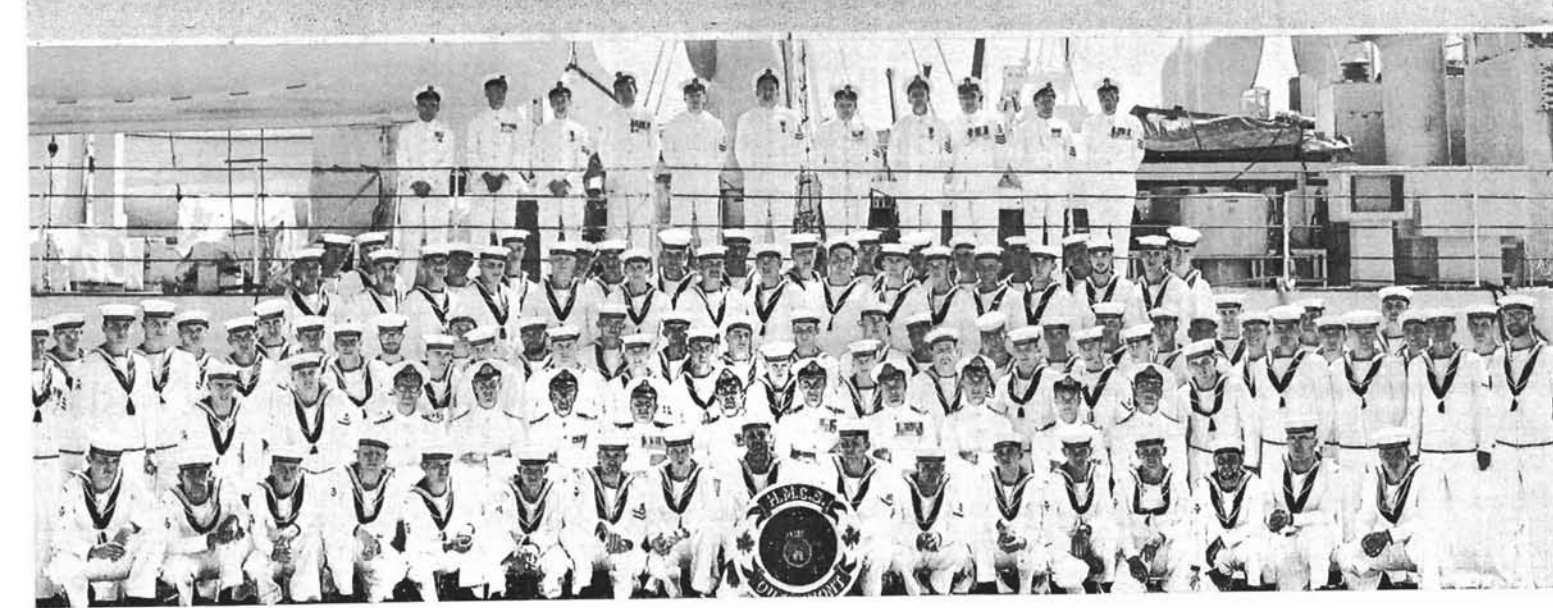
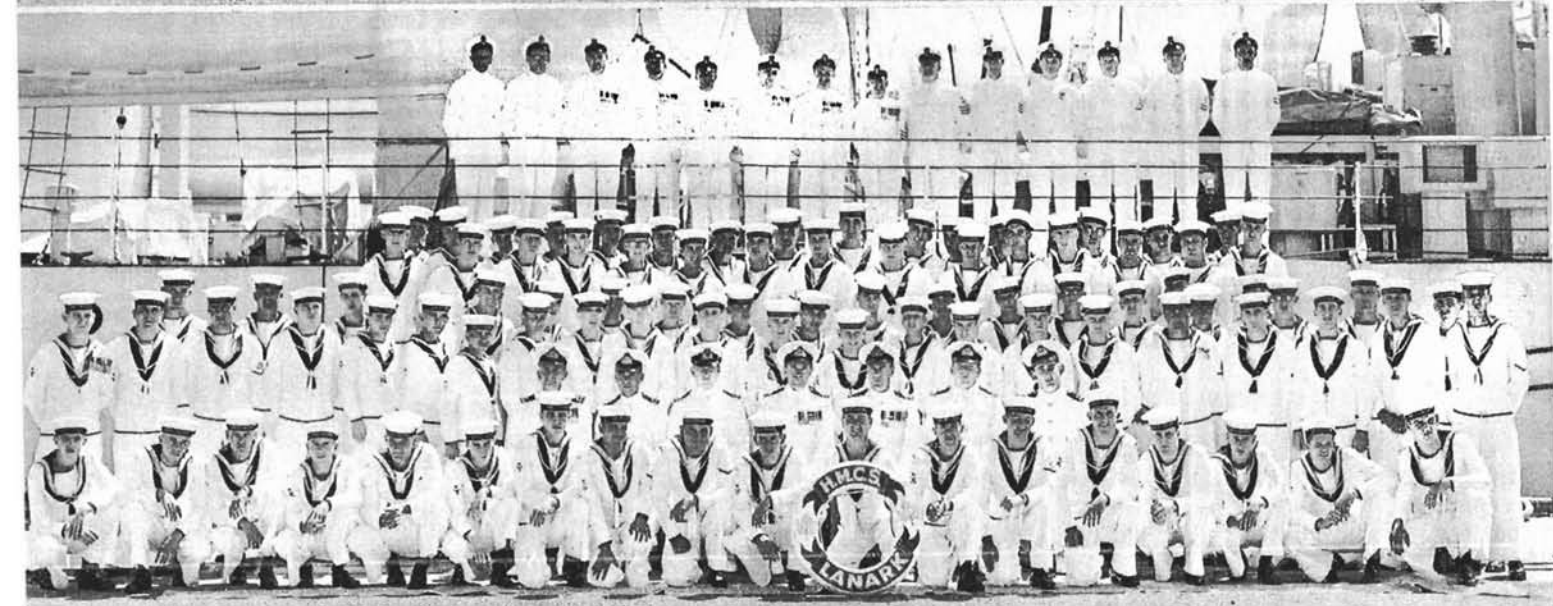
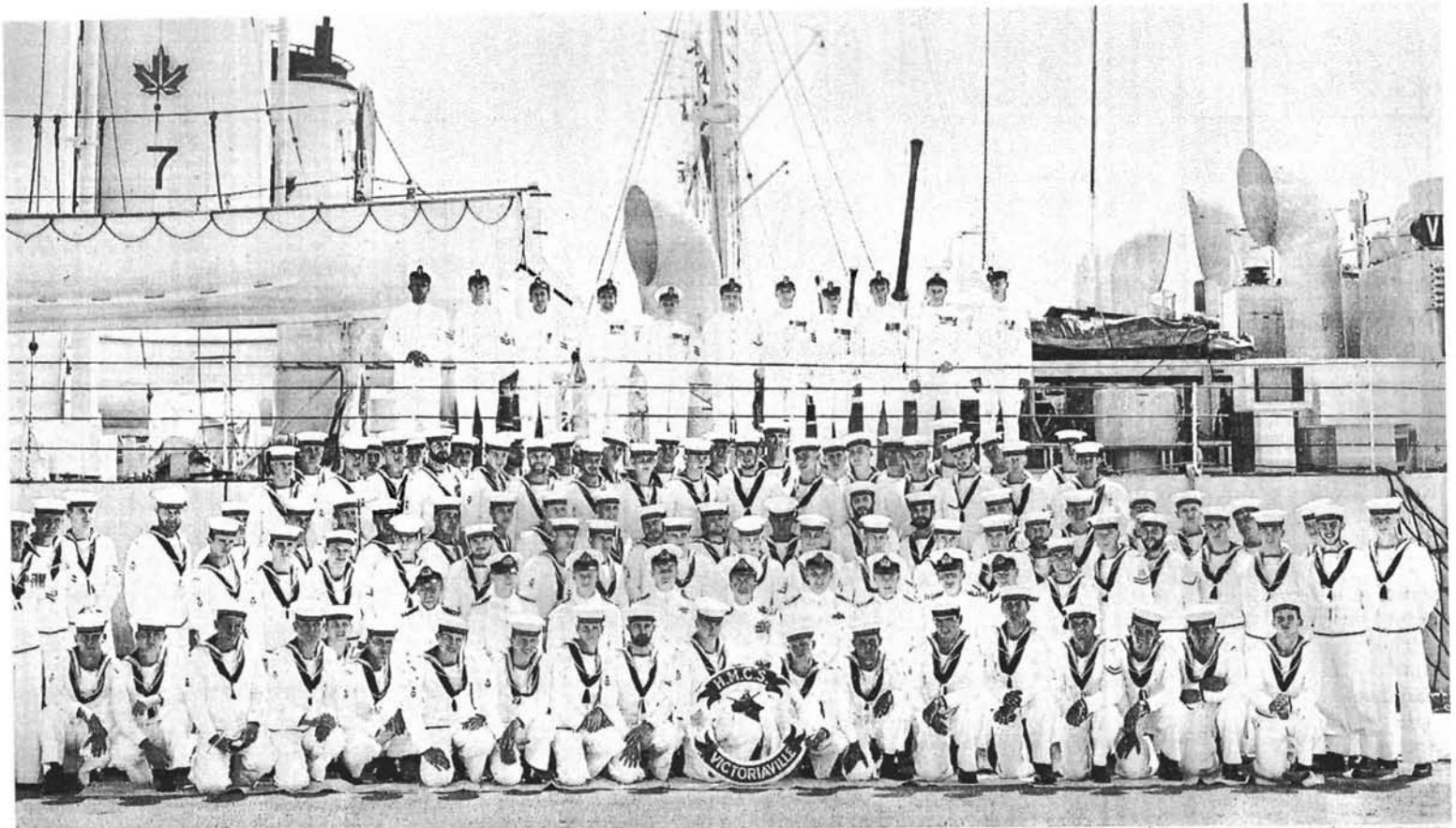
When the smoke cleared after Sten-gun fring, AB Tom Donnelly's target registered a score of 90 out of 75. The instructors finally agreed to score his target 75 out of 75—a perfect score, but none of them could figure out where the extra holes in the target had come from.

Tom explained back at the naval division that he had squeezed some extra shells in the magazine, but he's letting the Army worry.

Sea Cadets Hold Annual Sports Day

Sea cadets, 290 strong, from all over Vancouver Island, took over the playing facilities of HMCS *Naden* on May 5 for their annual sea cadet sports day. Competition included .22 shoot, whaler racing, tug-o'-war and sports tabloid.

Winners of the meet were members of the Shawnigan Lake Sea Cadet Corps, who amassed a score of 21 points to beat out the Victoria Corps by three points.



LOWER DECK PROMOTIONS

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

Atlantic Command

For Promotion to Petty Officer Second Class

LSBN2	G. F. Dileo	11820-H
LSBN2	R. D. Robert	18089-H
LSWS3	K. G. Davis	26974-H
LSWS3	E. R. Jensen	26822-H
LSWS3	K. M. Graham	26388-H
LSWS2	T. W. Reakes	34244-H
LSWS2	L. Theriault	8999-H
LSWS2	D. R. Perkins	16558-H
LSWS2	D. J. Doucette	15358-H
LSWS2	J. A. Kennedy	16616-H
LSWS2	L. A. Joyce	14589-H
LSWS3	J. W. Glover	12509-H
LSWS3	J. A. Lafortune	26180-H
LSWS2	K. R. McCormick	10487-H
LSWS2	J. H. Hardie	16655-H
LSWS2	R. A. Pretty	13879-H
LSFC3	J. R. Crawshaw	19951-H
LSWU3	B. A. Peore	32070-H
LSWU3	A. R. Keeble	25761-H
LSSN3	B. H. McCallum	16085-H
LSSN3	G. D. Payne	33638-H
LSSN3	R. T. McGaw	17786-H
LSSN3	F. J. Edwards	25493-H
LSRP2	A. E. Cirtwell	12858-H
LSSG2	J. Bredin	30079-H
LSSG2	R. R. Despres	24957-H
LSSG2	J. R. McKinnon	25214-H
LSRM2	G. M. Rankin	26394-H
LSRM2	M. E. Gibbons	31377-H
LSRM2	J. R. Braman	23600-H
LSRM2	T. Forbes	25568-H
LSEM2	A. M. Mullen	8121-H
LSEM2	E. F. Dans	35420-H
LSEM2	G. R. Spellman	29414-H
LSEM2	L. E. Lapalme	32107-H
LSER3	E. G. Harman	22531-H
LSET3	D. S. Jones	33634-H
LSET3	P. P. Chiasson	23537-H
LSLT3	W. D. Hemphill	33023-H
LSLT-3	J. O. Matte	30570-H
LSLT3	Y. J. Brault	29231-H
LSLT3	G. L. Green	36305-H
LSLT3	L. J. Hebert	26367-H
LSLT3	A. B. Stone	21180-H
LSWA2	S. B. Roberts	25015-H
LSNA3	P. E. MacKey	6720-H
LSNA3	D. W. MacKnight	25297-H
LSNA3	E. C. Putland	35576-H

LSAM3	L. M. Mlazgar	10353-E
LSAM2	W. W. Tibbets	12084-H
LSAT3	G. B. MacLeod	16428-H
LSAT2	J. M. Thibault	20336-H
LSAT2	D. F. Cawthra	24490-H
LSAT2	W. J. Belanger	19105-H
LSEA3	F. C. Hoekley	25194-H
LSPW2	V. E. Peters	26624-H
LSPW2	R. J. McAgy	24330-H
LSPW2	W. J. Fournier	28896-H
LSPW2	R. L. Bigonnesse	26457-H
LSPW2	F. J. Fox	26684-H
LSPW2	E. T. Warriner	26722-H
LSNS2	W. L. Saunders	10577-H
LSCK2	K. J. Mitchell	15822-H
LSCK2	D. A. Hodgson	13286-H
LSCK2	G. A. Goldring	26625-H
LSCK2	J. W. Wallace	15953-H
LSCK2	R. J. Squires	13823-H
LSCK2	A. Simaey	24430-H
LSCK2	H. E. Brewster	12425-H
LSCK2	T. R. Maynard	11468-H
LSCK2	W. S. Cairns	15124-H
LSCK2	B. Y. Keeping	12494-H
LSCK2	J. W. Woodward	17651-H
LSCK2	R. I. Fenn	12285-H
LSCK2	D. C. Murray	26757-H
LSSW2	J. W. MacDonald	16238-H
LSSW2	M. J. Regimbal	18636-H
LSSW2	S. Martin	13806-H
LSSW2	R. J. Nault	19022-H
LSSW2	D. R. Pugh	18740-H
LSSW2	M. J. Tourangeau	28541-H
LSSW2	G. J. Olivier	14208-H
WLSS2	E. A. O'Sullivan	W-35452
LSRR2	H. J. Murphy	34125-H
LSMA3	J. R. McNulty	23683-H
LSCD3	R. N. Connelly	11242-H
LSRP3	E. A. Pala	25008-H
LSMM3	R. K. MacEachern	15424-H
LSPH3	D. R. Orrell	24359-H

For Promotion to Leading Seaman

ABBN2	S. Crane	15444-H
ABBN2	D. G. Almas	24597-H
ABBN2	J. A. Adams	27133-H
ABBN1	W. A. Clouston	16812-H
ABBN2	G. F. Benson	19698-H
ABBN1	R. L. Watson	27099-H
ABBN2	L. J. Kingsbury	18945-H
ABBN2	R. J. Hachey	25870-H
ABBN2	R. J. Pruneau	14277-H
ABBN2	R. H. Aucoin	42970-H
ABWS1	R. B. Williams	26049-H
ABWS1	C. A. MacDonald	31423-H
ABWS1	J. G. Christopher	29564-H
ABWS1	J. P. Brown	37660-H
ABWS1	D. R. Parsons	30685-H
ABWS1	J. G. Pratt	26178-H
ABWS1	C. T. Humphries	13792-H
ABWS1	A. F. Dillon	16625-H
ABWS1	G. E. Belanger	30433-H
ABWS1	S. H. Smith	33769-H
ABWS2	W. G. Leppard	29929-H
ABWS2	G. B. Stevens	37627-H
ABWS1	M. Lynch	13939-H
ABWS2	G. V. Johnson	42259-H
ABWS2	R. W. Pepper	36865-H
ABWS1	L. P. Pyke	30404-H
ABWS2	R. P. Cox	34293-H
ABFC2	T. W. Gossen	33524-H
ABFC2	J. Bracken	46116-H
ABFC1	J. H. Cardy	30145-H
ABFC2	W. F. Gallaher	44458-H
ABFC2	P. C. Waugh	31546-H
ABFC2	A. Cracknell	44374-H
ABFC2	O. F. Elliott	44455-H
ABFC2	R. B. Jack	39037-H
ABFC2	D. T. Hastings	45511-H
ABFC2	J. W. Chalmers	44472-H
ABFC2	T. W. Shiek	27820-H
ABFC2	I. D. Corkum	44112-H
ABFC2	W. A. Rolls	37551-H
ABFC2	J. R. Fowler	29602-H
ABFC2	W. E. Sharpe	39135-H
ABFC2	R. E. Roberts	44084-H
ABFC2	C. E. Lalande	46152-H
ABFC3	R. H. Johnson	30002-H
ABFC2	G. G. Valiquette	42632-H
ABFC2	G. J. Charpentier	28487-H
ABFC2	G. A. Ross	44470-H
ABFC2	R. Jamieson	42482-H
ABFC2	L. G. Lake	37680-H
ABFC2	R. A. Toivanen	39826-H
ABWU2	R. E. Park	36378-H
ABWU2	R. R. Lepage	36658-H
ABWU2	R. J. Dowker	35208-H
ABWU2	D. G. Knodell	23720-H
ABWU2	P. Dube	42263-H
ABWU2	P. J. MacIntyre	37559-H
ABWU1	R. H. Woodcock	30526-H
ABWU2	D. J. Tost	42304-H
ABSN2	W. E. Latter	35286-H
ABSN2	M. G. Hatt	44125-H
ABSN2	W. W. Cherry	43804-H
ABSN1	B. W. Sharkey	39926-H
ABSN2	D. M. MacKey	44346-H
ABSN2	A. L. Murray	36954-H
ABSN2	W. N. Grinnell	36767-H
ABSN2	R. S. Priske	37595-H
ABSN2	D. L. Smith	44124-H
ABSN2	D. K. Anderson	44464-H
ABSN2	G. E. McKay	42694-H



FAMILY PORTRAITS—The bright tropic sun and a lull in winter exercises in the Caribbean provided the opportunity for the ships' companies of three frigates of the Seventh Canadian Escort Squadron to pose for their pictures while the ships, the Victoriaville, Lanark and Outremont, were at San Juan, Puerto Rico. (BN-4584; BN-4585; BN-4586)

ABSN2 M. G. McIsaac.....42436-H
 ABSN2 G. J. Tunn.....36792-H
 ABSN2 W. H. Yallop.....42506-H
 ABSN2 P. W. Meagher.....29059-H
 ABSN2 W. G. Crossley.....44053-H
 ABSN1 D. E. Jones.....37536-H
 ABSN2 W. J. Bramfield.....44362-H
 ABSN2 D. A. Shuman.....15532-H
 ABSN2 R. M. Poole.....35304-H

ABRP2 D. D. Lowe.....34111-H
 ABRP2 C. B. Waring.....29787-H
 ABRP2 W. E. Buckley.....43405-H
 ABRP2 L. E. Turner.....44055-H
 ABRP2 R. R. Farah.....36931-H
 ABRP2 D. F. Morgan.....44116-H
 ABRP2 H. D. Raney.....37830-H
 ABRP2 R. W. Allen.....43297-H
 ABRP2 G. M. Adams.....43011-H
 ABRP2 L. H. Slade.....37754-H
 ABRP2 R. E. Fox.....42885-H
 ABRP2 E. Gorai.....42478-H
 ABRP2 M. F. Dougherty.....23404-H
 ABRP2 G. M. Palmer.....35628-H
 ABRP2 G. V. Griffiths.....29580-H
 WASD2 M. H. Eccles.....W-31611

ABSG2 C. W. Armstrong.....36640-H
 O. Van Ek.....35333-H
 ABSG2 A. J. MacIsaac.....44090-H
 ABSG2 A. J. Wrinkle.....37796-H
 ABSG2 D. J. Wood.....30485-H
 ABSG2 J. M. Callaghan.....44500-H
 ABSG2 G. De Vuyst.....45874-H
 ABSG2 R. E. Bowes.....33491-H
 ABSG2 M. E. MacPhail.....42718-H
 ABSG2 R. C. Soucie.....42762-H
 ABSG2 W. C. Sparks.....43023-H
 ABSG2 D. C. Learn.....45558-H
 ABSG2 R. R. McNaught.....44430-H
 ABSG2 E. D. Lebrun.....36630-H
 ABSG2 J. L. Younger.....44682-H

ABRM2 W. Iltshishin.....39728-H
 ABRM1 M. L. Baker.....37456-H
 ABRM2 F. R. Carter.....42407-H
 ABRM2 R. C. Renaud.....36922-H
 ABRM2 J. P. Phelan.....37693-H
 ABRM2 J. J. McAuliffe.....38909-H
 ABRM2 R. H. Stebner.....38714-H
 ABRM2 R. J. Cyr.....43208-H
 ABRM2 P. F. Garrie.....42250-H
 ABRM2 G. J. Decoene.....43273-H
 ABRM2 R. G. Newman.....19999-H

ABRS2 R. C. Bosada.....36181-H
 ABRS2 G. F. Biggar.....34711-E
 ABRS2 R. D. McDonald.....35238-E
 ABRS2 J. H. Alward.....42879-H
 ABRS2 A. W. Laakso.....28150-E
 ABRS2 B. L. Partridge.....33275-E
 ABRS2 P. G. Tambeau.....36659-H
 ABRS2 F. Pielak.....27802-E
 ABRS2 A. B. Argue.....28203-E
 ABRS2 R. A. Briggs.....33177-E

ABEM2 J. R. Todd.....37838-H
 ABEM2 D. D. Anderson.....38472-H
 ABEM2 M. J. Nix.....39046-H
 ABEM2 A. E. Moreau.....42525-H
 ABEM2 J. L. McIntosh.....42610-H
 ABEM2 S. B. Jenkins.....37243-H
 ABEM2 G. A. Bailey.....39477-H
 ABEM2 D. C. Idle.....39482-H
 ABEM2 B. C. Barker.....42392-H
 ABEM2 J. W. Gadsby.....36692-H
 ABEM1 T. J. Maguire.....35706-H
 ABEM2 C. C. Spurr.....37686-H
 ABEM2 W. G. Link.....26516-H
 ABEM2 R. W. Gillespie.....42971-H
 ABEM2 T. A. O'Donnell.....43003-H
 ABEM2 J. V. Lavoie.....37191-H
 ABEM2 K. F. Young.....43002-H
 ABEM2 R. F. Stoddard.....36750-H
 ABEM2 G. J. Berkhout.....42461-H
 ABEM2 D. J. Doucet.....42944-H



"I'll take vanilla." Things usually go smoothly during fuelling at sea but every so often all is not well. This was the somewhat messy scene just after the Algonquin had been refuelled by the Bonaventure off Bermuda last winter. (CS-1007)

ABEM2 W. M. MacDonald.....37652-H
 ABEM1 M. A. Moore.....38744-H
 ABEM2 W. Kettner.....35263-H
 ABEM2 D. F. Kent.....29578-H
 ABEM2 G. R. Branchaud.....37645-H
 ABEM2 N. E. Glenn.....37811-H
 ABEM2 J. H. Menard.....39152-H
 ABEM2 G. C. Heerings.....42369-H
 ABEM2 T. McVarnock.....32047-H
 ABEM2 J. H. McLeod.....30550-H
 ABEM2 D. L. Lowther.....44104-H
 ABEM2 D. S. Carter.....44117-H
 ABEM2 R. J. Lauzon.....36930-H
 ABEM2 D. T. St Onge.....43054-H
 ABEM2 A. J. Gosleigh.....44441-H

ABET2 E. J. Williams.....42949-H

ABLM2 J. H. Crichton.....45834-H
 ABLM2 L. E. Harris.....42992-H
 ABLM2 H. D. Andrews.....44462-H
 ABLM2 L. C. Thurber.....44162-H
 ABLM2 R. H. Holmes.....30538-H
 ABLM2 G. J. Seguin.....36630-H
 ABLM2 P. J. Dick.....37316-H
 ABLM2 J. C. Greenwood.....44453-H
 ABLM2 J. D. Manser.....37827-H
 ABLM2 B. C. Larsson.....44649-H
 ABLM2 C. G. Savage.....37746-H

ABLM2 M. C. Abel.....36738-H
 ABLM2 K. J. Dunne.....44454-H
 ABLM2 R. A. Nutley.....44395-H
 ABLM2 H. A. Russell.....45866-H
 ABLM2 J. G. Shypit.....38503-H
 ABLM2 K. S. Stokstad.....45892-H
 ABLM2 D. V. Talbot.....44689-H
 ABLM2 A. F. Cooke.....44478-H
 ABLM2 R. G. Acton.....43067-H
 ABLM2 J. J. Hamelin.....44324-H
 ABLM2 D. F. Ruston.....43078-H
 ABLM2 D. R. Stewart.....44673-H
 ABLM2 K. C. Spriggs.....46421-H
 ABLM2 F. W. Lavalley.....46165-H
 ABLM2 R. C. Segel.....46113-H
 ABLM2 J. G. Belanger.....37327-H

ABLT2 F. G. U'Ren.....26520-H
 ABLT2 J. M. Ross.....35618-H
 ABLT2 D. M. Tully.....37773-H

ABWA1 A. D. Harkin.....13220-H

ABNA2 R. J. Featherstone.....27653-E
 ABNA2 D. W. Thorburn.....23594-H
 ABNA2 J. F. Grant.....25353-H
 ABNA2 R. N. Chapdelaine.....44926-H
 ABNA2 R. J. Heinz.....28563-E
 ABNA2 W. F. Peavey.....44667-H

ABNA2 N. D. Colban.....45896-H
 ABAM1 W. A. Bereza.....36544-H
 ABAT2 E. C. Tillett.....42434-H
 ABAP1 H. Fisher.....28002-H
 ABAP1 G. A. Doherty.....35866-H
 ABAR1 V. W. Marwood.....35499-H
 ABAP1 J. G. McNaughton.....39034-H
 ABEA3 J. Veres.....06525-H
 ABAW1 R. J. Gray.....16813-H
 ABVS2 M. R. Jones.....25771-H
 ABVS2 C. J. Burchell.....33954-H
 ABNS2 D. R. Taggart.....36574-H
 ABNS1 F. J. Flemming.....25014-H
 ABNS1 E. H. Hatfield.....37483-H
 ABNS1 E. H. Newton.....30355-H
 ABNS1 G. K. Cole.....31973-H
 ABNS1 W. G. Bruton.....25333-H
 ABCK1 J. A. Pollock.....36005-H
 ABCK1 C. A. Davis.....36235-H
 ABCK2 R. E. Hynes.....25116-H
 ABCK1 M. E. Connors.....34136-H
 ABCK2 L. C. Jewer.....18922-H
 ABCK1 D. J. Larose.....36260-H
 ABCK2 D. L. Sadler.....30241-H
 ABCK2 R. B. Weir.....23426-H
 ABCK2 V. D. Mitchell.....24342-H
 ABCK2 R. J. Gagnon.....14113-H
 ABSW1 W. E. Kolaehynski.....35454-H
 ABSW2 R. J. Harvieux.....30816-H
 ABSW1 A. J. Gingras.....32397-H
 ABSW1 J. A. Steel.....36037-H

ABSW2 L. F. Uwins.....28306-H
 ABSW1 B. J. Finnessy.....36549-H
 ABSW1 C. J. Dery.....36034-H
 ABSW1 A. A. Tarrant.....13863-H
 ABSW2 D. J. Lamb.....31129-H
 ABSW2 F. W. Edgar.....36065-H
 ABSW1 J. B. Lapierre.....37127-H
 ABSW2 G. T. Bransfield.....14686-H
 WASS2 N. Chomicki.....W-34922
 ABMA2 D. E. Pennell.....44031-H
 ABMA2 J. D. Rogers.....42973-H
 ABMA2 E. H. Mash.....36732-H
 ABMA2 L. J. Leblanc.....44201-H
 ABMA2 D. R. Hogg.....45933-H
 ABMA2 L. P. Gallant.....43108-H
 ABMA2 F. K. Ashton.....45911-H
 WAME2 B. L. Ward.....W-43075
 ABCD2 W. O. Matthews.....26529-H
 ABPH2 F. A. Quick.....16686-H

LSWS3 F. J. Hicke.....27955-E
 LSWS2 J. G. Peil.....7925-E
 LSWS2 C. J. Underwood.....27363-E
 LSWS2 W. C. Bechtel.....29760-E
 LSWS3 E. C. Brophy.....14857-E
 LSFC2 T. F. O'Neill.....24575-E
 LSFC2 T. J. Merritt.....26126-E
 LSFC2 S. Dzeoba.....5884-E
 LSFC2 W. L. Cartwright.....18403-E
 LSFC2 L. I. Roy.....27494-E
 LSFC3 W. E. McLaughlin.....24811-E
 LSWU2 R. A. Gibson.....27427-E
 LSWU3 D. H. Little.....24234-E
 LSSN3 W. E. Greenfield.....16930-E
 LSSN3 G. C. Young.....9398-E
 LSSN3 A. G. Peden.....14849-E
 LSSN3 R. W. Johnson.....24188-E
 LSSN3 M. W. Evans.....10818-E
 LSSN3 L. J. Prohopow.....27040-E
 LSSN3 C. A. Fancourt.....17075-E
 LSRP2 D. C. Hall.....24122-E
 LSRP2 E. J. Paquette.....10923-E
 LSRP2 J. M. Frederick.....12719-E
 LSRP2 J. A. Kobayashi.....9312-E
 LSSG2 R. J. Premack.....28671-E
 LSSG2 H. M. Gillies.....24745-E
 LSSG2 L. F. Rayment.....28151-E
 LSSG2 D. Ackerman.....31368-E
 LSSG2 G. G. Reitsma.....24628-E
 LSSG2 F. Seddon.....27731-E
 LSSG2 G. T. Kemp.....34849-E
 LSSG2 R. B. McClellan.....27608-E
 LSSG2 D. A. Parks.....16679-E
 LSSG2 T. M. Wybert.....24760-E
 LSEM2 H. W. Vaughan.....24032-E
 LSEM2 C. P. Keighan.....16021-E
 LSEM2 F. A. Haire.....30263-E
 LSEM2 J. Forgie.....24026-E
 LSEM2 F. N. Merkl.....17485-E
 LSEM2 A. R. Hoover.....27452-E
 LSEM2 D. A. Moore.....18431-E
 LSEM2 W. R. Hamilton.....7840-E
 LSEM2 R. J. Rougeau.....7867-E
 LSEM2 E. G. Denton.....18418-E
 LSEM2 W. W. Propp.....24813-E
 LSEM2 D. J. Rigby.....7764-E
 LSEM2 J. A. Elliott.....17457-E
 LSEM2 K. D. White.....17259-E
 LSEM2 T. J. Fitzpatrick.....15096-E
 LSER3 T. A. Moller.....13443-E
 LSER3 D. J. Lyngard.....17125-E
 LSER3 W. G. Bell.....16959-E
 LSER3 C. J. Johnston.....27694-E
 LSLT3 M. M. Ceissler.....33417-E
 LSAW2 J. A. Dey.....25962-E
 LSPW2 H. W. Colwell.....18386-E
 LSNS2 A. E. Prill.....17159-E
 LSCK2 J. G. McLellan.....7829-E
 LSCK2 R. A. Haines.....14487-E
 LSSW2 J. H. McAllister.....14456-E
 LSSW2 J. W. Richardson.....33026-E
 LSTM3 R. E. Miller.....28067-E
 LSPR2 G. E. Vowles.....23814-E
 LSPH3 E. W. Charles.....18351-E

Pacific Command

For Promotion to Petty Officer Second Class

LSBN2 R. W. Kisby.....24696-E
 LSBN3 B. T. Gammon.....7835-E
 LSBN2 R. J. Massey.....11092-E
 LSWS2 R. B. Bentley.....7874-E
 LSWS3 D. L. Gunderson.....14875-E
 LSWS2 G. A. Smith.....8021-E
 LSWS2 R. M. Dahl.....17212-E

LSEM2 H. W. Vaughan.....24032-E
 LSEM2 C. P. Keighan.....16021-E
 LSEM2 F. A. Haire.....30263-E
 LSEM2 J. Forgie.....24026-E
 LSEM2 F. N. Merkl.....17485-E
 LSEM2 A. R. Hoover.....27452-E
 LSEM2 D. A. Moore.....18431-E
 LSEM2 W. R. Hamilton.....7840-E
 LSEM2 R. J. Rougeau.....7867-E
 LSEM2 E. G. Denton.....18418-E
 LSEM2 W. W. Propp.....24813-E
 LSEM2 D. J. Rigby.....7764-E
 LSEM2 J. A. Elliott.....17457-E
 LSEM2 K. D. White.....17259-E
 LSEM2 T. J. Fitzpatrick.....15096-E
 LSER3 T. A. Moller.....13443-E
 LSER3 D. J. Lyngard.....17125-E
 LSER3 W. G. Bell.....16959-E
 LSER3 C. J. Johnston.....27694-E
 LSLT3 M. M. Ceissler.....33417-E
 LSAW2 J. A. Dey.....25962-E
 LSPW2 H. W. Colwell.....18386-E
 LSNS2 A. E. Prill.....17159-E
 LSCK2 J. G. McLellan.....7829-E
 LSCK2 R. A. Haines.....14487-E
 LSSW2 J. H. McAllister.....14456-E
 LSSW2 J. W. Richardson.....33026-E
 LSTM3 R. E. Miller.....28067-E
 LSPR2 G. E. Vowles.....23814-E
 LSPH3 E. W. Charles.....18351-E



Cdr. K. E. Grant, Commander Ninth Canadian Escort Squadron, recently awarded the "Cortron Nine Cutlass" to the captain of the winning gun crew of HMCS La Hullose, a frigate of his squadron. The trophy is a battered RN cutlass of the Trafalgar period, which was donated to the squadron by Cdr. Grant some time ago. The award usually hangs in the captain's cabin of the winning ship and is liable to change hands whenever a ship of the squadron breaks the previous record in a four-inch gunnery surface shoot. Cdr. Grant presents the coveted cutlass to PO Norman McIntyre, while Lt. B. E. Walsh, La Hullose gunnery officer, and members of the ship's company look on. (HS-68077)

For Promotion to Leading Seaman

ABBN1 H. L. Parsons.....14896-E
 ABBN2 R. Bolduc.....24043-E
 ABWS2 N. R. Lynch.....24170-E

ABWS2	P. H. Young	28552-E	ABRM2	G. Aluckner	34706-E	ABHM2	R. A. Provencal	15178-E
ABWS2	L. A. Massina	8116-E	ABRM2	S. E. Belobaba	35243-E	ABHM2	R. J. MacKay	18511-E
ABWS1	G. J. Metz	28176-E	ABRM2	J. R. Bullas	34678-E	ABLM2	V. A. Stanker	39739-E
ABWS1	G. W. Lightburn	33189-E	ABRM2	I. M. Finkleman	39664-E	ABLM2	R. A. Finley	24018-E
ABWS1	G. G. Pearson	24611-E	ABRM2	W. A. Rendall	34800-E	ABLM2	M. J. Fairley	39592-E
ABWS1	G. O. Roy	10668-E	ABEM1	M. L. MacLellan	35004-E	ABLM2	J. P. Schmitz	33468-E
ABWS1	J. W. Koziar	8088-E	ABEM2	L. A. Mack	38321-E	ABLM2	R. H. Torris	39564-E
ABWU2	D. C. Coughlin	35197-E	ABEM1	K. E. Roy	23879-E	ABLM2	J. Sereda	38668-E
ABWU2	J. E. Wetherill	34756-E	ABEM1	A. J. Chedd	33188-E	ABLM2	D. E. Brown	38694-E
ABWU2	W. G. Hanaka	35250-E	ABEM2	H. F. Carter	38323-E	ABLM2	R. H. Emmerson	28780-E
ABSN2	J. Smith	39488-E	ABEM2	R. J. Nelson	23970-E	ABET2	J. E. O'Leary	43172-E
ABSN2	W. E. Pungente	31584-E	ABEM2	F. L. Snopek	35219-E	ABET2	R. G. Derkacz	38370-E
ABSN2	G. W. MacGillivray	35259-E	ABEM1	J. R. Dykes	35097-E	ABLT3	A. R. Mikitka	32806-E
ABSN2	S. A. Martin	37767-E	ABEM1	L. W. McWillis	27558-E	ABAW2	E. J. Archer	35944-E
ABSN2	F. E. Little	39706-E	AHEM1	J. P. Bach	23876-E	ABAW2	H. T. Milligan	17287-E
ABSN2	L. Murfin	38664-E	ABEM2	G. W. Crozier	35147-E	ABPW1	M. W. Redfern	35158-E
ABSN2	L. E. Mein	14923-E	ABEM1	P. F. Loster	35118-E	ABVS1	J. A. Laurence	35018-E
ABRP2	G. F. Campbell	24012-E	ABEM2	R. A. Edgeworth	28175-E	ABNS1	J. N. Ottenbreit	27989-E
ABRP2	D. L. Nordstrom	33458-E	ABEM1	D. E. Beatty	15101-E	ABCK2	E. P. Theriault	10564-E
ABRP2	K. A. Capron	39643-E	ABEM1	I. G. Douglas	39620-E	ABCK1	J. D. Grant	34608-E
ABRP2	J. B. Garbet	43793-E	ABEM1	G. D. Carlson	33239-E	ABCK1	G. C. Reekie	23968-E
ABRP2	D. Nelson	39701-E	ABEM1	W. J. Paterson	27502-E	ABSW2	J. Bell	30468-E
ABRP2	M. A. Hiltz	33498-E	ABEM1	T. H. Marchant	23941-E	ABSW2	N. P. Grove	32358-E
ABRP2	W. L. Bennert	43816-E	ABEM1	D. W. Jackson	34912-E	ABSW1	A. P. Barry	27956-E
ABRP2	M. G. Cooper	43774-E	ABEM1	E. J. Hunt	35078-E	ABSW2	H. Strandberg	34703-E
ABSG2	W. O. Guy	13392-E	ABEM2	P. E. Pujo	38414-E	ABSW2	G. V. Mee	27162-E
ABSG2	C. R. Pearce	39535-E	ABEM1	D. D. Volk	32899-E	ABSW2	J. J. Parenteau	32425-E
ABSG2	J. N. Ford	33485-E	ABEM1	D. F. Clappm	17461-E	ABMA2	J. M. Warkola	38420-E
ABRM1	W. J. Ellis	35175-E	ABEM2	J. A. Cardinal	34819-E			
ABRM2	D. C. Wright	33433-E	ABEM2	W. J. Edgington	33492-E			
ABRM2	A. Fast	9381-E	ABEM2	L. M. Durham	39364-E			
ABRM2	T. E. Souka	38318-E	ABEM2	R. Hnetka	27996-E			
			ABEM1	R. G. Tremere	7483-E			
			ABEM2	W. C. McKinney	43843-E			
			ABHM2	E. Klok	31579-E			

OFFICER RETIREMENTS

LT.-CDR. ALLAN RANDOLPH HEATER, CD, of Dartmouth, N.S., joined RCNR September 18, 1939; promoted to warrant rank (skipper) May 15, 1941; released December 12, 1945; joined active list RCNR February 14, 1949; transferred to RCN March 1, 1951. Lt.-Cdr. Heater served in *Nitinat, Haro, Naden, Wetaskiwin, Armentieres, Givenchy, Vencedor, Outarde, Chatham, Stadacona, Woodstock, Malahat, Rockcliffe, Sault Ste. Marie, Cornwallis, Donnacona and Bonaventure*; last appointment was at *Stadacona*; commenced leave March 21, 1962; retired June 12, 1962.

LT. JOHN WILLIAM LANE, CD and two clasps, of Shearwater, N.S.; joined RCN November 22, 1927 as boy seaman; promoted to warrant rank (acting boatswain) August 1, 1942. Lt. Lane served in *Stadacona, Champlain, Ypres, HMS Vernon, HMS Hood, HMS Victory, Saguenay, St. Laurent, Cornwallis, Annapolis, Niobe, Warrior, La Hullose, Haida, Hunter, Star, Blue Heron, Shearwater*; last appointment was at *Shearwater*; commenced leave February 26, 1962; retires November 22, 1962.

The Greeks Had A Phrase for It

Many an officer nodded melancholy agreement with a brief quotation in a recent issue of the *U.S. Naval Institute Proceedings*:

"A collision at Sea can ruin your entire day."

The source of the observation was the Greek historian Thucydides, who flourished in the fifth century, BC.

LT.-CDR. DAVID JOHN LITTLE, CD, of Ottawa; joined RCNVR as Sub.-Lt. (E), June 22, 1944, demobilized May 9, 1946, entered RCNR Sept. 13, 1946, demobilized Sept. 30, 1947, re-entered RCNR Oct 1, 1947, transferred to RCN March 21, 1949. Lt.-Cdr. Little served in *Carleton, Cornwallis, Stadacona, Bytown, Niobe, HMS Kestrel, Pintail, York, Shearwater, Magnificent*; last appointment on staff of Director of Aircraft Maintenance. Commenced leave on January 15, 1962; retired April 14, 1962.

LT.-CDR. DANIEL LEONARD MARCUS, CD, of Ottawa; joined RCN August 1, 1944, as pay midshipman. Lt.-Cdr. Marcus served in *Stadacona, Uganda, Niobe, Warrior, Naden, Bytown, Niagara, Crescent, Ontario, Stettler*; last appointment was Assistant Director of Naval Supply (Plans) at Naval Headquarters; commenced leave on February 8, 1962; retired on June 21, 1962.

LT.-CDR. GEORGE MacRAE NEALE, CD, of Ottawa; joined RCNVR Jan. 16, 1941, as a Lt. (SB); demobilized in April 16, 1945; transferred to RCN March 14, 1951. Lt.-Cdr. Neale served in *Stadacona, Naden, Givenchy, Bytown, Burrard, Malahat, Ontario, Magnificent*; last appointment on staff of the Director of Matériel Supply Technical, at Naval Headquarters; commenced leave on January 6, 1962; retired March 13, 1962.

LT.-CDR. LESTER BENJAMIN SELICK, CD, of Rockingham, N.S.; joined RCNVR May 11, 1945 as a Sub.-Lt. (SB) and transferred to RCN October 31, 1945. Lt.-Cdr. Selick served in *Cornwallis, Stadacona, Bytown, Cape Breton*; last appointment *Stada-*

cona for Educational Training School; commenced leave May 10, 1962, retires October 4, 1962.

LT.-CDR. ARCHIBALD JOHN YOUNG, CD and clasp, of Esquimalt; joined RCN March 12, 1934 as an acting ordnance armourer; promoted to Acting Warrant Ordnance Officer on November 6, 1942. Lt.-Cdr. Young served in *Naden, HMS Excellent, HMS Curacao, Skeena, St. Laurent, Stadacona, Port of Toronto, Avalon, Uganda, Bytown, Cayuga, Crusader, Ontario Nootka*; last appointment *Naden* for Operations and Weapons Division; commenced leave on February 16, 1962; retires on October 4, 1962.

Officer to Retire If He Can Make It

The letter that appeared on the desk of the commanding officer of HMCS *Bytown* in early May had all the earmarks of the standard formal letter acknowledging an appointment. However, the second paragraph hauled the CO up short.

Here is the somewhat plaintive missive:

Sir:

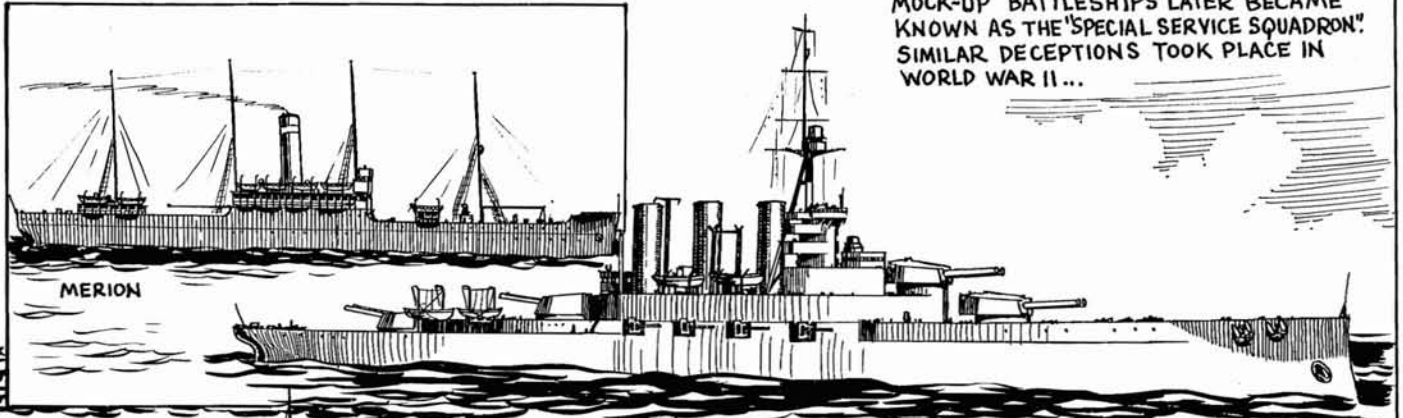
I deem it a pleasure to acknowledge my last appointment which is under your command, to date 25 June, 1962.

Unless otherwise instructed, and provided my tired old bones permit, I will report on board for decommissioning rituals at 0900 on the date stated.

Naval Lore Corner

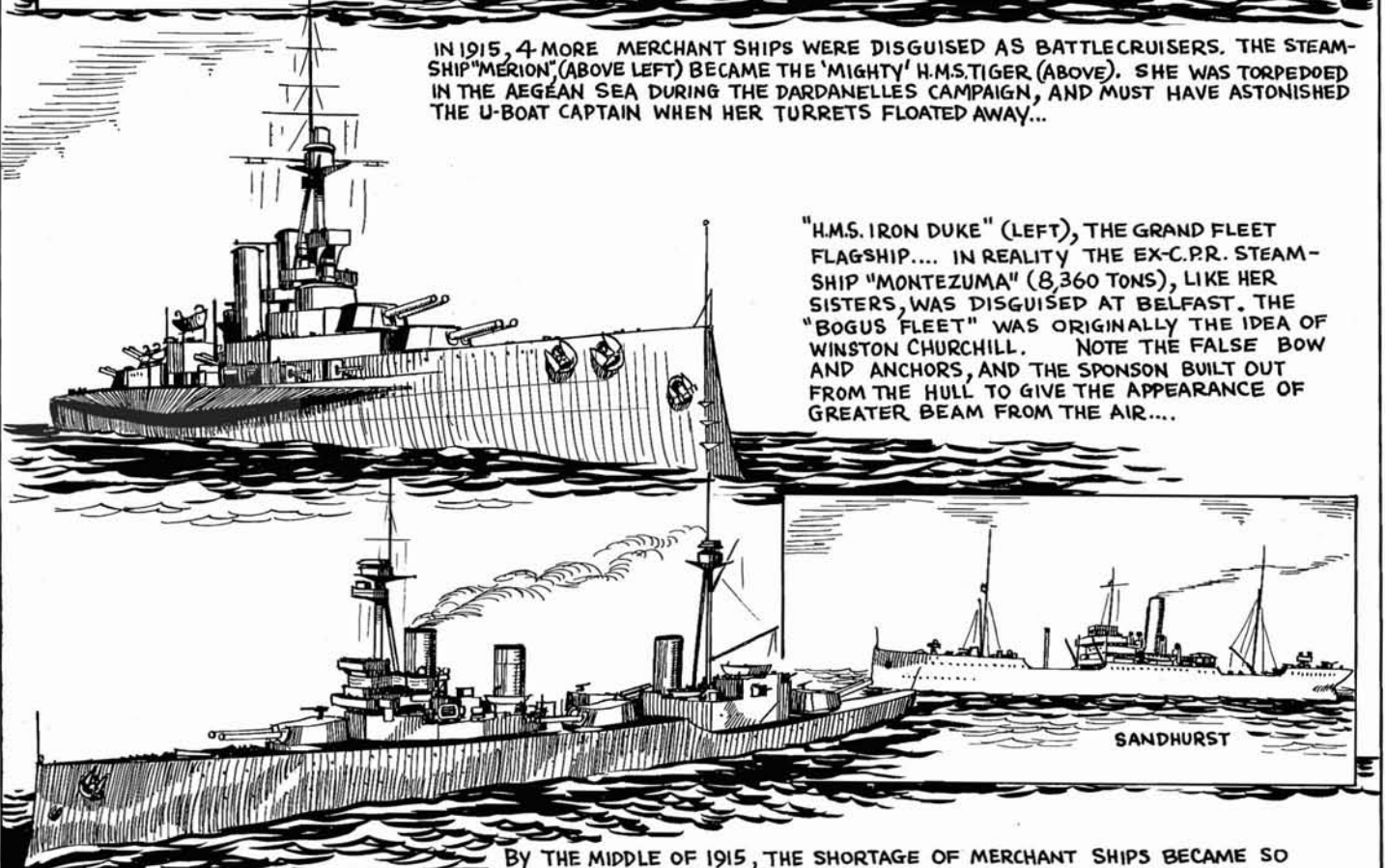
Number 106 NAVAL "RUSES DE GUERRE"

IN WORLD WAR I, BRITISH NAVAL SUPERIORITY BECAME SO SLIM THAT THE ADMIRALTY HAD DIFFICULTY IN MAINTAINING A SUPERIOR BATTLE FLEET IN READINESS AT ALL TIMES. TO DUPE THE ENEMY INTO THINKING THAT THE GRAND FLEET WAS ALWAYS AT FULL STRENGTH, A FLEET OF TEN DUMMY BATTLESHIPS WAS CREATED... IN REALITY, OLD MERCHANT SHIPS, SECRETLY DISGUISED WITH CANVAS AND WOOD, ORIGINALLY NAMED THE "10TH BATTLE SQUADRON" AND MANNED BY R.N.R. PERSONNEL, THESE MOCK-UP BATTLESHIPS LATER BECAME KNOWN AS THE "SPECIAL SERVICE SQUADRON". SIMILAR DECEPTIONS TOOK PLACE IN WORLD WAR II...



IN 1915, 4 MORE MERCHANT SHIPS WERE DISGUISED AS BATTLECRUISERS. THE STEAMSHIP "MERION" (ABOVE LEFT) BECAME THE 'MIGHTY' H.M.S. TIGER (ABOVE). SHE WAS TORPEDOED IN THE AEGEAN SEA DURING THE DARDANELLES CAMPAIGN, AND MUST HAVE ASTONISHED THE U-BOAT CAPTAIN WHEN HER TURRETS FLOATED AWAY...

"H.M.S. IRON DUKE" (LEFT), THE GRAND FLEET FLAGSHIP... IN REALITY THE EX-C.P.R. STEAMSHIP "MONTEZUMA" (8,360 TONS), LIKE HER SISTERS, WAS DISGUISED AT BELFAST. THE "BOGUS FLEET" WAS ORIGINALLY THE IDEA OF WINSTON CHURCHILL. NOTE THE FALSE BOW AND ANCHORS, AND THE SPONSON BUILT OUT FROM THE HULL TO GIVE THE APPEARANCE OF GREATER BEAM FROM THE AIR...



BY THE MIDDLE OF 1915, THE SHORTAGE OF MERCHANT SHIPS BECAME SO ACUTE THAT THE "DUMMIES" WERE RE-CONVERTED INTO OILERS, TANKERS AND TRANSPORTS, ETC. ONE, HOWEVER, THE EX-STEAMSHIP "MANIPUR", WHICH PLAYED THE ROLE OF THE BATTLECRUISER "INDOMITABLE" (LEFT), BECAME THE DESTROYER DEPOT SHIP H.M.S. SANDHURST (ABOVE)... AND SURVIVED UNDER THE WHITE ENSIGN UNTIL THE END OF WORLD WAR II...

Roger Duhamel

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